

# Comments from Agencies



July 19, 2024

San Diego Association of Governments (SANDAG)  
Attn: Tim Pesce  
401 B Street, Suite 800,  
San Diego, CA 92101  
Email: LOSSANcorridor@sandag.org

**Subject: Notice of Preparation (NOP) Comments for the Preparation of a Draft Environmental Impact Report (EIR) for the San Diego-Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Realignment (SDLRR) Project**

Dear Mr. Pesce,

Thank you for providing the 22<sup>nd</sup> District Agricultural Association (22<sup>nd</sup> DAA) an opportunity to comment on the Notice of Preparation (NOP) for the San Diego-Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Realignment (SDLRR) Project.

The 22<sup>nd</sup> DAA — a self-funding state institution that has existed since 1891 — owns and operates the Del Mar Fairgrounds (Fairgrounds), the Surf & Turf Recreation Center, and the Del Mar Horsepark properties. The Fairgrounds, which opened in 1936 (more than two decades prior to the incorporation of the City of Del Mar), and other 22<sup>nd</sup> DAA properties serve as iconic cultural and community gathering places that host the annual San Diego County Fair, summer and fall live horse race meets, and hundreds of other events and activities throughout the year. The Fairgrounds also serves as a mega-evacuation center for San Diego County.

While the regional impact and need for the LOSSAN Rail Realignment Project is clear, the 22<sup>nd</sup> DAA wishes to go on record as adamantly opposed to Alternative A in the NOP. SANDAG's own Alignments Screening Report (May 31, 2024) lays out a few key arguments against Alternative A, including:

- “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.” *Note: This statement also omits the fact that this “southwest parking lot” serves as event space, including as the San Diego County Fair’s Carnival Midway.*



- “Event access to the fairgrounds may also be affected at Jimmy Durante Boulevard and Via de la Valle.”
- Alternative A would have the “greatest construction complexity” of the proposed options.

Simply put, Alternative A fails to meet key objectives of the project and would cause a great deal of harm to the 22<sup>nd</sup> DAA and to the entire region during its years-long disruptive construction and subsequent operations. Alternative A would jeopardize the 22<sup>nd</sup> DAA’s ability to host the annual San Diego County Fair; Del Mar Thoroughbred Club live race meets in the summer and fall; the Breeders Cup; food festivals; music festivals and live concerts; trade shows; and hundreds of other events and activities that draw visitors from across the San Diego region and around the world, creating an estimated \$682 million annual economic impact for the county. Therefore, Alternative A — or any subsequent variation thereof — threatens the 22<sup>nd</sup> DAA’s ability to financially survive and could effectively end current operations at the Fairgrounds. This means livelihoods would be obliterated and activities and events enjoyed by generations of San Diegans would be no more.

Even the continued consideration of Alternative A severely impacts the 22<sup>nd</sup> DAA’s ability to plan and improve the Fairgrounds. The 22<sup>nd</sup> DAA’s recent investments in the property — including investments in environmental initiatives — would be rendered moot and destroyed by the construction of Alternative A. As a result, continued capital improvements for the betterment of the historic community-serving property could be deferred or canceled if Alternative A’s consideration moves forward.

Accordingly, **the 22<sup>nd</sup> DAA urges SANDAG to revise the proposed project alternatives and issue a new NOP that excludes Alternative A** — the longest, costliest, most complex, most disruptive, most environmentally harmful, and least understood option *based on SANDAG’s own assessment*.

Furthermore, the 22<sup>nd</sup> DAA also urges SANDAG to move forward, as soon as possible and in partnership with the 22<sup>nd</sup> DAA, with its long-planned, fully funded, and thoroughly vetted plans for double-tracking and a special events rail platform. This important project will improve ridership on the corridor and will allow the Fairgrounds — a regional asset that hosts about 2 million guests annually from across the county — to continue to serve as a community gathering place and emergency resource while reducing vehicular traffic and environmental impacts to surrounding communities.

In the event that SANDAG still moves forward with the NOP, the 22<sup>nd</sup> DAA also hereby further submits the following comments on the scope of work, analysis, and mitigation measures to be included in the draft Environmental Impact Report (EIR) for the project.

## Comments

### *General NOP Inadequacies*

The 22<sup>nd</sup> DAA finds Alternative A and the NOP to be inadequate, including in the following major ways:

- Alternative A is not adequately described and risks more potential adverse environmental impacts as compared to either of the other two alternatives presented in the NOP.
- Alternative A does not meet the CEQA requirements for a viable and feasible project alternative.
- Alternative A would have significant cultural, recreational, economic, environmental, socioeconomic impacts on the 22<sup>nd</sup> DAA, on neighboring communities, and on the county.
- The basis for including Alternative A in the NOP is unfounded based on SANDAG's objectives and fails to meet basic objectives of the project, such as minimizing environmental impacts.
- SANDAG conducted inadequate public outreach that failed to engage with the 22<sup>nd</sup> DAA, a Responsible Agency under CEQA, among others in the preparation of the NOP to understand the wide array of potential impacts to the Fairgrounds operations, to the region, and to the environment.
- Alternative A is an existential threat to the culturally and economically significant Fairgrounds property and the 22<sup>nd</sup> DAA, which has long served the entire region, the public, and as a tourist attraction.
- Alternative A appears to result in greater impacts in all areas of the CEQA checklist, based on the construction and operational footprints required for the alternative.
- SANDAG has, in multiple past reports and studies, identified potential alternatives that that require less tunneling; can be constructed in a way that ensures continued passenger and freight operations; preserves the lagoons and the Fairgrounds; and builds on past, ongoing, and future planned regional investments in the rail system.
- SANDAG must clarify the impacts of the project on the future of planned and existing rail stations.
- SANDAG's preference for causing massive disruptions to "public lands" must be explained, especially in light of the 22<sup>nd</sup> DAA's unique role as owner of the Fairgrounds, and the impacts of that for the entire region should be analyzed.

- The NOP's project description and descriptions of project alternatives are vague and incomplete.
- The NOP fails to identify the lead agency for the document required under the National Environmental Policy Act (NEPA).
- The objectives listed in the NOP are overly broad and incomplete.
- The NOP fails to properly identify the full range of construction related impacts for the project description and for its alternatives.
- The project and each alternative should be fully analyzed under CEQA and NEPA.
- The draft EIR, should it move forward under this NOP, must address the range of economic impacts on the District and the surrounding coastal communities.
- The draft EIR must also address all issues required under CEQA.

#### *Notice of Preparation (NOP) Project Description*

The proposed project is the relocation of the existing single-track alignment where the rail line runs along a terrace on the coastal bluff in the Cities of Solana Beach, Del Mar, and San Diego. The proposed alignment would relocate existing rail service from along the coastal bluffs to a new alignment located within tunnels through Del Mar and San Diego. The project will include removal of existing stabilization infrastructure and may include aerial structures and berms.

The project description is not accurate, stable, and finite and is vague and overly broad. It consists of 12 infrastructure components, included in each of the project's three unusually distinct alternative alignments:

- Alternative A: I-5 Alignment (the Fairgrounds alignment)
- Alternative B: Crest Canyon Alignment
- Alternative C: Camino del Mar Alignment.

Each project alternative would require a north and south portal, a tunnel connecting the portals, and double tracking of the rail line. Other than that, the description lacks specificity and must be addressed. In its NOP, SANDAG does not include a preferred alternative or an adequate comparative analysis of how each proposed alternative meets its basic criteria for improving passenger rail speed and reliability. A draft EIR should include such an analysis.

In addition, SANDAG has long been working on a project to double track the rail line, replace the existing wood bridge and build a Special Events Platform (Platform) at the Fairgrounds. The project description should contain more specificity beyond its objectives and should clarify plans for a future Platform at the Fairgrounds — a key component of SANDAG’s longstanding plans for the LOSSAN Rail Corridor.

As currently planned, the Platform would only be used during special events and not operate as a regular “station.” The project description should confirm that the future underground Platform would operate in the same manner. If not, additional information should be added to clarify the use of the underground Platform, and the NOP should be redistributed with those details — including any potential impacts to nearby Solana Beach Station — included in Project Description so that meaningful comments on potential environmental impacts related to parking, traffic, air emissions, noise and land-use compatibility can be made.

The project description should also discuss the demolition and removal of existing rail segments that would no longer be used upon completion of the proposed project and how the demolition and removal process could impact resources. Further, the project description should discuss the project’s schedule and the effect on operations of the 22<sup>nd</sup> DAA activities. Additionally, the project description should further describe the project objectives regarding “minimizing” impacts in the surrounding communities during and after construction.

### *CEQA Compliance*

As it relates to the National Environmental Policy Act (NEPA), CEQA Guidelines Section 15082 states that the NOP “shall also be sent to every federal agency involved in approving or funding the project.” As no federal lead agency has been identified, it is unclear whether this requirement has been met.

The 22<sup>nd</sup> DAA is a Responsible Agency under CEQA. As described in the NOP, Alternative A would require an easement or other discretionary permit to allow construction of the project through 22<sup>nd</sup> DAA property. As a Responsible Agency, the 22<sup>nd</sup> DAA is afforded certain responsibilities including consultation with the Lead Agency to discuss the project details. The 22<sup>nd</sup> DAA, which was not consulted by SANDAG in the creation of Alternative A, qualifies as a Responsible Agency and expects to be included in the CEQA process as such.

### *Impacts to ‘Public’ Lands*

SANDAG has touted Alternative A’s use of “public lands” for the LOSSAN Rail Corridor. SANDAG does not, however, describe why it prioritizes private property owners — in response to its “public” outreach that was targeted to these homeowners and not to other cities or the 22<sup>nd</sup> DAA, its employees, its contractors, its vendors and operators, and its guests — over public

resources. SANDAG should detail why causing massive disruptions and impacts on public resources long enjoyed by millions of San Diegans annually would be to the benefit of the region and its population.

The analysis by SANDAG also fails to note or account for the fact that the 22<sup>nd</sup> DAA is the legal owner and operator of the Fairgrounds property and would need to be compensated for accommodating the project. The NOP's broad characterization of both open spaces and the Fairgrounds as similarly situated public land is also misleading at best because the Fairgrounds is not, in fact, unused or vacant space. The Fairgrounds is used throughout the year and serves as an important community resource for cultural, economic, recreational, and educational needs, as well as for emergencies such as wildfire evacuations.

SANDAG should conduct an in-depth evaluation of the relative impacts to all public lands and recreational facilities and uses, such as the Fairgrounds and 22<sup>nd</sup> DAA properties, events, and activities.

### *Socioeconomic Impacts*

CEQA Guidelines Section 15131(b) state that “economic or social effects of a project may be used to determine the significance of physical change caused by the project. For example, if the construction of a new freeway or rail line divides an existing community, the construction would be the physical change, but the social effect on the community would be the basis for determining that the effect would be significant.” Section 1508.14 of the Council on Environmental Quality (CEQ) regulations for implementing NEPA states that economic or social effects are not intended by themselves to require preparation of an Environmental Impact Statement (EIS) but that when an EIS is prepared and economic or social and natural or physical environmental effects are interrelated, then the document should discuss all of these effects on the human environment. The environmental document prepared for the project should include a socioeconomic analysis discussing the construction and operational impacts of the proposed project — under all alternatives — to the 22<sup>nd</sup> DAA and its well-established uses, events, and activities. This socioeconomic analysis should also include an understanding of the impacts to the potential loss of governmental services that are currently provided through the sales tax revenue generated at the Fairgrounds, as well as the potential loss of the Fairgrounds property as an emergency evacuation point and emergency resource for the region.

### *Air Quality*

The proposed project includes construction that will result in air pollutant emissions. The analysis within the draft EIR should discuss how the proposed project will address air quality impacts, including any mitigation measures that would ensure compliance with the San Diego County Air

Pollution Control District, California Air Resources Board and any other agency with regulatory oversight of air pollution. Specifically, an Air Quality Analysis and health risk assessment should be undertaken to quantify the emissions that would result in and around the LOSSAN Rail Corridor and the potential underground Platform — during construction and through operations — on the roughly 2 million visitors annually to the Fairgrounds. It is unclear, for example, how emissions would be vented through the proposed tunnel under the Fairgrounds, and SANDAG does not state whether the proposed project would include shafts that vent out near the Fairgrounds and nearby San Dieguito Lagoon. Emissions from these vents should be modeled and quantified in a health risk assessment and then thoroughly analyzed in the draft EIR. The same Air Quality Analysis should quantify construction-related emissions and should identify the various equipment being used, idling trucks, dust and small particulates, and diesel exhaust.

### *Biology*

Alternative A would reroute the LOSSAN Rail Corridor through San Dieguito Lagoon and the surrounding open space area of Los Peñasquitos Lagoon. Therefore, construction and operation activities of the project could result in a significant impact on sensitive upland and wetland vegetation communities, movement of wildlife species, and sensitive habitat and special status species development, specifically in the lagoons where federally and state-protected plant and wildlife species exist.

Alternative A would run through estuarine and marine deepwater, estuarine and marine wetland, freshwater forested/shrub wetland, and freshwater emergent wetland habitats. The draft EIR should include a Biological Technical Report that evaluates project impacts on biological resources and offers mitigation measures to reduce and or eliminate those impacts. The draft EIR should discuss proposals for coordination between U.S. Army Corps of Engineers, California Department of Fish and Wildlife, US Department of Fish and Wildlife, Regional Water Quality Control Board and other state and federal agencies with oversight over biological resources. This should also include any mitigation measures that would ensure compliance with the resource agencies discussed above.

Within the proposed project area, the 22<sup>nd</sup> DAA has invested millions of dollars toward the restoration of wetlands. These restoration efforts are ongoing and are required to meet performance criteria established by the California Coastal Commission. The draft EIR should include a discussion about project-related impacts to the 22<sup>nd</sup> DAA's wetland mitigation projects and other existing long-term wetland mitigation projects in the project area. Mitigation measures necessary to ensure no impacts to these wetland restoration projects should be thoroughly vetted and included in the draft EIR.



Also, the analysis in the draft EIR should discuss compliance with Multi-Habitat Planning Areas/Multi-Species Conservation Plans that encompasses both the lagoon and surrounding areas.

### *Cultural, Archaeological, and Paleontological Resources*

Due to the proposed project's location and combination of cut-and-cover and boring construction methods, construction activities have the potential for cultural, archaeological, and paleontological resources to be unearthed. A California Historical Resources Information System (CHRIS) records search should be conducted during the EIR process to determine if any Tribal Cultural or other significant cultural resources may be within the proposed project area. The draft EIR should discuss project-related impacts to potential cultural, archaeological, and paleontological resources and mitigation measures included to reduce any potential impacts.

### *Energy*

The draft EIR should discuss how much additional energy would be required for operation of Alternative A compared to the existing rail.

### *Geology and Soils*

The 22<sup>nd</sup> DAA is concerned that construction (U-structure, cut-and-cover tunnel, bored tunnel, etc.) will result in significant impacts related to geology and soils; particularly, soil erosion and risks associated with seismic ground shaking. A geotechnical study should be completed that discusses, at a minimum, soil types, ground water levels, and liquefaction potential to determine project related impacts to geology and soils. The analysis in the draft EIR should include discussion on vibrational impacts to the existing geology and soils and how the Fairgrounds will be affected by the vibration resulting from construction and operation of Alternative A, including discussion of the seismic safety of existing structures, buildings, and uses at the Fairgrounds. For example, the San Diego County Fair includes the erection of temporary structures, such as carnival rides and roller coasters. The analysis should include vibration sources from construction and operation of the project. As a portion of the project proposes the "boring of tunnels" the draft EIR should discuss potential drilling fluid release, commonly referred to as frac-out, and potential impacts that could occur. The draft EIR should include an emergency spill and frac-out response plan. Mitigation measures necessary to reduce or eliminate construction and project related impacts should be included.

### *Greenhouse Gas Emissions*

Construction and operation of the proposed project will result in greenhouse gas emissions. The draft EIR analysis should discuss greenhouse gas emissions resulting from project construction and operation.

### *Hazards*

The proposed project would use heavy equipment for construction activities. Both construction and operations-related hazardous materials could include fuel, solvents, paints, oils, and grease. Construction activities for the proposed project also have the potential for exposure to and utilization of hazardous materials during demolition, excavation, and grading activities. The analysis within the draft EIR should discuss how the proposed project will comply with all applicable existing laws, regulations, and policies related to hazards.

### *Hydrology and Water Quality*

The 22<sup>nd</sup> DAA is concerned with impacts related to watershed and drainage characteristics, flood-related hazards, and water quality issues. The Fairgrounds sits entirely within a floodplain with a portion of the property in a floodway. The floodway runs very near the proposed project's vaguely described underground Platform. The property is also subject to sea level rise, and as such, effects on hydrology and water quality from tunnel construction and the proposed underground Platform should be further analyzed. Completion of a Hydrology Study, Flood Plain Study, Water Quality Technical Report, and a Hydrology Drainage Study should be included as part of the draft EIR. The draft EIR should discuss project compliance with applicable regulatory standards (Federal Clean Water Act/National Pollutant Discharge Elimination System, Regional Water Quality Control Board Basin Plan, City of Del Mar Sea Level Rise Adaption Plan, Coastal Resilience Master Plans, etc.). The draft EIR should also discuss project compliance with the proposed living levees planned for at the north and south banks of the San Dieguito River, in accordance with the Del Mar's Sea Level Rise Adaptation Plan of 2018.

### *Land Use*

Construction of Alternative A of the proposed project will have major adverse impacts on operations at the Fairgrounds, and the 22<sup>nd</sup> DAA is concerned that Alternative A conflicts with the existing land use at the Fairgrounds. Proposed construction scheduling and construction staging locations need to be identified and thoroughly analyzed in the draft EIR. Land uses at the 22<sup>nd</sup> DAA include the annual San Diego County Fair, live horse racing, concerts, festivals and trade shows, and hundreds of other significant events.

In addition, the Fairgrounds provides low-cost visitor-serving uses within the coastal zone, including overnight accommodations, and serves as an evacuation point and resource center during emergency situations. The draft EIR should discuss Alternative A's impacts related to the 22<sup>nd</sup> DAA's land use, service in emergencies, as well as the following proposed projects within the proposed project area: living levees planned for at the north and south banks of the San Dieguito River in accordance with the Del Mar's Sea Level Rise Adaptation Plan of 2018, and the Coast to



Crest Trail segment planned for from the Fairgrounds to Jimmy Durante Boulevard. The impacts to the Fairgrounds will result in significant conflicts with various elements/components of the City of Del Mar Community Plan and the 22<sup>nd</sup> DAA 2008 Master Plan. A complete and thorough evaluation of how the proposed project is or is not compatible with the following existing and proposed plans is needed: City of Del Mar Community Plan, 22<sup>nd</sup> DAA 2008 Master Plan, City of Del Mar Local Coastal Program and Amendments, City of Del Mar Sea-Level Rise Adaptation Plan, and San Dieguito River Park Concept Plan.

### *Noise/Vibration*

The analysis within the draft EIR should discuss how the proposed project will adhere to the 22<sup>nd</sup> DAA's noise ordinance, including any mitigation measures needed to ensure compliance. Each alternative would generate construction noise and vibrations near sensitive land uses (residential). Specifically, the 22<sup>nd</sup> DAA requests the draft EIR include an analysis of the effects of noise and vibration from construction activities and trains operating in the tunnel segments on residents, Fairgrounds visitors and wildlife. Special studies also need to be undertaken to address noise and vibrations impacts and mitigation on domesticated animals; specifically thoroughbred horses during horse races and livestock during the annual San Diego County Fair. Additionally, impacts to existing Fairgrounds structures from construction and operational vibration should be analyzed and mitigated. The equipment to be used for construction and operation, along with their associated decibel levels, should be further described to inform the project related impacts to noise and vibration in the draft EIR.

### *Recreational Uses*

As discussed above, construction of Alternative A of the project would affect operations at the Fairgrounds. The impacts to the Fairgrounds would result in significant conflicts with various elements/components of the 22<sup>nd</sup> DAA's 2008 Master Plan. Under CEQA, the Fairgrounds would be classified as an "other recreational resource" as the majority of the activities and events hosted on the 22<sup>nd</sup> DAA's properties are recreational in nature for the public. Additionally, the Fairgrounds provides low-cost visitor-serving uses within the coastal zone including overnight accommodations. The draft EIR should analyze conflicts with the 22<sup>nd</sup> DAA's 2008 Master Plan, the recreational events and activities hosted at the Fairgrounds — the San Diego County Fair, live horse racing, and others — as well as potential impacts/conflicts related to the visitor-serving uses at the Fairgrounds. Mitigation measures to reduce or eliminate the impacts should be included. The draft EIR should also discuss Alternative A's impacts to recreation regarding the Coast to Crest Trail segment planned for from the Fairgrounds to Jimmy Durante Boulevard within the project site as well as trail in general in and around the project site.

### *Transportation*

The proposed project has the potential to result in significant impacts to several local street segments, signalized and un-signalized intersections, freeway ramps, and freeway mainline sections. The annual San Diego County Fair, live horse racing meets, and other Fairgrounds events generate many trips on nearby roadways, freeways, and on the existing LOSSAN Rail Corridor. This existing condition should be included in the draft EIR and the proposed projects impacts related to the existing condition should be fully analyzed. In addition, construction and demolition haul trips would impact traffic during construction of the proposed project. A Transportation Impact Study, Circulation and Parking Analysis, a Local Mobility Analysis and a construction specific traffic control plan should be completed to define project related impacts to transportation and traffic. Mitigation measures that would reduce or eliminate impacts should be included in the analysis and any traffic control plans needed to reduce construction-related transportation impacts.

### *Utilities and Service Systems*

The Fairgrounds includes a significant amount of existing sewer, stormwater, potable water, recycled water, telecommunications, and electrical lines. The proposed project would require relocation of these utilities. The operation of Alternative A would require connections to the existing water supply system, wastewater infrastructure, and existing stormwater infrastructure. The analysis within the draft EIR should discuss how the proposed project would impact existing utilities and service systems, and what is planned for existing utilities that will no longer be used with the new rail alignments. Additionally, the draft EIR should include will-serve letters from existing utilities and service systems to analyze existing capacity to support the project.

### *Inadequate Outreach*

As discussed in previous sections of this letter, SANDAG's public engagement efforts were extraordinarily flawed and inadequate as a basis for including alternatives in the NOP. SANDAG's public outreach efforts focused exclusively on the City of Del Mar, which has a population of less than 4,000 people. SANDAG failed to adequately engage the 22<sup>nd</sup> DAA, the City of Solana Beach, the City of San Diego, trustees of the San Dieguito and Los Peñasquitos Lagoon, and other key stakeholders. This is far more than a City of Del Mar project, but it was not treated as such.

Ultimately, the Fairgrounds is a regional asset that has anchored the project area since 1936. The LOSSAN Corridor is also a regional asset that provides benefits for cities across Southern California. But without justification or a scientific basis, SANDAG is claiming public support for Alternative A when in fact the "public" was composed of groups of active and highly engaged residents of San Diego County's smallest municipality.

After ruling out Fairgrounds-centric alignments for years because of the very costs and impacts that SANDAG has identified repeatedly in its own reports, the inclusion of Alternative A in the

NOP appears to be aimed at placating a small group of people for a project of region-wide importance.

### *Cumulative Impacts*

The cumulative analysis prepared for the proposed project should include a complete listing of all projects used in the analysis (past, present and reasonably anticipated future projects). Specifically, the draft EIR should include a thorough discussion about project-related impacts when combined with this list of cumulative projects including any proposed mitigation to reduce or eliminate cumulative impacts.

If SANDAG continues to move forward with Alternative A, despite all factual evidence demonstrating that the alignment should have never been included in the NOP, the 22<sup>nd</sup> DAA recommends that SANDAG work to understand the operations, events, activities, uses, history, layout, environmental issues, and challenges of the Fairgrounds property (a process that should have occurred before the rushed, last-minute inclusion of Alternative A in the NOP). Such engagement should begin with communication and coordination on cumulative impacts so that the cumulative analysis includes an accurate listing of reasonably anticipated future projects that the 22<sup>nd</sup> DAA previously identified in its 2008 Master Plan.

The 22<sup>nd</sup> DAA appreciates the opportunity to comment on the NOP for the SDLRR project. We expect that any draft EIR prepared will be a thorough evaluation of the proposed projects' construction, operational and cumulative impacts. We look forward to reviewing the draft EIR, to the elimination of Alternative A, and to the construction of the fully funded special events rail platform.

If you have any questions about the comments contained in this letter, please do not hesitate to contact Dustin Fuller at 858.792.4212 or via email at [dfuller@sdfair.com](mailto:dfuller@sdfair.com).

Sincerely,



Carlene Moore  
Chief Executive Officer  
22<sup>nd</sup> District Agricultural Association

**AMTRAK**

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**Jeanne Cantu**

Vice President, California, Amtrak



July 19, 2024

Antoinette Meier  
Senior Director of Regional Planning  
San Diego Association of Governments  
401 B Street, Suite 800  
San Diego, CA 92101

**RE: LOSSAN Corridor**

Dear Ms. Meier,

For more than 80 years, intercity passenger rail has been a vital part of the Southern California Megaregion. The National Railroad Passenger Corporation (Amtrak) operates the *Pacific Surfliner* service along the Los Angeles-San Diego Rail Corridor (LOSSAN) which is the second busiest Amtrak route outside of the Northeast Corridor.

The LOSSAN Corridor is facing significant climate impacts to its rail infrastructure, including those from landslides, flooding, high winds, and coastal erosion resulting in numerous track closures. The ongoing stabilizing efforts along the rail corridor provide a vital short-term solution, however, a long-term corridor wide strategy is necessary to protect the viability of this important rail corridor.

For over two decades, San Diego Association of Governments (SANDAG) has worked on stabilizing the Del Mar bluffs. Similar efforts are underway in San Clemente where Orange County Transportation Authority is working on various corridor resiliency projects and Union Pacific Railroad is working on stabilization and short-term repairs on the northern end of the corridor. It is evident that a corridor wide capital improvement plan of prioritized investments is necessary to stabilize the corridor. While numerous state and local capital investments have been made in the LOSSAN Corridor over the years, there remains a significant funding gap that could potentially exceed \$20B. Closing this gap will require substantial new funding sources and cooperation from all stakeholders along the corridor.

The LOSSAN Corridor is an important part of Amtrak's national network, and we appreciate the work SANDAG is undertaking to protect it. As SANDAG continues to further evaluate the various options to help stabilize the corridor, we ask that Amtrak be included in the conversation. We look forward to working with SANDAG, host railroads, and all local, state, and federal partners to find solutions to the challenges facing this vital rail corridor.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeanne Cantu".

Jeanne Cantu, *Vice President, California, Amtrak*

**San Diego Coast District**

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July 15, 2024

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**RE: Notice of Preparation for the San Diego-Los Angeles-San Luis Obispo (LOSSAN) Rail Realignment (SDLRR) Project.**

Dear Mr. Pesce,

Thank you for the opportunity to comment on the Notice of Preparation for the San Diego-Los Angeles-San Luis Obispo (LOSSAN) Rail Realignment (SDLRR) Project Draft Environmental Impact Report. California State Parks (CSP) is a Trustee Agency having jurisdiction over natural resources that are held in trust for the people of California, and which may be affected by a project (CCR § 15386). The Mission of CSP, in part, provides for the protection of natural and cultural resources and recreational opportunities. CSP is the landowner and manager for Torrey Pines State Beach (TPSB) and Torrey Pines State Natural Reserve (TPSNR; PRC § 5019.65) which includes Los Peñasquitos Marsh Natural Preserve (LPMNP; PRC § 5019.71). State Natural Reserves have outstanding or unusual natural or scenic value and are managed to limit development to those that support natural resource preservation (PRC § 5019.65). Land included within TPSNR and TPSB will likely be affected by each of the three project alignments. The Camino del Mar Alignment (Alternative C) would likely result in the greatest impact to State Park Trustee land and require a more complex environmental analysis.

In general, all three alignments (Alternative A, Alternative B, and Alternative C) would involve potential impacts to coastal habitats, cultural resources, and public viewsheds; changes in noise, vibration, and lighting; and potential pollution from fuel, braking, or accidental spills. All three alignments would also involve removal of the shoreline and bluff protection along TPSB. The EIR/EIS should analyze potential impacts resulting from this removal, including effects on geologic stability, bluff and beach habitats, public beach recreation, and public beach safety.

The EIR (and subsequent EIS) should also consider how the US Department of Transportation Act of 1966 and 4(f) Rule (49 U.S.C. §303 and 23 U.S.C.) and State Natural Preserve (PRC § 5019.65) designation affects the selection of preferred alternatives.

We understand that Alternative A involves following existing alignment until old Sorrento Valley Road then a short floodwall, U-section, a short cut-and-cover tunnel, then a bored tunnel adjacent to Interstate 5 emerging near the Del Mar Fairgrounds. This alignment minimizes proximity to TPSNR (including the LPMNP) and likely minimizes potential impacts to this and adjacent land. Although Alignment A would avoid much of the Reserve, a small portion of adjacent wetland and upland habitat may be affected. The Proposed EIR/EIS should consider potential impacts to wetland (e.g., southern willow scrub, non-tidal saltmarsh, and freshwater emergent wetland) and upland habitats (e.g., southern maritime chaparral, coastal sage scrub,

and coastal succulent scrub) and their associated sensitive species (e.g., light-footed Ridgway's rail, coastal California gnatcatcher, Belding's savannah sparrow, least Bell's vireo, yellow-breasted chat, white-tailed kite and other raptors, southern mule deer *Iva hayesiana*, *Artemisia palmeri*, *Lasthenia glabrata* ssp. *coulteri*, and others). Furthermore, the EIR/EIS should consider changes to local hydrology from the proposed infrastructure (e.g., rail widening, floodwalls, U-sections, and cut-and-cover features) and their effect on sedimentation and the balance of halophytic and freshwater habitats. Additionally, the EIR/EIS should consider the effects of noise, vibration, lighting, and rail-related pollution associated with the new infrastructure and increased rail speed and volume of rail traffic.

The EIR/EIS should also consider impacts to archaeological and historical sites, and cultural landscapes. Alternative A minimizes surface impacts but there are still several areas that will involve impacts to native substrates and careful consideration must be given to avoiding impacts to cultural and tribal resources. Any potential impacts to the viewshed of cultural landscapes, archaeological and historical sites will need to be reviewed and assessed by Registered Professional Archaeologist (RPA) and Tribal Governments. Tribal consultation is required to be in Compliance with CEQA to obtain a list of Tribal Governments to consult please contact the Native American Heritage Commission (NAHC). Any ground disturbance with a cultural landscape, archaeological and historical site needs to have a Native American Monitor (NAM) that will be chosen through the Tribal consultation processes.

Our understanding is that Alternative B begins in a similar form as Alternative A following existing rail alignment until old Sorrento Valley Road, then a floodwall, U-section, a short cut-and-cover tunnel, then a bored tunnel that proceeds under the northeastern edge of Los Peñasquitos Lagoon, under the TPSNR-Extension, emerging near Jimmy Durante Boulevard close to the Del Mar Fairgrounds. Alternative B would also minimize surface proximity to TPSNR (including the State Natural Preserve) and likely minimize potential impacts to State Park Property. Although Alternative B would avoid much of the Reserve similar to Alternative A, a small portion of adjacent wetland and upland habitat may be affected. The Proposed EIR/EIS should consider potential impacts to wetland (e.g., southern willow scrub, non-tidal saltmarsh, and freshwater emergent wetland) and upland habitats (southern maritime chaparral, coastal sage scrub, and coastal succulent scrub) and their associated sensitive species (e.g., light-footed Ridgway's rail, coastal California gnatcatcher, Belding's savannah sparrow, least Bell's vireo, yellow-breasted chat, white-tailed kite and other raptors, southern mule deer, *Iva hayesiana*, *Artemisia palmeri*, *Lasthenia glabrata* ssp. *coulteri*, and others). Furthermore, the EIR/EIS should consider changes to local hydrology from the proposed infrastructure (e.g., rail widening, floodwalls, U-sections, and cut-and cover features) and their effect on sedimentation and the balance of halophytic and freshwater habitats. Additionally, the EIR/EIS should consider the effects of noise, vibration, lighting, and rail related pollution associated with the new infrastructure and increased rail speed and volume of rail traffic.

The EIR/EIS should also consider impacts to archaeological and historical sites, and cultural landscapes. Alternative B minimizes surface impacts but there are still several areas that will involve impacts to native substrates and careful consideration must be given to avoiding impacts to cultural and tribal resources. Any potential impacts to the viewshed of cultural landscapes, archaeological and historical sites will need to be reviewed and assessed by Registered Professional Archaeologist (RPA) and Tribal Governments. Tribal consultation is required to be in Compliance with CEQA. To obtain a list of Tribal Governments to consult, please contact the Native American Heritage Commission (NAHC). Any ground disturbance with a cultural landscape, archaeological and historical site needs to have a Native American Monitor (NAM) at all times who will be chosen through the Tribal consultation processes. If excavation within cultural resources is done the loss of cultural landscape, archaeological, and historical sites is irreplaceable and severely impacts the history within the area.



Because Alternative B tunnels directly under portions of TPSNR (the LPMNP, and the Reserve Extension), the EIR/EIS should carefully analyze the noise, vibration, groundwater, and seismic changes that may affect the habitats, wildlife, and visitor experiences with respect to State Park Property.

Alternative C maintains the current alignment through TPSNR including the LPMNP. A portion of the current alignment is owned by the rail and a portion is a right-of-way owned by California State Parks. This alignment includes expanding the width and height of the existing rail embankment to accommodate double tracking and sea level rise and bridging a portion of the northwestern alignment before entering a bored tunnel near the intersection of Carmel Valley Road and North Torrey Pines Road. This alignment maintains the most proximity to State Property and likely will result in significant impacts to upland and wetland habitats and species and reduced opportunities for restoring the LPMNP and improving public access and viewsheds within and adjacent to TPSNR.

The EIR/EIS must thoroughly analyze impacts from Alternative C including direct impacts to sensitive habitats (e.g., tidal and non-tidal saltmarsh, southern willow scrub, freshwater emergent marsh, wetland transitional habitat, coastal sage scrub, coastal succulent scrub, mudflat, saltpan, and others), and their associated sensitive species (e.g., light-footed Ridgway's rail, coastal California gnatcatcher, Belding's savannah sparrow, least Bell's vireo, yellow-breasted chat, white-tailed kite and other raptors, wandering saltmarsh skipper, southern mule deer, *Iva hayesiana*, *Artemisia palmeri*, *Lasthenia glabrata* ssp. *coulteri*, *Chaenactis glabriuscula* var. *orcuttiana*, and others).

Alternative C will involve construction and placement of new embankment and bridging in the northwestern portion of the Reserve. The EIR/EIS must carefully analyze the effects of this new infrastructure, including noise, vibration, habitat fragmentation, visual impacts, and disruption of public access to the Torrey Pines North Beach Parking lot and adjacent beach.

The EIR/EIS should also consider impacts to archaeological and historical sites, and cultural landscapes. Alternative C would result in the most surface impacts including several areas that will involve impacts to native substrates. The area northwest of the current alignment is known to support archaeological resources and potentially historically significant landscapes and features. Careful consideration must be given to avoiding impacts to cultural and tribal resources. Any potential impacts to the viewshed of cultural landscapes, archaeological and historical sites will need to be reviewed and assessed by Registered Professional Archaeologist (RPA) and Tribal Governments. Tribal consultation is required to be in Compliance with CEQA. To obtain a list of Tribal Governments to consult, please contact the Native American Heritage Commission (NAHC). Any ground disturbance with a cultural landscape, archaeological and historical site needs to have a Native American Monitor (NAM) at all times who will be chosen through the Tribal consultation processes. If excavation within cultural resources is done the loss of cultural landscape, archaeological, and historical sites is irreplaceable and severely impacts the history within the area.

Thank you for the opportunity to comment on the NOP for the San Diego-Los Angeles-San Luis Obispo (LOSSAN) Rail Realignment (SDLRR) Project Draft Environmental Impact Report. Please feel free to contact me for further discussion of our concerns.

Sincerely,

DocuSigned by:  
*Lisa Tomas*  
04D9616D2DCF4F6...

Lisa Tomas  
Deputy District Superintendent  
Lisa.Tomas@parks.ca.gov

Ec'd

Nicole Van Doren, Chief Ranger  
Sean Homer, Sector Superintendent  
Darren Smith, Senior Environmental Scientist  
Carrie Benner, Environmental Scientist  
Monica Stupaczuk, Environmental Scientist  
Ariana Yanez, Assistant State Archaeologist, Acting Tribal Liaison  
Marya Ahmad, Park and Recreation Specialist  
Dylan Hardenbrook, Supervising Ranger  
Mike Hastings, Executive Director Los Peñasquitos Lagoon Foundation



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# California State Senate

SENATOR  
CATHERINE BLAKESPEAR  
THIRTY-EIGHTH SENATE DISTRICT



STANDING COMMITTEES  
ELECTIONS AND CONSTITUTIONAL  
AMENDMENTS  
CHAIR  
BUDGET AND FISCAL REVIEW  
HOUSING  
HUMAN SERVICES  
TRANSPORTATION  
SUBCOMMITTEES  
LOSSAN RAIL CORRIDOR RESILIENCY  
CHAIR  
BUDGET SUBCOMMITTEE #2:  
RESOURCES, ENVIRONMENTAL PROTECTION  
AND ENERGY  
JOINT COMMITTEES  
CLIMATE CHANGE POLICIES  
FAIRS ALLOCATION & CLASSIFICATION

July 19, 2024

San Diego Association of Governments (SANDAG)  
401 B Street, Suite 800  
San Diego, CA 92101  
Attn: Tim Pesce

Re: Comments Regarding the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the San Diego LOSSAN Rail Realignment Project

Dear Mr. Pesce:

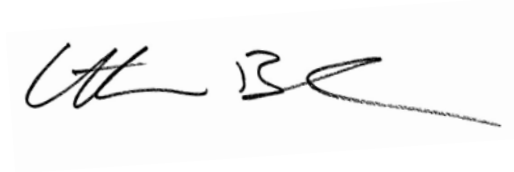
Thank you for the opportunity to comment on the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the San Diego LOSSAN Rail Realignment Project. The San Diego Association of Governments (SANDAG) has been tasked with the responsibility of safely removing the railroad from the fragile Del Mar bluffs along the Los Angeles – San Diego – San Luis Obispo (LOSSAN) rail corridor. While this project is complex, we must remain focused on the importance of this moment. We cannot let challenges prevent action that is demanded of us. I fully support SANDAG completing the proposed environmental document and ultimately identifying a safe alternative route for the railroad as expeditiously as possible.

We must act to ensure the safety of rail services and prevent increasingly severe and frequent prolonged service disruptions. The rail line provides an important public benefit that is at risk every day action is delayed. Failure to move the tracks will result in further emergency repairs necessary for the safety of services. As Chair of the Senate Transportation Subcommittee on LOSSAN Rail Corridor Resiliency, I have seen and heard the urgency to address the corridor's resiliency challenges, improve performance and reliability of services, and pursue necessary projects to ensure its viability.

We know that we cannot continue to plan for coastal transportation infrastructure as we have. Public agencies responsible for planning, constructing and operating rail services must be more strategic and able to take bolder action to ensure the long-term success of the rail line. The release of the NOP is the important first step of many as we continue to gather more information. This process is designed to provide the public and decision-makers with the best available data, science and engineering standards.

I recognize the differing opinions and difficulty with moving a complex transportation corridor in a built environment. It is in these moments that we must recommit ourselves to work together for the common good. I am confident that SANDAG and project stakeholders will continue to collect and share feedback, analyze available options and take the best possible action to move this project forward.

Sincerely,

A handwritten signature in black ink, appearing to read 'C Blakespear', is centered on the page.

**SENATOR CATHERINE BLAKESPEAR**

SENATE DISTRICT 38

Cc: Hon. Mike Levin, United States Representative, 49<sup>th</sup> District  
Hon. Benjamin Allen, State Senator, 24<sup>th</sup> District  
Hon. Monique Limón, State Senator, 19<sup>th</sup> District  
Hon. Josh Newman, State Senator, 29<sup>th</sup> District  
Hon. Janet Nguyen, State Senator, 36<sup>th</sup> District  
Hon. Thomas Umberg, State Senator, 34<sup>th</sup> District  
Hon. Tasha Boerner, State Assemblymember, 77<sup>th</sup> District  
Hon. Dave Druker, Mayor, City of Del Mar  
Hon. Todd Gloria, Mayor, City of San Diego  
Hon. Lesa Heebner, Mayor, City of Solana Beach  
Carlene Moore, CEO, 22<sup>nd</sup> District Agricultural Association

## California Department of Transportation

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July 18, 2024

11-SD-5, 56, 805  
PM VAR

San Diego-Los Angeles-San Diego-San Luis Obispo  
(LOSSAN) Rail Realignment (SDLRR) Project  
NOP/SCH#2024060038

Mr. Keith Greer  
Deputy Director  
SANDAG  
401 B Street, Suite 800  
San Diego, CA 92101

Dear Mr. Greer:

The California Department of Transportation (Caltrans) appreciates the opportunity to review and comment on the Notice of Preparation (NOP) for the San Diego-Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Realignment (SCH#2023060038). Caltrans supports this very important project that will provide a reliable fast and frequent service in the Interstate 5 (I-5) Corridor, which is a key priority of the state's rail plan. Adding capacity and addressing climate resiliency in this segment is an important step in creating a competitive option to I-5 and meeting the state's Vehicle Miles Traveled (VMT) goals.

Caltrans and the San Diego Association of Governments (SANDAG) have a long history of working in partnership on projects such as the Tier 1 Three County LOSSAN environmental document that Caltrans lead. Development of items such as the Joint Use and Maintenance Agreement (JUMA) demonstrates the commitment of these agencies to work in partnership to provide an efficient and cost effective multimodal, multiagency transportation corridor.

Caltrans also appreciates the collaborative effort for previous project teams in this corridor. As the project development process continues, we encourage close collaboration with Caltrans to minimize rework and to ensure a timely approval of a JUMA and encroachment permit if either are needed. It should be noted that Caltrans will rely upon information from the SANDAG environmental document for any future encroachment permit. As such, it is important this environmental document be inclusive of the avoidance and minimization analysis and mitigation measures consistent with the requirements necessary for the issuance of any encroachment permit.

We look forward to working with SANDAG in areas where SANDAG and Caltrans have joint jurisdiction to improve the transportation network and connections between various modes of travel, with the goal of improving the experience of those who use the transportation system.

Caltrans has the following comments:

Please consider the following key factors in selecting project alternatives:

- Construction impacts to I-5, Interstate 805 (I-805) and State Route 56 (SR-56) such as maintaining traffic, bike and pedestrian accessibility.
- Impacts to the bridges, foundations, and geology associated with the existing I-5, I-5/SR-56 and I-5/I-805 merge area.
- Overall rail travel time and accessibility to stations should be key factors in developing alternatives.
- Please explain how proposed alternatives affect other future improvements planned in the corridor.
- Consider the 2007 LOSSAN Programmatic EIR-EIS (Section 2.3.2 LOSSAN Corridor Rail Improvements Consider and Eliminated)
  - Options eliminated in strategic plan and screening evaluation (2003)
  - Summary of Reasons for Elimination of the Inland Bypass Alternative
- Consider the 2007 LOSSAN Programmatic EIR-EIS (2.5.1 LOSSAN Rail Improvements Alternative Carried Forward)

Please address the following potential impacts for the overall project:

- Project should be analyzed for consistency and the need for potential amendments with the Caltrans North Coast Corridor (NCC) Public Works Plan and the Resource Enhancement Mitigation Program (REMP).
- Operational and safety analysis for potential impacts such as access from state R/W for rail maintenance and operational impacts to I-5, SR-56 and I-805 during proposed project construction.
- The San Dieguito Lagoon Restoration project was important mitigation for several regional projects, including I-5. Please address any impacts that may occur to the San Dieguito Lagoon.
- The San Diego Regional Transportation Plan identifies four managed lanes for I-5 from SR-52 to SR-56, and from Via de La Valle to La Costa.

### **System Planning**

The Caltrans projects listed below fall adjacent to the proposed project areas along I-5 (PM 30.0-36.0):

- EA 11-43123 Los Penasquitos Lagoon Restoration FCO (PM 30.4-32.70 at I-5): In San Diego County on I-5 from I-5/I-805 separation to I-5/SR-56 separation and on route SR-56 from I-5/SR-56 sediment, freshwater management, and salt marsh restoration.
- EA 11-2E090 Mitigation Banked Sorrento Valley - Torrey Pines (PM 30.8 at I-5): in San Diego County in San Diego west of I-5/I-805 merge, adjacent to Flintkote Ave, within the Torrey mitigation site preservation.
- EA 11-42651 Biological Monitoring For 42650 (PM 32.7 at I-5): In San Diego County at Carmel Valley creek undercrossing. Biological monitoring for parent project (11-42650).
- EA 11-17790 I-5/SR-56 missing connection (PM 32.70/34.8 along I-5) with Phase 1 to construct SR-56 HOV median lanes from El Camino Real undercrossing to 0.3 miles west of Carmel Valley road overcrossing.

- EA 11-2E154 San Dieguito Lagoon Restoration (PM 34.70-36.30 at I-5): In San Diego County in SD from 0.6 mile north of Del Mar Heights Road overcrossing to Villa de La Valle undercrossing. To lower existing elevations at the San Dieguito lagoon (w-19) restoration site.
- EA 11-41750 I-5 Detention Basins (34.90/35.10 at I-5): In San Diego County in San Diego from 0.8 to 1.0 mile north of Del Mar Heights Road overcrossing enhancements to detention basin and bio infiltration treatment device.
- EA 11-2E003 Mitigation I-5 Coast Dean Family Trust (MP 35): Purchase and restore environmental mitigation parcels in Del Mar for Dean family trust parcel in San Diego County.

CAPTI:

- Project fits within the CAPTI Investment Framework: "Building toward an integrated, statewide rail and transit network, centered around the existing California State Rail Plan..." and the project's NOP cites the 2018 California State Rail Plan.
- The project is conducting public outreach and engagement that fits within the CAPTI Implementation Strategies & Actions.
- S5. Supports climate resilience through Transportation System Improvements and Protections for Natural and Working Lands.

**Hydrology and Drainage Studies**

The project proposed alternatives need to address impacts of alternatives on hydrology/drainage within the state highway.

**Environmental**

Caltrans welcomes the opportunity to be a Responsible Agency under the California Environmental Quality Act (CEQA), as we have some discretionary authority on a portion of the project that is in Caltrans' Right-of-Way(R/W) through the form of an encroachment permit process. We look forward to the coordination of our efforts to ensure that Caltrans can adopt the alternative and/or mitigation measure within our R/W.

An encroachment permit will be required for any work within the Caltrans' R/W prior to construction. As part of the encroachment permit process, the applicant must provide approved final environmental documents for this project, corresponding technical studies, and necessary regulatory and resource agency permits. Specifically, CEQA determination or exemption. The supporting documents must address all environmental impacts within the Caltrans' R/W and address any impacts from avoidance and/or mitigation measures.

We recommend that this project specifically identifies and assesses potential impacts caused by the project or impacts from mitigation efforts that occur within Caltrans' R/W that includes impacts to the natural environment, infrastructure including but not limited to highways, roadways, structures, intelligent transportation systems elements, on-ramps and off-ramps, and appurtenant features including but not limited to fencing, lighting, signage, drainage, guardrail, slopes and landscaping. Caltrans is interested in any additional mitigation measures identified for the project's Final Environmental Document.

It is our understanding that a National Environmental Protection Act (NEPA) will also be needed for this project. Though the NOP has the project objectives stated (as per CEQA Guidelines § 15082; Public Resources Code § 21080.4), the need for the project is not clearly stated. "Need" is a NEPA requirement, so clarification is advised sooner rather than later. The project need should provide the factual foundation for the statement of project purpose. This description of need should describe the problems that the proposed action is intended to address and, to the extent possible, explain the underlying causes of those problems.

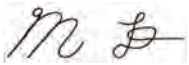
NOPs are required to provide information about probable environmental effects of the projects as well as Salient environmental issues. This NOP does address/comment upon sea level rise related environmental concerns, but neglects to address anything further.

Please confirm if the following have been identified: potential environmental issues, constraints, assumptions, and/or risks that will need to be considered in the later phases of project development.

We will continue to partner with SANDAG as this project moves forward into the NEPA process. We would appreciate meeting with you to discuss the elements of the Environmental Document that Caltrans will use for our subsequent environmental compliance.

If you have any questions or concerns, please contact Shannon Aston, LDR Coordinator, at (619) 992-0628 or by e-mail sent to [Shannon.Aston@dot.ca.gov](mailto:Shannon.Aston@dot.ca.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "M. S.", is placed over a rectangular stamp area.

ALLAN KOSUP  
North County Corridor Director

**CALIFORNIA COASTAL COMMISSION**

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July 19, 2024

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

Re: Notice of Preparation of a Draft Environmental Impact Report for the San Diego LOSSAN Rail Realignment Project

Dear Tim Pesce:

Coastal Commission staff appreciates the opportunity to provide comments on the above referenced Notice of Preparation (NOP). As detailed in the NOP, and acknowledged by the Commission, the existing Los Angeles-San Diego-San Luis Obispo (LOSSAN) alignment on the Del Mar bluffs has experienced bluff collapses and erosion that have required emergency and repair work to stabilize the bluffs and protect the rail corridor. The repeated repairs have caused impacts to public access and recreation, visual resources, biological resources, and the natural sand transport system.

To streamline transportation planning efforts within the coastal zone, the San Diego Association of Governments (SANDAG) and the California Department of Transportation (Caltrans) partnered to develop the North Coast Corridor Public Works Plan/Transportation and Resource Enhancement Program (PWP/TREP), which was unanimously approved by the Commission in August 2014. 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, while maintaining and enhancing public access and sensitive coastal resource protections. The PWP/TREP also serves as the regulatory document that provides a comprehensive mechanism for conducting a federal consistency review under the Coastal Zone Management Act (CZMA) for the rail improvements. The scope of improvements discussed within the PWP/TREP Project study area includes two conceptual rail corridor realignments 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."

Given the accelerating effects of climate change and sea level rise since the PWP/TREP approval in 2014, Commission staff is encouraged that SANDAG has secured funding for

the environmental and design phases for this critical project designed to improve our rail infrastructure by making it more energy efficient and resilient to coastal hazards. Please note that the Draft Environmental Impact Report (EIR) should include a comprehensive analysis of the different alternatives' impacts on coastal resources (e.g., biological resources, marine resources, water quality, public access and recreation, archaeological/paleontological/tribal resources, visual resources, site stability, etc.) and consistency with California's Coastal Zone Management Program, the Chapter 3 policies of the Coastal Act, and the PWP/TREP.

To maximize protection of sensitive coastal resources within Los Peñasquitos and San Dieguito Lagoons, please ensure that robust biological analyses are conducted to characterize the potential for impacts to the Environmentally Sensitive Habitat Areas, wetlands, and sensitive avian species. Of particular concern are the populations of Ridgway's Rails (*Rallus obsoletus*), a State of California Fully Protected Species. The Draft EIR should also evaluate avoidance and minimization measures for construction impacts to sensitive resources, such as avoiding nesting season to the maximum extent feasible or phasing activities with the most potential to adversely impact sensitive avian species, such as pile driving, outside the nesting season.

Given that some of the project alternatives would include tunnel construction beneath lagoons, the Draft EIR should also evaluate potential impacts to groundwater and nearby wetlands that may occur as a result of the tunneling process, as well as avoidance and minimization measures.

Additionally, a high degree of analysis is needed to understand potential impacts of any proposed sand placement to intertidal and subtidal habitats, including surf grass and grunion spawning sites. Based on a preliminary review, Alternative C appears to pose the most potential for impacts to Los Peñasquitos Lagoon, which is already a critically impaired waterbody due, in part, to the existing rail alignment through the lagoon. Commission staff encourages SANDAG to consider additional alternatives that would further avoid or minimize impacts to sensitive lagoon resources.

Once again, thank you for the outreach. As you work to improve the resiliency of our transportation system, we look forward to working with you to ensure that coastal resource impacts can be avoided and minimized, ecological and public access benefit opportunities are best realized, and a safe rail corridor can be secured.

Sincerely,  
DocuSigned by:

*Melissa Escaron*

8101B0A42370442  
Melissa Escaron

Senior Transportation Program Analyst



State of California – Natural Resources Agency  
DEPARTMENT OF FISH AND WILDLIFE  
South Coast Region  
3883 Ruffin Road  
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**GAVIN NEWSOM, Governor**  
**CHARLTON H. BONHAM, Director**



July 19, 2024

Tim Pesce  
SANDAG  
401 B Street, Suite 800  
San Diego, CA 92101  
[LOSSANcorridor@sandag.org](mailto:LOSSANcorridor@sandag.org)

**SUBJECT: NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE SAN DIEGO-LOS ANGELES-SAN DIEGO-SAN LUIS OBISPO RAIL REALIGNMENT PROJECT, SCH #2024060038, SANDAG**

Dear Tim Pesce:

The California Department of Fish and Wildlife (CDFW) reviewed the Notice of Preparation (NOP) of the Draft Environmental Impact Report (DEIR) from the San Diego Association of Governments (SANDAG) for the San Diego-Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Realignment (SDLRR) Project (Project) pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines<sup>1</sup>.

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California “fish, wildlife, plants, and their habitat.” Likewise, CDFW appreciates the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

**CDFW’s Role**

CDFW is California’s Trustee Agency for fish and wildlife resources and holds those resources in trust by statute for all the people of the State [Fish & G. Code, §§ 711.7, subdivision (a) & 1802; Pub. Resources Code, § 21070; California Environmental Quality Act (CEQA) Guidelines, § 15386, subdivision (a)]. CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (Id., § 1802). Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect State fish and wildlife resources.

<sup>1</sup> CEQA is codified in the California Public Resources Code in section 21000 *et seq.* The “CEQA Guidelines” are found in Title 14 of the California Code of Regulations, commencing with section 15000.

Tim Pesce  
SANDAG  
July 19, 2024  
Page 2 of 22

CDFW is also submitting comments as a Responsible Agency under CEQA (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381). CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code, including lake and streambed alteration regulatory authority (Fish & G. Code, § 1600 *et seq.*). Likewise, to the extent implementation of the Project as proposed may result in “take”, as defined by State law, of any animal or plant species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 *et seq.*), or rare plant listed pursuant to the Native Plant Protection Act (NPPA; Fish & G. Code, § 1900 *et seq.*), CDFW recommends the Project proponent obtain appropriate authorization under the Fish and Game Code.

## **Project Description and Summary**

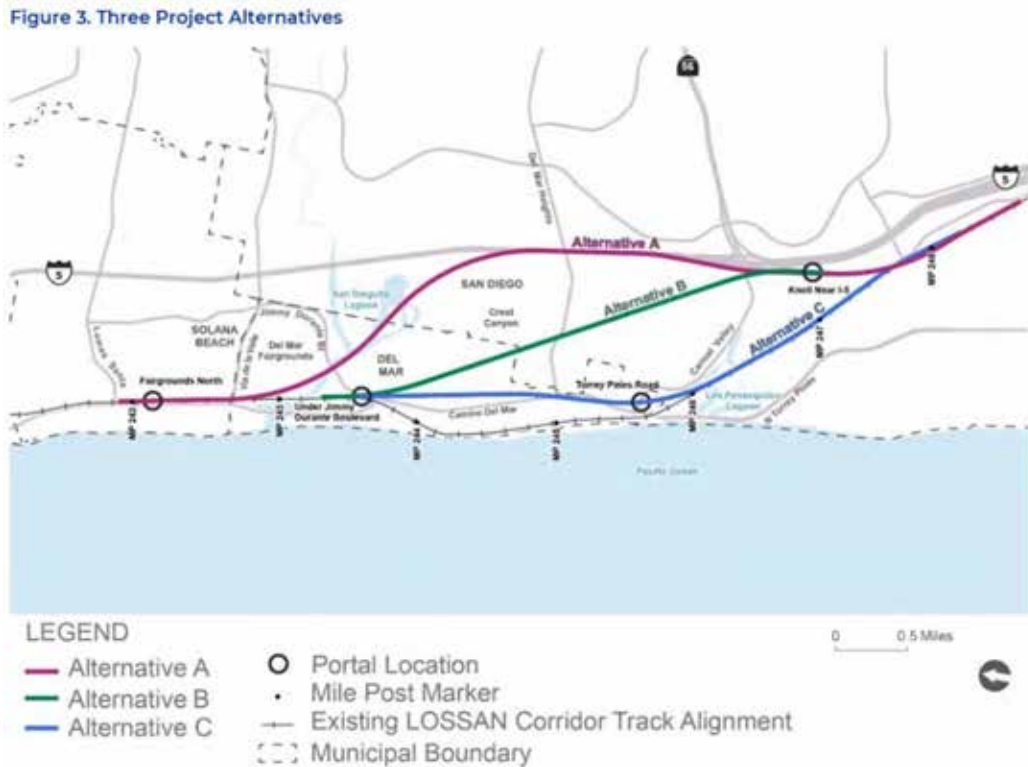
**Objective:** The objective of the Project is to eliminate transportation reliability risks due to erosion and increasing operating speed of the trains, by relocating existing railroad tracks away from eroding coastal bluffs. The Project proposes removal of the existing single-track alignment in the coastal communities of Solana Beach and Del Mar, and replacement with a double-track alignment between the Solana Beach Station and the north end of Sorrento Valley in the City of San Diego. The NOP identifies the following three Project alternative alignments (Figure 3, below), which will be analyzed in more detail in the DEIR. All of the proposed alignments will require tunneling.

*Alternative A I-5 Alignment:* This 6.8-mile alternative would descend south from the Solana Beach Station, enter the Del Mar Fairgrounds North Portal, continue south into the fairgrounds, tunnel under the San Dieguito Lagoon, and turn to follow under the I-5, exiting through a knoll near the I-5 South Portal.

*Alternative B Crest Canyon Alignment:* This 5.3-mile alternative would descend south of the rail bridge that spans over the San Dieguito Lagoon and enter the Under Jimmy Durante Boulevard North Portal, continue tunneling through Crest Canyon, and exit at the knoll near the I-5 South Portal, before transitioning back to the existing alignment.

*Alternative C Camino del Mar Alignment:* This 4.9-mile alternative would descend immediately south of the rail bridge that spans over the San Dieguito Lagoon and enter the Under Jimmy Durante Boulevard North Portal. The tunnels would extend south parallel with Camino Del Mar, exiting at the Torrey Pines Road South Portal, bridge over Los Peñasquitos Lagoon, and then transition back to the existing alignment.

Tim Pesce  
 SANDAG  
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Additional Project activities include: construction of bridge structures, U-structures, retaining walls, flood walls, twin-bored tunnels, cut-and-cover tunnels, tunnel portals, associated portal infrastructure; installation of a tunnel system power supply, tunnel ventilation systems, and communication systems; modifications of drainage and roadways; relocation of utilities; potential placement of beach-quality sand from excavation; and, removal of prior bluff stabilization improvements.

**Location:** The Project is located along a 60-mile section of the 351-mile LOSSAN Rail Corridor, which links San Diego, Los Angeles, and San Luis Obispo from the Orange County line to the Santa Fe Depot in Downtown San Diego. The existing alignment traverses the coastal bluffs between Del Mar and Solana Beach. The Project proposes three alternative locations for the realignments: Alternative A extends from Del Mar Fairgrounds, tunnels underneath San Dieguito Lagoon and along the Interstate-5 (I-5) corridor and resurfaces at a knoll near I-5. Alternative B extends from Jimmy Durante Boulevard, tunnels through Crest Canyon, and resurfaces at the same knoll near the I-5 corridor. Alternative C extends from Jimmy Durante Boulevard, tunnels parallel to the coast along Camino Del Mar, surfaces at Torrey Pines Road, and crosses Los Peñasquitos Lagoon via a bridge. The portal location near Torrey Pines Road would extend into Los Peñasquitos Lagoon.

**Biological Setting:** Potential impacts may occur to San Dieguito Lagoon and Los Peñasquitos Lagoon. Both lagoons provide important habitat for a variety of species. Encompassed within San Dieguito Lagoon is the 110-acre San Dieguito Lagoon

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Ecological Reserve, a CDFW owned-and-managed property. Habitats within the Reserve include riparian and coastal wetland communities, as well as California coastal sage scrub. The Reserve is also designated as a State Marine Conservation Area. Los Peñasquitos Lagoon is a 565-acre coastal estuary and is part of the Torrey Pines State Natural Reserve, which is owned and managed by California State Parks. The lagoon and adjacent uplands provide habitat for 25 sensitive plant species, several sensitive reptile species, as well as five special-status bird species. Bird species observed in the lagoon or adjacent uplands include: Belding's savannah sparrow (*Passerculus sandwichensis beldingi*; state endangered), coastal cactus wren (*Campylorhynchus brunneicapillus sandiegensis*; State Species of Special Concern (SSC)), coastal California gnatcatcher (*Polioptila californica californica*; federal threatened, SSC), light-footed Ridgway's rail (*Rallus obsoletus brevipes*; federal endangered, state endangered, State Fully Protected), California least tern (*Sternula antillarum browni*; federal and state endangered; State Fully Protected), and least Bell's vireo (*Vireo bellii pusillus*; federal and state endangered). There may also be suitable upland habitat on the Project site for Crotch's bumble bee (*Bombus crotchii*; candidate CESA listing).

## Comments and Recommendations

CDFW offers the comments and recommendations below to assist SANDAG in adequately identifying, avoiding, and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish, wildlife, and plant (biological) resources and their habitat. The DEIR should provide adequate and complete disclosure of the Project's potential impacts on biological resources [Pub. Resources Code, § 21061; CEQA Guidelines, §§ 15003(i), 15151]. CDFW looks forward to commenting on the DEIR when it is available.

## Specific Comments

- 1) CDFW Ecological Reserve Impacts. The alignment for Alternative A extends under San Dieguito Lagoon. The NOP does not specify the mechanism for acquiring rights-of-way and/or easements through or under a state-owned and -managed ecological reserve. CDFW is unaware of any authority that would allow SANDAG to exercise eminent domain over property owned and managed by state agencies. Alternative A proposes a cut-and-cover tunnel traversing from the Del Mar Fairgrounds south toward San Dieguito Lagoon Ecological Reserve, extending into a bored tunnel underneath the Reserve, and exiting at a knoll near I-5. We have several concerns regarding potential tunneling underneath San Dieguito Lagoon, including associated impacts to biological resources as well as lands that are owned and managed by CDFW.

The DEIR should include a thorough analysis of the following elements, at a minimum, as they pertain to Alternative A:

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- a. permanent and temporary biological impacts to San Dieguito Lagoon;
- b. water quality impacts from tunneling;
- c. hydrological alterations to San Dieguito Lagoon;
- d. geotechnical risks, including those related to tunnel stability and subsidence;
- e. impacts from construction noise and vibration;
- f. impacts from operational noise and vibration; and
- g. identification of the appropriate legal mechanism through which any rights-of-way and/or easements will be acquired.

Although we have a strong preference for the development, analysis, and possible selection of an alternative that does not affect CDFW lands, we would welcome the opportunity to meet with SANDAG ahead of the DEIR preparation to discuss the biological resources impacts associated with the Project, including site-specific impacts, mitigation measures, and right-of-entry issues.

- 2) Knoll Near I-5 Portal Location: The southern portal proposed for Alternative A and B is at a knoll that is south of Carmel Valley Road, between I-5 and the segment of Sorrento Valley Road Trail that is open to bikes, pedestrians, and some authorized vehicles, but closed to public vehicle traffic. The portal would exit from the knoll and extend into Los Peñasquitos Lagoon. Protocol-level surveys were conducted in 2023 for light-footed Ridgway's rail, coastal California gnatcatcher, least Bell's vireo, and southwestern willow flycatcher (AECOM Figure 4B; Attachment A). The survey identified at least two pairs and several individual light-footed Ridgway's rail in the brackish marsh habitat at the northeastern portion of Los Peñasquitos Lagoon, immediately south of the I-5 knoll portal location. Alternatives A and B both propose resurfacing the tunnel through the knoll near I-5 and constructing new track through the brackish marsh habitat at the northeastern portion of Los Peñasquitos Lagoon to connect with existing track. The segment through Los Peñasquitos Lagoon would significantly impact known light-footed Ridgway's rail habitat directly through removal and may also result in take of a federally and state endangered, and state fully protected species.

Fully protected species, such as light-footed Ridgway's rail, may not be taken or possessed at any time and no licenses or permits may be issued for their take except as follows:

- Take is for necessary scientific research,
- Efforts to recover a fully protected, endangered, or threatened species,
- Live capture and relocation of a bird species for the protection of livestock, or
- They are a covered species whose conservation and management is provided for in a Natural Community Conservation Plan (Fish & G. Code, §§ 3511, 4700, 5050, & 5515).
- Specified types of infrastructure projects—including transportation projects—may be eligible for a permit for take of fully protected species for unavoidable impacts

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to fully protected species if certain conditions are met (see Fish & G. Code §2081.15). Project proponents should consult with CDFW early in the project planning process.

Regardless of whether this Project is eligible for take authorization of rails or not, we encourage SANDAG to avoid potential take of light-footed Ridgway's rail by identifying a southern portal location farther south, which would avoid impacts to Los Peñasquitos lagoon and light-footed Ridgway's rail.

- 3) Alternatives Analysis and Selection. CDFW would prefer the identification, analysis, and possible selection of a new alternative that does not impact CDFW lands. However, of the alternatives proposed in the NOP, CDFW would recommend Alternative B as the Preferred Alternative, with modifications to the location of the southern portal.. In addition to our concerns about impacts to CDFW lands associated with Alternative A, we also have concerns that Alternative C would result in significant environmental impacts from construction of a double track bridge through Los Peñasquitos Lagoon. Given that the existing single-track bridge already alters the hydrology and negatively affects the biological function of Los Peñasquitos Lagoon, CDFW strongly recommends against Alternative C. CDFW recommends selection of Alternative B, or another design that would more effectively minimize environmental impacts than Alternatives A or C.

The DEIR should include a thorough analysis of environmental impacts resulting from all three alignment Alternatives, or other feasible options which minimize biological impacts, including but not limited to:

- a. habitat impacts;
- b. special-status species impacts;
- c. construction noise and vibration analysis;
- d. operational noise and vibration analysis;
- e. hydrological impacts;
- f. water quality impacts; and,
- g. groundwater impacts.

- 4) Tunnel Boring Machine (TBM) Failure Provisions. The DEIR should discuss how repairs will be made to the TBMs, in the event that they malfunction during Project construction. There is a documented instance of TBM malfunction on a project in Seattle, requiring workers to remove the machine to perform repairs (Lindblom, 2014). An 80-foot-wide, 120-foot-deep access pit had to be excavated using heavy machinery, which delayed the Seattle project by two years. Given that the three proposed new alignments for this Project involve use of TBMs to construct tunnels, the DEIR should detail a repair plan and strategy, should the TBM malfunction. The discussion should analyze potential impacts from repair-related excavation and extended tunnel construction, such as noise, vibration, and biological resource impacts. Analysis should also be provided of how properties such as homes or open

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space on the surface would be impacted, so that workers could access the TBM from the surface.

- 5) Crotch's bumble bee (*Bombus crotchii*). The Project site may support habitat for Crotch's bumble bee, which includes grasslands and scrub. If Crotch's bumble bee is present in the Project site, the Project could grade and/or develop habitat supporting Crotch's bumble bee. The Project may result in temporal or permanent loss of suitable nesting and foraging habitat. In addition, Project ground-disturbing activities and vegetation removal during construction and tunneling activities may cause death or injury of adults, eggs, and larva, burrow collapse, nest abandonment, and reduced nest success.
  - a. Protection Status. The California Fish and Game Commission accepted a petition to list Crotch's bumble bee as endangered under CESA, determining the listing "may be warranted" and advancing the species to the candidacy stage of the CESA listing process. As a candidate species, Crotch's bumble bee is granted full protection of a threatened species under CESA. Take of any endangered, threatened, candidate species that results from the Project is prohibited, except as authorized by State law (Fish & G. Code, §§ 86, 2062, 2067, 2068, 2080, 2085; Cal. Code Regs., tit. 14, § 786.9). In addition, Crotch's bumble bee has a state ranking of S1/S2. This means that Crotch's bumble bee is considered critically imperiled or imperiled and is extremely rare (often five or fewer populations). Crotch's bumble bee is also listed as an invertebrate of conservation priority under the [Terrestrial and Vernal Pool Invertebrates of Conservation Priority](#) (CDFW 2017).
  - b. Surveys and Disclosure<sup>1</sup>. CDFW recommends that SANDAG retain a qualified biologist familiar with the species to survey the Project site for Crotch's bumble bee and habitat. Surveys for Crotch's bumble bee should be conducted during flying season when the species is most likely to be detected above ground, between March 1 to September 1 (Thorp et al. 1983). The DEIR should provide full disclosure of the presence of Crotch's bumble bee and the Project's potential impact on Crotch's bumble
  - c. Mitigation. The DEIR should include measures to first avoid impacts on Crotch's bumble bee. If Crotch's bumble bee is present, a qualified biologist should identify the location of all nests in or adjacent to the Project site. If nests are identified, 15-meter no-disturbance buffer zones should be established around nests to reduce the risk of disturbance or accidental take. If the Project cannot avoid impacts, the City should require the Project Applicant to consult CDFW to

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<sup>1</sup> Please note that lack of records in the CNDDDB for Crotch bumble bee at the Project site does not mean that Crotch's bumble bee is not present. Reporting data to the CNDDDB is voluntary and it was only recently that entry of data became strongly recommended or required for candidate species like and Crotch's bumble bee. Field verification for the presence or absence of sensitive species is necessary to provide a complete biological assessment for adequate CEQA review.

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determine if a CESA incidental take permit (ITP) is required. In addition, the City should require the Project Applicant to provide compensatory mitigation for removal or damage to any floral resource associated with Crotch's bumble bee. Floral resources should be replaced as close to their original location as is feasible.

- d. CESA ITP. Appropriate take authorization from CDFW under CESA may include an ITP, among other options [Fish & Game Code, §§ 2080.1, 2081, subds. (b) and (c)]. Early consultation is encouraged, as significant modification to the project and mitigation measures may be required to obtain an ITP. Revisions to the Fish and Game Code, effective January 1998, may require that CDFW issue a separate CEQA document for the issuance of an ITP for the Project unless the Project's CEQA document addresses all the Project's impact on CESA endangered, threatened, and/or candidate species. The Project's CEQA document should also specify a mitigation monitoring and reporting program that will meet the requirements of an ITP. It is important that the take proposed to be authorized by CDFW's ITP be described in detail in the Project's CEQA document. Also, biological mitigation monitoring and reporting proposals should be of sufficient detail and resolution to satisfy the requirements for an ITP. However, it is worth noting that mitigation for the Project's impact on a CESA endangered, threatened, and/or candidate species proposed in the Project's CEQA document may not necessarily satisfy mitigation required to obtain an ITP.
- 6) Potential Beach/Nearshore Sediment Placement Impacts. The Project proposes to potentially place beach-quality sand excavated from tunnel boring activities onto beach(es) or nearshore in the vicinity of the study area. Beach or nearshore sediment placement could cause potential burial of sensitive marine species and their rocky bottom habitats via direct sediment placement or subsequent littoral drift causing substantial adverse effects. Several types of Habitat Areas of Particular Concern (HAPC) may occur at the proposed sediment placement site(s), including rocky reefs, seagrass (e.g., surfgrass), eelgrass, and/or canopy kelp. San Diego waters support commercially and recreationally important fish and invertebrate species such as California grunion (*Leuresthes tenuis*), California halibut (*Paralichthys californicus*), California spiny lobster (*Panulirus interruptus*), and the important forage fish Northern anchovy (*Engraulis mordax*). Nearshore sediment placement activities could impact HAPC and the species that inhabit them via direct burial/smothering, increased turbidity, and/or decreased light availability.

California grunions are vulnerable to disturbance from beach placement projects within the intertidal and nearshore during their reproductive cycle because they spawn and bury their eggs within the upper intertidal. Grunions have the potential to spawn within the Project's beach sediment placement footprint during the spawning season (March through August). Direct impacts could include crushing incubating eggs from driving heavy equipment within egg nests and burying incubating eggs



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from movement of sand, which may lead to inviable eggs or eggs unable to hatch out.

After the Project's proposed beach or nearshore sediment placement activity, the primary effect pathway of potential burial/smothering, increased turbidity, and or decreased light availability to rocky reef, seagrass, eelgrass, and/or algal communities is indirect. The NOP does not address how the potential indirect effects, as a result of the beach or nearshore sediment placement, would be monitored and/or mitigated for post-construction to avoid and minimize impacts to important species and HAPC.

HAPC, a subset of Essential Fish Habitat, are habitats of special importance to fish populations due to their rarity, vulnerability to development and anthropogenic degradation, and/or ability to provide key ecological functions. Rocky reefs, seagrass, eelgrass, and canopy kelp (e.g., giant kelp) have been designated as groundfish HAPC by the Pacific Fisheries Management Council under the Magnuson-Stevens Fishery Conservation and Management Act. Additionally, California grunions are an ecologically, recreationally, and culturally important species in southern California, and an important prey species for numerous marine species. CDFW makes the following recommendations to address marine concerns:

- a. CDFW recommends that the DEIR quantify the amount of rocky reef, seagrass, eelgrass, and/or canopy kelp that could be lost due to the Project and potential alternatives from nearshore sediment placement. If impacts cannot be avoided, compensatory mitigation may be required. Additionally, CDFW recommends that post-construction monitoring of the nearshore sediment placement should occur to ensure HAPC's are not impacted. CDFW recommends consulting with CDFW and NOAA Fisheries on the Project's impact analysis and all proposed mitigation measures for HAPC.
- b. CDFW recommends that the DEIR clarify the anticipated timing of sediment placement and if sediment being distributed across the beach profile will involve equipment operating below the mean high tide line. All beach placement operations should avoid equipment below the mean high tide line, unless sediment is being placed in the swash zone due to high sand content. CDFW also recommends a long-shore and cross-shore sediment transport model be used to identify appropriate sediment placement volumes and locations to avoid or minimize marine habitat impacts. Results from the sediment transport model should be included in the DEIR.
- c. CDFW recommends all beach sediment placement activities occur outside of grunion spawning season (March through August). If beach sediment placement does occur during grunion spawning season and the proposed beach placement site is considered suitable for grunion spawning, CDFW recommends that a grunion monitoring plan is included in the DEIR. If grunion spawning occurs

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within the Project area, work in that area below the mean high tide line should not be conducted until after the grunion eggs have hatched (2 weeks). The locations of the spawning run should be marked physically and/or by Global Positioning System (GPS) locations. The density of the grunion throughout the area should be noted using the Walker Scale. The Project should ensure that maintenance workers avoid the spawning area and that a 50-foot buffer is used to avoid impacting any spawning areas adjacent to the sediment placement sites. Grunion monitoring should be conducted by a qualified biologist for 30 minutes prior to and two hours following the predicted start of each spawning event. If more than 100 fish are reported, then avoidance and minimization measures should be implemented, such as relocation/rescheduling of work/equipment or specification of acceptable vehicle routes.

- 7) Lake and Streambed Alteration. As described, the Project may have biological impacts on Los Peñasquitos Lagoon and San Dieguito Lagoon. Both lagoons are ecologically sensitive resources and host an array of sensitive listed and non-listed species. The DEIR should include an analysis of the Project's direct, indirect, and cumulative impacts on hydrologic features, including a discussion of impacts as they pertain to Fish and Game Code section 1600 *et seq.* CDFW recommends that SANDAG coordinate with CDFW to assess whether notification is appropriate. CDFW has regulatory authority over activities in streams that will divert or obstruct the natural flow, or change the bed, channel, or bank (which may include associated riparian resources) of any river, stream, or lake or use material from a river, stream, or lake. For any such activities, the Project Applicant (or "entity") must provide written notification to CDFW pursuant to section 1600 *et seq.* of the Fish and Game Code. Based on this notification and other information, CDFW determines whether a Lake and Streambed Alteration Agreement (LSAA) with the Applicant is required prior to conducting the proposed activities. CDFW's issuance of a LSAA for a project that is subject to CEQA will require CEQA compliance actions by CDFW as a Responsible Agency. A Notification package for a LSAA may be obtained by accessing CDFW's web site at <http://www.wildlife.ca.gov/Conservation/LSA>.
  
- 8) Wetlands and Associated Natural Communities. According to the U.S. Fish and Wildlife Service's (USFWS) [National Wetlands Mapper](#), there are two wetland features in the Project site (USFWS 2022) that may be impacted by Project development. Impacts would occur from construction of a double track through Los Peñasquitos Lagoon as described in Alternative C, as well as construction of a track alignment adjacent to the I-5 knoll, described in Alternatives A and B. Natural communities adjacent to the wetlands could be removed or degraded through habitat modification (e.g., loss of water source, encroachment by the Project, edge effects leading to introduction of non-native plants).
  - a. Wetland Delineation and Impact Assessment. The DEIR should provide a wetland delineation, which should also identify streams, culverts, ditches, and

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storm channels that may transport water, sediment, pollutants, and discharge into any rivers, streams, and lakes<sup>2</sup>. The delineation should be conducted pursuant to the USFWS wetland definition adopted by CDFW (Cowardin et al. 1979). Be advised that some wetland and riparian habitats subject to CDFW's authority may extend beyond the jurisdictional limits of the U.S. Army Corps of Engineers' Section 404 permit and Regional Water Quality Control Board Section 401 Certification. In addition, the DEIR should disclose the total impacts (linear feet and/or acreage) including impacts resulting from fuel modification on any river, stream, or lake and associated natural communities.

- b. Avoidance and Setbacks. CDFW recommends the Project avoid impacts on streams, wetlands, and associated natural communities by avoiding or minimizing Project-related development adjacent to streams and wetlands. Herbaceous vegetation adjacent to streams protects the physical and ecological integrity of these water features and maintains natural sedimentation processes. CDFW recommends SANDAG design the Project so that wetland impacts are avoided and/or minimized. The DEIR should discuss how the Project has been designed to avoid and/or minimize impacts so CDFW may assess potential impacts on biological resources.
- c. Mitigation. If avoidance is not feasible, SANDAG should fully compensate for impacts on wetlands, streams, and loss of associated natural communities. Higher mitigation should be provided to compensate for impacts on resources supporting rare, sensitive, or special status fish, wildlife, and natural communities.

**General Comments**

- 1) Disclosure. The DEIR should provide an adequate, complete, and detailed disclosure about the effects which a proposed project is likely to have on the environment (Pub. Resources Code, § 20161; CEQA Guidelines, § 15151). Such disclosure is necessary so CDFW may provide comments on the adequacy of proposed avoidance, minimization, or mitigation measures, as well as assess the significance of the specific impact relative to plant and wildlife species impacted (e.g., current range, distribution, population trends, and connectivity).
- 2) Project Description and Alternatives. To enable adequate review and comment on the proposed Project from the standpoint of the protection of fish, wildlife, and plants, CDFW recommends the following information be included in the DEIR:
  - a. A complete discussion of the purpose and need for, and description of the proposed Project;

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<sup>2</sup> "Any river, stream, or lake" includes those that are dry for periods of time (ephemeral/episodic) as well as those that flow year-round (perennial). This includes ephemeral streams and watercourses with a subsurface flow. It may also apply to work undertaken within the flood plain of a water body.

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- b. A range of feasible alternatives to the Project location to avoid or otherwise minimize direct and indirect impacts on sensitive biological resources and wildlife movement areas. CDFW recommends SANDAG select Project designs and alternatives that would avoid or otherwise minimize direct and indirect impacts on biological resources. CDFW also recommends SANDAG consider establishing appropriate setbacks from sensitive and special status biological resources. Setbacks should not be impacted by ground disturbance or hydrological changes from any future Project-related construction, activities, maintenance, and development. As a general rule, CDFW recommends reducing or clustering a development footprint to retain unobstructed spaces for vegetation and wildlife and provide connections for wildlife between properties and minimize obstacles to open space.
  - c. Project alternatives should be thoroughly evaluated, even if an alternative would impede, to some degree, the attainment of the Project objectives or would be more costly (CEQA Guidelines, § 15126.6). The DEIR shall include sufficient information about each alternative to allow meaningful evaluation, public participation, analysis, and comparison with the proposed Project (CEQA Guidelines, § 15126.6).
  - d. Where the Project may impact aquatic and riparian resources, CDFW recommends SANDAG select Project designs and alternatives that would fully avoid impacts to such resources. CDFW also recommends an alternative that would not impede, alter, or otherwise modify existing surface flow, watercourse and meander, and water-dependent ecosystems and natural communities. Project designs should consider elevated crossings to avoid channelizing or narrowing of watercourses. Any modifications to a river, creek, or stream may cause or magnify upstream bank erosion, channel incision, and drop in water level, which may cause the watercourse to alter its course of flow.
- 3) Biological Baseline Assessment. An adequate biological resources assessment should provide a complete assessment and impact analysis of the flora and fauna within and adjacent to the Project site and where the Project may result in ground disturbance. The assessment and analysis should place emphasis on identifying endangered, threatened, rare, and sensitive species; regionally and locally unique species; and sensitive habitats. An impact analysis will aid in determining the Project's potential direct, indirect, and cumulative biological impacts, as well as specific mitigation or avoidance measures necessary to offset those impacts. CDFW also considers impacts to Species of Special Concern (SSC) a significant direct and cumulative adverse effect without implementing appropriate avoidance and/or mitigation measures. The DEIR should include the following information:
- a. Information on the regional setting that is critical to an assessment of environmental impacts, with special emphasis on resources that are rare or

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unique to the region (CEQA Guidelines, § 15125(c)). The DEIR should include measures to fully avoid and otherwise protect Sensitive Natural Communities. CDFW considers Sensitive Natural Communities as threatened habitats having both regional and local significance. Natural communities, alliances, and associations with a State-wide rarity ranking of S1, S2, and S3 should be considered sensitive and declining at the local and regional level. These ranks can be obtained by visiting the [Vegetation Classification and Mapping Program - Natural Communities](#) webpage (California Department of Fish and Wildlife, n.d.) ;

- b. A thorough, recent, floristic-based assessment of special status plants and natural communities following CDFW's [Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities](#) (California Department of Fish and Wildlife, 2021). Botanical field surveys should be comprehensive over the entire Project site, including areas that will be directly or indirectly impacted by the Project. Adjoining properties should also be surveyed where direct or indirect Project effects could occur, such as those from fuel modification, herbicide application, invasive species, and altered hydrology. Botanical field surveys should be conducted in the field at the times of year when plants will be both evident and identifiable. Usually, this is during flowering or fruiting. Botanical field survey visits should be spaced throughout the growing season to accurately determine what plants exist in the Project site. This usually involves multiple visits to the Project site (e.g., in early, mid, and late-season) to capture the floristic diversity at a level necessary to determine if special status plants are present;
- c. Floristic alliance- and/or association-based mapping and vegetation impact assessments conducted in the Project site and within adjacent areas. The [Manual of California Vegetation](#), second edition, (Sawyer, Keeler-Wolf, & Evens, 2009) should also be used to inform this mapping and assessment. Adjoining habitat areas should be included in this assessment where the Project's construction and activities could lead to direct or indirect impacts off site;
- d. A complete and recent assessment of the biological resources associated with each habitat type in the Project site and within adjacent areas. A full literature review includes but is not limited to CDFW's [California Natural Diversity Database](#) (CNDDDB). The CNDDDB should be accessed to obtain current information on any previously reported sensitive species and habitat (California Department of Fish and Wildlife, n.d.). An assessment should include a minimum nine-quadrangle search of the CNDDDB to determine a list of species potentially present in the Project site. A nine-quadrangle search should be provided in the Project's CEQA document for adequate disclosure of the Project's potential impact on biological resources. Please see [CNDDDB Data Use Guidelines – Why do I need to do this?](#) for additional information (California Department of Fish and Game, 2011);

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- e. A complete, recent, assessment of endangered, rare, or threatened species and other sensitive species within the Project site and adjacent areas, including SSC and California Fully Protected Species (Fish & G. Code, §§ 3511, 4700, 5050, and 5515). Species to be addressed should include all those which meet the CEQA definition of endangered, rare, or threatened species (CEQA Guidelines, § 15380). Seasonal variations in use of the Project site should also be addressed such as wintering, roosting, nesting, and foraging habitat. Focused species-specific surveys, conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, may be required if suitable habitat is present. See CDFW's [Survey and Monitoring Protocols and Guidelines](#) (California Department of Fish and Wildlife, n.d.) for established survey protocol. Acceptable species-specific survey procedures may be developed in consultation with CDFW and USFWS; and,
  - f. A recent wildlife and rare plant survey. A lack of records in the CNDDDB does not mean that rare, threatened, or endangered plants and wildlife do not occur. Field verification for the presence or absence of sensitive species is necessary to provide a complete biological assessment for adequate CEQA review (CEQA Guidelines, § 15003(i)). CDFW generally considers biological field assessments for wildlife to be valid for a one-year period, and assessments for rare plants may be considered valid for a period of up to three years. Some aspects of the proposed Project may warrant periodic updated surveys for certain sensitive taxa, particularly if Project implementation build out could occur over a protracted time frame or in phases.
- 4) Direct and Indirect Impacts on Biological Resources. The DEIR should provide a thorough discussion of direct and indirect impacts expected to affect biological resources with specific measures to offset such impacts. The DEIR should address the following:
- a. A discussion of potential impacts from lighting, noise, temporary and permanent human activity, and exotic species, and identification of any mitigation measures. A discussion regarding Project-related indirect impacts on biological resources. These include resources in nearby public lands, open space, adjacent natural habitats, riparian ecosystems, and any designated and/or proposed or existing reserve lands (e.g., preserve lands associated with a Natural Community Conservation Plan (Fish & G. Code, § 2800 et. seq.));
  - b. A discussion of both the short-term and long-term effects of the Project on species population distribution and concentration, as well as alterations of the ecosystem supporting those species impacted (CEQA Guidelines, § 15126.2(a));
  - c. Impacts on, and maintenance of, wildlife corridor/movement areas, including access to undisturbed habitats in areas adjacent to the Project, should be fully analyzed and discussed in the DEIR;
  - d. A discussion of post-Project fate of drainage patterns, surface flows, and soil erosion and/or sedimentation in streams and water bodies. The discussion

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should also address the potential water extraction activities and the potential resulting impacts on habitat supported by the groundwater. Measures to mitigate such impacts should be included; and

- e. An analysis of impacts from proposed changes to land use designations and zoning, and existing land use designation and zoning located nearby or adjacent to natural areas that may inadvertently contribute to wildlife-human interactions. A discussion of possible conflicts and mitigation measures to reduce these conflicts should be included in the DEIR.

- 5) Cumulative Impact. Cumulative impacts on biological resources can result from collectively significant projects which are individually insignificant. The Project, when considered collectively with prior, concurrent, and probable future projects, may have a significant cumulative effect on biological resources. The Project may have a potential to substantially reduce the number or restrict the range of endangered, rare, or threatened species. Species that may be impacted by the Project include, but are not limited to, the biological resources described in this letter.

Accordingly, CDFW recommends the DEIR evaluate the Project's potential cumulative impacts on biological resources. The Project may have a "significant effect on the environment" if the possible effects of the Project are individually limited but cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects (Pub. Resources Code, § 21083(b)). The SANDAG's conclusions regarding the significance of the Project's cumulative impact should be justified and supported by evidence to make those conclusions. Specifically, if SANDAG concludes that the Project would not result in cumulative impacts on biological resources, SANDAG, "shall identify facts and analysis supporting the Lead Agency's conclusion that the cumulative impact is less than significant" (CEQA Guidelines section § 15130(a)(2)).

- 6) Nesting Birds. To avoid impacts to nesting birds, CDFW recommends that clearing of vegetation occur outside of the peak avian breeding season, which general runs from February 1 through September 1 (as early as January 1 for some raptors). If Project construction is necessary during the bird breeding season, a qualified biologist with experience in conducting breeding bird surveys should conduct weekly bird surveys for nesting birds, within three days prior to commencing work in the Project area, and ensure no nesting birds in the Project area would be impacted by the Project. If an active nest is identified, a buffer shall be established between the construction activities and the nest so that nesting activities are not interrupted. For the given Project site, CDFW generally recommends a 100-foot buffer from common avian species, 300 feet for listed or highly sensitive, and 500 feet for raptors. The buffer should be delineated by temporary fencing and remain in effect as long as construction is occurring. No Project construction shall occur within the fenced nest zone until the young have fledged, are no longer being fed by the parents, have left



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the nest, and will no longer be impacted by the project. Reductions in the nest buffer distance may be appropriate depending on the avian species involved, ambient levels of human activity, screening vegetation, or possibly other factors.

- 7) Mitigation Measures. Public agencies have a duty under CEQA to prevent significant, avoidable damage to the environment by requiring changes in a project through the use of feasible alternatives or mitigation measures (CEQA Guidelines, §§ 15002(a)(3), 15021). Pursuant to CEQA Guidelines section 15126.4, an environmental document shall describe feasible measures which could mitigate impacts below a significant level under CEQA.
- 8) Level of Detail. Mitigation measures must be feasible, effective, implementable, and fully enforceable/imposed by the lead agency through permit conditions, agreements, or other legally binding instruments (Pub. Resources Code, § 21081.6(b); CEQA Guidelines, § 15126.4).
  - a. The DEIR should provide mitigation measures that are specific and detailed (i.e., responsible party, timing, specific actions, location) in order for a mitigation measure to be fully enforceable and implemented successfully via a mitigation monitoring and/or reporting program (Pub. Resources Code, § 21081.6; CEQA Guidelines, § 15097).
  - b. Disclosure of Impacts. If a proposed mitigation measure would cause one or more significant effects, in addition to impacts caused by the proposed Project, the DEIR should include a discussion of the effects of proposed mitigation measures (CEQA Guidelines, § 15126.4(a)(1)). In that regard, the DEIR should provide an adequate, complete, and detailed disclosure about the Project's proposed mitigation measure(s). Adequate disclosure is necessary so CDFW may assess the potential impacts of proposed mitigation measures.
- 9) Compensatory Mitigation. The DEIR should include compensatory mitigation measures for the Project's significant impacts (direct and/or through habitat modification) to sensitive and special status plants, animals, and habitats. Mitigation measures should emphasize avoidance and minimization of Project-related impacts. For unavoidable impacts, on-site habitat restoration or enhancement should be discussed in detail. If on-site mitigation is not feasible or would not be biologically viable and therefore inadequate to mitigate the loss of biological functions and values, off-site mitigation through habitat creation and/or acquisition and preservation in perpetuity should be addressed. Areas proposed as mitigation lands should be protected in perpetuity with a conservation easement and financial assurance and dedicated to a qualified entity for long-term management and monitoring.
- 10) Long-term Management of Mitigation Lands. For proposed preservation and/or restoration, the DEIR should include measures to protect the targeted habitat values

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in perpetuity. The mitigation should offset Project-induced qualitative and quantitative losses of biological resources. Issues that should be addressed include (but are not limited to) restrictions on access, proposed land dedications, monitoring and management programs, control of illegal dumping, water pollution, and increased human intrusion. An appropriate endowment should be set aside to provide for long-term management of mitigation lands.

- 11) Translocation/Salvage of Plants and Animal Species. Translocation and transplantation is the process of removing plants and wildlife from one location and permanently moving it to a new location. CDFW generally does not support the use of translocation or transplantation as the primary mitigation strategy for unavoidable impacts to endangered, rare, or threatened plants and animals. Studies have shown that these efforts are experimental and the outcome unreliable. CDFW has found that permanent preservation and management of habitat capable of supporting these species is often a more effective long-term strategy for conserving plants and animals and their habitats.
  
- 12) Scientific Collecting Permit. A scientific collecting permit would be necessary if to the Project will involve the capture and relocation of wildlife not listed as fully protected or pursuant to CESA. Pursuant to the California Code of Regulations, title 14, section 650, qualified biologist(s) must obtain appropriate handling permits to capture, temporarily possess, and relocated wildlife to avoid harm or mortality in connection with Project-related activities. CDFW has the authority to issue permits for the take or possession of wildlife, including mammals; birds, nests, and eggs; reptiles, amphibians, fish, plants; and invertebrates (Fish & G. Code, §§ 1002, 1002.5, 1003). A Scientific Collecting Permit is required to monitor project impacts on wildlife resources, as required by environmental documents, permits, or other legal authorizations; and, to capture, temporarily possess, and relocate wildlife to avoid harm or mortality in connection with otherwise lawful activities (Cal. Code Regs., tit. 14, § 650). For more information, please see our website at [https://wildlife.ca.gov.Licensing/Scientific-Collecting](https://wildlife.ca.gov/Licensing/Scientific-Collecting).
  
- 13) Use of Native Plants and Trees. CDFW recommends SANDAG require the Project Applicant to provide a native plant palette for the Project. The Project's landscaping plan should be disclosed and evaluated in the DEIR for potential impacts on biological resources such as natural communities adjacent to the Project site (e.g., introducing non-native, invasive species). CDFW supports the use of native plants for the Project especially considering the Project's location adjacent to protected open space and natural areas. CDFW strongly recommends avoiding non-native, invasive species for landscaping and restoration, particularly any species listed as 'Moderate' or 'High' by the [California Invasive Plant Council](#) (California Invasive Plant Council, n.d.). CDFW supports the use of native species found in naturally occurring plant communities within or adjacent to the Project site. In addition, CDFW supports planting species of trees, such as oaks (*Quercus* genus), and understory vegetation (e.g., ground cover, subshrubs, and shrubs) that create habitat and

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provide a food source for birds. CDFW recommends retaining any standing, dead, or dying tree (snags) where possible because snags provide perching and nesting habitat for birds and raptors. Finally, CDFW supports planting species of vegetation with high insect and pollinator value.

## ENVIRONMENTAL DATA

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations. (Pub. Resources Code, § 21003, subd. (e).) Accordingly, please report any special status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDDB). The [CNDDDB website](#)<sup>3</sup> provides direction regarding the types of information that should be reported and allows on-line submittal of field survey forms. In addition, information on special status native plant populations and sensitive natural communities, should be submitted to CDFW's Vegetation Classification and Mapping Program using the [Combined Rapid Assessment and Relevé Form](#)<sup>4</sup>. SANDAG should ensure data collected for the preparation of the DEIR is properly submitted.

## FILING FEES

The Project, as proposed, would have an impact on fish and/or wildlife, and assessment of filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying project approval to be operative, vested, and final. (Cal. Code Regs, tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089.)

## CONCLUSION

CDFW appreciates the opportunity to comment on the NOP to assist SANDAG in identifying and mitigating Project impacts on biological resources. Questions regarding this letter or further coordination should be directed to Jessie Lane, Environmental Scientist, at (858) 354-4105 or [Jessie.Lane@wildlife.ca.gov](mailto:Jessie.Lane@wildlife.ca.gov).

Sincerely,

DocuSigned by:  
  
B6E58CFE24724F5...

Erinn Wilson-Olgin  
Regional Manager  
South Coast Region

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<sup>3</sup> <https://wildlife.ca.gov/Data/CNDDDB>

<sup>4</sup> <https://wildlife.ca.gov/Data/VegCAMP/Natural-Communities/Submit>

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EC: California Department of Fish and Wildlife  
Erinn Wilson-Olgin  
Victoria Tang  
Jennifer Turner  
Eric Wilkins  
Leslie Hart  
Jason Price  
Gabriel Penaflor  
Melanie Burlaza  
Alison Kalinowski  
Cindy Hailey  
CEQA Program Coordinator, [CEQACommentLetters@wildlife.ca.gov](mailto:CEQACommentLetters@wildlife.ca.gov)

U.S. Fish and Wildlife Service  
Lauren Kershek, [lauren\\_kershek@fws.gov](mailto:lauren_kershek@fws.gov)  
Carol Roberts, [carol\\_a\\_roberts@fws.gov](mailto:carol_a_roberts@fws.gov)

State Clearinghouse  
[state.clearinghouse@opr.ca.gov](mailto:state.clearinghouse@opr.ca.gov)

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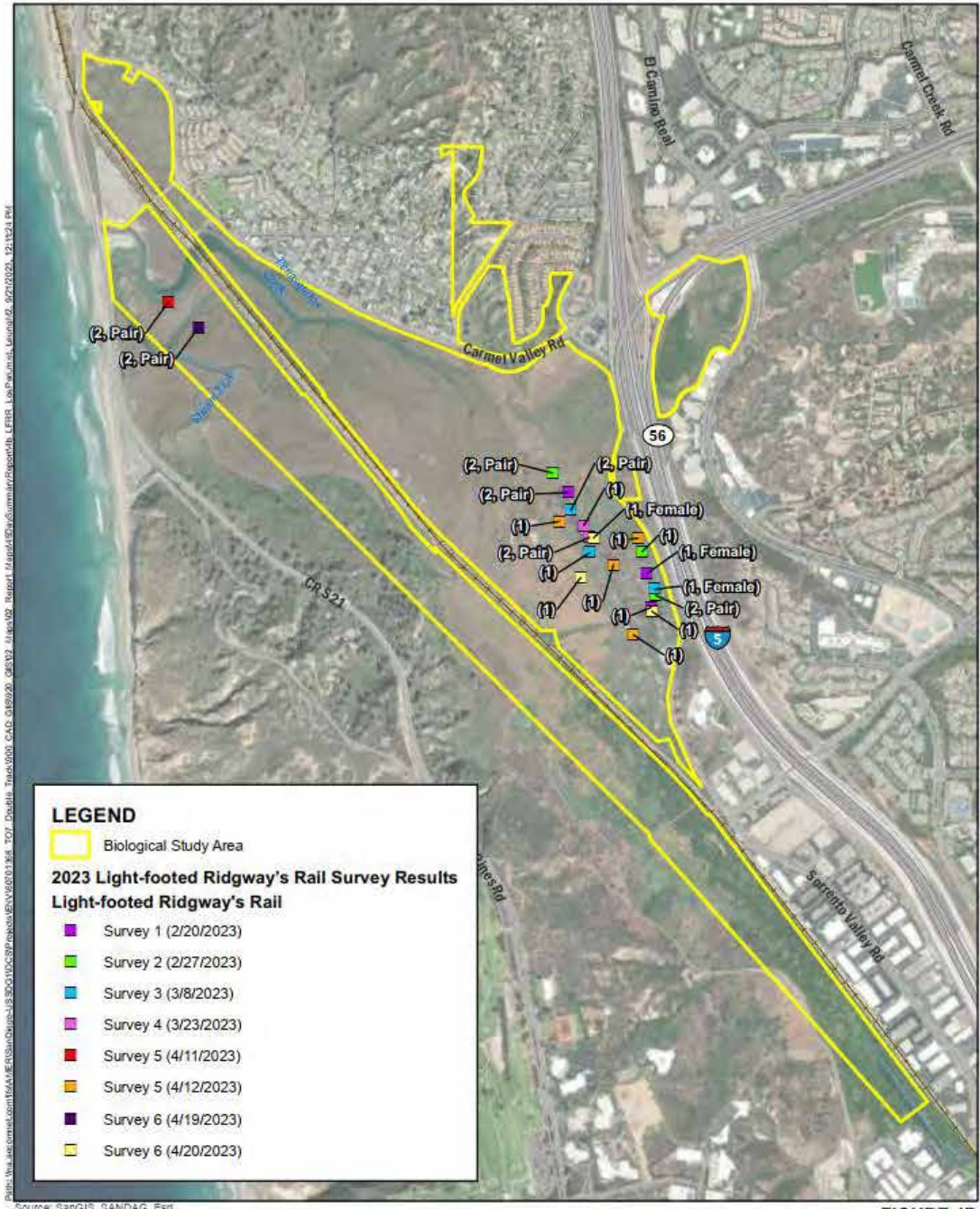
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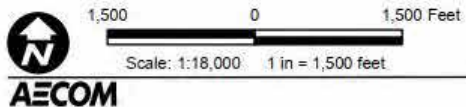
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**Attachment A: 2023 Light-footed Ridgway's Rail Survey Results (AECOM)**



**FIGURE 4B**  
**2023 LIGHT-FOOTED RIDGWAY'S RAIL SURVEY RESULTS**  
**(LOS PEÑASQUITOS LAGOON)**

SUMMARY REPORT FOR THE SAN DIEGUITO  
 TO SORRENTO VALLEY DOUBLE TRACK PROJECT  
 DATE: 9/21/2023







July 18, 2024

SDLRR Project NOP

ATTN: Tim Pesce

San Diego Association of Governments

401 B Street, Suite 800

San Diego, CA 92101

Via: [LOSSANcorridor@sandag.org](mailto:LOSSANcorridor@sandag.org)

**RE: CITY OF CARLSBAD COMMENTS ON NOTICE OF PREPARATION (NOP) OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE SAN DIEGO-LOS ANGELES-SAN LUIS OBISPO (LOSSAN) RAIL REALIGNMENT (SDLRR) PROJECT**

Dear Mr. Pesce:

The City of Carlsbad ("city") appreciates the opportunity to provide comments on the Draft EIR scope for the San Diego-Los Angeles-San Luis Obispo (LOSSAN) Rail Realignment (SDLRR) Project. Given the significant impact this project will have on the mobility of Carlsbad, we welcome the chance to review the document and provided the following comments in response:

- A comprehensive cost to benefit analysis should be completed to help determine what alternatives are economically feasible.
- The alignments should consider an I-5 alignment from south of Sorrento Valley to Orange County, and an alignment consistent with the proposed California High Speed Rail alignment along I-15 with connection to the San Diego International Airport and a northern terminus north of San Clemente possibly in Riverside County.
- While the project is located within the cities of Solana Beach, Del Mar, and San Diego, the project team should also directly work with the other North County cities of Encinitas, Carlsbad, and Oceanside. These neighboring cities may be indirectly affected by the project and can provide valuable insights and support. Including them in the planning process ensures regional cohesion and addresses potential impacts on interconnected transportation systems and regional traffic patterns.
- Establishing public trust through an in-depth outreach process should be a key focus of the project process however it is not sufficiently identified in the scoping agreement. An effective outreach strategy should include regular, transparent communication about project progress, challenges, and decisions. Engaging with the community early and often, addressing concerns promptly, and showing how public input shapes the project can significantly enhance public trust. In addition, creating advisory committees with local stakeholders and hosting frequent interactive workshops should be considered to foster a sense of ownership and partnership among community members.

City of Carlsbad Comments on the NOP of a Draft Environmental Impact Report for the LOSSAN Rail  
Realignment (SDLRR) Project

July 18, 2024

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- The scope of the future cost to benefit analysis should address the potential social and economic impacts on local communities, particularly during the construction phase. A detailed analysis of how construction activities will affect residents, businesses, and traffic patterns is needed.
- The No Project Alternative should specify which other regional projects will get funded instead, and identify the benefits of those projects to the regional network.
- The Notice of Preparation notes that the California Coastal Commission has required that SANDAG evaluate realignment of the rail corridor off the bluffs to a more resilient location. The project would potentially 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 project team must reconcile the anticipated tidal range and surge influence on private and public lands by assessing existing and future bluff and coastal erosion control mechanisms/programs in these areas, how they are influenced by local managed retreat strategies, and the overall impact the project has on climate resilience (advantages of the project versus project alternatives).
- While the project aims to relocate tracks to more climate-resilient areas, there is limited discussion on specific measures for enhancing climate resilience. More detailed information on how the project will address long-term climate impacts and sea level rise should be included.

City staff looks forward to working with SANDAG on the continued development of the DEIR for the LOSSAN Rail Realignment Project. If you have any questions related to comments on the transportation network, please contact Tom Frank, Transportation Director/City Engineer, at [Tom.Frank@carlsbadca.gov](mailto:Tom.Frank@carlsbadca.gov).

Sincerely,



**TOM FRANK**

Transportation Director/City Engineer

SD:mh

cc: Scott Chadwick, City Manager  
Cinde McMahon, City Attorney  
Geoff Patnoe, Assistant City Manager  
Gina Herrera, Assistant City Attorney  
Gary Barberio, Deputy City Manager, Community Services  
Paz Gomez, Deputy City Manager, Public Works  
Mike Strong, Assistant Community Development Director  
Eric Lardy, City Planner  
Hossein Ajideh, Engineering Manager

City of Carlsbad Comments on the NOP of a Draft Environmental Impact Report for the LOSSAN Rail  
Realignment (SDLRR) Project

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Nathan Schmidt, Transportation Planning and Mobility Manager

Jason Geldert, Engineering Manager

Robert Efird, Principal Planner

Scott Donnell, Senior Planner

## RE: Request to extend comment period on LOSSAN Rail Realignment NOP

Clement Brown <cbrown@delmar.ca.us>

Tue 6/4/2024 3:41 PM

To: Brandy Sweitzer <Brandy.Sweitzer@sandag.org>; Danny Veeh <Danny.Veeh@sandag.org>; Keith Greer <keith.greer@sandag.org>

Cc: Ashley Jones <ajones@delmar.ca.us>; LOSSANcorridor <LOSSANcorridor@sandag.org>; Karen Brindley <kbrindley@delmar.ca.us>

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

SANDAG Rail Realignment Project Team,

The Del Mar City Council has authorized the City Manager to request a 15-day extension to the (45 day) comment period for the Notice of Preparation of a Draft Environmental Impact Report for the LOSSAN Rail Realignment Project. Per Brandy's email below, this email serves as the City's official request to extend the NOP comment period to 60 days (from June 4, 2024). Please let me know if you need anything else to process the time extension.

Best regards,  
Clem

**Clem Brown | Assistant City Manager**  
City of Del Mar | City Manager's Office  
W: 858.375.9524 | [cbrown@delmar.ca.us](mailto:cbrown@delmar.ca.us)

---

**From:** Brandy Sweitzer <Brandy.Sweitzer@sandag.org>  
**Sent:** Monday, June 3, 2024 3:30 PM  
**To:** Clement Brown <cbrown@delmar.ca.us>  
**Cc:** Ashley Jones <ajones@delmar.ca.us>  
**Subject:** Request to extend comment period on LOSSAN Rail Realignment NOP

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Clem,

I checked in with Keith and there is no formal (or expected) process required to ask for an extension for the comment period on a Notice of Preparation (NOP). SANDAG has already extended the usual 30-day comment period to 45 days, which will be included in the legal ads and other communications, including an email blast that will be sent to all of our LOSSAN subscribers, and shared with you and others tomorrow morning when the NOP is posted on our website, directly via email by Sheila and the larger SANDAG team working on this project.

Keith suggested that the City Council could direct the City Manager to make the request to SANDAG via email on behalf of them, but this is completely up to you and Ashley on how you would like to proceed. If you decide to send an email, that could be sent to me, Keith, and/or the [LOSSANcorridor@sandag.org](mailto:LOSSANcorridor@sandag.org) email, which gets forwarded to a small group of us.

Please let me know if I can provide any further information.

Thank you,

**Brandy Sweitzer** (she/her/hers)  
Manager of Outreach and Engagement

**619.595.5610** office  
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.





July 19, 2024

San Diego Association of Governments (SANDAG)  
401 B Street, Suite 800  
San Diego, CA 92101  
[LOSSANcorridor@sandag.org](mailto:LOSSANcorridor@sandag.org)  
ATTN: Tim Pesce

Re: City of Del Mar Comments on the Notice of Preparation (NOP) of a Draft  
Environmental Impact Report (EIR) for the LOSSAN Rail Realignment Project

Dear Mr. Pesce,

Thank you for the opportunity to comment on the LOSSAN Rail Realignment Project (“Project”). The City of Del Mar provides the following comments to ensure that the Draft Environmental Impact Report (“DEIR”) fully analyzes the Project and a range of alternatives aimed at avoiding the Project’s adverse impacts. Our comments reflect the grave concerns that our community members have expressed in public hearings to the City Council. The Project and its alternatives have the potential to adversely impact our community’s quality of life, tourism, local businesses, tax revenue, property values, and our unique and sensitive coastal resources.

The Project’s expansive environmental impacts have potential to threaten our community character, history, and our citizens’ health and wellbeing.

**I. The Project Description and Descriptions of Project Alternatives are Vague and Incomplete.**

Generally, the NOP is deficient in several regards. First, both the Project Description and the three alternatives fail to provide enough detail for a reader to determine the scope and level of environmental impacts. It fails to identify a complete list of construction related impacts, short-term and long-term health risks, socioeconomic impacts, the property condemnation process, and what properties could be taken, hazardous material transportation risks, geologic impacts, and the full impact on coastal resources.

Additionally, while the NOP identifies three alternative rail alignments, it does not clearly identify the “proposed project.” The California Environmental Quality Act (“CEQA”) requires a “proposed project” to be identified along with a “range of reasonable alternatives” to that proposed project. The EIR’s “bona fide subject” must be “[t]he defined project and not some different project.” (*Concerned Citizens of Costa Mesa v. 32nd Dist. Agric. Assn.* (1986) 42 Cal.3d 929, 938.) Further, inadequate or unstable descriptions of the Project may mislead the public and thwart the EIR process. (*San Joaquin Raptor Rescue Center v. County of Merced* (2007) 149 Cal.App.4th 645, 656.)

Without a clear identification of the proposed project, members of the public cannot comment meaningfully on the NOP. (*Save Our Capitol! v. Department of General Services* (2023) 87

Cal.App.5th 655, 676.) “A project description that gives conflicting signals to decision makers and the public about the nature of the project is fundamentally inadequate and misleading.” (*South of Market Community Action Network v. City and County of San Francisco* (2019) 33 Cal.App.5th 321, 332.) Here, the public is asked to conjure what a reasonable range of alternatives might be to each of three proposed alignments, and to numerous options for portal locations. The current NOP identifies alternatives, but not the required proposed “bona fide” project. (CEQA Guidelines Sections 15378 and Section 15126.6).

Critically, the NOP does not identify whether rail removal from the bluff is part of the Project to be addressed in the DEIR. The NOP states part of the Project objective is to “Improve rail service reliability by relocating the existing railroad tracks away from the eroding coastal bluffs in Del Mar.” But the project description cannot fail to describe key elements of the Project. (*San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus* (1994) 27 Cal.App.4th 713, 730-35.)

CEQA explicitly defines a project to be studied in an EIR as “the whole of an action” and does not allow breaking a project into smaller pieces to reduce the cumulative effects of a larger project. Section 15378 subdivision (a) of the CEQA Guidelines clearly defines a “project” as “the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment...” (See also, *Bozung v. Local Agency Formation Commission* (1975) 13 Cal. 3d 263, 283-284 [“environmental considerations do not become submerged by chopping a large project into many little ones -- each with a minimal potential impact on the environment -- which cumulatively may have disastrous consequences.”].)

Here, the DEIR must consider all Project elements, including the removal of existing rail structures and any additional facilities as part of the overall Project.

## **II. NEPA is Required.**

While the NOP suggests that a National Environmental Policy Act (“NEPA”) document is required and will be prepared, the NOP omits the identification of the lead agency for that document. It is unclear why SANDAG omitted the identification of the relevant federal agency. The Federal Rail Administration’s (“FRA”) mission is “to enable the safe, reliable, and efficient movement of people and goods.” Thus, the FRA would be the likely candidate, or alternatively, the Surface Transportation Board, which is charged with economic regulation of rail. In any case, regardless of the agency a joint EIR/EIS (Environmental Impact Study) should be prepared for the Project. The coordination between the State, SANDAG, and the federal government is critically important to this Project and owed to the citizens of the region. Given that the Project will be subject to NEPA, the EIR needs to address irreversible changes to the environment. (CEQA Guidelines Section 15127). It is undeniable that the Project will have significant irreversible impacts to local coastal communities, wetlands, and require the relocation of residents.

## **III. The City of Del Mar Is a “Responsible Agency” Under CEQA.**

The City of Del Mar is a “Responsible Agency” under CEQA and maintains all review and adoption rights granted under CEQA. CEQA defines a “Responsible Agency” as “an agency other than the lead agency with a legal responsibility for carrying out or approving a project” and mandates that “a responsible agency... be involved during the project scoping, planning and CEQA document preparation stages.” (CEQA Guidelines, Sections 15096 and 15381). Here, the City of Del Mar



will have the authority and the discretion to issue Coastal Development Permits and approve other discretionary permits such as encroachment permits and traffic plans. Accordingly, the City qualifies as a Responsible Agency under CEQA and must be treated as such.

#### **IV. Objectives are Incomplete.**

The Objectives listed in the NOP, and particularly regarding the 2021 Regional Plan and the 2018 California State Rail Plan, are too broad. Moreover, the objectives provide no definitive method of comparing the environmental impacts of the Project alternatives with one another. Other objectives should be included when evaluating the relative benefits of the Project to its alternatives, such as quantifying the impacts from condemnation including its costs, the number of properties affected, impacts to residents and businesses, property value impacts, and timing considerations. And while the NOP broadly identifies some environmental impacts based on their resource categories, the NOP and any EIR/EIS should rank the significance of such impacts compared to other impacts. For example, if one alternative impacts a wetland resource while another alternative does not but has other serious public safety impacts, how will the agency resolve these conflicts between the objectives? The objectives should also include the relative impacts to the character of the coastal communities. Will one coastal city bear all the adverse impacts of the Project when compared to other coastal communities? In sum, the objectives fail to take in consideration the impacts on each coastal community or city and the objectives should recognize the historic and unique character of each impacted community.

#### **V. Construction Impacts Have Not been Defined.**

CEQA requires that construction impacts be analyzed, even though they are temporary. (*City of Arcadia v. State Water Resources Control Bd.* (2006) 135 Cal.App.4th 1392, 1425.) The NOP fails to properly identify the full range of construction related impacts in both the Project Description and its alternatives. It is a given that construction of the Project or the selection of any one of the alternatives will involve several years of construction. These multiyear projects are complex and have discrete construction phases and elements. Each phase of construction should be analyzed, and each major Project element should be evaluated. For example, the boring tunnels or cut and cover should each be fully evaluated as their own discrete Project element.

##### Impacts to be Addressed During Construction:

During each construction phase the DEIR must address impacts and include appropriate mitigation measures to reduce levels to insignificance related to:

- Noise impacts to residents and businesses, the number of residents and businesses impacted compared to the no-project alternative and the three alternatives listed in the NOP.
- Vibration impacts to adjacent residents and businesses, and the potential occurrence of earthquakes during construction.
- Air pollution impacts during construction and the number of residents and businesses impacted by the Project and its alternatives.

- Water pollution runoff that includes surface and ground water deterioration or impacts associated with accidental spills during construction.
- Risks associated with hazardous materials, including petroleum products during construction.
- Evaluation of the increased risk of derailments or other rail accidents from construction activities.
- Direct and indirect impacts to the San Dieguito and Peñasquitos Lagoons during each phase of construction.
- Impacts to public health during construction.
- Identification of unstable soils and other geologic risks during construction.
- Identification of how drainage and runoff issues will be mitigated during construction.
- Identification of the impacts from tunneling when the tunnel is below the water table and of any required dewatering.
- Identification of where soils will be disposed, including location, manner, and volume of soil disposal.
- Identification of increases in pollutant emissions during each phase of construction.
- Identification of locations subject to nighttime construction and potential impacts to birds, other wildlife, and nearby residents.
- Identification of all related traffic impacts and mitigation, including alternate traffic and emergency evacuation routes. The duration of each alternate traffic route should be identified, and a reasonable range of traffic mitigation measures should be provided.
- Impacts on property values and the loss of tax revenue.

## **VI. The Project and Each Alternative Should Be Fully Analyzed.**

The alternatives analysis is the “core of the EIR.” (*Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal 3d 553, 564.) “One of [an EIR’s] major functions . . . is to ensure that all reasonable alternatives to proposed projects are thoroughly assessed by the responsible official.” (*Laurel Heights Improvement Ass’n. v. Regents of the University of California* (1988) 47 Cal. 3d 376, 400.) Accordingly, the Project and all alternatives should be reviewed in the DEIR at the same thorough level of analysis. Given the expansive scope and complexity of the Project each alternative should be evaluated at the same level as the Project Description. Full analysis of each alternative is the only transparent method of insuring that the decision makers understand the full range of impacts of each alternative. The fundamental purpose of CEQA is to ensure

informed decision-making. (*Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, 515.) This includes socioeconomic impacts, condemnation impacts, and resource protection issues, which are required under NEPA.

Impacts to be Addressed During Rail Operations Post-Construction:

The DEIR should specifically analyze the following potential environmental impacts due to rail operations after the Project is constructed:

- Geotechnical impacts including long-term settling, water drainage, impact of earthquakes, sea-level rise, composition of soils, and settlement of the tunnel structures.
- Long term impacts of single bore vs. twin bore tunnel construction.
- Impacts to the San Dieguito and Los Peñasquitos Lagoons.
- Impacts to the hydrology of the San Dieguito River and the City of Del Mar's ability to construct a living levee(s).
- Impacts on property values and the loss of tax revenue.
- Disruption to the community from relocation of residents and businesses.
- Identification of which properties will be subject to eminent domain.
- Identification of the short-term and long-term impacts to the tourism industries of the coastal communities.
- Impacts to City of Del Mar revenues during operations and including the long-term economic impacts to the City.
- Future increases of passenger and freight operations should be clearly quantified, and as rail traffic increases, each associated environmental impact should be identified and mitigation measures proposed.
- The DEIR should analyze the environmental benefits of each alternative alignment as compared to the Project. Again, each alternative should be fully analyzed at the same level of the Project.
- The DEIR should include examples of similar passenger and freight train tunnels that have been constructed under residential areas with similar geological features and provide both the short-term and long-term impacts to both the residential and business communities.
- The DEIR should visually document and map the precise path of the Project and the alternatives routes.

- The EIR preparer should use drones to visually map the proposed portal locations to create realistic 3D renderings.
- Provide the public with three-dimensional models (physical or computer graphic) of the alternative portals, permanent facilities, private and public property to be acquired, elevated Jimmy Durante Boulevard, new above ground track alignment with elevated berms, floodwalls, U-structures, and cut and cover tunnels with their locations, designs and any landscaping details.
- Prior to and in the DEIR, SANDAG should install story poles showing building/tunnel ventilation locations, and at each proposed portal site for the public to view prior to the close of the comment period.
- The DEIR should consider the worst-case scenario and the associated public health and safety concerns of a freight train derailment occurring within a tunnel and account for trains that carry hazardous and/or flammable materials. In this regard, the DEIR should address the personnel and emergency equipment needed to respond to such an event, and whether the tunnel design will integrate fire suppression systems, public alert systems, and whether evacuation plans will be put in place prior to operations.
- The DEIR should address pollutant air emissions from the tunnel portals and/or ventilation systems. The DEIR should address the public health impacts from these pollutants and identify the sensitive receptors living or working near these pollutant point sources.
- Identification at a NEPA level of all economic and social impacts to each city in the Project area and their residents and businesses.
- Identification of the public safety risk from derailments, pedestrian strikes, transportation of military munitions, and hazardous waste transportation.

## **VII. The DEIR Should Address the Range of Socioeconomic Impacts to Each Coastal Community.**

It is appropriate for the DEIR to address socioeconomic impacts associated with the Project and for each of its three alternatives. The Project has the potential to literally fractionize communities, cause mass relocations of residents and businesses, disrupt tourism for many years, decrease property values, and increase health risks. CEQA provides the ability for SANDAG to address these project consequences in CEQA Guidelines Section 15131(b):

*(b) Economic or social effects of a project may be used to determine the significance of physical changes caused by the project. For example, if the construction of a new freeway or rail line divides an existing community, the construction would be the physical change, but the social effect on the community would be the basis for determining that the effect would be significant.*

The Project will split Del Mar above and below ground. The social and economic impacts to residents and the business community, City finances, property values, Fairgrounds attendance, short and long-term impacts to tourism, and indirect impacts to the community's sense of wellbeing and safety all should be addressed.

### **VIII. Other CEQA Issues Must Be Addressed in the DEIR.**

The DEIR should address additional CEQA issues, including, but not limited to:

- The DEIR should address for Alternative A (I-5 Alignment), the additional impact of requiring a 2% grade (downward north to south) in the Solana Beach trench on top of the already planned double tracking construction.
- The DEIR should also include if there is any additional trenching needed for the downward grade beyond what is needed for the double tracking. The DEIR should also identify if the trench will be "covered" and where covering would occur.
- The DEIR should identify the trade-offs and parameters to be considered when deciding where to end tunneling and start cut-and-cover at the north end of Alternative A.
- Identify the incremental cost of double tracking in Solana Beach versus Alternative A.
- As part of the Alternative analysis, identify whether tunneling can extend further northward and thus shift the cut-and-cover north, closer to Via de la Valle.
- Identify the necessary tunnel depth to avoid or reduce noise and vibration impacts to residential and business properties that are above or near the tunnel to a level of insignificance.
- The DEIR should identify all right-of-way acquisitions by Assessor Parcel Number (APN) for the Project and its alternatives.
- Identify specific (by APN) residential and commercial property located within 500 feet of portals/tunnels for all alignments.
- In addition to public views, identify all private property view modifications for the Project and for each alternative.
- Address if there will be significant impacts to Steven's Creek resulting from the Project and its alternatives.
- Show the ventilation plan for the Project and each alternative.
- Identify the noise impacts of each tunnel ventilation system including impacts to adjacent properties.

- Identify and incorporate mitigation measures to reduce noise impacts emanating from the trains that extend out from the portals and to local residences and businesses for the Project and its alternatives.
- Identify and incorporate mitigation measures for any tunnels located under private properties and businesses, including state-of-the art vibration dampening technology, such the Springed System installed for the tracks built under the London opera house (London, England) on the newly constructed Elizabethan Line.
- The DEIR noise analysis should also include the noise frequency and impacts of, including, but not limited to, train horn; wheels screeching; signal crossings; locomotive noise; whooshing sounds when train enters tunnel portal; and high-speed passenger and freight trains.
- The DEIR should include noise and vibration simulations.
- The DEIR should identify the typical freight trains lengths currently running on the along the bluffs and if the new tunnels limit train size or nighttime durations.
- Identify the current and expected type of freight carried and to be carried on the rail system.
- Identify and incorporate enhanced safety measures associated with the tunnel to reduce the possibility of derailments.
- Identify how deep each of the portals will be for Alignments B & C, and how much of the structure(s) will be above ground.
- Identify for the Project and all alternatives if additional structures will be needed for flood walls, gates, higher bridges, berms, and levees.
- Identify the evaluation criteria that determines the environmentally superior alternative and any ranking criteria.
- The DEIR should address whether the removal of the tracks from the North Portal and/or from the Camino del Mar Bridge to Coast Blvd will be analyzed.
- The DEIR should address all future actions relating to the land under the current tracks and what will occur to those vacated lands. It should address the ownership of those lands post vacation and the uses for those lands.
- The DEIR should address the mitigation opportunities for the railroad Wye property and the old spur line to the North County Transit District parking lot.
- The DEIR should include studies of all potential flood areas including the North Beach and the Wye properties including identification of what type of structures will be used to mitigate floods.

- The DEIR should recognize that the Project is of “Statewide, Regional, or Area wide Significance” within the meaning of CEQA Guidelines Section 15206. Accordingly, the DEIR should be prepared under those Guidelines.
- Another alternative that the DEIR should include is bifurcating rail service by separating the freight rail service from passenger service and moving freight service further inland, while leaving passenger service in the City of Del Mar.
- The DEIR should include all location options for the northern portal structures. Each alternative should include different location options for the portals.
- The DEIR alternative section should consider the option of locating a north portal farther north between the Camino del Mar/Jimmy Durante Boulevard intersection and the railroad trestle.
- The DEIR should provide a detailed timeline for the public, which should include timelines of the EIR process, property acquisition, the complete construction schedule with all major milestones, and other critical path timelines.
- The DEIR should discuss any alternatives that were considered in the scoping process but were later rejected. The rejected alternatives should contain a reasonable explanation why they were dismissed.
- As the lead agency, SANDAG should make available their technical consultants in a follow-on public forum and prior to the EIR certification hearing.
- The DEIR should assess impacts on the hydrology of the San Dieguito River Floodplain for the portal proposed under Jimmy Durante Boulevard. The DEIR should consider the effect of the alteration of the 100-year floodplain caused by raising the current track bed south of the San Dieguito River on the higher berm and protecting its descent to the portal (which is below the 100-year floodplain) with flood walls, a U structure, and a cut and cover tunnel (with floodgates at the portal). This effectively divides the 100-year floodplain of the North Commercial District and North Beach neighborhood into two. The DEIR should consider whether this approach will alter the flooding potential of the North Commercial District or North Beach neighborhoods. Should this be the case, mitigation measure(s) will be required and must be incorporated into the Project. This analysis should take into consideration flooding from both heavy rains and tidal surges with expected sea level rise over the anticipated lifetime of the tunnel. Mitigation must be disclosed and objectively evaluated in the DEIR.
- The Alignment Screening Report (SANDAG, May 31, 2024) notes the 2022 construction cost estimates for the 3 alignments: Alternative A (referred to as Alignment P7-A) = \$4.14 billion; Alternative B (referred to as Alignment 5) = \$2.28 billion; and Alternative C (referred to as Alignment 3)= \$1.85 billion. Given substantial increases in construction costs over the past 2 years, the Project and alternatives should be updated and adjusted for future inflation and the costs should reflect current 2024 dollars.



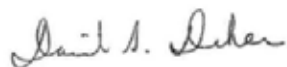
July 19, 2024

Page 10

- Given the substantial but significantly varying financial costs of the three alternative routes, as well as the growing public concern about the Project, the EIR should include a financial and economic cost benefit analysis of the Project. These economic studies should consider the low ridership of the passenger trains.

We appreciate the opportunity to comment on the NOP for the LOSSAN Rail Realignment Project and look forward to working with SANDAG in the coming months to address the many important concerns being raised by the public and various Project stakeholders.

Sincerely,

A handwritten signature in cursive script, appearing to read "Dave Druker".

Dave Druker  
Mayor



## City Manager's Office

505 S. Vulcan Ave, Encinitas, CA 92024

760-633-2610

[citymanager@encinitasca.gov](mailto:citymanager@encinitasca.gov)

[www.encinitasca.gov](http://www.encinitasca.gov)

July 18, 2024

Via Email: [LOSSANcorridor@sandag.org](mailto:LOSSANcorridor@sandag.org)

SDLRR Project NOP

SANDAG, Attn: Tim Pesce

401 B Street, Suite 800

San Diego, CA 92101

### **Re: Comments on LOSSAN Rail Alignment Project NOP**

To Whom it May Concern:

The City of Encinitas is highly supportive of passenger rail projects which properly balance the needs of increased mobility with the benefits of economic growth, community preservation, and the impact on our environment. The best method to ensure the best project is approved is for the Board to be presented with analysis of all reasonable alternatives. For that reason, the City of Encinitas encourages the LOSSAN Rail Realignment Project to include an environmental analysis of Alignment P1-A among the project alternatives.

We do not yet know whether this alignment would be a superior alignment. However, including analysis of this alternative in the project EIR would assist the SANDAG Board to make the best possible decision.

As you are aware, Environmental Impact Reports must include an environmental analysis of a reasonable range of feasible alternatives. See *CEQA Guidelines § 15126.6(a)*. Unfortunately, the Alignments Screening Report, dated May 31, 2024 (the "Screening Report") declined to analyze Alignment P1-A among the project alternatives, even though that alternative appears to have reduced environmental impacts and right-of-way needs.

To justify the exclusion of Alignment P1-A, the authors of the Screening Report in section 4.2.1 wrote:

#### 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.**[bolding in original]

When considering whether to exclude a project alternative, agencies are permitted to consider whether a project would not “meet most of the basic project objectives.” (*CEQA Guidelines § 15126.6 (a) & (c)*)

Here, a central justification for excluding this alternative was that two of the six project objectives could not be met. That left open four of the six project alternatives. This means that with additional analysis most of the project goals *could* potentially be met by this alternative. Moreover, although agencies have discretion to list project goals, agencies cannot and should not make the goals so narrow as to preclude consideration of reasonable alternatives. (*North Coast Rivers Alliance v. Kawamura*, 243 Cal.App.4<sup>th</sup> 647, 668 (2015)) A statement of objectives that focuses on the nature of the approvals requested may be improper where the statement does not illuminate the underlying project purpose and prevents an analysis of alternatives capable of reducing the project’s significant impacts. (*Habitat & Watershed Caretakers v. City of Santa Cruz*, 213 Cal.App.4<sup>th</sup> 1277, 1300 (2013))

The other justification for excluding this alignment was that “a north portal location was not identified.” Failing to provide full details of a potential alternative should not be a basis to exclude analysis of potential alternatives. Rather, including discussion of this alternative would include analysis of such details and would assist the SANDAG Board in approving the best feasible project.

The City of Encinitas encourages SANDAG to fully analyze all reasonable project alternatives, including alternative P1-A. It may be that P1-A is a superior alternative. It might also not be the case. But given the substantial dollars at issue, and the ongoing significance

of this project, we believe it is in the public interest for the EIR to include an analysis of Alignment P1-A among the project alternatives.

Sincerely,

A handwritten signature in black ink, appearing to read "Roy Sapa u". The signature is stylized and cursive, with a large initial "R" and "S".

Roy Sapa u  
Deputy City Manager

## Re: Read the Notice of Preparation for the LOSSAN Rail Realignment Project and Share Your Feedback

Fred Strong <FStrong@prcity.com>

Tue 6/4/2024 10:06 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from fstrong@prcity.com. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I'm unable to attend the public meeting as I have a local Board meeting that same evening in Paso Robles, CA. You have my best wishes for a successful public meeting.

Best wishes,  
Fred

Sent from my iPhone

On Jun 4, 2024, at 7:01 AM, SANDAG Rail Project Team <LOSSANcorridor@sandag.org> wrote:

[EXTERNAL EMAIL]

June / junio 2024

[View this email in your browser](#)

[Ver traducción en español abajo. / See Spanish translation below.](#)

Do you have questions about Del Mar bluffs stabilization efforts? Visit our [website](#) for the latest information.

## Notice of Preparation

Over the last several months, SANDAG gathered and analyzed community input on conceptual alignments, or rail routes, to relocate the train tracks away from the Del Mar bluffs. Your input played a key role in shaping the ongoing vision for the project and was used to inform the next phase, the environmental analysis process.

On June 4, SANDAG started environmental analysis of the project by releasing a [Notice of Preparation](#) (NOP). This informs the community that we plan to prepare an Environmental Impact Report (EIR).

## How to Provide Comments

### 45-Day Scoping Period: June 4-July 19, 2024

View the NOP and related resources on our [website](#) and share your feedback on the potential alternative routes and environmental concerns related to them.

- Online: [SANDAG.org/railrealignment](https://www.sandag.org/railrealignment)
- Email: [lossancorridor@sandag.org](mailto:lossancorridor@sandag.org)
- Mail: SANDAG, Attn: Tim Pesce  
401 B Street, Ste 800, San Diego, CA 92101

## EIR Scoping Public Meeting: Tuesday, June 18, from 6 to 7:30 p.m.

Join us to learn more about the project and environmental analysis. The meeting will begin with a brief presentation, followed by opportunities to visit information stations and provide comments. Attendees will have the option to provide comments verbally, individually with a court reporter, through the online portal, or by written comment card.

The meeting will be held at the San Diego Marriott Del Mar, 11966 El Camino Real, San Diego, CA 92130. Parking will be validated, and shuttle service will be provided from the Sorrento Valley Transit Station.

## Mobile Community Field Office

Our Community Field Office will reopen in June after the scoping meeting. More details to come. In the meantime, contact us at [lossancorridor@sandag.org](mailto:lossancorridor@sandag.org) if you have any questions.

## About the Project

To protect the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail line from landslides, rapid erosion, and seismic activity, the San Diego Association of Governments (SANDAG) is analyzing ways to relocate the rail tracks off the unstable Del Mar bluffs. As part of this work, we are looking at how best to reduce train trip times, enhance safety, and increase how many passengers and how much cargo can be transported along the entire San Diego section of

the railway. This includes evaluating adding an extra train track between the San Dieguito Lagoon area and Sorrento Valley.

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In compliance with the Americans with Disabilities Act (ADA), this document is available in alternate formats by contacting the SANDAG ADA Coordinator, the Director of Diversity and Equity, at (619) 699-1900 or (619) 699-1904 (TTY).

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¿Tiene preguntas sobre los esfuerzos de estabilización de los acantilados de Del Mar? Visite nuestro [sitio web](#) para obtener la información más reciente.

## Notificación de Preparación

Durante los últimos meses, SANDAG ha recibido y analizado comentarios de la comunidad sobre los alineamientos conceptuales, o las rutas del tren, para reubicar las vías del tren fuera de los acantilados de Del Mar. Sus aportes fueron clave en la visión del proyecto y fueron utilizados para informar la siguiente fase del proyecto, el proceso de análisis ambiental.

El 4 de junio, SANDAG inició el análisis ambiental del proyecto con la publicación de la [Notificación de Preparación](#). Esta notificación informa a la comunidad que planeamos preparar un Informe de Impacto Ambiental (EIR, por sus siglas en inglés).

## Cómo Proporcionar Comentarios

### Periodo de evaluación de 45 días: del 4 de junio al 19 de julio de 2024

Vea el NOP y los recursos relacionados en nuestro [sitio web](#) y comparta sus comentarios sobre las potenciales rutas y preocupaciones ambientales relacionadas con ellas.

- En línea: [SANDAG.org/railrealignment](https://www.sandag.org/railrealignment)
- Correo electrónico: [lossancorridor@sandag.org](mailto:lossancorridor@sandag.org)
- Correo postal: SANDAG, A/A: Tim Pesce  
401 B Street, Ste 800, San Diego, CA 92101



# Reunión Pública de Alcance del EIR:

**Martes, 18 de junio, de 6 a 7:30 p.m.**

Acompáñenos a conocer más sobre el proyecto y el análisis ambiental. La reunión comenzará con una breve presentación, seguida de oportunidades para visitar estaciones de información y proporcionar comentarios. Los asistentes tendrán la opción de proporcionar comentarios verbalmente, individualmente con un taquígrafo judicial, a través del portal en línea o mediante una tarjeta de comentario escrita.

La reunión se llevará a cabo en el San Diego Marriott Del Mar, 11966 El Camino Real, San Diego, CA 92130. El estacionamiento será validado y se proporcionará un servicio de transporte desde la estación de tránsito del valle de Sorrento.

## Oficina Móvil Comunitaria

Nuestra oficina local comunitaria reabrirá en junio después de la reunión de alcance. Más detalles próximamente. Mientras tanto, contáctenos en [lossancorridor@sandag.org](mailto:lossancorridor@sandag.org) si tiene alguna pregunta.

## Sobre el proyecto

Para proteger la vía férrea entre Los Ángeles, San Diego, y San Luis Obispo (LOSSAN) de deslizamientos de tierra, erosión rápida y actividad sísmica, la Asociación de Gobiernos de San Diego (SANDAG por sus siglas en inglés) está analizando formas de reubicar las vías del tren fuera de los inestables acantilados de Del Mar. Como parte de este trabajo, estamos buscando la mejor manera de reducir los tiempos de viaje en tren, mejorar la seguridad, y aumentar la cantidad de pasajeros y la cantidad de carga que se puede transportar a lo largo de toda la sección de la vía férrea de San Diego. Esto incluye evaluar la adición de una vía de tren adicional entre el área de la Laguna San Dieguito y el Valle de Sorrento.

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En cumplimiento con la Ley de Estadounidenses con Discapacidades (ADA, por sus siglas en inglés), usted puede solicitar este documento en formatos alternos, contactando al Coordinador de ADA de SANDAG, Director de Diversidad y Equidad, al (619) 699-1900 o (619) 699-1904 (TTY).

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July 19, 2024

VIA EMAIL TO: [LOSSANcorridor@sandag.org](mailto:LOSSANcorridor@sandag.org)

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

**Subject: CITY OF SAN DIEGO COMMENTS ON THE 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**

The City of San Diego (“City”) City Planning Department has received the Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR) prepared by the San Diego Association of Governments (SANDAG) and distributed it to applicable City departments for review. The City, as a Responsible Agency under CEQA, has reviewed the NOP and appreciates this opportunity to provide comments to SANDAG.

In response to this request for public comments, the City has identified potential environmental issues that may result in a significant impact to the environment. Continued coordination between the City, SANDAG, and other local, regional, state, and federal agencies will be essential. Following are comments on the NOP for your consideration.

**Parks and Recreation – Laura Ball, Project Officer II – [LBall@sandiego.gov](mailto:LBall@sandiego.gov) / (619) 685-1301**

- Alternatives A & B identified in the NOP have the potential to overlap/impact City-owned Parks and Recreation Department-managed parcels in Crest Canyon Open Space and Peñasquitos Lagoon and the Multi-Habitat Planning Area (MHPA) Preserve (part of the City’s Multiple Species Conservation Program (MSCP) Subarea Plan). Please ensure that the analysis includes study of impacts to MHPA, biological, cultural, recreational and other resources and that all impacts are fully assessed in the document.
- Please keep the Park and Recreation Department, Open Space Division, on the contact list for this project and please involve staff in review of the project and potential alternatives going forward.

**City Planning – Kaelynn Graham, Junior Planner – [KSGraham@sandiego.gov](mailto:KSGraham@sandiego.gov) / (619) 687-5914**

- **Multi-Habitat Planning Area:** The alternative alignments lie partially within and/or adjacent to the Multi-Habitat Planning Area (MHPA) of the City's Multiple Species Conservation Program (MSCP). Please include the MHPA boundary for all alternative alignments on project figures as applicable.
- **Biology Report:** Please provide a Biological Technical Report (BTR) prepared pursuant to the City of San Diego's "Guidelines for Conducting Biological Surveys" (2018). The report should include a map depicting biological resources and MHPA boundaries. The MHPA Guidelines, as described in the MSCP Subarea Plan, that apply to the site and any management conditions that would apply to the areas conserved as MHPA/open space should also be discussed in the report.

These include MSCP Subarea Plan Sections: 1.4.1 Compatible Uses, 1.4.2 General Planning Policies and Design Guidelines, 1.4.3 MHPA Land Use Adjacency Guidelines (detailed below), 1.5.2 General Management Directives, and MSCP Area Specific Management Directives (ASMDs) and Conditions of Coverage. The BTR should include a consistency analysis with the ASMDs and Conditions of Coverage for all MSCP species with a moderate to high potential of occurrence within the impact area of the alternative alignments. Conditions of Coverage can be found in Appendix A of the MSCP Subarea Plan.

- **MHPA Land Use Adjacency – MSCP Section 1.4.3**  
Due to the adjacency to the MHPA, alternative alignments shall conform to all applicable MHPA Land Use Adjacency Guidelines of the MSCP Subarea Plan. In particular, lighting, drainage, landscaping, grading, access, and noise must not adversely affect the MHPA. Please address these issues in the project's BTR and provide notes/conditions on the construction plans as appropriate.

**Drainage:** All new and proposed parking lots and developed areas in and adjacent to the preserve must not drain directly into the MHPA. All developed and paved areas must prevent the release of toxins, chemicals, petroleum products, exotic plant materials and other elements that may adversely affect the adjacent MHPA. Instead, runoff should flow into sedimentation basins, grassy swales or mechanical trapping devices prior to draining into the MHPA.

Storm water systems should be maintained approximately once a year, or as often as needed, to ensure proper functioning. Maintenance should include dredging out sediments if needed, removing exotic plant materials, and adding chemical-neutralizing compounds (e.g., clay compounds) when necessary and appropriate.

**Toxins:** Land uses, such as recreation and agriculture, that use chemicals or generate by-products such as manure, that are potentially toxic or impactful to wildlife, sensitive species, habitat, or water quality shall incorporate measures to reduce impacts caused by the application and/or drainage of such materials into the MHPA.

Such measures should include drainage/detention basins, swales, or holding areas with non-invasive grasses or wetland-type native vegetation to filter out the toxic materials. Regular maintenance should be provided.

**Lighting:** Lighting of all developed areas adjacent to the MHPA should be directed away from the MHPA. Where necessary, development should provide adequate shielding with non-invasive plant materials (preferably native), berming, and/or other methods to protect the MHPA and sensitive species from night lighting.

**Landscaping:** No invasive non-native plant species shall be introduced into areas adjacent to the MHPA.

**Grading/Land Development:** Manufactured slopes associated with site development shall be included within the development footprint for projects within or adjacent to the MHPA.

**Barriers:** Development adjacent to the MHPA shall provide barriers where appropriate (e.g., non-invasive vegetation, rocks/boulders, fences, walls, and/or signage) along the MHPA boundaries to direct public access to appropriate locations and reduce domestic animal predation.

**Noise:** Due to the site's location adjacent to (*could also be within*) the MHPA, construction noise will need to be avoided, if possible, during the breeding season of the *California gnatcatcher* (3/1-8/15), *least Bell's vireo* (3/15-9/15), *southwestern willow flycatcher* (5/1-8/30). If construction is proposed during the breeding season for the species, U.S. Fish and Wildlife Service protocol surveys will be required in order to determine species presence/absence.

If the species *is/are* not identified within the MHPA, no additional measures will be required. If present, measures to minimize noise impacts will be required and should include temporary noise walls/berms. If a survey is not conducted and construction is proposed during the species' breeding season, presence would be assumed and a temporary wall/berm would be required. Noise levels from construction activities during the bird breeding season should not exceed 60 dBA hourly LEQ at the edge of the occupied MHPA, or the ambient noise level if noise levels already exceed 60 dBA hourly LEQ.

- **Wetlands:** The project may result in impacts to wetlands. The City's Biology Guidelines and MSCP Subarea Plan require that impacts to wetlands, including vernal pools, shall be avoided, and that a sufficient wetland buffer shall be maintained, as appropriate, to protect resource functions/values. (*Coastal Zone 100-foot required*). For vernal pools, this includes avoidance of the watershed necessary for the continued viability of the ponding area. Where wetland impacts are unavoidable (determined case-by-case), they shall be minimized to the maximum extent practicable and fully mitigated.

The BTR should include an analysis of on-site wetlands (including city, state and federal jurisdiction analysis) and, if present, include project alternatives that fully/substantially avoid wetland impacts. Detailed evidence supporting why there is no feasible, less environmentally damaging location or alternative to avoid any impacts must be provided for City staff review, as well as a mitigation plan that specifically identifies how the project is to compensate for any unavoidable impacts. Avoidance is the first requirement; mitigation can only be used for impacts clearly demonstrated to be unavoidable.

- **Wildlife Corridors:** Alternative alignments may be located within wildlife corridors identified within the MHPA. The MSCP Subarea Plan anticipates that any development that

occurs would not preclude wildlife movement through these corridors. Therefore barriers, such as fences, that would preclude wildlife movement are not permitted. Please include a Wildlife Corridor analysis within the project's BTR.

- **Narrow Endemics:** In the BTR, please assess the potential for narrow endemic species within alternative alignment impact areas. Focused spring surveys would be required in any areas showing a moderate to high potential for occurrence of these species/features. If located, measures to minimize impacts, if any, will need to be identified. Measures should include avoidance, management, transplanted and /or enhancement as determined appropriate for the species.
- **MHPA Boundary Line Adjustment (BLA):** If alternatives encroach into conserved Open Space and/or the MHPA, an MHPA boundary line adjustment may be required to ensure the City's conserved Open Space and MHPA preserve are made "whole". Under the City's MSCP Subarea Plan, an adjustment to the City's MHPA boundary is allowed only if the new MHPA boundary results in an exchange of lands that are functionally equivalent or higher in biological value.

A determination of functionally equivalent or higher biological value will be based on site specific information (both quantitative and qualitative) that addresses the six boundary adjustment criteria outlined in Section 5.4.3 of the Final MSCP Plan (August 1998), which are as follows:

1. Effects on significantly and sufficiently conserved habitats (i.e., the exchange maintains or improves the conservation, configuration, or status of significantly and sufficiently conserved habitats, as defined in Section 3.4.2 [of the MSCP Plan]).
2. Effects on covered species (i.e., the exchange maintains or increases the conservation of covered species).
3. Effects on habitat linkages and function of preserve areas (i.e., the exchange maintains or improves any habitat linkages or wildlife corridors).
4. Effects on preserve configuration and management (i.e., the exchange results in similar or improved management efficiency and/or protection of biological resources).
5. Effects on ecotones or other conditions affecting species diversity (i.e., the exchange maintains topographic and structural diversity and habitat interfaces of the preserve).
6. Effects on species of concern not on the covered species list (i.e., the exchange does not significantly increase the likelihood that an uncovered species will meet the criteria for listing under either the federal or state ESAs).

All proposed MHPA boundary adjustment require approval from the U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW), collectively the "wildlife agencies." Approval is required prior to release of the environmental documentation for the project. Early consultation with the wildlife agencies would be required for any proposed MHPA boundary adjustment. Meetings with the wildlife agencies to discuss proposed MHPA adjustments are held monthly. Any proposed boundary adjustment will also be disclosed in the environmental document (i.e., CEQA) for the project.

If a boundary adjustment is proposed, the project's BTR must include all the following elements:

1. A map showing the existing MHPA boundary, as approved in the MSCP, the proposed encroachment (in red) and proposed addition (in green).
  2. An MHPA exchange table showing (by habitat tier) what is proposed to be removed and what is proposed to be added to the MHPA as well as the net change in acreage. The table should include the following columns/rows or equivalent: a) Tier; b) Habitat; c) Existing MHPA; d) Proposed Encroachment; e) Proposed Addition; and f) Net Change.
  3. A written analysis of the adjustment's consistency with the six boundary adjustment criteria.
- **Informational:** MHPA Boundary Line Adjustments are required to initiate consultation with California Native American tribes consistent with Senate Bill (SB) 18. The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to, cultural places. City staff will coordinate with tribes as required to ensure any issues are addressed through the review and approval process.

**Stormwater – Annica Ly, Senior Planner – [AnLy@sanidiego.gov](mailto:AnLy@sanidiego.gov) / (858) 654-4272**

Mitigation Team comments:

1. Please be advised that the City of San Diego, Stormwater Department (SWD) is pursuing a wetland mitigation project in this vicinity. Project Alternative Route A would bring the rail line closer to our proposed mitigation site which is currently in the design phase. San Dieguito Lagoon East (SDLE) is an approximate 25-acre site. City SWD staff have coordinated with SANDAG staff in the planning phase of the project.
2. Project Alternative Routes A, B, and C all appear to cross City-owned property. The areas these routes cross have been identified as having potential wetland mitigation value to the City and are considered potential future options for City mitigation projects. Acceptable consideration should be given for any loss of a mitigation opportunity on City-owned land.

Watershed Planning comments:

1. The City is currently in the planning stages for an extensive wetland restoration and floodway capacity improvement project in Los Penasquitos Lagoon. Please address how Alternatives A and C would affect planned City restoration activities in Los Penasquitos Lagoon.

**City Planning – Elena Pascual, Senior Planner – [EPascual@sanidiego.gov](mailto:EPascual@sanidiego.gov) / (619) 533-5928**

1. The Draft EIR should describe any possible ministerial permitting (e.g., Public Right-of-Way permits) or discretionary actions (e.g. Right of Entry permits) that the City may be required to take as a Responsible Agency under CEQA for the project. This information should be included in the project description of the Draft EIR and throughout the analysis



in the Draft EIR, as applicable, to ensure reliance on the analysis in the Final EIR for any subsequent discretionary and/or ministerial actions by the City.

2. Any work within the City's Public Right-of-Way will require ministerial review and approval in accordance with all the applicable chapters of the San Diego Municipal Code including the supplemental development regulations contained in the Land Development Code such as, but not limited to, compliance with the City's Storm Water Runoff and Drainage Regulations, Grading Regulations, and Historical Resources Regulations. This information should be included in the Project Description of the Draft EIR as well as the applicable issue area discussions in the Draft EIR. Please note that construction noise within the City's jurisdictional boundaries is regulated by the San Diego Municipal Code Section 59.5.0404 and any nighttime construction activities could require a permit from the City's Noise Abatement and Control Administrator pursuant to Section 59.5.0404(a) of the San Diego Municipal Code.
3. Please refer to the Development Services Department (DSD) website at <http://www.sandiego.gov/development-services/> for guidance on the ministerial submittal requirements. Staff from the DSD will be able to assist SANDAG with any future ministerial permitting and/or discretionary actions (when applicable) associated with the proposed project.
4. The Public Utilities chapter of the Draft EIR should address how existing and proposed utilities within the project footprint will be protected, relocated, or upgraded as a result of the proposed improvements associated with the project.
5. The Project and Alternatives as proposed are located in an area where cultural resources (archaeological and tribal) have been recorded or have the potential to be encountered during ground disturbing activities associated with project implementation. These areas are known to local archaeologists and the Kumeyaay community because of their proximity to the San Dieguito Lagoon and Los Peñasquitos Lagoon. Although likely buried, potential resources could be exposed during grading and excavation to remove soils in the area during development of the San Diego LOSSAN Rail Realignment project. A thorough evaluation of potential impacts should be conducted and prepared in accordance with CEQA and the City's Land Development Code Historical Resources Regulations and Land Development Manual Historical Resources Guidelines. This evaluation will determine the presence or absence of resources in all project area(s) and Alternative locations, significance of the resources, and identify all applicable mitigation for direct or indirect impacts, including a requirement for monitoring by representatives of the local Kumeyaay Community, especially when working within the City's Public Right-of-Way.
6. Early consultation with local Kumeyaay tribal representatives in accordance with Assembly Bill (AB) 52 should be conducted prior to release of the Draft EIR and include all relevant information to ensure a meaningful dialogue regarding whether the project will impact tribal cultural resources as defined in CEQA and identify measures to reduce and/or mitigate impacts.

Page 7 of 7  
SANDAG  
July 19, 2024

Thank you for the opportunity to provide comments on the NOP. Please feel free to contact me directly via email at [RMalone@sandiego.gov](mailto:RMalone@sandiego.gov) if there are any questions regarding the contents of this letter or if SANDAG would like to meet with City staff to discuss our comments.

Sincerely,

A handwritten signature in black ink that reads "Rebecca Malone". The signature is written in a cursive, flowing style.

Rebecca Malone, Program Manager  
City Planning Department

cc: Reviewing Departments (via email)  
Review and Comment online file



July 16, 2024

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

**SUBJECT: LOSSAN RAIL REALIGNMENT PROJECT NOP**

Dear SANDAG Board Members,

On behalf of the City Council of Solana Beach, I write to express our strong opposition to the inclusion of Alternative A as proposed for the rail realignment project. Our City has prioritized rail through the past development of the Solana Beach station and grade separation project, as well as the upcoming addition of double track in the Southern quarter of our City.

We recognize the importance of addressing the rail infrastructure to ensure regional connectivity and safety for passengers and freight; however, we believe that Alternative A does not meet the key California Environmental Quality Act (CEQA) requirements for a viable and feasible project alternative. This alternative as designed warrants no further investment in design and engineering and should be rejected based on the considerations previously documented by U.S. Department of Transportation Federal Rail Authority (FRA), California Department of Transportation (Caltrans), and the San Diego Association of Governments (SANDAG) over the last 17 years.

The City of Solana Beach is committed to working with not only SANDAG staff, but also those stakeholder cities, agencies, and organizations that may be impacted by alternative alignments. We believe that we can work together to identify one or more alternatives that meet the objectives of this project, while also responding to significant economic concerns and land use and environmental constraints. Specifically, retaining past and present regional investments in the rail corridor; minimizing impacts to the Del Mar Fairgrounds and preserving its significant economic revenues and the potential for affordable housing; limiting the impact to the lagoons on either end of the alignment; and limiting impacts to homes and businesses.

Alternative A is not adequately described, and risks more potential adverse environmental impacts as compared to either of the other two alternatives presented in the NOP. Furthermore, Alternative A appears to result in greater impacts in all areas of the CEQA checklist simply based on the construction and operational footprints required for this alternative. According to CEQA, any proposed project alternative must avoid or

substantially lessen significant environmental effects. Through preliminary review of the SANDAG Screening Report, the City has identified potential alternatives that require far less tunneling, can be constructed in a manner that ensures continued passenger and freight operations, preserves the lagoons and the Fairgrounds, and that builds on past and ongoing regional investments in the rail system (e.g., the Solana Beach Grade Separation Trench).

Additionally, Alternative A would result in impacts to Solana Beach businesses and residents along S. Cedros Avenue and S. Highway 101 that have been impacted previously by the grade separation project construction, and within the next year, the SANDAG Solana Beach to Del Mar double-tracking project. Our residents endured the disruptions of 2 years of construction during the 1999 grade separation. Some of our businesses did not survive. The construction impacts of Alternate A would be far worse. Deepening and covering the existing trench between S. Cedros Avenue and S. Highway 101 to create a cut and cover tunnel would expose residents, businesses and visitors to disruptions, noise, dust and the traffic, GHG emissions and air pollution from over 400 truck trips per day for the estimated 10 years of construction. Furthermore, three of our four main arterial roads, S. Cedros, Highway 101 and Via de la Valle would all be constrained during construction for extended periods of time, causing public safety as well as economic repercussions.

This level of construction in one specific area over multiple decades can result in not only construction fatigue, but also impacts to the economy and extensive losses to our business and residential communities. It will likely be felt most directly by our residents who live in the multi-family homes along Cedros Avenue which would likely be taken during the construction of Alternative A, reducing our limited affordable housing options within the City that we continue to encounter challenges to maintain and replace.

Further, CEQA mandates a thorough analysis of feasible alternatives that can achieve the project's objectives with fewer adverse environmental impacts. Alternative A does not compare favorably with other potential alignments that offer better environmental and community outcomes. A viable alternative under CEQA should also be economically feasible. The projected costs associated with Alternative A are double those of the other alternatives in the NOP, and raise concerns about the long-term financial burden on local and regional taxpayers. Moreover, Alternative A would create far more significant environmental and public health impacts than the other alternatives, especially the concentrated locomotive diesel air emissions associated with an almost five-mile tunnel. We urge SANDAG to conduct a more comprehensive evaluation of all possible alternatives, including those that may have fewer environmental and social impacts, such as elevated rail options.

In conclusion, the City Council of Solana Beach urges SANDAG to remove Alternative A as proposed for the reasons clearly detailed in its own prior studies and analyses. We extend the offer and commitment to explore more environmentally, socially, and economically viable alternatives for the rail realignment project. We remain committed to

collaborating with SANDAG and other stakeholder agencies to find a solution that benefits our region without compromising the well-being of our environment and community.

Thank you for your attention to this critical matter. We look forward to your response and a productive partnership on this important issue.

Sincerely,

A handwritten signature in blue ink that reads "Lesa Heebner". The signature is written in a cursive style with a large, sweeping initial "L".

Lesa Heebner

Mayor



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## CITY OF SOLANA BEACH

[www.cityofsolanabeach.org](http://www.cityofsolanabeach.org)

635 SOUTH HIGHWAY 101 • SOLANA BEACH, CA 92075 • (858) 720-2400 • Fax (858) 720-2455

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July 18, 2024

San Diego Association of Governments (SANDAG)

Attn: Tim Pesce

401 B Street, Suite 800

San Diego, CA 92101

E-mail: [LOSSANcorridor@sandag.org](mailto:LOSSANcorridor@sandag.org)

**SUBJECT: CITY OF SOLANA BEACH COMMENTS REGARDING SAN DIEGO LOSSAN RAILROAD PROJECT CEQA NOTICE OF PREPARATION**

Dear Mr. Pesce:

The City of Solana Beach (City) appreciates the opportunity to comment on the San Diego Association of Government's (SANDAG) Notice of Preparation of Draft Environmental Impact Report (NOP) per the California Environmental Quality Act (CEQA) for the San Diego LOSSAN Railroad Project (Project). The Project proposes to realign the existing railroad line between Sorrento Valley and Solana Beach away from the eroding bluffs adjacent to the Pacific Ocean near Del Mar.

While the City is providing significant comments in response to the NOP, many of our comments are specifically concerning the scope of the project, the project objectives, issue areas to be analyzed, and/or the alternatives, due to the incomplete and confusing NOP issued for this project. Specifically, the Project as defined in the NOP lacks an accurate, stable, and finite project description, describing instead three distinct separate project alternatives without identification of a preferred option. Additionally, the *Project* has been both presented as "moving the rail off of the coastal bluffs of Del Mar" and "linking the Sorrento Valley station to the Solana Beach station". These are more appropriately objectives for the Project under CEQA and not a Project Description that would include all components of the project, location or footprint of disturbance, and project features that should be described and incorporated into the Project *prior* to the analysis conducted under CEQA. Moreover, not all the alternatives are reasonable or feasible, and at least one alternative—Alternative A—does not meet the most basic objectives of the project, nor does it reduce any environmental impacts compared to those likely to occur as a result of Alternatives B or C.

The City of Solana Beach urges SANDAG to remove Alternative A. We reiterate our offer and our commitment to explore more environmentally, socially, and economically viable alternatives for the rail realignment project. Alignment A is the most environmentally harmful alternative; could cause disastrous impacts to the Del Mar Fairgrounds and recreational and open space lands; costs double the amount of other alignments; and threatens both existing multi-family residential units in Solana Beach, as well as affordable homes under proposal by Del Mar on the Fairgrounds property. As part of this letter, the City provides details and discussion on this issue and other

substantive and procedural concerns based on the limited information contained within the NOP. The City also provides comments and scoping recommendations for further analysis by issue area, to add needed details to SANDAG's technical analyses so the public can be provided with a better understanding of the Project, the range of alternatives, and any potential impacts.

## **I. BACKGROUND**

SANDAG released the NOP on June 4, 2024. The NOP identifies the "Project" as the "San Diego-Los Angeles-San Luis Obispo (LOSSAN) Rail Realignment Project." The NOP explains that segments of the LOSSAN rail corridor within the San Diego area have experienced bluff collapses and erosion resulting in closures, speed reductions, and repeated bluff stabilization projects. Per the NOP, the California Coastal Commission is requiring SANDAG to evaluate realignment of the segment of the LOSSAN corridor between Sorrento Valley and Solana Beach (the project "study area") away from its current location on the eroding bluffs. A Project Description needs to be more clearly identified beyond its objectives. An appropriate project description must include all aspects of the Project including, but not limited to, the plans to remove the existing rail on the bluff, reuse of the current rail alignment, and details of the cut and cover design.

SANDAG's NOP identified six project objectives for the Project:

1. Improve rail service reliability by relocating the existing railroad tracks away from the eroding coastal bluffs in Del Mar;
2. 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);
3. Minimize impacts in the surrounding communities during and after construction;
4. 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;
5. 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; and
6. Improve coastal access and safety by eliminating at-grade railroad crossings and minimizing other pedestrian-rail points of interaction.

The NOP identifies three alternative routes for realignment away from the bluffs. These three alternatives were distilled from over 50 alternatives proposed by SANDAG and certain stakeholders. Alternative A is the longest, most expensive, and most complex to construct. It envisions boring a tunnel starting at a knoll at Interstate 5 in a location between Carmel Mountain Road and Carmel Valley Road (Knoll), running parallel to and below Interstate 5, turning northwest to run underneath the San Dieguito Lagoon and the Del Mar Fairgrounds (Fairgrounds), to finally emerge from a cut-and-cover tunnel beneath Solana Beach's central business district. Alternative A will result in slower rail operating speeds than current conditions. This alignment will result in



temporary and permanent impacts to the Solana Beach Coastal Rail Trail, Solana Beach, Stevens Creek, the Fairgrounds, and the San Dieguito Lagoon as well as to residences and business along Cedros Avenue and Via de la Valle. Alternative A will generate almost 547,000 one-way construction truck trips—over one million round-trip truck trips. SANDAG estimates that Alternative A will cost \$4.14 billion for engineering and construction costs alone. The agency calculates that Alternative A meets only four of the six objectives identified for the realignment Project. Specifically, Alternative A fails to meet two Project objectives because it would not minimize impacts to surrounding communities, nor would it preserve biological, cultural, or recreational resources of significance.

Alternative B would construct a tunnel starting at the Knoll that would run through the Del Mar Bluff and emerge near the intersection of Camino del Mar and Jimmy Durante Boulevard. This alternative is well within the middle range of length of all alternatives considered by SANDAG and is almost 8,000 feet shorter than Alternative A. Alternative B maintains current rail operating speeds and results in the fewest impacts to transportation infrastructure of all alignments considered. Alternative B results in the least impact to sensitive resources and to public lands of the three alternatives in the NOP. At an estimated cost of \$2.28 billion, Alternative B was well within the median range of costs of all alternatives considered by SANDAG, and is approximately 55 percent of the cost of Alternative A. Unlike Alternative A, SANDAG calculates that Alternative B meets all six of the Project's objectives.

Alternative C is the shortest of the three alternatives in the NOP. This alignment would traverse northwest across the Los Peñasquitos Lagoon, to a portal near Torrey Pines Road, and then descend into a subterranean tunnel running roughly parallel to Camino del Mar before emerging near the intersection of Camino del Mar and Jimmy Durante Boulevard. Alternative C meets current rail operating speeds and requires constructing a railway bridge over Los Peñasquitos Lagoon. Alternative C is the cheapest of three alternatives presented in the NOP at an estimated cost of \$1.85 billion. It would be approximately 45 percent of the costs of Alternative A and comparable to the median-range costs of Alternative B. Unlike Alternative A, SANDAG calculates that Alternative C meets all six of the Project's objectives.

## **II. DISCUSSION**

The City's recommendations for SANDAG to improve the NOP and CEQA process overall for this Project are provided below, according to each issue area identified by SANDAG, and in the "checklist" provided in CEQA Guidelines Appendix G. The City has significant concerns both about the substance of the NOP and about the public engagement process used by SANDAG to develop and unveil the alternatives presented in the NOP. We describe these concerns in more detail below. Additionally, depending on the "Project Description," the City may be a Responsible Agency under CEQA and would be required to issue permits for access, encroachments, hauling, and other traffic-control measures related to project improvements within City rights-of-way for temporary and permanent improvements associated with the Project.

### **A. Recommendations for Analysis by Issue Area**

The City requests that SANDAG evaluate alternatives to the Project using the recommendations provided for each environmental factor identified by CEQA Guidelines Appendix G below:

## 1. Aesthetics

The City has protected views, including designated public scenic viewsheds and regulatory protection of private views. SANDAG should conduct a detailed analysis of both public designated scenic viewsheds and also consider the regulatory requirements for private views protected under the City of Solana Beach Municipal Code.

## 2. Agriculture and Forestry Resources

SANDAG explains that it did not consider the Agricultural and Forestry Resources factor because it did not identify any such resources in the Project area, presumably for all three alternatives. The City recommends that SANDAG consult with the State of California's 22nd Agricultural District (potentially a Responsible Agency for this Project) to confirm that no agricultural or forestry resources are located within the San Dieguito Lagoon and Fairgrounds areas.

## 3. Air Quality

The City strongly recommends that SANDAG prepare Health Risk Assessments for a variety of scenarios or a master Health Risk Assessment for each of the three alternatives. The potential air quality impacts of the Project are significant and substantial, and could persist for years while the Project is constructed and operating. Thorough, reliable, and comprehensive health risk assessments of the Project's air quality impacts are essential to guide decision-makers in selecting the alternative that is least harmful to the public.

First, health risk assessments must be performed for the various tunnels contemplated by the three alternatives. The tunnels will trap concentrated diesel exhaust and other emissions from freight and other trains that will eventually vent out of portals into surrounding areas. This concern is particularly acute under Alternative A, which would construct the longest tunnel of all the alternatives (approximately 20,000 feet of bored tunnel and 6,500 feet of cut-and-cover tunnel, totaling about 26,500 feet—approximately five miles—of covered tunnel). The portals at both ends of this tunnel, particularly the north end, which vents in the City's residential and business areas, will therefore be venting almost five miles' worth of train emissions. Additionally, emissions will concentrate in the underground special events platform beneath the Fairgrounds and the San Dieguito Lagoon under Alternative A. These emissions would need to be vented out, possibly through shafts or fan systems, to the surface near the Fairgrounds and the San Dieguito Lagoon. It is vital that the emissions from the five-mile tunnel envisioned by Alternative A, and the emissions from the tunnels envisioned under Alternatives B and C, be analyzed, quantified, modeled, and thoroughly understood by performing a health risk assessment before any alternatives are adopted.

Second, health risk assessments must be made of the construction truck trip air quality impacts that will be caused by each of the alternatives. The NOP calculates that Alternative A will generate 547,200 *one-way* truck trips for disposal of construction materials, equating to almost 1.1 million round-trip truck trips. The truck trips under Alternative A are more than double the truck trips under Alternative B, and more than *four times* the amount of truck trips under Alternative C. Moreover, these figures only account for truck trips associated with disposal of construction materials for the bored tunnels, cut-and-cover tunnels, and U-structures; they do not account for truck trips associated with roadway construction, bridge construction, emissions from construction equipment, or automobile trips associated with construction workers and other Project personnel.

It is essential that a health risk assessment be conducted to examine all vehicle and equipment emissions associated with each alternative; describe how neighboring communities would be impacted; and compare the impacts across the alternatives.

Finally, health risk assessments should examine both construction-related air quality impacts as well as operational air quality impacts. Construction of any of the alternatives is anticipated to take seven-to-ten years, or longer, and operational impacts, such as emissions concentrated in tunnels, will persist indefinitely. It is vital that health risk assessments educate the public and decision-makers about the shorter-term and long-term air quality impacts of the alternatives. Furthermore, this analysis should take into account the cumulative condition of the double-tracking construction, bridge replacement, and construction of the seasonal platform, as well as other nearby construction and/or infrastructure projects that would expose specific populations of people to toxic air emissions over an extended period of time.

#### **4. Biological Resources**

The various alternatives to the Project envision varying and distinct impacts to sensitive and other biological resources. The lack of this information in the NOP has caused confusion and misinformation to spread rampantly. It is vital that SANDAG analyze the following issues so that decision-makers and the public have a full and accurate understanding of the potential impacts to biological resources posed by the Project alternatives:

(a) Over-the-Lagoon or Under-the-Lagoon?

Neither SANDAG's screening reports nor the NOP discuss the relative merits or impacts associated with constructing bridge structures over lagoons as compared to constructing tunnels under lagoons. At one public meeting, SANDAG noted that potential benefits of bridge structures included provision of shady areas and that they do not impede water flow. There was little information or understanding expressed regarding the relative benefits of a tunnel beneath a lagoon by comparison. Would either project require temporary damming or diversion structures? Does either alternative enhance wildlife habitat? What are each option's temporary and permanent impacts on water quality? Thorough understanding of these issues is required.

(b) Nature and Number of Sensitive Resources Impacted

SANDAG needs to provide a more thorough comparison of how many sensitive biological resources will be affected by the various Project alternatives. For example, Alternative A would affect not only San Dieguito Lagoon, but would also impact Stevens Creek and require temporary damming and diversion of the San Dieguito River. Alternative C would require construction of a bridge structure over Los Peñasquitos Lagoon, although, as discussed above, there may be benefits to bridge structures. By contrast, Alternative B seems to have fewer impacts to sensitive or other biological resources. Better understanding of the nature and number of sensitive biological resources impacted by the Project alternatives is needed.

(c) Mitigation and Restoration Plans

The NOP does not discuss what mitigation or restoration measures, if any, SANDAG has planned for repurposing and restoring the Del Mar sea bluffs once the rail tracks have been removed. Similarly, there is scant information about what kind of mitigation is envisioned for either Los

Peñasquitos Lagoon or San Dieguito Lagoon if rail tracks are removed from these resources, nor is there any discussion of the approximately six-acre park that is rumored to be constructed above the northern cut-and-cover section of Alternative A in Solana Beach. SANDAG needs to provide better identification and descriptions of potential mitigation and restoration activities that will be required for each and all alternatives in order that a more complete understanding of, and the potential mitigation and remedies for, each alternative's impacts to biological resources can be developed before a preferred alternative is selected.

## **5. Cultural Resources**

The Fairgrounds is the major cultural resource that could be affected by the Project. It is an historic icon of the San Diego region, and an essential community, financial, recreational, and architectural asset. It is one of the region's prime revenue-generating facilities, producing valuable local jobs, and is a gathering place for tourists and San Diego residents from far and wide. It is critical that a thorough analysis of the Project's impact on the Fairgrounds be performed. Alternative A in particular would pose considerable threats to Fairgrounds property and operations. SANDAG acknowledges that this alignment (which requires digging a tunnel and a new special events platform about 80 feet below the Fairgrounds) will disrupt events and operations at the facility, limit the numbers of people and access points to Fairgrounds events, and require temporary and permanent condemnation of Fairgrounds property. Moreover, construction of Alternative A could take at least a decade; therefore, these impacts will be long-lasting and far-reaching for the communities that depend on the Fairgrounds for revenue, income, employment, and recreation. Thus, these impacts to one of San Diego County's premier cultural resources should be fully evaluated.

## **6. Energy**

The CEQA thresholds refer to the unnecessary use of energy that is wasteful or unnecessary as a result of construction or operation. SANDAG should conduct an analysis of the energy consumption required for construction under each alternative, as well as throughout operation. Additionally, given the cumulative nature of the projects occurring within this corridor, Solana Beach requests that SANDAG include a cumulative analysis of the energy consumption/usage associated not only with the construction of the proposed project under each alternative, but also with any rail improvement projects within the same alignment that are planned, such as the double tracking, bridge replacement, and seasonal platform. This should include the analysis of the energy used and (if later demolished for construction of an alternative under the rail realignment) disclosure of that used energy.

## **7. Geology and Soils**

The Project alternatives would affect various types of geology and soils in ways that need to be better understood, as described below.

### **(a) Under-the-Lagoon or Over-the-Lagoon?**

As discussed above, SANDAG has provided little information or understanding of the relative benefits of a tunnel beneath a lagoon as compared to a bridge over a lagoon. How would either affect geology and soils? Do porous soils beneath lagoons and rivers present stability risks?

(b) Liquefaction and Subsidence Issues

Stakeholders are expressing concern about whether tunneling through sandstone hills is safe, and whether tunneling through these materials could cause liquefaction and subsidence of overlying soils and sand. Concerns are also permeating about whether tunneling through sandstone and other coastal soils creates more vibration issues than tunneling through more solid materials.

## 8. Greenhouse Gas Emissions

The City has similar concerns regarding greenhouse gas (GHG) emissions as it does for air quality impacts under the various Project alternatives. What GHG emissions are associated with train operations, if any? What GHG emissions are associated with the various tunnel lengths—would longer tunnels generate more GHG emissions? How does construction of the various tunnel lengths affect GHG emissions, and how do the various alignments' construction of tunnels compare in generating GHG emissions?

Similarly, thorough comparisons must be made of the GHG emissions associated with the construction truck trips anticipated under each alternative. Alternative A has more than double the amount of truck trips as Alternative B, or more than four times those of Alternative C—does Alternative A generate exponentially more GHG emissions as a result? Of course, GHG emissions associated with other construction equipment and with passenger vehicles will also need to be considered and compared across the Project alternatives.

Finally, as with air quality impacts, GHG emissions should be quantified and compared across Project alternatives for both construction-related emissions and operational emissions. This should include analysis of the cumulative condition that considers other projects planned to occur between now and the start of the rail realignment project, and the related GHG emissions that would be emitted for construction of multiple projects that may occur within the same rail corridor.

## 9. Hazards and Hazardous Materials

The Project is intended to realign the railway lines away from collapsing bluffs for both passenger rail services and also for freight services, including potentially hazardous freight materials. Freight lines traveling along these corridors already transport gasoline, fertilizers, cement, lumber, automobiles, and other materials that could present hazards. Analysis of the risks associated with transportation of these materials through the various alignments is needed. For example, can hazardous materials be contained in a tunnel in the event of a spill or other accident? How are impacts different for a tunnel under a lagoon and public events facility as compared to alignments under roadways or deep within hillsides? What types of cleanup activities would be required in the event of an accident, and what are the comparative potential impacts to sensitive biological resources and community cultural resources under each alternative?

## 10. Hydrology and Water Quality

Alternatives A and C entail either constructing bridges over lagoons and wetlands, or constructing tunnels beneath lagoons and wetlands. It is critical, as described in the Biological Resources section above, that SANDAG conduct thorough evaluations of the water quality and hydrology impacts of both bridges over lagoons and tunnels beneath lagoons. Analyses should include

evaluation of both construction and operational impacts, as well as impacts to water quality in the event of spills or other accidents. Finally, comparison of Alternative A and C's water quality impacts to Alternative B, which seems to have far fewer potential water quality impacts, is essential.

## **11. Land Use and Planning**

Some of the Project alternatives would require abandoning or deconstructing various projects for which funds have already been spent and which are, in some cases, already in operation. Alternative A, for example, would require demolition of both the San Dieguito Bridge and the Fairgrounds special events platform, which have both been funded and construction activities begun or are imminent. It is nonsensical to engage in planning and land use activities that vitiate already-completed or just-completed projects and facilities, and approval of an alignment that deconstructs and abandons these projects would be a significant waste of scarce grant funds and taxpayer resources. SANDAG must provide more information about how the various Project alternatives would nullify already-established plans and currently operating projects, as well as the relative resulting costs to the region and taxpayer resources.

## **12. Mineral Resources**

Sand resources are a finite resource within the San Diego region. SANDAG needs to analyze and plan for the disposal and/or reuse of sand extracted as part of the Project, and the indirect impacts related to the extraction of these resources. Additionally, SANDAG should conduct a thorough analysis of the potential mineral resources that may exist and the loss of availability of these resources as a result of the various project alternatives.

## **13. Noise**

The Project, no matter the alignment or alternative selected, will produce construction and operational noise impacts. SANDAG's task is to select the alternative that is feasible, meets most of the Project objectives, and produces the least amount of noise impacts as possible. Given the potential severity of the potential noise impacts involved, the City recommends that SANDAG conduct noise analyses similar to health risk assessments conducted for air quality impacts, including examination of the impacts of persistent noise on adjacent sensitive receptors and communities. Particular focus should be given to receptors nearby tunnel portal locations and U-structure facilities, where train noise is likely to be most acute. Noise impacts on these receptors should be compared across all Project alternatives so that the least impactful alternative can be advanced. Additionally, construction noise impacts must be studied, particularly for receptors along roadways affected by construction and in public recreational areas, such as the Los Peñasquitos and San Dieguito Lagoons and at the Fairgrounds.

Finally, a technical comparison must be made of the various impacts produced by noise as compared to the impacts produced solely by ground or other vibrations. The Project alternatives have different impacts, and some alternatives seem likely to produce more noise impacts while others produce more vibration impacts. Measuring and comparing these different kinds of impacts is necessary to evaluate how to minimize the most harm to the most receptors, while meeting most of the Project objectives.

## **14. Population and Housing**

All of the alignments under consideration for the Project involve some degree of housing impacts, whether by eminent domain or otherwise. The sensitivity of this issue requires very careful and thorough analysis of the relative benefits and drawbacks of each alternative.

SANDAG must consider whether the housing impacts affect affordable housing or market-rate housing, and what kind of regional effects will result from the loss of each type of housing. SANDAG should also describe the differences between temporary losses of housing from construction activities versus permanent losses of housing from Project operations, as compared across the Project alternatives. Finally, SANDAG must analyze and clearly differentiate the comparisons between full elimination of housing, versus temporary nuisance impacts, such as noise or vibrations. Clearly, permanently eliminating housing is an order of magnitude more severe than mere disturbance caused by intermittent or distant noises or vibrations.

In sum, SANDAG's analysis of the Project's potential impacts to housing should compare the alternatives using these metrics so that decision-makers and the public can understand the affordable-versus-market rate dynamics in housing impacts, the varying regionwide impacts, and the technical, real-world differences between nuisance impacts caused solely by nuisance conditions compared to the impacts associated with full elimination of housing stock.

## **15. Public Services**

The City of Solana Beach relies on sales tax revenue to fund many of its public services. The Project, particularly Alternative A, would affect many sources of the City's sales tax revenue, such as the Fairgrounds, the recreational areas surrounding the Fairgrounds, and the businesses along Cedros Avenue. Therefore, the public services funded by this sales tax revenue would be directly impacted, negatively affecting existing infrastructure and services.

Furthermore, the 22nd Agricultural District lands comprising the Fairgrounds are public lands and are intended for recreational uses. SANDAG should analyze any potential impacts to not only the availability of public recreational services, but also on public recreational facilities and activities (e.g., direct impacts to the San Diego Fairgrounds) across all the alternatives, as required under CEQA for potential recreation impacts, as discussed below.

## **16. Recreation**

SANDAG describes the benefits of Alternative A as including the fact that it would impact the most amount of public lands of the three alternatives identified in the NOP. It is unclear why this is described as a benefit, unless an unnamed Project objective includes prioritization of private property owners over public resources. Considering use of public lands as a benefit obscures the potential impacts associated with such a decision, particularly for communities that rely on public lands for recreational and health purposes. Alternative A would require extensive impacts to public recreational resources in order to construct and operate the subterranean tunnel beneath the San Dieguito Lagoon and the Fairgrounds. Not only would these impacts persist for seven-to-ten years or more during construction of Alternative A, but Alternative A would require permanent occupation of portions of the Fairgrounds, impact Stevens Creek, and destroy the Solana Beach Coastal Rail Trail. Alternative C would require construction of a bridge structure over Los Peñasquitos Lagoon,



although the relative long-term benefits and drawbacks of a bridge need to be studied further. Alternative B seems to pose the least threats to public recreational facilities of all the alternatives.

SANDAG needs to conduct an in-depth evaluation of the relative impacts to public recreational facilities across the various Project alternatives. It is patent that Alternative A is designed to encumber public recreational lands and facilities to the maximum degree, and to avoid private lands at all costs. This alternative is grossly inequitable because it harms lower-income communities and the public at large in order to mollify wealthy landowners. It also upends the entire eminent domain scheme, which operates by compensating private property owners in favor of the public good, not the other way around.

## **17. Transportation**

SANDAG's screening reports and NOP describe some of the transportation impacts of the various alignments considered for Project alternatives. However, as with other areas discussed herein, the analysis of transportation impacts needs further detail and comparison across alternatives.

### **(a) Roadway Transportation Impacts**

The roadway transportation impacts of different iterations of Alternative A were analyzed to varying degrees in both the 2023 and 2024 alignment screening studies. The 2023 report is unclear as to what is being analyzed under the "I-5 Alternative." Figure 3-5 of that report does not depict the I-5 Alternative as extending into Solana Beach, but later descriptions (pp. 65-66) of the alignment explain that it would require reconstruction of the Via de la Valle overpass and deepening the existing trench north into Solana Beach adjacent to South Cedros Avenue. The 2023 report also anticipated that the I-5 Alternative would require destruction of the planned San Dieguito Double Track and Fairgrounds special events platform, and would cause permanent impacts to the Fairgrounds' southern parking lot. As is the case with the alternatives in the NOP, the I-5 Alternative is not clearly described, the precise location of the alignment is vague, and there are inconsistent explanations of the alignment's anticipated impacts.

The 2024 assessment evaluated what would become Alternative A, and anticipated that construction access and maintaining rail services between Solana Beach and Sorrento Valley stations for Alternative A would impact Via de la Valle, Lomas Santa Fe Drive, South Highway 101, and South Cedros Avenue, and that Fairgrounds event access would be affected at Via de la Valle and Jimmy Durante Boulevard. Additionally, in order to maintain rail services during construction of the proposed northerly exit/entry point located, additional temporary tracks need to be constructed within the existing trench between Lomas Santa Fe and Via de la Valle in Solana Beach. Due to limited space, the existing trench would need to be widened well beyond the existing improvements and would require substantial grading activities for several years.

Finally, Alternative A's construction impacts and acquisition of additional temporary staging/construction areas needs to be evaluated and the feasibility should be discussed with the affected agencies, i.e. the cities of Solana Beach and Del Mar. These are significant impacts to vital roadways within the local community, and these impacts should be quantified so that stakeholders can understand the scale, locations, and duration of these impacts, as well as how they compare to roadway impacts caused by Alternatives B and C.

(b) Rail Passenger Service Impacts

SANDAG's varying reports discuss maximum passenger rail speed times during construction and operation of the various Project alternatives, but the information is spread across several different reports and pages, and it is challenging to glean a true comparative understanding of the rail passenger service impacts of each alternative from the presentation of the data. For example, Table 6-6 of the 2024 assessment displays the various "restrictive speeds during construction" for both passenger and freight rail service, and section 6.2.2.5 discusses the "design speeds" of the various alternatives, but there is no simple comparative table or analysis otherwise that displays the differences between Alternatives A, B, and C for construction speed restrictions, maximum operating speeds, and time saved from current speeds. Given that one of the primary Project objectives is to improve passenger rail speed and reliability, it is confounding that a simple comparative analysis of how each alternative meets these basic criteria is absent from the reports and the NOP. We strongly recommend that SANDAG revise the NOP to include this comparative analysis.

**18. Tribal Cultural Resources**

The proposed Project has the potential to damage or destroy unknown subsurface archaeological or tribal cultural resources which could result in a substantial adverse change in the significance of a unique archaeological resource, and the relative impacts of each alternative on tribal cultural resources must be fully analyzed and compared.

**19. Utilities and Service Systems**

The 2024 assessment, at Table 6-5, provides a basic comparison of the various alignments' impacts to public utilities. Alternative C, represented by Alignment 3, appears to have the fewest utility impacts of the three alternatives in the NOP. However, Alternatives A and B both would cause impacts to a City of San Diego 54-inch trunk sewer and a 36-inch water main that would necessitate "extensive coordination" with the City. Notably, alternatives excluded from the NOP, such as Alignments 1, 7, 9, and 11 had equal or fewer utility conflicts than Alternatives A and B, and although the 2024 assessment discusses various utility conflicts in some detail, there is no clear explanation why Alternatives A and B were selected instead of other alignments that had fewer or no utility conflicts. The City recommends that SANDAG provide more detailed discussion of its rationale for selecting Alternatives A and B instead of alignments with fewer utility conflicts.

SANDAG should further identify any other facilities including sewer and water lines, pump stations, roadways, or other public facilities that may need to be replaced as part of this project. Moreover, an analysis of indirect impacts of the project on water quality, roadway emissions, and other negative environmental impacts on City infrastructure should be considered as part of the analysis of project alternatives. Of note, Table 6-5 fails to include utilities located within/attached and/or between the Via de la Valle and Lomas Santa Fe bridges. Water, sewer, storm drain and recycled water utilities exist that serve properties in both Del Mar and Solana Beach that would likely be affected by Alternative A, but there is no discussion of these potential impacts in the NOP.

**20. Wildfires**

SANDAG should consider how emergency response will be conducted during construction and operation of the Project should a wildland fire ignite or incident on I-5 occur that shuts down

freeway access in both north and south directions. Limited access to the region during construction and operation of the Project would impact not only traffic circulation, but also evacuation sites, as the Fairgrounds is presently designated as a wildfire evacuation location for the region.

## **21. Mandatory Findings of Significance**

CEQA requires lead agencies to determine if proposed projects would “substantially degrade” environmental quality, wildlife habitat of a fish or wildlife species, threaten a plant or animal community, or eliminate important historical or prehistorical resources. Agencies must also evaluate whether a proposed project will have cumulatively considerable impacts when combined with the effects of other past, current, or future projects. Finally, agencies must consider whether a proposed project would have environmental effects causing “substantial adverse effects” on human beings. (CEQA Guidelines, App. G.)

The NOP does not contain this analysis. Given that the Project, particularly Alternatives A and C, will affect sensitive lagoon and wetlands resources, such analyses are critical. Moreover, the potential air quality and noise impacts discussed above could impose substantial adverse health and quality-of-life impacts on regional communities. SANDAG must perform comparative analyses of each Project alternative so that stakeholders are able to easily understand the relative impacts of each alternative and their respective significance.

### **B. Substantive Concerns with the NOP**

#### **1. No Accurate, Stable, and Finite Project Description**

An “accurate, stable and finite” project description is indispensable to an informative and legally sufficient CEQA document. (*County of Inyo v. City of Los Angeles* (1977) 71 Cal.App.3d 185, 193.) CEQA documents that contain “curtailed or distorted” project descriptions prevent the public and decision-makers from fully and accurately evaluating a project’s benefits and costs, applying appropriate mitigation measures, and evaluating other alternatives proposed. (*Id.* at pp. 192-93.) A project description that sends “conflicting signals to decision makers and the public about the nature and scope of the project is fundamentally inadequate and misleading.” (*Washoe Meadows Community v. Dept. of Parks & Recreation* (2017) 17 Cal.App.5th 277, 287.) Indeed, “a curtailed, enigmatic or unstable project description draws a red herring across the path of public input.” (*Id.* at p. 288.) An adequate project description must contain the “precise location and boundaries” of the proposed project, a list of project objectives, descriptions of the project’s technical, economic, and environmental characteristics, and identification of applicable agencies, permits, approvals, and decisions implicated by the project. (Cal. Code Regs., tit. 14, § 15124; hereafter CEQA Guidelines.)

The NOP’s project description is not accurate, stable, or finite, and prevents the public and decision-makers from fully understanding the scope of the Project, the potential impacts, appropriate mitigation measures, and true alternatives. Indeed, the project description does not describe a single “project,” but rather three separate projects, Alternatives A, B, and C, all have different locations and different potential impacts, and would require distinct mitigation measures. The NOP fails to identify which of these alternatives is the preferred option, and none of the alternatives contains fixed geographic locations, technical details, or clear descriptions of potential environmental, social, and economic impacts. Although SANDAG insists these details will be

provided in the Draft Environmental Impact Report (DEIR), the DEIR is only due in 2025 or 2026, and SANDAG's decisions not to identify a preferred alternative and provide more details about each alternative are already creating the problems described: the NOP sends the public and decision-makers conflicting signals about which alignment is SANDAG's preferred alternative, omits the actual details of the alignments, and confuses stakeholders about whether they should respond to one of the alternative alignments provided, or all three. Moreover, the alternative alignments have not received equal engineering evaluations, leaving the public to speculate whether some alternatives are "red herrings" that are not seriously being considered.

Even the Project's name is unstable and has shifted over time. The NOP describes the Project as the "San Diego-Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Realignment (SDLRR) Project," but SANDAG has also described the Project at public meetings as a project to "connect Sorrento Valley to Solana Beach." The connection between Sorrento Valley and Solana Beach currently exists, so it is unclear what this project name references. We recommend that SANDAG revise the NOP to identify a stable, preferred alternative alignment, and provide additional details about the preferred alternative and other alternatives so that all stakeholders have a firm understanding of what the actual project is and where they should focus their evaluations and comments.

Finally, the Project Description must include details of what will happen to the existing rail line after completion of the Project and analyze the removal and/or reuse of the areas/properties that would be vacated or disposed of as part of this project.

## **2. The NOP Does Not Contain a Reasonable Range of Feasible Project Alternatives**

CEQA requires that environmental analyses identify a preferred project as well as reasonable and feasible alternatives to the preferred project, especially alternatives that would reduce a preferred project's significant environmental impacts. The CEQA Guidelines specifically explain that environmental documents "shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project..." (Guidelines, § 15126.6, subds. (a), (c).) The range of alternatives must be sufficient to encourage "informed decision-making and public participation," and the agency must disclose why it selected or removed alternatives from consideration. (*Id.* at subd. (a).) Suitable alternatives are those that reduce significant environmental effects, attain most project objectives, and are feasible, reasonable, and realistic. (*Id.* at subd. (c).) The feasibility of an alternative may be analyzed using factors such as site suitability, economic viability, availability of infrastructure, and other pending plans and projects. (*Id.* at subd. (f)(1).) The selection and analyses of alternatives is governed by a "rule of reason" requiring that only feasible alternatives that meet most project objectives, while avoiding or lessening environmental impacts, be thoroughly considered in the environmental documents. (*Id.* at subd. (f).)

The NOP's range of three alternatives is inexplicable. Specifically, the inclusion of Alternative A in the NOP instead of other alternatives that were rejected lacks substantial evidence and is not explained by any "rule of reason." First, Alternative A meets only four of the six Project objectives identified by SANDAG,<sup>1</sup> while Alternatives B and C meet all six Project objectives. Moreover,

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<sup>1</sup> The City notes that Alternative A probably only meets three or fewer Project objectives, not four.

Alternative A also meets fewer Project objectives than *eleven* other alternatives that were excluded from the NOP. Of these eleven alternatives, *ten* met all six of the Project objectives. SANDAG determined that four of these ten were worth further evaluation based on duplicative features. Despite the fact that all four alternatives were shorter, required fewer truck trips, affected less public open space and recreational lands, caused fewer utility conflicts, and were cheaper than Alternative A, Alternative A was chosen instead of these alternatives. SANDAG does not provide substantial evidence justifying inclusion of Alternative A over other alternatives that were all environmentally superior according to SANDAG's own criteria, and the decision is devoid of reason.

Second, an earlier version of Alternative A was explicitly rejected by SANDAG in prior analyses. The agency concluded in the August 2023 report that an alignment practically identical to Alternative A, requiring digging tunnels beneath the Fairgrounds and San Dieguito Lagoon, was "impractical" for myriad reasons, including that it required deepening trenches "through most of Solana Beach," lowering the Solana Beach train station, relocating the Fairgrounds' special events platform into the underground tunnel, abandoning the newly built San Dieguito Bridge, reconstructing the Via de la Valle overpass, digging in Stevens Creek, damming the San Dieguito River, and imposing permanent infrastructure and utilities on Fairgrounds property. Therefore, not only was Alignment A included in the NOP instead of environmentally superior alternatives meeting all Project objectives, but Alignment A was included even though SANDAG had concluded less than a year earlier that it was "impractical" and infeasible. SANDAG has not explained why an alternative that it rejected less than a year ago was somehow included in the NOP's final three alternatives.

Third, inclusion of Alternative A alongside Alternatives B and C is nonsensical, given the comparative analyses and studies that have been invested in each alternative. Specifically, while Alternatives B and C have been designed to a ten percent conceptual engineering level, Alternative A has only received about 1 percent conceptual engineering design review. Moreover, the ten alternatives meeting all six Project objectives, but excluded from the NOP, had also received at least ten percent engineering design review. SANDAG does not provide any logical reasoning for why it included in the NOP's final three alternatives an alignment that has received less study and design review than multiple other excluded alternatives that had received more technical analysis and review.

In sum, the range of alternatives included for final consideration in the NOP is not reasonable or feasible. Specifically, the inclusion of Alternative A when compared to Alternatives B and C is illogical—Alternative A is inferior to Alternatives B and C according to SANDAG's own objective measures, so why has it been included alongside these alternatives? Moreover, the inclusion of Alternative A at the expense of other excluded alternatives has no rational basis. Multiple alternatives that were environmentally superior, more feasible, and that aligned with all six Project objectives were excluded from further consideration, but an alternative that entails more air quality impacts from truck trips, more impacts to public lands, meets fewer Project objectives, and that SANDAG considered prohibitively "impractical" less than a year ago was included in the final three NOP alternatives. For these reasons, the inclusion of Alternative A alongside Alternatives B and C, and at the expense of superior alternatives, is not justified by any "rule of reason," lacks substantial evidence, and frustrates informed decision-making and public participation.

### 3. The NOP's Lack of a Preferred Alternative Obscures the Project's Cumulative Impacts

“Cumulative impacts” are defined as “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” (CEQA Guidelines, § 15355.) CEQA analysis must include discussion of the “cumulatively considerable” significant impacts of a proposed project combined with the related impacts of other pending nearby projects. (CEQA Guidelines, § 15130, subd. (a).) Discussion of other projects causing related impacts may take the form of a list of past, present, and future probable projects, or a summary of growth and development projections in a state, regional, or local planning document. (*Id.* at subd. (b)(1).) The discussion must also define and explain the geographic area that would be affected by the cumulative impacts of the proposed project and other pending projects. (*Id.* at subd. (b)(3).) The discussion of cumulative impacts should be reasonable and practical, but must be more substantive than a mere conclusion unsupported by evidence or analysis. (*Id.* at subd. (b); *Whitman v. Board of Supervisors* (1979) 88 Cal.App.3d 397, 411.)

SANDAG explains that discussion of cumulative impacts of the Project and other past, current, and future projects will be contained in the DEIR. However, in this case, the lack of any cumulative impacts discussion in the *NOP* is already causing confusion and concern, and is undermining the CEQA's goals of informing decision-makers and the public about the potential cumulative impacts of the Project. The *NOP*'s identification of three distinct alternatives, without identifying a preliminary preferred alternative or an environmentally superior alternative, requires stakeholders to postulate as to the cumulative impacts of three potential projects, not one. The three alternatives have different geographic locations, affect different resources and communities, and have unequal environmental impacts. They all consequently will have different related nearby projects and associated cumulative impacts. Which ones should decision-makers and the public evaluate?

Moreover, the unequal conceptual design status of the various alternatives, with Alternative A receiving only one percent design review compared to Alternatives B and C's ten percent design review, suggests that an equal and defensible cumulative impacts comparison between the various alternatives cannot even be performed. How can reliable inferences and conclusions be drawn about the cumulative impacts of a project that has received only one-tenth of the design review of the other alternative projects?

Perhaps acknowledging these problems, the *NOP* lacks any discussion whatsoever of the three alternatives' cumulative impacts. Nor did SANDAG's 2023 and 2024 alignment screening assessments contain any thorough discussion of cumulative impacts. However, it was possible to produce preliminary cumulative impacts discussions in the *NOP* because the prior screening reports contained some discussion of other projects that would be affected by the various alignments. For example, both screening reports discuss how Alternative A would require destruction and potential re-use of the San Dieguito Bridge and Fairgrounds special events platform facilities, but there is no mention in the *NOP* about what the combined cumulative air quality, traffic, noise, and other impacts would be caused by construction of Alternative A concurrently with the destruction of these facilities, nor what the combined years-long cumulative impacts might be if the projects were not constructed or deconstructed concurrently. Similar analyses are missing for Alternatives B and C.

The City notes that the NOP's failure to identify a preferred and/or environmentally superior alternative in the NOP, and the unequal analysis of those three alternatives, makes a truly reliable understanding of the actual Project's potential cumulative impacts impossible. Nevertheless, the NOP still fails to even attempt to describe the various potential cumulative impacts of each alternative, even though SANDAG's earlier analyses contain sufficient information to produce preliminary predictions. The NOP's failure to identify a preferred alternative, and its lack of any preliminary cumulative impacts discussion, has undermined CEQA's goals of informing stakeholders about potential cumulative project impacts, and has instead created confusion and uncertainty. Therefore, the City urges SANDAG to remove Alternative A, and we reiterate our offer to work with all regional stakeholders to meet our regional goals.

### **C. Concerns Regarding Inadequate Public Engagement**

The City has acute and urgent concerns about SANDAG's public engagement process for the NOP. Specifically, the City is troubled that the vast majority of public engagement conducted by SANDAG prior to release of the NOP occurred with just one stakeholder, the City of Del Mar. Indeed, SANDAG's own NOP validates these concerns by documenting the extensive outreach provided to Del Mar residents and officials—the NOP identifies at least four occasions between July 2023 and February 2024 when SANDAG engaged with the Del Mar community specifically. There is no documentation of any corresponding outreach to the City of Solana Beach, nor to the City of San Diego, the 22nd Agricultural District, the Fairgrounds operators, the trustees of the San Dieguito and Los Peñasquitos Lagoons, nor any other stakeholder potentially affected by the Project—besides Del Mar.

Moreover, the May 2024 alignment screening report discloses that the "stakeholder" alignments that were evaluated in the screening report were sourced from the very same meetings with Del Mar described above, although residents of Carmel Valley and the Torrey Pines Community Planning Board were also ostensibly provided with one engagement event each. Solana Beach was not engaged at all during this time. These facts indicate that the "stakeholder" alignments evaluated in the May 2024 screening report were most likely added solely by the residents and officials from Del Mar, including the Alternative A alignment that SANDAG's 2023 study had concluded was "impractical" and infeasible. Astoundingly, SANDAG's first official engagement with Solana Beach officials and residents about the Project occurred on June 26, 2024, almost a month *after* the NOP was released and *after* the Alternative A alignment proposed by the Del Mar stakeholders was included as one of the NOP's three final alternatives.

For these reasons, the NOP's range of alternatives is not only substantively problematic from technical, legal, and feasibility viewpoints, but it is also tainted by an unfair and prejudiced public engagement process that resulted in unevenly analyzed alternatives, misrepresentation of the various alignments' potential impacts, and a sense that SANDAG's decisions about the final three alternatives were motivated by factors other than feasibility and potential impacts. Informed decision-making and public participation are fundamental goals of the CEQA process, and the purpose of the statute is "to inform the public and its responsible officials of the environmental consequences of their decision before they are made." (*Friends of the Eel River v. North Coast Railroad Authority* (2017) 3 Cal.5th 677, 713.) However, in this case, SANDAG's failure to meaningfully engage with all stakeholders in developing the NOP and the Project has left excluded stakeholders like the City frustrated that decisions about the Project are being made without their input and with a poor understanding of the various alternatives' potential consequences.

SANDAG can rectify these problems by meaningfully implementing the multi-jurisdictional stakeholder value analysis that was directed to be performed by the SANDAG Board of Directors on June 28, 2024. If SANDAG uses this value analysis to engage in thorough dialogue with *all* stakeholders, and to revise the NOP to reflect a wider, more feasible, and more-thoroughly analyzed range of alternatives, the problems of the agency's public engagement process may be mitigatable.

The City believes that a reasonable and feasible alignment for the Project can be selected that minimizes harm to local communities and sensitive natural and cultural resources, while meeting most or all of the Project objectives. However, the NOP released by SANDAG in June 2024 does not present a feasible range of alternatives, and the project description and analyses thus far have created confusion and concern about the nature of the Project and its potential impacts. The City urges SANDAG to remove Alternative A. We reiterate our offer and our commitment to explore a more environmentally, socially, and economically viable alternative for the rail realignment project, and recommend that SANDAG revise the NOP to include more analysis so that truly informed decisions can be made about this far-reaching Project.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Alyssa Muto', with a long horizontal flourish extending to the right.

Alyssa Muto  
City Manager



## NEPA for LOSSAN Rail Project?

Meek, Clifton <meek.clifton@epa.gov>

Tue 6/4/2024 7:42 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:Dunning, Connell <Dunning.Connell@epa.gov>

You don't often get email from meek.clifton@epa.gov. [Learn why this is important](#)

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Hello! I received the Notice of Preparation of an EIR for the San Diego Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Realignment (SDLRR) Project. The FAQs on the website state that the "\$300 million approved by the California State Legislature will fund preliminary planning, design, and environmental review (which includes an Environmental Impact Report (EIR) as part of the California Environmental Quality Act (CEQA) and an Environmental Impact Statement (EIS) as part of the National Environmental Policy Act (NEPA) processes)." However, the Notice of Preparation only mentions CEQA and the EIR.

Can you provide any info on what is planned for NEPA compliance on this project? Are you separating the two processes rather than completing a joint EIS/EIR?

Thanks,

Clifton

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Clifton Meek, Life Scientist  
U.S. EPA, Region 9  
Environmental Review Section - Transportation Team  
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Pronouns: He/Him/His



July 19, 2024

Tim Pesce  
SANDAG Project Manager  
LOSSAN Rail Realignment  
401 B Street, Suite 800  
San Diego, California 92101

Subject: EPA Comments on the Notice of Preparation for a Draft Environmental Impact Report for the San Diego Association of Governments San Diego-Los Angeles-San Diego-San Luis Obispo Rail Realignment Project, San Diego County, California

Dear Tim Pesce:

The U.S. Environmental Protection Agency has reviewed the San Diego-Los Angeles-San Diego-San Luis Obispo Rail Realignment Project (SDLRR Project) that was prepared by the San Diego Association of Governments to comply with the California Environmental Quality Act. The NOP states that the SDLRR Project aims to realign the rail corridor from the coastal bluffs in order to provide a long-term solution that protects the rail corridor from coastal erosion, which has necessitated several emergency repairs and poses ongoing substantial safety risks to existing rail infrastructure. The NOP further states that the SDLRR 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. The subject of the NOP is the San Diego Subdivision, an approximately 60-mile section of the 351-mile LOSSAN Rail Corridor from the Orange County line to the Santa Fe Depot in Downtown San Diego.

We note the NOP highlights that the SDLRR Project may require future National Environmental Policy Act compliance, and that the NEPA Lead Agency has not yet been identified. The EPA appreciates the opportunity to provide scoping comments on the proposed SDLRR Project and the alternatives being considered, as well as SANDAG's efforts to consider impacts to resources from this project in past outreach and planning efforts. Our recommendations, described in more detail below, include measures to avoid, minimize, or mitigate environmental impacts from project activities and are intended to inform the future environmental document and analyses required to comply with NEPA.

### **Synchronizing CEQA and NEPA**

The NOP identifies SANDAG as the Lead Agency under CEQA, explaining that an Environmental Impact Report will be prepared for the Project, and that a NEPA Lead Agency has not yet been identified. We note that a joint federal and state environmental review process integrating the requirements of NEPA and CEQA can avoid redundancy, improve efficiency and interagency cooperation, and provide an easier process for the public and applicants to participate in.

*Recommendations:* To increase efficiencies and provide a better process for the public, the EPA recommends incorporating the best practices identified in the 2014 Handbook titled *NEPA and CEQA: Integrating Federal and State Environmental Reviews*<sup>1</sup>, developed by the State of California Office of Planning and Research in coordination with the Council on Environmental Quality. Consider synchronizing the NEPA and CEQA processes so that the public is not presented with multiple commenting periods, and decisionmakers have the maximum suite of potential alternatives and project design options to consider without revisiting recommended decisions from largely completed NEPA or CEQA processes. We understand that identifying a Lead Agency is currently in progress; however, the EPA recommends aligning the timing of the NEPA and CEQA analyses as soon as possible to facilitate the publication of a joint Draft EIR and Draft Environmental Impact Statement document to most efficiently and effectively involve the public and inform decisionmakers as the project advances.

### **Alternatives and Analysis of Impacts**

The EPA appreciates that the NOP presents descriptions of the current proposed alternatives with accompanying tables that outline anticipated impacts. The NOP states that three alternatives are being considered, with Alternative A I-5 Alignment including new underground installation below the San Dieguito Lagoon and Alternative C Camino del Mar Alignment including a new rail bridge installation with expansion of the existing berm in the Los Peñasquitos Lagoon.

*Recommendations:* Given the potential significant impacts to surface and underground water resources, the EPA requests to be included in early coordination interagency meetings to help inform the preliminary design and measures to reduce impacts to aquatic resources to the greatest extent possible. Because the future NEPA process will require addressing potential significance according to recently revised CEQ regulations, the EPA recommends closely aligning the EIR documentation with the current CEQ regulations as early in the environmental review process as possible to insure that the range of alternatives analyzed, and the analysis of impacts, will meet future NEPA requirements.

### **Aquatic Resources and Clean Water Act Section 404**

Aquatic resources located within the project area include the San Dieguito Lagoon Ecological Reserve and Los Peñasquitos Marsh Natural Preserve and Lagoon, which both provide critical migrating waterfowl habitat and nesting sites for sensitive bird species, contribute to coastal fisheries replenishment by providing nursery habitat for young fish, and generally protect a tremendous diversity of plant and animal species. Habitats in the project area include southern California coastal sage scrub, riparian waterways and coastal wetland communities. The lagoon is also designated as a

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<sup>1</sup> NEPA and CEQA: Integrating Federal and State Environmental Reviews:  
[https://opr.ca.gov/docs/NEPA\\_CEQA\\_Handbook\\_Feb2014.pdf](https://opr.ca.gov/docs/NEPA_CEQA_Handbook_Feb2014.pdf)

State Marine Conservation Area. The EPA appreciates the extensive work and coordination that SANDAG has initiated with local conservation groups, and we highlight the need to assess the direct, indirect, and cumulative impacts to these sensitive areas.

*Recommendations:* The EPA recommends regular coordination with Army Corps of Engineers and EPA to ensure the alternative designs reduce impacts to aquatic resources to the fullest extent.

Refer to the *National Environmental Policy Act and Clean Water Action Section 404 Integration Process for Federal Aid Surface Transportation Projects in California Memorandum of Understanding (NEPA/404 MOU)* process, which has been modified to apply to programmatic projects in Caltrans District 11, and elsewhere in the state. As modified for programmatic review, the NEPA/404 MOU includes specific agreement points to assist in developing the EIS and involves active participation in meetings and document reviews. We request that SANDAG and the appointed Lead Agency contact EPA to discuss coordination through the modified programmatic process once more information about the potential impact to waters of the United States is available so that the agreement points can be addressed as early as possible in the EIR/EIS process, if applicable.

Consider including the following actions as a part of the program environmental document:

- Disclose potential direct, indirect and cumulative impacts to waters of the U.S. that may occur during construction and operation of the proposed project alternatives.
- Disclose the approximate acreage and function of waters that occur within the study area, including permanent, intermittent and ephemeral streams, wetlands, and other waterways, including floodplains.
- Include wildlife species affected that could reasonably be expected to use waters or associated riparian habitat and sensitive plant taxa that are associated with waters or associated riparian habitat.
- Address potential reuse options for excavated sand and disclose plans for beach or dune restoration within the area of the current alignment.
- Address the potential for soil erosion and stormwater runoff during construction and operation.
- Analyze the potential water quality impact and potential effects to designated uses.
- Address techniques proposed for minimizing surface water contamination due to increased runoff from additional impervious surfaces.
- Analyze the potential flood flow alteration.
- Identify potential compensatory mitigation measures to offset impacts where avoidance or minimization of impacts to waters of the U.S. is not feasible.

### **Biological Resources**

The EPA appreciates the coordination and research SANDAG has conducted through previous efforts to minimize impacts to lagoons and associated biological resources within the project area. The EPA encourages continued coordination with the United States Fish and Wildlife Service , California Department of Fish and Wildlife, California Coastal Commission, the National Marine Fisheries Service,

and other resource and regulatory agencies as the project alternatives are refined. We recommend including EPA in any resource and regulatory agency project kickoff meetings that may be planned both as a part of the CEQA process and the future NEPA process. Please also consider the following recommendations as the project advances.

*Recommendations:*

- Identify all petitioned and listed, threatened, and endangered species and critical habitat that might occur within the project area. Identify and quantify which species and/or critical habitat might be affected by each alternative. Place emphasis on the protection and recovery of species due to their status or potential status under the federal Endangered Species Act and state protections.
- Include general locations of rare or special status plants and disclose how these sites would be managed to avoid impacts on the plants.
- Demonstrate that the preferred alternative is consistent with the USFWS’s biological assessment/opinion and lead agency’s biological evaluation.
- Discuss appropriate avoidance and minimization measures to minimize impacts to special status species, describe the effectiveness of such measures to protect wildlife, and indicate how they would be implemented and enforced.
- Summarize the USFWS’s biological assessment/opinion and include all USFWS requirements.
- Identify and quantify other wildlife species that might be directly, indirectly, or cumulatively affected by each alternative and present mitigation for impacts to these species.
- Discuss the SDLRR Project’s consistency with existing laws and regulations, including the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act.

**Climate Change and Resiliency**

The NOP outlines that one of the main objectives of the SDLRR Project is to create solutions in response to climate change and the impacts caused by sea level rise and increased extreme weather events. In alignment with the project’s purpose, the Council on Environmental Quality published interim guidance<sup>2</sup> in 2023 to assist federal agencies in assessing and disclosing climate change impacts during environmental reviews. CEQ developed this guidance in response to EO 13990, *Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis*. Further, the SANDAG Regional Transportation Plan and Sustainable Communities Strategy indicate a clear goal of achieving greenhouse gas (GHG) emission reduction targets set by the California Air Resources Board.

*Recommendations:* Because future NEPA compliance will be needed, identify how the analysis of climate change impacts meets the goals and objectives outlined in the 2023 CEQ interim Greenhouse Gas Emission and Climate Change Analysis. Include a thorough climate change analysis with consideration of the effects of climate change on each of the proposed alternatives and environmental impacts associated with each option. Promote climate change resilience and adaptation and identify measures to ensure climate-resilient infrastructure.

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<sup>2</sup> <https://www.federalregister.gov/documents/2023/01/09/2023-00158/national-environmental-policy-act-guidance-on-consideration-of-greenhouse-gas-emissions-and-climate>

Identify reasonably foreseeable effects of climate change on infrastructure investments and the resources needed to protect such investments over their lifetime.

In addition to quantifying expected GHG emissions from project construction and operation, the EPA recommends discussing elements of this project that would offset or reduce direct and indirect GHG emissions by providing an alternative to passenger vehicle use on adjacent roadways.

### ***Coastal Erosion and Safety***

As referenced in the NOP, the effects of climate change have led to temporary closures and speed reductions within the SDLRR project area and form the basis of the need for the current proposed project. The NOP and previous project analyses explain that the Del Mar Bluff erosional loss is occurring at a rate of 6 inches per year, with large episodic bluff failures that can result in more than 20 feet of bluff edge retreat in a single event. Consistent coastal erosion, as well as instances of catastrophic bluff collapses, pose substantial safety risks in the project area.

*Recommendations:* The EPA recommends considering the safety of the public when analyzing each of the proposed alternatives being considered to address the coastal erosion impacts. Identify how long-term resiliency benefits and overall public safety considerations for residents, local communities, and recreational use have been integrated into the proposed alternatives being considered.

### **Air Quality**

Implementation of any of the alternatives identified in the NOP will likely require extensive truck hauling of excavated soil, construction materials, and construction equipment, resulting in air quality impacts throughout the construction period. As such, the Draft EIR/EIS should include a complete analysis of the project's potential to affect air quality.

*Recommendations:* For each alternative, describe existing ambient air conditions, National Ambient Air Quality Standards and nonattainment areas, and potential air quality impacts of the project, including cumulative and indirect impacts.

Analyze and disclose all impacts that would result from construction activities. Identify the hauling distances for each alternative, including the no action alternative, and estimate emissions for each. Identify all impacts associated with project activities including direct and indirect air emissions and adverse health effects to all communities potentially affected by construction and sediment transportation. To protect the health of the neighboring communities, identify all available strategies to reduce emissions from proposed project activities.

The following measures are recommended to mitigate construction emissions and to be included in potential construction contracts.

#### **Fugitive Dust Source Controls:**

- Stabilize disturbed areas by covering and/or applying water or chemical/organic dust

palliative where appropriate. This applies to both active and inactive sites during workdays, weekends, holidays, and windy conditions.

- Phase grading operations where appropriate and operate water trucks for stabilization of surfaces under windy conditions.
- When hauling material and operating non-earthmoving equipment, prevent spillage and limit speeds to 15 miles per hour. Limit speed of earth-moving equipment to 10 mph.

#### Mobile and Stationary Source Controls:

- Reduce unnecessary idling from heavy equipment.
- Prohibit engine tampering to increase horsepower, except when meeting manufacturer's recommendations.
- Lease or buy newer, cleaner equipment using the best available emissions control technologies.
  - Use lower-emitting engines and fuels, including electric, liquified gas, hydrogen fuel cells, and/or alternative diesel formulations, if feasible.
  - *On-Highway Vehicles* - On-highway vehicles should meet, or exceed, the EPA exhaust emissions standards for model year 2017 and newer for light-duty vehicles and model year 2021 and newer for heavy-duty vehicles (e.g., drayage trucks, long haul trucks, refuse haulers, shuttle buses, etc.).
  - *Nonroad Vehicles & Equipment* - Nonroad vehicles and equipment should meet, or exceed, the EPA Tier 4 exhaust emissions standards for heavy-duty nonroad compression-ignition engines (e.g., nonroad trucks, construction equipment, cargo handlers, etc.).

#### Administrative Controls:

- Coordinate with appropriate air quality agencies to identify a construction schedule that minimizes cumulative impacts from other planned projects in the region, if feasible.
- Prepare an inventory of all equipment prior to construction and identify the suitability of add-on emission controls for each piece of equipment before groundbreaking.
- Develop a construction traffic and parking management plan that minimizes traffic interference and maintains traffic flow and avoid routing truck traffic near sensitive land uses to the fullest extent feasible.
- Locate diesel engines, motors, and equipment staging areas as far as possible from residential areas and other sensitive receptors (e.g., schools, daycare centers, hospitals, senior centers, etc.).
- Reduce construction-related trips of workers and equipment, including trucks.
- Identify all commitments to reduce construction emissions and quantify air quality improvements that would result from adopting specific air quality measures.
- Identify where implementation of mitigation measures is rejected based on economic infeasibility.

## **Environmental Justice**

Executive Order 14096, *Revitalizing Our Nation's Commitment to Environmental Justice for All* (April 21, 2023),<sup>3</sup> directs Federal agencies to provide opportunities for early and meaningful involvement in the environmental review process for communities with environmental justice concerns potentially affected by a proposed action (E.O. 14096, Section 3(a)(ix)(C)). Based on our preliminary review of the project area using EJScreen, there are no indicators of communities that are near or above the 80<sup>th</sup> percentile for environmental justice or socioeconomic demographic metrics. Although an EJScreen analysis of the project area does not indicate the potential for communities with environmental justice concerns, hauling routes, staging areas associated with the project, and project activities during and after construction may provide additional basis for considering community impacts.

The NOP mentions that 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. The environmental review process provides an opportunity for early and meaningful involvement for communities that may be potentially affected by, or benefit from, the proposed action. The EPA appreciates the extensive community outreach that has occurred to date for the proposed project. The EPA recommends meaningful community engagement, including tribal consultation, be conducted throughout the environmental process.

*Recommendations:* The EPA encourages agencies to use the EPA's EJSCREEN electronic database to search for environmental justice and socioeconomic presence within communities associated with the project area and who may be impacted by project activities.

Document actions taken by SANDAG to provide opportunities for meaningful public engagement. Disclose any community concerns, including those outside the jurisdiction of SANDAG. Describe how community feedback and preferences are reflected in SANDAG's decision-making process, including alternatives development, identification of the environmental preferable alternative, and the selected alternative and mitigation.

In the development of future outreach and for progress tracking, the EPA recommends that SANDAG:

- Provide early and frequent outreach and engagement opportunities to collect and incorporate community feedback throughout the environmental review process. This may include, but is not limited to:
  - Addressing technological barriers that may prohibit participation from affected communities.
  - Ensuring that meetings are scheduled at a time and location that is accessible for community participants, including scheduling meetings after work hours and on weekends as appropriate and providing opportunities for hybrid meetings.
  - Providing ample notice of meetings and commenting opportunities so that community members have sufficient time to prepare and participate.
  - Promoting engagement opportunities within appropriate outlets used by affected communities, such as newspapers, radio, and social media.

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<sup>3</sup> *Executive Order 14096*. <https://www.whitehouse.gov/briefing-room/presidential-actions/2023/04/21/executive-order-on-revitalizing-our-nations-commitment-to-environmental-justice-for-all/>



- Ensuring that all project-related information is conveyed using plain language so that community members of varied reading proficiencies can readily understand the project-related information.
- Establish outreach deliverables focused on ensuring adequate opportunities for and meaningful quality of public engagement.
- Review and consider community feedback provided.
- Compile a Scoping Report from completed engagement and share this directly with communities for project tracking and transparency.

### **Tribal Consultation**

The Project Objectives section of the NOP identifies that the SDLRR Project may have potential impacts to cultural sites and mentions considerations to avoid and/or minimize impacts to cultural resources. It is important that formal government-to-government consultation take place early in the scoping phase of the SDLRR Project to ensure that all issues are adequately addressed in the Draft EIR/EIS. The principles for interactions with Tribal government are outlined in the presidential “Memorandum on Government-to Government Relations with Native American Tribal Governments” (April 29, 1994) and Executive Order 13175, “Consultation and Coordination with Indian Tribal Governments” (November 6, 2000); and the presidential “Memorandum on Tribal Consultation and Strengthening Nation-to-Nation Relationships” (January 26, 2021). The Advisory Council on Historic Preservation (ACHP) considers that consultation is a thoughtfully planned process with early and consistent communication with Indian Tribes.<sup>4</sup>

*Recommendations:* The EPA recommends initiating formal tribal consultation as soon as possible. Delaying too long due to not identifying the Lead Agency pursuant to NEPA could limit the timeline for identifying critical project design and avoidance measures. In the Draft EIR/EIS, summarize the results of Tribal consultation and identify the main concerns expressed by Tribes, and how those concerns informed decision making. Refer to the *Tribal Consultation: Best Practices in Historic Preservation*,<sup>5</sup> published by the National Association of Tribal Historic Preservation Officers. While consultation should begin with a formal letter, the ACHP advises that “[f]ace-to-face meetings or on-site visits may be the most practical way to conduct consultation.” If SANDAG or the Lead Federal Agency needs assistance with consultation or updated Tribal contacts, EPA is available to provide assistance. Consider Traditional Knowledge as the basis for decision making and identification of mitigation measures as recommended by the ACHP in the *Traditional Knowledge and the Section 106 Process: Information for Federal Agencies and Other Participants*.<sup>6</sup>

### **National Historic Preservation Act**

Under NEPA, any impacts to Tribal, cultural, or other treaty resources must be disclosed in the Draft EIS. Section 106 of the NHPA requires that federal agencies consider the effects of their actions on cultural resources, following the regulation at 36 CFR Part 800. Historic properties under the NHPA are properties that are included in the National Register of Historic Places or that meet the criteria for the NRHP. Section 106 of the NHPA requires a federal agency, upon determining that activities under its

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<sup>4</sup> <https://www.achp.gov/sites/default/files/2021-06/ConsultationwithIndianTribesHandbook6-11-21Final.pdf>.

<sup>5</sup> <http://npshistory.com/publications/preservation/tribal-consultation.pdf>

<sup>6</sup> <https://www.achp.gov/sites/default/files/202105/TraditionalKnowledgePaper5-3-21.pdf>.

control could affect historic properties, to consult with the appropriate State Historic Preservation Office/Tribal Historic Preservation Office.

*Recommendations:*

- The EPA recommends discussing how the SDLRR Project would avoid or minimize adverse effects on the physical integrity, accessibility, or use of cultural resources or archaeological sites, including traditional cultural properties, throughout the project area. Clearly discuss mitigation measures for archaeological sites and traditional cultural properties. We encourage appending any Memoranda of Agreements to the Draft EIR/EIS, after redacting specific information about these sites that is sensitive and protected under Section 304 of the NHPA. We also recommend providing a summary of all coordination with Tribes and with the State and Tribal Historic Preservation Offices, including identification of NRHP eligible sites and development of a Cultural Resource Management Plan.
- In the case that a federal land managing agency is involved with the SDLRR Project, the EPA also recommends considering the Executive Order 13007, “Indian Sacred Sites” (May 24, 1996) for direct or indirect impacts to Indian sacred sites. We recommend addressing the existence of Indian sacred sites in the project areas that may be considered spiritual sites by regional Tribal nations. Discuss how SANDAG or the Lead Federal Agency would ensure that the proposed action would avoid or mitigate for the impacts to the physical integrity, accessibility, or use of sacred sites.

The EPA appreciates the opportunity to provide comments on this NOP. When the NEPA process is initiated, please consider the recommendations provided as scoping comments for informing the NEPA analysis. Please also inform the EPA when the federal Lead Agency has been determined and when the Notice of Intent is published. In addition, when the Draft EIR/EIS is released for public review, please notify me, and make an electronic version available. If you have any questions, please contact me at (415) 972-3583 or [ruiz.elise@epa.gov](mailto:ruiz.elise@epa.gov).

Sincerely,

**ELISE  
RUIZ**

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by ELISE RUIZ  
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Elise Ruiz

Environmental Review Section 2

cc: Stephanie Perez-Arrieta  
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Senior Marine Habitat Resource Specialist, National Marine Fisheries Service

Kyle Dahl  
San Diego and Imperial Counties Section Chief, Army Corps of Engineers

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Water Resource Control Engineer, San Diego Regional Water Quality Control Board

Eric Wilkins  
Senior Environmental Scientist, California Department of Fish and Wildlife



July 18, 2024

Mr. Tim Pesce  
San Diego Association of Governments  
401 B Street  
Suite 800  
San Diego, CA. 92101

RE: SDLRR Project NOP Comment

Dear Mr. Pesce,

On behalf of the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) I would like to express our support of the overall efforts by the San Diego Association of Governments (SANDAG) to identify and implement long-term solutions for addressing the coastal resiliency challenges facing the LOSSAN rail corridor.

The recent Notice of Preparation (NOP) for the Draft Environmental Impact Report for the LOSSAN Rail Realignment project that was released by SANDAG presents three alternative alignments for relocating the LOSSAN rail corridor away from the Del Mar Bluffs. Comments on these alignment alternatives have been requested by SANDAG, however there is not sufficient information provided on the alternatives to be able to offer specific comments on potential impacts or benefits to the Pacific Surfliner service at this time.

As such, the LOSSAN Agency will defer any specific comments until a more robust analysis can be performed. At a minimum, the LOSSAN Agency will require the following information for each alternative alignment, including narratives and comparison tables, to assist in our ability to evaluate the alternatives from the perspective of Pacific Surfliner service.

- Track geometry and speeds
- Tunnel types and length
- Tunnel ventilation plan
- Tunnel Evacuation Plan – Fire, Life, Safety
- Freight considerations
- Length of alignments
- Environmental and right of way impacts
- Proposed construction plans
- Special Event Station location, length, and passenger access plan
- Tunnel maintenance requirements

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Union Pacific

The LOSSAN Agency looks forward to continuing to coordinate with SANDAG through the Value Analysis Group that will be established for this project, to ensure proper analysis is conducted on all alternative alignments sufficient to allow a determination of the benefits and impacts to Pacific Surfliner intercity rail service in relation to each alignment.

Sincerely,



Jason Jewell  
Managing Director

cc: James Campbell, LOSSAN  
David Berryman, LOSSAN

## NATIVE AMERICAN HERITAGE COMMISSION

June 4, 2024

Tim Pesce  
San Diego Association of Governments  
401 B Street  
Suite 800  
San Diego CA 92101

**Re: 2024060038, San Diego-Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Realignment (SDLRR) Project, San Diego County**

Dear Mr. Pesce:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit. 14, § 15064.5 (b) (CEQA Guidelines § 15064.5 (b))). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines § 15064 (a)(1))). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.



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**Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.**

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

- 1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project:** Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:

  - a. A brief description of the project.
  - b. The lead agency contact information.
  - c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
  - d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).
- 2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report:** A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1 (b)).

  - a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).
- 3. Mandatory Topics of Consultation If Requested by a Tribe:** The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

  - a. Alternatives to the project.
  - b. Recommended mitigation measures.
  - c. Significant effects. (Pub. Resources Code §21080.3.2 (a)).
- 4. Discretionary Topics of Consultation:** The following topics are discretionary topics of consultation:

  - a. Type of environmental review necessary.
  - b. Significance of the tribal cultural resources.
  - c. Significance of the project's impacts on tribal cultural resources.
  - d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).
- 5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process:** With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).
- 6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document:** If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:

  - a. Whether the proposed project has a significant impact on an identified tribal cultural resource.

b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:

- a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
- b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:

- a. Avoidance and preservation of the resources in place, including, but not limited to:
  - i. Planning and construction to avoid the resources and protect the cultural and natural context.
  - ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
- b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
  - i. Protecting the cultural character and integrity of the resource.
  - ii. Protecting the traditional use of the resource.
  - iii. Protecting the confidentiality of the resource.
- c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
- d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).
- e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).
- f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:

- a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.
- b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.



- c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: [http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation\\_CalEPA.PDF.pdf](http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPA.PDF.pdf)

## SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: [https://www.opr.ca.gov/docs/09\\_14\\_05\\_Updated\\_Guidelines\\_922.pdf](https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf).

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.
3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:
  - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
  - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>.

## NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center ([https://ohp.parks.ca.gov/?page\\_id=30331](https://ohp.parks.ca.gov/?page_id=30331)) for an archaeological records search. The records search will determine:
  - a. If part or all of the APE has been previously surveyed for cultural resources.
  - b. If any known cultural resources have already been recorded on or adjacent to the APE.
  - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
  - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.

- a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
      - b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.
  3. Contact the NAHC for:
    - a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
    - b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.
  4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
    - a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, § 15064.5(f) (CEQA Guidelines § 15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
    - b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
    - c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code § 7050.5, Public Resources Code § 5097.98, and Cal. Code Regs., tit. 14, § 15064.5, subdivisions (d) and (e) (CEQA Guidelines § 15064.5, subs. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address:  
[Murphy.Donahue@NAHC.ca.gov](mailto:Murphy.Donahue@NAHC.ca.gov).

Sincerely,

*Murphy Donahue*

Murphy Donahue  
Cultural Resources Analyst

cc: State Clearinghouse





810 Mission Avenue  
Oceanside, CA 92054  
(760) 966-6500  
(760) 967-2001 (fax)  
GoNCTD.com

July 19, 2024

San Diego Association of Governments  
Attn: Tim Pesce  
401 B Street, Suite 800  
San Diego, CA 92101  
Sent Via Electronic Mail: [lossancorridor@sandag.org](mailto:lossancorridor@sandag.org)

RE: Notice of Preparation of a Draft Environmental Impact Report for the LOSSAN Rail Realignment Project

Dear Mr. Pesce:

On behalf of the North County Transit District (NCTD), I write to provide the following comments in response to the San Diego Association of Governments' (SANDAG) Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Realignment Project (Project). NCTD appreciates the opportunity to provide input during this critical stage of the environmental review process.

NCTD is designated as a responsible agency under the California Environmental Quality Act (CEQA) as NCTD owns the San Diego Subdivision of the LOSSAN Corridor from the northern border of San Diego County to the southern limits of the City of Del Mar and has approval authority over the Project (14 Cal. Code Regs §15381.) NCTD is the Railroad of Record responsible for maintenance of the entire Subdivision as designated by the Federal Railroad Administration. Through Shared Use Agreements, NCTD assumes responsibility to ensure the San Diego Subdivision is usable by Amtrak intercity rail service and BNSF Railway (BNSF) freight rail service. NCTD also operates the COASTER commuter rail service through the Project area.

In response to the NOP, NCTD would like to encourage SANDAG's consideration of the following during the development of the DEIR for each proposed Project alternative:

**Surface Transportation Board Approval for Construction and Abandonment:**

In general, as SANDAG considers Project alternatives, NCTD urges SANDAG to consider involvement of the Surface Transportation Board (STB). NCTD operates the existing rail line pursuant to authorization by the STB under 49 U.S.C. § 11323 when it acquired the line.

- Amtrak operates on the existing line under 49 U.S.C. § 24308 as Amtrak may make an agreement with a rail carrier or regional transportation authority to use facilities of, and have services provided by, the carrier or authority (NCTD) under terms on which the parties agree.

- BNSF operates on the existing line under a Reserved Freight Easement.
- As a representative of NCTD, SANDAG will need approval from STB under 49 U.S.C. § 10901 to construct a new rail line.
- NCTD and BNSF will need approval from the STB to abandon the existing line and discontinue rail operations under 49 U.S.C. § 10903 on the existing line if such abandonment is determined to be in the best interests of the railroads.

### **Concerns Regarding Limited Information:**

NCTD would note that the NOP lacks sufficient detail on certain aspects, which hinders NCTD's ability to fully assess the potential alternatives and their respective impacts on rail transportation. NCTD will require a review of Project documents to determine whether the Project can be permitted and is operationally feasible for all forms of rail transportation before SANDAG's design is finalized and construction can commence on NCTD's right-of-way. The following information is necessary for a thorough evaluation of each alternative:

### **Project Description and Scope**

- More detailed descriptions of the Project components, including specific locations (mileposts, control points, etc.), sizes, and operational details.
- Clarification on the phases of the Project, including timelines for construction.
- Clear descriptions of all potential Project alternatives being considered, including their locations and designs.
- Comparative analyses of the environmental impacts of each alternative.

### **Transportation Issues to be Addressed:**

As SANDAG begins the process to prepare a DEIR for the Project, NCTD would urge SANDAG to explore the following issues for each alternative considered, including a No Build alternative, and assess the potential impacts of each. SANDAG should evaluate the feasibility and impacts of different alignment options, including cost and engineering challenges, and should address the following issues through the DEIR:

#### **1. Impact to Operations (During Construction)**

- SANDAG must consider and minimize the impacts of each alignment on rail operations during construction. Amtrak Pacific Surfliner, COASTER commuter rail and BNSF freight service operate through the Project area. NCTD, as the owner of the majority of the railroad right-of-way impacted by the Project, is contractually obligated to maintain use of the corridor for Amtrak and BNSF.

#### **2. Operational Complexities (Post-Construction)**

The operational complexity of the Project's elements, including, but not limited to, the tunnel, ventilation systems, and train control systems, must be considered and operational feasibility for all forms of rail transportation must be included in the design and construction.

### **3. Operations and Maintenance Costs**

- Cost analyses of all alternatives shall consider the life cycle cost of the Project, to include anticipated operation and maintenance costs for the expected life of the constructed assets. Information on the expected useful life of each proposed alignment should also be included.

### **4. Transit Connectivity**

- Connection to existing transit centers, such as Solana Beach Station and Sorrento Valley Station, as well as the future Fairgrounds Special Events Station (which is fully funded and expected to start construction in 2025) shall be considered.

### **5. Travel Time**

- The impact to overall travel times on the corridor shall be analyzed. Under the terms of the Shared Use Agreements with its partners, NCTD must ensure that any realignment projects do not increase the overall travel time on the corridor. Therefore, alternatives that increase travel times shall not be considered.

### **Significant Environmental Issues to Be Addressed and Mitigation Measures to Be Considered:**

For all potential alternatives, SANDAG should address the following environmental issues, among others, in the DEIR and explore corresponding mitigation measures:

#### **Environmental Issues**

- Air Quality and Greenhouse Gas Emissions
- Noise and Vibration
- Traffic and Transportation
- Biological Resources
- Water Quality and Hydrology

#### **Mitigation Measures**

- Noise and Vibration Mitigation
- Air Quality and Emissions Control
- Traffic and Safety Improvements
- Habitat Protection and Restoration

As a responsible agency, this letter fulfills NCTD's obligation to provide the lead agency with written specifications as to the scope and environmental information necessary for inclusion in the DEIR for NCTD to complete its review of the Project (Pub. Res. Code § 21080.4(a); 14 Cal Code Regs §§15082(b), 15096(b)(2)). NCTD strongly encourages SANDAG to address these issues comprehensively in the DEIR to ensure that the Project's environmental impacts are adequately assessed and mitigated.

NCTD appreciates the opportunity to provide comments on the NOP for the Project. Should you have any questions, please do not hesitate to reach out to Tracey Foster, Chief Development Officer, at [tfoster@nctd.org](mailto:tfoster@nctd.org) or 760-966-6674.

Sincerely,

A handwritten signature in blue ink, appearing to read "Shawn M. Donaghy".

Shawn M. Donaghy  
Chief Executive Officer

CC: Mario Orso, Chief Executive Officer, SANDAG  
Omar Atayee, Acting Director of Engineering and Construction, SANDAG  
Lori A. Winfree, Chief General Counsel, NCTD  
Mary Dover, Chief of Staff, NCTD  
Tracey Foster, Chief Development Officer, NCTD  
Scott Shroyer, Director of Engineering, NCTD



*AFFILIATED AGENCIES*

*Orange County  
Transit District*

*Local Transportation  
Authority*

*Service Authority for  
Freeway Emergencies*

*Consolidated Transportation  
Service Agency*

*Congestion Management  
Agency*

July 18, 2024

Mr. Tim Pesce  
Senior Planner  
San Diego Association of Governments  
401 B Street, Suite 800  
San Diego, CA 92101

Via email: [LOSSANcorridor@sandag.org](mailto:LOSSANcorridor@sandag.org)

**Subject: Notice of Preparation of a Draft Environmental Impact Report  
for the San Diego – Los Angeles – San Diego – San Luis  
Obispo Rail Realignment Project**

Dear Mr. Pesce:

Thank you for providing the Orange County Transportation Authority (OCTA) with the Notice of Preparation of a Draft Environmental Impact Report for the San Diego – Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Realignment Project.

OCTA is supportive of the San Diego Association of Government's (SANDAG's) endeavor to explore coastal retreat strategies for the LOSSAN rail corridor in northern San Diego County. We recognize the importance of these strategies in addressing the challenges posed by coastal erosion and climate change. OCTA also recognizes the ongoing LOSSAN rail corridor challenges throughout its service areas as we are working with the California State Transportation Agency to take on the leadership role in consideration of a long-term realignment of the coastal rail line to an inland alignment in Orange County.

OCTA has reviewed the alignments concepts and remains neutral on the specific location of the proposed rail realignment. We will continue to monitor the progress as SANDAG continues to partner with the local communities to come up with solutions that strive to minimize impacts to these communities. Engaging the community and stakeholders in meaningful dialogue is essential for the success of this project and we appreciate SANDAG's commitment to inclusiveness and transparency.

OCTA appreciates SANDAG's continued support of the critical 351-mile LOSSAN rail corridor. This corridor is vital for the region's transportation infrastructure, and your efforts in maintaining and improving it are invaluable to the communities we serve. We look forward to continuing our collaboration with SANDAG on this and future projects to enhance the transportation network for our region.

July 18, 2024  
Mr. Tim Pesce  
Page 2

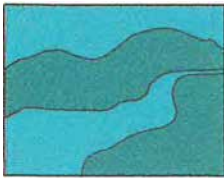
Throughout the development of this project, we encourage communication with OCTA on any matters discussed herein. If you have any questions or comments, please contact me at (714) 560-5907 or at [dphu@octa.net](mailto:dphu@octa.net).

Sincerely,

A handwritten signature in black ink, appearing to read "Dan Phu", with a long horizontal flourish extending to the right.

Dan Phu  
Program Manager, Sustainability Planning





San Dieguito River Park  
Joint Powers Authority  
18372 Sycamore Creek Road  
Escondido, CA 92025  
(858) 674-2270 Fax (858) 674-2280  
[www.sdrp.org](http://www.sdrp.org)

July 19, 2024

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

**Subject: Response to SDLRR Project NOP**

Dear Mr. Pesce:

Thank you for notifying the San Dieguito River Park Joint Powers Authority (JPA) regarding the preparation of a Draft EIR for this project. The JPA staff has followed the progression of this proposed project over the last several years. The proposed project's alignment alternatives all overlap with the San Dieguito River Park's Focused Planning Area (FPA) and have the potential to impact resources within the JPA's jurisdiction.

As stated in the San Dieguito River Park's Concept Plan (SDRP Concept Plan), the goals and objectives include: *the preservation of open space, conservation of sensitive resources, protection of water resources, preservation of the natural floodplain, retention of agricultural uses, creation of recreational and educational opportunities*. The alignment alternatives being considered for the rail relocation project overlap with Landscape Unit A – Del Mar Coastal Lagoon, one of fourteen landscape units, and would potentially impact the natural and recreational resources within the SDRP including the Coast to Crest Trail (CTC Trail).

The San Dieguito Lagoon sits within the Del Mar Coastal Lagoon landscape unit that represents the western gateway to the San Dieguito River Valley. This landscape unit is characterized by its broad floodplain, scenic coastal views, and rare wetland ecosystem. Over \$150 million of public funds have been invested in the protection and restoration of the San Dieguito Lagoon as a regional environmental resource that also serves as a protective measure against catastrophic flooding and sea level rise. Recent efforts to restore the ecological function and vitality of the San Dieguito Lagoon include restoring over 150 acres of tidal wetland habitat in 2012 and restoring another 80 acres of salt marsh and other habitats as part of the Phase II wetland restoration project completed in June 2024.

We believe it is appropriate that the SDLRR Draft EIR address the following issue areas regarding the San Dieguito River Park:

- Land use
- Recreation and public facilities
- Aesthetics and viewsheds
- Wildlife corridor continuity

- Impacts to the San Dieguito Lagoon and associated wetlands including *protection against future sea level rise; impacts to sensitive species, wildlife and habitat areas; and protection of surface water quality, groundwater, and hydrologic resources*
- Noise
- Portal and right-of-way landscaping
- Trail compatibility and continuity

Please see below for further explanation of issues and suggested analysis regarding the proposed project:

### Issues and Analysis

#### *Project description:*

The project description within the DEIR should include detailed project information and illustrations for each alignment alternative design, including specific locations and design details of all project components (e.g., tunnel portals and floodwalls) at a scale that enables a clear understanding of their location and design, construction details and methods, project timeline, costs, project operation, and maintenance requirements, etc. The description should also include a comparison of the preferred project with the other alternative alignments.

#### *Land use:*

The project area includes the San Dieguito Lagoon and other resources within Landscape Unit A (Del Mar Coastal Lagoon) of the San Dieguito River Park as addressed in the SDRP Concept Plan. We ask that SANDAG evaluate the proposed project's consistency with the SDRP Concept Plan and other relevant public agency programs and plans.

#### *Recreation and public facilities:*

Multiple recreational areas and public facilities overlap with the scope of the alignment alternatives described in the NOP. These include the CTC Trail, boardwalk trail, Grand Avenue Overlook, Crest Canyon, and the publicly owned open space associated with the San Dieguito Lagoon and valley, as well as SANDAG's planned Interstate-5 bikeway and connection to the CTC Trail. Additionally, alignment Alternative A may affect the proposed and funded Del Mar Fairgrounds Special Events Platform.

The DEIR should include details about each of the alignment alternatives regarding effects to recreational uses and areas. The DEIR should address how existing and proposed public facilities would be affected by each of the alignment alternatives, including if certain facilities would no longer be usable or feasible or would require modification or removal. Additionally, the DEIR should include detailed mitigation measures for project impacts to recreational areas and public facilities.

#### *Aesthetics and viewsheds:*

The alignment alternatives and associated project components like floodwalls and U-section tunnels have the potential to affect the viewshed of the San Dieguito lagoon area and public views along the trail system.

The DEIR should analyze these issues and explain the consistency of the proposed project with Part II of Appendix D of the SDRP Concept Plan and land use plans for the area, including

height limits and aesthetics. Scaled diagrams and visualizations should be included to clearly illustrate the visibility of project components and how they would affect public views to Stevens Creek, the San Dieguito Lagoon and inlet, and Crest Canyon and how these aesthetic resources would be altered by the project. Additionally, the DEIR should include mitigation measures for design features and details of any project components that may partially or fully mitigate any significant impacts, as appropriate.

*Wildlife corridor continuity:*

The San Dieguito Lagoon and surrounding canyons and tributaries are part of a critical wildlife corridor, and the alignment alternatives may affect the continuity and function of the wildlife corridor.

The DEIR should analyze the potential impacts of each alignment alternative on the wildlife corridor including wildlife movement and direct and indirect impacts such as noise and vibration that would reduce the quality and function of the corridor. Impacts should be identified and explained for each phase of the project including construction, operation and maintenance. Proposed mitigation measures to address significant impacts must include sufficient detail to assess their effectiveness on the long-term function of the existing wildlife corridor.

*Impacts to the San Dieguito Lagoon and associated wetlands:*

The San Dieguito Lagoon, a regional resource that contains sensitive species, fish nurseries, and vital habitat areas, overlaps with all alignment alternatives, and may be affected by the project. The San Dieguito Lagoon, San Dieguito River, Stevens Creek, and the San Dieguito Creek Groundwater Basin and associated surface water quality and groundwater/hydrologic resources may be affected by the project's design components.

The DEIR should analyze how the project would affect and be affected by sea level rise within the Lagoon and wetland areas, evaluate the project's impacts to sensitive species, fish nurseries, and wildlife habitat, and how the project would protect surface water quality and groundwater/hydrologic resources. Additionally, the DEIR should address how the project tunnel excavations may affect the hydrogeomorphology of groundwater basins and tidal zones. The DEIR should also include details for mitigation measures to address significant impacts.

*Noise and Vibration:*

Alignment alternatives B and C include a proposed northern tunnel portal near the San Dieguito Lagoon inlet. In addition, alignment Alternative A includes cut and cover tunnelling near the inlet. Noise, vibration, and visual blight from rail construction and operations related to rail cars entering and exiting the tunnels may affect sensitive wildlife and CTC trail user experience.

The DEIR should analyze how the project may affect ambient noise levels, vibration magnitude, and other sensory experiences within the northern tunnel entrance areas. Additionally, the DEIR should include mitigation measures for noise and vibration and details of any project features that may partially or fully mitigate any significant impacts, as appropriate.

*Portal and right-of-way landscaping:*

The proposed project will likely require changes to existing landscaping and vegetation communities within the right-of-way and tunnel portals for each alignment alternative. Proposed landscaping should conform to the SDRP Concept Plan including the usage of native species to match existing vegetation communities.

The DEIR should analyze how the project's landscaping and design would affect existing and surrounding vegetation communities and habitat value. Additionally, the DEIR should include mitigation measures for vegetation impacts and details of any project features that may partially or fully mitigate any significant impacts, as appropriate.

*Trail compatibility and continuity:*

The CTC Trail and River Path Del Mar overlap with all alignment alternatives. Additionally, SANDAG's North Coast Corridor Public Works Plan/Transportation and Resource Enhancement Plan (PWP) includes a package of highway, rail, transit, bike/ pedestrian, environmental and coastal access improvements located along the North San Diego County coastline and describes an array of public access improvements throughout the corridor, including a CTC Trail crossing at the San Dieguito railroad track on the north side of the river. The crossing is required to be phased with replacement and double tracking of the San Dieguito LOSSAN project. The crossing location shown in the PWP on the north side of the river (i.e., adjacent to the Fairgrounds) and identified as Community Enhancement DM#1 in the PWP is consistent with the JPA's CTC Trail "Reach the Beach" Feasibility Study.

The DEIR should analyze how the project would impact existing public trail resources within the project area including trail usage and experience and connectivity. The analysis should describe temporary impacts during construction activities and permanent impacts to trail routes or useability. For example, analyze how each alignment alternative may affect trail user experience as well as how each would affect existing infrastructure/trail alignments and the improvements proposed in SANDAG's PWP. The DEIR should include details of any proposed mitigation measures that would address any significant impacts, as appropriate.

Regarding the aforementioned issues, this project has the potential for positive and negative impacts to the San Dieguito River Park including the lagoon and watershed. The Draft EIR must be of sufficient detail to fully understand the project's potential impacts and whether they can be mitigated or would cause irreversible harm and enable SANDAG to make an informed decision on the least environmentally damaging project alignment.

Thank you for considering our comments and keeping the JPA informed on this project, and we look forward to receiving the Draft EIR.

Sincerely,



Shawna Anderson, AICP  
Executive Director

Reference:

San Dieguito Concept Plan (adopted 1994, revised 2002). Available at:  
<https://www.sdrp.org/docs/>

## Santa Fe Irrigation District



July 19, 2024

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

Via email: [LOSSANcorridor@sandag.org](mailto:LOSSANcorridor@sandag.org)

**Re: San Diego-Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Realignment (SDLRR) Project**

Dear Mr. Pesce:

On behalf of Santa Fe Irrigation District (SFID), please consider the following comments on the LOSSAN Rail Realignment Draft Environmental Impact Report.

SFID provides potable and recycled water service to the City of Solana Beach and portions of the communities of Rancho Santa Fe and Fairbanks Ranch. We appreciate SANDAG's commitment to updating rail service along our coast and its benefits to our region.

While we appreciate that additional work will be done before a final alignment is chosen, SFID has concerns with the proposed alignment for Alternative A. SFID has several critical pipeline crossings that link our system from east to west across the railway corridor. These include the bridge crossing at Via De La Valle and Hwy 101, which has an underground U-Structure railway. This water main is suspended from the bridge, crossing the rail tracks. If Alternative A is chosen to move forward, we would appreciate SANDAG staff working with SFID to mitigate any potential impacts on the local water infrastructure to ensure we can continue providing our customers with a safe and reliable water supply.

Thank you for the opportunity to provide comments.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Albert C. Lau'.

Albert C. Lau, P.E  
General Manager

*Letter to San Diego County Local Agency Formation Commission*  
*May 22, 2023*  
*Page 2*

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## Public Meeting 6/18/24 for SCH 2024060038 NOP

Tuohy, Robin@SLC <Robin.Tuohy@slc.ca.gov>

Fri 6/7/2024 12:52 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from robin.tuohy@slc.ca.gov. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear SANDAG employee,

Will there be a virtual meeting option for the public scoping meeting planned for June 18<sup>th</sup> at 6 PM for the LOSSAN Rail Realignment? I only see mention of it so far as an in-person event. State Lands Commission staff will be preparing a scoping comment letter in our capacity as a Responsible/Trustee agency and would like to listen in if there will be a virtual meeting option.

<https://www.sandag.org/calendar/lossan-rail-realignment-public-scoping-meeting-2024-06-18>

Thank you for your assistance.

Kind regards,

*Robin*

**Robin Tuohy, M.S.** (*she/hers*), Environmental Scientist  
DESPM, CEQA Implementation and Management

**CALIFORNIA STATE LANDS COMMISSION**

100 Howe Avenue, Suite 100-South

Sacramento CA 95825

[Robin.Tuohy@slc.ca.gov](mailto:Robin.Tuohy@slc.ca.gov)

**Phone:** 916.574.0900

*Work Hours: Monday– Friday, 7:30 a.m.- 4:30 p.m.*



**CALIFORNIA STATE LANDS  
COMMISSION**

100 Howe Avenue, Suite 100-South  
Sacramento, CA 95825-8202



*Established in 1938*

**JENNIFER LUCCHESI**, Executive Officer

**916.574.1800**

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from Voice Phone **800.735.2929**  
or for Spanish **800.855.3000**

**Contact Phone: 916.574.1900**

July 19, 2024

File Ref: SCH # 2024060038

SANDAG

Attn: Tim Pesce

401 B Street, Suite 800

San Diego, CA, 92101

VIA ELECTRONIC MAIL ([LOSSANcorridor@sandag.org](mailto:LOSSANcorridor@sandag.org))

**Subject: Notice of Preparation for an Environmental Impact Report for San Diego-Los Angeles-San Diego-San Luis Obispo Rail Realignment Project, San Diego County**

Dear Tim Pesce:

The California State Lands Commission (Commission) staff has reviewed the subject Notice of Preparation (NOP) for an Environmental Impact Report (EIR) for the San Diego-Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Realignment Project (Project), which is being prepared by the San Diego Association of Governments (SANDAG). SANDAG has been assigned the responsibility for planning, funding allocation, Project development, and construction in the San Diego region for all transit projects and is, therefore, the lead agency under the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.) The Commission is a trustee agency for projects that could directly or indirectly affect State sovereign land and their accompanying Public Trust resources or uses. Additionally, because the Project involves work on State sovereign land, the Commission will act as a responsible agency. Commission staff requests that SANDAG consult with us on preparation of the Draft EIR as required by CEQA section 21153, subdivision (a) and the State CEQA Guidelines section 15086, subdivisions (a)(1) and (a)(2).

**Commission Jurisdiction and Public Trust Lands**

The Commission has jurisdiction and management authority over all ungranted tidelands, submerged lands, and the beds of navigable lakes and waterways. The Commission also has certain residual and review authority for tidelands and



submerged lands legislatively granted in trust to local jurisdictions (Pub. Resources Code, §§ 6009, subd. (c); 6009.1; 6301; 6306). All tidelands and submerged lands, granted or ungranted, as well as navigable lakes and waterways, are subject to the protections of the common law Public Trust Doctrine.

As general background, the State of California acquired sovereign ownership of all tidelands and submerged lands and beds of navigable lakes and waterways upon its admission to the United States in 1850. The State holds these lands for the benefit of all people of the State for statewide Public Trust purposes, which include but are not limited to waterborne commerce, navigation, fisheries, water-related recreation, habitat preservation, and open space. On tidal waterways, the State's sovereign fee ownership extends landward to the mean high tide line (MHTL), except for areas of fill or artificial accretion or where the boundary has been fixed by agreement or a court.

Any Project activities or improvements located on State sovereign land will require Commission review and authorization in the form of a lease. Final determination regarding the Commission's jurisdiction in the location of any specific Project activities or improvements will require a review of more detailed Project site plans. Such review can be facilitated via submittal of an Inquiry application to the Commission, or via the lease application submittal process ([OSCAR | Online System for Customer Applications and Records -OSCAR Portal](#)).

Based on the information provided in the subject NOP, the proposed Project includes the potential placement of beach-quality sand excavated from tunnel boring activities either onto beach(es) or nearshore in the vicinity of the study area as well as the removal of prior bluff stabilization improvements consistent with the California Coastal Commission's certification of Federal Consistency Certifications. These activities are likely to involve State sovereign land and will require a lease from the Commission if said activities encroach waterward of the most landward surveyed MHTL. An MHTL survey from no more than six months prior to the submission of any application or inquiry for these activities will be required and will need to be submitted along with any inquiry or application in order for staff to properly review the Commission's jurisdiction.

Additionally, staff's review of the NOP indicates that the Project Alternatives would involve construction activities and improvements on State sovereign lands within San Dieguito Lagoon and Los Peñasquitos Lagoon. If under Commission jurisdiction, these activities and improvements would require a lease from the Commission. More detailed Project plans would be required to determine whether Project activities fall within the Commission's jurisdiction in Los Peñasquitos Lagoon.

## **Project Description**

SANDAG proposes to potentially relocate the existing single-track alignment of the San Diego Subdivision from a rail line running along a terrace on coastal bluffs through the Cities of Solana Beach, Del Mar, and San Diego to a double-track alignment between the Solana Beach Station and the north end of Sorrento Valley in the City of San Diego. This Project would meet SANDAG's objectives and needs as follows:

- Improve rail service reliability
- Maintain passenger rail service to the existing train stations serving Solana Beach and Sorrento Valley and accommodate direct rail access to the 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.

From the Project description, Commission staff understands that the Project would include the following components that have the potential to affect State sovereign land:

- Sand Placement: Potential placement of beach-quality sand excavated from tunnel boring activities onto beach(es) or nearshore, in the vicinity of the study area.
- Removal of Bluff Stabilization Improvements: Removal of prior bluff stabilization improvements which could involve staging and/or use of construction equipment on state lands.
- Rail Line Construction: Depending on the Project Alternative that advances as the proposed Project, construction activities and infrastructure components including bored tunnels, cut-and-cover tunnels, bridges, floodwalls, and berms would occur in or affect the San Dieguito and Los Peñasquitos Lagoons.

## **Environmental Review**

Commission staff requests that SANDAG consider the following comments when preparing the Draft EIR (DEIR) to ensure that impacts to State sovereign land are adequately analyzed for the Commission's use of the EIR to support a future lease approval for the Project.

### General Comments

1. Project Description: A thorough and complete Project Description should be included in the DEIR in order to facilitate meaningful environmental review of potential impacts, mitigation measures, and alternatives. The Project Description should be as precise as possible in describing the details of all allowable activities (e.g., types of equipment or methods that may be used, maximum area of impact or volume of sediment removed or disturbed, seasonal work windows, locations for material disposal, etc.), as well as the details of the timing and length of activities. In particular, please illustrate on figures and engineering plans and provide written description in the DEIR of activities occurring within and adjacent to Project area waterways. Thorough descriptions will facilitate Commission staff's determination of the extent and locations of its leasing jurisdiction, make for a more robust analysis of the work that may be performed, and minimize the potential for subsequent environmental analysis to be required.

### Biological Resources

2. Special Status Species: For land under the Commission's jurisdiction, the DEIR should disclose and analyze all potentially significant effects on sensitive species and habitats in and around the Project area, including special status wildlife, fish, and plants, and if appropriate, identify feasible mitigation measures to reduce those impacts. SANDAG should conduct queries of the California Department of Fish and Wildlife's (CDFW) California Natural Diversity Database and U.S. Fish and Wildlife Service's (USFWS) Special Status Species Database to identify any special status plant or wildlife species that may occur in the Project area. The DEIR should also include a discussion of consultation with CDFW, USFWS, and the National Marine Fisheries Service (NMFS), as applicable, including any recommended mitigation measures and potentially required permits identified by these agencies.

Commission staff notes that Project construction activities could adversely affect the San Dieguito Lagoon Ecological Reserve, under the management of CDFW, and Los Peñasquitos Lagoon, managed by California State Parks and the Los Peñasquitos Lagoon Foundation. The lagoons provide critical habitat and resting areas for migrating waterfowl, nesting sites for sensitive bird species, nursery habitat for young fish, protect a diversity of plant and

animal species, and serve as saltmarsh habitat for a variety of flora and fauna. The San Dieguito Lagoon is also a State Marine Conservation Area. Therefore, SANDAG should also consult and/or coordinate with CDFW and California State Parks regarding potential impacts to the two lagoons

3. Lagoon Restoration Projects: The DEIR should discuss whether or how Project activities could affect current lagoon restoration projects and, if applicable, their related mitigation requirements. San Dieguito Lagoon is the site of various active restoration projects, including the [San Dieguito Lagoon Restoration Project Phase II](#) and [Southern California Edison's San Dieguito Wetlands Restoration Project](#), which are tied to mitigation requirements for other projects in accordance with CEQA and a Coastal Development Permit. Los Peñasquitos Lagoon is also the subject of a restoration effort undertaken by the [Los Peñasquitos Lagoon Enhancement Plan](#), a cooperative effort between California State Parks, State Coastal Conservancy, and the Los Peñasquitos Lagoon Foundation.
4. Invasive Species: The DEIR should consider the Project's potential to encourage the establishment or proliferation of aquatic invasive species (AIS), including aquatic plants. One of the major stressors in California waterways is the introduction of invasive species. Project activities, such as the placement of beach sand, have the potential to introduce invasive species if in-water methods of implementation are chosen. Construction boats and barges brought in from long stays at distant projects may transport new species to the Project area via vessel biofouling, wherein marine and aquatic organisms attach to and accumulate on the hull and other wetted surfaces of a vessel.

If the analysis in the DEIR finds potentially significant AIS impacts, possible mitigation could include contracting local vessels and barges or requiring contractors to inspect and clean the hull and other underwater surfaces of vessels prior to arrival in California. The Commission's Marine Invasive Species Program could assist with this analysis as well as with the development of appropriate mitigation (information at <https://www.slc.ca.gov/misp/>).

5. Hazardous Materials: The DEIR should explain how the beach-quality sand will be tested to determine if it is "clean" or safe for use and appropriate for the receiving area prior to being placed on the beach or in the near-shore environment. Mitigation measures should include spill contingency plans for vessels or other in-water construction equipment and any construction equipment used on beaches.
6. Water Quality: Construction activities occurring in or over the water could impact water quality through the accidental release of debris or through construction activities that may disturb sediment and increase turbidity. The

DEIR should discuss how the Project will prevent construction debris from entering the water and how any fallen debris would be addressed. The DEIR should also analyze turbidity impacts in the lagoon and Pacific Ocean from Project activities and identify relevant mitigation measures.

7. Construction Noise: The DEIR should also evaluate noise and vibration impacts on fish, birds, and marine mammals, as applicable, from in-water construction activities. Such activities potentially include the construction of floodwalls, boring of tunnels and relocation of beach sand, and the removal of bluff stabilization improvements. Mitigation measures could include, but are not limited to, species-specific work windows as defined by CDFW, USFWS, and NMFS as well as noise attenuation devices. Again, staff recommends early consultation with these agencies to minimize the impacts of the Project on sensitive species.

### Climate Change

8. Greenhouse Gas (GHG): A GHG emissions analysis consistent with the California Global Warming Solutions Act (Assembly Bill [AB] 32; Nuñez, Chapter 488, Statutes of 2006) and required by the State CEQA Guidelines should be included in the DEIR. This analysis should identify a threshold for determining significance of GHG emissions, calculate the level of GHGs that will be emitted as a result of construction and ultimate build-out of the Project, and, if impacts are significant, identify mitigation measures that would reduce them to the extent feasible.
9. Sea Level Rise: Governor Brown issued Executive Order B-30-15 in April 2015, which directs State government to fully implement the State's [Climate Adaptation Strategy](#) and factor in climate change preparedness in planning and decision making. Senate Bill 1 (Atkins, 2021) requires state and regional agencies to identify and, to the extent feasible, avoid, minimize, and mitigate the impacts of sea level rise. The bill also established specific goals for sea level rise adaptation, including enhancing the coastal environment, maximizing public access and recreational opportunities, and considering Californians' social and economic needs.

SANDAG should consider discussing in the DEIR if and how various Project components located on State-owned lands might be affected by sea level rise and whether "resilient" designs have been incorporated. A tremendous amount of State-owned lands and resources under the Commission's jurisdiction will be impacted by rising sea levels. The San Dieguito Lagoon and its surroundings are generally in a low-lying, flood-prone area that will be affected by rising sea levels. Additionally, because of their nature and location, these lands and resources are already vulnerable to a range of natural events, such as storms and extreme high tides.

As the Project is designed and evaluated, attention should be given to sea level rise projections to ensure the structures' designs are sufficient to ensure function, safety, and protection of the environment over the expected life of the structure. For bridges, this could include the location and design of the anchors/footings, height of the span, design or use of bank stabilization, etc. The DEIR should also consider how the structures' designs could exacerbate the impacts that sea level rise will have on State-owned lands and resources, such as displacing the limited and vulnerable wetland habitat in San Dieguito Lagoon.

The DEIR should also consider the projections for sea level rise and bluff erosion to evaluate how the removal of bluff stabilization and the "No Project" alternative could either alleviate or contribute to coastal squeeze and affect coastal resources and sediment supplies. The removal of bluff stabilization improvements adjacent to the Pacific Ocean could affect lands in the Commission's jurisdiction. As described in the Commission's [Shoreline Adaptation and the Public Trust](#) report, seawalls, riprap, and other forms of hard armoring can have several adverse effects on State-owned lands and resources, such as accelerating beach loss, blocking beach access, degrading scenic quality, and displacing intertidal habitat. As sea levels rise, these effects could become more pronounced as the bluff stabilization improvements stop the inland migration of the shoreline and decrease the sediment supplies that are critical for sustaining the beaches and nearshore ecosystems.

As demonstrated by recent bluff erosion and the need for SANDAG to implement multiple emergency repairs and five bluff stabilization projects, sea level rise and bluff erosion are significant threats to the existing railroad and its ability to operate safely. Since these threats are the impetus for the Project, SANDAG should consider including information in the DEIR that incorporates the current trends and acceleration in sea level rise and bluff erosion. As noted in the NOP, the bluff is eroding 0.4-0.6 feet per year. Therefore, assuming the current location of the shoreline and bluff would remain fixed over the Project lifespan could be misleading for the impact analyses for some resource categories, such as recreation, biological resources, cultural resources, and hazards.

Please note that when considering lease applications, Commission staff will (1) request information from applicants concerning the potential effects of sea level rise on their proposed projects, (2) if applicable, require applicants to indicate how they plan to address sea level rise and what adaptation strategies are planned over the projected life of their Project, and (3) where appropriate, recommend Project modifications that would eliminate or

reduce potentially adverse impacts from sea level rise, including adverse impacts on public access.

### Cultural Resources

10. Title to Resources: Infrastructure components (e.g., bridges, berms, floodwalls, and tunnels) identified in Figure 2 could require excavation activities on lands within the Commission's jurisdiction. The DEIR should identify that title to all abandoned archaeological sites and historic or cultural resources on or in the tide and submerged lands of California is vested in the State and under the jurisdiction of the California State Lands Commission (Pub. Resources Code, § 6313). Commission staff requests that SANDAG consult with Commission staff should any such resources on State lands be discovered during construction of the proposed Project. In addition, Commission staff requests that the following statement be included in the EIR's Mitigation and Monitoring Plan: "The final disposition of archaeological, historical, and paleontological resources recovered on State lands under the jurisdiction of the Commission must be approved by the Commission."

### Recreation:

11. Public Access: The DEIR should discuss how Project activities may disrupt or otherwise impact public access to State lands. On page 7, the NOP identifies several Project infrastructure components which could potentially impact public access, including the placement of beach quality sand onto beach(es) and the removal and replacement of existing bluff stabilization improvements. Staff encourages SANDAG to consider a Project design and construction timeline which avoids or minimizes disruptions to public access.

### Tribal Cultural Resources:

12. Consideration of Tribal Cultural Resources: AB 52 includes both procedural and substantive requirements, including the requirement that lead agencies strive to avoid significant adverse changes to tribal cultural resources, regardless of whether consultation is requested or occurs, and incorporate mitigation measures recommended by tribes unless the lead agency determines those suggestions are not feasible. Commission staff encourages SANDAG to go beyond the requirements of AB 52 by conducting outreach and consultation with all tribes culturally affiliated with the Project area, as determined by the Native American Heritage Commission. The Commission strongly encourages early, frequent, and meaningful engagement with all culturally affiliated tribes that may be affected by this Project.

## Alternatives

13. Alternatives: In addition to describing mitigation measures that would avoid or reduce the potentially significant impacts of the Project, SANDAG should identify and analyze a range of reasonable alternatives to the proposed Project that would attain most of the Project objectives while avoiding or reducing one or more of the potentially significant impacts (see State CEQA Guidelines, § 15126.6). In addition to a No Project alternative, the DEIR should identify the environmentally superior alternative.

## Environmental Justice

14. Environmental justice is defined by California law as “the fair treatment and meaningful involvement of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies.” (Gov. Code § 65040.12) This definition is consistent with the Public Trust Doctrine’s principle that management of trust lands is for the benefit of all people.

The Commission adopted an updated [Environmental Justice Policy and Implementation Blueprint](#) in December 2018 to ensure that environmental justice is an essential consideration in the agency’s processes, decisions, and programs. The twelve goals outlined in the Policy reflect an urgent need to address the inequities of the past, so they do not continue. Through its policy, the Commission reaffirms its commitment to an informed and open process in which all people are treated equitably and with dignity, and in which its decisions are tempered by environmental justice considerations.

Although not legally required in a CEQA document, Commission staff suggests that SANDAG include a section describing the environmental justice community outreach, engagement undertaken in developing the DEIR, and the results of such outreach. Environmental justice communities often lack access to the decision-making process and experience barriers to becoming involved in that process. It is crucial that these communities are consulted as early as possible in the Project planning process.

The California Office of Environmental Health Hazard Assessment developed the [CalEnviroScreen](#) mapping tool to assist agencies with locating census tracts near proposed projects and identifying the environmental burdens, should there be any, that disproportionately impact those communities. Commission staff strongly recommends using the [CalEnviroScreen](#) tool and then, as applicable, reaching out through local community organizations, such as the [California Environmental Justice Alliance](#). Engaging in early outreach will facilitate more equitable access for all community members. In



this manner, the CEQA public comment process can improve and provide an opportunity for more members of the public to provide input related to environmental justice.

Commission staff also recommends incorporating or addressing opportunities for community engagement in mitigation measures. Commission staff will review the environmental justice outreach and associated results as part of any future Commission action.

Thank you for the opportunity to comment on the NOP for the Project. As a trustee and responsible agency, Commission staff requests consultation on this Project and to be kept advised of changes to the Project Description and all other important developments. Please send additional information on the Project to the Commission staff listed below as the DEIR is being prepared.

Please refer questions concerning environmental review to Robin Tuohy, Environmental Scientist, via email at [Robin.Tuohy@slc.ca.gov](mailto:Robin.Tuohy@slc.ca.gov). For questions concerning Commission leasing jurisdiction, please contact Jeffrey Plovnick, Land Management Specialist III, via email at [Jeffrey.Plovnick@slc.ca.gov](mailto:Jeffrey.Plovnick@slc.ca.gov).

Sincerely,



Nicole Dobroski, Chief  
Division of Environmental Science,  
Planning, and Management

cc: Office of Planning and Research  
R. Tuohy, Commission  
J. Plovnick, Commission



## United States Department of the Interior

U.S. FISH AND WILDLIFE SERVICE

Ecological Services

Carlsbad Fish and Wildlife Office

2177 Salk Avenue, Suite 250

Carlsbad, California 92008



In Reply Refer to:  
2024-0087158-CEQA-SD

July 18, 2024  
*Sent Electronically*

Tim Pesce  
Senior Environmental Planner  
San Diego Association of Governments  
401 B Street, Suite 800  
San Diego, California 92101

**Subject:** Comments on the Notice of Preparation of a Draft Environmental Impact Report for the San Diego LOSSAN Rail Realignment Project, San Diego County, California

Dear Tim Pesce:

The U.S. Fish and Wildlife Service (Service) has reviewed the San Diego Association of Governments' (SANDAG) Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR), dated June 4, 2024, for the San Diego Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Realignment (SDLRR) Project (project), San Diego County, California (SANDAG 2024). The comments provided in this letter are based on information provided in the NOP, previous coordination meetings with SANDAG, and our knowledge of sensitive and declining species and habitats.

The primary concern and mandate of the Service is the protection of public fish and wildlife resources and their habitats. The Service has legal responsibility for the welfare of migratory birds, anadromous fish, and endangered animals and plants occurring in the United States. The Service is also responsible for administering the Federal Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 *et seq.*), including habitat conservation plans (HCP) developed under section 10(a)(1) of the Act.

### **PROJECT DESCRIPTION**

The project is located between the City of Solana Beach and Sorrento Valley in the City of San Diego and proposes to relocate the existing single-track railroad alignment from coastal bluffs in the City of Del Mar to a more eastern double-track alignment that would be located primarily within tunnels (Figure 1). The new alignment may also include aerial structures, U-structures, floodwalls, and berms. The objectives of the project include eliminating reliability risks caused by coastal bluff erosion and providing greater track capacity and a higher operating speed for trains that use the corridor, which would enable projected increases in train service and minimize conflicts with pedestrians. The project would also include removal of existing railroad

infrastructure and stabilization features where the existing alignment would no longer be in service following realignment.

The Draft EIR will include analysis of a No Project alternative and three project alternatives (Figure 1). Each project alternative would require a north and south portal, a tunnel connecting the portals, and double tracking of the rail line. The project alternatives anticipated to be evaluated in the Draft EIR include the following:

#### **Alternative A: Interstate 5 Alignment**

Alternative A (Figure 2) is about 6.8 miles in length and would descend immediately south of the Solana Beach Station, enter the “Fairgrounds North Portal” (within the railroad trench in Solana Beach), then continue south into Del Mar Fairgrounds, where there would be a new underground special events platform. The alignment would continue under San Dieguito Lagoon and turn south to follow Interstate 5 (I-5), then exit at the “Knoll Near I-5 South Portal,” an undeveloped upland area located south of Carmel Valley Road and between I-5 and the Sorrento Valley Road Trail. The alignment would then rise above ground as it transitions into the existing railroad alignment through a portion of Los Peñasquitos Lagoon north of the Sorrento Valley Station.

#### **Alternative B: Crest Canyon Alignment**

Alternative B (Figure 3) is about 5.3 miles in length and would descend immediately south of the rail bridge that spans over the San Dieguito Lagoon and enter a tunnel at the “Jimmy Durante Boulevard North Portal,” then continue south and exit at the “Knoll Near I-5 South Portal.” The tracks would then rise as they transition into the existing railroad alignment through a portion of Los Peñasquitos Lagoon north of the Sorrento Valley Station.

#### **Alternative C: Camino del Mar Alignment**

Alternative C (Figure 4) is about 4.9 miles in length and would descend in the same location as Alternative B at the “Jimmy Durante Boulevard North Portal,” then continue south and exit at the “Torrey Pines Road South Portal,” located near the intersection of Carmel Valley Road and North Torrey Pines Road. The alignment would then continue south on a bridge and transition into the existing railroad berm, which would be double tracked, raised, and widened through the central and eastern portions of Los Peñasquitos Lagoon.

### **GENERAL COMMENTS**

We offer the following comments on the NOP to assist SANDAG in avoiding and minimizing the project’s potential impacts to sensitive resources:

1. San Dieguito and Los Peñasquitos Lagoon are both occupied by important populations of the federally endangered light-footed Ridgway’s rail [*Rallus obsoletus* (=longirostris) *levipes*; Ridgway’s rail]. Preliminary results from a population genetics study indicate that the North San Diego populations of the Ridgway’s rail (including San Dieguito and

Los Peñasquitos Lagoon) support the highest genetic diversity throughout the species range (Vandergast 2024, pers. comm.). Therefore, it is critical that the project avoids impacts to occupied habitat to the maximum extent possible to maintain genetic diversity and connectivity between the North San Diego and South San Diego populations.

Alternatives A and B are preferable for reducing hydrologic impacts to Los Peñasquitos Lagoon overall; however, the proposed alignment south of the “Knoll Near I-5 South Portal” would pass through brackish marsh habitat that is occupied by several pairs of Ridgway’s rail. We highly recommend that the Draft EIR evaluate an alternative portal location that is located further to the south to reduce potential impacts to occupied Ridgway’s rail habitat.

2. The Draft EIR should evaluate potential impacts to the Ridgway’s rail where the alignment would occur in or adjacent to occupied habitat, including potential noise, vibration, and visual disturbance associated with moving the railroad alignment closer to the Ridgway’s rail population in Los Peñasquitos Lagoon (Alternatives A and B). The Draft EIR should also evaluate the potential impacts associated with double tracking the alignment, which will facilitate an increase in daily train trips through Los Peñasquitos Lagoon and occupied Ridgway’s rail habitat. The Draft EIR should include proposed measures to reduce noise and vibration disturbance where the tracks would be located adjacent to sensitive habitat, such as permanent sound barriers and vibration reduction designs.
3. Alternative C would impact occupied habitat of the federally threatened coastal California gnatcatcher (*Poliophtila californica californica*; gnatcatcher) at the “Torrey Pines Road South Portal.” In addition, this alternative would likely result in a net loss of coastal sage scrub and wetland habitat from new impacts near the south portal and the addition of a second track along the existing alignment in Los Peñasquitos Lagoon. The existing railroad berm that is situated through the center of the lagoon has severely altered the natural hydrology by limiting the tidal regime and restricting freshwater flows from Los Peñasquitos Creek to the ocean. We highly recommend prioritizing removal of the existing railroad berm from Los Peñasquitos Lagoon as part of the project to allow for restoration of the lagoon to a more natural tidal system. We also recommend that SANDAG closely coordinate with Los Peñasquitos Lagoon stakeholders to facilitate the appropriate design and implementation of a lagoon enhancement plan as part of the project, including removal of the existing railroad berm from the lagoon. This may create additional Ridgway’s rail habitat in the western portion of the lagoon to expand this important population and offset any impacts to occupied habitat in the eastern side of the lagoon.
4. Alternatives A and B include tunnel construction beneath San Dieguito and Los Peñasquitos Lagoons. The Draft EIR should provide an analysis of potential impacts to groundwater and wetland habitats that may occur as a result of the tunneling process, and measures that will be taken to avoid or minimize those impacts. Baseline hydrologic data should be established, including mapping wetland and riparian vegetation,

measuring the normal hydroperiod ranges (durations of inundation), and flow rates. SANDAG should establish a groundwater monitoring and contingency plan that would be implemented during construction, as well as a post-construction monitoring and contingency plan to monitor water levels and maintain the baseline groundwater and surface water levels in wetland habitats.

5. San Dieguito and Los Peñasquitos Lagoon support important wildlife habitat and movement corridors. We recommend that the Draft EIR include an analysis of how the project will maintain wildlife movement corridors through work areas throughout the construction period. We recommend that the Draft EIR evaluate incorporation of bridges wherever the alignment will cross wetlands to minimize impacts to wetland hydrology and wildlife connectivity. We recommend incorporating wildlife crossings at appropriate locations to allow for wildlife movement across the railroad alignment where bridges are not feasible.
6. We recommend that the Draft EIR include minimization measures that require construction adjacent to sensitive habitats to occur outside the avian nesting season (February 15 to September 15) to the maximum extent feasible. If avoiding construction during the nesting season is not practicable, SANDAG should consider phased construction that would implement the most disruptive activities (e.g. pile driving) outside the nesting season. Minimization measures to reduce noise and vibration when construction must occur within or adjacent to sensitive habitats should be included in the Draft EIR.
7. Each Project alternative includes new impacts outside of the existing railroad right-of-way (ROW) and within the Multi-Habitat Planning Area (MHPA) of the City of San Diego's Multiple Species Conservation Program Subarea Plan. Any impacts to the MHPA should be offset with commensurate additions to the MHPA that provide equivalent benefits to sensitive resources within the City of San Diego.
8. We recommend that the Draft EIR include a minimization measure that requires all work adjacent to sensitive habitats occur only during daylight hours.

We appreciate the opportunity to comment on the NOP. If you have any questions regarding this letter, please contact [Lauren Kershek](mailto:Lauren_Kershek@fws.gov).<sup>1</sup>

Sincerely,

DAVID  
ZOUTENDYK

Digitally signed by  
DAVID ZOUTENDYK  
Date: 2024.07.18  
15:51:19 -07'00'

for Jonathan D. Snyder  
Assistant Field Supervisor  
U.S. Fish and Wildlife Service

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<sup>1</sup> [Lauren\\_Kershek@fws.gov](mailto:Lauren_Kershek@fws.gov)

**LITERATURE CITED**

[SANDAG] San Diego Association of Governments. 2024. Notice of Preparation of a Draft Environmental Impact Report. June 4.

**PERSONAL COMMUNICATIONS**

Vandergast, A. 2024. Email communication to Lauren Kershek, Fish and Wildlife Biologist, regarding the preliminary results of the genetic structure and diversity in wild populations of the light-footed Ridgway's rail. June 27.



Figure 1. Regional location of the Project alternatives and the existing railroad alignment (SANDAG 2024).



Figure 2. Alternative A alignment and design located between the Solana Beach Station and Sorrento Valley (SANDAG 2024).





Figure 3. Alternative B alignment and design located between San Dieguito Lagoon and Sorrento Valley (SANDAG 2024).



Figure 4. Alternative C alignment and design located between San Dieguito Lagoon and Sorrento Valley (SANDAG 2024).

# **Comments from Organizations and Businesses**



**Circulate San Diego**  
701 B Street, Suite 1150  
San Diego, CA 92101  
(619) 544-9255  
@CirculateSD  
[www.circulatesd.org](http://www.circulatesd.org)

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July 19, 2024

**VIA EMAIL**

[LOSSANcorridor@sandag.org](mailto:LOSSANcorridor@sandag.org)

SANDAG,

Attn: Tim Pesce,

401 B Street, Ste 800,

San Diego, CA 92101

**Re: LOSSAN Realignment - Notice of Preparation of EIR – Get A Project Done**

On behalf of Circulate San Diego, whose mission is to promote excellent mobility choices and vibrant, healthy neighborhoods, I am writing to comment on the Notice of Preparation of a Draft Environmental Impact Report for the LOSSAN Rail Realignment.

Specifically, I am writing to encourage SANDAG to move quickly and efficiently to complete all necessary studies and implement the much-needed LOSSAN Rail Realignment project without further delay.

In recent years, Circulate has watched with increasing concern as this project has narrowed, expanded, and then narrowed again the various route options being considered. That kind of years-long back and forth, without substantial visible progress towards a resolution, undermines public confidence in the seriousness our transportation and planning institutions. More substantively, it delays project completion and adds needless costs without a corresponding improvement in the outcomes.

We were therefore pleased to see SANDAG finally issue the Notice of Preparation on June 4, 2024 with three proposed alternative routes. These routes are noticeably similar to the routes that were being discussed as far back as 2019, perhaps before. We are nonetheless pleased to see them finally moving towards implementation. We encourage SANDAG to proceed through the environmental review process without further delay, and resist any suggestion that further discussion is needed.

The bluff is collapsing and the sea level is rising. The LOSSAN corridor is one of the most vital rail connections in the United States. It is the only domestic rail connection from San Diego to the rest of the country. No particular local jurisdiction or set of interests should be allowed to delay or dictate terms on any issue of such overriding national importance.

Therefore, we encourage SANDAG to proceed through the environmental analysis

with care but also with speed. In this, we do not prefer any one of the alternatives over another. We write only to ask that the project take the next step towards getting done without further delay.

Please do not hesitate to contact me if you would like to discuss this further.

Best regards,

A handwritten signature in blue ink, appearing to read 'Will Moore', with a long horizontal flourish extending to the right.

Will Moore  
Policy Counsel,  
Circulate San Diego

---

**From:** angelina neglia [REDACTED]  
**Date:** Wednesday, June 5, 2024 at 4:23 PM  
**To:** John Kirk <john.kirk@SANDAG.org>  
**Subject:** LOSSAN Rail Alignment from residents, Coalition for Safer Trains - on NOP Short List

You don't often get email [REDACTED]

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hello Mr. Kirk,

As our alignment is now on the short list for the NOP, we wanted to forward to you an overview of our alignment which doesn't put a tunnel, or freight train under the entire town of Del Mar. We also don't put portals near homes. We also don't eminent domain any homes. We do hope you can review our alignment and provide us feedback.

Kind Regards,

Angelina

Angelina Neglia  
Healthcare/Educational Advocate

[REDACTED]  
CALTash 2024 Recipient, Advocating for People with Disabilities  
2024 Nominee, Senator Blakespear's "Women Who Inspire" in our Community

To: The San Diego Association of Governments

Submitted By: Coalition for Safer Trains, March 2024

Re: San Dieguito to Sorrento Valley Double Track, Del Mar Tunnels Alternatives

Date: March, 2024

## Lagoon Tunnel I-5 Alignment

This document is to serve as formal submission to SANDAG of a Description and Criteria for the Lagoon Tunnel/I-5 Alignment for consideration to include in the Notice of Preparation (NOP).

This alignment was developed with consideration for Environmental Impact, Community Impact as well as Rail Stakeholder Objectives, including higher speed and the 2% grade requirement. This alignment is capable of meeting SANDAG's higher speed goal, if the curve running east to the I-5 (as further described below), begins far enough north; this requires the tracks be lowered into a tunnel north of Via de la Valle. This alignment results in:

- Preservation & Restoration of both the San Dieguito and Los Peñasquitos Lagoons
- No Eminent Domain of Homes
- No Freight Into or Under Residential Neighborhoods or Businesses (Less Risk of HAZMAT, toxic chemicals, munitions)
- No Portal Sited Near Homes (No Environmental Pollution: noise, vibration, diesel fumes)
- No Tunnel Under Homes (No Environmental Pollution: noise, vibration; geo stability issues)
- Higher Speed Capability, potentially comparable to the Crest Canyon Higher Speed Alignment

## Alignment Description

The general approach to this conceptual alignment is a tunnel that starts north of Via de la Valle, proceeds underground, along the perimeter of the Fairgrounds with an underground Special Events Platform, curving east underneath the San Dieguito Lagoon to I-5, then proceeds to the south tunnel portal near Pump Station 65 east of the Los Peñasquitos Lagoon. Note that this southern segment follows SANDAG's current I-5 Alignment option.

The Lagoon/I-5 conceptual alignment would begin with a downward slope in the existing trench between Lomas Santa Fe Drive and CP Valley, near Dahlia Drive. SANDAG engineers have stated that 7,000 linear feet are needed to achieve sufficient depth to tunnel underneath the San Dieguito River. Thus, the downward slope would start at a point between Lomas Santa Fe and Dahlia Drive. If more distance is required, the downward slope could start at 100-200 feet north of Lomas Santa Fe Drive. At a point near Dahlia Dr., the tracks will be deep enough to cover the trench (>40 feet depth = 800 linear feet at 2% slope). THIS WILL BE THE EFFECTIVE START OF THE TUNNEL. At a point between Via de la Valle and the north bank of the river, the tracks will be deep enough to bore horizontally. The bored tunnel segment would extend from this point to the I-5. The conceptual alignment would proceed under I-5. A cut-and-cover box section and a U-structure would then transition the tunnel to a bridge section over Carmel Valley Road. The railway would continue south on two single track bridge structures until it transitions to a berm section before reaching existing Bridge 247.7, which would be replaced with two single track bridges. The conceptual alignment then continues south on berm to the project limits. This section of the alignment is essentially the same as SANDAG's current proposed I-5 alignment.

## Key Alignment Features

- The conceptual alignment across the Los Peñasquitos Lagoon would provide clearance above the 100-year water surface elevation plus an additional 7.1 feet of sea level rise.
- The existing berm within the Los Peñasquitos Lagoon would be removed and the future (or any) bridge across the San Dieguito River would be eliminated, allowing for environmental impact mitigation at both lagoons.
- The turnout at CP Torrey would be removed, and the tracks would tie-in into the double tracked alignment near MP 248.25.
- The 33-foot diameter tunnels with 70-foot track centers would be constructed to accommodate the railway with emergency walkways on both sides of each track. Cross passages would be constructed every 800 feet between the two running tunnels to allow for evacuation into the non-event tunnel in case of an emergency.
- The conceptual alignment results in a length similar to the existing alignment along the Del Mar Bluffs.
- The conceptual alignment would be on aerial structure over Carmel Valley Road.
- The south portal would be located on an undeveloped parcel with an open space easement. A Caltrans Encroachment Permit may be needed.
- Subsurface easements would not be required for the tunnel, as it is not routed underneath private residences.
- The Special Events Platform at the Fairgrounds would be located underground anywhere along the route of the tunnel.
- The segment of the trench between Dahlia Drive and Via de la Valle could be covered to create a green recreational space.
- Ventilation structures would be built along the route of the tunnel, not just at the portals.

## Proposed Operations

Maximum speeds for the Lagoon Tunnel I-5 Alignment have yet to be determined. Because the train is underground at a sufficient depth to pass under the lagoon, the tunnel can be constructed with flatter curves, which will accommodate higher speeds.

While a universal crossover is not required for operations, placing a universal crossover between future CP Valley and existing CP Rose should be evaluated further. It is noted that CP Sorrento is designed to accommodate a second crossover, reducing future design and construction efforts if selected.

## Travel Time Analysis

The Lagoon Tunnel I-5 Alignment run times between Solana Beach and Sorrento Valley Stations will be faster than the current alignment on the bluffs, as it is straighter and will be double tracked. The speed for this alignment could be comparable to SANDAG's Crest Canyon Higher Speed Alignment, as the curves can be flattened substantially due to the tracks being in a tunnel.



# Lagoon Tunnel I-5 Alignment Evaluation

Pros	Cons
Minimizes impacts to both lagoons, preserving the health and natural state of the San Dieguito and Los Penasquitos Lagoons	
ROW costs may be lower due to routing through public spaces instead of through residential/business zones	Capital costs are higher than CDM and CCHS
Eliminates at-grade crossing at Coast Boulevard. Could be significant time savings	
Minimizes potential ROW impacts at the north and south portals	May be more challenging to connect to a future branch line to Sorrento Mesa
No significant difference in operations and maintenance requirements in the tunnel compared with other alternatives	Would require rework of trench to lower the tracks deep enough to tunnel under the river
Eliminates need for Eminent Domain of homes / businesses at the north portal	
Fewer impacts on residential properties/businesses in the location of the proposed north portal	
Property interests outside of the existing railroad ROW would not be required, including underground easements	
Reduced risk of catastrophic event; Routes hazardous materials and toxic chemicals away from neighborhoods	
Reduced risk of hazardous pollution in residential neighborhoods, including noise, vibration and toxic diesel fumes	
Reduced risk of geological stability issues if not tunneling under populated areas	
Exhaust venting structures can be located along the route, not just at the portals	
Potential to gain 5+ acres of recreational space in Solana Beach	
Ocean view is restored to Fairgrounds with elimination of the bridge	
Special Events Platform can be placed at any location along the tunnel route, offering flexibility and freeing up surface space for the Fairgrounds.	
Would not impact Fairgrounds operations	
Does not require reconstruction of Jimmy Durante Boulevard as tunnel crosses under roadway	
Less risk of litigation due to eminent domain and environmental lawsuits	
Less risk of construction delays due to litigation	

# Lagoon Tunnel I-5 Alignment

San Diego to Sorrento Valley Double Track  
Del Mar Tunnels Alternative Submitted by  
Coalition for Safer Trains; April 2024



DISCLAIMER: This document is being issued on the basis of the information provided and is not intended to constitute a contract. It is subject to change without notice. The information contained herein is for informational purposes only and should not be relied upon for any legal or financial decision. The information contained herein is not intended to constitute an offer of insurance or any other financial product. The information contained herein is not intended to constitute an offer of insurance or any other financial product. The information contained herein is not intended to constitute an offer of insurance or any other financial product.



Compared to the current I-5 Alignment, Lagoon Tunnel I-5 Alignment features a flatter curve heading east to the I-5, enabling higher speed.



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**From:** Angelina Neglia <negliaangelina000@gmail.com>  
**Sent:** Wednesday, June 5, 2024 8:07:55 PM  
**To:** Omar Atayee [REDACTED]  
**Subject:** Lossan Corridor Alignment from residents - on NOP Short List

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hello Omar,

We wanted to write to you and provide you with background info on our alignment, which doesn't take any homes by eminent domain, no tunnels or trains under homes or businesses, and no portal near homes. The Alignment from the Coalition for Safer Trains is on your NOP short list so we hope to receive any comments you might have...

We would appreciate any of your input and comments.

Kind Regards,

Angelina

**Angelina Neglia**  
**Healthcare/Educational Advocate**



CALTASH 2024 Recipient, Advocating for People with Disabilities  
2024 Nominee, Senator Blakespear's "Women Who Inspire" in our community



[www.safertrain.org](http://www.safertrain.org)

June 3rd, 2024

Dear Omar Atayee, Acting Director of Engineering & Construction,

We are writing to you on behalf of the Coalition for Safer Trains regarding the LOSSAN Rail Realignment project commencing in the north coastal region of San Diego, between Solana Beach and Sorrento Valley. This will be one of the largest, most impactful and costly projects undertaken by SANDAG since the agency's inception.

The project team is a dedicated group of qualified professionals, who have undertaken a great responsibility to develop a solution to provide the realignment of the rail line off the eroding bluffs along the coastline. As this is such a large and technical project, the team has been working with engineering, construction and environmental consultants to assist in the progression of this very important project.

It will be critical for Board Members to stay informed about the scope and direction of this project, as you will be asked to approve this project. Just as you are relying on the project team to recommend to you the best solution, the project team is relying on their consultants to recommend to them the same.

Now is *not* the time to rely on consultants to make massive and sweeping recommendations. It will be critical for this project to have independent and qualified oversight.

There have already been questionable decisions made, affecting the expenditure of \$300 million granted by the state of California, for the purpose of studying the realignment and moving it forward. Consultants have stated that there are two "favored alignments," both of which route a freight train directly into, under and through established residential neighborhoods in the cities of Del Mar and San Diego. The favored alignments were selected using criteria developed exclusively by rail stakeholders. That is a fundamental flaw that cannot be accepted. The project team has stated that

minimizing community impact is a high priority but weighted it the **lowest** on their criteria. Then in the June 2024 Sandpiper Del Mar's Community Journal, just posted an article by Omar Atayee, SANDAG Acting Director of Engineering & Construction. He stated; ***"Based on research, we know that a tunnel running beneath the hills of Del Mar and San Diego is the best option for the new route."***

<https://delmarsandpiper.org/2024-06-012/>

This sounds like a decision has been made already. Even Pete Buttigieg, The United States Secretary of Transportation states the railways cannot put speed and profits over the safety of a community. With the numerous rail disasters, the risk is real, safety and the impact on the communities cannot be ignored. As your priorities for the towns you serve are Public Safety, Quality of Life, Infrastructure, Supporting Small Business the Environment, preserving character of the towns, and health impacts, we ask that your please review our alignment option, the "Environmentally Safer Lagoon I-5 Alignment."

It's important to note that this is the first of several projects that support SANDAG's Big Move initiative, with the goal of increasing rail ridership by offering faster and more frequent Coaster service between

Oceanside and Santa Fe Depot. In addition to improving this segment of the LOSSAN, the agency will also be re-developing segments in Oceanside for double-tracking, and the very large and impactful Sorrento Hill/Rose Canyon segment, which affords a great deal of improvement in travel time. The scope of this overall plan is immense and will impact many communities throughout San Diego County for many decades to come.

The realignment of the tracks between Solana Beach and Sorrento Valley will create the foundational "rules" for all of these future projects. It's important that these "rules" are established with the foresight that they will be applied throughout every community that the train traverses. Now is the time to state what SANDAG Board Members are willing to accept in exchange for the improved Coaster travel time.



The overall scope of these improvements will impact thousands of San Diego residents, business owners and other stakeholders. This is your opportunity to serve the communities that your Board represents, according to your agency's mission: "SANDAG is committed to creating a San Diego region where every person who lives, works, and visits can thrive." Providing effective public transportation is part of that equation, but at what price? Taking private property from residents, forcing people from their homes, destroying businesses and damaging the natural environment? Disproportionate destruction of a small town? All of these must be part of the equation when determining the "ground rules" for the continued rail improvements through our region.

We are sure you would want to minimize destruction, and negative impact for the communities you serve, along with avoiding any disasters. We also agree that public safety and improving the economy are important but not when risk is so high putting a tunnel carrying high speed passenger trains, and freight trains carrying hazardous toxic chemicals, ammunitions, nuclear waste etc. under homes and businesses.

The two SANDAG favored alignments require the eminent domain of about 30 homes and also businesses, along with a Portal spewing toxic pollutants 24/7 with large exhaust fans running 24 hours a day next to homes. The north end of Del mar will be cut off for a decade, so limited to no access for Emergency Services, also attendees for the Del Mar Fairgrounds, Kaboo, Breeder's Cup and other event attendees will not be able to access Del Mar. We are sure you would not want this disproportionate destruction of your town, or impact and loss of tax dollars in your town when there is a safer alternative.

Which brings us back to the Rail Realignment between Solana Beach and Sorrento Valley, soon to be presented to you for consideration. What should these rules be? No eminent domain of private property? No negative environmental impact? People of San Diego are relying on you, board members, to represent their interests and protect our environment. You are in a position to tell the project team that you have evaluation criteria as well.

The project team has been awarded a great deal of financial and personnel resources, which require oversight by the Board. The independent oversight efforts need to be funded, as well.

As part of that independent oversight, the Del Mar City Council Members have requested directly from Coleen Clementson, Interim CEO to pay for an Independent Consultant to review the SANDAG process as this project progresses. She agreed to fund this due to the community's concern with the Federal Audit investigations of SANDAG, lack of transparency, and the Executive changes at SANDAG.

We ask you to review our Environmentally Safer Lagoon Tunnel I-5 Alignment alternative. We do not take homes, or businesses. We do not put a tunnel under homes or businesses. We minimize impact to the towns. We do not have any Portals near homes spewing toxic pollution. The alignment is far enough away from homes, so noise and vibration will not be heard or felt. We do hope you will review our alignment as we created this after many meetings with the SANDAG team.

If you have any questions, please feel free to reach out to Angelina Neglia. The Coalition for Safer Trains.

<https://safertrain.org/>

Kind Regards,

Angelina Neglia

Coalition for Safer Trains

Healthcare/Educational Advocate

CALTash 2024 Recipient, for Advocating for People with Disabilities

2024 Nominee from Senator Blakespear, "Women Who Inspire in our Community"

# Community Alliances

How SANDAG's Rail Realignment Project Impacts  
North Coastal San Diego

**Risk Mitigation = Safety  
No Tunnels Under Homes  
or Businesses  
Safety over Speed**

# Agenda

- Introductions
- Background of LOSSAN Realignment Project
- Initial SANDAG Conceptual Alignments
- Project Goals for the LOSSAN Rail Realignment and SANDAG Evaluation Criteria
- Disadvantages and Risks of SANDAG's Current Favored Proposal
- Alternative Solution for a Safer Train Alignment
- Request for SANDAG's support of a Safer Alignment

# Who are we?

# Coalition for Safer Trains

- Coalition for Safer Trains Through LOSSAN Corridor
  - Coastal City Residents, Professionals, Professors and Businesses
- Core Leaders:
  - Angelina Neglia: B.S. Production Engineer, MBA, Del Mar resident
  - Dr. Michael Perry: VP General Atomics & Sr. Technical Fellow, Ph.D. UC Berkeley, Masters Degree Nuclear Engineering UC Berkeley, Bachelor Science; Degrees in Nuclear and Chemical Engineering. Senior Technical Fellow Quantum Electronics, U.S. Dept. of Energy National Nuclear Security Agency NNSA, Excellence in Nuclear Weapons and Del Mar resident
  - Dave Carey: Materials Science Engineer, Entrepreneur, Del Mar resident
  - Shirli Weiss: San Diego Attorney: Recognized by “Best Lawyers” in the “Bet- the-Company-Litigation category, Lawyer of the Year, 2017; San Diego Super Lawyers (Litigation- multiple years), Del Mar resident



# Scope and Background

LOSSAN: 351 Miles - The Los Angeles—San Diego—San Luis Obispo Rail Corridor

- The San Diego region's segment of the LOSSAN corridor extends 60 miles from the San Diego/Orange County border to Downtown San Diego.
- Train operations include Amtrak's Pacific Surfliner, Metrolink, NCTD's COASTER and SPRINTER passenger services; and Union Pacific and BNSF Railway freight rail services.
- **The segment passes over six coastal lagoons, through Camp Pendleton and the coastal cities of Oceanside, Carlsbad, Encinitas, Solana Beach, Del Mar and San Diego. Approximately 50 trains operate each weekday south of Oceanside in the San Diego region.**






# SANDAG's Evaluation Criteria Does Not Support Project Goals

Evaluation criteria is subjective, has a narrow definition of “safety” and (inconsistent with stated goals) ranks impact on community dead last.

## SANDAG Project Goals



**Project Goals**

1. Relocate from Bluffs
2. Minimize Community Impacts
3. Improve Travel Times
  - Straighten Curves
  - Double Track
4. Coastal Access & Safety
5. Preserve Wetlands

SANDAG | 6  
Item 02  
February 5, 2024

- “Minimize Community Impact” is identified as a top goal of the project, yet in the evaluation criteria it is weighted the lowest
- Evaluation criteria elevated incremental gains in train speed (in mere minutes) over health and safety of community
- “Safety” is narrowly defined. Evaluation criteria and does not comprehend overall safety risks associated with moving and operating rail near and/or under a community (beyond rail crossings)

## Sources:

1. [02052024-3382 \(delmar.ca.us\)](https://delmar.ca.us/02052024-3382) (page 75)
2. [lossan-sdsdvt-alternatives-analysis-2023-09-01.pdf \(sandag.org\)](https://sandag.org/lossan-sdsdvt-alternatives-analysis-2023-09-01.pdf) (San Diego Regional Rail Corridor Alternative Alignment and Improvements Conceptual Engineering Study August 2023, table 3.3, page 33 and table & table 3.2, page 30-32)

“As a group, the PDT reviewed and revised the criteria and selected a total of 11 criteria to use in ranking the conceptual alternatives. Due to the conceptual nature of the comparative analysis, some data could only be quantified at a high level, while others were more qualitative and subjective in nature...”

## SANDAG Evaluation Criteria and Weighting Table

Evaluation Criteria	Description	Weight (percent)
<b>Safety improvements</b>	<b><u>Provides safety improvements, such as elimination of grade crossings</u></b>	<b>15</b>
Travel Time	Minimizes overall travel times through considerations of proposed alignment geometry, grades, tie-ins, and stations	14
Connectivity and travel demand	Provides connectivity and access to future mobility hubs like University Town Center and Sorrento Mesa and includes the potential to connect with other transit services like higher-speed rail	13
Operation and maintenance costs	Minimizes costs related to the operation and maintenance within the project limits	10
Potential environmental consequences	Minimizes impacts and maximizes benefits on environmentally sensitive areas, mitigation requirements, permitting schedule, and reduction in greenhouse gases	9
Operational complexity (post construction)	Minimizes complexity of requirements for operations and maintenance of a tunnel, including ventilation system and maintenance access	9
Capital costs	Minimized capital costs	8
Constructability, construction impacts, and duration	Minimizes construction complexity, including geotechnical aspects, tunnel depths, tunneling technologies, and schedule. Limits construction impacts on the public, including on local roads, utilities, traffic, and material hauling	7
<b>Potential ROW impacts (Right of Way)</b>	<b><u>Minimizes temporary and permanent impacts on public and private properties, acquisition costs, and schedule</u></b>	<b>6</b>
Railroad operation impacts (during construction)	Minimizes impacts on existing railroad operations during construction	5
<b>Other community impacts</b>	<b><u>Minimizes impacts on the community</u></b>	<b>4</b>
		100

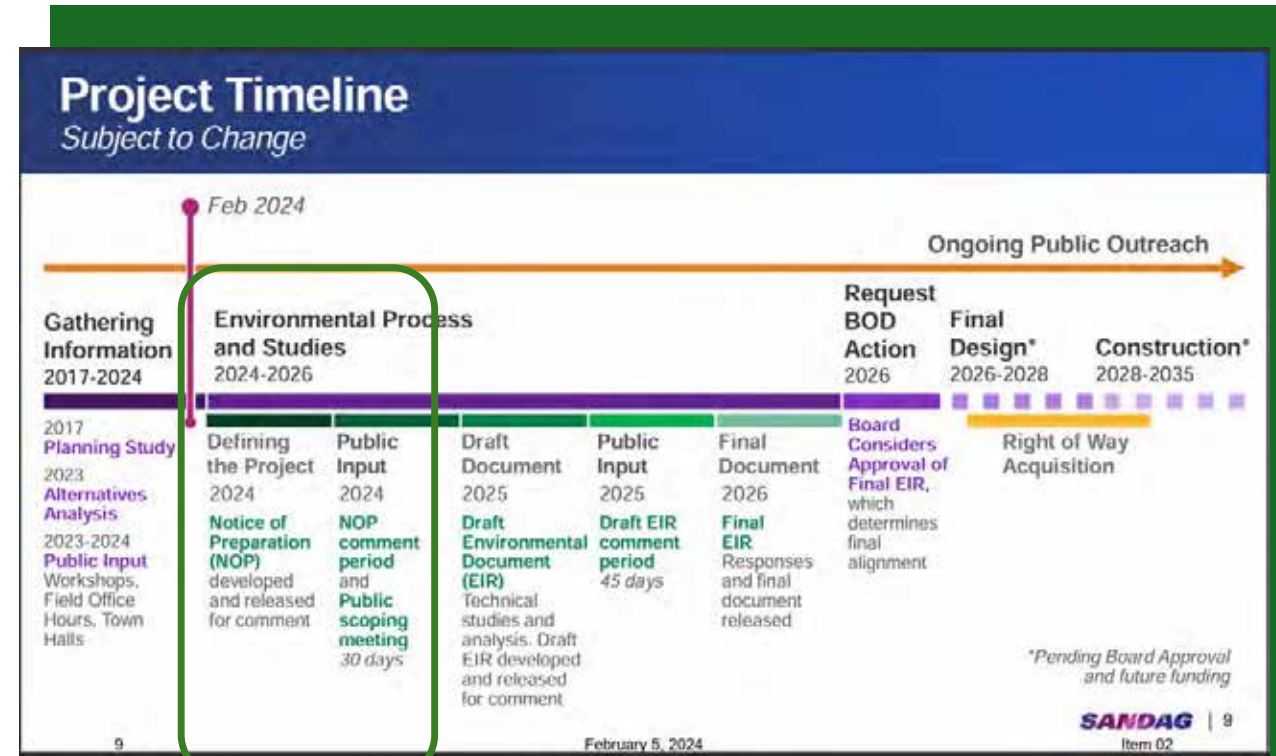
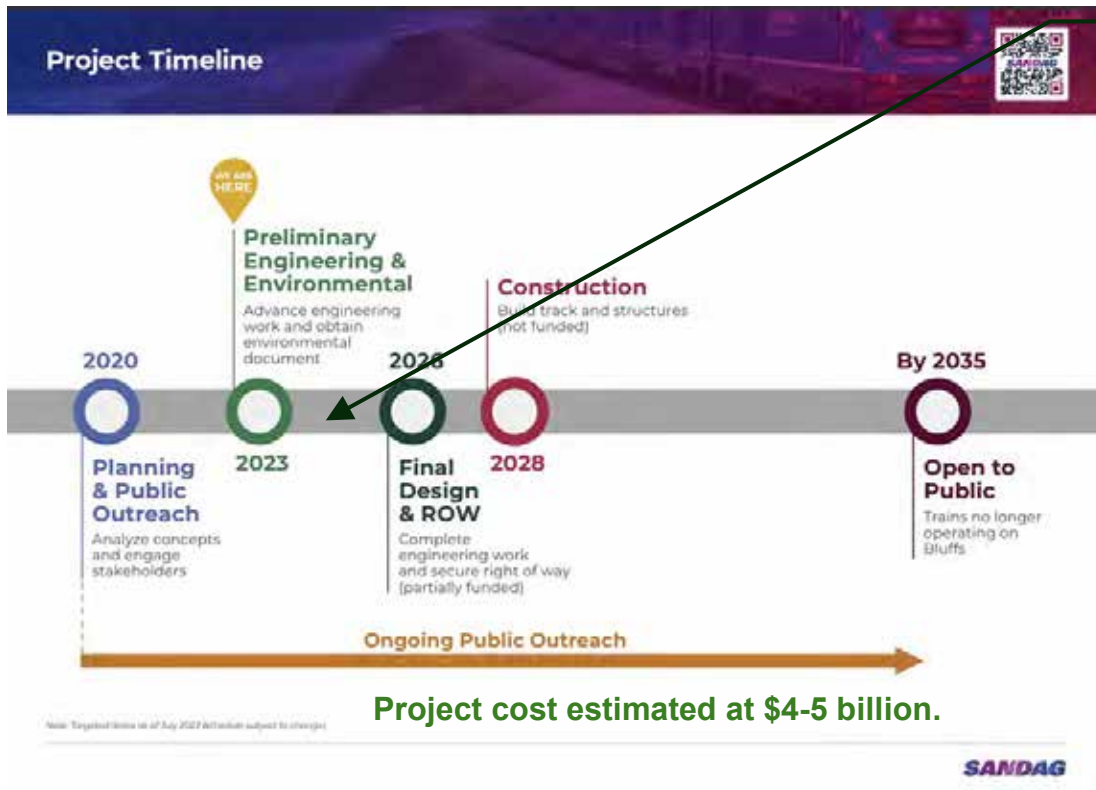
Score of 1-5, with 5 being the best option.

# SANDAG's Evaluation Criteria for Option Recommendations Must Align with its Project Goals

- One of the top priorities was “minimizing impact to the community”
- SANDAG evaluation criteria **elevated speed over health and safety of the community.**
- At SANDAG's presentation to the Del Mar City Council before a packed room of residents on February 5th, SANDAG's executive director stated that “minimizing impact to the community” is a top priority
- SANDAGs definition of “Safety” is too narrow:
  - “Provides safety improvements, such as elimination of grade crossings”

# Project Timeline

In May/June 2024, SANDAG will announce via its “Notice of Preparation (NOP)”, the short list of routes that will move forward for consideration in the next phase, the Environmental Impact Study and Report (EIR). The community will have 30 days from NOP, with a possible 15-day extension.



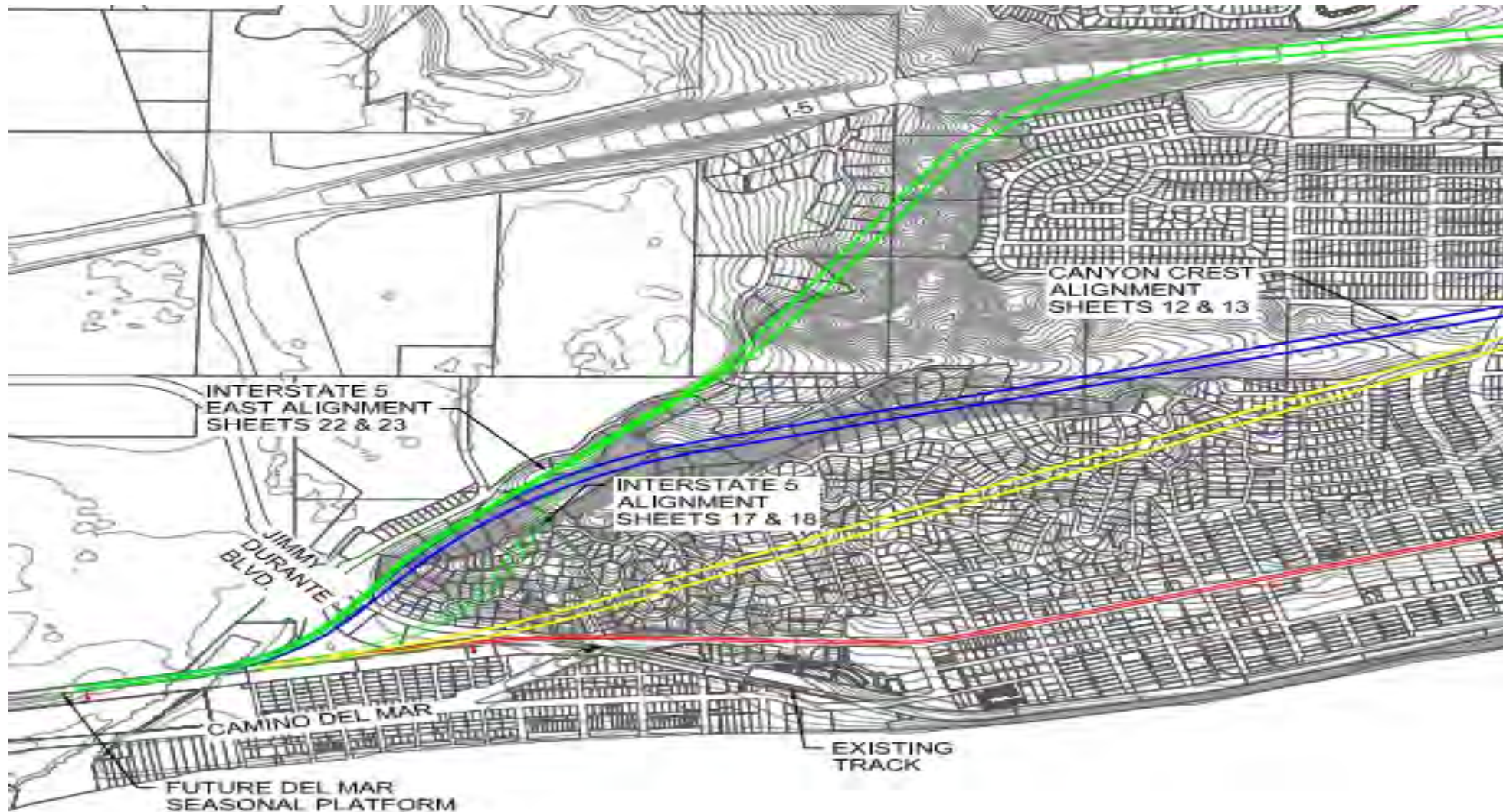
**WE ARE HERE**  
SANDAG to release NOP May/June '24,  
Del Mar has 30 days to respond, with a  
possible 15-day extension.

Sources:

1. [display-board-station-4-project-timeline-2023-09-01.pdf \(sandag.org\)](https://www.sandag.org/files/2023/09/01/display-board-station-4-project-timeline-2023-09-01.pdf)
2. [\\_02052024-3382 \(delmar.ca.us\)](https://www.delmar.ca.us/_02052024-3382) (page 78)



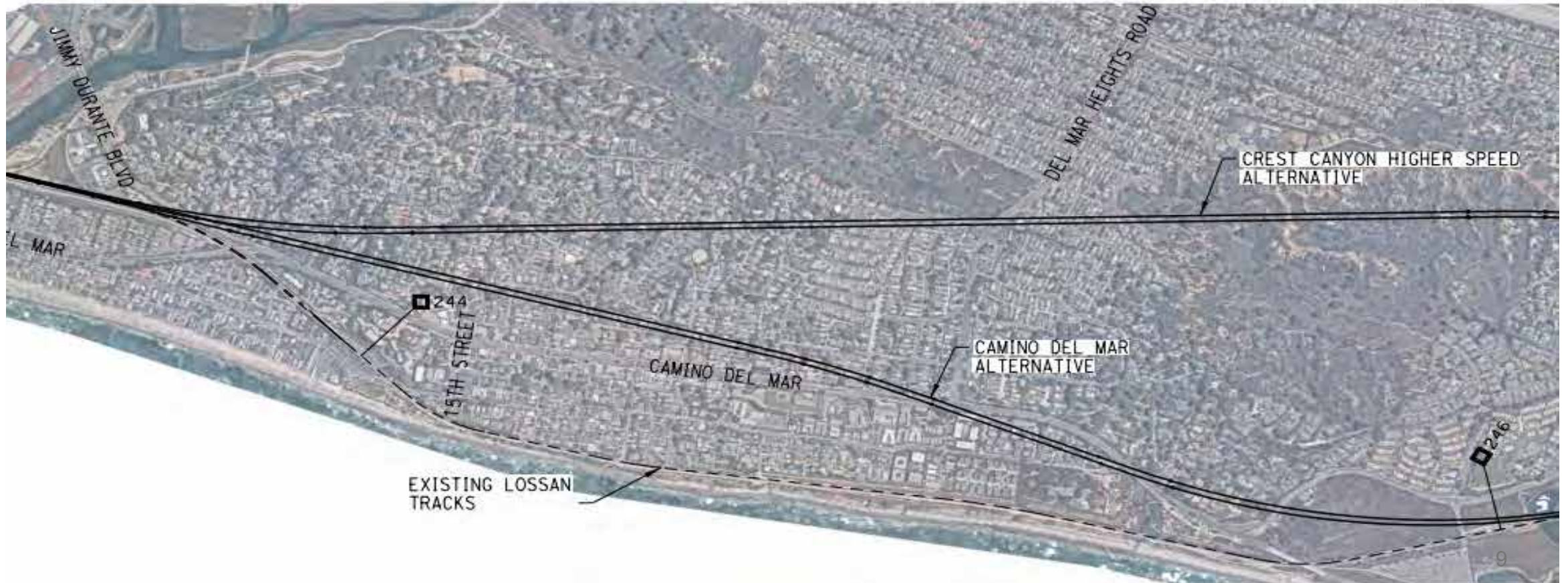
# SANDAG's Initial Conceptual Alignments





# SANDAG'S Crest Canyon Higher Speed and Camino Del Mar Alignments

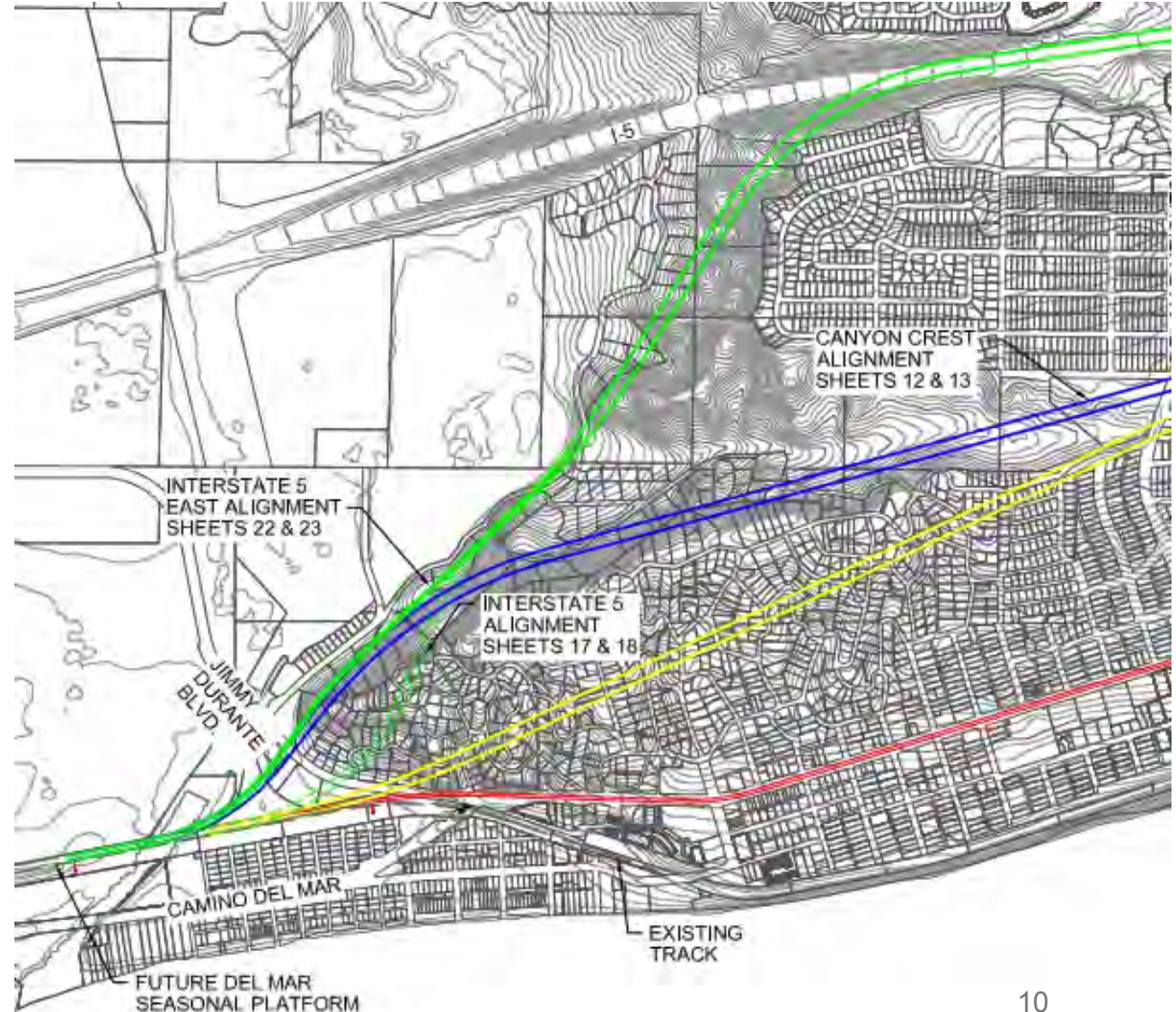
- SANDAG selected two alignments for further evaluation and 10% Engineering: Crest Canyon High Speed and Camino Del Mar
- Both of these routes place the tunnel's North Portal in close proximity to homes & businesses, and route freight trains directly into and under residential neighborhoods





# SANDAG'S Initial and Revised I-5 East Alignments

- South portal in Del Mar at intersection of Portofino and Carmel Valley Rd.
- North portal in Del Mar east of Jimmy Durante Blvd.
- Tunnel tracks furthest from Camino Del Mar, avoids traveling under homes and businesses, portals located away from homes
- Essentially the same as the Revised I-5 Alignment from 2023 with max speed of 80MPH



# The North Portal requires, 8-10 Acres of Land to be Demolished, Devastating Negative Impact to Del Mar and Residents

- Visual depiction of 8-10 acres (2,640 feet perimeter) at the proposed Camino Del Mar Portal at right, affecting approximately 30 homes via eminent domain
- 2% Grade = 2 feet of depth every 100 feet of distance. The tunnel depth would not exceed 35 feet for 1,900 feet in distance, affecting an additional 13 homes
- With the tunnel at less than 35 feet below these additional homes, they would need to be “taken” as well by eminent domain, **as they would not be livable.** This 35 feet depth is half the depth that is generally accepted construction depth for tunnels
- Del Mar’s northern access will be cut off and disrupted for a decade during construction
- First Responder’s/Fire Dept. located at the Fairgrounds will not have access to Del Mar, which will impact lives in emergencies
- Designated Emergency/Tsunami Route will be closed, putting the town at risk in case of a fire, flood, earthquake, tsunami, or trying to get an ambulance to I-5 to the hospital





# SANDAG's Proposed Cut & Cover Tunnel for North Portal at Camino Del Mar and Jimmy Durante Blvd- High Negative Community Impact

- A Cut-and-Cover Tunnel involves demolishing 8-10 acres, digging a trench, construction of a tunnel under homes is highly disruptive and destructive. Any homes left near this construction will be only 35 feet above the tunnel
- The North Portal and tunnel locations are in the 100-year sea level rise area and floodplain. Hence the tunnel will need a U Structure around it, and the Portal will require flood gates to prevent flooding
- **Once the Cut-and-Cover Tunnel is completed, the road will be constructed 70-100 feet higher with a large berm built alongside. It remains in a flood zone and severely negatively impacts the environment, residents and businesses**
- **Livability for any residents left living near the portal will be looking directing into a huge berm. Will be impacted by noisy large ventilation fans running 24/7, spewing pollutants**





# Known Risks of SANDAG's Favored Route

## High Negative Impact to Community Safety, Health and Property:

### SAFETY RISKS OF TUNNELLING UNDER HOMES

- BNSF is obligated by contract to carry Hazardous Materials Cargo (“Hazmat Cargo”)
- The railroads have opposed safety legislation both before and after the East Palestine Disaster and cut staff on freight carriage and have had numerous derailments
- Why force Del Mar and San Diego residents to take these risks? Do we want an East Palestine, Ohio disaster in our community?

### HEALTH RISKS OF TUNNELLING UNDER HOMES

- SANDAG's (SDSVDT) Alternatives Analysis report states that “more than 2,392 homes will suffer severe Noise Impacts”
- High Litigation Risk: Health Risk foreseeably can lead to detrimental short term and long-term health effects which can result in individual and class action lawsuits against SANDAG.

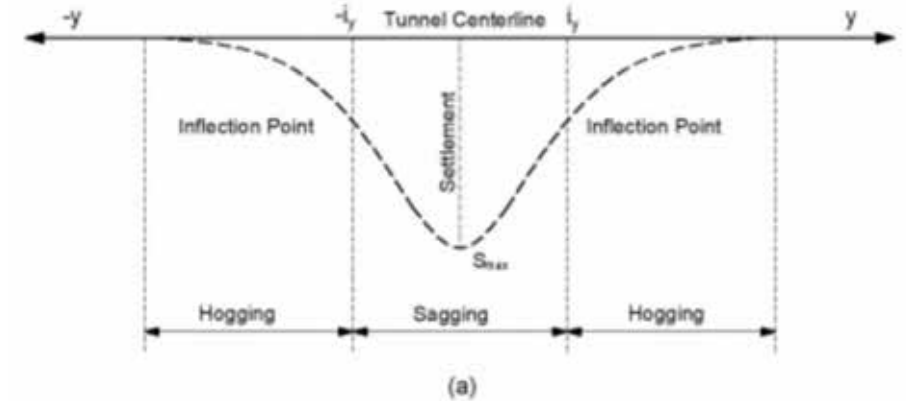


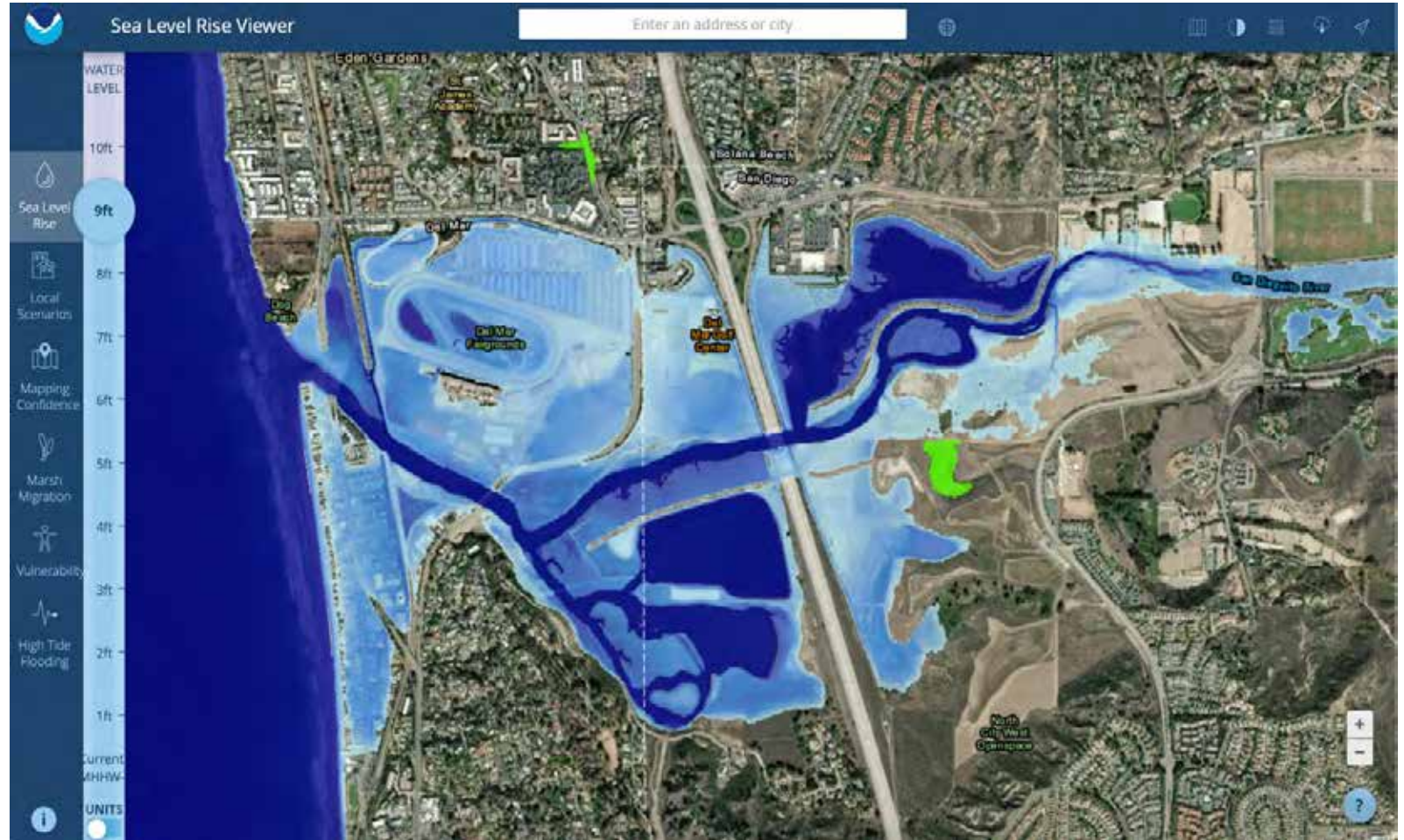
Table 9. Analysis of Potential Noise

Conceptual Alternative Alignment	No Impact	Moderate Noise Impacts	Severe Noise Impacts
Camino Del Mar	0	103	2,724
Crest Canyon	6	112	2,280



# How High Will Sea Levels be in 2100?

- With high greenhouse gas emissions and rapid ice sheet collapse, models project that average sea level rise for the contiguous United States could be 7.2 feet by 2100 and 13 feet by 2150
- Global sea level rise is accelerating, it has more than doubled from 0.06 inches per year throughout most of the twentieth century to 0.14 inches per year from 2006-2015
- Example in illustration is 9 foot sea level rise in Del Mar and the Fairgrounds
- SANDAG's North Portal and Trestle bridge options would be underwater. They plan on this infrastructure to exist for 150 years
- The new Trestle bridge is only 9 feet higher. The North Portal will be flooded
- In California the rate of local sea level rise is greater than the global average due to land erosion, earthquakes and drainage



<https://www.climate.gov>

***All SANDAG Alignment Routes Are In The Sea Level Floodplain – How is this sensible prudent long-term planning?***

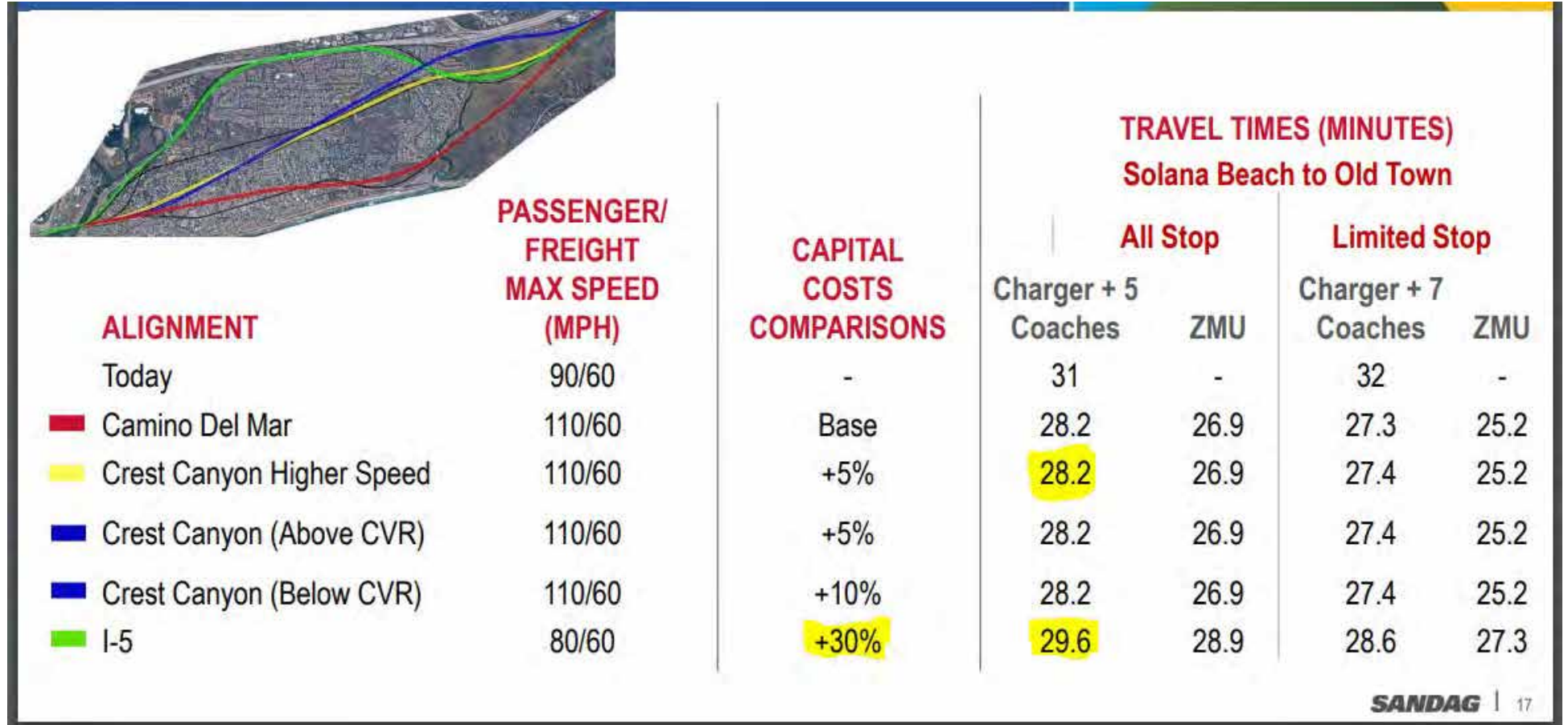


# SANDAG's Proposed Routes

As presented to Del Mar City Council May 2021

Routing the freight train away from residential neighborhoods will cost 84 seconds in travel time.

Cost Comparison is Misleading; Actual differential is closer to 9% when factoring in ROW, Litigation & construction costs



# Known Health Impacts of SANDAG's Neighborhood Tunneling Options

- If a tunnel is built under homes/businesses, capacity will be expanded for both freight and passenger trains, Del Mar, Fairgrounds and Solana Beach would have no ability to regulate what hazardous freight is shipped through, including crude oil, chlorine gas, nuclear waste, and other hazards. We must be **proactive** about these risks at this stage of the process before it's too late
- Freight rail shipments operate on all-diesel locomotive, so an increase in freight train shipments means an increase in the pollution, noise and vibration.
- Even non-hazardous freight poses a threat to local air quality. Diesel engines emit nitrogen oxides, particulate matter and other pollution known to contribute to; Increased Respiratory Illness, Cardiac Illness, Asthma, Sleep Disruption, Anxiety, Shortened life span of 15 years
- Noise pollution and vibrations, particularly for people who live above or within one-third of a mile of train
- Poses excessive cancer risk of 500-3,000 chance per million
- We must pay particular attention to where these air quality and public safety impacts would occur. It's incumbent on SANDAG, Del Mar City Council, Fairgrounds, and Solana Beach City Council to do due diligence to ensure this project does not impact the community, economy, and health of the residents and businesses. We urge SANDAG to continue community input and carefully consider the environmental and human health impacts of this project

# Railroads Must Carry Hazardous Materials

Under their common carrier obligation, railroads are required to move hazmat, including fertilizer, ethanol, crude oil, refined petroleum, chlorine, sulphuric acid, radioactive material and nuclear waste. The military uses the train to transport nuclear, chemical, and conventional munitions.

*Association of American Railroads Website*

There are about 3 U.S. Train Derailments per Day; There were 1,164 Train Derailments in the U.S. in 2022.

*NPR Article, March 9, 2023*

***Why isn't SANDAG and BNSF concerned about the risk and community impact?***

***Because it is about freight & making money!***





# BNSF Hazardous Materials on Freight Trains

<https://www.bnsf.com/in-the-community/safety-and-security/railway-safety/hazmat-safety.page>

What follows is a list of the hazmat cargo our customers ship with us and their common uses.

- **PETROLEUM CRUDE OIL**  
Gasoline, Jet Fuel, Diesel Fuel
- **ALCOHOLS**  
Clean Burning Gasoline Additive, Solvent
- **LIQUIFIED PETROLEUM GAS**  
Heating, Barbecuing, Fuel for Trucks and Cars
- **ELEVATED TEMPERATURE LIQUID**  
Asphalt for Roads
- **ANHYDROUS AMMONIA**  
Nitrogen Fertilizer for Agriculture
- **SULPHURIC ACID**  
Drain Cleaner, Fertilizer, Batteries, Pharmaceuticals
- **HYDROCHLORIC ACID SOLUTION**  
Food Additives, Water Treatment
- **SULPHUR**  
Pharmaceuticals, Fertilizers and Matches
- **SODIUM HYDROXIDE SOLUTION**  
Paper and Pollution Control Devices
- **DIESEL FUEL**  
Fuel for Trucks, Cars and Trains

# The Risk is Real

- 2001 Baltimore Train Set Tunnel on fire, Shuts Down Baltimore – A 60-car freight train carrying hazardous chemicals derailed inside the tunnel. Entrances to the city from all major highways, and the barricades turned downtown Baltimore into an island of billowing smoke
- 2019 Sarnia Ontario, 25 cars and one locomotive derailed, including one tank car released 12,000 gallons of Sulphuric acid. Structural defects were identified in 149 of the 416 cars that were inspected
- 2023 East Palestine, Ohio, 38 freight cars derailed of the 149 cars on the outskirts of East Palestine, a town of almost 5,000 residents. One year later, a massive environmental cleanup still underway, costing Norfolk Southern more than \$1 Billion. Derailment triggered massive fire, belching toxic smoke. 20 cars contained hazardous materials, which was later set on fire to prevent a larger explosion. The town is divided in two, and people in town suffer from numerous medical problems



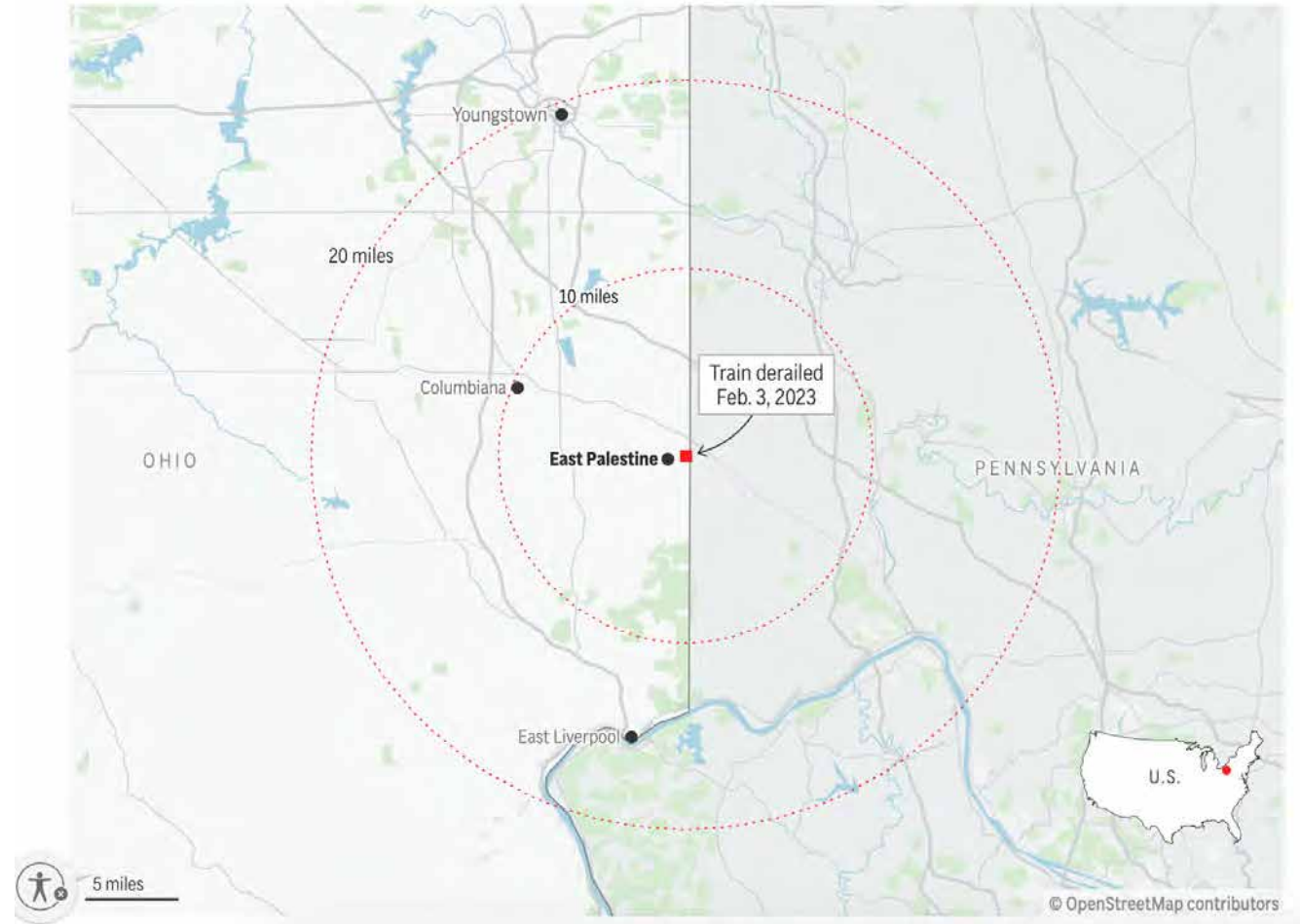


# Impact on our Communities, Cannot Be Ignored...

- East Palestine, Ohio is 3.15 sq.miles, almost 5,000 residents
- 1,500 to 2,000 residents were evacuated
- Norfolk Southern will pay class action claim of \$600M within a 20-mile radius of the accident and personal injury claims within a 10-mile radius
  
- **Del Mar is 1.77 sq. miles and has 4,000 residents**
- **Solana Beach has 14,000 residents**
- **Our communities, residents and businesses will be destroyed if freight trains are routed under homes and businesses**

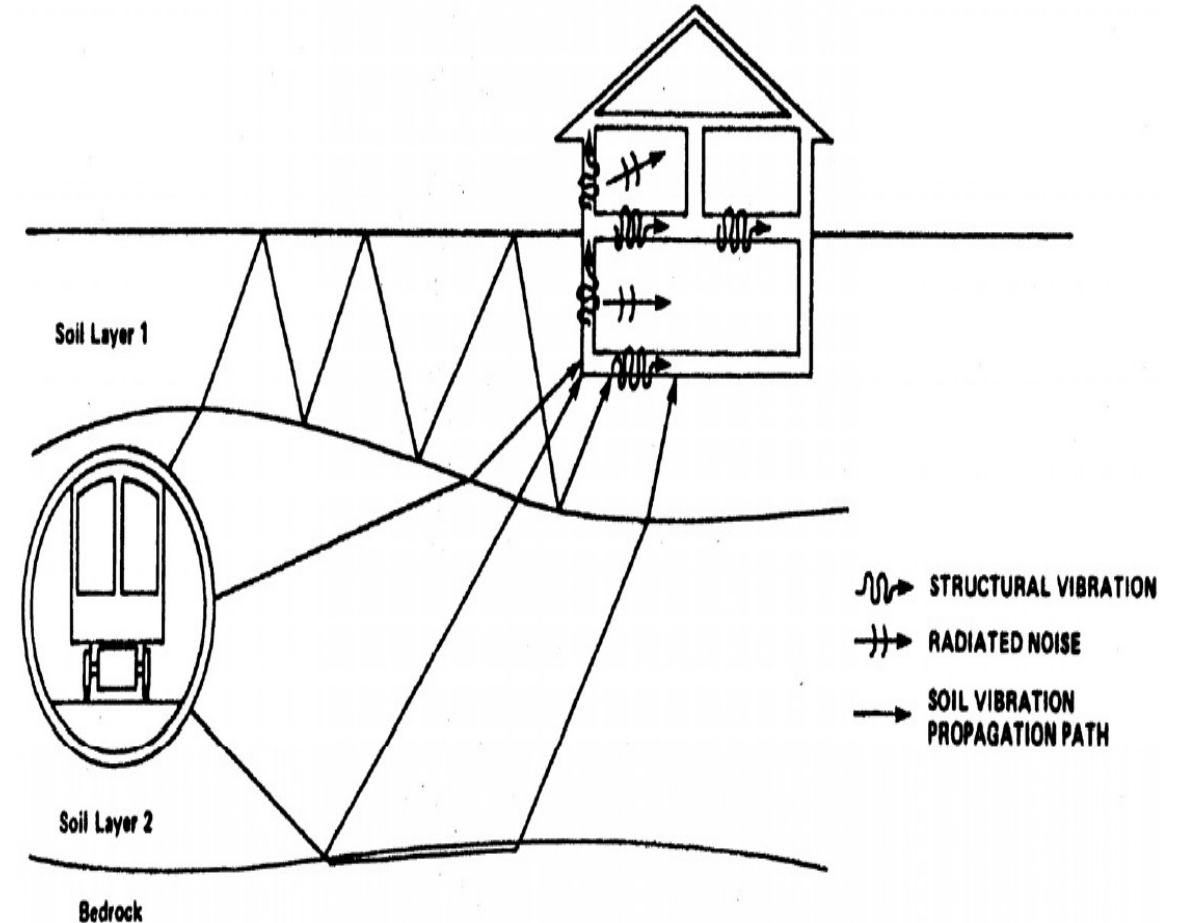
## Railroad settles in fiery derailment

Following a disastrous 2023 train derailment, Norfolk Southern will pay class action claims within a 20-mile radius of the accident and personal injury claims within a 10-mile radius.



# Known Health Risks of Neighborhood Tunneling: Train Tunnel-Induced Vibration

- Trains moving along underground railways cause rail and underlying track vibrations; Vibrations will radiate into the surrounding ground, i.e. rock, soil and structures, as ground-borne vibrations
- The vibrations will go thru the porous Torrey Sandstone cracks, fissures weakening the land
- Once the vibrations reach a home, they can either be felt by residents as “whole body vibrations,” or heard as constant “low-frequency rumble,” i.e. ground-borne noise.
- Freight Trains run night and day, disrupting sleep



# Known Property Impacts of SANDAG's Neighborhood Tunneling Options

## Property Impacts

- **Eminent domain taking of at least 30 homes\*** will be required at the Proposed North Portal alone in an 8-10 acre construction zone. High litigation risk against SANDAG.
- The Construction and Staging area required for SANDAG's Proposed North Portal will **restrict access into Del Mar and out of Solana Beach, cause traffic jams, restrict First Responders and Emergency Response**, and severely and negatively affect visitors, businesses and residents *for years*
- Ground Surface Settlement (GSS) induced by the Tunnel Boring Machines could cause **settling, sinkholes, cracked foundations and other structural damage to existing homes and businesses for decades. High litigation risk against SANDAG**
- **Increased number, frequency and vibration of passenger and freight trains under homes**

Table 3. 2035 Estimated Operational Passenger and Freight Train Details

Train Type	Total Trains Per Day	Daytime		Nighttime		Speed	Locomotives	Railcars
		Total	Trains/hour	Total	Trains/hour			
Amtrak Surfliner	36	30	2.0	6	0.7	110	1	7
BNSF Freight	11	4	0.3	7	0.8	60	5	118
Coaster	54	48	3.2	6	0.7	110	1	5

\*Source: Eminent domain numbers from SANDAG



# Negative Impact of Tunnel Boring Machines (TBMs) on Homes

- According to several research papers: The construction of tunnels may cause significant damage to surface structures and underground infrastructure
- The Degree of Ground Surface Settlement induced by TBMs is unpredictable; No reliable models
- Del Mar is made up of fragile Torrey Sandstone and has underground fissures, caves, sink holes, earthquake fault lines, water drainage, and erosion underground; we live in a very unstable environment, unsuitable for TBM excavation





# Tunnel Collapses Using TBM's – The Risk is Real



**The Safer, Environmentally Beneficial Route  
that Minimizes Negative Impacts to Health,  
Safety and Property**

**The Environmentally Safer Lagoon Tunnel  
I-5 Alignment**



# “Safety is the Department of Transportation’s Top Priority”

## *U.S. DOT: Steps Forward on Freight Rail Industry Safety & Accountability*

February 21, 2023

**“USDOT is committed to using the full range of our authority, as well as the funding available to us from the Bipartisan Infrastructure Law, to improve safety on our railroads.”**

**"Profit and expediency must never outweigh the safety of the American people,"** said U.S. Transportation Secretary Pete Buttigieg. **"We at USDOT are doing everything in our power to improve rail safety,** and we insist that the rail industry do the same – while inviting Congress to work with us to raise the bar."

# The Environmentally Safer Lagoon Tunnel I-5 Alignment

1. Create the South Portal at Pump Station 65 (near I-5 and I-805)
2. Route the tunnel north along the I-5 Corridor
3. The train can then curve under the Lagoon north west
4. The tunnel could be under the River at the South end of the Fairgrounds instead of taking many residences/businesses and traveling under hundreds more through Del Mar and San Diego
5. Construct the Fairgrounds Events Platform; It can be anywhere above the tunnel, on or near the Fairgrounds
6. Construct the North Portal in the existing Solana Beach Trench, south of the Solana Beach Train Station. Cover Trench with a 6+ Acre Park

*\*Fairgrounds management has expressed opposition to the tunnel under the Fairgrounds, due to risk of derailment or explosion and potential loss of life. Residents do not want the freight train under homes/businesses for the same reason. So, the tunnel and Event Platform would be located at the outer perimeter of the Fairgrounds along the south side of the river.*



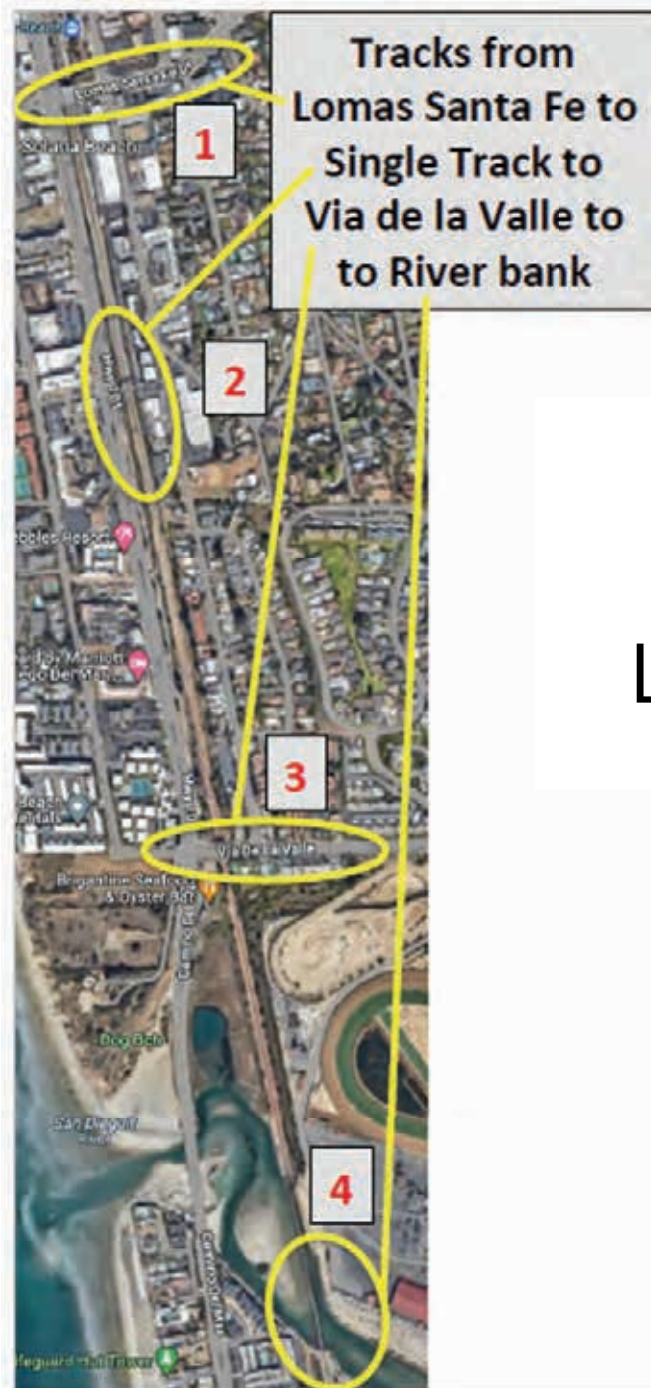
# The Environmentally Safer Lagoon I-5 Tunnel Alignment -- Benefits

- No adverse health effects or risk of Hazmat Cargo accidents under homes/businesses or Fairgrounds
- No Eminent Domain (no Eminent Domain lawsuits, delays in construction, or increased costs)
- Preserves property tax revenue to the County (as no homes/businesses will be demolished or devalued)
- No Destructive Excavation at Jimmy Durante Blvd. & Camino Del Mar, just 2 blocks from Del Mar's town center, or to the Fairgrounds (keeps all access to the Fairgrounds open)
- Preserves Sales & TOT tax revenue (from fairgrounds, races, businesses, hotels, shops)
- Preserves the health and natural state of both the San Dieguito and Los Penasquitos Lagoons
- Northern access to town won't be destroyed (Essential to keep the Emergency route open)



# Lagoon Tunnel I-5 Alignment

To meet freight's requirement of no more than 2% grade, the lowering of the tracks needs to go back to Lomas Santa Fe to have the train low enough to tunnel under the lagoon.



## Scenarios for Track Depth to Tunnel Under Lagoon to the I-5



# Lagoon Tunnel I-5 Alignment

SANDAG  
proposes 110  
mph through this  
segment, with 2X  
the number of  
Trains.

## Total Distance

1.30 mi  
(6860 ft)



- 1 Lomas Santa Fe
- 2 Start of single track
- 3 Via de la Valle
- 4 River bank

Total distance: 1.30 mi (2.09 km)

# Lets Compare Alignments....

## Summary of Alignments

### Environmental Lagoon I-5 Tunnel Alignment

Homes and Businesses taken by Eminent Domain	
Tunnel under Homes and Business	
Portals located next to Homes/Businesses	
Exhaust Ventilation Fans running 24/7 Located next to Homes/Businesses	
Freight Trains Carrying Toxic Chemicals /Ammunitions Under Homes/Businesses	
High Speed Passenger Trains Under Homes/Businesses	
Community Impact	
Environmentally Safer Alignment	X
Noise, Air Pollution Impact Homes/Businesses	
Vibration Impact to Homes/Businesses	
Enviromental Impact to Lagoon	
Impact to the Fairgrounds	
Event Platform for Fairgrounds	X
Speed	80mph
Lives at Risk due to Derailment/Hazmat Disaster	
Health Impacts to Residents, near Portals	
Litigation due to ROW & Eminent Domain	
Delays in Construction due to litigation	
Higher Costs to Project due to Delays	
Trestle Bridge Removal, open water flow to river	X
Portal, Tracks & Bridge Construction in the 100 year old Sea Rise, Floodplain	

### SANDAG's Crest Canyon High Speed & CDM Alignments

Homes and Businesses taken by Eminent Domain	X
Tunnel under Homes and Businesses	X
Portals located next to Homes/Businesses	X
Exhaust Ventilation Fans running 24/7 Located next to Homes/Businesses	X
Freight Trains Carrying Toxic Chemicals/Ammunitions Under Homes/Businesses	X
High Speed Passenger Trains Under Homes/Businesses	X
Community Impact	X
Environmentally Safer Alignment	
Noise, Air Pollution Impact Homes/Businesses	X
Vibration Impact to Homes/Businesses	X
Enviromental Impact to Lagoon	X
Impact to the Fairgrounds	X
Event Platform for Fairgrounds	X
Speed	110mph
Lives at Risk due to Derailment/Hazmat Disaster	X
Health Impacts to Residents, near Portals	X
Litigation due to ROW & Eminent Domain	X
Delays in Construction due to litigation	X
Higher costs to Project due to Delays	X
Trestle Bridge Removal, open water flow to river	
Portal, Tracks & Bridge Construction in the 100 year Sea Level Rise, Floodplain	X



# Pros for Solana Beach

- Solana Beach currently has a gaping open trench which divides Beach side, East side Shopping District and homes. The City's downtown is cut in half, with limited ways to cross over. **We propose an accessible beautiful 6+ acre park/green space across the trench**, which will make the area more attractive than the open trench and connect residents of Solana Beach
- **SANDAG will be excavating, deepening and widening the trench to accommodate double tracking**, so the trench will be excavated no matter what
- The Lagoon/Tunnel I-5 alignment option will unite the two sides of SB and people from both sides of SB could then easily walk to Del Mar Dog Beach or Solana Beach
- Park increases activity, providing **health and wellness benefits**; Homes are within a more direct walking route to the beach
- Homes and businesses are by a park instead of a huge open unsightly trench with trains swooshing by every 7 minutes; Do Solana Beach residents know the trench will be deeper and wider?
- **Increased passenger and freight trains will lead to more noise, air pollution & vibration**; **The covered Trench with ventilation fans spaced along tunnel will help lessen the impact**



# Pros for Fairgrounds – We Understand The Fairgrounds does Not Want Business Interrupted

- Train will be underground (approx. 140 feet) before Via de la Valle, so no impact to Fairgrounds operations
- Event Platform can be located anywhere the tunnel goes near the Fairgrounds, even on the Southern perimeter so perhaps the public could use the station and it is more accessible to the public
- Trestle Bridge can be eliminated, creating wide open views from Fairgrounds to the ocean, and better water flow in the lagoon, instead of a bridge that is 9 feet higher and double the width with a high berm. The new bridge would require SANDAG to add Floodgates and Flood Walls to protect the bridge from sea level rise and prevent flooding. A tunnel would eliminate the bridge altogether
- Fairgrounds will not suffer from adverse environmental impacts including but not limited to; Hear or see the increased rail service. Noise ordinances for the Fairgrounds will not increase, due to train being underground, even though passenger trains will go from 44 to 101 per day. Freight trains will increase from 6 to 22 Source:[https:// www.keepsandiegomoving.com/Lossan- Group/lossan-del-mar-bluffs.aspx](https://www.keepsandiegomoving.com/Lossan-Group/lossan-del-mar-bluffs.aspx)
- Fairgrounds attendees will not be subjected to increased noise, vibration, green house gas emissions and air pollution floating eastward as the train will be in a tunnel underground
- As the tunnel will take a wide curve under the river, at the southern most section of the Fairgrounds, if there was a disaster, there would be limited to no destruction or loss of life for the Fairgrounds or Del Mar



## **IN SUMMARY:**

With the Lagoon Tunnel I-5 alignment, the train will have to slow *slightly* through Del Mar, to navigate the curve east to the I-5. If SANDAG can “trade-off” 84 seconds of travel time, the alignment can be built without having to take homes or businesses through eminent domain and can avoid the risks associated with routing a freight train under and through the Fairgrounds, Businesses and residential neighborhoods. This trade off will result in less risk of litigation, an earlier construction start date & accelerated construction schedule, meeting budget, and preservation of the San Dieguito and Los Penasquitos Lagoons.

**We look forward to working with FAIRGROUNDS AND SANDAG to achieve a Rail Realignment that will not just be acceptable, but beneficial, to ALL Stakeholders for a safer future.**

**We ask for your Support in Promoting Safer Trains through San Diego, as SANDAG readies their Notice of Preparation for Environmental Clearances.**

To: The San Diego Association of Governments

Submitted By: Coalition for Safer Trains, March 2024

Re: San Dieguito to Sorrento Valley Double Track, Del Mar Tunnels Alternatives

Date: March, 2024

## Lagoon Tunnel I-5 Alignment

This document is to serve as formal submission to SANDAG of a Description and Criteria for the Lagoon Tunnel/I-5 Alignment for consideration to include in the Notice of Preparation (NOP).

This alignment was developed with consideration for Environmental Impact, Community Impact as well as Rail Stakeholder Objectives, including higher speed and the 2% grade requirement. This alignment is capable of meeting SANDAG's higher speed goal, if the curve running east to the I-5 (as further described below), begins far enough north; this requires the tracks be lowered into a tunnel north of Via de la Valle. This alignment results in:

- Preservation & Restoration of both the San Dieguito and Los Peñasquitos Lagoons
- No Eminent Domain of Homes
- No Freight Into or Under Residential Neighborhoods or Businesses (Less Risk of HAZMAT, toxic chemicals, munitions)
- No Portal Sited Near Homes (No Environmental Pollution: noise, vibration, diesel fumes)
- No Tunnel Under Homes (No Environmental Pollution: noise, vibration; geo stability issues)
- Higher Speed Capability, potentially comparable to the Crest Canyon Higher Speed Alignment

## Alignment Description

The general approach to this conceptual alignment is a tunnel that starts north of Via de la Valle, proceeds underground, along the perimeter of the Fairgrounds with an underground Special Events Platform, curving east underneath the San Dieguito Lagoon to I-5, then proceeds to the south tunnel portal near Pump Station 65 east of the Los Peñasquitos Lagoon. Note that this southern segment follows SANDAG's current I-5 Alignment option.

The Lagoon/I-5 conceptual alignment would begin with a downward slope in the existing trench between Lomas Santa Fe Drive and CP Valley, near Dahlia Drive. SANDAG engineers have stated that 7,000 linear feet are needed to achieve sufficient depth to tunnel underneath the San Dieguito River. Thus, the downward slope would start at a point between Lomas Santa Fe and Dahlia Drive. If more distance is required, the downward slope could start at 100-200 feet north of Lomas Santa Fe Drive. At a point near Dahlia Dr., the tracks will be deep enough to cover the trench (>40 feet depth = 800 linear feet at 2% slope). THIS WILL BE THE EFFECTIVE START OF THE TUNNEL. At a point between Via de la Valle and the north bank of the river, the tracks will be deep enough to bore horizontally. The bored tunnel segment would extend from this point to the I-5. The conceptual alignment would proceed under I-5. A cut-and-cover box section and a U-structure would then transition the tunnel to a bridge section over Carmel Valley Road. The railway would continue south on two single track bridge structures until it transitions to a berm section before reaching existing Bridge 247.7, which would be replaced with two single track bridges. The conceptual alignment then continues south on berm to the project limits. This section of the alignment is essentially the same as SANDAG's current proposed I-5 alignment.

## Key Alignment Features

- The conceptual alignment across the Los Peñasquitos Lagoon would provide clearance above the 100-year water surface elevation plus an additional 7.1 feet of sea level rise.
- The existing berm within the Los Peñasquitos Lagoon would be removed and the future (or any) bridge across the San Dieguito River would be eliminated, allowing for environmental impact mitigation at both lagoons.
- The turnout at CP Torrey would be removed, and the tracks would tie-in into the double tracked alignment near MP 248.25.
- The 33-foot diameter tunnels with 70-foot track centers would be constructed to accommodate the railway with emergency walkways on both sides of each track. Cross passages would be constructed every 800 feet between the two running tunnels to allow for evacuation into the non-event tunnel in case of an emergency.
- The conceptual alignment results in a length similar to the existing alignment along the Del Mar Bluffs.
- The conceptual alignment would be on aerial structure over Carmel Valley Road.
- The south portal would be located on an undeveloped parcel with an open space easement. A Caltrans Encroachment Permit may be needed.
- Subsurface easements would not be required for the tunnel, as it is not routed underneath private residences.
- The Special Events Platform at the Fairgrounds would be located underground anywhere along the route of the tunnel.
- The segment of the trench between Dahlia Drive and Via de la Valle could be covered to create a green recreational space.
- Ventilation structures would be built along the route of the tunnel, not just at the portals.

## Proposed Operations

Maximum speeds for the Lagoon Tunnel I-5 Alignment have yet to be determined. Because the train is underground at a sufficient depth to pass under the lagoon, the tunnel can be constructed with flatter curves, which will accommodate higher speeds.

While a universal crossover is not required for operations, placing a universal crossover between future CP Valley and existing CP Rose should be evaluated further. It is noted that CP Sorrento is designed to accommodate a second crossover, reducing future design and construction efforts if selected.

## Travel Time Analysis

The Lagoon Tunnel I-5 Alignment run times between Solana Beach and Sorrento Valley Stations will be faster than the current alignment on the bluffs, as it is straighter and will be double tracked. The speed for this alignment could be comparable to SANDAG's Crest Canyon Higher Speed Alignment, as the curves can be flattened substantially due to the tracks being in a tunnel.

# Lagoon Tunnel I-5 Alignment Evaluation

Pros	Cons
Minimizes impacts to both lagoons, preserving the health and natural state of the San Dieguito and Los Penasquitos Lagoons	
ROW costs may be lower due to routing through public spaces instead of through residential/business zones	Capital costs are higher than CDM and CCHS
Eliminates at-grade crossing at Coast Boulevard. Could be significant time savings	
Minimizes potential ROW impacts at the north and south portals	May be more challenging to connect to a future branch line to Sorrento Mesa
No significant difference in operations and maintenance requirements in the tunnel compared with other alternatives	Would require rework of trench to lower the tracks deep enough to tunnel under the river
Eliminates need for Eminent Domain of homes / businesses at the north portal	
Fewer impacts on residential properties/businesses in the location of the proposed north portal	
Property interests outside of the existing railroad ROW would not be required, including underground easements	
Reduced risk of catastrophic event; Routes hazardous materials and toxic chemicals away from neighborhoods	
Reduced risk of hazardous pollution in residential neighborhoods, including noise, vibration and toxic diesel fumes	
Reduced risk of geological stability issues if not tunneling under populated areas	
Exhaust venting structures can be located along the route, not just at the portals	
Potential to gain 5+ acres of recreational space in Solana Beach	
Ocean view is restored to Fairgrounds with elimination of the bridge	
Special Events Platform can be placed at any location along the tunnel route, offering flexibility and freeing up surface space for the Fairgrounds.	
Would not impact Fairgrounds operations	
Does not require reconstruction of Jimmy Durante Boulevard as tunnel crosses under roadway	
Less risk of litigation due to eminent domain and environmental lawsuits	
Less risk of construction delays due to litigation	



# Lagoon Tunnel I-5 Alignment

San Diego to Sorrento Valley Double Track  
 Del Mar Tunnels Alternative Submitted by  
 Coalition for Safer Trains; April 2024



- MAPS:
- I-5 Alignment
- Bridge
- Cut-and-Cover
- Tunnel
- U-Shoreline Cut & Cover
- Stationing (where not shown)
- Mini-Flank Station
- Existing LGESAN Conrail Track Alignment
- Municipal Boundary

DISCLAIMER: This document is being issued on the basis of the information provided to us by the project sponsor. It is not intended to constitute an offer of any financial product or service. It is not intended to be used as a basis for any investment decision. It is not intended to be used as a basis for any investment decision. It is not intended to be used as a basis for any investment decision.



Compared to the current I-5 Alignment, Lagoon Tunnel I-5 Alignment features a flatter curve heading east to the I-5, enabling higher speed.



CAPITOL OFFICE  
1021 O STREET, SUITE 7340  
SACRAMENTO, CA 95814  
TEL (916) 651-4038

DISTRICT OFFICES  
169 SAXONY ROAD, SUITE 209  
ENCINITAS, CA 92024  
TEL (760) 642-0809

24031 EL TORO ROAD, SUITE 201A  
LAGUNA HILLS, CA 92653  
TEL (949) 598-5850

SENATOR.BLAKESPEAR@SENATE.CA.GOV  
WWW.SENATE.CA.GOV/BLAKESPEAR

# California State Senate

SENATOR  
**CATHERINE BLAKESPEAR**  
THIRTY-EIGHTH SENATE DISTRICT



STANDING COMMITTEES  
ELECTIONS AND CONSTITUTIONAL  
AMENDMENTS  
CHAIR  
BUDGET AND FISCAL REVIEW  
HOUSING  
HUMAN SERVICES  
TRANSPORTATION  
SUBCOMMITTEES  
LOSSAN RAIL CORRIDOR RESILIENCY  
CHAIR  
BUDGET SUBCOMMITTEE #2  
RESOURCES, ENVIRONMENTAL PROTECTION  
AND ENERGY  
JOINT COMMITTEES  
CLIMATE CHANGE POLICIES  
FAIRS ALLOCATION & CLASSIFICATION

April 4, 2024

Coleen Clementson, Interim Chief Executive Officer  
San Diego Association of Governments  
401 B Street, Suite 800  
San Diego, CA 92101

Dear Interim Chief Executive Officer Clementson:

Thank you for your continued commitment to protecting the coastline and planning for transportation services on behalf of the millions of local residents who call San Diego County home. The 60 miles of the LOSSAN rail corridor in the county are an essential part of the multi-modal transportation system that moves people and goods across the region.

I appreciate SANDAG's early and frequent engagement with the many stakeholders that have an interest in the coastal rail corridor and projects in Del Mar, including the City and local residents. The realignment project reflects the need for our collective action to address coastal resiliency and sea-level rise challenges. I also appreciate your public statements affirming SANDAG's commitment to study a project that considers a range of alternatives, minimizes impacts to the greatest extent possible, and ensures the viability of safe rail services. We know the importance of relying on the best available science, data, and thorough analysis as this important project moves forward.

I look forward to staying engaged in the months ahead. Thank you for your role in leading SANDAG throughout this process.

Sincerely,

A handwritten signature in black ink, appearing to read "Catherine Blakespear".

**SENATOR CATHERINE BLAKESPEAR**  
SENATE DISTRICT 38

---

**From:** Angelina Neglia [REDACTED]  
**Sent:** Wednesday, June 5, 2024 7:56:41 PM  
**To:** Antoinette Meier <[antoinette.meier@SANDAG.org](mailto:antoinette.meier@SANDAG.org)>  
**Subject:** Lossan Corridor Rail alignment from residents, on NOP Short List

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hello Antoinette,

We wanted to provide you with the information for the Environmentally Safer Lagoon I-5 Alignment which is on the NOP Short List. Our Alignment doesn't take any homes by eminent domain, no tunnel or trains under homes or businesses, no portals new homes. Please review our info and let us know of any questions. Thank you,

Kind Regards,

Angelina

Angelina Neglia  
Healthcare/Educational Advocate



CALTASH 2024 Recipient, Advocating for People with Disabilities  
2024 Nominee, Senator Blakespear's "Women Who Inspire" in our community



[www.safertrain.org](http://www.safertrain.org)

June 3rd, 2024

Dear Antoinette Meier, Senior Director of Regional Planning,

We are writing to you on behalf of the Coalition for Safer Trains regarding the LOSSAN Rail Realignment project commencing in the north coastal region of San Diego, between Solana Beach and Sorrento Valley. This will be one of the largest, most impactful and costly projects undertaken by SANDAG since the agency's inception.

The project team is a dedicated group of qualified professionals, who have undertaken a great responsibility to develop a solution to provide the realignment of the rail line off the eroding bluffs along the coastline. As this is such a large and technical project, the team has been working with engineering, construction and environmental consultants to assist in the progression of this very important project.

It will be critical for Board Members to stay informed about the scope and direction of this project, as you will be asked to approve this project. Just as you are relying on the project team to recommend to you the best solution, the project team is relying on their consultants to recommend to them the same.

Now is *not* the time to rely on consultants to make massive and sweeping recommendations. It will be critical for this project to have independent and qualified oversight.

There have already been questionable decisions made, affecting the expenditure of \$300 million granted by the state of California, for the purpose of studying the realignment and moving it forward. Consultants have stated that there are two "favored alignments," both of which route a freight train directly into, under and through established residential neighborhoods in the cities of Del Mar and San Diego. The favored alignments were selected using criteria developed exclusively by rail stakeholders. That is a fundamental flaw that cannot be accepted. The project team has stated that



minimizing community impact is a high priority but weighted it the **lowest** on their criteria. Then in the June 2024 Sandpiper Del Mar's Community Journal, just posted an article by Omar Atayee, SANDAG Acting Director of Engineering & Construction. He stated; ***"Based on research, we know that a tunnel running beneath the hills of Del Mar and San Diego is the best option for the new route."***

<https://delmarsandpiper.org/2024-06-012/>

This sounds like a decision has been made already. Even Pete Buttigieg, The United States Secretary of Transportation states the railways cannot put speed and profits over the safety of a community. With the numerous rail disasters, the risk is real, safety and the impact on the communities cannot be ignored. As your priorities for the towns you serve are Public Safety, Quality of Life, Infrastructure, Supporting Small Business the Environment, preserving character of the towns, and health impacts, we ask that your please review our alignment option, the "Environmentally Safer Lagoon I-5 Alignment."

It's important to note that this is the first of several projects that support SANDAG's Big Move initiative, with the goal of increasing rail ridership by offering faster and more frequent Coaster service between

Oceanside and Santa Fe Depot. In addition to improving this segment of the LOSSAN, the agency will also be re-developing segments in Oceanside for double-tracking, and the very large and impactful Sorrento Hill/Rose Canyon segment, which affords a great deal of improvement in travel time. The scope of this overall plan is immense and will impact many communities throughout San Diego County for many decades to come.

The realignment of the tracks between Solana Beach and Sorrento Valley will create the foundational "rules" for all of these future projects. It's important that these "rules" are established with the foresight that they will be applied throughout every community that the train traverses. Now is the time to state what SANDAG Board Members are willing to accept in exchange for the improved Coaster travel time.

The overall scope of these improvements will impact thousands of San Diego residents, business owners and other stakeholders. This is your opportunity to serve the communities that your Board represents, according to your agency's mission: "SANDAG is committed to creating a San Diego region where every person who lives, works, and visits can thrive." Providing effective public transportation is part of that equation, but at what price? Taking private property from residents, forcing people from their homes, destroying businesses and damaging the natural environment? Disproportionate destruction of a small town? All of these must be part of the equation when determining the "ground rules" for the continued rail improvements through our region.

We are sure you would want to minimize destruction, and negative impact for the communities you serve, along with avoiding any disasters. We also agree that public safety and improving the economy are important but not when risk is so high putting a tunnel carrying high speed passenger trains, and freight trains carrying hazardous toxic chemicals, ammunitions, nuclear waste etc. under homes and businesses.

The two SANDAG favored alignments require the eminent domain of about 30 homes and also businesses, along with a Portal spewing toxic pollutants 24/7 with large exhaust fans running 24 hours a day next to homes. The north end of Del mar will be cut off for a decade, so limited to no access for Emergency Services, also attendees for the Del Mar Fairgrounds, Kaboo, Breeder's Cup and other event attendees will not be able to access Del Mar. We are sure you would not want this disproportionate destruction of your town, or impact and loss of tax dollars in your town when there is a safer alternative.

Which brings us back to the Rail Realignment between Solana Beach and Sorrento Valley, soon to be presented to you for consideration. What should these rules be? No eminent domain of private property? No negative environmental impact? People of San Diego are relying on you, board members, to represent their interests and protect our environment. You are in a position to tell the project team that you have evaluation criteria as well.

The project team has been awarded a great deal of financial and personnel resources, which require oversight by the Board. The independent oversight efforts need to be funded, as well.

As part of that independent oversight, the Del Mar City Council Members have requested directly from Coleen Clementson, Interim CEO to pay for an Independent Consultant to review the SANDAG process as this project progresses. She agreed to fund this due to the community's concern with the Federal Audit investigations of SANDAG, lack of transparency, and the Executive changes at SANDAG.

We ask you to review our Environmentally Safer Lagoon Tunnel I-5 Alignment alternative. We do not take homes, or businesses. We do not put a tunnel under homes or businesses. We minimize impact to the towns. We do not have any Portals near homes spewing toxic pollution. The alignment is far enough away from homes, so noise and vibration will not be heard or felt. We do hope you will review our alignment as we created this after many meetings with the SANDAG team.

If you have any questions, please feel free to reach out to Angelina Neglia. The Coalition for Safer Trains.

<https://safertrain.org/>

Kind Regards,

Angelina Neglia

Coalition for Safer Trains

Healthcare/Educational Advocate

CALTash 2024 Recipient, for Advocating for People with Disabilities

2024 Nominee from Senator Blakespear, "Women Who Inspire in our Community"



# Community Alliances

How SANDAG's Rail Realignment Project Impacts  
North Coastal San Diego

**Risk Mitigation = Safety**  
**No Tunnels Under Homes**  
**or Businesses**  
**Safety over Speed**

# Agenda

- Introductions
- Background of LOSSAN Realignment Project
- Initial SANDAG Conceptual Alignments
- Project Goals for the LOSSAN Rail Realignment and SANDAG Evaluation Criteria
- Disadvantages and Risks of SANDAG's Current Favored Proposal
- Alternative Solution for a Safer Train Alignment
- Request for SANDAG's support of a Safer Alignment

# Who are we?

# Coalition for Safer Trains

- Coalition for Safer Trains Through LOSSAN Corridor
  - Coastal City Residents, Professionals, Professors and Businesses
- Core Leaders:
  - Angelina Neglia: B.S. Production Engineer, MBA, Del Mar resident
  - Dr. Michael Perry: VP General Atomics & Sr. Technical Fellow, Ph.D. UC Berkeley, Masters Degree Nuclear Engineering UC Berkeley, Bachelor Science; Degrees in Nuclear and Chemical Engineering. Senior Technical Fellow Quantum Electronics, U.S. Dept. of Energy National Nuclear Security Agency NNSA, Excellence in Nuclear Weapons and Del Mar resident
  - Dave Carey: Materials Science Engineer, Entrepreneur, Del Mar resident
  - Shirli Weiss: San Diego Attorney: Recognized by “Best Lawyers” in the “Bet- the-Company-Litigation category, Lawyer of the Year, 2017; San Diego Super Lawyers (Litigation- multiple years), Del Mar resident



# Scope and Background

LOSSAN: 351 Miles - The Los Angeles—San Diego—San Luis Obispo Rail Corridor


- The San Diego region's segment of the LOSSAN corridor extends 60 miles from the San Diego/Orange County border to Downtown San Diego.
- Train operations include Amtrak's Pacific Surfliner, Metrolink, NCTD's COASTER and SPRINTER passenger services; and Union Pacific and BNSF Railway freight rail services.
- **The segment passes over six coastal lagoons, through Camp Pendleton and the coastal cities of Oceanside, Carlsbad, Encinitas, Solana Beach, Del Mar and San Diego. Approximately 50 trains operate each weekday south of Oceanside in the San Diego region.**



# SANDAG's Evaluation Criteria Does Not Support Project Goals

Evaluation criteria is subjective, has a narrow definition of “safety” and (inconsistent with stated goals) ranks impact on community dead last.

## SANDAG Project Goals



**Project Goals**

1. Relocate from Bluffs
2. Minimize Community Impacts
3. Improve Travel Times
  - Straighten Curves
  - Double Track
4. Coastal Access & Safety
5. Preserve Wetlands

SANDAG | 6  
Item 02  
February 5, 2024

- “Minimize Community Impact” is identified as a top goal of the project, yet in the evaluation criteria it is weighted the lowest
- Evaluation criteria elevated incremental gains in train speed (in mere minutes) over health and safety of community
- “Safety” is narrowly defined. Evaluation criteria and does not comprehend overall safety risks associated with moving and operating rail near and/or under a community (beyond rail crossings)

## Sources:

1. [02052024-3382 \(delmar.ca.us\)](https://delmar.ca.us/02052024-3382) (page 75)
2. [lossan-sdsdvt-alternatives-analysis-2023-09-01.pdf \(sandag.org\)](https://sandag.org/lossan-sdsdvt-alternatives-analysis-2023-09-01.pdf) (San Diego Regional Rail Corridor Alternative Alignment and Improvements Conceptual Engineering Study August 2023, table 3.3, page 33 and table & table 3.2, page 30-32)

“As a group, the PDT reviewed and revised the criteria and selected a total of 11 criteria to use in ranking the conceptual alternatives. Due to the conceptual nature of the comparative analysis, some data could only be quantified at a high level, while others were more qualitative and subjective in nature...”

## SANDAG Evaluation Criteria and Weighting Table

Evaluation Criteria	Description	Weight (percent)
<b>Safety improvements</b>	<b><u>Provides safety improvements, such as elimination of grade crossings</u></b>	<b>15</b>
Travel Time	Minimizes overall travel times through considerations of proposed alignment geometry, grades, tie-ins, and stations	14
Connectivity and travel demand	Provides connectivity and access to future mobility hubs like University Town Center and Sorrento Mesa and includes the potential to connect with other transit services like higher-speed rail	13
Operation and maintenance costs	Minimizes costs related to the operation and maintenance within the project limits	10
Potential environmental consequences	Minimizes impacts and maximizes benefits on environmentally sensitive areas, mitigation requirements, permitting schedule, and reduction in greenhouse gases	9
Operational complexity (post construction)	Minimizes complexity of requirements for operations and maintenance of a tunnel, including ventilation system and maintenance access	9
Capital costs	Minimized capital costs	8
Constructability, construction impacts, and duration	Minimizes construction complexity, including geotechnical aspects, tunnel depths, tunneling technologies, and schedule. Limits construction impacts on the public, including on local roads, utilities, traffic, and material hauling	7
<b>Potential ROW impacts (Right of Way)</b>	<b><u>Minimizes temporary and permanent impacts on public and private properties, acquisition costs, and schedule</u></b>	<b>6</b>
Railroad operation impacts (during construction)	Minimizes impacts on existing railroad operations during construction	5
<b>Other community impacts</b>	<b><u>Minimizes impacts on the community</u></b>	<b>4</b>
		100

Score of 1-5, with 5 being the best option.

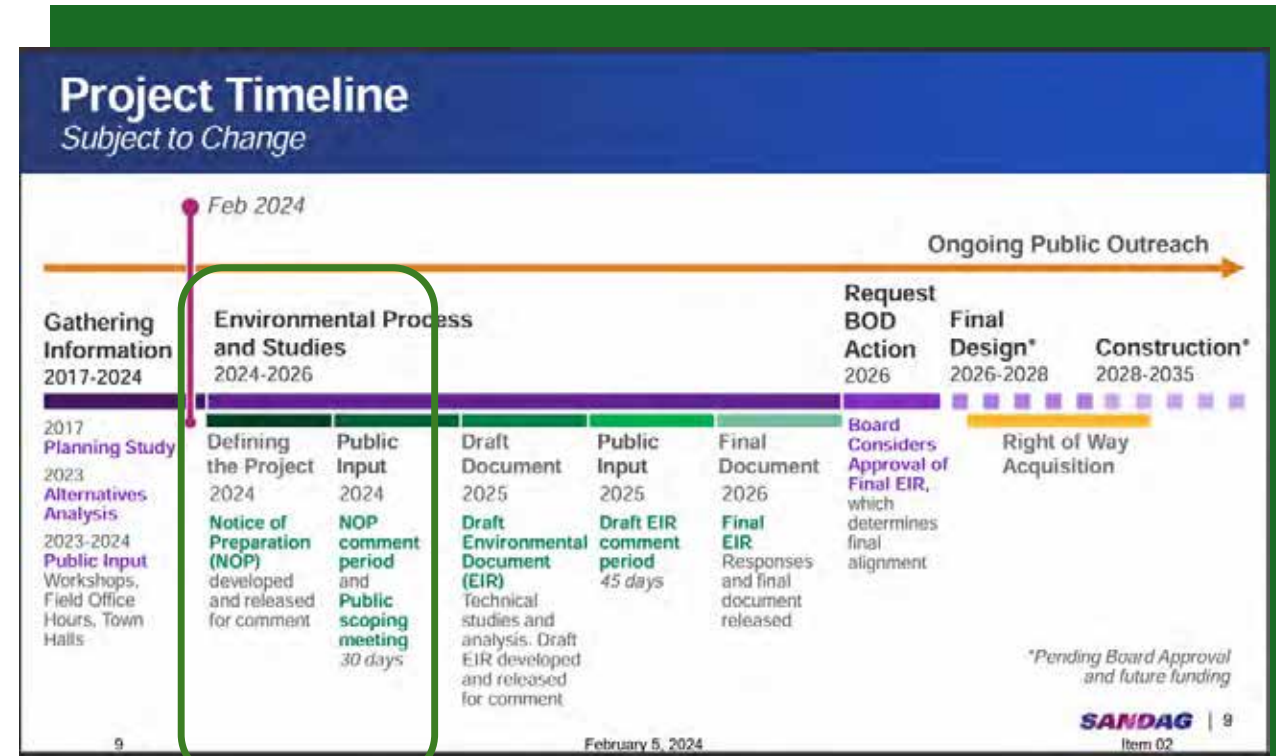
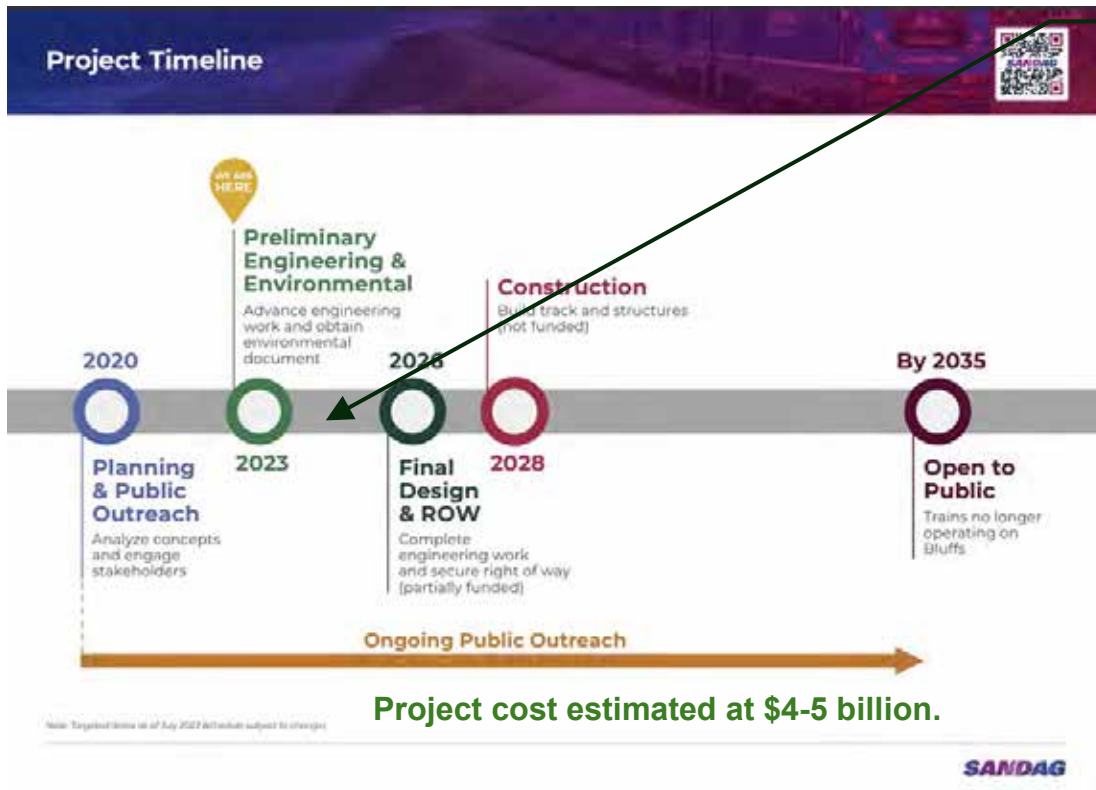
# SANDAG's Evaluation Criteria for Option Recommendations Must Align with its Project Goals

- One of the top priorities was “minimizing impact to the community”
- SANDAG evaluation criteria **elevated speed over health and safety of the community.**
- At SANDAG's presentation to the Del Mar City Council before a packed room of residents on February 5th, SANDAG's executive director stated that “minimizing impact to the community” is a top priority
- SANDAGs definition of “Safety” is too narrow:
  - “Provides safety improvements, such as elimination of grade crossings”



# Project Timeline

In May/June 2024, SANDAG will announce via its “Notice of Preparation (NOP)”, the short list of routes that will move forward for consideration in the next phase, the Environmental Impact Study and Report (EIR). The community will have 30 days from NOP, with a possible 15-day extension.

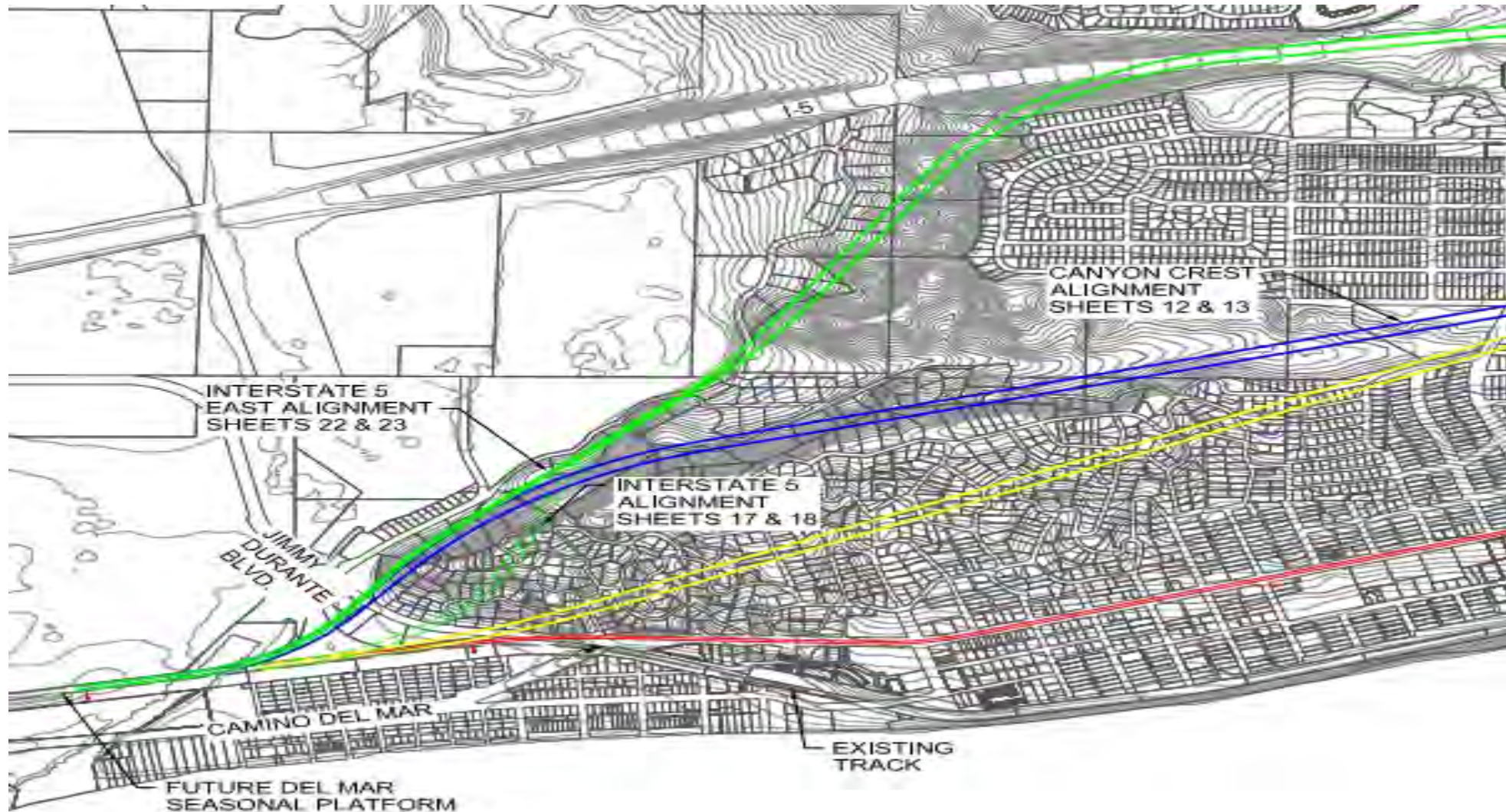


**WE ARE HERE**  
SANDAG to release NOP May/June '24,  
Del Mar has 30 days to respond, with a  
possible 15-day extension.

Sources:

1. [display-board-station-4-project-timeline-2023-09-01.pdf \(sandag.org\)](https://www.sandag.org/files/2023/09/01/display-board-station-4-project-timeline-2023-09-01.pdf)
2. [\\_02052024-3382 \(delmar.ca.us\)](https://www.delmar.ca.us/02052024-3382) (page 78)

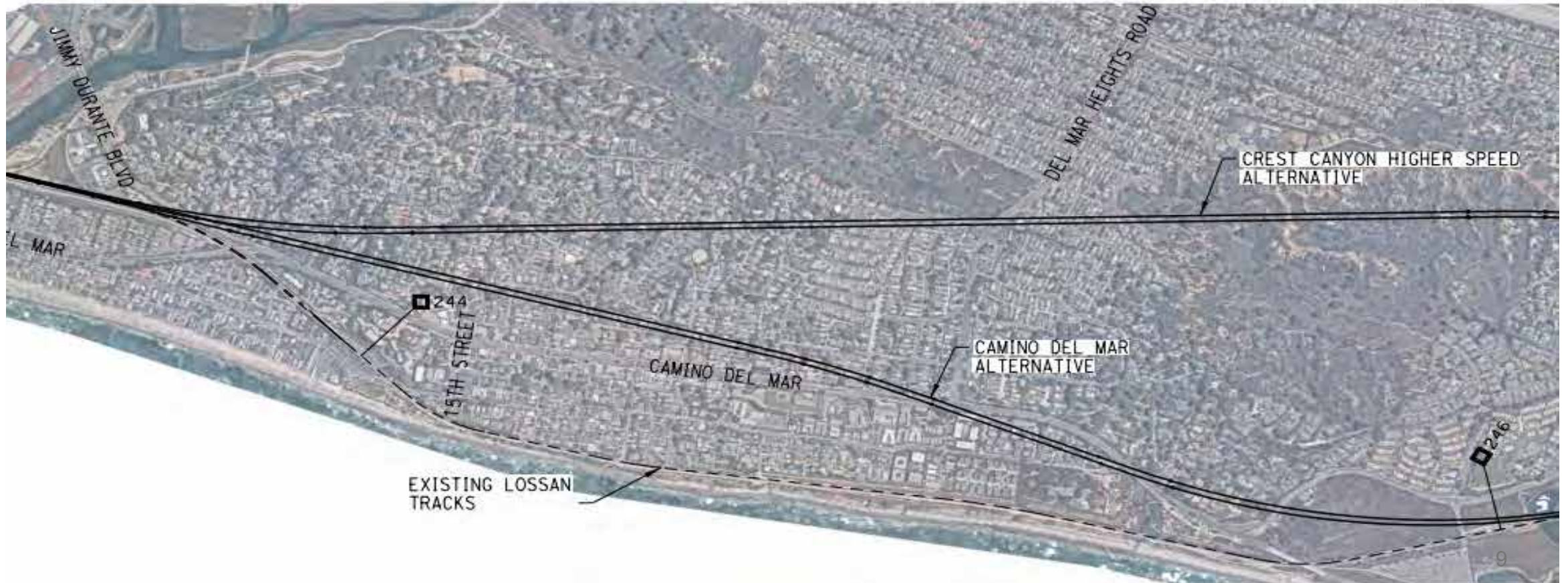
# SANDAG's Initial Conceptual Alignments





# SANDAG'S Crest Canyon Higher Speed and Camino Del Mar Alignments

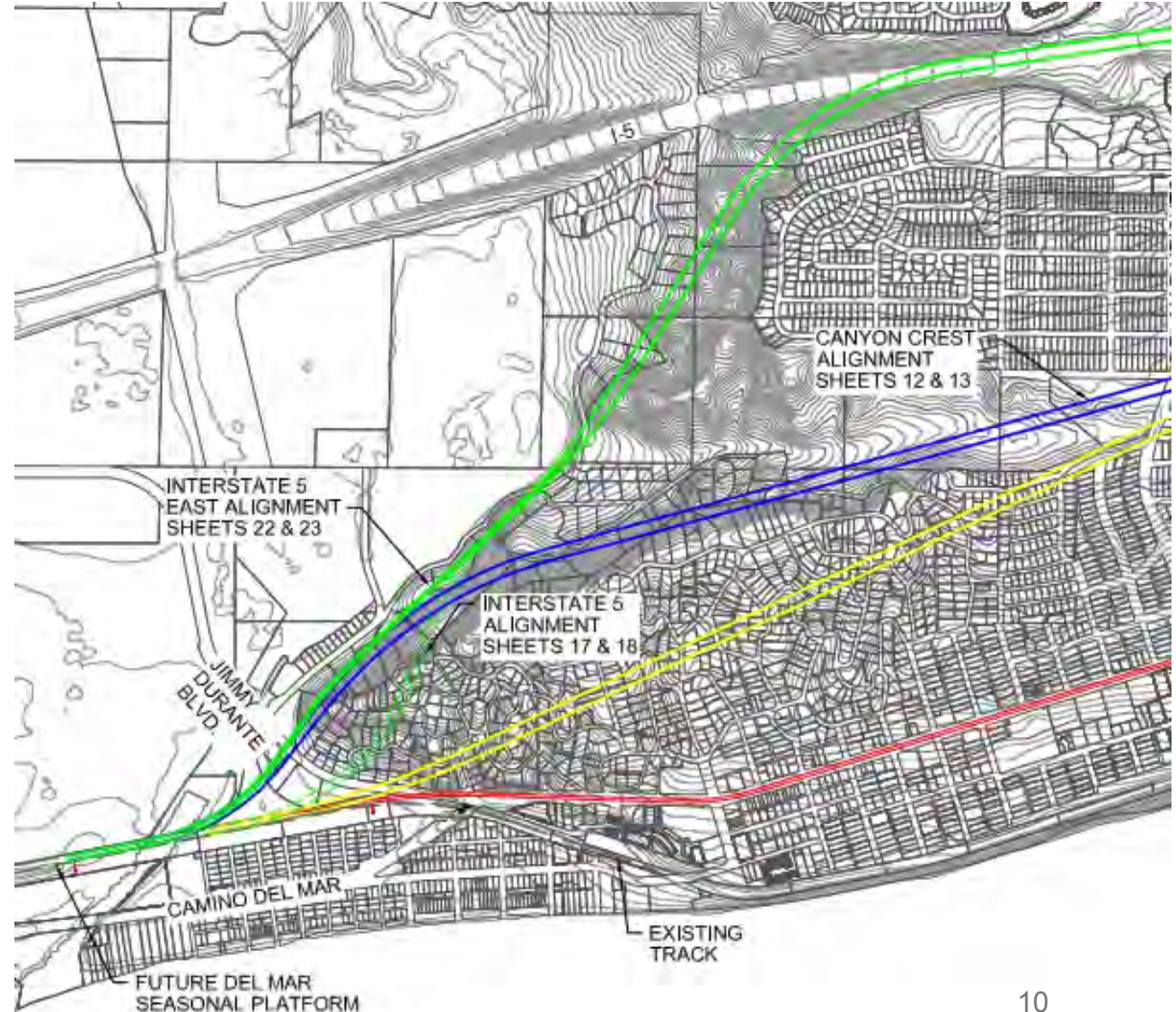
- SANDAG selected two alignments for further evaluation and 10% Engineering: Crest Canyon High Speed and Camino Del Mar
- Both of these routes place the tunnel's North Portal in close proximity to homes & businesses, and route freight trains directly into and under residential neighborhoods





# SANDAG'S Initial and Revised I-5 East Alignments

- South portal in Del Mar at intersection of Portofino and Carmel Valley Rd.
- North portal in Del Mar east of Jimmy Durante Blvd.
- Tunnel tracks furthest from Camino Del Mar, avoids traveling under homes and businesses, portals located away from homes
- Essentially the same as the Revised I-5 Alignment from 2023 with max speed of 80MPH



# The North Portal requires, 8-10 Acres of Land to be Demolished, Devastating Negative Impact to Del Mar and Residents

- Visual depiction of 8-10 acres (2,640 feet perimeter) at the proposed Camino Del Mar Portal at right, affecting approximately 30 homes via eminent domain
- 2% Grade = 2 feet of depth every 100 feet of distance. The tunnel depth would not exceed 35 feet for 1,900 feet in distance, affecting an additional 13 homes
- With the tunnel at less than 35 feet below these additional homes, they would need to be “taken” as well by eminent domain, **as they would not be livable.** This 35 feet depth is half the depth that is generally accepted construction depth for tunnels
- Del Mar’s northern access will be cut off and disrupted for a decade during construction
- First Responder’s/Fire Dept. located at the Fairgrounds will not have access to Del Mar, which will impact lives in emergencies
- Designated Emergency/Tsunami Route will be closed, putting the town at risk in case of a fire, flood, earthquake, tsunami, or trying to get an ambulance to I-5 to the hospital





# SANDAG's Proposed Cut & Cover Tunnel for North Portal at Camino Del Mar and Jimmy Durante Blvd- High Negative Community Impact

- A Cut-and-Cover Tunnel involves demolishing 8-10 acres, digging a trench, construction of a tunnel under homes is highly disruptive and destructive. Any homes left near this construction will be only 35 feet above the tunnel
- The North Portal and tunnel locations are in the 100-year sea level rise area and floodplain. Hence the tunnel will need a U Structure around it, and the Portal will require flood gates to prevent flooding
- **Once the Cut-and-Cover Tunnel is completed, the road will be constructed 70-100 feet higher with a large berm built alongside. It remains in a flood zone and severely negatively impacts the environment, residents and businesses**
- **Livability for any residents left living near the portal will be looking directing into a huge berm. Will be impacted by noisy large ventilation fans running 24/7, spewing pollutants**





# Known Risks of SANDAG's Favored Route

## High Negative Impact to Community Safety, Health and Property:

### SAFETY RISKS OF TUNNELLING UNDER HOMES

- BNSF is obligated by contract to carry Hazardous Materials Cargo (“Hazmat Cargo”)
- The railroads have opposed safety legislation both before and after the East Palestine Disaster and cut staff on freight carriage and have had numerous derailments
- Why force Del Mar and San Diego residents to take these risks? Do we want an East Palestine, Ohio disaster in our community?

### HEALTH RISKS OF TUNNELLING UNDER HOMES

- SANDAG's (SDSVDT) Alternatives Analysis report states that “more than 2,392 homes will suffer severe Noise Impacts”
- High Litigation Risk: Health Risk foreseeably can lead to detrimental short term and long-term health effects which can result in individual and class action lawsuits against SANDAG.

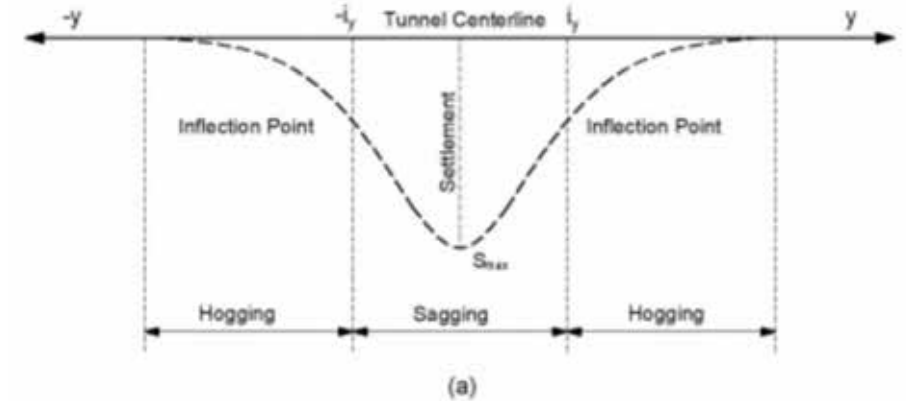


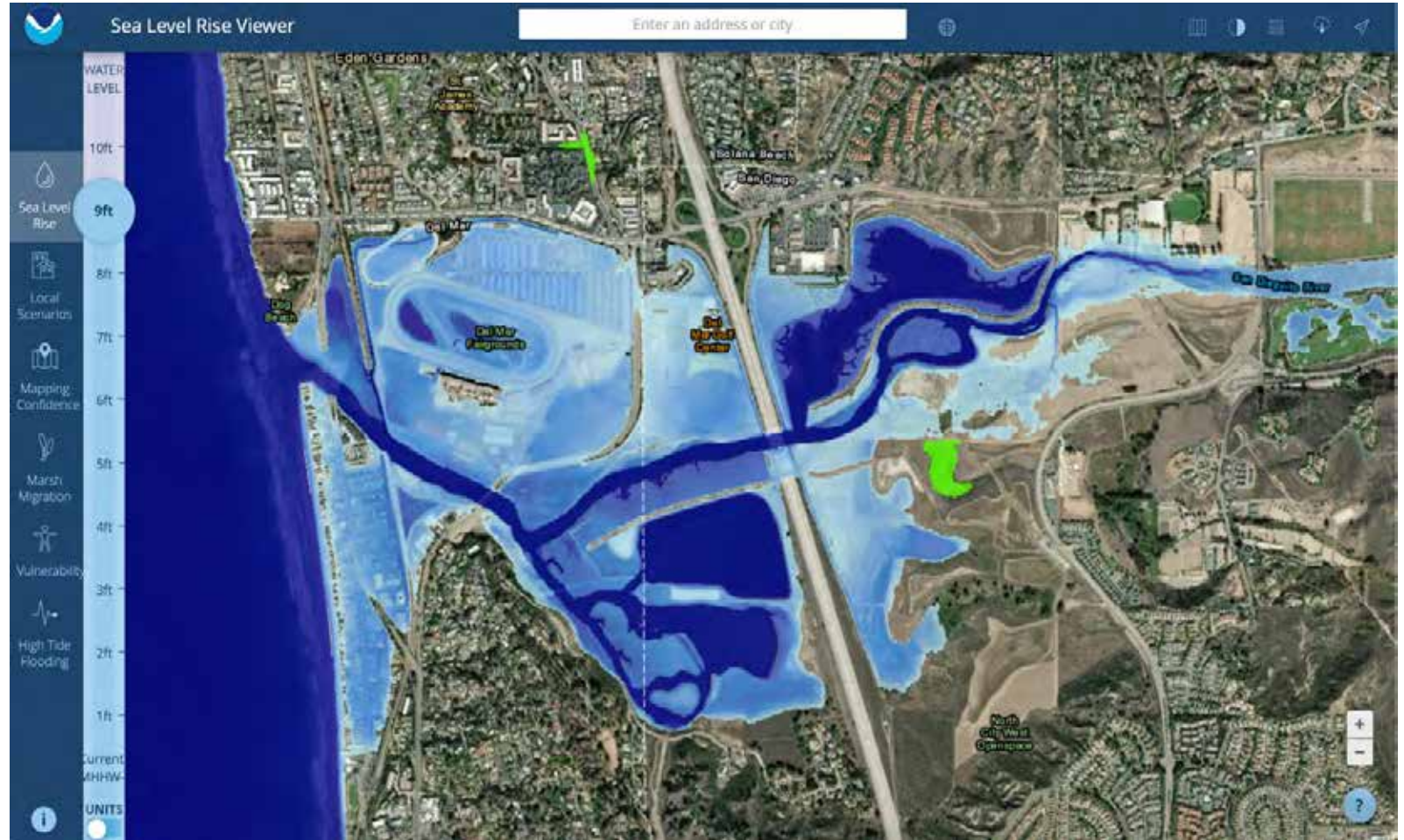
Table 9. Analysis of Potential Noise

Conceptual Alternative Alignment	No Impact	Moderate Noise Impacts	Severe Noise Impacts
Camino Del Mar	0	103	2,724
Crest Canyon	6	112	2,280



# How High Will Sea Levels be in 2100?

- With high greenhouse gas emissions and rapid ice sheet collapse, models project that average sea level rise for the contiguous United States could be 7.2 feet by 2100 and 13 feet by 2150
- Global sea level rise is accelerating, it has more than doubled from 0.06 inches per year throughout most of the twentieth century to 0.14 inches per year from 2006-2015
- Example in illustration is 9 foot sea level rise in Del Mar and the Fairgrounds
- SANDAG's North Portal and Trestle bridge options would be underwater. They plan on this infrastructure to exist for 150 years
- The new Trestle bridge is only 9 feet higher. The North Portal will be flooded
- In California the rate of local sea level rise is greater than the global average due to land erosion, earthquakes and drainage



<https://www.climate.gov>

***All SANDAG Alignment Routes Are In The Sea Level Floodplain – How is this sensible prudent long-term planning?***

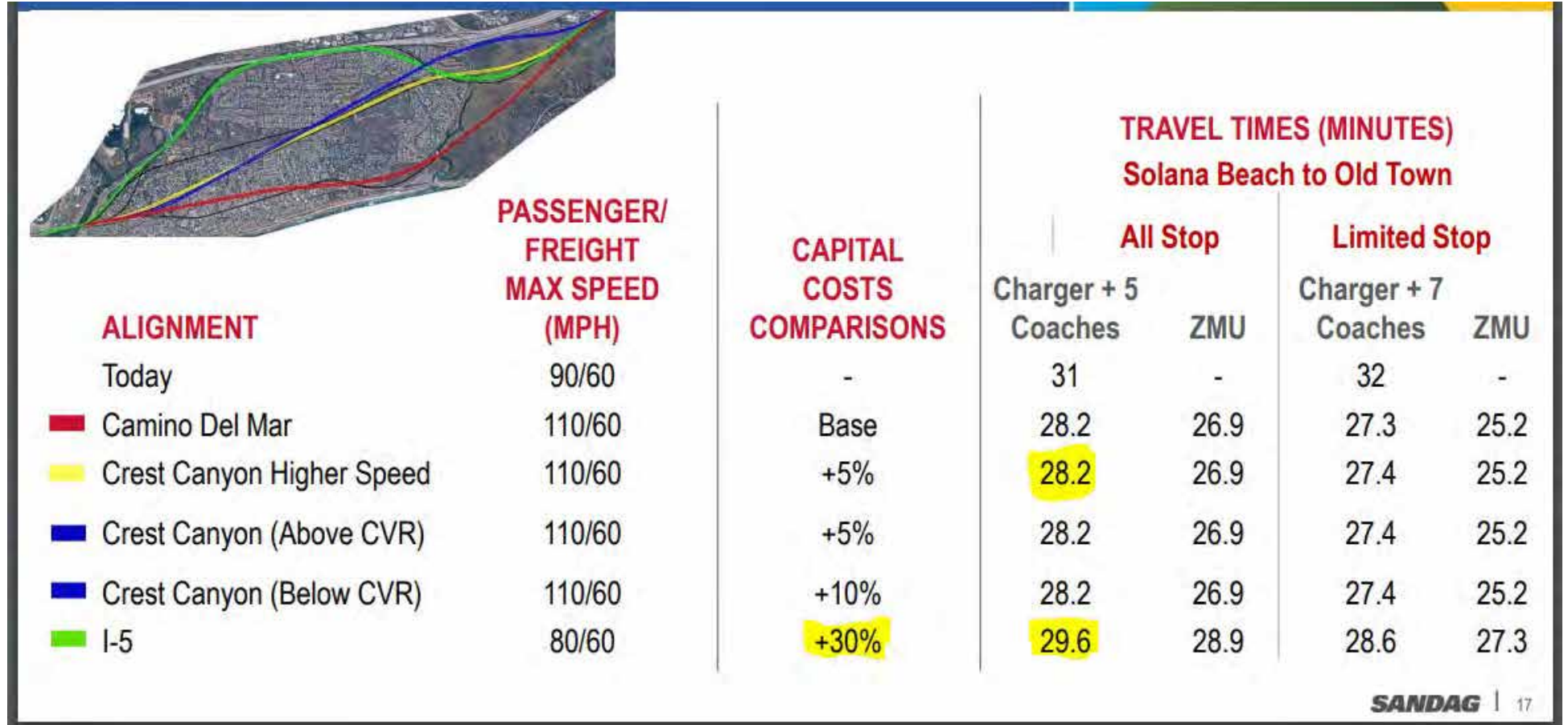


# SANDAG's Proposed Routes

As presented to Del Mar City Council May 2021

Routing the freight train away from residential neighborhoods will cost 84 seconds in travel time.

Cost Comparison is Misleading; Actual differential is closer to 9% when factoring in ROW, Litigation & construction costs



# Known Health Impacts of SANDAG's Neighborhood Tunneling Options

- If a tunnel is built under homes/businesses, capacity will be expanded for both freight and passenger trains, Del Mar, Fairgrounds and Solana Beach would have no ability to regulate what hazardous freight is shipped through, including crude oil, chlorine gas, nuclear waste, and other hazards. We must be **proactive** about these risks at this stage of the process before it's too late
- Freight rail shipments operate on all-diesel locomotive, so an increase in freight train shipments means an increase in the pollution, noise and vibration.
- Even non-hazardous freight poses a threat to local air quality. Diesel engines emit nitrogen oxides, particulate matter and other pollution known to contribute to; Increased Respiratory Illness, Cardiac Illness, Asthma, Sleep Disruption, Anxiety, Shortened life span of 15 years
- Noise pollution and vibrations, particularly for people who live above or within one-third of a mile of train
- Poses excessive cancer risk of 500-3,000 chance per million
- We must pay particular attention to where these air quality and public safety impacts would occur. It's incumbent on SANDAG, Del Mar City Council, Fairgrounds, and Solana Beach City Council to do due diligence to ensure this project does not impact the community, economy, and health of the residents and businesses. We urge SANDAG to continue community input and carefully consider the environmental and human health impacts of this project

# Railroads Must Carry Hazardous Materials

Under their common carrier obligation, railroads are required to move hazmat, including fertilizer, ethanol, crude oil, refined petroleum, chlorine, sulphuric acid, radioactive material and nuclear waste. The military uses the train to transport nuclear, chemical, and conventional munitions.

*Association of American Railroads Website*

There are about 3 U.S. Train Derailments per Day; There were 1,164 Train Derailments in the U.S. in 2022.

*NPR Article, March 9, 2023*

***Why isn't SANDAG and BNSF concerned about the risk and community impact?  
Because it is about freight & making money!***





# BNSF Hazardous Materials on Freight Trains

<https://www.bnsf.com/in-the-community/safety-and-security/railway-safety/hazmat-safety.page>

What follows is a list of the hazmat cargo our customers ship with us and their common uses.

- **PETROLEUM CRUDE OIL**  
Gasoline, Jet Fuel, Diesel Fuel
- **ALCOHOLS**  
Clean Burning Gasoline Additive, Solvent
- **LIQUIFIED PETROLEUM GAS**  
Heating, Barbecuing, Fuel for Trucks and Cars
- **ELEVATED TEMPERATURE LIQUID**  
Asphalt for Roads
- **ANHYDROUS AMMONIA**  
Nitrogen Fertilizer for Agriculture
- **SULPHURIC ACID**  
Drain Cleaner, Fertilizer, Batteries, Pharmaceuticals
- **HYDROCHLORIC ACID SOLUTION**  
Food Additives, Water Treatment
- **SULPHUR**  
Pharmaceuticals, Fertilizers and Matches
- **SODIUM HYDROXIDE SOLUTION**  
Paper and Pollution Control Devices
- **DIESEL FUEL**  
Fuel for Trucks, Cars and Trains



# The Risk is Real

- 2001 Baltimore Train Set Tunnel on fire, Shuts Down Baltimore – A 60-car freight train carrying hazardous chemicals derailed inside the tunnel. Entrances to the city from all major highways, and the barricades turned downtown Baltimore into an island of billowing smoke
- 2019 Sarnia Ontario, 25 cars and one locomotive derailed, including one tank car released 12,000 gallons of Sulphuric acid. Structural defects were identified in 149 of the 416 cars that were inspected
- 2023 East Palestine, Ohio, 38 freight cars derailed of the 149 cars on the outskirts of East Palestine, a town of almost 5,000 residents. One year later, a massive environmental cleanup still underway, costing Norfolk Southern more than \$1 Billion. Derailment triggered massive fire, belching toxic smoke. 20 cars contained hazardous materials, which was later set on fire to prevent a larger explosion. The town is divided in two, and people in town suffer from numerous medical problems

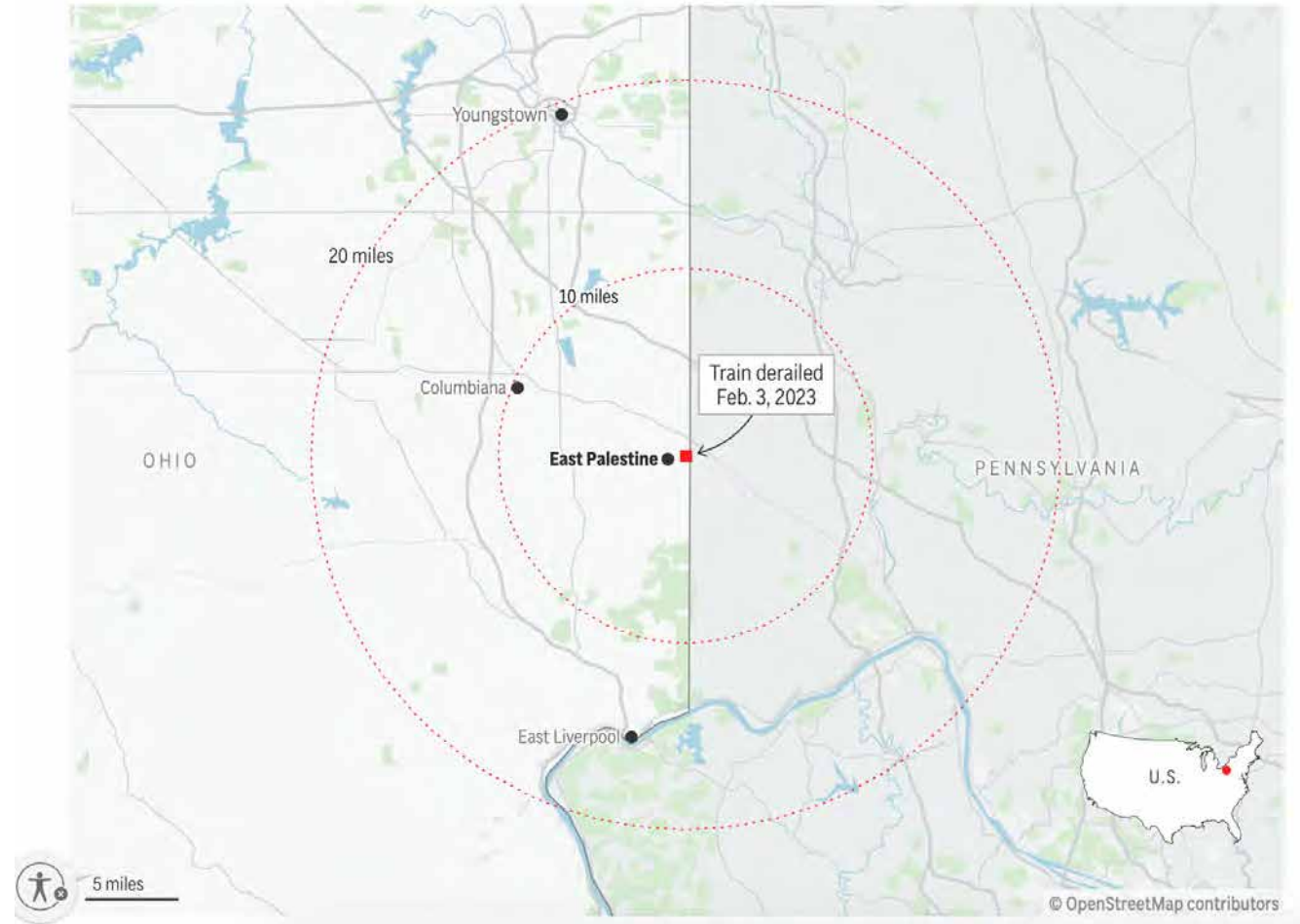


# Impact on our Communities, Cannot Be Ignored...

- East Palestine, Ohio is 3.15 sq.miles, almost 5,000 residents
- 1,500 to 2,000 residents were evacuated
- Norfolk Southern will pay class action claim of \$600M within a 20-mile radius of the accident and personal injury claims within a 10-mile radius
  
- **Del Mar is 1.77 sq. miles and has 4,000 residents**
- **Solana Beach has 14,000 residents**
- **Our communities, residents and businesses will be destroyed if freight trains are routed under homes and businesses**

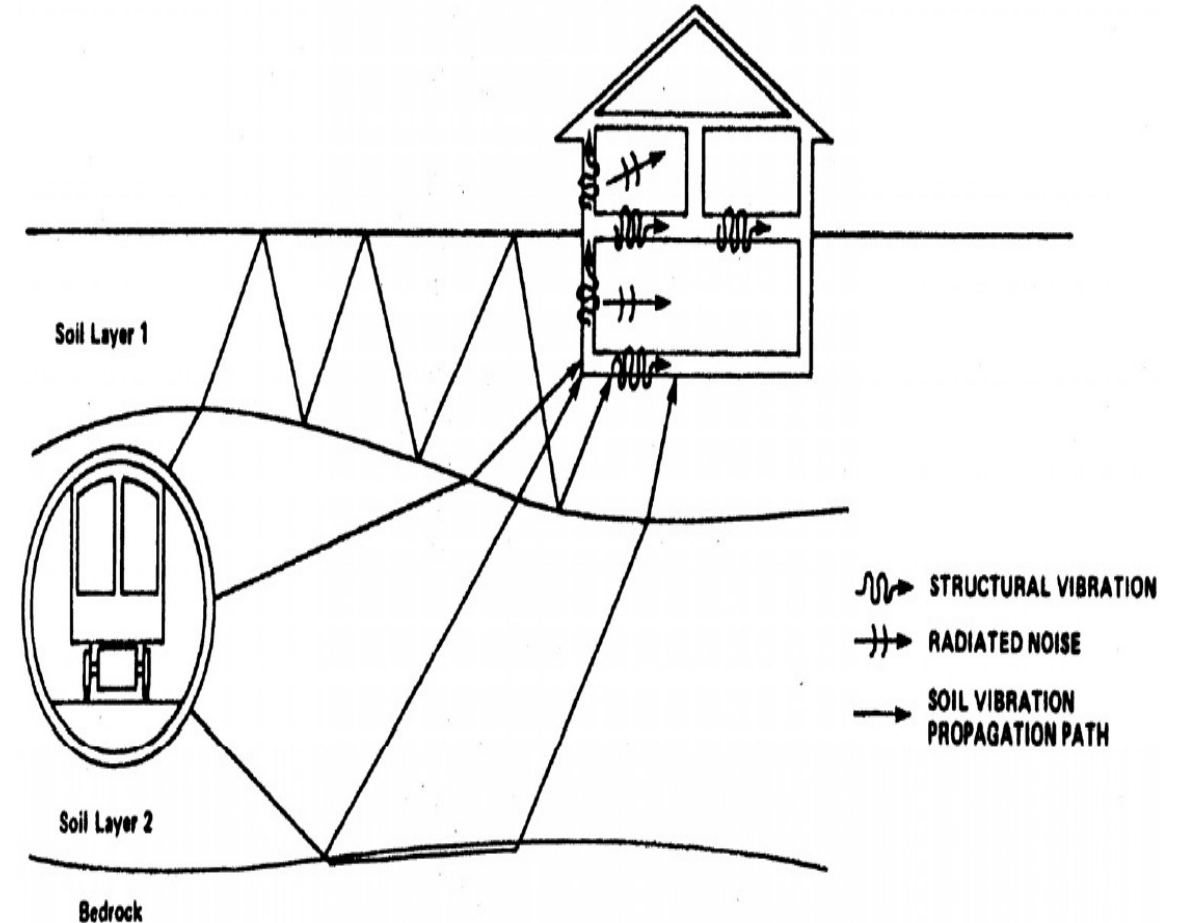
## Railroad settles in fiery derailment

Following a disastrous 2023 train derailment, Norfolk Southern will pay class action claims within a 20-mile radius of the accident and personal injury claims within a 10-mile radius.



# Known Health Risks of Neighborhood Tunneling: Train Tunnel-Induced Vibration

- Trains moving along underground railways cause rail and underlying track vibrations; Vibrations will radiate into the surrounding ground, i.e. rock, soil and structures, as ground-borne vibrations
- The vibrations will go thru the porous Torrey Sandstone cracks, fissures weakening the land
- Once the vibrations reach a home, they can either be felt by residents as “whole body vibrations,” or heard as constant “low-frequency rumble,” i.e. ground-borne noise.
- Freight Trains run night and day, disrupting sleep





# Known Property Impacts of SANDAG's Neighborhood Tunneling Options

## Property Impacts

- **Eminent domain taking of at least 30 homes\*** will be required at the Proposed North Portal alone in an 8-10 acre construction zone. High litigation risk against SANDAG.
- The Construction and Staging area required for SANDAG's Proposed North Portal will **restrict access into Del Mar and out of Solana Beach, cause traffic jams, restrict First Responders and Emergency Response**, and severely and negatively affect visitors, businesses and residents *for years*
- Ground Surface Settlement (GSS) induced by the Tunnel Boring Machines could cause **settling, sinkholes, cracked foundations and other structural damage to existing homes and businesses for decades. High litigation risk against SANDAG**
- **Increased number, frequency and vibration of passenger and freight trains under homes**

Table 3. 2035 Estimated Operational Passenger and Freight Train Details

Train Type	Total Trains Per Day	Daytime		Nighttime		Speed	Locomotives	Railcars
		Total	Trains/hour	Total	Trains/hour			
Amtrak Surfliner	36	30	2.0	6	0.7	110	1	7
BNSF Freight	11	4	0.3	7	0.8	60	5	118
Coaster	54	48	3.2	6	0.7	110	1	5

\*Source: Eminent domain numbers from SANDAG

# Negative Impact of Tunnel Boring Machines (TBMs) on Homes

- According to several research papers: The construction of tunnels may cause significant damage to surface structures and underground infrastructure
- The Degree of Ground Surface Settlement induced by TBMs is unpredictable; No reliable models
- Del Mar is made up of fragile Torrey Sandstone and has underground fissures, caves, sink holes, earthquake fault lines, water drainage, and erosion underground; we live in a very unstable environment, unsuitable for TBM excavation





# Tunnel Collapses Using TBM's – The Risk is Real





**The Safer, Environmentally Beneficial Route  
that Minimizes Negative Impacts to Health,  
Safety and Property**

**The Environmentally Safer Lagoon Tunnel  
I-5 Alignment**

# “Safety is the Department of Transportation’s Top Priority”

## *U.S. DOT: Steps Forward on Freight Rail Industry Safety & Accountability*

February 21, 2023

**“USDOT is committed to using the full range of our authority, as well as the funding available to us from the Bipartisan Infrastructure Law, to improve safety on our railroads.”**

**"Profit and expediency must never outweigh the safety of the American people,"** said U.S. Transportation Secretary Pete Buttigieg. **"We at USDOT are doing everything in our power to improve rail safety,** and we insist that the rail industry do the same – while inviting Congress to work with us to raise the bar."

# The Environmentally Safer Lagoon Tunnel I-5 Alignment

1. Create the South Portal at Pump Station 65 (near I-5 and I-805)
2. Route the tunnel north along the I-5 Corridor
3. The train can then curve under the Lagoon north west
4. The tunnel could be under the River at the South end of the Fairgrounds instead of taking many residences/businesses and traveling under hundreds more through Del Mar and San Diego
5. Construct the Fairgrounds Events Platform; It can be anywhere above the tunnel, on or near the Fairgrounds
6. Construct the North Portal in the existing Solana Beach Trench, south of the Solana Beach Train Station. Cover Trench with a 6+ Acre Park

*\*Fairgrounds management has expressed opposition to the tunnel under the Fairgrounds, due to risk of derailment or explosion and potential loss of life. Residents do not want the freight train under homes/businesses for the same reason. So, the tunnel and Event Platform would be located at the outer perimeter of the Fairgrounds along the south side of the river.*



# The Environmentally Safer Lagoon I-5 Tunnel Alignment -- Benefits

- No adverse health effects or risk of Hazmat Cargo accidents under homes/businesses or Fairgrounds
- No Eminent Domain (no Eminent Domain lawsuits, delays in construction, or increased costs)
- Preserves property tax revenue to the County (as no homes/businesses will be demolished or devalued)
- No Destructive Excavation at Jimmy Durante Blvd. & Camino Del Mar, just 2 blocks from Del Mar's town center, or to the Fairgrounds (keeps all access to the Fairgrounds open)
- Preserves Sales & TOT tax revenue (from fairgrounds, races, businesses, hotels, shops)
- Preserves the health and natural state of both the San Dieguito and Los Penasquitos Lagoons
- Northern access to town won't be destroyed (Essential to keep the Emergency route open)

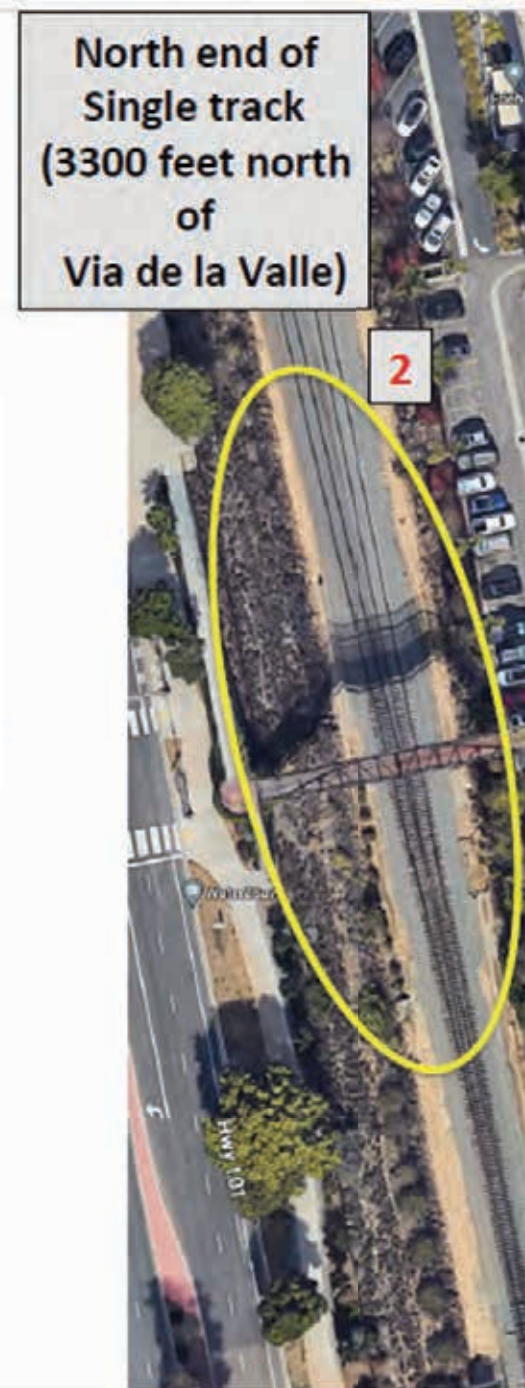


# Lagoon Tunnel I-5 Alignment

To meet freight's requirement of no more than 2% grade, the lowering of the tracks needs to go back to Lomas Santa Fe to have the train low enough to tunnel under the lagoon.



## Scenarios for Track Depth to Tunnel Under Lagoon to the I-5





# Lagoon Tunnel I-5 Alignment

SANDAG  
proposes 110  
mph through this  
segment, with 2X  
the number of  
Trains.

## Total Distance

1.30 mi  
(6860 ft)



- 1** Lomas Santa Fe
- 2** Start of single track
- 3** Via de la Valle
- 4** River bank

Total distance: 1.30 mi (2.09 km)

# Lets Compare Alignments....

## Summary of Alignments

### Environmental Lagoon I-5 Tunnel Alignment

Homes and Businesses taken by Eminent Domain	
Tunnel under Homes and Business	
Portals located next to Homes/Businesses	
Exhaust Ventilation Fans running 24/7 Located next to Homes/Businesses	
Freight Trains Carrying Toxic Chemicals /Ammunitions Under Homes/Businesses	
High Speed Passenger Trains Under Homes/Businesses	
Community Impact	
Environmentally Safer Alignment	X
Noise, Air Pollution Impact Homes/Businesses	
Vibration Impact to Homes/Businesses	
Enviromental Impact to Lagoon	
Impact to the Fairgrounds	
Event Platform for Fairgrounds	X
Speed	80mph
Lives at Risk due to Derailment/Hazmat Disaster	
Health Impacts to Residents, near Portals	
Litigation due to ROW & Eminent Domain	
Delays in Construction due to litigation	
Higher Costs to Project due to Delays	
Trestle Bridge Removal, open water flow to river	X
Portal, Tracks & Bridge Construction in the 100 year old Sea Rise, Floodplain	

### SANDAG's Crest Canyon High Speed & CDM Alignments

Homes and Businesses taken by Eminent Domain	X
Tunnel under Homes and Businesses	X
Portals located next to Homes/Businesses	X
Exhaust Ventilation Fans running 24/7 Located next to Homes/Businesses	X
Freight Trains Carrying Toxic Chemicals/Ammunitions Under Homes/Businesses	X
High Speed Passenger Trains Under Homes/Businesses	X
Community Impact	X
Environmentally Safer Alignment	
Noise, Air Pollution Impact Homes/Businesses	X
Vibration Impact to Homes/Businesses	X
Enviromental Impact to Lagoon	X
Impact to the Fairgrounds	X
Event Platform for Fairgrounds	X
Speed	110mph
Lives at Risk due to Derailment/Hazmat Disaster	X
Health Impacts to Residents, near Portals	X
Litigation due to ROW & Eminent Domain	X
Delays in Construction due to litigation	X
Higher costs to Project due to Delays	X
Trestle Bridge Removal, open water flow to river	
Portal, Tracks & Bridge Construction in the 100 year Sea Level Rise, Floodplain	X

# Pros for Solana Beach

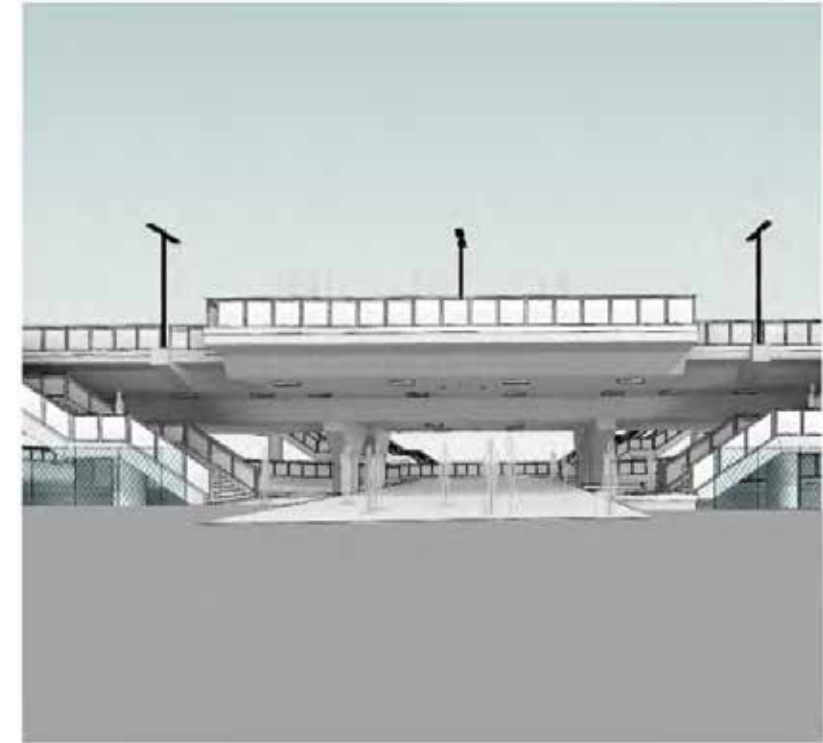
- Solana Beach currently has a gaping open trench which divides Beach side, East side Shopping District and homes. The City's downtown is cut in half, with limited ways to cross over. **We propose an accessible beautiful 6+ acre park/green space across the trench**, which will make the area more attractive than the open trench and connect residents of Solana Beach
- **SANDAG will be excavating, deepening and widening the trench to accommodate double tracking**, so the trench will be excavated no matter what
- The Lagoon/Tunnel I-5 alignment option will unite the two sides of SB and people from both sides of SB could then easily walk to Del Mar Dog Beach or Solana Beach
- Park increases activity, providing **health and wellness benefits**; Homes are within a more direct walking route to the beach
- Homes and businesses are by a park instead of a huge open unsightly trench with trains swooshing by every 7 minutes; Do Solana Beach residents know the trench will be deeper and wider?
- **Increased passenger and freight trains will lead to more noise, air pollution & vibration**; **The covered Trench with ventilation fans spaced along tunnel will help lessen the impact**





# Pros for Fairgrounds – We Understand The Fairgrounds does Not Want Business Interrupted

- Train will be underground (approx. 140 feet) before Via de la Valle, so no impact to Fairgrounds operations
- Event Platform can be located anywhere the tunnel goes near the Fairgrounds, even on the Southern perimeter so perhaps the public could use the station and it is more accessible to the public
- Trestle Bridge can be eliminated, creating wide open views from Fairgrounds to the ocean, and better water flow in the lagoon, instead of a bridge that is 9 feet higher and double the width with a high berm. The new bridge would require SANDAG to add Floodgates and Flood Walls to protect the bridge from sea level rise and prevent flooding. A tunnel would eliminate the bridge altogether
- Fairgrounds will not suffer from adverse environmental impacts including but not limited to; Hear or see the increased rail service. Noise ordinances for the Fairgrounds will not increase, due to train being underground, even though passenger trains will go from 44 to 101 per day. Freight trains will increase from 6 to 22 Source:[https:// www.keepsandiegomoving.com/Lossan- Group/lossan-del-mar-bluffs.aspx](https://www.keepsandiegomoving.com/Lossan-Group/lossan-del-mar-bluffs.aspx)
- Fairgrounds attendees will not be subjected to increased noise, vibration, green house gas emissions and air pollution floating eastward as the train will be in a tunnel underground
- As the tunnel will take a wide curve under the river, at the southern most section of the Fairgrounds, if there was a disaster, there would be limited to no destruction or loss of life for the Fairgrounds or Del Mar



## **IN SUMMARY:**

With the Lagoon Tunnel I-5 alignment, the train will have to slow *slightly* through Del Mar, to navigate the curve east to the I-5. If SANDAG can “trade-off” 84 seconds of travel time, the alignment can be built without having to take homes or businesses through eminent domain and can avoid the risks associated with routing a freight train under and through the Fairgrounds, Businesses and residential neighborhoods. This trade off will result in less risk of litigation, an earlier construction start date & accelerated construction schedule, meeting budget, and preservation of the San Dieguito and Los Penasquitos Lagoons.

**We look forward to working with FAIRGROUNDS AND SANDAG to achieve a Rail Realignment that will not just be acceptable, but beneficial, to ALL Stakeholders for a safer future.**

**We ask for your Support in Promoting Safer Trains through San Diego, as SANDAG readies their Notice of Preparation for Environmental Clearances.**



To: The San Diego Association of Governments

Submitted By: Coalition for Safer Trains, March 2024

Re: San Dieguito to Sorrento Valley Double Track, Del Mar Tunnels Alternatives

Date: March, 2024

## Lagoon Tunnel I-5 Alignment

This document is to serve as formal submission to SANDAG of a Description and Criteria for the Lagoon Tunnel/I-5 Alignment for consideration to include in the Notice of Preparation (NOP).

This alignment was developed with consideration for Environmental Impact, Community Impact as well as Rail Stakeholder Objectives, including higher speed and the 2% grade requirement. This alignment is capable of meeting SANDAG's higher speed goal, if the curve running east to the I-5 (as further described below), begins far enough north; this requires the tracks be lowered into a tunnel north of Via de la Valle. This alignment results in:

- Preservation & Restoration of both the San Dieguito and Los Peñasquitos Lagoons
- No Eminent Domain of Homes
- No Freight Into or Under Residential Neighborhoods or Businesses (Less Risk of HAZMAT, toxic chemicals, munitions)
- No Portal Sited Near Homes (No Environmental Pollution: noise, vibration, diesel fumes)
- No Tunnel Under Homes (No Environmental Pollution: noise, vibration; geo stability issues)
- Higher Speed Capability, potentially comparable to the Crest Canyon Higher Speed Alignment

## Alignment Description

The general approach to this conceptual alignment is a tunnel that starts north of Via de la Valle, proceeds underground, along the perimeter of the Fairgrounds with an underground Special Events Platform, curving east underneath the San Dieguito Lagoon to I-5, then proceeds to the south tunnel portal near Pump Station 65 east of the Los Peñasquitos Lagoon. Note that this southern segment follows SANDAG's current I-5 Alignment option.

The Lagoon/I-5 conceptual alignment would begin with a downward slope in the existing trench between Lomas Santa Fe Drive and CP Valley, near Dahlia Drive. SANDAG engineers have stated that 7,000 linear feet are needed to achieve sufficient depth to tunnel underneath the San Dieguito River. Thus, the downward slope would start at a point between Lomas Santa Fe and Dahlia Drive. If more distance is required, the downward slope could start at 100-200 feet north of Lomas Santa Fe Drive. At a point near Dahlia Dr., the tracks will be deep enough to cover the trench (>40 feet depth = 800 linear feet at 2% slope). THIS WILL BE THE EFFECTIVE START OF THE TUNNEL. At a point between Via de la Valle and the north bank of the river, the tracks will be deep enough to bore horizontally. The bored tunnel segment would extend from this point to the I-5. The conceptual alignment would proceed under I-5. A cut-and-cover box section and a U-structure would then transition the tunnel to a bridge section over Carmel Valley Road. The railway would continue south on two single track bridge structures until it transitions to a berm section before reaching existing Bridge 247.7, which would be replaced with two single track bridges. The conceptual alignment then continues south on berm to the project limits. This section of the alignment is essentially the same as SANDAG's current proposed I-5 alignment.

## Key Alignment Features

- The conceptual alignment across the Los Peñasquitos Lagoon would provide clearance above the 100-year water surface elevation plus an additional 7.1 feet of sea level rise.
- The existing berm within the Los Peñasquitos Lagoon would be removed and the future (or any) bridge across the San Dieguito River would be eliminated, allowing for environmental impact mitigation at both lagoons.
- The turnout at CP Torrey would be removed, and the tracks would tie-in into the double tracked alignment near MP 248.25.
- The 33-foot diameter tunnels with 70-foot track centers would be constructed to accommodate the railway with emergency walkways on both sides of each track. Cross passages would be constructed every 800 feet between the two running tunnels to allow for evacuation into the non-event tunnel in case of an emergency.
- The conceptual alignment results in a length similar to the existing alignment along the Del Mar Bluffs.
- The conceptual alignment would be on aerial structure over Carmel Valley Road.
- The south portal would be located on an undeveloped parcel with an open space easement. A Caltrans Encroachment Permit may be needed.
- Subsurface easements would not be required for the tunnel, as it is not routed underneath private residences.
- The Special Events Platform at the Fairgrounds would be located underground anywhere along the route of the tunnel.
- The segment of the trench between Dahlia Drive and Via de la Valle could be covered to create a green recreational space.
- Ventilation structures would be built along the route of the tunnel, not just at the portals.

## Proposed Operations

Maximum speeds for the Lagoon Tunnel I-5 Alignment have yet to be determined. Because the train is underground at a sufficient depth to pass under the lagoon, the tunnel can be constructed with flatter curves, which will accommodate higher speeds.

While a universal crossover is not required for operations, placing a universal crossover between future CP Valley and existing CP Rose should be evaluated further. It is noted that CP Sorrento is designed to accommodate a second crossover, reducing future design and construction efforts if selected.

## Travel Time Analysis

The Lagoon Tunnel I-5 Alignment run times between Solana Beach and Sorrento Valley Stations will be faster than the current alignment on the bluffs, as it is straighter and will be double tracked. The speed for this alignment could be comparable to SANDAG's Crest Canyon Higher Speed Alignment, as the curves can be flattened substantially due to the tracks being in a tunnel.

# Lagoon Tunnel I-5 Alignment Evaluation

Pros	Cons
Minimizes impacts to both lagoons, preserving the health and natural state of the San Dieguito and Los Penasquitos Lagoons	
ROW costs may be lower due to routing through public spaces instead of through residential/business zones	Capital costs are higher than CDM and CCHS
Eliminates at-grade crossing at Coast Boulevard. Could be significant time savings	
Minimizes potential ROW impacts at the north and south portals	May be more challenging to connect to a future branch line to Sorrento Mesa
No significant difference in operations and maintenance requirements in the tunnel compared with other alternatives	Would require rework of trench to lower the tracks deep enough to tunnel under the river
Eliminates need for Eminent Domain of homes / businesses at the north portal	
Fewer impacts on residential properties/businesses in the location of the proposed north portal	
Property interests outside of the existing railroad ROW would not be required, including underground easements	
Reduced risk of catastrophic event; Routes hazardous materials and toxic chemicals away from neighborhoods	
Reduced risk of hazardous pollution in residential neighborhoods, including noise, vibration and toxic diesel fumes	
Reduced risk of geological stability issues if not tunneling under populated areas	
Exhaust venting structures can be located along the route, not just at the portals	
Potential to gain 5+ acres of recreational space in Solana Beach	
Ocean view is restored to Fairgrounds with elimination of the bridge	
Special Events Platform can be placed at any location along the tunnel route, offering flexibility and freeing up surface space for the Fairgrounds.	
Would not impact Fairgrounds operations	
Does not require reconstruction of Jimmy Durante Boulevard as tunnel crosses under roadway	
Less risk of litigation due to eminent domain and environmental lawsuits	
Less risk of construction delays due to litigation	

# Lagoon Tunnel I-5 Alignment

San Diego to Sorrento Valley Double Track  
Del Mar Tunnels Alternative Submitted by  
Coalition for Safer Trains; April 2024



- MAPS:
- I-5 Alignment
- Bridge
- Grade
- Tunnel
- I-5 Structure Cut & Cover
- Existing Crossing (if not removed)
- Site Plant Marker
- Existing LGS&N Conkko Track Alignment
- Municipal Boundary

DISCLAIMER: This document is being issued on the basis of the information provided to us by the applicant. It is not intended to constitute a contract or any other legal instrument. It is not intended to be used as a basis for any legal action. It is not intended to be used as a basis for any legal action. It is not intended to be used as a basis for any legal action.



Compared to the current I-5 Alignment, Lagoon Tunnel I-5 Alignment features a flatter curve heading east to the I-5, enabling higher speed.





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SENATOR.BLAKESPEAR@SENATE.CA.GOV  
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# California State Senate

SENATOR  
**CATHERINE BLAKESPEAR**  
THIRTY-EIGHTH SENATE DISTRICT



STANDING COMMITTEES  
ELECTIONS AND CONSTITUTIONAL  
AMENDMENTS  
CHAIR  
BUDGET AND FISCAL REVIEW  
HOUSING  
HUMAN SERVICES  
TRANSPORTATION  
SUBCOMMITTEES  
LOSSAN RAIL CORRIDOR RESILIENCY  
CHAIR  
BUDGET SUBCOMMITTEE #2:  
RESOURCES, ENVIRONMENTAL PROTECTION  
AND ENERGY  
JOINT COMMITTEES  
CLIMATE CHANGE POLICIES  
FAIRS ALLOCATION & CLASSIFICATION

April 4, 2024

Coleen Clementson, Interim Chief Executive Officer  
San Diego Association of Governments  
401 B Street, Suite 800  
San Diego, CA 92101

Dear Interim Chief Executive Officer Clementson:

Thank you for your continued commitment to protecting the coastline and planning for transportation services on behalf of the millions of local residents who call San Diego County home. The 60 miles of the LOSSAN rail corridor in the county are an essential part of the multi-modal transportation system that moves people and goods across the region.

I appreciate SANDAG's early and frequent engagement with the many stakeholders that have an interest in the coastal rail corridor and projects in Del Mar, including the City and local residents. The realignment project reflects the need for our collective action to address coastal resiliency and sea-level rise challenges. I also appreciate your public statements affirming SANDAG's commitment to study a project that considers a range of alternatives, minimizes impacts to the greatest extent possible, and ensures the viability of safe rail services. We know the importance of relying on the best available science, data, and thorough analysis as this important project moves forward.

I look forward to staying engaged in the months ahead. Thank you for your role in leading SANDAG throughout this process.

Sincerely,

A handwritten signature in black ink, appearing to read "Catherine Blakespear".

**SENATOR CATHERINE BLAKESPEAR**  
SENATE DISTRICT 38

## SDLRR Project NOP questions from the Coalition for Safer Trains

Angelina Neglia [REDACTED]

Mon 6/17/2024 9:19 AM

To:LOSSANcorridor <lossan.corridor@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

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Attachments available until Jul 17, 2024

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Dear SANDAG Project Team,

Please find the questions/comments from the Coalition for Safer Trains in response to your NOP. We are also attaching our Overview Presentation and our Alignment Overview to provide more information. Please, confirm you received our documents.

Kind Regards,

[Click to Download](#)

NOP Questions for SANDAG V2.pdf  
23.8 MB

[Click to Download](#)

Coalition for Safer Trains April 22 2024.pdf  
12.1 MB

[Click to Download](#)

Lagoon Tunnel I-5 Alignment.pdf  
436 KB

Angelina  
Coalition for Safer Trains  
<https://safertrain.org>

Angelina Neglia  
Healthcare/Educational Advocate



CALTASH 2024 Recipient, Advocating for People with Disabilities  
2024 Nominee, Senator Blakespear's "Women Who Inspire" in our community



<https://safertrain.org/>

Questions for SANDAG NOP Scoping Meeting  
LOSSAN Rail Alignment Project  
June 18<sup>th</sup>, 2024

Submitted by, "The Coalition for Safer Trains"

Dear SANDAG LOSSAN Project Team,

On behalf of the Coalition for Safer Trains, we are submitting these questions to the SANDAG LOSSAN Project Team to respond to, based on the Notice of Preparation (NOP). We are writing to support and endorse the SANDAG Option A Alternative which is the I-5 route.

We understand SANDAG will review the short list of three rail alignments and now proceed to the Environmental Impact Report and Studies for each route. This Coalition letter asks questions pertaining to all three Rail/Tunnel Alternatives A, B and C. We appreciate all the efforts and controlled steps SANDAG is going through to arrive at the safest best alternative for all parties; including citizens of the community, and rail stakeholders.

We expect to see specific areas of the Tunnel analysis which include, but not limited to: cultural and historic resources, geology and soil settling, seismic hazards, construction impacts, air quality, health risks/assessment, traffic, water quality and usage, and cumulative impacts. We also would like to see adequate consideration of the potential for Tunnel Boring Machines (TBM) failures, and the resulting impacts.

First, the construction and operation of the tunnel project will compromise air quality and pose significant health risks for the communities in the vicinities of the north and

south portals. The EIR needs to also address construction emissions, and use the correct significant thresholds, and offer mitigation measures to reduce significant impacts to the extent feasible.

Second, the tunnel project will raise significant geotechnical issues. Boring a tunnel of this magnitude has never been accomplished successfully in Torrey Sandstone under a densely populated residential town. This could cause a variety of unintended consequences such as dangerous sinkholes, destruction of underground infrastructure and vibration damage to vulnerable and historic structures. Also, it should be noted is the fact that the tunnel will cross a known active earthquake fault, exposing the community to the risk of major earthquake damage.

Third, a tunnel project would create significant traffic impacts. Boring the tunnel from the South Portal through and under the entire length of the City of Del Mar going north to where the Cut and Cover tunnel and North Portal will be constructed at Jimmy Durante/El Camino Real. This will require the removal of literally millions of tons of rock and dirt, some of which may be contaminated, which will require many hundreds of thousands of construction haul truck trips that could significantly disrupt the vital northern access to Del Mar. Further, if one of the twin boring machines breaks down, (a likely event given the porous and unusual topography in the Del Mar hill), the emergency staging areas and rescue equipment will jeopardize normal traffic flow and access into and out of Del Mar.

Del Mar attracts residents and upwards of two million visitors annually from all over the world, who come to enjoy the beautiful dog-friendly beaches, hiking trails, scenic views and the many shops and dining opportunities located within the Del Mar village. Del Mar attracts tourists and residents to the Power House Concerts, Farmers Market and Summer Solstice Events during the summer. All of these community attractions provided by Del Mar will be disrupted or canceled due to the northern access being either closed or greatly diminished and the huge construction staging areas. The lives of the residents, and tourists to Del Mar will be negatively impacted for a decade, because of the increased traffic and gridlock conditions created by the construction of the North Portal. Using highway 101 for a decade is not a suitable possibility.

On a typical day, thousands of cars utilize Jimmy Durante and El Camino Real to access Del Mar to conduct commerce, go to the beach, and many residents live where the North Portal is being proposed for Options B and C. As a responsible



Coalition for our community, we must express our serious concern with the North Portal location and tunnel under the entire length of Del Mar. It should be noted if Options B and C are chosen, SANDAG has stated they will take 8-10 acres of land (to demolish and build a Cut and Cover Tunnel and Portal), at the intersection of Camino Del Mar & Jimmy Durante and take approximately 30 homes by eminent domain. The north access of Del Mar will be greatly disrupted or closed for approximately a decade during construction. This is disproportionate destruction of a town of 4,000 residents. Also, numerous studies have shown anyone living near a portal or tunnel are especially vulnerable to health risks from air pollution – including cancer and reproductive system damage. We are worried that the tunnel alternative Options B and C – both during construction and operation – will harm the health and well-being of the community and residents nearby.

In light of the potential for these significant problems, the Coalition for Safer Trains is highly concerned, and hopes the EIR will adequately disclose the analyzes for all reasonably foreseeable environmental impacts from the proposed Project alternatives, especially the tunnel. We ask SANDAG, to conduct a comprehensive and independent financial feasibility study thorough and accurate investigation of potential environmental impacts to the community and other possible less invasive transportation options. We also ask SANDAG to fund an INDEPENDENT Consultant, that the Del Mar City Council chooses, to oversee the SANDAG EIR study. We know the City of Del Mar and CEO Coleen Clementson have already discussed this and she agreed. Thank you!

Kind Regards,

Angelina Neglia  
Coalition for Safer Trains

NOP Questions:

**Hazardous Cargo/Freight Trains:**

**Background:** Given East Palestine, Ohio is 3.15 sq miles, almost 5,000 residents. 1,500 to 2,000 residents were evacuated. Norfolk Southern is paying a class action claim of \$600M within a 20-mile radius of the accident and person injury claims within a 10-mile radius. In comparison, Del Mar is 1.77 sq. miles and has 4,000 residents. Solana Beach has 14,000 residents.

**Question 1:** What are the worst-case scenarios have you studied regarding accidents involving dangerous and hazardous materials for any tunnel option under the City of Del Mar, San Diego, Fairgrounds and Solana Beach? If you have not, why not?

**Question 2:** If there is a freight train accident, explosion, toxic spill, derailment, or fire in the tunnel under the City of Del Mar, how will the community not be destroyed?

**Question 3:** What will be the disproportionate destruction on human, economic, and financial impact to the City of Del Mar if Options B or C are chosen?

**Question 4:** Why do the residents and businesses located above or near a tunnel, with trains carrying hazardous materials/weapons have no say to regulate, or the power to question BNSF, SANDAG, NTCDC regarding the risk to the community, and impact if an accident happens?

### **Railroad settles in fiery derailment**

Following a disastrous 2023 train derailment, Norfolk Southern will pay class action claims within a 20-mile radius of the accident and personal injury claims within a 10-mile radius.



**Question: 5:** As BNSF is obligated to carry any freight, including nuclear weapons, ammunitions, toxic chemicals etc., what are the provisions to protect the City of Del Mar, San Diego, Solana Beach and the Fairgrounds? Does the public have a say to control what is transported on freight trains under densely populated residential areas? If no, why not?

**Background 6:** Given SANDAG has stated the typical freight train will have at least 118 freight rail cars, and 5 locomotives. The typical freight train averages between 6,900 feet to 9,247 feet. If the train is 9,247 feet long, that is equivalent to 1.7 miles. That is longer than the City of Del Mar.

**Question 7:** If that freight train derails, explodes etc., how will SANDAG protect the City of Del Mar? Please explain this risk and resolution for all three alignment options.

**Question 8:** How long are current freight trains running on the bluffs?

**Question 9:** How long will the freight trains be once the tunnel is built?

**Question 10:** How will SANDAG obtain sensitive input from the military about their transportation forecasts for the next 20-30-50 years, especially during wartime?

**Question 11:** Please provide freight train tunnel examples under densely populated residential communities carrying hazardous freight and high-speed passenger trains.

**Question 12:** If the San Clemente rail problem or alignment is not solved, why would SANDAG and other government agencies spend the money to build this tunnel prior to that happening? Even though Senator Blakespear has created a Sub Committee with each rail agency involved we have not seen these rail agencies actively working together on one cohesive transportation plan. We ask how are the rail agencies in Southern California working together to create one cohesive transit system across the 351 miles of LOSSAN Corridor? If so, please provide the cohesive transit plan. If San Clemente rail alignment isn't solved, spending \$4-5 Billion in Del Mar, seems premature. Please explain?

**Question 13:** What is SANDAG's response to resident's who suffer documented medical illnesses from living next to a Portal and freight trains?

**Question 14:** How will SANDAG prevent these documented illnesses, or provide medical payments into the future? If SANDAG disclaims responsibility, then who will be responsible?

**Question 15:** Please explain BNSF's role in this project in terms of carrying hazardous materials, chemicals and weapons through and under a densely populated town? How will BNSF and SANDAG ensure there will NEVER be an explosion, derailment, or fire in the tunnel?

**Question 16:** Will BNSF, SANDAG and NTCB be liable for any of these accidents? If so, what is the recourse for residents and business that could be destroyed?

### **Vibration Dampening:**

**Question 1:** For any tunnels under private properties and businesses, does SANDAG anticipate installing state-of-the-art vibration dampening technology, such as the Springed System installed for the tracks that were built under the London opera house on the newly-constructed Elizabethan Line? (SANDAG's report states that somewhere between 2,200 and 2,800 residences will be severely impacted by vibration from a freight train.) If this dampening process has not yet been considered, why not, and when in your planning process will this happen?

**Question 2:** How will SANDAG respond to any damage from both high-speed passenger and freight trains ground borne vibration, during construction, and after construction spanning years? This involves TBM damage, cracked slabs, fissures, sinkage, water diverted drainage because of the tunnel, and land movement in the porous Torrey sandstone? What assurances from SANDAG will protect the residences through mitigation and/or indemnity?

**Question 3:** How will SANDAG compensate residents who suffer any documented medical illnesses from living with ground borne vibration not only going through the resident's home but also experienced going through the resident's body? What will be the process, and how will they be compensated now and into the future?

**Background:** As per SANDAG website under FAQ's - "Will the tunnel cause vibrations, noise or damage to residents?" SANDAG states. "During the environmental phase, we will study the potential impact of construction and train traffic on residents. A team of our experts will evaluate noise and vibration reduction methods that will work best in this specific situation. Our Goal is to deliver a solution that minimizes vibration and noise."

**Question 4:** Given the tunnel and portals are not built, please confirm how will SANDAG measure impulse/noise, frequency and impact; with a Sound Level Meter (SLM) or (ISLM) or Dosimeter? How will your team of experts evaluate the noise and vibration impacts for a train horn, wheels screeching, locomotive noise, whooshing sound of the train going into the tunnel portal, high speed passenger and freight train noise and vibration?

**Question 5:** Is SANDAG going to manufacture the noise and vibration for the purpose of testing this? This type of testing is not real and is not representative of long-term noise and vibration impacts to residents, ground/soil/topography, homes, and businesses. Our coalition is requesting an independent noise and vibration expert analysis to address this issue. Please respond.

### **Noise Impacts:**

**Question 1:** How will SANDAG dampen noise emanating from the trains, portal and tunnel impacting residences and businesses for each alignment option?

**Question 2:** How extensive will noise disruption be in terms of distance from construction to affected residences and businesses?

**Background:** SANDAG has documented in your reports that with the Camino Del Mar Alignment, the Moderate Noise Impacts will be 103 houses, and Severe Noise Impacts will be 2,724 households. With the Crest Canyon Alignment Option, the Moderate Noise Impacts will be 112 homes, and Severe Noise Impacts will be 2,280 households.

**Question 1:** Please provide the Noise Impacts for all Alignment Options, and how you arrived at the results.

**Question 3:** Please tell us how SANDAG will address these environmental noise impacts for residents and businesses for all three Alignment Options.



**Question 4:** Please show the analysis of how SANDAG recorded Noise levels (given there is no tunnel or portal built), and how they compare with The City of Del Mar's, the Del Mar Fairground's Noise Ordinances. Please supply for all three Alignment Options.

**Question 5:** Please state the noise level from exhaust fans running 24/7 and how they will impact homes?

**Question 6:** Please supply a life size mock-up of each ventilation building, with specifications, at each proposed Portal site for the public.

**Question 7:** For Alignment A, where the tunnel opening would be in the base of the newly excavated trench to accommodate the double tracking, please confirm how far north this can be located, and based on the 2% grade how deep the tunnel will be underground before it hits Via de la Valle Road?

**Background:** For Alignment A, the SANDAG NOP document shows a Cut and Cover Tunnel in the north west section of the Fairgrounds. Option A from the "Coalition for Safer Trains" didn't propose a Cut and Cover Tunnel at this location.

**Question 8:** Please explain why this was put into the "Coalition for Safter Trains" Option A Alignment? We were proposing a TBM down in the already excavated trench/tunnel, then underground all the way to the I-5 transportation corridor.

**Question 9:** For Alignment A please explain where the staging area will be? Could it be located in the Solana Beach Train Station parking lot?

## **Engineering:**

**Question 1:** What does SANDAG anticipate with regards to geotechnical impacts such as long-term settling, water drainage, impact of earthquakes, sea-level rise, composition of soils, settlement of the tunnel for each alignment option?

**Question 2:** What are the long-term impacts of a double bore versus a single bore tunnel system for each alignment?

**Question 3:** What will the impact be to the San Dieguito river-hydrology, and will it compromise the ability of Del Mar to build a Living Levee System to protect from flooding?

**Question 4:** What are the incremental costs of double tracking in Solana Beach versus Option A tunnel approach?

**Question 5:** What are the incremental costs for construction of Options B and C to build tracks, trestle bridge, portal and tunnel in the floodplain and 100-year-old sea level rise areas?

**Question 5:** What are the incremental construction costs to the I-5 tunnel alignment?

## **Portals:**

**Question 1:** Can SANDAG create a life size model of the North Portal Option for Options B and C located at Jimmy Durante/Camino Del Mar location? This could be drones mass, plastic sheet, to scale model, story poles, etc. to show exact dimensions and mass.

**Question 2:** Please provide exact addresses of residential property and commercial property that is expected to be taken by eminent domain for each portal option north and south.

**Question 3:** Please provide exact addresses of residential and commercial property that will be within 500 feet (near, or above) of the Portal and Tunnel for all Options.

**Question 4:** For Options B and C, SANDAG provided Cut and Cover Specifications illustrating that the tunnel will be 25-35 feet below homes located at Luzon Ave, and at Jimmy Durante and Camino Del Mar North portal location. Please confirm exactly which residences and businesses will be affected with each alignment utilizing this North Portal. (Options B and C).

**Background:** We understand with Options B and C, that when demolishing the 8-10 acres of land and taking approximately 30 homes by eminent domain to build the Cut and Cover Tunnel, and North Portal at Camino Del Mar and

Jimmy Durante that when SANDAG rebuilds this area, you will build a 70-100-foot berm and raise the roads.

**Question 5:** Please confirm this information, and the affect it will have to residences on Jimmy Durante/Camino Del Mar that are left after construction? Will these residents be looking at a 70-100-foot berm?

**Question 6:** Will other homes lose their views? Please address for all alignment options.

**Background:** Please explain the Portal/Tunnel opening in Option A I-5 Alignment in the Solana Beach Trench, which will be further excavated to accommodate double tracking.

**Question 7:** Is this construction to lower the train at 2% grade in the trench considered a Portal, Cut and Cover Construction or Tunnel opening?

**Question 8:** For Option A, please explain why SANDAG included a Cut and Cover Tunnel, at the Northern end, as the Coalition for Safer Trains proposed alignment option **did not** include this method of construction? Why?

**Question 9:** If a Cut and Cover tunnel option was constructed for Option A, how far south would the tunnel be excavated?

**Question 10:** What would be the impact to the Fairgrounds for Option A?

**Questions 11:** Where would the staging area be for Option A?

**Question 12:** In Options B and C, it looks like the North Portal has not moved from where originally proposed. Did SANDAG consider moving the North Portal further North (but still south of the river), such as to minimize portal impacts on homes and businesses? If not, why? Why not?

**Question 13:** Please illustrate with Option A, where the tunnel/portal opening can be located just south of the Solana Beach Train station, and with a 2% grade (to support freight), the tunnel/train can potential be approximately 135 feet underground before it hits Via de La Valle.

**Question 14:** Please explain with Option A the ventilation options for the tunnel inside the trench. We have read in SANDAG documents, that you can have a large ventilation building housing exhaust fans running 24/7, or you could also have ventilation shafts at intervals along with tunnel path. Please illustrate and explain each ventilation option.

**Question 15:** What depth does the tunnel need to be for no impact from noise and vibration?

**Question 16:** Please explain the ventilation plans for Options B and C with a tunnel running under the entire length of Del Mar.

**Question 17:** Ventilation System – How long will it run per day and what noise decibel will it be?

**Question 18:** Please provide examples of other Parks (similar to what the “Coalition for Safer Trains” has included in the Alignment A Option), that have been built over covered trenches such as the one built over train/trench/tunnel in Reno Nevada?





n 2016: The Reno Transportation Rail Access Corridor (ReTRAC) is seen from the top.

**Question 19:** The SANDAG engineers are stating that grading the south Solana Beach trench downward is feasible. If any Amtrak platform changes are needed, could this involve simply shifting the loading area northward by about 150 feet?

**Eminent Domain:**

1. Please provide exact addresses for residences and businesses that will be taken by eminent domain for all 3 Options?
2. Explain the process for Federal versus State Eminent Domain process. Please explain details for residences, businesses and timeline?
3. What is SANDAG, BNSF, NTCDD doing about declining property values for residents now and (already documented by Realtor's, and property owners), during the two-year dark period of EIR study, as they now need to disclose that a tunnel might be going under their homes and Del Mar?
4. What will SANDAG, BNSF, NTCDD do regarding residences that are left near a Portal or Tunnel that are unlivable due to vibration, and noise and other settling damage? Please explain in detail for all alignment options.

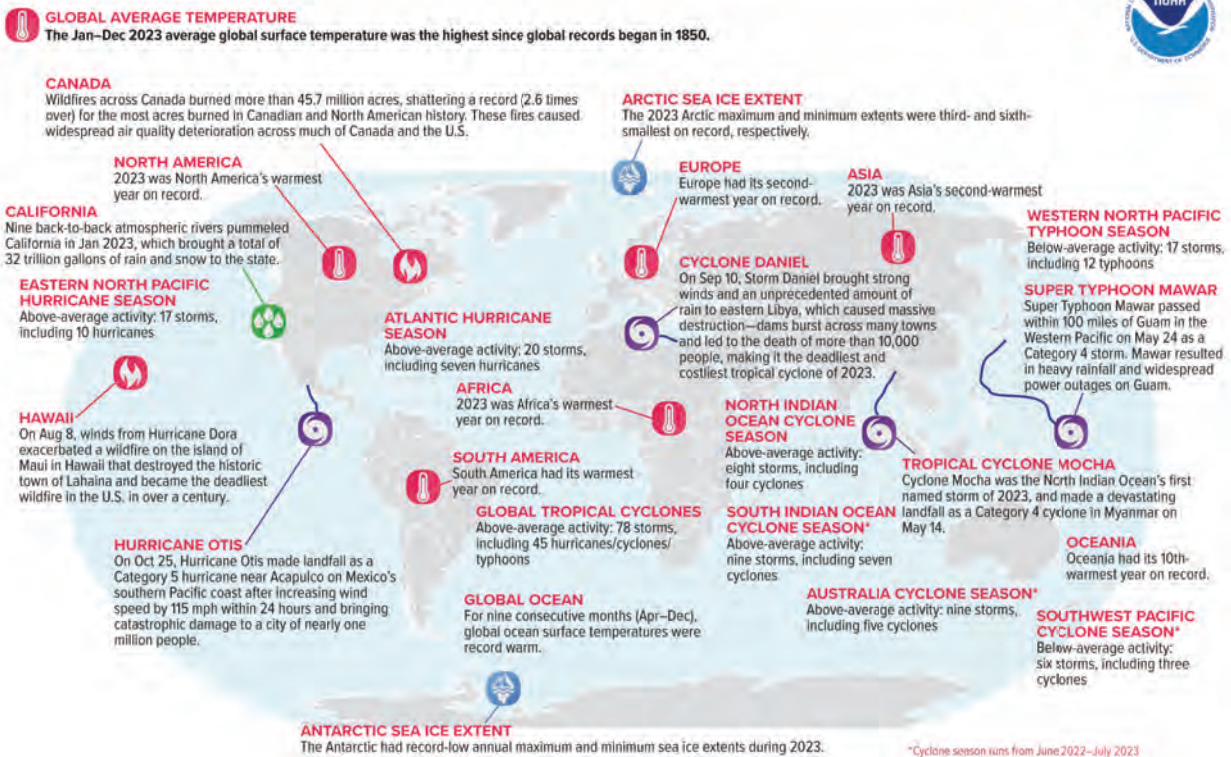


## Environmental/Community Impacts:

### Facts:

- Antarctic sea ice coverage hit record low in 2023
- 2023 was the planet's warmest year on record, according to an analysis by scientists from NOAA.
- The 10 warmest years since 1850 have all occurred in the past decade.
- Global temperature for 2023 exceeded the pre-industrial (1850-1900) average by 2.43 degrees F (1.35 degrees C).
- 
- NOAA states looking ahead, there is a one in three chance that 2024 will be warmer than 2023 and a 99% chance that 2024 will rank among the top five warmest years.
- Global ocean heat content set a new record in 2023.
- Polar sea ice was scant in 2023

## Selected Significant Climate Anomalies and Events: Annual 2023



[Please note] Material provided in this map was compiled from NOAA's State of the Climate Reports. For more information please visit: <https://www.ncei.noaa.gov/access/monitoring/monthly-report/global/>

**Background:** Noise and vibration impact is high for people who live above or within one-third of a mile of the train.

**Question 1:** How will SANDAG address this for each option?

**Question 2:** If Option A is chosen what happens to the money that has already been funded for the Trestle bridge? Can it be used towards the Option A budget?

**Question 3:** With Options B and C, the tracks, bridge and Portal are located in the 100-year sea level rise, flood plain. Extra construction will be needed for flood walls, flood gates, higher bridge, berms, levees etc. Please document the extra construction costs for this.

**Question 4:** With the huge price tag of this Project, and the 100 to 150-year life time of this infrastructure, why propose building this Project in a flood plain with the documented sea level rise and erosion? Please respond.

Nantucket Coastline 2003 and now:



\_\_NANTUCKET COASTLINE, 2003. CLIFF-HANGERS\_\_ Houses on Baxter Road, on Nantucket, in 2003., Left, by Jim Powers\*/The Inquirer and Mirror\*; right, by George Riethof.



## Malibu Coastline 40 Years Ago



\_\_MALIBU COASTLINE, 1972. HOME TO THE STARFISH\_\_ Malibu's Broad Beach some 40 years ago, when it was 65 feet, © 2002-2013 Kenneth & Gabrielle Adelman, California Coastal Records Project, [www.Californiacoastline.org](http://www.Californiacoastline.org).

Malibu Coastline 2013



\_\_MALIBU COASTLINE, 2013. HOME TO THE STARFISH\_\_ Broad Beach today. Steven Spielberg, Dustin Hoffman, and Danny DeVito, among others, have homes there., Photograph by Mark Holtzman.

**Question 3:** We ask SANDAG to show the exact residences and businesses that will be impacted by both noise and vibration for each alignment option.  
**Background:** Even non-hazardous freight posed a threat to local air quality. Diesel engines emit nitrogen, oxides, particulate matter and other pollution know to contribute to; increased Respiratory illnesses, Cardiac Illnesses, Asthma, Sleep Disruption, Anxiety, shortened life span of 15 years (documented in medical literature). Medical literature states living near a portal or tunnel, the Cancer risk is 500-3,000 chance per million.

**Question 4:** We ask SANDAG to address how they will handle medical illnesses and medical costs for the residents now and into the future?

**Question 5:** When will SANDAG, Coaster, Amtrak, BNSF, and NCTD migrate to cleaner/green locomotives?

**Question 6:** Will the construction start from the South heading north to lessen staging required during construction on the north end for Options B and C? Please explain.

**Question 7:** With the hi-speed passenger trains going from 44 to 90 per day and mandated to do 110MPH, and freight trains going from 6 to 11 per day, how is SANDAG going to handle the noise, vibration, and vastly increased pollution for all three alignments??

**Question 8:** Who mandated the high-speed passenger trains go 110MPH under a densely populated residential area? "The Coalition for Safer Trains" have documented many areas in the LOSSAN Corridor that are double tracked, flatten curves, and the passenger trains are going way slower.

**Table 3. 2035 Estimated Operational Passenger and Freight Train Details**

Train Type	Total Trains Per Day	Daytime		Nighttime		Speed	Locomotives	Railcars
		Total	Trains/hour	Total	Trains/hour			
Amtrak Surfliner	36	30	2.0	6	0.7	110	1	7
BNSF Freight	11	4	0.3	7	0.8	60	5	118
Coaster	54	48	3.2	6	0.7	110	1	5

**Background:** According to several research papers, the construction of tunnels using TBM's may cause significant damage to surface structures and underground infrastructure which can continue for years.

**Question 9:** How is SANDAG going to address any cliff failures, fissures, caves, diverted drainage, underground erosion, sink holes, or home destruction/damage during and after construction, while using either the single or twin TBM machines coming from the South Portal to the North Portal under the entire length of Del Mar? Please address this for all alignment options.



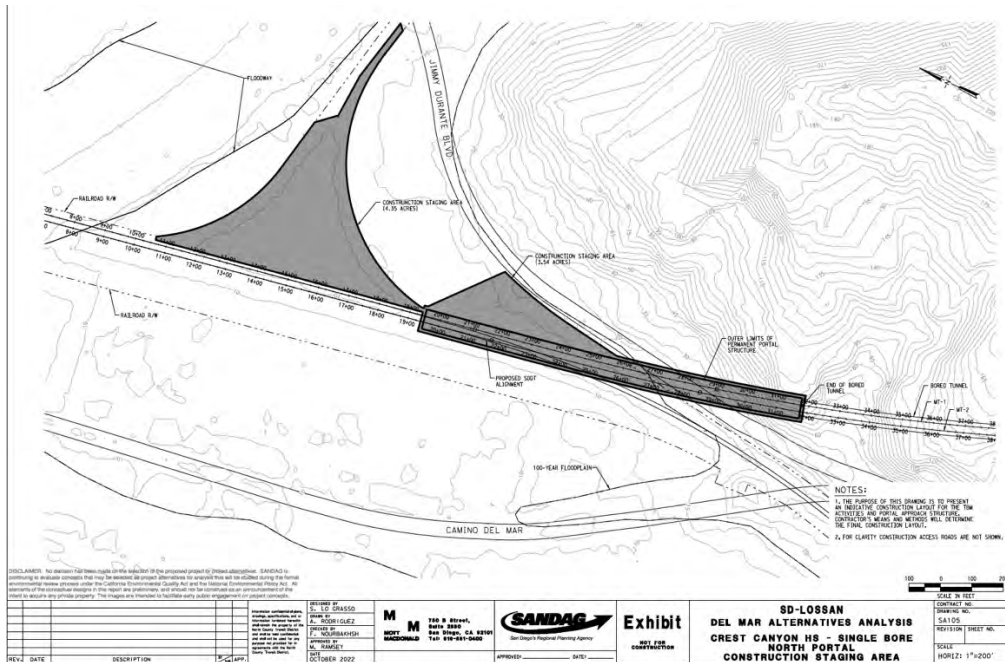


**Question 10:** How much land is SANDAG going to demolish for the North Portal at Camino Del Mar, and Jimmy Durante to build the Cut and Cover Tunnel and staging area?

**Background:** SANDAG, has conveyed to us, and provided design drawings showing SANDAG needs 8-10 acres of land.

**Question 11:** Please provide the exact topographic drawing illustrating this for Options B and C North Portal.

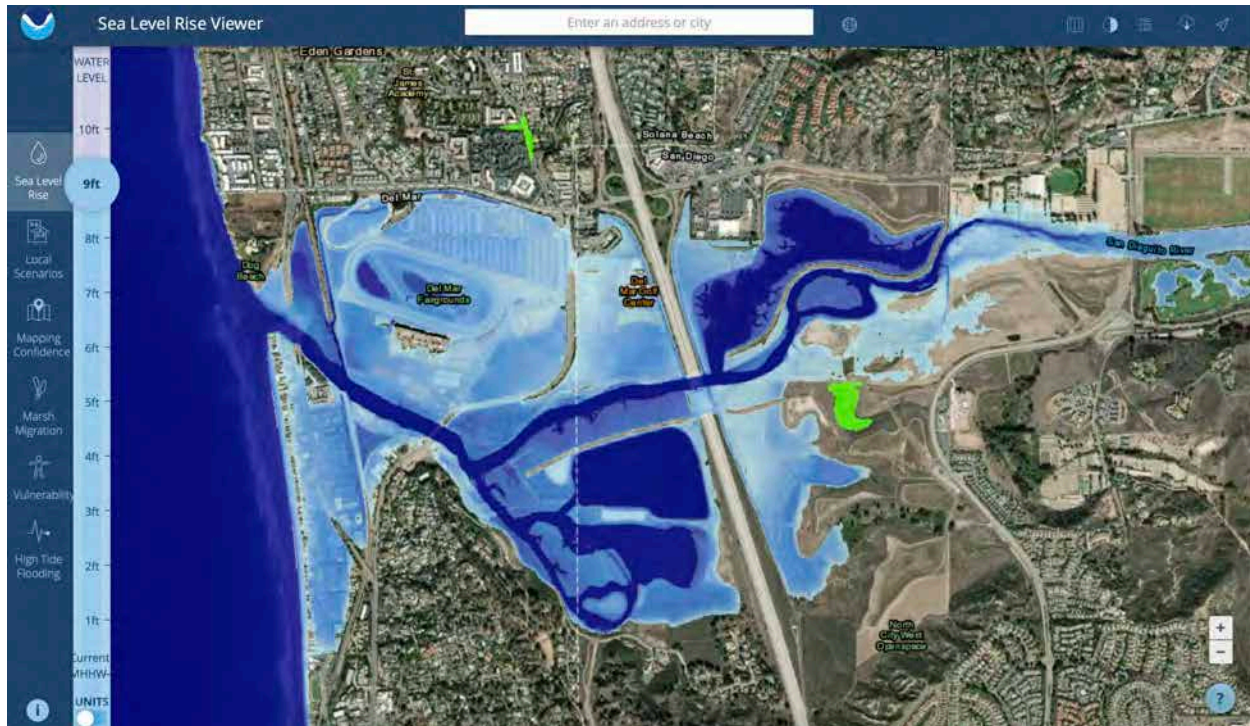
**Question 12:** Please provide the exact residences and business that would be taken by eminent domain for this 8-10 acres of construction for the North Portal for Option B and C.



**Question 13:** Please illustrate for all three options where the tracks/tunnels/portals for all three alignments, are located within the 100-year-old flood plain level and sea level rise areas. Please see a 9-foot sea level, high tide rise below. Please use a 9-foot sea level rise.

With high greenhouse gas emissions and rapid ice sheet collapse, models project that average sea level rise for the contiguous United States could be 7.2 feet by 2100 and 13 feet by 2150.

**Question 14:** Please explain which alignment options using the trestle bridge and tracks on the ground will be impacted by sea level rise.



**Question 15:** Because of documented sea level rise and SANDAG proposing to build infrastructure that will exist for 100 years, in a flood plain, SANDAG reports they will need to build the Cut and Cover Tunnel at the intersection of Jimmy Durante, and Camino Del Mar in a U Structure, and the North Portal will require flood gates. Please explain these construction specifications, and the added cost to build for Options B and C.

**Background:** Because of documented sea level rise, the new proposed Trestle bridge which is in Options B and C, will be 9 feet higher and double the width with Flood Walls.

**Question 16:** Please confirm the specifications for this new bridge and Event Platform.

**Question 17:** Please explain and document the added cost to the Trestle Bridge to be built in a flood plain/100-year-old sea level rise area?

**Question 18:** Please explain in detail the impact of this increased construction across the lagoon/river to the water flow and tides.

**Question 19:** If Options B or C are chosen and new Trestle Bridge construction happens, please explain how SANDAG plans to control the vastly increased pollution and pollutants coming from the increased number of trains that will float east ward across the fairgrounds?

**Question 20:** Please explain the environmental impact on the lagoon and river for all Options.

**Question 21:** Please detail the environmental impact of Options B and C double tracking across the river with a wider higher bridge (more infrastructure underneath it), and double tracking across two lagoons?

**Questions 22:** What are the environmental benefits of each alignment option?

**Question 23:** How would the tunnel construction propose to expel exhaust collected from an increased number of vehicles? Would SANDAG utilize air scrubbers, from exhaust tower locations at or near the ends of the tunnel (s)?

### **Economic Impact:**

**Background:** If B or C Options were chosen SANDAG has stated the North Portal at Camino Del Mar and Jimmy Durante, which is the northern access into and out of Del Mar will be greatly impacted or closed for traffic.

**Question 1:** Please explain your expectations in detail as to what will happen with Jimmy Durante, and Camino Del Mar and provide a timeline of closures and curtailments.

**Question 2:** Given the North end of Del Mar access will be limited to non-existent, please explain how business from the Fairgrounds, (Races, Breeders Cup, Fair, Kaboo, etc.) will be able to access Del Mar? Please explain in detail the economic impact for all 3 options.

**Question 3:** Given the North end of Del Mar access will be limited to non-existent, for a decade, please explain in detail how the hotels and businesses will survive for a decade with vastly decreased business and people traffic? Please explain impact for each option. Will SANDAG compensate these businesses, and the City of Del Mar for lost revenue and taxes for a decade?

**Question 4:** Given the North end of Del Mar access will be limited to non-existent, for a decade, please explain what the Emergency route is for all three alignment options; for Fires, Floods, Landslides, Cliff Rescues, Explosions, Earthquakes, Shark Attacks and Tsunami to access Del Mar? And impact of increased time to respond.

**Background:** The Del Mar Fire Department is located at the southern edge of the Fairgrounds. Minutes count for heart attack and cardiac emergencies and shark attacks.

**Question 5:** If residents and the public suffer from slower Emergency response times, and incur increased medical issues, or die how will SANDAG compensate the families? Address the impact to the community and how Emergency Response will be handled to protect the public for each alignment?

**Background:** The Fire Department has explained to our “Coalition for Safer Trains”, that they have challenges even now with traffic when there are events at the Fairgrounds accessing Del Mar.

**Question 6:** What is the planned rerouting for Emergency first responders? What will be the estimated response time during and after construction for all 3 alignments?

**Question 7:** Given the North end of Del Mar access will be limited to non-existent, for a decade, please explain how Del Mar will survive economically if Options B and C are chosen?

**Question 8:** With vastly decreased and impacted TOT Tax, Sales Tax, Short Term Rentals, Property taxes and perhaps decreased revenues from the Fairgrounds, how will SANDAG compensate the City of Del Mar? This city relies on this income to provide services to the City and Residents. If this income vastly decreases it will ruin Del Mar for decades.

**Question 9:** What is the Tax base Del Mar contributes to the State and Federal compared to Solana Beach? Then compare the number of residents, for Del Mar it is 4,000 residents and 14,000 for Solana Beach. What is the average paid per resident?

**Question 10:** The City of Del Mar, Solana Beach, San Diego and the Fairgrounds insists on full transparency on location of routes and identifying exact addresses of residents and businesses that will be impacted, due to property values decreasing. Please supply for all three alignments.

**Question 11:** For Homes that are left next to Portals, that are unlivable, will SANDAG compensate and pay Full Market value for their homes now and in the future?

**Question 12:** The City of Del Mar, Solana Beach, San Diego and the Fairgrounds insists on best practices rather than minimum standards during construction, as there are many ways to build a tunnel. Please explain your best practices for tunnel/portal construction?

**Question 13:** What data supports the field of dreams approach that if we build it, and increase train speed and schedules more people will ride it? Please respond as ridership has not increased since Covid.

**Question 14:** Share with us the economic analysis model that will be used by SANDAG for all three alignments.

**Question 15:** What are the evaluation criteria and ranking of the criteria that SANDAG will use in making the final decision?



**Question 16:** SANDAG continues to use the phrase “enhance safety”. This is a low bar when compared to the current bluff situation. Why not consider “substantially improve” safety? Please comment on this.

**Question 17:** SANDAG states in their Criteria, that Safety is defined, by removing road grade crossings. Please explain the number of road grade crossings in each Alignment option.

**Background:** SANDAG says in interviews that you want to minimize community and economic impact, but Community and Economic Impact and Eminent Domain are at the bottom of your list in the weighted Criteria.

**Question 18:** Please explain how you are doing this with all three alignment options?

**Question 19:** SANDAG has stated you have new Evaluation Criteria now, please supply that to the public.

**Question 20:** The Secretary of Transportation, Pete Buttigieg, states “Railroad speed and profits should never take priority over the safety and impact on the community.” Please explain with each Rail Alignment Option how SANDAG will put the resident’s safety and community impact first?

**Question 21:** SANDAG defines Safety in your documentation as the number one Priority; as removing the rail lines off the bluffs and removing road grade crossings? Please show how you will be putting the town, the people, the residences, businesses, and safety and health of the tax paying citizens first when analyzing and defining each rail alignment option.

### **Transparency:**

In the Sandpiper Newsletter, June 2024, Article Titled “Bluff Erosion Urgency”, the SANDAG Acting Director of Engineering and Construction, Omar Atayee, is quoted as saying, *“Therefore SANDAG proposes to move the existing train tracks inland. The LOSSAN Rail Realignment project would permanently solve the environmental threats to the rail line and improve service for passengers who depend on it. Based on research, we know that a tunnel running beneath the hills of Del Mar and San Diego is the best option for the new route.”*

**Question 1:** This sounds like SANDAG has already made its decision to tunnel under the entire length of Del Mar. Please clarify why he would state this?

**Question 2:** Option A provided by residents, which doesn’t involve tunneling under Del Mar, moves the tracks off the bluffs, out of the flood plain, takes the double tracks out of two lagoons, takes the trestle bridge out of river, does not

take any residences or businesses by eminent domain, and has the tunnel/portal entrance in the Solana Beach Trench which is not in the flood plain or 100-year-old sea level rise area. Options B and C are completely in the flood plain and 100-year-old sea level rise area. We ask SANDAG how do Options B and C solve the environmental threats Omar Atayee refers to when the bluffs are receding 6 inches per year, tides are increasing, rainfall and runoff is increasing?

**Question 3:** Based on the interactive Climate.gov illustration provided in this document, both Options B and C, place the new Trestle bridge, tracks and north portal in the flood plain, and 100-year-old sea level rise area. Please explain how this is prudent long-term planning and spending with a price tag of \$4B when there is a safer Option/alternative that doesn't involve portals or tracks in the floodplain?

**Question 4:** Options B and C alignments involve the new Trestle bridge. Please document the added cost of construction for this bridge given it needs Flood Walls and be 9 feet higher.

**Question 5:** Based on the economic, financial, eminent domain impacts on Del Mar with Options B and C, how will SANDAG pay for the increased costs involving litigation, law suits, eminent domain law suits, lost TOT tax (Hotels and Short-Term Rentals), sales tax, and property taxes?

**Question 6:** With the increased impact to the community for Options B and C, and the increased possibility of law suits and delay of the project for years, what is the anticipated increase of construction costs for the entire project?

**Question 7:** What happens if the San Clemente bluff rail alignment is not solved?

**Question 8:** Has SANDAG considered moving freight over to the I-15 transportation corridor?

**Question 9:** Has SANDAG considered working with BNSF Barstow Freight Depot to connect to their rail network to utilize the I-15 transportation corridor to the San Diego Port?

To: The San Diego Association of Governments

Submitted By: Coalition for Safer Trains, March 2024

Re: San Dieguito to Sorrento Valley Double Track, Del Mar Tunnels Alternatives

Date: March, 2024

## Lagoon Tunnel I-5 Alignment

This document is to serve as formal submission to SANDAG of a Description and Criteria for the Lagoon Tunnel/I-5 Alignment for consideration to include in the Notice of Preparation (NOP).

This alignment was developed with consideration for Environmental Impact, Community Impact as well as Rail Stakeholder Objectives, including higher speed and the 2% grade requirement. This alignment is capable of meeting SANDAG's higher speed goal, if the curve running east to the I-5 (as further described below), begins far enough north; this requires the tracks be lowered into a tunnel north of Via de la Valle. This alignment results in:

- Preservation & Restoration of both the San Dieguito and Los Peñasquitos Lagoons
- No Eminent Domain of Homes
- No Freight Into or Under Residential Neighborhoods or Businesses (Less Risk of HAZMAT, toxic chemicals, munitions)
- No Portal Sited Near Homes (No Environmental Pollution: noise, vibration, diesel fumes)
- No Tunnel Under Homes (No Environmental Pollution: noise, vibration; geo stability issues)
- Higher Speed Capability, potentially comparable to the Crest Canyon Higher Speed Alignment

## Alignment Description

The general approach to this conceptual alignment is a tunnel that starts north of Via de la Valle, proceeds underground, along the perimeter of the Fairgrounds with an underground Special Events Platform, curving east underneath the San Dieguito Lagoon to I-5, then proceeds to the south tunnel portal near Pump Station 65 east of the Los Peñasquitos Lagoon. Note that this southern segment follows SANDAG's current I-5 Alignment option.

The Lagoon/I-5 conceptual alignment would begin with a downward slope in the existing trench between Lomas Santa Fe Drive and CP Valley, near Dahlia Drive. SANDAG engineers have stated that 7,000 linear feet are needed to achieve sufficient depth to tunnel underneath the San Dieguito River. Thus, the downward slope would start at a point between Lomas Santa Fe and Dahlia Drive. If more distance is required, the downward slope could start at 100-200 feet north of Lomas Santa Fe Drive. At a point near Dahlia Dr., the tracks will be deep enough to cover the trench (>40 feet depth = 800 linear feet at 2% slope). THIS WILL BE THE EFFECTIVE START OF THE TUNNEL. At a point between Via de la Valle and the north bank of the river, the tracks will be deep enough to bore horizontally. The bored tunnel segment would extend from this point to the I-5. The conceptual alignment would proceed under I-5. A cut-and-cover box section and a U-structure would then transition the tunnel to a bridge section over Carmel Valley Road. The railway would continue south on two single track bridge structures until it transitions to a berm section before reaching existing Bridge 247.7, which would be replaced with two single track bridges. The conceptual alignment then continues south on berm to the project limits. This section of the alignment is essentially the same as SANDAG's current proposed I-5 alignment.

## Key Alignment Features

- The conceptual alignment across the Los Peñasquitos Lagoon would provide clearance above the 100-year water surface elevation plus an additional 7.1 feet of sea level rise.
- The existing berm within the Los Peñasquitos Lagoon would be removed and the future (or any) bridge across the San Dieguito River would be eliminated, allowing for environmental impact mitigation at both lagoons.
- The turnout at CP Torrey would be removed, and the tracks would tie-in into the double tracked alignment near MP 248.25.
- The 33-foot diameter tunnels with 70-foot track centers would be constructed to accommodate the railway with emergency walkways on both sides of each track. Cross passages would be constructed every 800 feet between the two running tunnels to allow for evacuation into the non-event tunnel in case of an emergency.
- The conceptual alignment results in a length similar to the existing alignment along the Del Mar Bluffs.
- The conceptual alignment would be on aerial structure over Carmel Valley Road.
- The south portal would be located on an undeveloped parcel with an open space easement. A Caltrans Encroachment Permit may be needed.
- Subsurface easements would not be required for the tunnel, as it is not routed underneath private residences.
- The Special Events Platform at the Fairgrounds would be located underground anywhere along the route of the tunnel.
- The segment of the trench between Dahlia Drive and Via de la Valle could be covered to create a green recreational space.
- Ventilation structures would be built along the route of the tunnel, not just at the portals.

## Proposed Operations

Maximum speeds for the Lagoon Tunnel I-5 Alignment have yet to be determined. Because the train is underground at a sufficient depth to pass under the lagoon, the tunnel can be constructed with flatter curves, which will accommodate higher speeds.

While a universal crossover is not required for operations, placing a universal crossover between future CP Valley and existing CP Rose should be evaluated further. It is noted that CP Sorrento is designed to accommodate a second crossover, reducing future design and construction efforts if selected.

## Travel Time Analysis

The Lagoon Tunnel I-5 Alignment run times between Solana Beach and Sorrento Valley Stations will be faster than the current alignment on the bluffs, as it is straighter and will be double tracked. The speed for this alignment could be comparable to SANDAG's Crest Canyon Higher Speed Alignment, as the curves can be flattened substantially due to the tracks being in a tunnel.

# Lagoon Tunnel I-5 Alignment Evaluation

Pros	Cons
Minimizes impacts to both lagoons, preserving the health and natural state of the San Dieguito and Los Penasquitos Lagoons	
ROW costs may be lower due to routing through public spaces instead of through residential/business zones	Capital costs are higher than CDM and CCHS
Eliminates at-grade crossing at Coast Boulevard. Could be significant time savings	
Minimizes potential ROW impacts at the north and south portals	May be more challenging to connect to a future branch line to Sorrento Mesa
No significant difference in operations and maintenance requirements in the tunnel compared with other alternatives	Would require rework of trench to lower the tracks deep enough to tunnel under the river
Eliminates need for Eminent Domain of homes / businesses at the north portal	
Fewer impacts on residential properties/businesses in the location of the proposed north portal	
Property interests outside of the existing railroad ROW would not be required, including underground easements	
Reduced risk of catastrophic event; Routes hazardous materials and toxic chemicals away from neighborhoods	
Reduced risk of hazardous pollution in residential neighborhoods, including noise, vibration and toxic diesel fumes	
Reduced risk of geological stability issues if not tunneling under populated areas	
Exhaust venting structures can be located along the route, not just at the portals	
Potential to gain 5+ acres of recreational space in Solana Beach	
Ocean view is restored to Fairgrounds with elimination of the bridge	
Special Events Platform can be placed at any location along the tunnel route, offering flexibility and freeing up surface space for the Fairgrounds.	
Would not impact Fairgrounds operations	
Does not require reconstruction of Jimmy Durante Boulevard as tunnel crosses under roadway	
Less risk of litigation due to eminent domain and environmental lawsuits	
Less risk of construction delays due to litigation	



# Lagoon Tunnel I-5 Alignment

San Diego to Sorrento Valley Double Track  
 Del Mar Tunnels Alternative Submitted by  
 Coalition for Safer Trains; April 2024



- MAPS:
- I-5 Alignment
- Bridge
- Cut and Cover
- Tunnel
- U-Street/Cut & Cover
- Routing (Crossing to be removed)
- Site Plan Marker
- Existing LGS&N Conrail Track Alignment
- Municipal Boundary

DISCLAIMER: This document is being issued on the basis of the information provided and is not intended to constitute a contract. It is subject to change without notice. The information contained herein is for informational purposes only and should not be relied upon for any legal or financial decision. This document is not intended to constitute an offer of insurance or any other financial product. For more information, please contact your insurance agent.



Compared to the current I-5 Alignment, Lagoon Tunnel I-5 Alignment features a flatter curve heading east to the I-5, enabling higher speed.





# Community Alliances

How SANDAG's Rail Realignment Project Impacts  
North Coastal San Diego

**Risk Mitigation = Safety**  
**No Tunnels Under Homes**  
**or Businesses**  
**Safety over Speed**

# Agenda

- Introductions
- Background of LOSSAN Realignment Project
- Initial SANDAG Conceptual Alignments
- Project Goals for the LOSSAN Rail Realignment and SANDAG Evaluation Criteria
- Disadvantages and Risks of SANDAG's Current Favored Proposal
- Alternative Solution for a Safer Train Alignment
- Request for SANDAG's support of a Safer Alignment

# Who are we?

# Coalition for Safer Trains

- Coalition for Safer Trains Through LOSSAN Corridor
  - Coastal City Residents, Professionals, Professors and Businesses
- Core Leaders:
  - Angelina Neglia: B.S. Production Engineer, MBA, Del Mar resident
  - Dr. Michael Perry: VP General Atomics & Sr. Technical Fellow, Ph.D. UC Berkeley, Masters Degree Nuclear Engineering UC Berkeley, Bachelor Science; Degrees in Nuclear and Chemical Engineering. Senior Technical Fellow Quantum Electronics, U.S. Dept. of Energy National Nuclear Security Agency NNSA, Excellence in Nuclear Weapons and Del Mar resident
  - Dave Carey: Materials Science Engineer, Entrepreneur, Del Mar resident
  - Shirli Weiss: San Diego Attorney: Recognized by “Best Lawyers” in the “Bet- the-Company-Litigation category, Lawyer of the Year, 2017; San Diego Super Lawyers (Litigation- multiple years), Del Mar resident



# Scope and Background

LOSSAN: 351 Miles - The Los Angeles—San Diego—San Luis Obispo Rail Corridor

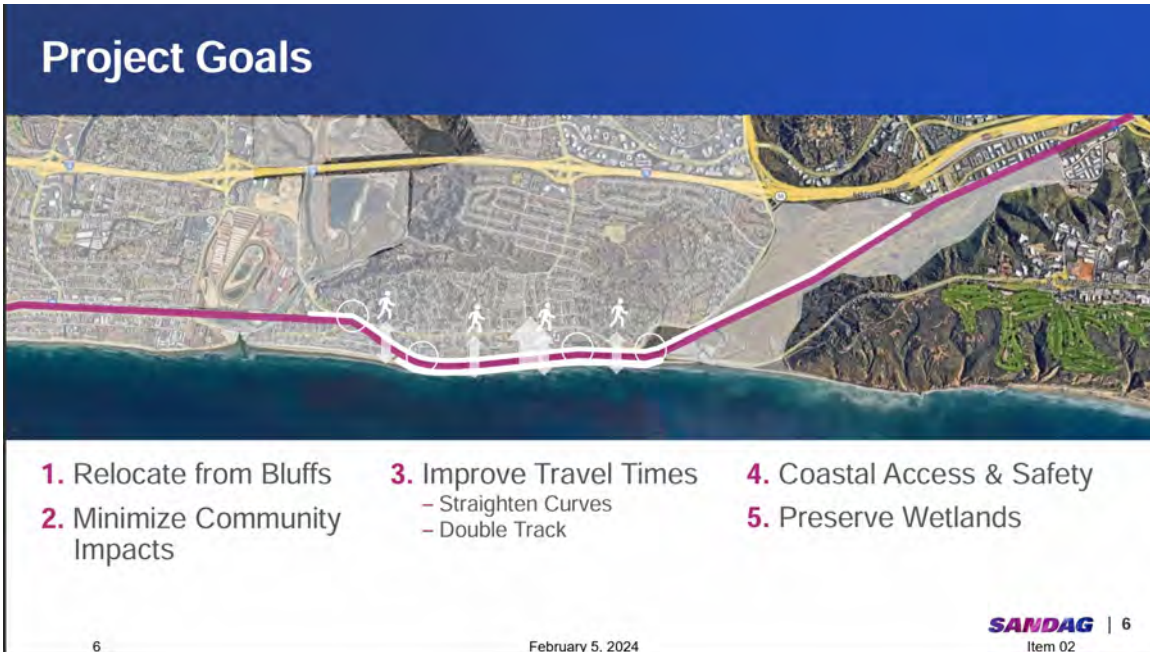
- The San Diego region's segment of the LOSSAN corridor extends 60 miles from the San Diego/Orange County border to Downtown San Diego.
- Train operations include Amtrak's Pacific Surfliner, Metrolink, NCTD's COASTER and SPRINTER passenger services; and Union Pacific and BNSF Railway freight rail services.
- **The segment passes over six coastal lagoons, through Camp Pendleton and the coastal cities of Oceanside, Carlsbad, Encinitas, Solana Beach, Del Mar and San Diego. Approximately 50 trains operate each weekday south of Oceanside in the San Diego region.**



# SANDAG's Evaluation Criteria Does Not Support Project Goals

Evaluation criteria is subjective, has a narrow definition of “safety” and (inconsistent with stated goals) ranks impact on community dead last.

## SANDAG Project Goals



- “Minimize Community Impact” is identified as a top goal of the project, yet in the evaluation criteria it is weighted the lowest
- Evaluation criteria elevated incremental gains in train speed (in mere minutes) over health and safety of community
- “Safety” is narrowly defined. Evaluation criteria and does not comprehend overall safety risks associated with moving and operating rail near and/or under a community (beyond rail crossings)

## Sources:

1. [02052024-3382 \(delmar.ca.us\)](https://delmar.ca.us/02052024-3382) (page 75)
2. [lossan-sdsdvt-alternatives-analysis-2023-09-01.pdf \(sandag.org\)](https://sandag.org/lossan-sdsdvt-alternatives-analysis-2023-09-01.pdf) (San Diego Regional Rail Corridor Alternative Alignment and Improvements Conceptual Engineering Study August 2023, table 3.3, page 33 and table & table 3.2, page 30-32)

“As a group, the PDT reviewed and revised the criteria and selected a total of 11 criteria to use in ranking the conceptual alternatives. Due to the conceptual nature of the comparative analysis, some data could only be quantified at a high level, while others were more qualitative and subjective in nature...”

## SANDAG Evaluation Criteria and Weighting Table

Evaluation Criteria	Description	Weight (percent)
<b>Safety improvements</b>	<b><u>Provides safety improvements, such as elimination of grade crossings</u></b>	<b>15</b>
Travel Time	Minimizes overall travel times through considerations of proposed alignment geometry, grades, tie-ins, and stations	14
Connectivity and travel demand	Provides connectivity and access to future mobility hubs like University Town Center and Sorrento Mesa and includes the potential to connect with other transit services like higher-speed rail	13
Operation and maintenance costs	Minimizes costs related to the operation and maintenance within the project limits	10
Potential environmental consequences	Minimizes impacts and maximizes benefits on environmentally sensitive areas, mitigation requirements, permitting schedule, and reduction in greenhouse gases	9
Operational complexity (post construction)	Minimizes complexity of requirements for operations and maintenance of a tunnel, including ventilation system and maintenance access	9
Capital costs	Minimized capital costs	8
Constructability, construction impacts, and duration	Minimizes construction complexity, including geotechnical aspects, tunnel depths, tunneling technologies, and schedule. Limits construction impacts on the public, including on local roads, utilities, traffic, and material hauling	7
<b>Potential ROW impacts (Right of Way)</b>	<b><u>Minimizes temporary and permanent impacts on public and private properties, acquisition costs, and schedule</u></b>	<b>6</b>
Railroad operation impacts (during construction)	Minimizes impacts on existing railroad operations during construction	5
<b>Other community impacts</b>	<b><u>Minimizes impacts on the community</u></b>	<b>4</b>
		100

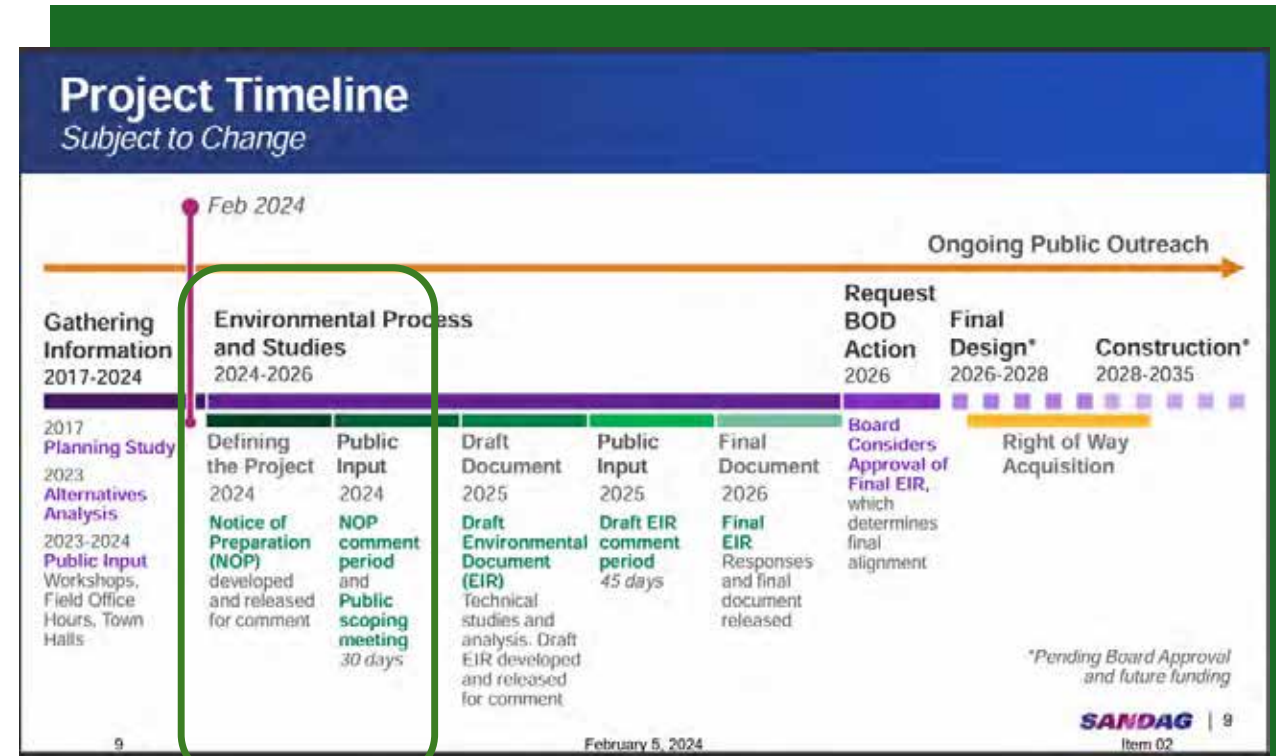
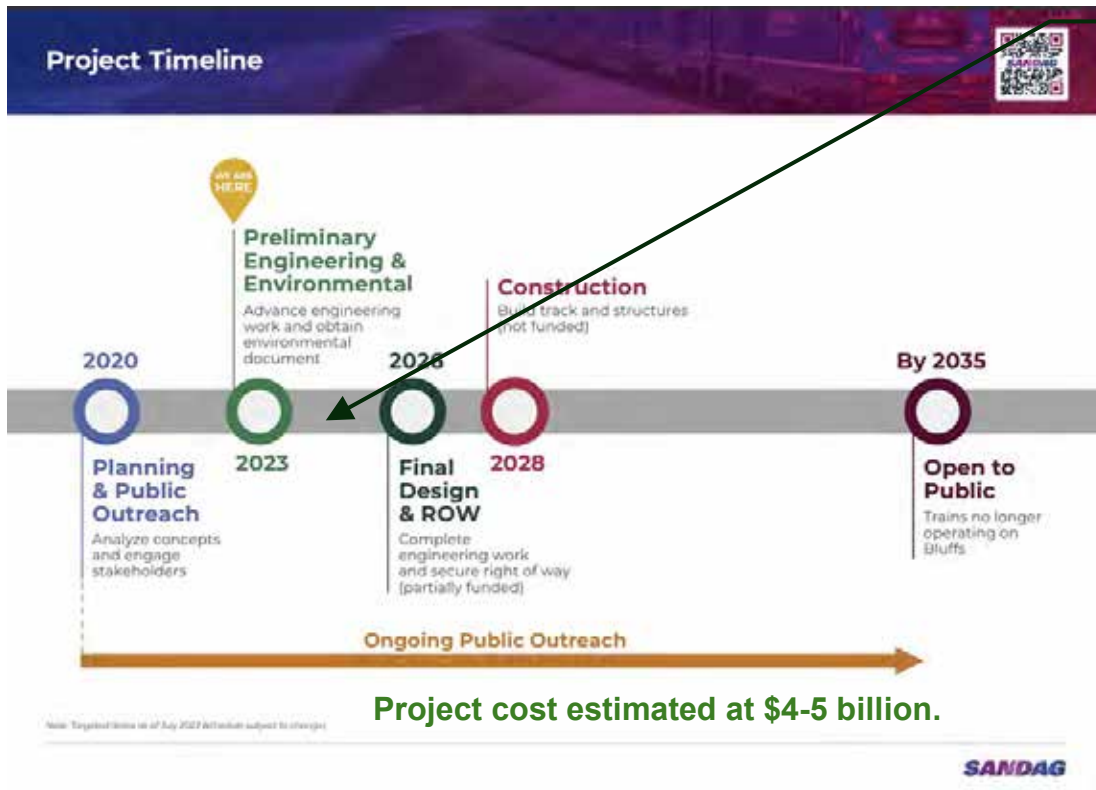
Score of 1-5, with 5 being the best option.

# SANDAG's Evaluation Criteria for Option Recommendations Must Align with its Project Goals

- One of the top priorities was “minimizing impact to the community”
- SANDAG evaluation criteria **elevated speed over health and safety of the community.**
- At SANDAG's presentation to the Del Mar City Council before a packed room of residents on February 5th, SANDAG's executive director stated that “minimizing impact to the community” is a top priority
- SANDAGs definition of “Safety” is too narrow:
  - “Provides safety improvements, such as elimination of grade crossings”

# Project Timeline

In May/June 2024, SANDAG will announce via its “Notice of Preparation (NOP)”, the short list of routes that will move forward for consideration in the next phase, the Environmental Impact Study and Report (EIR). The community will have 30 days from NOP, with a possible 15-day extension.



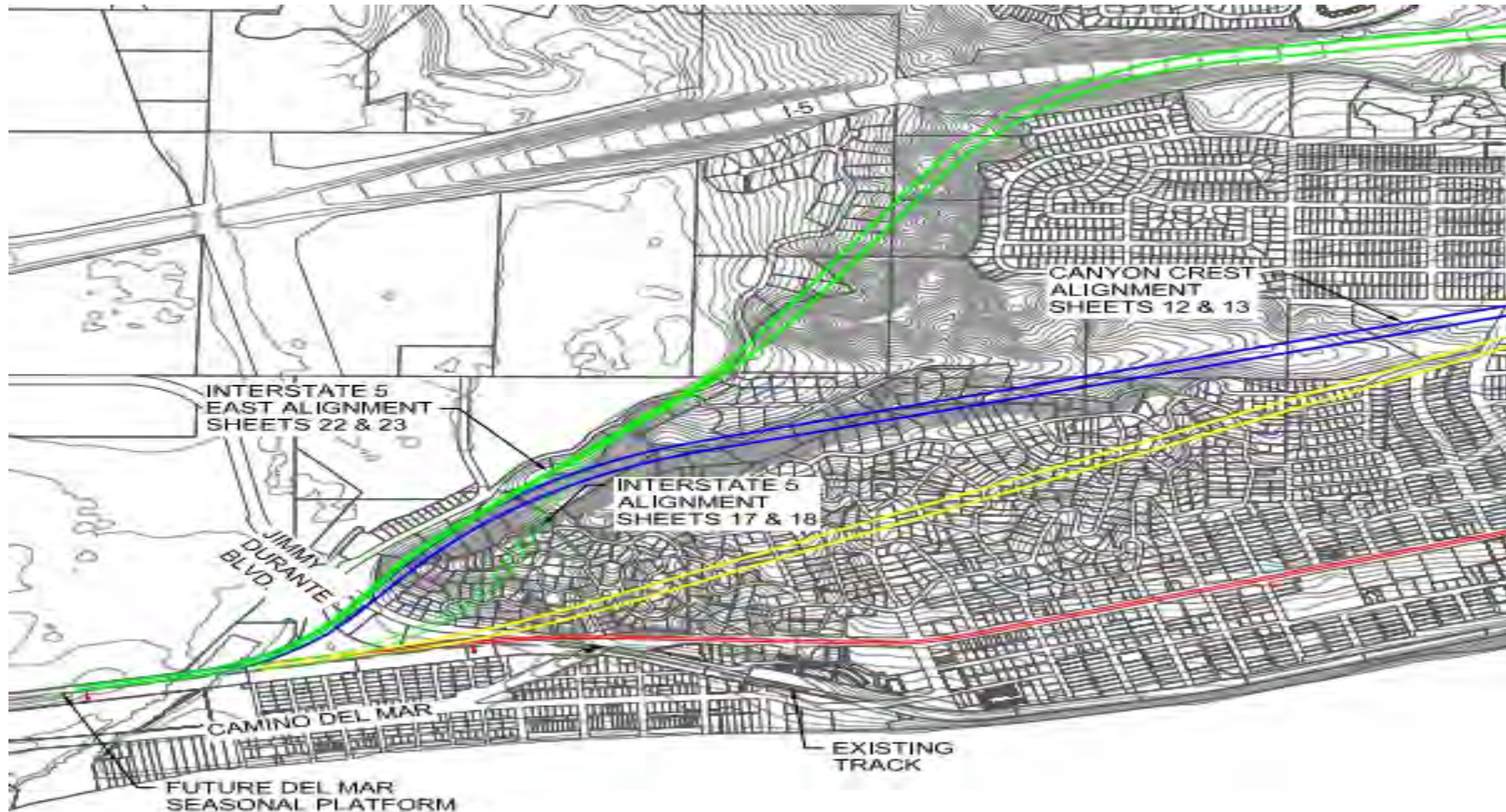
**WE ARE HERE**  
**SANDAG to release NOP May/June '24,**  
**Del Mar has 30 days to respond, with a**  
**possible 15-day extension.**

Sources:

1. [display-board-station-4-project-timeline-2023-09-01.pdf \(sandag.org\)](https://www.sandag.org/files/2023/09/01/display-board-station-4-project-timeline-2023-09-01.pdf)
2. [\\_02052024-3382 \(delmar.ca.us\)](https://www.delmar.ca.us/_02052024-3382) (page 78)



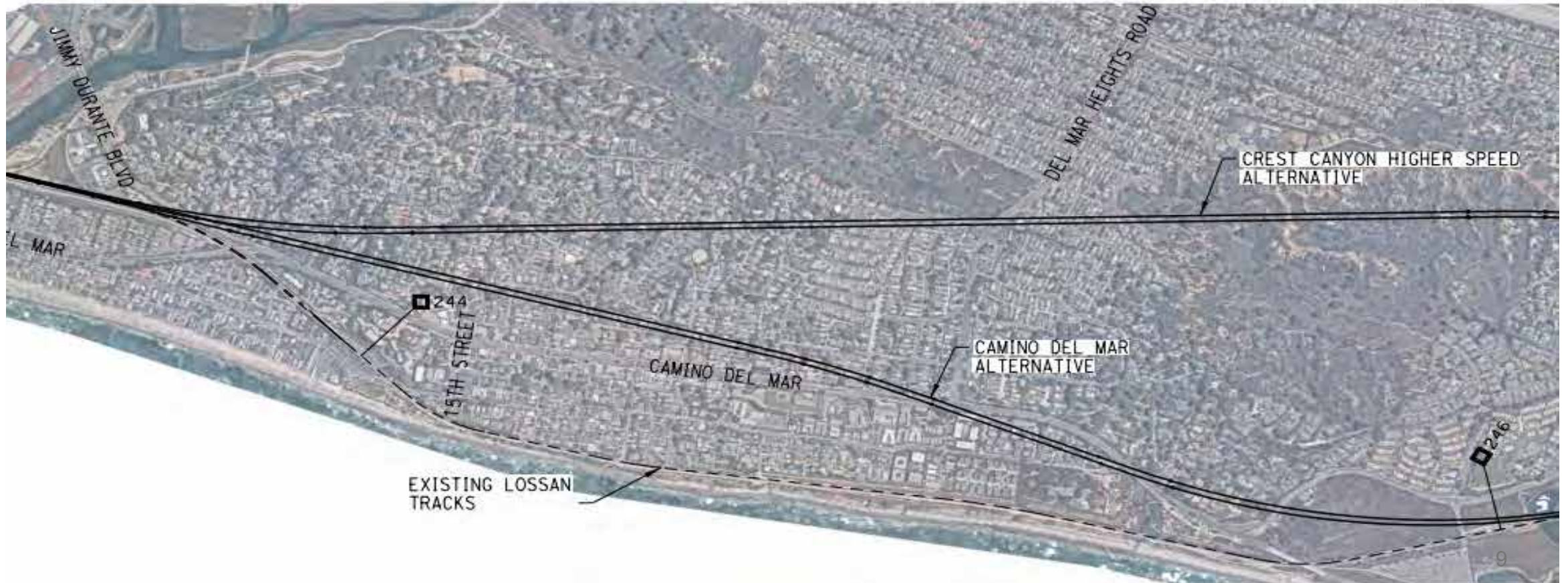
# SANDAG's Initial Conceptual Alignments





# SANDAG'S Crest Canyon Higher Speed and Camino Del Mar Alignments

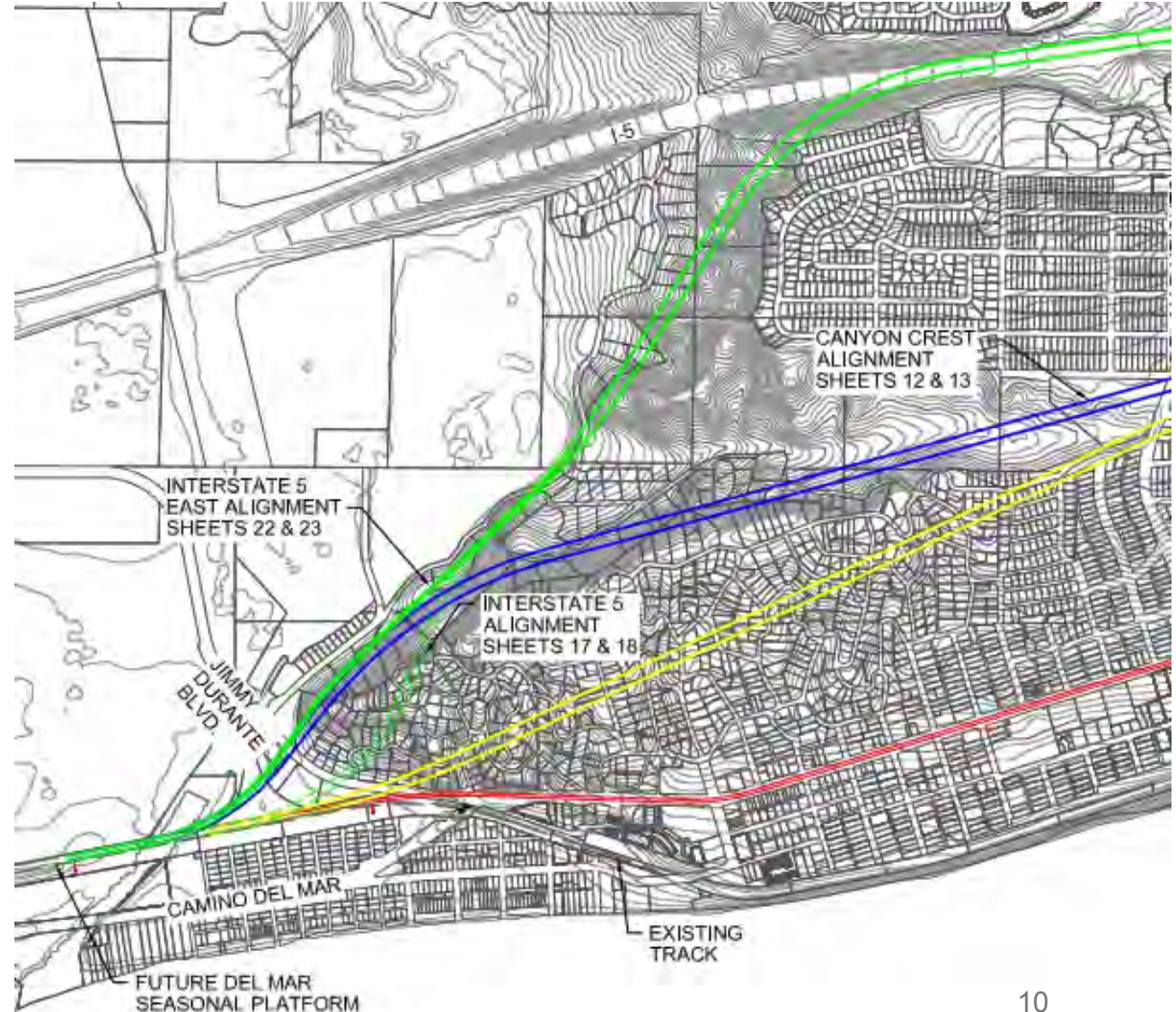
- SANDAG selected two alignments for further evaluation and 10% Engineering: Crest Canyon High Speed and Camino Del Mar
- Both of these routes place the tunnel's North Portal in close proximity to homes & businesses, and route freight trains directly into and under residential neighborhoods





# SANDAG'S Initial and Revised I-5 East Alignments

- South portal in Del Mar at intersection of Portofino and Carmel Valley Rd.
- North portal in Del Mar east of Jimmy Durante Blvd.
- Tunnel tracks furthest from Camino Del Mar, avoids traveling under homes and businesses, portals located away from homes
- Essentially the same as the Revised I-5 Alignment from 2023 with max speed of 80MPH



# The North Portal requires, 8-10 Acres of Land to be Demolished, Devastating Negative Impact to Del Mar and Residents

- Visual depiction of 8-10 acres (2,640 feet perimeter) at the proposed Camino Del Mar Portal at right, affecting approximately 30 homes via eminent domain
- 2% Grade = 2 feet of depth every 100 feet of distance. The tunnel depth would not exceed 35 feet for 1,900 feet in distance, affecting an additional 13 homes
- With the tunnel at less than 35 feet below these additional homes, they would need to be “taken” as well by eminent domain, **as they would not be livable.** This 35 feet depth is half the depth that is generally accepted construction depth for tunnels
- Del Mar’s northern access will be cut off and disrupted for a decade during construction
- First Responder’s/Fire Dept. located at the Fairgrounds will not have access to Del Mar, which will impact lives in emergencies
- Designated Emergency/Tsunami Route will be closed, putting the town at risk in case of a fire, flood, earthquake, tsunami, or trying to get an ambulance to I-5 to the hospital





# SANDAG's Proposed Cut & Cover Tunnel for North Portal at Camino Del Mar and Jimmy Durante Blvd- High Negative Community Impact

- A Cut-and-Cover Tunnel involves demolishing 8-10 acres, digging a trench, construction of a tunnel under homes is highly disruptive and destructive. Any homes left near this construction will be only 35 feet above the tunnel
- The North Portal and tunnel locations are in the 100-year sea level rise area and floodplain. Hence the tunnel will need a U Structure around it, and the Portal will require flood gates to prevent flooding
- **Once the Cut-and-Cover Tunnel is completed, the road will be constructed 70-100 feet higher with a large berm built alongside. It remains in a flood zone and severely negatively impacts the environment, residents and businesses**
- **Livability for any residents left living near the portal will be looking directing into a huge berm. Will be impacted by noisy large ventilation fans running 24/7, spewing pollutants**



# Known Risks of SANDAG's Favored Route

## High Negative Impact to Community Safety, Health and Property:

### SAFETY RISKS OF TUNNELLING UNDER HOMES

- BNSF is obligated by contract to carry Hazardous Materials Cargo (“Hazmat Cargo”)
- The railroads have opposed safety legislation both before and after the East Palestine Disaster and cut staff on freight carriage and have had numerous derailments
- Why force Del Mar and San Diego residents to take these risks? Do we want an East Palestine, Ohio disaster in our community?

### HEALTH RISKS OF TUNNELLING UNDER HOMES

- SANDAG's (SDSVDT) Alternatives Analysis report states that “more than 2,392 homes will suffer severe Noise Impacts”
- High Litigation Risk: Health Risk foreseeably can lead to detrimental short term and long-term health effects which can result in individual and class action lawsuits against SANDAG.

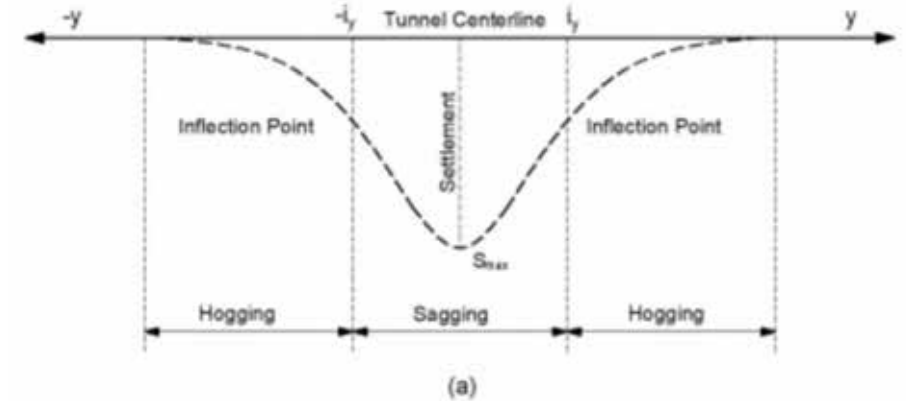


Table 9. Analysis of Potential Noise

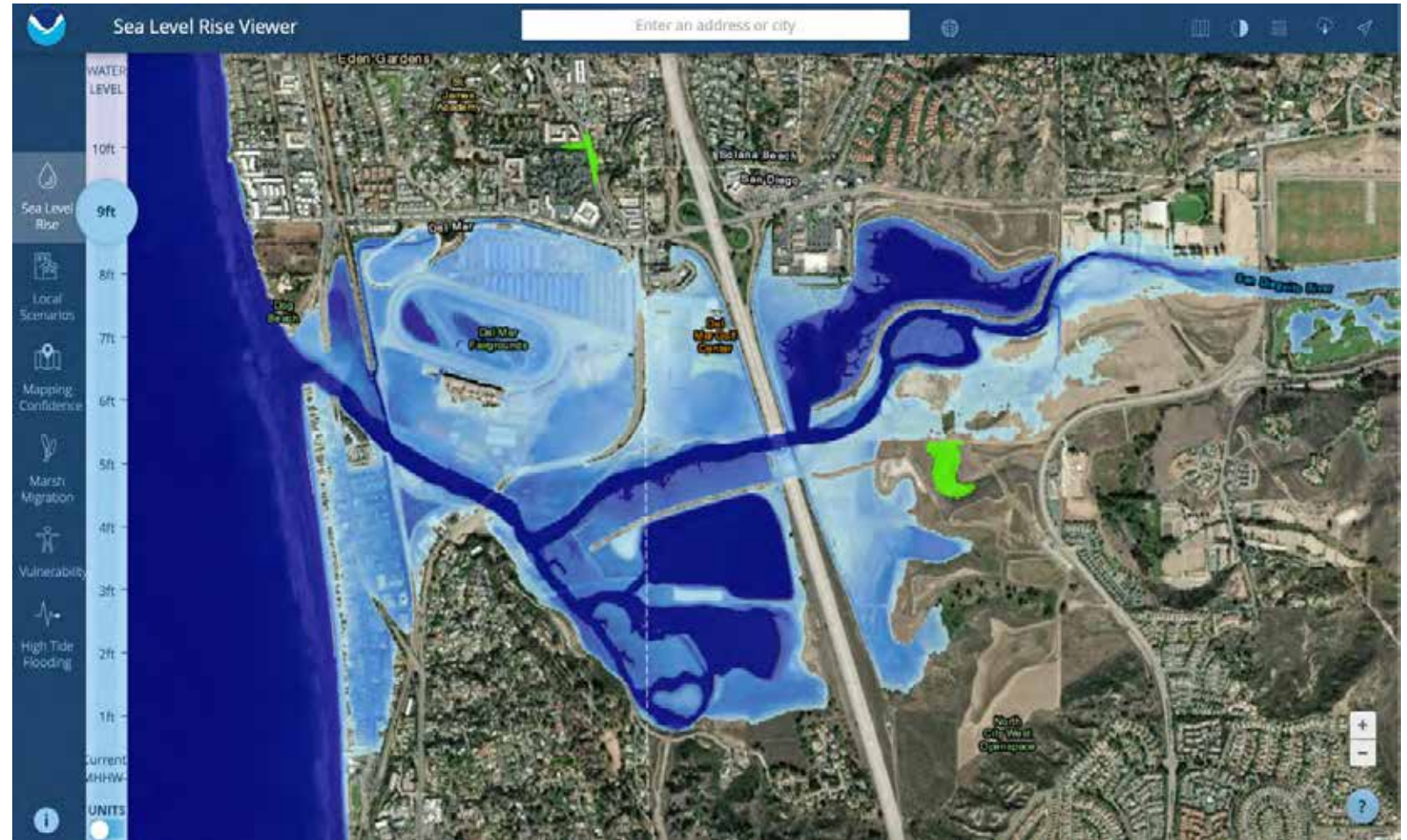
Conceptual Alternative Alignment	No Impact	Moderate Noise Impacts	Severe Noise Impacts
Camino Del Mar	0	103	2,724
Crest Canyon	6	112	2,280





# How High Will Sea Levels be in 2100?

- With high greenhouse gas emissions and rapid ice sheet collapse, models project that average sea level rise for the contiguous United States could be 7.2 feet by 2100 and 13 feet by 2150
- Global sea level rise is accelerating, it has more than doubled from 0.06 inches per year throughout most of the twentieth century to 0.14 inches per year from 2006-2015
- Example in illustration is 9 foot sea level rise in Del Mar and the Fairgrounds
- SANDAG's North Portal and Trestle bridge options would be underwater. They plan on this infrastructure to exist for 150 years
- The new Trestle bridge is only 9 feet higher. The North Portal will be flooded
- In California the rate of local sea level rise is greater than the global average due to land erosion, earthquakes and drainage



<https://www.climate.gov>

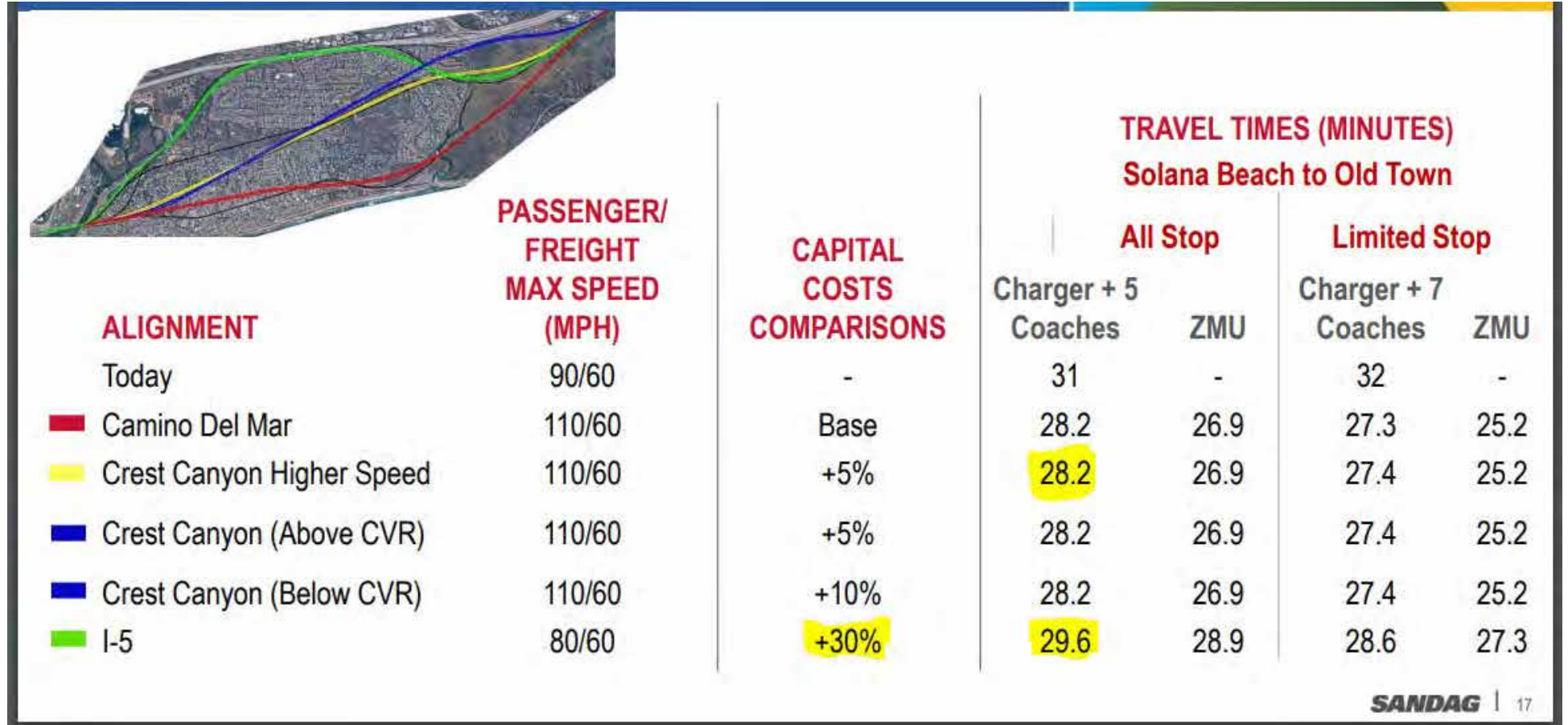
***All SANDAG Alignment Routes Are In The Sea Level Floodplain – How is this sensible prudent long-term planning?***

# SANDAG's Proposed Routes

As presented to Del Mar City Council May 2021

Routing the freight train away from residential neighborhoods will cost 84 seconds in travel time.

Cost Comparison is Misleading; Actual differential is closer to 9% when factoring in ROW, Litigation & construction costs



# Known Health Impacts of SANDAG's Neighborhood Tunneling Options

- If a tunnel is built under homes/businesses, capacity will be expanded for both freight and passenger trains, Del Mar, Fairgrounds and Solana Beach would have no ability to regulate what hazardous freight is shipped through, including crude oil, chlorine gas, nuclear waste, and other hazards. We must be **proactive** about these risks at this stage of the process before it's too late
- Freight rail shipments operate on all-diesel locomotive, so an increase in freight train shipments means an increase in the pollution, noise and vibration.
- Even non-hazardous freight poses a threat to local air quality. Diesel engines emit nitrogen oxides, particulate matter and other pollution known to contribute to; Increased Respiratory Illness, Cardiac Illness, Asthma, Sleep Disruption, Anxiety, Shortened life span of 15 years
- Noise pollution and vibrations, particularly for people who live above or within one-third of a mile of train
- Poses excessive cancer risk of 500-3,000 chance per million
- We must pay particular attention to where these air quality and public safety impacts would occur. It's incumbent on SANDAG, Del Mar City Council, Fairgrounds, and Solana Beach City Council to do due diligence to ensure this project does not impact the community, economy, and health of the residents and businesses. We urge SANDAG to continue community input and carefully consider the environmental and human health impacts of this project



# Railroads Must Carry Hazardous Materials

Under their common carrier obligation, railroads are required to move hazmat, including fertilizer, ethanol, crude oil, refined petroleum, chlorine, sulphuric acid, radioactive material and nuclear waste. The military uses the train to transport nuclear, chemical, and conventional munitions.

*Association of American Railroads Website*

There are about 3 U.S. Train Derailments per Day; There were 1,164 Train Derailments in the U.S. in 2022.

*NPR Article, March 9, 2023*

***Why isn't SANDAG and BNSF concerned about the risk and community impact?***

***Because it is about freight & making money!***



# BNSF Hazardous Materials on Freight Trains

<https://www.bnsf.com/in-the-community/safety-and-security/railway-safety/hazmat-safety.page>

What follows is a list of the hazmat cargo our customers ship with us and their common uses.

- **PETROLEUM CRUDE OIL**  
Gasoline, Jet Fuel, Diesel Fuel
- **ALCOHOLS**  
Clean Burning Gasoline Additive, Solvent
- **LIQUIFIED PETROLEUM GAS**  
Heating, Barbecuing, Fuel for Trucks and Cars
- **ELEVATED TEMPERATURE LIQUID**  
Asphalt for Roads
- **ANHYDROUS AMMONIA**  
Nitrogen Fertilizer for Agriculture
- **SULPHURIC ACID**  
Drain Cleaner, Fertilizer, Batteries, Pharmaceuticals
- **HYDROCHLORIC ACID SOLUTION**  
Food Additives, Water Treatment
- **SULPHUR**  
Pharmaceuticals, Fertilizers and Matches
- **SODIUM HYDROXIDE SOLUTION**  
Paper and Pollution Control Devices
- **DIESEL FUEL**  
Fuel for Trucks, Cars and Trains



# The Risk is Real

- 2001 Baltimore Train Set Tunnel on fire, Shuts Down Baltimore – A 60-car freight train carrying hazardous chemicals derailed inside the tunnel. Entrances to the city from all major highways, and the barricades turned downtown Baltimore into an island of billowing smoke
- 2019 Sarnia Ontario, 25 cars and one locomotive derailed, including one tank car released 12,000 gallons of Sulphuric acid. Structural defects were identified in 149 of the 416 cars that were inspected
- 2023 East Palestine, Ohio, 38 freight cars derailed of the 149 cars on the outskirts of East Palestine, a town of almost 5,000 residents. One year later, a massive environmental cleanup still underway, costing Norfolk Southern more than \$1 Billion. Derailment triggered massive fire, belching toxic smoke. 20 cars contained hazardous materials, which was later set on fire to prevent a larger explosion. The town is divided in two, and people in town suffer from numerous medical problems

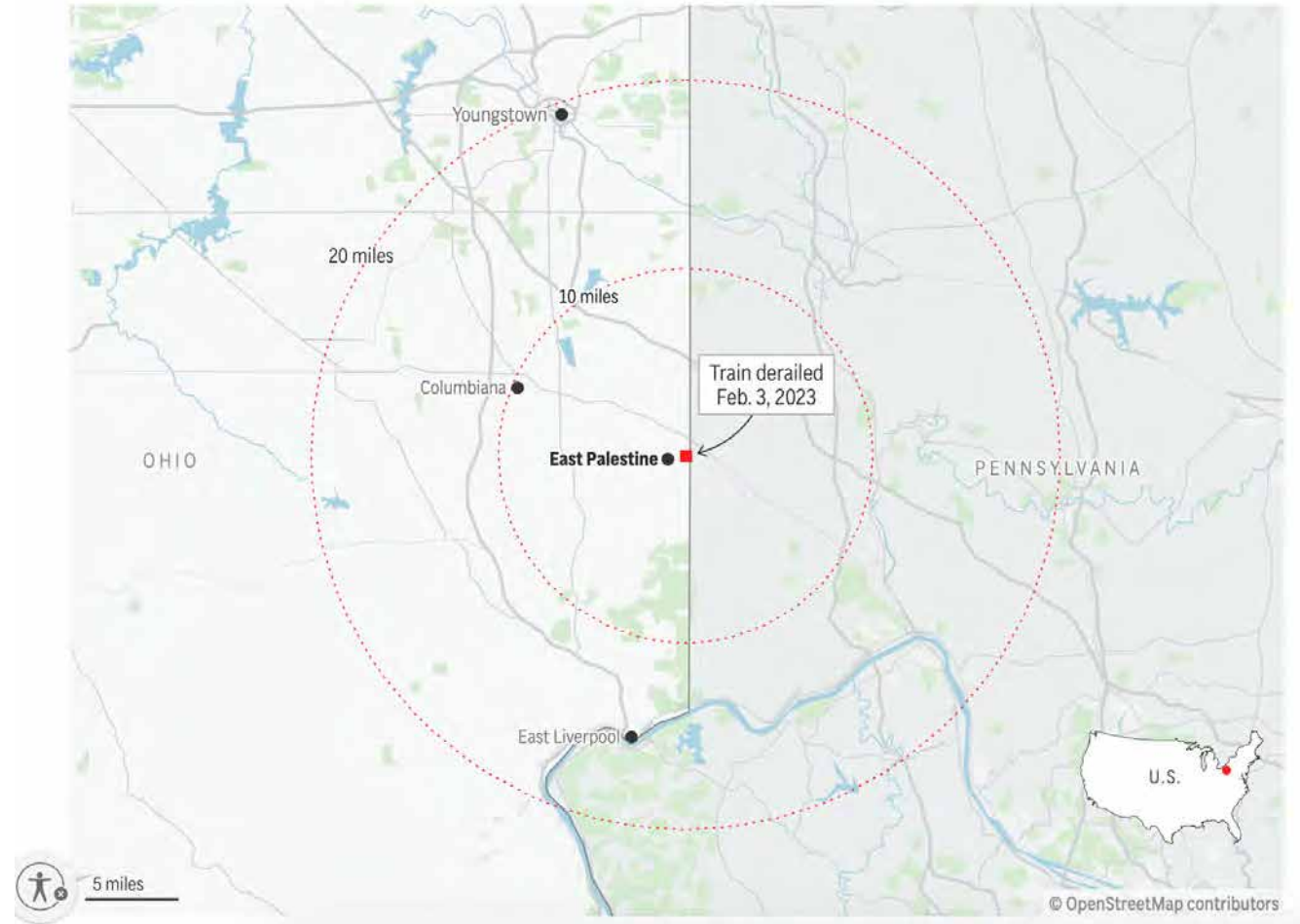


# Impact on our Communities, Cannot Be Ignored...

- East Palestine, Ohio is 3.15 sq.miles, almost 5,000 residents
- 1,500 to 2,000 residents were evacuated
- Norfolk Southern will pay class action claim of \$600M within a 20-mile radius of the accident and personal injury claims within a 10-mile radius
  
- **Del Mar is 1.77 sq. miles and has 4,000 residents**
- **Solana Beach has 14,000 residents**
- **Our communities, residents and businesses will be destroyed if freight trains are routed under homes and businesses**

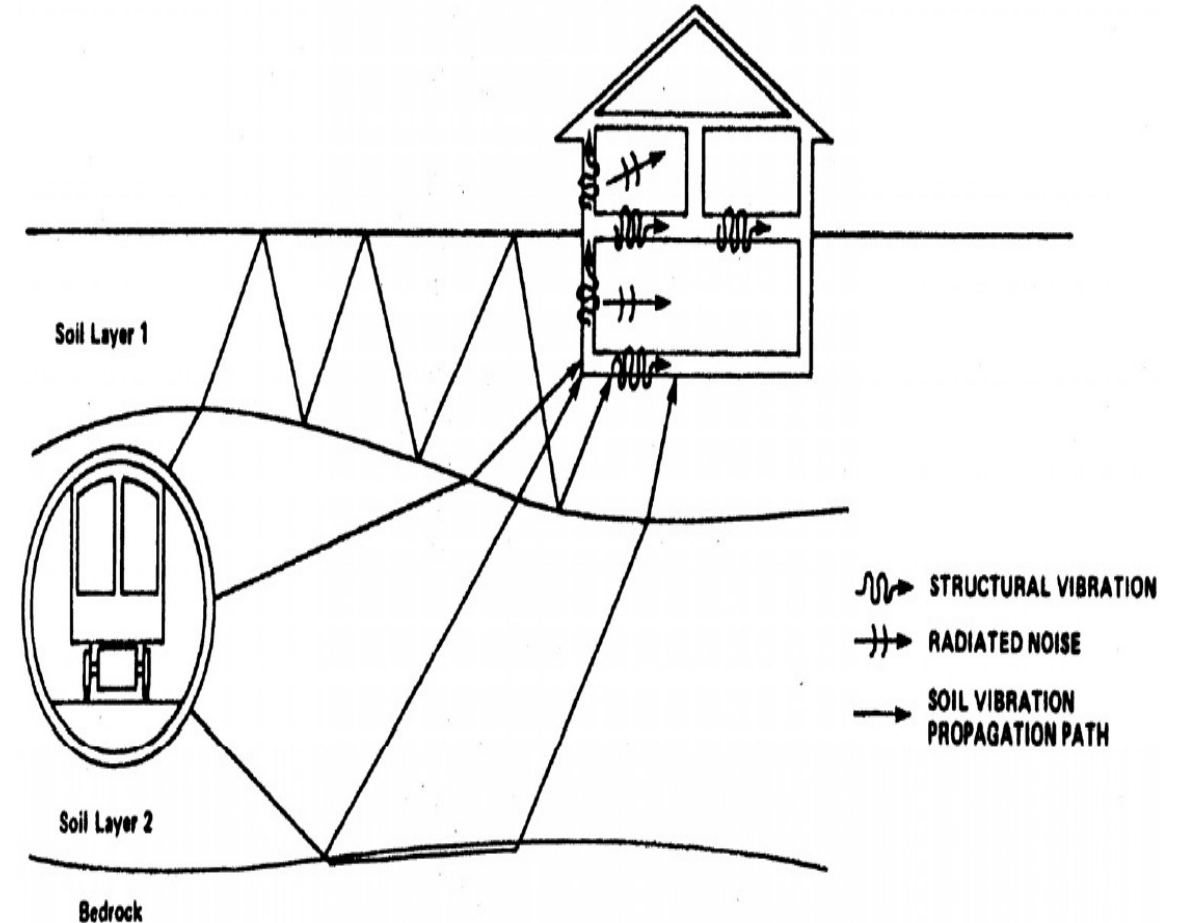
## Railroad settles in fiery derailment

Following a disastrous 2023 train derailment, Norfolk Southern will pay class action claims within a 20-mile radius of the accident and personal injury claims within a 10-mile radius.



# Known Health Risks of Neighborhood Tunneling: Train Tunnel-Induced Vibration

- Trains moving along underground railways cause rail and underlying track vibrations; Vibrations will radiate into the surrounding ground, i.e. rock, soil and structures, as ground-borne vibrations
- The vibrations will go thru the porous Torrey Sandstone cracks, fissures weakening the land
- Once the vibrations reach a home, they can either be felt by residents as “whole body vibrations,” or heard as constant “low-frequency rumble,” i.e. ground-borne noise.
- Freight Trains run night and day, disrupting sleep





# Known Property Impacts of SANDAG's Neighborhood Tunneling Options

## Property Impacts

- **Eminent domain taking of at least 30 homes\*** will be required at the Proposed North Portal alone in an 8-10 acre construction zone. High litigation risk against SANDAG.
- The Construction and Staging area required for SANDAG's Proposed North Portal will **restrict access into Del Mar and out of Solana Beach, cause traffic jams, restrict First Responders and Emergency Response**, and severely and negatively affect visitors, businesses and residents *for years*
- Ground Surface Settlement (GSS) induced by the Tunnel Boring Machines could cause **settling, sinkholes, cracked foundations and other structural damage to existing homes and businesses for decades. High litigation risk against SANDAG**
- **Increased number, frequency and vibration of passenger and freight trains under homes**

Table 3. 2035 Estimated Operational Passenger and Freight Train Details

Train Type	Total Trains Per Day	Daytime		Nighttime		Speed	Locomotives	Railcars
		Total	Trains/hour	Total	Trains/hour			
Amtrak Surfliner	36	30	2.0	6	0.7	110	1	7
BNSF Freight	11	4	0.3	7	0.8	60	5	118
Coaster	54	48	3.2	6	0.7	110	1	5

\*Source: Eminent domain numbers from SANDAG

# Negative Impact of Tunnel Boring Machines (TBMs) on Homes

- According to several research papers: The construction of tunnels may cause significant damage to surface structures and underground infrastructure
- The Degree of Ground Surface Settlement induced by TBMs is unpredictable; No reliable models
- Del Mar is made up of fragile Torrey Sandstone and has underground fissures, caves, sink holes, earthquake fault lines, water drainage, and erosion underground; we live in a very unstable environment, unsuitable for TBM excavation





# Tunnel Collapses Using TBM's – The Risk is Real



**The Safer, Environmentally Beneficial Route  
that Minimizes Negative Impacts to Health,  
Safety and Property**

**The Environmentally Safer Lagoon Tunnel  
I-5 Alignment**

# “Safety is the Department of Transportation’s Top Priority”

## *U.S. DOT: Steps Forward on Freight Rail Industry Safety & Accountability*

February 21, 2023

**“USDOT is committed to using the full range of our authority, as well as the funding available to us from the Bipartisan Infrastructure Law, to improve safety on our railroads.”**

**"Profit and expediency must never outweigh the safety of the American people,"** said U.S. Transportation Secretary Pete Buttigieg. **"We at USDOT are doing everything in our power to improve rail safety,** and we insist that the rail industry do the same – while inviting Congress to work with us to raise the bar."



# The Environmentally Safer Lagoon Tunnel I-5 Alignment

1. Create the South Portal at Pump Station 65 (near I-5 and I-805)
2. Route the tunnel north along the I-5 Corridor
3. The train can then curve under the Lagoon north west
4. The tunnel could be under the River at the South end of the Fairgrounds instead of taking many residences/businesses and traveling under hundreds more through Del Mar and San Diego
5. Construct the Fairgrounds Events Platform; It can be anywhere above the tunnel, on or near the Fairgrounds
6. Construct the North Portal in the existing Solana Beach Trench, south of the Solana Beach Train Station. Cover Trench with a 6+ Acre Park

*\*Fairgrounds management has expressed opposition to the tunnel under the Fairgrounds, due to risk of derailment or explosion and potential loss of life. Residents do not want the freight train under homes/businesses for the same reason. So, the tunnel and Event Platform would be located at the outer perimeter of the Fairgrounds along the south side of the river.*



# The Environmentally Safer Lagoon I-5 Tunnel Alignment -- Benefits

- No adverse health effects or risk of Hazmat Cargo accidents under homes/businesses or Fairgrounds
- No Eminent Domain (no Eminent Domain lawsuits, delays in construction, or increased costs)
- Preserves property tax revenue to the County (as no homes/businesses will be demolished or devalued)
- No Destructive Excavation at Jimmy Durante Blvd. & Camino Del Mar, just 2 blocks from Del Mar's town center, or to the Fairgrounds (keeps all access to the Fairgrounds open)
- Preserves Sales & TOT tax revenue (from fairgrounds, races, businesses, hotels, shops)
- Preserves the health and natural state of both the San Dieguito and Los Penasquitos Lagoons
- Northern access to town won't be destroyed (Essential to keep the Emergency route open)



# Lagoon Tunnel I-5 Alignment

To meet freight's requirement of no more than 2% grade, the lowering of the tracks needs to go back to Lomas Santa Fe to have the train low enough to tunnel under the lagoon.



## Scenarios for Track Depth to Tunnel Under Lagoon to the I-5



# Lagoon Tunnel I-5 Alignment

SANDAG  
proposes 110  
mph through this  
segment, with 2X  
the number of  
Trains.

## Total Distance

1.30 mi  
(6860 ft)



- 1 Lomas Santa Fe
- 2 Start of single track
- 3 Via de la Valle
- 4 River bank

Total distance: 1.30 mi (2.09 km)

# Lets Compare Alignments....

## Summary of Alignments

### Environmental Lagoon I-5 Tunnel Alignment

Homes and Businesses taken by Eminent Domain	
Tunnel under Homes and Business	
Portals located next to Homes/Businesses	
Exhaust Ventilation Fans running 24/7 Located next to Homes/Businesses	
Freight Trains Carrying Toxic Chemicals /Ammunitions Under Homes/Businesses	
High Speed Passenger Trains Under Homes/Businesses	
Community Impact	
Environmentally Safer Alignment	X
Noise, Air Pollution Impact Homes/Businesses	
Vibration Impact to Homes/Businesses	
Enviromental Impact to Lagoon	
Impact to the Fairgrounds	
Event Platform for Fairgrounds	X
Speed	80mph
Lives at Risk due to Derailment/Hazmat Disaster	
Health Impacts to Residents, near Portals	
Litigation due to ROW & Eminent Domain	
Delays in Construction due to litigation	
Higher Costs to Project due to Delays	
Trestle Bridge Removal, open water flow to river	X
Portal, Tracks & Bridge Construction in the 100 year old Sea Rise, Floodplain	

### SANDAG's Crest Canyon High Speed & CDM Alignments

Homes and Businesses taken by Eminent Domain	X
Tunnel under Homes and Businesses	X
Portals located next to Homes/Businesses	X
Exhaust Ventilation Fans running 24/7 Located next to Homes/Businesses	X
Freight Trains Carrying Toxic Chemicals/Ammunitions Under Homes/Businesses	X
High Speed Passenger Trains Under Homes/Businesses	X
Community Impact	X
Environmentally Safer Alignment	
Noise, Air Pollution Impact Homes/Businesses	X
Vibration Impact to Homes/Businesses	X
Enviromental Impact to Lagoon	X
Impact to the Fairgrounds	X
Event Platform for Fairgrounds	X
Speed	110mph
Lives at Risk due to Derailment/Hazmat Disaster	X
Health Impacts to Residents, near Portals	X
Litigation due to ROW & Eminent Domain	X
Delays in Construction due to litigation	X
Higher costs to Project due to Delays	X
Trestle Bridge Removal, open water flow to river	
Portal, Tracks & Bridge Construction in the 100 year Sea Level Rise, Floodplain	X



# Pros for Solana Beach

- Solana Beach currently has a gaping open trench which divides Beach side, East side Shopping District and homes. The City's downtown is cut in half, with limited ways to cross over. **We propose an accessible beautiful 6+ acre park/green space across the trench**, which will make the area more attractive than the open trench and connect residents of Solana Beach
- **SANDAG will be excavating, deepening and widening the trench to accommodate double tracking**, so the trench will be excavated no matter what
- The Lagoon/Tunnel I-5 alignment option will unite the two sides of SB and people from both sides of SB could then easily walk to Del Mar Dog Beach or Solana Beach
- Park increases activity, providing **health and wellness benefits**; Homes are within a more direct walking route to the beach
- Homes and businesses are by a park instead of a huge open unsightly trench with trains swooshing by every 7 minutes; Do Solana Beach residents know the trench will be deeper and wider?
- **Increased passenger and freight trains will lead to more noise, air pollution & vibration**; **The covered Trench with ventilation fans spaced along tunnel will help lessen the impact**



# Pros for Fairgrounds – We Understand The Fairgrounds does Not Want Business Interrupted

- Train will be underground (approx. 140 feet) before Via de la Valle, so no impact to Fairgrounds operations
- Event Platform can be located anywhere the tunnel goes near the Fairgrounds, even on the Southern perimeter so perhaps the public could use the station and it is more accessible to the public
- Trestle Bridge can be eliminated, creating wide open views from Fairgrounds to the ocean, and better water flow in the lagoon, instead of a bridge that is 9 feet higher and double the width with a high berm. The new bridge would require SANDAG to add Floodgates and Flood Walls to protect the bridge from sea level rise and prevent flooding. A tunnel would eliminate the bridge altogether
- Fairgrounds will not suffer from adverse environmental impacts including but not limited to; Hear or see the increased rail service. Noise ordinances for the Fairgrounds will not increase, due to train being underground, even though passenger trains will go from 44 to 101 per day. Freight trains will increase from 6 to 22 Source:[https:// www.keepsandiegomoving.com/Lossan- Group/lossan-del-mar-bluffs.aspx](https://www.keepsandiegomoving.com/Lossan-Group/lossan-del-mar-bluffs.aspx)
- Fairgrounds attendees will not be subjected to increased noise, vibration, green house gas emissions and air pollution floating eastward as the train will be in a tunnel underground
- As the tunnel will take a wide curve under the river, at the southern most section of the Fairgrounds, if there was a disaster, there would be limited to no destruction or loss of life for the Fairgrounds or Del Mar





## **IN SUMMARY:**

With the Lagoon Tunnel I-5 alignment, the train will have to slow *slightly* through Del Mar, to navigate the curve east to the I-5. If SANDAG can “trade-off” 84 seconds of travel time, the alignment can be built without having to take homes or businesses through eminent domain and can avoid the risks associated with routing a freight train under and through the Fairgrounds, Businesses and residential neighborhoods. This trade off will result in less risk of litigation, an earlier construction start date & accelerated construction schedule, meeting budget, and preservation of the San Dieguito and Los Penasquitos Lagoons.

**We look forward to working with FAIRGROUNDS AND SANDAG to achieve a Rail Realignment that will not just be acceptable, but beneficial, to ALL Stakeholders for a safer future.**

**We ask for your Support in Promoting Safer Trains through San Diego, as SANDAG readies their Notice of Preparation for Environmental Clearances.**

**From:** [Angelina Neglia](#)  
**To:** [LOSSANcorridor](#)  
**Subject:** SDLR Project NOP questions from the Coalition for Safer Trains  
**Date:** Tuesday, June 18, 2024 5:14:02 PM  
**Attachments:** [Coalition for Safer Trains ltr.pdf](#)

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**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**


Dear SANDAG LOSSAN Project team,

We submitted a letter with comments earlier today, but found a typo. Please accept this revised version. We appreciate it.


Kind Regards,

Angelina

Angelina Neglia  
Healthcare/Educational Advocate

  
CALTASH 2024 Recipient, Advocating for People with Disabilities  
2024 Nominee, Senator Blakespear's "Women Who Inspire" in our community

Begin forwarded message:

**From:** Angelina Neglia   
**Subject:** SDLR Project NOP questions from the Coalition for Safer Trains  
**Date:** June 18, 2024 at 1:19:13 PM PDT  
**To:** LOSSANcorridor <LOSSANcorridor@sandag.org>

Dear LOSSAN Project Team,

Please find a few more questions our Coalition would like included in our NOP response and responded to. Please don't hesitate to contact me with any questions... Please can you also let me know when and how you respond and what format?? We have also included this section in a revised version of our NOP response which is attached.

**TRANSIT SPEED**

Alignment A is identified as "substantially lengthening the duration of the commute time to San Diego." Please quantify the proposed transit times between Alignments A, B and C.

Since both the noise and vibrational impact of the passing train scales as the velocity-squared,  $v^2$ , reduction in speed by 50% will have a 400% reduction in noise and vibration.

As a result, the simplest and lowest cost method to reduce noise and vibration is simply to reduce the speed of the train as passes through the tunnel. With the speed reduction necessary to mitigate noise and vibration, Alignment A no longer exhibits the longest transit time of the options.

[Click to Download](#)

NOP Questions June 18 V2..pdf  
23.9 MB

Kind Regards,

Angelina

Angelina Neglia  
Healthcare/Educational Advocate

[REDACTED]  
CALTASH 2024 Recipient, Advocating for People with Disabilities  
2024 Nominee, Senator Blakespear's "Women Who Inspire" in our community

Begin forwarded message:

**From:** angelina neglia [REDACTED]  
**Subject:** Re: SDLRR Project NOP questions from the Coalition for Safer Trains  
**Date:** June 18, 2024 at 12:30:31 PM PDT  
**To:** LOSSANcorridor <[LOSSANcorridor@sandag.org](mailto:LOSSANcorridor@sandag.org)>

Hello SANDAG project team,

Please find a short letter with questions we also wish to submit for response. Please don't hesitate to contact our Coalition for Safer Trains with any questions. We appreciate the huge effort you are all putting forth for this project...

Take care,  
Angie

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220 KB

Angelina Neglia  
Healthcare/Educational Advocate

[REDACTED]  
CALTash 2024 Recipient, Advocating for People with Disabilities  
2024 Nominee, Senator Blakespear's "Women Who Inspire" in our Community

On Jun 17, 2024, at 7:28 PM, LOSSANcorridor  
<[LOSSANcorridor@sandag.org](mailto:LOSSANcorridor@sandag.org)> wrote:

Good evening, Angelina,

Thank you for providing us with your response to the LOSSAN Rail Realignment Notice of Preparation. We appreciate your input. Our team has logged your comment as part of the official record. Consider attending the public scoping meeting on June 18, 2024 at the San Diego Marriott Del Mar from 6 to 7:30 p.m. If you have any further questions, please email [lossan.corridor@sandag.org](mailto:lossan.corridor@sandag.org) or call our hotline at 858.549.RAIL.

Sincerely,

The SANDAG LOSSAN Team

LOSSAN Hotline: (858) 549-RAIL

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

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[<image002.png>](#)[<image003.png>](#)[<image004.png>](#)[<image005.png>](#)[<image006.png>](#)

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

**From:** Angelina Neglia [REDACTED]

**Sent:** Monday, June 17, 2024 9:19 AM

**To:** LOSSANcorridor <[lossan.corridor@sandag.org](mailto:lossan.corridor@sandag.org)>

**Subject:** SDLRR Project NOP questions from the Coalition for Safer Trains

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Attachments available until Jul 17, 2024

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Please find the questions/comments from the

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Kind Regards,

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Angelina

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<https://safertrain.org/>

June 18<sup>th</sup>, 2024

Dear SANDAG LOSSAN Project Team,

The Coalition for Safer Trains represents residents of Del Mar. We would like you to include our comments on tunneling in your NOP responses to us, considering SANDAG's Options B and C proposed tunneling under the entire length of Del Mar, and taking between 35-50 homes by eminent domain.

As this is a huge tunneling project, we wanted to state the following issues:

1. Shallow tunnels in densely populated urban areas are close to and under residential homes and businesses, and municipal pipelines and other underground infrastructure.
2. Ground surface settlement (GSS) due to tunnelling can cause damage to those Infrastructures surrounded. **How is SANDAG going to prevent this in options B and C?**
3. Deep tunnels are constructed within stiff rock generally, which means the stratum is relatively stable and settlement of ground is limited. Compared with deep tunnels, tunnels in shallow depths,



are **always** surrounded by soft soil (Torrey Sandstone). In urban areas, the resulted settlement of ground cannot be neglected. In other words, the construction of a tunnel in urban regions is more complicated than in less populated areas. **How is SANDAG going to stop ground slippage and settlement with Options B and C?**

4. Tunnel excavation disturbs the original stress state of ground inevitably, as a result, ground settlement is induced. **How is SANDAG going to address this?**
5. The settlement of the ground poses a threat to nearby structures and infrastructures. **How is SANDAG going to address this?**
6. To minimize the risk of damage, accurate prediction of maximum GSS is critical to control it within tolerance. **What is the tolerance measurement?**
7. Tunneling-induced GSS is influenced by three factors mainly, including ground properties, tunnel geometry as well as excavation and support methods. **How is SANDAG going to address the tunneling challenges for the topography challenges for the entire length of Del Mar?**
8. Ground properties are the characteristics of soil and rock around the tunnel, the parameters depend on the constitutive models used, and particular ones are friction angle, cohesion, unit weight. (SANDAG is proposing Cut and Cover Tunnel and Twin Boring Machines to tunnel across the length of Del Mar, where there are huge factors to consider such as Torrey Sandstone, caves, fissures, earthquake, sinkholes, rain and irrigation drainage flowing down the hill, and running into the tunnel infrastructure). **Is SANDAG going to create and present models of tunnel designs based on the EIR and geological challenges of the Torrey Sandstone and water drainage issues?**
9. Tunnel geometry reflects the shape and location of the tunnel, generally including tunnel depth, tunnel diameter, distance between tunnel and nearby structures. Some researchers adopt ground water table in the classification of tunnel geometry as well. **SANDAG needs to provide these details as it pertains to tunneling under Del Mar, for Options B and C. Will SANDAG**

**also include ground water tables and their impact to all three options?**

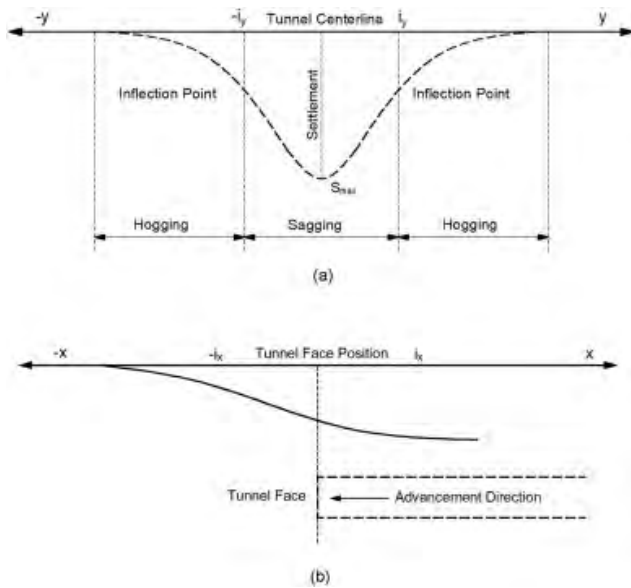
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Tunnelling-induced ground deformation model. (a) transverse settlement trough and (b) longitudinal settlement trough

We appreciate your review and responses to these questions from the Coalition for Safer Trains. Please respond in writing to Angelina Neglia, at [REDACTED]

Kind Regards,

Angelina Neglia  
**Coalition for Safer Trains**

CALtash 2024 Recipient, for Advocating for People with Disabilities.  
2024 Nominee for Catherine Blakespear's "women who Inspire in our Community"

**From:** [angelina\\_neglia](#)  
**To:** [LOSSANcorridor](#)  
**Subject:** Re: SDLRR Project NOP questions from the Coalition for Safer Trains  
**Date:** Tuesday, June 18, 2024 12:30:51 PM  
**Attachments:** [Coalition for Safer Trains ltr.pdf](#)

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Healthcare/Educational Advocate



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<https://safertrain.org/>

June 18<sup>th</sup>, 2024

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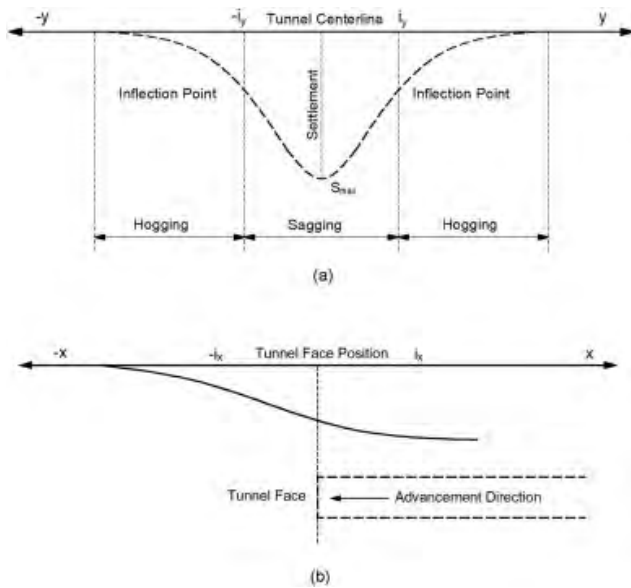
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Kind Regards,

Angelina Neglia  
**Coalition for Safer Trains**

CALtash 2024 Recipient, for Advocating for People with Disabilities.  
2024 Nominee for Catherine Blakespear's "women who Inspire in our Community"

# Letter to SANDAG re LOSSAN relocations: Notice of Preparation Item 15

Angelina Neglia [REDACTED]

Thu 6/27/2024 5:00 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>;Mario Orso <Mario.Orso@SANDAG.org>;Keith Greer <Keith.Greer@sandag.org>;Peter Casellini <peter.casellini@sandag.org>

📎 1 attachments (195 KB)

SANDAG Item 15 ltr.pdf;

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Gentlemen,

It was a pleasure watching you at the Solana Beach City Council meeting last night. We appreciated your calm approach in responding to the questions asked by the SB City Council members designed to challenge the NOP's selection of one particular North Portal associated with Route A as one of the study routes, to the exclusion of any critical analysis of any other portal or study.

While all questions and ideas are welcome, the process was put in place by SANDAG giving all constituents an opportunity ask questions and respond to your NOP.

Please read my attached letter in response to Mayor Heebner's non professional actions, and spreading of lies and disinformation across various social media platforms and TV interviews. As Vice Chair on the SANDAG board this is completely inappropriate, and damaging to the process SANDAG put in place. Her actions destroy any attempts of integrity, and transparency for SANDAG.

We disagree that Solana Beach and the Fairgrounds can make unilateral demands that Del Mar shoulder the entire burden, and disproportionate destruction of this relocation, while continue to receive the rail benefits, and ask for new ones. Solana Beach cannot deprive Del Mar of the opportunity to have SANDAG go thru this objective NOP and EIR process. Please review my letter, in the hopes of fair common sense and transparency in this process. Thank you!

Kind Regards,  
Angelina

**Angelina Neglia**  
**Healthcare/Educational Advocate**

[REDACTED]  
[REDACTED]  
CALTASH 2024 Recipient, Advocating for People with Disabilities  
2024 Nominee, Senator Blakespear's "Women Who Inspire" in our community



[www.safetrain.org](http://www.safetrain.org)

June 26<sup>th</sup>, 2024

Dear SANDAG Board Members,

**Letter from the Coalition for Safer Trains for Item 15, SANDAG Board Meeting, June 27<sup>th</sup>, 2024 Regarding LOSSAN Rail Project – NOP Alignment Options**

On June 4, SANDAG published its Notice of Preparation of three alternative routes it selected for study for the CEQA required Environmental Impact Report for the relocation of the tracks from the Bluffs in Del Mar.

One of those routes was Alternative A, a route which runs largely along the I-5 and does not require the tunnelling under homes in Del Mar, no eminent domain, not in the floodplain, and is supported by many residents. Alternatives B and C are routes that require tunnelling under homes, which means, eminent domain “full take” of 7.4 acres of homes and 51 acres of homes (250) with the tunnel underneath and another 500 located close to the tunnel and portals. Furthermore, options B and C require the destruction to the north end of Del Mar, and the Portal is located in the floodplain. Two alternative north portals and two alternative south portals were also selected for study. On June 17<sup>th</sup>, SANDAG held a “scoping meeting” attended by a multitude of people in which its representative reviewed the three alternatives selected for study and did not foreclose the submission of additional routes or portals.

Last week Lesa Heebner, Vice Chair of SANDAG and Mayor of Solana Beach, called for the summary elimination of Alternative A and of one of the North portals prior to the EIR report. It is appropriate to argue for or against any option. It is stunning for Lesa Heebner as Vice-Chair of SANDAG to call for the removal of a SANDAG selected study route from the NOP before the EIR. **That is sabotaging the process and rigging the outcome.** Heebner fears the results of the EIR and is using her position on SANDAG to force a change to the NOP that eliminates the only current study route that involves by-passing homes based on her assessment of Solana Beach inconvenience. She urged her constituency to write to SANDAG: **“I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done.”**

**Next, Heebner caused Item 15 to be placed on the SANDAG agenda concerning the NOP, and has stated that she will call for action on that Item, which, in light of her statements, clearly will be to move to eliminate Alternative-A from the NOP before it is studied in the EIR.**

***It should be noted, our Coalition repeatedly called the Solana Beach Council office and spoke to Amy Williams to schedule a meeting with council members, or present at the Solana Beach Council Meeting. They ignored our repeated requests. The only council member that replied and we met with at Solana Beach City Hall, was David Zito on March 21, 2024, at 3pm. Solana Beach has had plenty of time to understand the rail options, and cannot claim ignorance, or lack of public outreach from SANDAG, especially with Lesa Heebner on the SANDAG board.***

Our Coalition for Safer Trains, has consulted with our Attorneys, and they have stated in all the years of their practice have never seen an alignment option eliminated out of an NOP. They also stated that it is during the EIR study, when options can be modified, or new option/s added, but this would be the result of the information and data from the EIR Study. Then at the end of the EIR study, options could be eliminated based on the EIR study results. They stated there is a legal process for the NOP, and the EIR study, and that she cannot attempt to change these “objective steps” that SANDAG and the public have to go through.

Our attorneys also state the actions from Lesa Heebner and her position as Vice Chair on the SANDAG board and Mayor of Solana Beach put her in the position to be censured by the board, as hence should be prevented/recused from voting on this Project. SANDAG should formerly call for Heebner’s recusal from SANDAG’s Board on the train route alternative selection and study process. They also state she obviously has a conflict of interest, and is trying to impose her will on the Project outcome. Our attorneys further stated she should not be posting lies and disinformation out to the public about Option A. They noted she is trying to coerce and influence the public based on her lies and disinformation and should be formerly recused from the process. It is clear her inexcusable and non-professional actions are for the purpose of trying to eliminate Option A. We can supply proof of her posts, if you request.

We believe we must be consistent that removal of any alternative from the NOP at this point prior to a full EIR must be prohibited. Given that SANDAG has taken the public position that each are worthy of study, they cannot be removed by partisan actions. Heebner’s actions are an attempt to sabotage the process that SANDAG itself has undertaken in compliance with CEQA, and to rig the outcome. Would it make sense that Del Mar City Council and the Coalition for Safer Trains concurrently requests the removal of Alternatives B and C? We don’t know how SANDAG would be able to accept on one request and deny another?

The NOP process needs to be fair and legal process. We ask Mario Orso and Nora Vagas that the NOP should proceed and reserves its legal rights if Lesa Heebner and SANDAG Board violate the process. It will be much more difficult to undo a SANDAG Board action after the fact if it indeed eliminates Alt A, even if the action is illegal. If Lesa Heebner proceeds with these actions, she places the entire SANDAG Board at risk of an illegal action, and possible litigation if you vote as she wishes. If this project was in your backyard, we feel you would want your constituents, non-rail stakeholders to have a say, be involved, create an alignment option, and provide input in the process. We need Alt A to be studied as a starting point so that a viable I-5 alignment may emerge from the environmental studies.

Kind Regards,

*Angelina Neglia*

Angelina Neglia  
Coalition for Safer Trains

CALTash 2024 Recipient, for Advocating for People with Disabilities  
2024 Nominee from Catherine Blakespear, "Women Who Inspire in our Communities"



**From:** [Angelina Neglia](#)  
**Sent on:** Thursday, July 4, 2024 8:10:11 AM  
**To:** [LOSSANcorridor](#)  
**Subject:** LOSSAN Rail Realignment NOP response questions from the Coalition for Safer Trains  
**Attachments:** July 3 coalition for Safer Trains 2nd set questions 2.pdf (14.33 MB)  
  
**Categories:** SDLRR NOP Comments

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Hello SANDAG Team,

Please find attached our 2nd set of questions in response to the SANDAG NOP from the Coalition for Safer Trains. Please feel free to reach out to us with questions..

Please let us know how and when you will be responding to the public comments and questions.  
Kind Regards,

Angelina

Angelina Neglia  
Healthcare/Educational Advocate



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2024 Nominee, Senator Blakespear's "Women Who Inspire" in our community



<https://safertrain.org/>

July 3rd, 2024

Dear SANDAG LOSSAN Project Team,

We are writing these questions and comments in response to SANDAG's Notice of Preparation (NOP), from the Coalition for Safer Trains. A SANDAG is entering into the EIR study and stage it is important to bring up the following questions for all Options in the NOP short list to be responded to.

If any of our understandings or statements in this letter are incorrect, we kindly request you note them and provide corrected information, along with its source.

1. Shallow tunnels in densely populated urban areas are close to and under residential homes and businesses, and municipal pipelines and other underground infrastructure. **Please respond how SANDAG will investigate and study the underground topography and the impact to infrastructure (sewage, electrical, cables etc.) under the entire length of Del Mar?**
2. **Please explain why the tunnel/portal opening in the Solana Beach trench in Option A proposed by the Coalition for Safer Trains is not included in the NOP? Option A in the SANDAG NOP, was released with the portal and staging area at the north west corner of the Fairgrounds. Please include the Tunnel Option in the Solana Beach trench (which is the only portal option not in a floodplain), in the EIR Study process along with the Fairgrounds study. Please respond.**
3. In our discussions with SANDAG Engineers, it was confirmed that SANDAG could excavate and double track in the Solana Beach trench without further widening the trench from what it is today. Please see aerial photos below of the trench where it transitions from double to single track. The trench width, is the same. Our understanding is that to accommodate the double tracking SANDAG would straighten the sides of the trench not widen it? **Please respond.**

4. SANDAG conveyed to us that you can keep a rail line in service while doing this construction in the trench. We have your design drawings showing this can be done. **Please confirm.**
  
5. The SANDAG NOP for Option A didn't include the 6 + acres park which the Coalition for Safer Train proposed as an alternative to be considered. **Why not, please respond. Please include this 6+acre park to cover the trench/tunnel in our EIR.**



### **Floodplain Questions:**

1. The range of alternatives for the SDLRR Project is not reasonable because it does not include alternative(s) that avoid encroachment in the San Dieguito River (SDR) floodplain. **Please respond.**

2. Considering the alternatives included in the NOP, Alternative A should be chosen because it places the north portal above the SDR floodplain in the Solana Beach trench without the need for floodwalls and floodgates to protect it from flooding and minimizes encroachment in the SDR floodplain. Alternatives B and C should be rejected because they involve extensive encroachment in the SDR floodplain and require floodwalls and floodgates to protect the north portal from flooding. **Please respond.**

3. Realignment of the railway is necessary because the selection of the current alignment decades ago did not consider the long-term effects of coastal bluff erosion. The current alignment was also selected before our current understanding of climate change and the inevitability of sea level rise, and increased storms and runoff out to the ocean. In addition to running along an eroding coastal bluff, the current alignment is through the SDR floodplain. This floodplain is also susceptible to sea level rise. It is unreasonable for SANDAG to not consider all reasonably feasible alignment(s) that remove the railway from both the coastal bluff and the SDR floodplain. It is not reasonable for SANDAG to choose an alternative that involves extensive encroachments in the SDR floodplain, and take homes by eminent domain, when there are feasible alternatives that avoid or minimize this. **Please respond.**

4. Protection of the north portal (for Options B and C), from flooding from atmospheric river events and sea level rise will be required not only for the expected lifetime of the tunnel and portal infrastructure but for the entire existence of the tunnel, which is effectively forever. It is shortsighted and unreasonable to only consider a 100-year timeframe. **Please respond.**

5. Removal of the railway from the SDR floodplain could be achieved with a bored tunnel entirely under the SDR floodplain with a northern portal in the ROW in the Solana Beach trench. This alternative was advocated for by the public prior to the issuance of the NOP, but was not included as an alternative for the NOP. Instead, Alt A involves encroachment in the floodplain in the form of a cut-and-cover tunnel from the Fairgrounds to a north portal in the Solana Beach trench in addition to an Events Platform in the Fairgrounds. **Please respond.**

6. While apparently not required for CEQA and state funding, NEPA and federal funding require compliance with Department of Transportation Order 5650.2 (Floodplain Management and Protection). This requires SANDAG to make a finding in writing that encroachment in a floodplain is the only practicable alternative for the project. This

finding must be made with supporting information including alternatives considered that do not involve encroachment in the floodplain and why they are not practicable. SANDAG **did not** consider an alignment with a tunnel bored to a north portal in the Solana Beach trench that would avoid encroachment in the SDR floodplain. Without this, SANDAG cannot make a finding that encroachment in the SDR floodplain is the only practicable alternative, as required by DOT Order 5650.2. **Please respond.**

7. The range of alternatives in the NOP is also unreasonable because it is improperly restricted by the objective to “accommodate direct rail access to the 22nd District Agricultural Association (Del Mar Fairgrounds)” by the construction of a new Events Platform at the Fairgrounds. While SANDAG strategically engineered this as a separate project, this should have been considered segmentation of the SDLRR Project, which is disallowed by CEQA and NEPA. The Events Platform at the Fairgrounds should have been considered as a part of the SDLRR Project rather than segmented into a separate project. The environmental impact of including an Events Platform should be measured against current conditions, which is no Events Platform in the SDR floodplain and instead a train station outside of a floodplain in Solana Beach 1 mile away with transportation provided from this to the Fairgrounds via a shuttle service with electric buses. **Please respond.**

8. The Coalition for Safer Trains would add that a major advantage of Alt A is that the north portal will be outside of/above the 100-year and 500-year floodplain and will not need to be protected for its entire lifetime (a tunnel is forever) by floodwalls and floodgates. This deterioration and maintenance will cost millions over decades. **Please respond.**

9. The removal of infrastructure for Alt A is from the SDR Lagoon and Floodplain. **Please respond.**

10. **The Preliminary Drainage Report (Appendix D) from the SANDAG 2023 Alternative Analysis Appendices, focuses on sections pertaining to the San Dieguito Lagoon for the CCHS alternative, which has essentially the same portal as the north portal under JDB for Alt B and C.**

**One summary excerpt:**

*For the San Dieguito Lagoon, the track profile is informed by the hydraulic modeling conducted for the proposed bridge replacements at Camino Del Mar and NCTD Bridge 243.0, the highest of which was a water surface elevation of 16.2 feet. The elevation at the end of the (new San Dieguito River) bridge is 22.2 feet, which allows for a portion of the track south of the bridge to meet the bridge and subgrade hydraulic design by keeping the subgrade elevation above the energy-grade elevation. However, the track profile slopes to the portal elevation of approximately -5.0 feet. Therefore, the track will not meet subgrade criteria at approximately station 14+50. From this location to the tunnel portal, a flood wall should be included in the design to protect the track embankment and prevent overtopping during the 100-year event.*



As stated, the north portal at San Dieguito is set too low to meet be protected from the FEMA 500-year water surface elevation. Therefore, some form of flood barrier or exclusion device is recommended at the portal which can be closed to prevent the portal from allowing flood flows into the tunnel. Presumably, rail operations would be halted prior to a 500-year flood event and the portal could be closed with an automated flood gate or similar device.

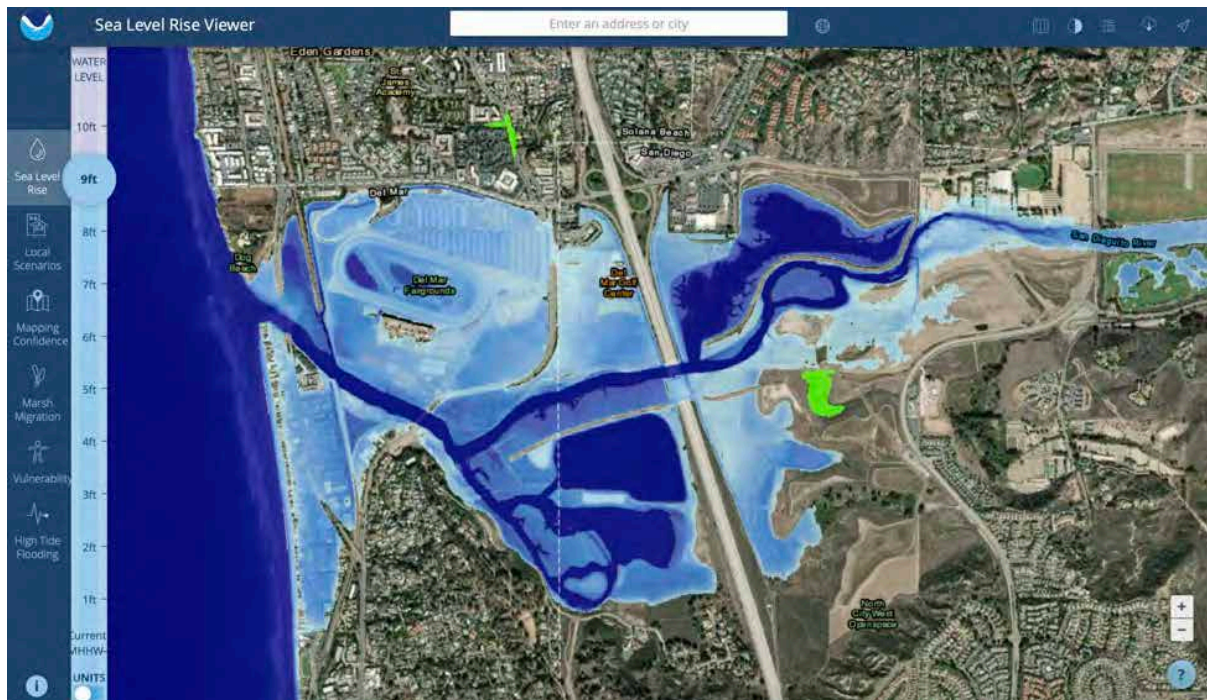
While Alt A would have a "portal" to the underground Fairgrounds events platform within the floodplain that would need to be protected from flooding, the footprint of this "portal" could presumably be much smaller than the footprint that will need to be protected for the north portal for Alt B or C (the entire length of the track from the edge of the San Dieguito River to the portal under JDB would need to be elevated or protected by floodwalls). It could presumably be protected by simply elevating the "portal" entrance on a small hill above the floodplain and not require floodwalls and floodgates. Alternatively, if the underground Fairgrounds events platform for Alt A were closer to Via de la Valle and higher in elevation, the "portal" to the underground Fairgrounds events platform might be able to be above the floodplain. Given the prediction of stronger atmospheric river events and sea level rise with climate change/global warming, the floodplain issue is critical to the long-term sustainability of the railway. **Please respond.**

11. Please find below the SANDAG ROW costs for the Crest Canyon Higher Speed Alignment. Please supply the ROW costs for all alignment options A, B, and C. These costs do not include litigation costs and costs of delays due to litigation, and eminent domain costs, which will impact and raise the costs of the alignment. **Please respond.**

Alternative 2A - Crest Canyon Higher Speed					
Right of Way Acquisition (Residential)	AC	7.40	\$ 16,500,000.00	\$122,100,000	7.4 acres of full take of residential parcels at northern portal
Right of Way Acquisition (Commercial)	AC	0.30	\$ 19,500,000.00	\$5,850,000	0.3 acres of partial take of commercial parcels at northern portal
Temporary Acquisition	AC	1.25	\$ 6,100,000.00	\$7,646,006	10' on either side of berm and cut and cover box at both ends of tunnel, 40% of take is assumed residential 60% of take is assumed commercial
Bridge (100' Easement)	AC	14.43	\$ 125,000.00	\$1,803,260	Entire length of bridge across the lagoon
Underground Easement	AC	51.39	\$ 88,500.00	\$4,547,713	80% Residential and 20% open space, 160' times the length of the tunnel and cut and cover sections.
Portals/Access Easement	AC	5.00	\$ 8,437,500.00	\$42,187,500	50% Open Space/ROW and 50% Residential Take
Temporary Staging	AC	4.00	\$ 6,500,000.00	\$26,000,000	Assumed staging will take place on commercial property
<b>SUBTOTAL-ACQUISITION</b>				<b>\$210,000,000</b>	

12. We understand from the NOP Options B and C will have the double tracks, new double wide bridge (9 feet higher) across the river, and portal/Cut and Cover tunnel located at Jimmy Durante and Camino Del Mar. Then rebuilding Jimmy Durante and Camino del Mar streets 70-100 feet higher and building a berm. **How will this increased height, affect any homes left in the immediate area near the portal? Please respond.**

13. Building this infrastructure in a floodplain will require flood walls, flood gates, protecting the new event platform with flood walls, U Structure around the Cut and Cover Tunnel etc., which will add costs to the construction. **Please supply the extra detailed costs associated with this construction in the floodplain.**



14. In our conversations with NOAA and other Climate Change agencies, California, including Del Mar will be impacted by higher sea level rise, higher tides, and extra water run-off from increased storm activity flowing from inland to the ocean. NOAA explained that in the near future, everything north of Powerhouse Park up to Dog Beach including the Fairgrounds, will be underwater. **Please explain why SANDAG considers building either Options B and C in a floodplain? Why would SANDAG consider spending \$4B on infrastructure which will last over 100 years in a floodplain? Please explain the maintenance costs for 100 years for this infrastructure given it will be threatened with rising sea water, deterioration and flooding?**

### San Clemente Cliff Failure on 10/17/22

Source: Orange County Register

A geo-technical firm has been selected to start emergency work to stabilize a damaged railroad line in southern San Clemente, where an ancient landslide and waves battering the shore combined to shift tracks and force service to a halt earlier this month. Restoration of passenger service could happen in as soon as 60 days – mid-December – and the project is expected to finish in mid-January, officials said. The new estimates are at least a month later, maybe two, than OCTA staffers originally anticipated less than two weeks ago during an emergency meeting. The track has moved as much as 28 inches over the last 13 months, due to storm surge and sand erosion on the coastal side and the gradually sliding hillside on the inland side. Monitoring in the area found that since the latest big storm, tracks have moved from 0.01 inches to 0.04 inches per day, OCTA officials said. Meanwhile,

contractors have continued to add large boulders, or riprap, to the coastal side to further secure the existing revetment. Work to secure tracks in San Clemente may begin this week.

<https://usg01.safelinks.protection.office365.us/?url=https%3A%2F%2Fwww.ocregister.com%2F2022%2F10%2F17%2Fwork-to-secure-train-tracks-in-san-clemente-may-start-this-week%2F&data=05%7C02%7Cdaniel.g.zedack.civ%40mail.mil%7C3a8f7233323945b3c0ec08dc1b8c8224%7C102d0191eeae4761b1cb1a83e86ef445%7C0%7C0%7C638415538899197755%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ij1haWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=sAiufrgVoPDPS33XcijrjFlIVPR93qW2gSWVada2k6A%3D&reserved=0>

15. How is SANDAG working with San Clemente on one cohesive transit rail plan? Our Coalition for Safer Trains has met with the LOSSAN Consultant with Senator Blakespear, and he could not provide one cohesive plan for all rail agencies involved. **Please respond.**
  
16. SANDAG is proposing in Options B and C to build the new bridge and Fairgrounds Event Platform at the mouth of the river facing the ocean and beach, lay new double tracks on land from the bridge south to the proposed portal and tunnel opening located at Jimmy Durante and Camino Del Mar. All of this construction is in the floodplain. How is SANDAG going to protect this infrastructure for 100 years (beyond flood walls, flood gates and the bridge 9 foot higher), from storm surge, flooding, sea level rise, salt water deterioration, sand erosion, and movement of the tracks? **Please respond.**
  
17. President Biden in an interview on July 2, 2024 stated climate change events are becoming more extreme and more prevalent. These events create extreme heat, and flooding. This impact creates increased costs and impacts to communities and people. EPA just released a new Impact Report regarding Climate Change. **How is SANDAG responding to Climate Change within your infrastructure plans for all Options, A, B, and C?**

**Quote from NOAA: Regarding Climate Change;**

**“It’s official: 2023 was the planet’s warmest year on record, according to an analysis by scientists from NOAA’s National Centers for Environmental Information (NCEI).**

Along with the historic heat, Antarctic Sea ice coverage dropped to a record low in 2023.

“After seeing the 2023 climate analysis, I have to pause and say that the findings are astounding,” said NOAA Chief Scientist Dr. Sarah Kapnick. “Not only was 2023 the warmest year in NOAA’s 174-year climate record — it was the warmest by far. A warming planet means we need to be prepared for the impacts of climate change that are happening here and now, like extreme weather events that become both more frequent and severe.”

“We will continue to see records broken and extreme events grow until emissions go to zero,” Kapnick said. “Government policy can address both emissions, but also actions to reduce climate impacts by building resilience.”

**18. What is SANDAG, NCTD, BNSF doing to cut emissions, and transition to electric trains? Please supply the dates for this transition.**

[https://www.noaa.gov/news/2023-was-worlds-warmest-year-on-record-by-far#:~:text=It's%20official%3A%202023%20was%20the,for%20Environmental%20Information%20\(NCEI\)](https://www.noaa.gov/news/2023-was-worlds-warmest-year-on-record-by-far#:~:text=It's%20official%3A%202023%20was%20the,for%20Environmental%20Information%20(NCEI))

**The 2017 LOSSAN DCM states on page 47 in relation to compliance with federal regulations and NEPA:**

**3.5.3 DOT ORDER 5650.2 FLOODPLAIN REQUIREMENTS**

The placement of new facilities that are within floodplains or that encourage future development within floodplains are subject to Executive Order 11988, as amended by Executive Order 12148 (DOT Order 5650.2; 23 CFR 650, Subpart A; and 23 CFR 771). These Executive Orders apply to construction of all federal or federally aided facilities that encroach upon or affect the base floodplain, as defined by FEMA. An assessment of floodplain hazards with discussion of impacts in the context of preservation of natural and beneficial floodplain values is required during the preliminary engineering and environmental review phase of the project, and a specific finding must be reported in the final environmental document. Coordination may be with FEMA and state and local agencies, such as the RWQCB, CCC, local coastal zone management agencies, and flood control districts, as appropriate.

The design of the project shall demonstrate compliance with Order No. DOT 5650.2 dated April 23, 1979, issued by the DOT. Order No. 5650.2 requires specific findings if a project involves a significant encroachment on the base floodplain.

An individual 5650.2 report will be prepared for each impacted creek or river. **This report shall include the following information:**

- The effective Federal Emergency Management Agency (FEMA) floodplain identification
- An exhibit showing the limits of the project that will remain in the FEMA floodplain following construction.
- **A finding that construction within the floodplain is the only practicable alternative must be made with the following supporting information:**

- o A discussion of why the project must be located in the floodplain
- o A description of alternatives investigated to remove the project from the FEMA floodplain
- o Verification that the project conforms to applicable state and/or local floodplain protection standards
- o A description of public involvement and the environmental review process in accordance with Order No. 5650.2

19. So far there is no evidence SANDAG investigated any alternatives that removed the project from the FEMA floodplain. A north portal in the SB trench (rather than in the Fairgrounds) would remove this portal from the FEMA floodplain (assuming tunneling under the floodplain is not considered development within the floodplain). **Please respond.**

Alt A, B and C all involve retention/development of critical infrastructure in a floodplain that is also susceptible to sea level rise. This is not a good investment in the future.

The North Portal Under JDB would be a future drain outlet for SDR Floodplain into a tunnel under Del Mar. The water runoff will find other underground paths, and compromise homes, infrastructure, and the fragile Torrey Sandstone, and could also create contaminated water and soil. **Please respond.**

20. What would be the environmental, public health and safety, and economic impacts of the tunnel flooding? **Would this compromise the structural integrity of the tunnel?**

#### Tunnel Questions:

21. Ground surface settlement (GSS) due to tunnelling can cause damage to the infrastructure surrounded. **How is SANDAG going to prevent this in options B and C for now and into the long future (100 years)?**
22. SANDAG took Del Mar City Council members to tour the LA Metro subway system to see the tunnels. SANDAG likes to refer to LA subway system as a model. Yet the Metro only moves passengers, not freight. Of significance, please note *“All metro tunnels are evaluated, planned and designed with input from industry leading experts, including an independent Tunnel Advisory Panel comprising globally recognized geotechnical, earthquake, and engineering tunnel experts.”* We ask if SANDAG will do this? *“using industry best practices from industry experts?”* Also, whether the communities will have input as to whom is on the Panel if one is used?

<https://www.metro.net/about/tunneling/>



23. Option A, Alignment on Public Lands proposed by the Coalition for Safer Trains, put the tunnel opening in the Solana Beach Trench as it will be further excavated to accommodate the double tracking. The tunnel opening was proposed south of the Solana Beach Station and has enough distance to lower the train a 2% grade to accommodate the freight trains. Given the distance we calculate the train would be approximately 135-140 feet underground before it goes under Via de La Valle with no interruption to the Fairgrounds. **Why did SANDAG not include this tunnel option in your NOP questions? Please respond?**
24. The Coalition for Safer Trains has consistently described a portal that is in the open trench, then it is a covered trench, with a 6+ acre park, then meets the bored tunnel to go under Via de la Valle. **We ask can that be done north of Via de la Valle?**
25. **We ask SANDAG whether any of the covered part of the tunnel must be on the Fairgrounds or can the portion of the tracks under the Fairgrounds be completely bored?**
26. **Why did SANDAG propose in Option A in the NOP, to put the tunnel under the Fairgrounds, when you own the ROW where the existing bridge is, and the land parallel running north to south along the east side of the bridge?** Option A from the Coalition for Safer Trains, also located the tunnel under the river and lagoon, the alignment never touched the Fairgrounds property. **The Fairgrounds has made it clear they do not want any tunnel under their property. Please explain.**
27. Why did SANDAG change Option A, and put a cut and cover tunnel construction and staging area on the northwest section of the Fairgrounds where we know it will interrupt their operations? The Coalition for Safer Trains also thought SANDAG could locate your staging area on the empty land off Border Avenue or locate it in a portion of the Solana Beach Train Station car park. **Please explain the decision making for putting this tunnel construction and staging area in the Fairgrounds, and in the floodplain?**
28. **Please explain the decision making to exclude the option proposed from the Coalition for Safer Trains; portal, and tunnel opening in the Solana Beach Trench, and drop the train underground in the trench to meet up with a bored tunnel to go under Via de la Valle which were proposed in Option A submitted to SANDAG.**
29. Given the Fairgrounds is demanding an Event Platform, why propose putting it in the middle of the river mouth, in the center of the floodplain and river mouth? The Coalition for Safer Trains thought you could locate the Event Platform at a less impactful site, such as the southwest extremity of the Fairgrounds by the car park where the tunnel would proceed under the river out to the Lagoon to I-5. **Please respond.**

30. Deep tunnels are constructed within stiff rock generally, which means the stratum is relatively stable and settlement of ground is limited. Compared with deep tunnels, tunnels in shallow depths, are **always** surrounded by soft soil (for example Torrey Sandstone). In urban areas, the resulted settlement of ground cannot be neglected. In other words, the construction of a tunnel in urban regions is more complicated than in less populated areas. **How is SANDAG going to stop ground slippage and settlement for all Options, now and into the future (100 years)?**
31. Tunnel excavation disturbs the original stress state of ground inevitably, as a result, ground settlement is induced. **How is SANDAG going to address this for all Options now and into the future (100 years)?**
32. The settlement of the ground poses a threat to nearby structures and infrastructures. **How is SANDAG going to address this now for all Options, and into the future for homes and businesses. What is their recourse for damage and lower home values?**
33. To minimize the risk of damage, accurate prediction of maximum GSS is critical to control it within tolerance. **What is the tolerance measurement?**
34. Tunneling-induced GSS is influenced by three factors mainly, including ground properties, tunnel geometry as well as excavation and support methods. **How is SANDAG going to address the tunneling challenges for the topography challenges for the entire length of Del Mar for Options B and C?**
35. Ground properties are the characteristics of soil and rock around the tunnel, the parameters depend on the constitutive models used, and particular ones are friction angle, cohesion, unit weight. (SANDAG is proposing Cut and Cover Tunnel and Twin Boring Machines to tunnel across the length of Del Mar, where there are huge factors to consider such as Torrey Sandstone, caves, fissures, earthquake, sinkholes, rain and irrigation drainage flowing down the hill, and running into the tunnel infrastructure). **We ask SANDAG to create and present life size models of portal & tunnel designs based on the EIR and geological challenges of the Torrey Sandstone and water drainage issues? (This could be a plastic sheet, drone wall, story poles etc.)**
36. Tunnel geometry reflects the shape and location of the tunnel, generally including tunnel depth, tunnel diameter, distance between tunnel and nearby structures. Some researchers adopt ground water table in the classification of tunnel geometry as well. **We ask SANDAG to provide these details as it pertains to tunneling under Del Mar, for all Options. Will SANDAG also include ground water tables and their impact to all three options?**

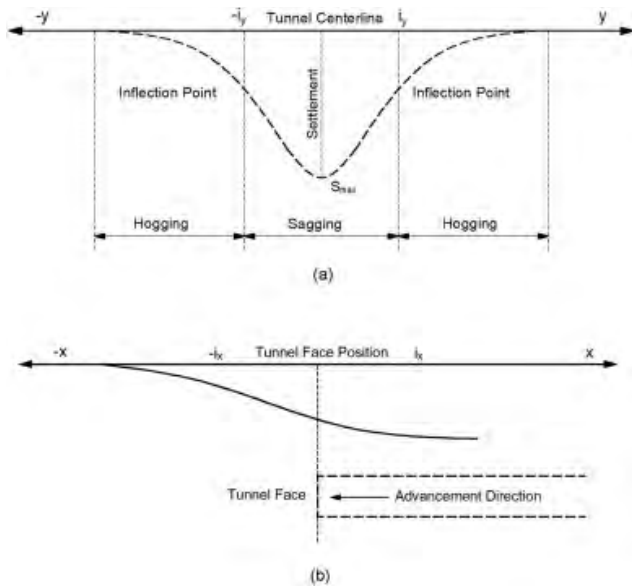
37. There are various tunneling construction methods; For tunnel excavation and support method, already applied approaches include drill and blast method with anchor shotcrete support, mechanical excavation method with steel beam support, shield tunneling method with lining, etc. Tunnel Boring machine (TBM) are regarded as common construction approach of tunnels in urban areas. But there are many parameters of TBM, such as thrust, torque, penetration rate, advance rate, rotation speed, face pressure, pitching angle, grouting pressure, grouting filling volume, specific energy and so on. As a result, choosing appropriate parameters for performing GSS prediction is a challenge. **How is SANDAG going to address these issues under the full length of Del Mar for Options B and C?**

38. According to [Ocak and Seker \(2013\)](#), analysis of short-term ground settlement caused by tunnelling is based on the assumption that the soil is in undrained condition. **The Soil composition in Del Mar is moist and has water run off due to the topography downward slope, rain and irrigation. How is SANDAG going to address this?** Commonly, it happens within a few weeks after excavation. For long-term settlement,

which is due to creep, stress redistribution and consolidation of soil, it may take several months to a few years to reach a stabilized stage ([Ocak and Seker, 2013](#)). In general, short-term GSS is contributed by construction methods mainly while long-term GSS depends on soil features and tunnel geometry. **How is SANDAG going to address these geological issues for all Options for both the near term during and after construction, and then decades later when homes are affected? Please respond.**

*Sources: (Chen et al., 2019, Chen et al., 2019; Kim et al., 2001; Moghaddasi and Noorian-Bidgoli, 2018; Pourtaghi and Lotfollahi-Yaghin, 2012; Zhang et al., 2020, Zhang et al., 2020, Zhang et al., 2020). (Chen et al., 2019; Zhang et al., 2020; Hajihassani et al., 2020; Ocak and Seker, 2013; Pourtaghi and Lotfollahi-Yaghin, 2012). (Chen et al., 2019; Ahangari et al., 2015a, Ahangari et al., 2015b; Darabi et al., 2012; Hasanipanah et al., 2016; Kim et al., 2001; Moghaddasi and Noorian-Bidgoli, 2018; Zhang et al., 2017, Zhang et al., 2017). (Chen et al., 2019; Hasanipanah et al., 2016; Moghaddasi and Noorian-Bidgoli, 2018).*

*According to [Ocak and Seker \(2013\)](#),*



Example: Tunnelling-induced ground deformation model. (a) transverse settlement trough and (b) longitudinal settlement trough.

30. SANDAG has greater detail on the proposed tunnel locations. For instance, SANDAG knows precisely what percent of each alignment will be located under public and/or private property. SANDAG knows the exact length of each tunnel and the type of construction of each segment. SANDAG knows where your engineers took core samples and continues to take core samples. SANDAG should be required to provide a detailed map of the 3 proposed tunnel alignment footprints. **Please supply this information.**

39. It will determine how many homes will be taken and how many homes will be left with severe noise & vibration. The NOP states that "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." The latest technical documentation we have states that the twin-bore tunnels would be 28 feet in diameter, so that would mean SANDAG is planning for the tunnel to be a minimum of 28 feet from the surface. SANDAG have told us that it will be much deeper along most of the length of the tunnel, but that is dependent on the terrain. We can surmise that the tunnel will be deeper under homes that are located on top of a hill. **Please respond what will be the tunnel depths given SANDAG has just stated you will use a Twin Tunnel Boring machine instead of single bore machine.**

40. What is the minimum depth of the train tunnel directly below each home in Options B and C? **Please respond.**

41. At the Scoping Meeting on June 18th, the Coalition for Safer Trains spoke with a Project Engineer (with Mott McDonald) who told us that the minimum acceptable depth for a train under a home would be “two times the diameter of the tunnel, at a minimum.” This corresponds with industry standards and what we have been told by other qualified tunnel engineers. In the NOP, SANDAG Options B and C position the train tunnel at a depth of “one time” the tunnel diameter. During a meeting with Danny Veeh and Sheila Garcia, Angelina Neglia and other Coalition Members were told by Danny that the train could be located at a depth of one time the diameter under a home. So, there appears to be a major disconnect between the Project Manager and the Engineer designing the tunnel. This is critical, because if the train depth needs to be 2X the diameter, it requires another .27 miles in distance to achieve that depth. Which equates to many more homes taken by eminent domain. With the twin-bore design, the width expands the area of impact to homes, as well. This will have the greatest impact near the portal, where the majority of eminent domains will occur. **Please respond.**
42. With each report that SANDAG releases, going back to 2017 and 2023, SANDAG is providing less and less detail regarding the engineering specs of the tunnel design. We have to go back to the 2023 study to even find the diameter of the twin-bore tunnel and assume that the specs from that report still apply. **Please respond with updated tunnel specifications for all options.**

- A. Please provide** an explanation of why SANDAG chose not to keep their own I-5 Alignment - as described in the August 2023 San Diego Regional Rail Corridor Alternative Alignment and Improvements Conceptual Engineering Study as part of the NOP. According to the NOP, all the Conceptual Alignments meet the current project criteria.
- B. Please provide** lot level maps and plan view diagrams of tunnel depth for all Alignments from Solana Beach Portal & tunnel, Del Mar and San Diego to show which specific homes are affected by the both the construction and permanent twin track including the need for eminent domain of partial, entire and right of way easements under homes for all of the routes. For Solana Beach separately provide the same level of maps and diagrams for the already planned double tracking by SANDAG regardless of and impact of Alternative A.



C. Please also include the estimated right-of-way costs, estimates for eminent domain, estimates for litigation, and estimated increased construction costs due to delays for Alternatives A, B, C and the previous I-5 Alignment. Only then can you compare total costs and not just construction costs.

**Travel Times and Noise:**

Alignment A is identified as “substantially lengthening the duration of the commute time to San Diego”. However, based on my limited technical knowledge, both the noise and vibrational impact of a passing train scales as a ratio of velocity-squared... So, reduction in speed by 50% will have a 400% reduction in noise and vibration.

As a result, the simplest and lowest cost method to reduce noise and vibration is simply to reduce the speed of the train as it passes through the tunnel. With the speed reduction necessary to mitigate noise and vibration, Alignment A no longer exhibits the longest transit time of the options. **Please respond.**

1. Considering the need for noise and vibration abatement, please quantify the proposed transit times of the existing single-track route along the bluffs compared to double track Alignments A, B, C and the previously studied Conceptual I-5 alignment. **Please respond.**
2. According SANDAGs earlier reports, Alignments B and C should expect severe noise impacts to more than 2200 homes. Please identify the 2200 plus residential and commercial lots that will be affected by the severe noise and document specifically how SANDAG will address these noise impacts for residents and businesses for all Alignment Options. **Please respond.**
3. Please quantify the noise level from exhaust fans running 24/7 and how they will impact homes. Please provide a map of the impacted homes. **Please respond.**

4. Please supply a life size mock-up of each Portal and ventilation building, with specifications, at each proposed Portal site for the public. **Please respond.**
  
5. **Please supply the dates when SANDAG, BNSF, and NCTD will transition to Electric trains (to follow the Clean Air Act, and Green House Emissions), for both passenger and freight? When this happens do you need these large ventilation “buildings”?**  
**Please respond.**
  
6. For Alignment A, the SANDAG NOP document shows a Cut and Cover Tunnel in the northwest section of the Fairgrounds which is in the floodplain. The “Coalition for Safer Trains” didn’t propose a Cut and Cover Tunnel at this location. We proposed a Tunnel going down in the already excavated Solana Beach trench which is **not in the floodplain**, then going underground all the way to the I-5 transportation corridor. For Alignment A, where the tunnel opening would be in the base of the newly excavated trench to accommodate the double tracking, please confirm how far north this can be located, and based on the 2% grade how deep the tunnel will be underground before it hits Via de la Valle Road? **Please respond, and include this portal location in your EIR study.**
  
7. For all Alignment Options, please explain where the staging area will be, including the North Portal for Option A inside the Solana Beach Trench. Could the staging area be located in the Solana Beach Train Station car park? **Please respond.**
  
8. Most freight Railcars have a maximum gross weight (loaded weight) of 286,000 pounds or 143 tons. If one assumes an average freight train hauls about 120 freight cars, this means a loaded freight train fully maxed by weight (rather than cubic capacity) carries about 17,200 tons of freight. When you add the weight of the locomotives you get to over 17,600 tons. We know not all trains carry full loads; some of the cars may be empty. And some loads will max out by capacity rather

than weight. **When considering boring a tunnel and having a freight train run through the entire length of Del Mar, it should be noted up on Crest Road on the top of Del Mar Hill, there are signs stating, “no trucks over 7 tons allowed on the road.” This is due to the fragility of the Torrey Sandstone and composition of the underground topography. The weight is obviously a concern. Please show the analysis of how SANDAG can route the weight of a freight train through the Del Mar Torrey Sandstone. Taking Boring Samples at large intervals or just at portal locations is not enough analysis. Please respond.**

**DOD Stracnet Meeting & Questions Regarding LOSSAN Corridor:**

Responses from:

Daniel G. Zedack,

Chief, Railroads for Nation Defense

Transportation Engineering Agency

U.S. Army Military Surface Deployment & distribution command (SDDC)

“We would like to reiterate that the DOD does not own or operate or construct commercial rail lines. We rely heavily on transportation stakeholders (federal regulators, state DOT’s, local planning organizations, private railroads, etc.) and policy makers to keep STRACNET and the nation freight rail network in good order. The DOD does not lobby for funding of specific rail projects and will provide verification or information on the defense equities of STRACNET identified rail lines or defense rail requirements. It is up to transportation officials, policy makers, and their voting constituents to determine how information is utilized and projects are ranked and/or advocated for”.

1. Camp Pendleton stated in the most recent STRACNET update cycle (2023) that they maintain a rail requirement and expect to ship up to 100 carloads a year. **Please respond.**
2. The Port of Long Beach has had very limited shipments of DOD rail cargo over the last decade. Currently, the Strategic Seaport program is a voluntary program and DOD use of any port is a two-way business decision. The DOD weighs the availability of military useful infrastructure, availability of labor, and cost among other factors. The ports weigh the expected income from DOD movements vs. what other customers may pay for the use of the same infrastructure among other factors. **Please respond.**
3. The analysis behind the selection of Strategic seaports does include redundancy on each coast to account for natural disasters or other events that would hinder DOD access to

commercial port infrastructure. The Strategic Seaport program identifies alternate Strategic Seaports. **Please respond what redundancy SANDAG has for the STRACNET shipments?**

4. Reviewing the STRACNET map, in 2023 Strategic Rail Corridor Network, there appear to be five segments of significant length that have no redundancy: San Diego, Alaska, Port of Virginia, Port of Morehead City, and Port of Wilmington. **We ask what percentage of each of these tracks is single tracked and if so, could you please share?**

5. We asked how many STRACNET segments are considered more vulnerable than the tracks to the port of San Diego at this time? His response: The RND program does not rank specific corridors by vulnerability or risk but maintains awareness regarding the long-term viability of the LOSSAN corridor and other STRACNET rail lines. **Please respond.**

6. We asked how often does the military use the LOSSANN Corridor? They responded; to be clear, the majority of DOD cargo is shipped to and from the Port of San Diego, which is south of Camp Pendleton. The majority of rail cargo shipped to or from Camp Pendleton itself is shipped north to training areas or other defense sites. **We have stated “the once to several times per year we use the rail is representative of the number of rail orders per year.** One order could be multiple trains of equipment. For example, in 2022, roughly 500 carloads of equipment were shipped to/from the Port of San Diego. Although we do not have the exact train numbers (proprietary data owned by BNSF), this is more likely 6-8 individual trains per shipment based on the typical length of a military train on the LOSSANN. **“SANDAG please respond how many military trains go through San Diego on the LOSSANN rail per year?**

7. We asked when there have been cliff failures in San Clemente and Del Mar, and subsequent rail line closures, did this affect the DOD military shipments via rail? He responded we had little to no impact for military shipment as we have other modes of transportation. **Please respond.**

UNCLASSIFIED  
Strategic Rail Corridor Network (STRACNET)



UNCLASSIFIED





**Eminent Domain – Questions from the group of Residents located at Jimmy Durante and Camino Del Mar, where SANDAG proposed the North Portal for Options B and C.**

We would like to present the daunting effect of Eminent Domain for myself and my neighbors – and our train tunnel issue.

First – Eminent Domain only applies to options B and C. There is no eminent domain at all in Solana Beach.

SANDAG can claim eminent domain and negotiate and buy effected homesites if near the north portal. These homes will be destroyed to make way for the portal. And the route decision will be announced in about two years. If route A is selected – no eminent domain.

The problem for those homes affected – The value of our homes as of the recent announcement of the three selected routes is now ZERO!!!! Yes ZERO. Ask any of our local realtors what the value of any effected homes is now, if routes B or C is selected and our homes could be demolished in two years!!!

And it gets worse - Eminent Domain will eventually occur and those effected will get funded, but only when the tunnel is funded – this could take years. In the meantime, all of our properties have no value. For example – if it takes 10 years to get funding, our homes have no value for 12 years. Or funding could take 20 years or maybe even NO funding. No funding is worse case for the eminent domain or our homes, and we would never get out of the shadow of Zero valuation.

This is bleak news for those homeowners effected by eminent domain.

- 1. But who are these homeowners? How many homes are affected? Where will the north portal be? Please respond.**

These proposed effected homeowners deserve information. Some may be doing expensive home improvements – new roofs, solar, remodeling etc., not knowing that as early as 2 years from now their homes will be condemned. These homeowners and the homes around the north portal deserve to have accurate and specific information.

- 2. SANDAG has this information given that you know the Portal location for Options B and C, and have also stated in your documentation, you need 8-10 acres of land for staging and the Cut and Cover Tunnel and Portal. Please respond.**

SANDAG today, knows exactly where the north portal is proposed for B & C. And chooses to not share it. And I understand their position. SANDAG has been an organizational nightmare for the last few years. And announcing the homeowners involved with commendation will be a political nightmare for SANDAG. But we are sorry, our possibly effected homeowners need to know. And know right now.

- 3. Our City Council and the homeowners demand answers. We ask will SANDAG provide this information or should we request the data by doing a “Public Record Request?”**
- 4. Our group of homeowners also ask for a timeline for getting this information? Please respond. Thanks for your time regarding this critical issue.**

Jim Benedict,  
Representing the residents located at Jimmy Durante and Camino Del Mar

In Summary, the whole problem is the prior placement of the tracks on the coastal bluff lacked foresight of the consequences of climate change, sea level rise, and erosion. To not remove the alignment from the floodplain would repeat this mistake. We ask SANDAG to please respond to these questions and comments from the Coalition for Safer Trains. Please respond in writing to Angelina Neglia, at [REDACTED]

Kind Regards,

*Angelina Neglia*

Angelina Neglia

**Coalition for Safer Trains**

CALtash 2024 Recipient, for Advocating for People with Disabilities.

2024 Nominee for Catherine Blakespear's "women who Inspire in our Community"

Please find attached below, letters from the business and property owners in Del Mar.



June 21, 2024

Dear SANDAG LOSSAN Project Team,

We are the owners of the Del Mar Plaza, which is in the center of Del Mar. We purchased this property in.....and have invested a lot of money to make it a landmark attraction in the center of Del Mar for all to enjoy. We represent 9 retailers, and 10 restaurants which are all small business owners. The Del Mar Plaza represents the center of town for residents and visitors to come together as a community.

The village of Del Mar has 4,000 residents and attracts upwards of two million visitors annually from all over the world, who come to enjoy the beautiful dog-friendly beaches, hiking trails, scenic views, Fair, Races and the many shops and dining opportunities located within the Del Mar village. Many of these visitors and residents come to the Del Mar Plaza to shop and dine and support these business owners. The City of Del Mar provides and attracts tourists and residents to the Power House Summer Concerts, Farmers Market and Summer Solstice Events during the summer.

We and our tenants and other small business owners, and hotels in Del Mar are extremely concerned if SANDAG selects either Rail Alignment Option B or C. Based on presentations we attended by SANDAG we understand that both of these alignments involve demolishing 8-10 acres of land 2 blocks from the center of town to the north. We understand SANDAG wants to put a Portal in the side of the cliff and build a cut and cover tunnel at the intersection of Jimmy Durante and Camino Del Mar and take approximately 30-50 homes by eminent domain. We understand the north end of town access will be cut off or greatly disrupted, hence the public will not

be able to access Del Mar from the Fairgrounds, Races, Kaboo, Beach, Emergency First Response Services or access as an emergency route out of town in case of Tsunami, Fire, Flood, or earthquake etc. Highway 101 is not a suitable route.

We understand this construction of the Portal for Options B and C will require the removal of literally millions of tons of rock and dirt, some of which may be contaminated, which will require many hundreds of thousands of construction haul truck trips that could significantly disrupt the vital northern access to Del Mar. Further, if one of the twin boring machines breaks down, (a likely event given the porous and unusual topography in the Del Mar hill), the emergency staging areas and rescue equipment will jeopardize normal traffic flow and access into and out of Del Mar.

Not only will Del Mar lose the northern access into and out of town for a decade, but also economically our city will not survive. The impact to the business owners, hotels and hence, the employees working at these establishments will be greatly impacted or go into bankruptcy. Even with northern access at Jimmy Durante and Camino Del Mar open today, you see the impact of the traffic from the Fairgrounds entering into Del Mar. Where will this traffic go? Will all the business go to Solana Beach? Del Mar relies on income from Property Taxes, Sales Tax, TOT Tax, Short Term Rentals, and the Fairgrounds. If the city is cut off to the north, Del Mar will not survive a decade of this construction/destruction, then the city will be further impacted for years, challenged with providing even basic services to the city, such as paving roads, garbage pick-up and maintenance to the city.

We speak with other property and business owners on a regular basis and most are extremely concerned if SANDAG selects either train tunnel Options B or C. Del Mar just completed a portion of the streetscape plan which took over a year and we lost several of our small Mom and Pop shops. Then Covid hit and we lost another wave of businesses. This is the sole source of income for most of the business owners. We do not believe many if any of our retail shops could withstand the 8-10-year disruption of this tunnel construction project. The "Cut and Cover" proposal is a death sentence to Del Mar. We only have a few blocks in our downtown that provide some of the tax revenue for the City's general fund to pay for services for the millions of visitors that flock to our beaches and quaint village. We do not have big box stores or any other commercial zone. **CAN SANDAG PROVIDE ASSURANCES TO BUSINESS OWNERS THAT THEIR BUSINESSES WILL NOT ONLY BE "ACCESSIBLE" BUT THERE WILL NOT BE ANY MAJOR DISRUPTION DISCOURAGING CUSTOMERS FROM COMING TO DEL MAR?**



We have witnessed increased erosion and bluff collapses both on the cliffs at the ocean, but also right at the Portal location for options B and C there was a major cliff collapse. Del Mar suffers from sink holes, erosion, fissures and when it rains, all this water runs down the hill. We are concerned with a tunnel running the length of Del Mar horizontally, the water runoff will impact the land and homes, the tunnel will interfere with the current water drainage. There is no possible way with geotechnical or boring studies, that SANDAG can be aware of all the geological challenges underground in the Torrey Sandstone under the full length of Del Mar. We question how well our hillside can hold a huge double tracked railroad with the weight of freight trains, given SANDAG's continuous shoring and fortifying of the bluffs under the tracks due to water drainage, erosion, land movement, weight, vibration and storm runoff.

Also, the business owners are concerned locating the new double tracks and portal for Options B and C in a floodplain which involves building flood gates on the portal opening and a U Structure around and under the Cut and Cover tunnel, we ask is this prudent long-term planning for an infrastructure project which is being budgeted for \$4B and will last 100-150 years?

The business owners are also concerned for any resident living near the Portal for Options B and C, as we understand there will also be massive ventilation fans spewing toxic exhaust out of the tunnel 24/7. Numerous studies have shown anyone living near a portal or tunnel are especially vulnerable to health risks from air pollution – including cancer and reproductive system damage. We are worried that the tunnel alternative Options B and C – both during construction and operation – will harm the health and well-being of the community and residents nearby.

In light of the potential for these significant problems, the business owners in Del Mar endorse Alignment Option 1, which routes the train in a tunnel under the river, and lagoon to the I-5. No homes are taken by eminent domain, no destruction to the north end of Del Mar, no homes near portals, no ventilation fans near homes. None of Option 1 is sitting on a flood plain. As we are greatly concerned, we hope the EIR will adequately disclose the analyzes for all reasonably foreseeable environmental impacts from the proposed Project alternatives, especially the tunnel under Del Mar.

We ask SANDAG, to conduct a comprehensive and independent financial feasibility study thorough and accurate investigation of potential environmental, financial and, impacts to the community and other possible less invasive transportation options.

Kind Regards,

*Patty Brutton*

Marc and Patty Brutton  
Owners of the Del Mar Plaza

TO: SANDAG LOSSAN Project Team  
RE: NOP Rail Tunnel Alternatives  
DATE: June 18, 2024

Our family bought the beloved, historic Stratford Square building located on the Southwest Corner of Camino Del Mar and 15<sup>th</sup> in 1970. It is said to be the most photographed building in North County. It was built in 1927 and the west end of the building is built on sand. I am very concerned about the tunnel options B & C provided in the NOP. In speaking with SANDAG's engineers, they cannot assure me that this building will not be permanently damaged during the construction or use of this tunnel, and due to the non-conformities, if it falls, it is gone. It cannot be replaced. **CAN YOU ASSURE PROPERTY OWNERS THAT THEIR BUILDINGS ARE SAFE?**

The entry point of the tunnel for both the B & C options threatens every business in Del Mar.

I speak with the other property and business owners on a regular basis and most are fearful of the train tunnel options B & C. Del Mar completed a portion of the streetscape plan which took over a year and we lost several of our small Mom & Pop shops. Then Covid hit and we lost another wave of businesses. This is the sole source of income for most of business owners and the properties have been passed down through generations. I do not believe many if any of our retail shops could withstand the 8–10-year disruption of this tunnel. The “cut and cover” proposal is a death sentence to Del Mar. Even if the tunnel itself does not directly affect the businesses, the negative media attention will divert visitors elsewhere and devastate Del Mar's very small village. We have only a few blocks in our downtown that provide some of the tax revenue for the City's general fund to pay for services for the millions of visitors that flock to our beaches and quaint village. We do not have big box stores or any other commercial zone. **CAN YOU ASSURE BUSINESS OWNERS THAT THEIR BUSINESSES WILL NOT ONLY BE “ACCESSIBLE” BUT THERE WILL NOT BE MAJOR DISRUPTION DISCOURAGING CUSTOMERS FROM COMING TO DEL MAR?**

I'm not an engineer, but I've lived in the Del Mar area for 55 years and have seen the erosion and the destructive sink holes. I know that when it rains, it comes down in sheets and the ground does not absorb the water fast enough so there is tremendous flooding. I don't see how a tunnel under any portion of Del Mar could be a viable option, but of the choices presented, I think Option A would be the least disruptive to the majority of people and businesses.

I have paid close attention to your process and have been told by SANDAG representatives that “we are very early in the process” and “there is plenty of time before any final decision”, yet there seems to be steps forward that won't be reversible. I hope that you truly listen to the concerns of the residents, businesses and property owners whose entire lives will be disrupted and potentially devastated. **CAN YOU EASE THE FEARS OF THE PEOPLE AND CAN THE PEOPLE TRUST WHAT YOU SAY?**

Sincerely,  
KC Watkins Vafiadis  
Stratford Square Del Mar  
1442 Camino Del Mar, Del Mar, CA



“Elephant in the Room”

By

Carol Kerridge, Vice Chair

Lagoon Conservancy

June 23, 2024

First, I would like to thank Angie Neglia for the amazing amount of effort she has made to investigate the details of the SANDAG planned tunnel project that we have been waiting to learn about for several years.

As I look into the future, I see a much different perspective on this project than what I have yet to read. We’ve learned that this tunnel project is of great importance to the Dept of Defense and likely the Dept of Transportation, which both make this decision truly significant for our community.

I believe we need to focus on the safety of this project not just for its structure and how it can fit or not fit into our town, but as it relates to the safety of our residents and to the passengers and cargo the rail lines wish to transport.

**I SEE AN ELEPHANT IN THE ROOM!**

I understand that when the idea of the tunnel project was first brought forward around 10 years ago, (I believe), the LOSSAN committee (which contained stakeholders and planning committees from along the corridor), the proximity of the effects of Global Warming were not as apparent. Here in town, we felt the bluff was secure for a while, sure we knew the train would need to be moved off

the bluff in the future...but not in our lifetimes. No one envisioned that Global Warming would come so fast and have such a possible debilitating effect on our town.

Several years ago, as a CERT Team member, we focused on preparing ourselves and neighbors should an event such as earthquakes, flood, or wildfires occur. Little did we know or expect that these issues would become so very relevant today.

**THE ELEPHANT IN THE ROOM WILL NOT BUDGE UNTIL WE LOOK MORE DEEPLY AND CAREFULLY NOW!**

Our hillside of over 2700 households (that's within the City of DM and our friends in DM Heights) is under intense scrutiny. While we know from local well-known geologists (such as Dr Pat Abbott), the composition of our bluff and our hillside are similar...we question now how well our hillside can hold a huge double tracked railroad with the weight of freight trains. I wonder about that question when I sadly observe how our bluffs have eroded from runoff and undercutting from the stormy coastal storms and are needing to be fortified to support the trains. We are also beginning to see some of these storm runoff problems in our neighborhood canyons, alleys, and gardens. We need more sandbags now! We hope and wish that the larger bluff failures in our town like Anderson Canyon and the hillside above CDM were caused by just runoff from storms, but now, the writing is on the wall.

In recent Climate Change symposiums held here in town, we've learned from our Keynote speakers, all prominent SIO scientists who all agree that we need to prepare for much more unpredictable volatile weather. This includes major coastal atmospheric river storms which may cause SLR, high winds, wave damage and flooding; extreme warming causing extensive drought and strong, more frequent Santa Anas, and an increase in major wildfires due to the air containing more CO2 which makes fires more combustible. They all agree that these possible climate related changes are occurring much faster than previously predicted.



So how do these changes affect the placement of a double tracked tunnel within our hillside which is planned to accommodate 90 passenger train trips and 11 freight train trips in one day. The military authorities will not promise that as they move freight, they will refrain from transporting hazardous materials or nuclear waste. These trips are proposed to run under our homes.

Given the high probability of damaging strong storms, where will the runoff be absorbed in the ground with a huge tunnel buried underground. Will the storm water flow downhill to the homes below? Will the hillsides weaken and possibly cause mudslides like we have witnessed in La Jolla, Anderson Canyon, CDM, Palos Verdes, San Clemente, and throughout So CA.? Actually, we are at risk of this happening risk without an underground tunnel.

As if that weren't enough concern, FEMA in their National Risk Index for Natural Hazards considers our region to be at the highest risk for earthquakes and mudslides. Along with that info. the CA. Earthquake Authority considers this region a very high risk for earthquakes due to our proximity to the Rose Canyon Fault located just a few miles off the shore of Del Mar. They also concur that we are at a high risk for mudslides and wildfires.

Has anyone discussed this with the DOD or the DOT...particularly as they propose to transport passengers and military equipment, and at times to be transporting hazardous materials including nuclear waste under homes?

What a Cluster!

We have a wonderful Fire Dept, but what a list of possible disasters for them to prepare for!

After thoroughly investigating the particulars of possibly putting a tunnel of this size anywhere under our hillside, I think it will be mandatory to re-review the decision after seriously looking at all of the possible risks we are facing. I believe the railroad needs to be moved to a safer location north and inland. SANDAG needs to change its course.

We can no longer put our heads in the sand...the sand is disappearing fast! We ask SANDAG to respond to these comments.

Kind Regards,

Carol

*Carol Kerridge, Vice Chair of the Lagoon Committee, Del Mar*

Community Disaster Education


Clinical Research Nurse

## Coalition for Safer Trains 2nd set of questions for the NOP document SANDAG sent out

Angelina Neglia [REDACTED]

Sat 7/6/2024 3:03 PM

To: LOSSANcorridor <LOSSANcorridor@sandag.org>

 1 attachments (18 MB)

July 3 coalition for Safer Trains 2nd set questions 2.pdf;

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hello LOSSAN Project Team,

Please find attached the 2nd set of questions from the Coalition for Safer Trains in response to your NOP document. Please add this set of questions for the first set we sent previously. Please confirm you receipt of this document, and how you will respond and when.

Kind Regards,

Angelina

Angelina Neglia  
Healthcare/Educational Advocate

[REDACTED]  
[REDACTED]  
CALTASH 2024 Recipient, Advocating for People with Disabilities  
2024 Nominee, Senator Blakespear's "Women Who Inspire" in our community



<https://safertrain.org/>

July 3rd, 2024

Dear SANDAG LOSSAN Project Team,

We are writing these questions and comments in response to SANDAG's Notice of Preparation (NOP), from the Coalition for Safer Trains. A SANDAG is entering into the EIR study and stage it is important to bring up the following questions for all Options in the NOP short list to be responded to.

If any of our understandings or statements in this letter are incorrect, we kindly request you note them and provide corrected information, along with its source.

1. Shallow tunnels in densely populated urban areas are close to and under residential homes and businesses, and municipal pipelines and other underground infrastructure. **Please respond how SANDAG will investigate and study the underground topography and the impact to infrastructure (sewage, electrical, cables etc.) under the entire length of Del Mar?**
2. **Please explain why the tunnel/portal opening in the Solana Beach trench in Option A proposed by the Coalition for Safer Trains is not included in the NOP? Option A in the SANDAG NOP, was released with the portal and staging area at the north west corner of the Fairgrounds which is in the floodplain. Please respond why SANDAG included this in Option A. Also, please include the Tunnel Option in the Solana Beach trench (which is the only portal option not in a floodplain), in the EIR Study process along with the Fairgrounds study. Please respond.**
3. In our discussions with SANDAG Engineers, it was confirmed that SANDAG could excavate and double track in the Solana Beach trench without further widening the trench from what it is today. Please see aerial photos below of the trench where it transitions from double to single track. The trench width, is the same. Our understanding is that to accommodate the double tracking SANDAG would straighten the sides of the trench not widen it? **Please respond.**

4. SANDAG conveyed to us that you can keep a rail line in service while doing this construction in the trench. We have your design drawings showing this can be done. **Please confirm.**
5. The SANDAG NOP for Option A didn't include the 6 + acres park which the Coalition for Safer Train proposed as an alternative to be considered. **Why not, please respond. Please include this 6+acre park to cover the trench/tunnel in the EIR study.**
6. Solana Beach City Council is stating that Option A will destroy the Trench, the walking path on the west side of the trench along the 101, and also demolish Cedros businesses and homes. They also state the trench will be shut down, and there will be no rail service while they double track in the trench. All of this information differs from what SANDAG told us in presentations both to the Del Mar City Council and to the Coalition for Safer Trains. They stated SANDAG told them this information. **Please explain who conveyed this information to Solana Beach City Council and when? Please explain if the information supplied to Solana Beach City Council (Mayor Heebner etc.), is true or misinformation?**







### **Floodplain Questions:**

1. The range of alternatives for the SDLRR Project is not reasonable because it does not include alternative(s) that avoid encroachment in the San Dieguito River (SDR) floodplain. **Please respond.**

2. Considering the alternatives included in the NOP, Alternative A should be chosen because it places the north portal above the SDR floodplain in the Solana Beach trench without the need for floodwalls and floodgates to protect it from flooding and minimizes encroachment in the SDR floodplain. Alternatives B and C should be rejected because they involve extensive encroachment in the SDR floodplain and require floodwalls and floodgates to protect the north portal from flooding. **Please respond.**

3. Realignment of the railway is necessary because the selection of the current alignment decades ago did not consider the long-term effects of coastal bluff erosion. The current alignment was also selected before our current understanding of climate change and the inevitability of sea level rise, and increased storms and runoff out to the ocean. In addition to running along an eroding coastal bluff, the current alignment is through the SDR floodplain. This floodplain is also susceptible to sea level rise. It is unreasonable for SANDAG to not consider all reasonably feasible alignment(s) that remove the railway from both the coastal bluff and the SDR floodplain. It is not reasonable for SANDAG to choose an alternative that involves extensive encroachments in the SDR floodplain, and take homes by eminent domain, when there are feasible alternatives that avoid or minimize this. **Please respond.**

4. Protection of the north portal (for Options B and C), from flooding from atmospheric river events and sea level rise will be required not only for the expected lifetime of the tunnel

and portal infrastructure but for the entire existence of the tunnel, which is effectively forever. It is shortsighted and unreasonable to only consider a 100-year timeframe. **Please respond.**

5. Removal of the railway from the SDR floodplain could be achieved with a bored tunnel entirely under the SDR floodplain with a northern portal in the ROW in the Solana Beach trench. This alternative was advocated for by the public prior to the issuance of the NOP, but was not included as an alternative for the NOP. Instead, Alt A involves encroachment in the floodplain in the form of a cut-and-cover tunnel from the Fairgrounds to a north portal in the Solana Beach trench in addition to an Events Platform in the Fairgrounds. **Please respond.**

7. While apparently not required for CEQA and state funding, NEPA and federal funding require compliance with Department of Transportation Order 5650.2 (Floodplain Management and Protection). This requires SANDAG to make a finding in writing that encroachment in a floodplain is the only practicable alternative for the project. This finding must be made with supporting information including alternatives considered that do not involve encroachment in the floodplain and why they are not practicable. SANDAG **did not** consider an alignment with a tunnel bored to a north portal in the Solana Beach trench that would avoid encroachment in the SDR floodplain. Without this, SANDAG cannot make a finding that encroachment in the SDR floodplain is the only practicable alternative, as required by DOT Order 5650.2. **Please respond.**

7. The range of alternatives in the NOP is also unreasonable because it is improperly restricted by the objective to “accommodate direct rail access to the 22nd District Agricultural Association (Del Mar Fairgrounds)” by the construction of a new Events Platform at the Fairgrounds. While SANDAG strategically engineered this as a separate project, this should have been considered segmentation of the SDLRR Project, which is disallowed by CEQA and NEPA. The Events Platform at the Fairgrounds should have been considered as a part of the SDLRR Project rather than segmented into a separate project. The environmental impact of including an Events Platform should be measured against current conditions, which is no Events Platform in the SDR floodplain and instead a train station outside of a floodplain in Solana Beach 1 mile away with transportation provided from this to the Fairgrounds via a shuttle service with electric buses. **Please respond.**

8. The Coalition for Safer Trains would add that a major advantage of Alt A is that the north portal will be outside of/above the 100-year and 500-year floodplain and will not need to be protected for its entire lifetime (a tunnel is forever) by floodwalls and floodgates. This deterioration and maintenance for the infrastructure in Options B and C, will cost millions over decades. **Please respond with estimated details of these ongoing costs over 100 years.**

9. The removal of infrastructure for Alt A is from the SDR Lagoon and Floodplain. **Please respond.**

10. The Preliminary Drainage Report (Appendix D) from the SANDAG 2023 Alternative Analysis Appendices, focuses on sections pertaining to the San Dieguito Lagoon for the CCHS alternative, which has essentially the same portal as the north portal under JDB for Alt B and C.

**One summary excerpt:**

*For the San Dieguito Lagoon, the track profile is informed by the hydraulic modeling conducted for the proposed bridge replacements at Camino Del Mar and NCTD Bridge 243.0, the highest of which was a water surface elevation of 16.2 feet. The elevation at the end of the (new San Dieguito River) bridge is 22.2 feet, which allows for a portion of the track south of the bridge to meet the bridge and subgrade hydraulic design by keeping the subgrade elevation above the energy-grade elevation. However, the track profile slopes to the portal elevation of approximately -5.0 feet. Therefore, the track will not meet subgrade criteria at approximately station 14+50. From this location to the tunnel portal, a flood wall should be included in the design to protect the track embankment and prevent overtopping during the 100-year event.*

*As stated, the north portal at San Dieguito is set too low to meet be protected from the FEMA 500-year water surface elevation. Therefore, some form of flood barrier or exclusion device is recommended at the portal which can be closed to prevent the portal from allowing flood flows into the tunnel. Presumably, rail operations would be halted prior to a 500-year flood event and the portal could be closed with an automated flood gate or similar device.*

While Alt A would have a "portal" to the underground Fairgrounds events platform within the floodplain that would need to be protected from flooding, the footprint of this "portal" could presumably be much smaller than the footprint that will need to be protected for the north portal for Alt B or C (the entire length of the track from the edge of the San Dieguito River to the portal under JDB would need to be elevated or protected by floodwalls). It could presumably be protected by simply elevating the "portal" entrance on a small hill above the floodplain and not require floodwalls and floodgates. Alternatively, if the underground Fairgrounds events platform for Alt A were closer to Via de la Valle and higher in elevation, the "portal" to the underground Fairgrounds events platform might be able to be above the floodplain. Given the prediction of stronger atmospheric river events and sea level rise with climate change/global warming, the floodplain issue is critical to the long-term sustainability of the railway. **Please respond.**

11. Please find below the SANDAG ROW costs for the Crest Canyon Higher Speed Alignment. Please supply the ROW costs for all alignment options A, B, and C. These costs do not include individually identified Eminent Domain locations (please supply), eminent domain payouts, litigation costs, and cost to project due to delays, which will impact and raise the costs of the alignments. **Please respond for all Options.**

Alternative 2A - Crest Canyon Higher Speed						
Right of Way Acquisition (Residential)	AC	7.40	\$ 16,500,000.00	\$122,100,000		7.4 acres of full take of residential parcels at northern portal
Right of Way Acquisition (Commercial)	AC	0.30	\$ 19,500,000.00	\$5,850,000		0.3 acres of partial take of commercial parcels at northern portal
Temporary Acquisition	AC	1.25	\$ 6,100,000.00	\$7,646,006		10' on either side of berm and cut and cover box at both ends of tunnel, 40% of take is assumed residential 60% of take is assumed commercial
Bridge (100' Easement)	AC	14.43	\$ 125,000.00	\$1,803,260		Entire length of bridge across the lagoon
Underground Easement	AC	51.39	\$ 88,500.00	\$4,547,713		80% Residential and 20% open space, 160' times the length of the tunnel and cut and cover sections
Portals/Access Easement	AC	5.00	\$ 8,437,500.00	\$42,187,500		50% Open Space/ROW and 50% Residential Take
Temporary Staging	AC	4.00	\$ 6,500,000.00	\$26,000,000		Assumed staging will take place on commercial property
<b>SUBTOTAL-ACQUISITION</b>				<b>\$210,000,000</b>		

12. We understand from the NOP Options B and C will have the double tracks, new double wide bridge (9 feet higher) across the river, and portal/Cut and Cover tunnel located at Jimmy Durante and Camino Del Mar. Then rebuilding Jimmy Durante and Camino del Mar streets 70-100 feet higher and building a berm. **How will this increased height, affect any homes left in the immediate area near the portal? Please respond.**

13. Building this infrastructure in a floodplain will require flood walls, flood gates, protecting the new event platform with flood walls, U Structure around the Cut and Cover Tunnel etc., which will add costs to the construction. **Please supply the extra detailed costs associated with this construction in the floodplain.**



14. In our conversations with NOAA and other Climate Change agencies, California, including Del Mar will be impacted by higher sea level rise, higher tides, and extra water run-off from increased storm activity flowing from inland to the ocean. NOAA



explained that in the near future, everything north of Powerhouse Park up to Dog Beach including the Fairgrounds, will be underwater. **Please explain why SANDAG considers building either Options B and C in a floodplain? Why would SANDAG consider spending \$4B on infrastructure which will last over 100 years in a floodplain? Please explain the maintenance costs for 100 years for this infrastructure given it will be threatened with rising sea water, deterioration and flooding?**

### **San Clemente Cliff Failure on 10/17/22**

Source: Orange County Register

A geo-technical firm has been selected to start emergency work to stabilize a damaged railroad line in southern San Clemente, where an ancient landslide and waves battering the shore combined to shift tracks and force service to a halt earlier this month. Restoration of passenger service could happen in as soon as 60 days – mid-December – and the project is expected to finish in mid-January, officials said. The new estimates are at least a month later, maybe two, than OCTA staffers originally anticipated less than two weeks ago during an emergency meeting. The track has moved as much as 28 inches over the last 13 months, due to storm surge and sand erosion on the coastal side and the gradually sliding hillside on the inland side. Monitoring in the area found that since the latest big storm,

tracks have moved from 0.01 inches to 0.04 inches per day, OCTA officials said. Meanwhile, contractors have continued to add large boulders, or riprap, to the coastal side to further secure the existing revetment. Work to secure tracks in San Clemente may begin this week.

<https://usg01.safelinks.protection.office365.us/?url=https%3A%2F%2Fwww.ocregister.com%2F2022%2F10%2F17%2Fwork-to-secure-train-tracks-in-san-clemente-may-start-this-week%2F&data=05%7C02%7Cdaniel.g.zedack.civ%40mail.mil%7C3a8f7233323945b3c0ec08dc1b8c8224%7C102d0191eeae4761b1cb1a83e86ef445%7C0%7C0%7C638415538899197755%7CUnknown%7CTWFpbGZsb3d8eyJWljoicjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=sAiufrgVoPDPS33XcijrjFlIVPR93qW2gSWVada2k6A%3D&reserved=0>

15. How is SANDAG working with San Clemente on one cohesive transit rail plan? Our Coalition for Safer Trains has met with the LOSSAN Consultant with Senator Blakespear, and he could not provide one cohesive plan for all rail agencies involved. **Please respond and provide the one cohesive plan for Southern California.**
16. SANDAG is proposing in Options B and C to build the new bridge and Fairgrounds Event Platform at the mouth of the river facing the ocean and beach, lay new double tracks on land from the bridge south to the proposed portal and tunnel opening located at Jimmy Durante and Camino Del Mar. All of this construction is in the floodplain. How is SANDAG going to protect this infrastructure for 100 years (beyond



flood walls, flood gates and the bridge 9 foot higher), from storm surge, flooding, sea level rise, salt water deterioration, sand erosion, and movement of the tracks?  
**Please respond and supply estimated costs for 100 years.**

17. President Biden in an interview on July 2, 2024 stated climate change events are becoming more extreme and more prevalent. These events create extreme heat, and flooding. This impact creates increased costs and impacts to communities and people. EPA just released a new Impact Report regarding Climate Change. **How is SANDAG responding to Climate Change within your infrastructure plans for all Options, A, B, and C?**

**Quote from NOAA: Regarding Climate Change;**

**“It’s official: 2023 was the planet’s warmest year on record, according to an analysis by scientists from NOAA’s National Centers for Environmental Information (NCEI).**

Along with the historic heat, Antarctic Sea ice coverage dropped to a record low in 2023.

“After seeing the 2023 climate analysis, I have to pause and say that the findings are astounding,” said NOAA Chief Scientist Dr. Sarah Kapnick. “Not only was 2023 the warmest year in NOAA’s 174-year climate record — it was the warmest by far. A warming planet means we need to be prepared for the impacts of climate change that are happening here and now, like extreme weather events that become both more frequent and severe.”

"We will continue to see records broken and extreme events grow until emissions go to zero," Kapnick said. "Government policy can address both emissions, but also actions to reduce climate impacts by building resilience."

18. **What is SANDAG, NCTD, BNSF doing to cut emissions, and transition to electric trains? Please supply the dates for this transition.**

[https://www.noaa.gov/news/2023-was-worlds-warmest-year-on-record-by-far#:~:text=It's%20official%3A%202023%20was%20the,for%20Environmental%20Information%20\(NCEI\)](https://www.noaa.gov/news/2023-was-worlds-warmest-year-on-record-by-far#:~:text=It's%20official%3A%202023%20was%20the,for%20Environmental%20Information%20(NCEI))

**The 2017 LOSSAN DCM states on page 47 in relation to compliance with federal regulations and NEPA:**

**3.5.3 DOT ORDER 5650.2 FLOODPLAIN REQUIREMENTS**

The placement of new facilities that are within floodplains or that encourage future development within floodplains are subject to Executive Order 11988, as amended by Executive Order 12148 (DOT Order 5650.2; 23 CFR 650, Subpart A; and 23 CFR 771). These Executive Orders apply to construction of all federal or federally aided facilities that encroach upon or

affect the base floodplain, as defined by FEMA. An assessment of floodplain hazards with discussion of impacts in the context of preservation of natural and beneficial floodplain values is required during the preliminary engineering and environmental review phase of the project, and a specific finding must be reported in the final environmental document. Coordination may be with FEMA and state and local agencies, such as the RWQCB, CCC, local coastal zone management agencies, and flood control districts, as appropriate.

The design of the project shall demonstrate compliance with Order No. DOT 5650.2 dated April 23, 1979, issued by the DOT. Order No. 5650.2 requires specific findings if a project involves a significant encroachment on the base floodplain.

An individual 5650.2 report will be prepared for each impacted creek or river. **This report shall include the following information:**

- The effective Federal Emergency Management Agency (FEMA) floodplain identification
- An exhibit showing the limits of the project that will remain in the FEMA floodplain following construction.
- **A finding that construction within the floodplain is the only practicable alternative must be made with the following supporting information:**

o A discussion of why the project must be located in the floodplain

o **A description of alternatives investigated to remove the project from the FEMA floodplain**

o Verification that the project conforms to applicable state and/or local floodplain protection standards

o A description of public involvement and the environmental review process in accordance with Order No. 5650.2

19. So far there is no evidence SANDAG investigated any alternatives that removed the project from the FEMA floodplain. A north portal in the SB trench (rather than in the Fairgrounds) would remove this portal from the FEMA floodplain (assuming tunneling under the floodplain is not considered development within the floodplain). **Please respond.**

**Alt A, B and C all involve retention/development of critical infrastructure in a floodplain that is also susceptible to sea level rise. This is not a good investment in the future.**

The North Portal Under JDB would be a future drain outlet for SDR Floodplain into a tunnel under Del Mar. The water runoff will find other underground paths, and compromise homes, infrastructure, and the fragile Torrey Sandstone, and could also create contaminated water and soil. **Please respond.**

20. **What would be the environmental, public health and safety, and economic impacts of the tunnel flooding? Would this compromise the structural integrity of the tunnel?**

### **Tunnel Questions:**

21. Ground surface settlement (GSS) due to tunnelling can cause damage to the infrastructure surrounded. **How is SANDAG going to prevent this in options B and C for now and into the long future (100 years)?**
22. SANDAG took Del Mar City Council members to tour the LA Metro subway system to see the tunnels. SANDAG likes to refer to LA subway system as a model. Yet the Metro only moves passengers, not freight. Of significance, please note *“All metro tunnels are evaluated, planned and designed with input from industry leading experts, including an independent Tunnel Advisory Panel comprising globally recognized geotechnical, earthquake, and engineering tunnel experts.”* We ask if SANDAG will do this? *“using industry best practices from industry experts?”* Also, **whether the communities will have input as to whom is on the Panel if one is used?**

<https://www.metro.net/about/tunneling/>

23. Option A, Alignment on Public Lands proposed by the Coalition for Safer Trains, put the tunnel opening in the Solana Beach Trench as it will be further excavated to accommodate the double tracking. The tunnel opening was proposed south of the Solana Beach Station and has enough distance to lower the train a 2% grade to accommodate the freight trains. Given the distance we calculate the train would be approximately 135-140 feet underground before it goes under Via de La Valle with no interruption to the Fairgrounds. **Why did SANDAG not include this tunnel option in your NOP questions? Please respond?**
24. The Coalition for Safer Trains has consistently described a portal that is in the open trench, then it is a covered trench, with a 6+ acre park, then meets the bored tunnel to go under Via de la Valle. **We ask can that be done north of Via de la Valle, please explain?**
25. **We all know the Fairgrounds doesn't want any interruption of business or construction on their land. We ask why did SANDAG propose the cut and cover tunnel, portal, Events Platform and staging area at the northwest section of the fairgrounds, which is in the floodplain? We ask SANDAG whether any of the covered part of the tunnel must be on the Fairgrounds or can the portion of the tracks under the Fairgrounds be completely bored?**
26. **Why did SANDAG propose in Option A in the NOP, to put the tunnel under the Fairgrounds, when you own the ROW where the existing bridge is, and the land parallel running north to south along the east side of the bridge? Option A from the Coalition for Safer Trains, also located the tunnel under the river and lagoon, the**

alignment never touched the Fairgrounds property. **The Fairgrounds has made it clear they do not want any tunnel under their property. Please explain.**

27. Why did SANDAG change Option A, and put a cut and cover tunnel construction and staging area on the northwest section of the Fairgrounds where we know it will interrupt their operations? The Coalition for Safer Trains also thought SANDAG could locate your staging area on the empty land off Border Avenue or locate it in a portion of the Solana Beach Train Station car park. **Please explain the decision making for putting this cut and cover tunnel construction and staging area in the Fairgrounds, and in the floodplain?**
28. **Please explain the decision making to exclude the option proposed from the Coalition for Safer Trains; portal, and tunnel opening in the Solana Beach Trench, and drop the train underground in the trench to meet up with a bored tunnel to go under Via de la Valle which were proposed in Option A submitted to SANDAG.**
29. Given the Fairgrounds is demanding an Event Platform, why propose putting it in the middle of the river mouth, in the center of the floodplain? The Coalition for Safer Trains thought you could locate the Event Platform at a less impactful site, such as the southeast extremity of the Fairgrounds by the car park where the tunnel would proceed under the river out to the Lagoon to I-5. **Please respond.**
30. Deep tunnels are constructed within stiff rock generally, which means the stratum is relatively stable and settlement of ground is limited. Compared with deep tunnels, tunnels in shallow depths, are **always** surrounded by soft soil (for example Torrey Sandstone). In urban areas, the resulted settlement of ground cannot be neglected. In other words, the construction of a tunnel in urban regions is more complicated than in less populated areas. **How is SANDAG going to stop ground slippage and settlement for all Options, now and into the future (100 years)?**
31. Tunnel excavation disturbs the original stress state of ground inevitably, as a result, ground settlement is induced. **How is SANDAG going to address this for all Options now and into the future (100 years)?**
32. The settlement of the ground poses a threat to nearby structures and infrastructures. **How is SANDAG going to address this now for all Options, and into the future for homes and businesses. What is their recourse for damage and lower home values?**
33. To minimize the risk of damage, accurate prediction of maximum GSS is critical to control it within tolerance. **What is the tolerance measurement?**
34. Tunneling-induced GSS is influenced by three factors mainly, including ground properties, tunnel geometry as well as excavation and support methods. **How is**

**SANDAG going to address the tunneling challenges for the topography challenges for the entire length of Del Mar for Options B and C?**

35. Ground properties are the characteristics of soil and rock around the tunnel, the parameters depend on the constitutive models used, and particular ones are friction angle, cohesion, unit weight. (SANDAG is proposing Cut and Cover Tunnel and Twin Boring Machines to tunnel across the length of Del Mar, where there are huge factors to consider such as Torrey Sandstone, caves, fissures, earthquake, sinkholes, rain and irrigation drainage flowing down the hill, and running into the tunnel infrastructure). **We ask SANDAG to create and present life size models of portal & tunnel designs based on the EIR and geological challenges of the Torrey Sandstone and water drainage issues? (This could be a plastic sheet, drone wall, story poles etc.)**
36. Tunnel geometry reflects the shape and location of the tunnel, generally including tunnel depth, tunnel diameter, distance between tunnel and nearby structures. Some researchers adopt ground water table in the classification of tunnel geometry as well. **We ask SANDAG to provide these details as it pertains to tunneling under Del Mar, for all Options. Will SANDAG also include ground water tables and their impact to all three options?**
37. There are various tunneling construction methods; For tunnel excavation and support method, already applied approaches include drill and blast method with anchor shotcrete support, mechanical excavation method with steel beam support, shield tunneling method with lining, etc. Tunnel Boring machine (TBM) are regarded as common construction approach of tunnels in urban areas. But there are many parameters of TBM, such as thrust, torque, penetration rate, advance rate, rotation speed, face pressure, pitching angle, grouting pressure, grouting filling volume, specific energy and so on. As a result, choosing appropriate parameters for performing GSS prediction is a challenge. **How is SANDAG going to address these issues under the full length of Del Mar for Options B and C?**
38. According to [Ocak and Seker \(2013\)](#), analysis of short-term ground settlement caused by tunnelling is based on the assumption that the soil is in undrained condition. **The Soil composition in Del Mar is moist and has water run off due to the topography downward slope, rain and irrigation. How is SANDAG going to address this?** Commonly, it happens within a few weeks after excavation. For long-term settlement,

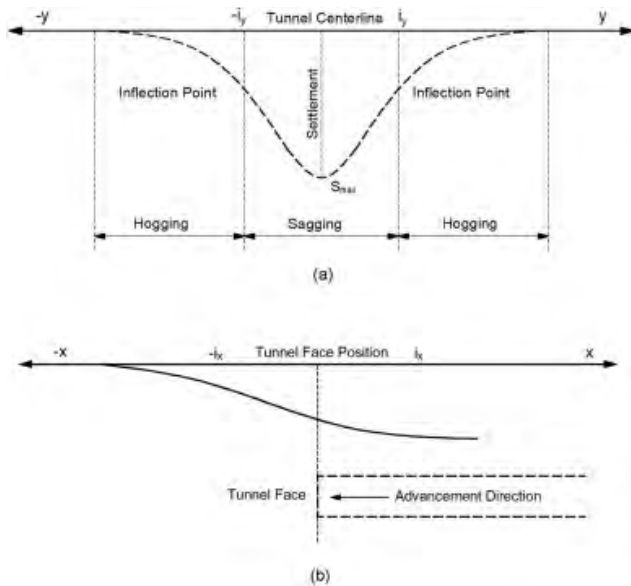
which is due to creep, stress redistribution and consolidation of soil, it may take several months to a few years to reach a stabilized stage ([Ocak and Seker, 2013](#)). In general, short-term GSS is contributed by construction methods mainly while long-term GSS depends on soil features and tunnel geometry. **How is SANDAG going to address these**



geological issues for all Options for both the near term during and after construction, and then decades later when homes are affected? Please respond.

Sources: (Chen et al., 2019, Chen et al., 2019; Kim et al., 2001; Moghaddasi and Noorian-Bidgoli, 2018; Pourtaghi and Lotfollahi-Yaghin, 2012; Zhang et al., 2020, Zhang et al., 2020, Zhang et al., 2020).  
 (Chen et al., 2019; Zhang et al., 2020; Hajihassani et al., 2020; Ocak and Seker, 2013; Pourtaghi and Lotfollahi-Yaghin, 2012).  
 (Chen et al., 2019; Ahangari et al., 2015a, Ahangari et al., 2015b; Darabi et al., 2012; Hasanipanah et al., 2016; Kim et al., 2001; Moghaddasi and Noorian-Bidgoli, 2018; Zhang et al., 2017, Zhang et al., 2017).  
 (Chen et al., 2019; Hasanipanah et al., 2016; Moghaddasi and Noorian-Bidgoli, 2018).

According to Ocak and Seker (2013),



Example: Tunnelling-induced ground deformation model. (a) transverse settlement trough and (b) longitudinal settlement trough.

30. SANDAG has greater detail on the proposed tunnel locations. For instance, SANDAG knows precisely what percent of each alignment will be located under public and/or private property. SANDAG knows the exact length of each tunnel and the type of construction of each segment. SANDAG knows where your engineers took core samples and continues to take core samples. SANDAG should be required to provide a detailed map of the 3 proposed tunnel alignment footprints. **Please supply this information.**

39. It will determine how many homes will be taken and how many homes will be left with severe noise & vibration. The NOP states that "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." The latest technical documentation we have states that the twin-bore tunnels would be 28 feet in diameter, so that would mean SANDAG is planning for the tunnel to be a minimum of 28 feet from the surface. SANDAG have told us that it will be much deeper along most of the length of the tunnel, but that is dependent on the terrain. We can surmise that the tunnel will be deeper under homes that are located on top of a hill. **Please respond what will be the tunnel depths given SANDAG has just stated you will use a Twin Tunnel Boring machine instead of single bore machine.**

40. What is the minimum depth of the train tunnel directly below each home in Options B and C? **Please respond.**
41. At the Scoping Meeting on June 18th, the Coalition for Safer Trains spoke with a Project Engineer (with Mott McDonald) who told us that the minimum acceptable depth for a train under a home would be "two times the diameter of the tunnel, at a minimum." This corresponds with industry standards and what we have been told by other qualified tunnel engineers. In the NOP, SANDAG Options B and C position the train tunnel at a depth of "one time" the tunnel diameter. During a meeting with Danny Veeh and Sheila Garcia, Angelina Neglia and other Coalition Members were told by Danny that the train could be located at a depth of one time the diameter under a home. So, there appears to be a major disconnect between the Project Manager and the Engineer designing the tunnel. This is critical, because if the train depth needs to be 2X the diameter, it requires another .27 miles in distance to achieve that depth. Which equates to many more homes taken by eminent domain. With the twin-bore design, the width expands the area of impact to homes, as well. This will have the greatest impact near the portal, where the majority of eminent domains will occur. **Please respond.**
42. With each report that SANDAG releases, going back to 2017 and 2023, SANDAG is providing less and less detail regarding the engineering specs of the tunnel design. We have to go back to the 2023 study to even find the diameter of the twin-bore tunnel and assume that the specs from that report still apply. **Please respond with updated tunnel specifications for all options.**

**A. Please provide** an explanation of why SANDAG chose not to keep their own I-5

Alignment - as described in the August 2023 San Diego Regional Rail Corridor Alternative Alignment and Improvements Conceptual Engineering Study as part of the NOP.

According to the NOP, all the Conceptual Alignments meet the current project criteria.

- B. Please provide lot level maps and plan view diagrams of tunnel depth** for all Alignments from Solana Beach Portal & tunnel, Del Mar and San Diego to show which specific homes are affected by the both the construction and permanent twin track including the need for eminent domain of partial, entire and right of way easements under homes for all of the routes. For Solana Beach separately provide the same level of maps and diagrams for the already planned double tracking by SANDAG regardless of and impact of Alternative A.
- C. Please also include the estimated right-of-way costs, estimates for eminent domain, estimates for litigation, and estimated increased construction costs due to delays** for Alternatives A, B, C and the previous I-5 Alignment. Only then can you compare total costs and not just construction costs.

**Travel Times and Noise:**

Alignment A is identified as “substantially lengthening the duration of the commute time to San Diego”. However, based on my limited technical knowledge, both the noise and vibrational impact of a passing train scales as a ratio of velocity-squared... So, reduction in speed by 50% will have a 400% reduction in noise and vibration.

As a result, the simplest and lowest cost method to reduce noise and vibration is simply to reduce the speed of the train as it passes through the tunnel. With the speed reduction necessary to mitigate noise and vibration, Alignment A no longer exhibits the longest transit time of the options. **Please respond.**

1. Considering the need for noise and vibration abatement, please quantify the proposed transit times of the existing single-track route along the bluffs compared to double track Alignments A, B, C and the previously studied Conceptual I-5 alignment. **Please respond.**
2. According SANDAGs earlier reports, Alignments B and C should expect severe noise impacts to more than 2200 homes. Please identify the 2200 plus residential and

- commercial lots that will be affected by the severe noise and document specifically how SANDAG will address these noise impacts for residents and businesses for all Alignment Options. **Please respond.**
3. Please quantify the noise level from exhaust fans running 24/7 and how they will impact homes. Please provide a map of the impacted homes. **Please respond.**
  4. Please supply a life size mock-up of each Portal and ventilation building, with specifications, at each proposed Portal site for the public. **Please respond.**
  5. **Please supply the dates when SANDAG, BNSF, and NCTD will transition to Electric trains (to follow the Clean Air Act, and Green House Emissions), for both passenger and freight? When this happens do you need these large ventilation “buildings”? Please respond.**
  6. For Alignment A, the SANDAG NOP document shows a Cut and Cover Tunnel in the northwest section of the Fairgrounds which is in the floodplain. The “Coalition for Safer Trains” didn’t propose a Cut and Cover Tunnel at this location. We proposed a Tunnel going down in the already excavated Solana Beach trench which is **not in the floodplain**, then going underground all the way to the I-5 transportation corridor. For Alignment A, where the tunnel opening would be in the base of the newly excavated trench to accommodate the double tracking, please confirm how far north this can be located, and based on the 2% grade how deep the tunnel will be underground before it hits Via de la Valle Road? **Please respond, and include this portal location in your EIR study.**
  7. For all Alignment Options, please explain where the staging areas will be, including the North Portal for Option A inside the Solana Beach Trench. Could the staging area

be located in the Solana Beach Train Station car park or on Border Avenue vacant land? **Please respond.**

8. Most freight Railcars have a maximum gross weight (loaded weight) of 286,000 pounds or 143 tons. If one assumes an average freight train hauls about 120 freight cars, this means a loaded freight train fully maxed by weight (rather than cubic capacity) carries about 17,200 tons of freight. When you add the weight of the locomotives you get to over 17,600 tons. We know not all trains carry full loads; some of the cars may be empty. And some loads will max out by capacity rather than weight. **When considering boring a tunnel and having a freight train run through the entire length of Del Mar, it should be noted up on Crest Road on the top of Del Mar Hill, there are signs stating, “no trucks over 7 tons allowed on the road.” This is due to the fragility of the Torrey Sandstone and composition of the underground topography. The weight is obviously a concern. Please show the analysis of how SANDAG can route the weight of a freight train through the Del Mar Torrey Sandstone. Taking Boring Samples at large intervals or just at portal locations is not enough analysis. Please respond.**

**DOD Stracnet Meeting & Questions Regarding LOSSAN Corridor:**

Responses from:

Daniel G. Zedack,

Chief, Railroads for Nation Defense

Transportation Engineering Agency

U.S. Army Military Surface Deployment & distribution command (SDDC)

“We would like to reiterate that the DOD does not own or operate or construct commercial rail lines. We rely heavily on transportation stakeholders (federal regulators, state DOT’s, local planning organizations, private railroads, etc.) and policy makers to keep STRACNET and the nation freight rail network in good order. The DOD does not lobby for funding of specific rail projects and will provide verification or information on the defense equities of STRACNET identified rail lines or defense rail requirements. It is up to transportation officials, policy makers, and their voting constituents to determine how information is utilized and projects are ranked and/or advocated for”.

1. Camp Pendleton stated in the most recent STRACNET update cycle (2023) that they



maintain a rail requirement and expect to ship up to 100 carloads a year. **Please respond.**

2. The Port of Long Beach has had very limited shipments of DOD rail cargo over the last decade. Currently, the Strategic Seaport program is a voluntary program and DOD use of any port is a two-way business decision. The DOD weighs the availability of military useful infrastructure, availability of labor, and cost among other factors. The ports weigh the expected income from DOD movements vs. what other customers may pay for the use of the same infrastructure among other factors. **Please respond.**

3. The analysis behind the selection of Strategic seaports does include redundancy on each coast to account for natural disasters or other events that would hinder DOD access to commercial port infrastructure. The Strategic Seaport program identifies alternate Strategic Seaports. **Please respond what redundancy SANDAG has for the STRACNET shipments?**

4. Reviewing the STRACNET map, in 2023 Strategic Rail Corridor Network, there appear to be five segments of significant length that have no redundancy: San Diego, Alaska, Port of Virginia, Port of Morehead City, and Port of Wilmington. **We ask what percentage of each of these tracks is single tracked and if so, could you please share?**

5. We asked how many STRACNET segments are considered more vulnerable than the tracks to the port of San Diego at this time? His response: The RND program does not rank specific corridors by vulnerability or risk but maintains awareness regarding the long-term viability of the LOSSAN corridor and other STRACNET rail lines. **Please respond.**

6. We asked how often does the military use the LOSSANN Corridor? They responded; to be clear, the majority of DOD cargo is shipped to and from the Port of San Diego, which is south of Camp Pendleton. The majority of rail cargo shipped to or from Camp Pendleton itself is shipped north to training areas or other defense sites. **We have stated “the once to several times per year we use the rail is representative of the number of rail orders per year.** One order could be multiple trains of equipment. For example, in 2022, roughly 500 carloads of equipment were shipped to/from the Port of San Diego. Although we do not have the exact train numbers (proprietary data owned by BNSF), this is more likely 6-8 individual trains per shipment based on the typical length of a military train on the LOSSANN. **“SANDAG please respond how many military trains go through San Diego on the LOSSANN rail per year?**

7. We asked when there have been cliff failures in San Clemente and Del Mar, and subsequent rail line closures, did this affect the DOD military shipments via rail? He responded we had little to no impact for military shipment as we have other modes of transportation. **Please respond.**

UNCLASSIFIED  
Strategic Rail Corridor Network (STRACNET)



UNCLASSIFIED



**Eminent Domain – Questions from the group of Residents located at Jimmy Durante and Camino Del Mar, where SANDAG proposed the North Portal for Options B and C.**

We would like to present the daunting effect of Eminent Domain for myself and my neighbors – and our train tunnel issue.

First – Eminent Domain only applies to options B and C. There is no eminent domain at all in Solana Beach.

SANDAG can claim eminent domain and negotiate and buy effected homesites if near the north portal. These homes will be destroyed to make way for the portal. And the route decision will be announced in about two years. If route A is selected – no eminent domain.

The problem for those homes affected – The value of our homes as of the recent announcement of the three selected routes is now ZERO!!!! Yes ZERO. Ask any of our local realtors what the value of any effected homes is now, if routes B or C is selected and our homes could be demolished in two years!!!

And it gets worse - Eminent Domain will eventually occur and those effected will get funded, but only when the tunnel is funded – this could take years. In the meantime, all of our properties have no value. For example – if it takes 10 years to get funding, our homes have no value for 12 years. Or funding could take 20 years or maybe even NO funding. No funding is worse case for the eminent domain or our homes, and we would never get out of the shadow of Zero valuation.

This is bleak news for those homeowners effected by eminent domain.

- 1. But who are these homeowners? How many homes are affected? Where will the north portal be? Please respond.**

These proposed effected homeowners deserve information. Some may be doing expensive home improvements – new roofs, solar, remodeling etc., not knowing that as early as 2 years from now their homes will be condemned. These homeowners and the homes around the north portal deserve to have accurate and specific information.

- 2. SANDAG has this information given that you know the Portal location for Options B and C, and have also stated in your documentation, you need 8-10 acres of land for staging and the Cut and Cover Tunnel and Portal. Please respond.**

SANDAG today, knows exactly where the north portal is proposed for B & C. And chooses to not share it. And I understand their position. SANDAG has been an organizational nightmare for the last few years. And announcing the homeowners involved with commendation will be a political nightmare for SANDAG. But we are sorry, our possibly effected homeowners need to know. And know right now.

- 3. Our City Council and the homeowners demand answers. We ask will SANDAG provide this information or should we request the data by doing a “Public Record Request?”**
- 4. Our group of homeowners also ask for a timeline for getting this information? Please respond. Thanks for your time regarding this critical issue.**

Jim Benedict,  
Representing the residents located at Jimmy Durante and Camino Del Mar



### Train Disaster Risk and Pollution that kills...

1. Twenty-nine cars of a Canadian Pacific Kansas City Train hauling hazardous material derailed, catching fire in North Dakota. 10-15 rail cars catching fire. The cars were carrying anhydrous ammonia, sulfur and methanol, with ammonia posing the biggest risk. Exposure to high concentrations of ammonia in the air can cause burning of the eyes, nose, throat and respiratory tract, and can result in blindness, lung damage or death, health officials say. **Can SANDAG state this will never happen in the tunnel under Del Mar, please respond?**

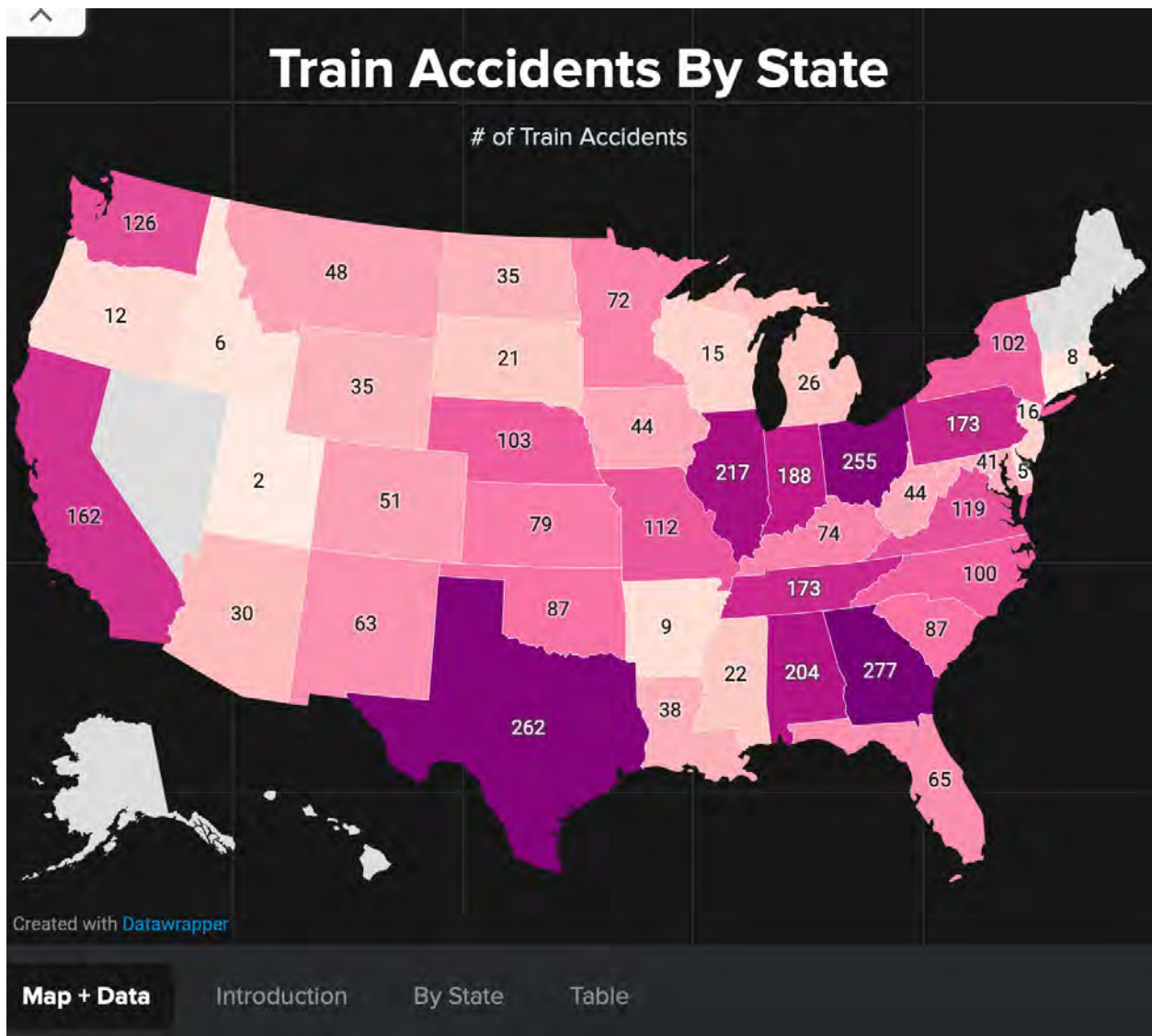


2. A freight train derailed in Matteson, Illinois, a suburb of Chicago, June 27, 2024 prompting residents within a mile of the crash to evacuate their homes as officials examine a leaking train car that contained liquefied petroleum gas. **Please respond, can SANDAG stage this will never happen in the tunnel under Del Mar?**





3. March 26, 2023, a 70-car CPKC train hauling hazardous materials also derailed in North Dakota, about a mile southwest of Wyndmere in Richland County. Officials state 31 of the 70 cars derailed, some carrying hazardous materials, and crews identified a leak of liquid asphalt.
4. February 3, 2023, a Norfolk Southern freight train carrying 38 cars derailed in East Palestine, Ohio, and spilled hydrogen chloride and phosgene into the air, forcing residents to evacuate.
5. In 2020, a train derailed in East Aurora while carrying propane through a town. Also in 2020, a train derailed in Silver Springs causing most grade crossings in town to be blocked for 12 hours while crews worked to clear up the wreckage.
6. In 2018, a train derailed in Attica, sending two train engines and about 10 rail cars off the tracks where the lead engine caught fire from diesel fuel.



California ranks 9<sup>th</sup> in the United States for train derailments. There have been 172 train derailments over the last decade, or roughly 17 each year. But when derailments involve hazardous cargo, the sheer size and amount of materials being transported can make wrecks dangerous and costly.

For the majority of 2023 the total number of train accidents increased slightly to 4,845, including more than 600 deaths. When comparing 2022 and 2023, the total number of derailments declined about 2.6% but there were still nearly three derailments a day nationwide. But from 1990, the first year the BTS began tracking derailments and injuries on a yearly basis, to 2022, there have been 55,741 accidents in which a train derailed. That's an average of 1,689 derailments per year. Source: <https://ehlinelaw.com/blog/top-4-explanations-why-trains-derail#:~:text=According%20to%20train%20accident%20statistics,track%20supported%20on%20transverse%20sleepers>.

**The major cause of derailments – Track related issues, Equipment or engine failure, Human error, and Environmental factors (storms and rain).** Wheel axles may fail over time simply because of the heavy loads, and high speeds associated with modern train travel. Train accident statistics, broken or cracked rails and welds contribute to more than half of the train derailment accidents in the country. So, the longer freight trains and higher speeds cause derailments. This is exactly what SANDAG and BNSF plan to do, as stated in the SANDAG NOP, a mandate of 110 MPH for passenger trains and longer freight trains in tunnels under Del Mar. **Please respond how SANDAG will prevent these derailments from ever happening?**

Even though there is the Safety Act, and Black boxes are installed on all trains, derailments are still happening. The entire rail industry is totally reactive instead of proactive. Building tracks for Options B and C, in a floodplain, where they will be pounded by storms, sea water and sand erosion, rain run-off, higher tides, irrigation run-off, earthquakes etc., is putting the rail lines at risk already. Putting long and heavy freight trains carrying hazardous and toxic materials in tunnels under Del Mar, is not the safe solution, when there is a safer more environmental solution with Option A, the I-5 Alignment. It is apparent derailments are still occurring, and the only things the freight train company's do is pay large settlements, and clean up the toxic mess and go on with their freight train business. There is no concern for the health and safety of the community, long term health impacts of the residents, and the economic impact to the community for decades. Case in point, East Palestine Ohio derailment devastated the residents and city, both medically and economically. If there was a derailment, and toxic spill or explosion and subsequent fire, in the tunnel under Del Mar, our town would be destroyed. **Please compare the risk for derailments for all options.**

In Summary, the whole problem is the prior placement of the tracks on the coastal bluff lacked foresight of the consequences of climate change, sea level rise, and erosion. To not remove the alignment from the floodplain would repeat this mistake. We ask SANDAG to please respond to these questions and comments from the Coalition for Safer Trains. Please respond in writing to Angelina Neglia, at [REDACTED]

Kind Regards,

*Angelina Neglia*

Angelina Neglia

**Coalition for Safer Trains**

CALtash 2024 Recipient, for Advocating for People with Disabilities.

2024 Nominee for Catherine Blakespear's "women who Inspire in our Community"

Please find attached below, letters from the business and property owners in Del Mar.



June 21, 2024

Dear SANDAG LOSSAN Project Team,

We are the owners of the Del Mar Plaza, which is in the center of Del Mar. We purchased this property in.....and have invested a lot of money to make it a landmark attraction in the center of Del Mar for all to enjoy. We represent 9 retailers, and 10 restaurants which are all small business owners. The Del Mar Plaza represents the center of town for residents and visitors to come together as a community.

The village of Del Mar has 4,000 residents and attracts upwards of two million visitors annually from all over the world, who come to enjoy the beautiful dog-friendly beaches, hiking trails, scenic views, Fair, Races and the many shops and dining opportunities located within the Del Mar village. Many of these visitors and residents come to the Del Mar Plaza to shop and dine and support these business owners. The City of Del Mar provides and attracts tourists and residents to the Power House Summer Concerts, Farmers Market and Summer Solstice Events during the summer.

We and our tenants and other small business owners, and hotels in Del Mar are extremely concerned if SANDAG selects either Rail Alignment Option B or C. Based on presentations we attended by SANDAG we understand that both of these alignments involve demolishing 8-10 acres of land 2 blocks from the center of town to the north. We understand SANDAG wants to put a Portal in the side of the cliff and build a cut and cover tunnel at the intersection of Jimmy Durante and Camino Del Mar and take approximately 30-50 homes by eminent domain. We understand the north end of town access will be cut off or greatly disrupted, hence the public will not

be able to access Del Mar from the Fairgrounds, Races, Kaboo, Beach, Emergency First Response Services or access as an emergency route out of town in case of Tsunami, Fire, Flood, or earthquake etc. Highway 101 is not a suitable route.

We understand this construction of the Portal for Options B and C will require the removal of literally millions of tons of rock and dirt, some of which may be contaminated, which will require many hundreds of thousands of construction haul truck trips that could significantly disrupt the vital northern access to Del Mar. Further, if one of the twin boring machines breaks down, (a likely event given the porous and unusual topography in the Del Mar hill), the emergency staging areas and rescue equipment will jeopardize normal traffic flow and access into and out of Del Mar.

Not only will Del Mar lose the northern access into and out of town for a decade, but also economically our city will not survive. The impact to the business owners, hotels and hence, the employees working at these establishments will be greatly impacted or go into bankruptcy. Even with northern access at Jimmy Durante and Camino Del Mar open today, you see the impact of the traffic from the Fairgrounds entering into Del Mar. Where will this traffic go? Will all the business go to Solana Beach? Del Mar relies on income from Property Taxes, Sales Tax, TOT Tax, Short Term Rentals, and the Fairgrounds. If the city is cut off to the north, Del Mar will not survive a decade of this construction/destruction, then the city will be further impacted for years, challenged with providing even basic services to the city, such as paving roads, garbage pick-up and maintenance to the city.

We speak with other property and business owners on a regular basis and most are extremely concerned if SANDAG selects either train tunnel Options B or C. Del Mar just completed a portion of the streetscape plan which took over a year and we lost several of our small Mom and Pop shops. Then Covid hit and we lost another wave of businesses. This is the sole source of income for most of the business owners. We do not believe many if any of our retail shops could withstand the 8-10-year disruption of this tunnel construction project. The "Cut and Cover" proposal is a death sentence to Del Mar. We only have a few blocks in our downtown that provide some of the tax revenue for the City's general fund to pay for services for the millions of visitors that flock to our beaches and quaint village. We do not have big box stores or any other commercial zone. **CAN SANDAG PROVIDE ASSURANCES TO BUSINESS OWNERS THAT THEIR BUSINESSES WILL NOT ONLY BE "ACCESSIBLE" BUT THERE WILL NOT BE ANY MAJOR DISRUPTION DISCOURAGING CUSTOMERS FROM COMING TO DEL MAR?**



We have witnessed increased erosion and bluff collapses both on the cliffs at the ocean, but also right at the Portal location for options B and C there was a major cliff collapse. Del Mar suffers from sink holes, erosion, fissures and when it rains, all this water runs down the hill. We are concerned with a tunnel running the length of Del Mar horizontally, the water runoff will impact the land and homes, the tunnel will interfere with the current water drainage. There is no possible way with geotechnical or boring studies, that SANDAG can be aware of all the geological challenges underground in the Torrey Sandstone under the full length of Del Mar. We question how well our hillside can hold a huge double tracked railroad with the weight of freight trains, given SANDAG's continuous shoring and fortifying of the bluffs under the tracks due to water drainage, erosion, land movement, weight, vibration and storm runoff.

Also, the business owners are concerned locating the new double tracks and portal for Options B and C in a floodplain which involves building flood gates on the portal opening and a U Structure around and under the Cut and Cover tunnel, we ask is this prudent long-term planning for an infrastructure project which is being budgeted for \$4B and will last 100-150 years?

The business owners are also concerned for any resident living near the Portal for Options B and C, as we understand there will also be massive ventilation fans spewing toxic exhaust out of the tunnel 24/7. Numerous studies have shown anyone living near a portal or tunnel are especially vulnerable to health risks from air pollution – including cancer and reproductive system damage. We are worried that the tunnel alternative Options B and C – both during construction and operation – will harm the health and well-being of the community and residents nearby.

In light of the potential for these significant problems, the business owners in Del Mar endorse Alignment Option 1, which routes the train in a tunnel under the river, and lagoon to the I-5. No homes are taken by eminent domain, no destruction to the north end of Del Mar, no homes near portals, no ventilation fans near homes. None of Option 1 is sitting on a flood plain. As we are greatly concerned, we hope the EIR will adequately disclose the analyzes for all reasonably foreseeable environmental impacts from the proposed Project alternatives, especially the tunnel under Del Mar.

We ask SANDAG, to conduct a comprehensive and independent financial feasibility study thorough and accurate investigation of potential environmental, financial and, impacts to the community and other possible less invasive transportation options.

Kind Regards,

*Patty Brutton*

Marc and Patty Brutton  
Owners of the Del Mar Plaza

TO: SANDAG LOSSAN Project Team  
RE: NOP Rail Tunnel Alternatives  
DATE: June 18, 2024

Our family bought the beloved, historic Stratford Square building located on the Southwest Corner of Camino Del Mar and 15<sup>th</sup> in 1970. It is said to be the most photographed building in North County. It was built in 1927 and the west end of the building is built on sand. I am very concerned about the tunnel options B & C provided in the NOP. In speaking with SANDAG's engineers, they cannot assure me that this building will not be permanently damaged during the construction or use of this tunnel, and due to the non-conformities, if it falls, it is gone. It cannot be replaced. **CAN YOU ASSURE PROPERTY OWNERS THAT THEIR BUILDINGS ARE SAFE?**

The entry point of the tunnel for both the B & C options threatens every business in Del Mar.

I speak with the other property and business owners on a regular basis and most are fearful of the train tunnel options B & C. Del Mar completed a portion of the streetscape plan which took over a year and we lost several of our small Mom & Pop shops. Then Covid hit and we lost another wave of businesses. This is the sole source of income for most of business owners and the properties have been passed down through generations. I do not believe many if any of our retail shops could withstand the 8–10-year disruption of this tunnel. The “cut and cover” proposal is a death sentence to Del Mar. Even if the tunnel itself does not directly affect the businesses, the negative media attention will divert visitors elsewhere and devastate Del Mar's very small village. We have only a few blocks in our downtown that provide some of the tax revenue for the City's general fund to pay for services for the millions of visitors that flock to our beaches and quaint village. We do not have big box stores or any other commercial zone. **CAN YOU ASSURE BUSINESS OWNERS THAT THEIR BUSINESSES WILL NOT ONLY BE “ACCESSIBLE” BUT THERE WILL NOT BE MAJOR DISRUPTION DISCOURAGING CUSTOMERS FROM COMING TO DEL MAR?**

I'm not an engineer, but I've lived in the Del Mar area for 55 years and have seen the erosion and the destructive sink holes. I know that when it rains, it comes down in sheets and the ground does not absorb the water fast enough so there is tremendous flooding. I don't see how a tunnel under any portion of Del Mar could be a viable option, but of the choices presented, I think Option A would be the least disruptive to the majority of people and businesses.

I have paid close attention to your process and have been told by SANDAG representatives that “we are very early in the process” and “there is plenty of time before any final decision”, yet there seems to be steps forward that won't be reversible. I hope that you truly listen to the concerns of the residents, businesses and property owners whose entire lives will be disrupted and potentially devastated. **CAN YOU EASE THE FEARS OF THE PEOPLE AND CAN THE PEOPLE TRUST WHAT YOU SAY?**

Sincerely,  
KC Watkins Vafiadis  
Stratford Square Del Mar  
1442 Camino Del Mar, Del Mar, CA



“Elephant in the Room”  
By  
Carol Kerridge, Vice Chair  
Lagoon Conservancy  
June 23, 2024

First, I would like to thank Angie Neglia for the amazing amount of effort she has made to investigate the details of the SANDAG planned tunnel project that we have been waiting to learn about for several years.

As I look into the future, I see a much different perspective on this project than what I have yet to read. We’ve learned that this tunnel project is of great importance to the Dept of Defense and likely the Dept of Transportation, which both make this decision truly significant for our community.

I believe we need to focus on the safety of this project not just for its structure and how it can fit or not fit into our town, but as it relates to the safety of our residents and to the passengers and cargo the rail lines wish to transport.  
**I SEE AN ELEPHANT IN THE ROOM!**

I understand that when the idea of the tunnel project was first brought forward around 10 years ago, (I believe), the LOSSAN committee (which contained stakeholders and planning committees from along the corridor), the proximity of the effects of Global Warming were not as apparent. Here in town, we felt the bluff was secure for a while, sure we knew the train would need to be moved off

the bluff in the future...but not in our lifetimes. No one envisioned that Global Warming would come so fast and have such a possible debilitating effect on our town.

Several years ago, as a CERT Team member, we focused on preparing ourselves and neighbors should an event such as earthquakes, flood, or wildfires occur. Little did we know or expect that these issues would become so very relevant today.

**THE ELEPHANT IN THE ROOM WILL NOT BUDGE UNTIL WE LOOK MORE DEEPLY AND CAREFULLY NOW!**

Our hillside of over 2700 households (that's within the City of DM and our friends in DM Heights) is under intense scrutiny. While we know from local well-known geologists (such as Dr Pat Abbott), the composition of our bluff and our hillside are similar...we question now how well our hillside can hold a huge double tracked railroad with the weight of freight trains. I wonder about that question when I sadly observe how our bluffs have eroded from runoff and undercutting from the stormy coastal storms and are needing to be fortified to support the trains. We are also beginning to see some of these storm runoff problems in our neighborhood canyons, alleys, and gardens. We need more sandbags now! We hope and wish that the larger bluff failures in our town like Anderson Canyon and the hillside above CDM were caused by just runoff from storms, but now, the writing is on the wall.

In recent Climate Change symposiums held here in town, we've learned from our Keynote speakers, all prominent SIO scientists who all agree that we need to prepare for much more unpredictable volatile weather. This includes major coastal atmospheric river storms which may cause SLR, high winds, wave damage and flooding; extreme warming causing extensive drought and strong, more frequent Santa Anas, and an increase in major wildfires due to the air containing more CO2 which makes fires more combustible. They all agree that these possible climate related changes are occurring much faster than previously predicted.



So how do these changes affect the placement of a double tracked tunnel within our hillside which is planned to accommodate 90 passenger train trips and 11 freight train trips in one day. The military authorities will not promise that as they move freight, they will refrain from transporting hazardous materials or nuclear waste. These trips are proposed to run under our homes.

Given the high probability of damaging strong storms, where will the runoff be absorbed in the ground with a huge tunnel buried underground. Will the storm water flow downhill to the homes below? Will the hillsides weaken and possibly cause mudslides like we have witnessed in La Jolla, Anderson Canyon, CDM, Palos Verdes, San Clemente, and throughout So CA.? Actually, we are at risk of this happening risk without an underground tunnel.

As if that weren't enough concern, FEMA in their National Risk Index for Natural Hazards considers our region to be at the highest risk for earthquakes and mudslides. Along with that info. the CA. Earthquake Authority considers this region a very high risk for earthquakes due to our proximity to the Rose Canyon Fault located just a few miles off the shore of Del Mar. They also concur that we are at a high risk for mudslides and wildfires.

Has anyone discussed this with the DOD or the DOT...particularly as they propose to transport passengers and military equipment, and at times to be transporting hazardous materials including nuclear waste under homes?

What a Cluster!

We have a wonderful Fire Dept, but what a list of possible disasters for them to prepare for!

After thoroughly investigating the particulars of possibly putting a tunnel of this size anywhere under our hillside, I think it will be mandatory to re-review the decision after seriously looking at all of the possible risks we are facing.

I believe the railroad needs to be moved to a safer location north and inland.

SANDAG needs to change its course.

We can no longer put our heads in the sand...the sand is disappearing fast! We ask SANDAG to respond to these comments.

Kind Regards,

Carol

*Carol Kerridge, Vice Chair of the Lagoon Committee, Del Mar*

Community Disaster Education

Clinical Research Nurse



## San Dieguito Lagoon Conservancy

<https://sandiegitolagoon.org>

July 6<sup>th</sup>, 2024

Dear SANDAG LOSSAN RAIL PROJECT TEAM

### **Questions and Comments for the Notice of Preparation (NOP);**

I believe that as we begin to work together for a more intensive study of the Del Mar tunnel project proposed by SANDAG, we need to include a focus on the area of safety and wellness not just for our residents directly affected, but the entire hillside, our community, and the passengers and cargo on the trains.

I think there is AN ELEPHANT IN THE ROOM! That is...multiple risks of possible DISASTERS for our hillside.

I understand that when the idea of the tunnel project was first brought forward around 10 years ago, the proximity of the effects of Global Warming were not as apparent. In Del Mar, we felt the bluff was secure for a while. Sure, we knew the train would need to be moved off the bluff in the future...but never imagined it would happen in our lifetimes. No one envisioned that Global Warming would come so fast and have such possible debilitating effects on our town so quickly. Several years ago, as a Community Emergency Response Team (CERT) volunteer, which I was the lead volunteer of approximately 30 trained resident CERTs, we focused on preparing ourselves and neighbors should an event such as earthquakes, floods, or wildfires occur. Little did we know or expect that these issues would become so very relevant today as important elements in our coastal weather patterns begin to change.

Our hillside of over 2700 households (that's within the City of DM and our friends in Del Mar Heights) is now under intense scrutiny as a double tracked railroad tunnel is considered to be placed under this hillside. While we know from local well-known geologists (such as Dr Pat Abbott), the composition of our bluff and our hillside are similar...we question now how well our hillside can hold a huge double tracked railroad with the weight of freight trains. I wonder about that question when I sadly observe how our bluffs have eroded from runoff and undercutting from the stormy coastal storms and are needing to be fortified to support the trains.

We are also beginning to see some of these storm erosion and runoff problems in our neighborhood canyons, alleys, and gardens. We need more sandbags now! We hope and wish that the many sink holes though out our town and the larger bluff failures in our town like Anderson Canyon, the hillside above Camino Del Mar were caused by just runoff from storms, but now, as the power of the storms is starting to increase, the writing is on the wall.

We thankfully have not yet experienced major storms, however in recent Climate Change symposiums held here in Del Mar, we've learned from our Keynote speakers, all prominent Scripps Institute of Oceanography (SIO) scientists (who all agree) that we need to prepare for much more unpredictable volatile coastal weather. Ralph Keeling PhD, a Del Mar resident and the son of Dave Keeling the scientist who first described Global Warming, warned us in our November Symposium that, "when we see real climate impacts, it will be too late to try to resolve them". This includes volatile coastal atmospheric river storms, increasing sea level rise, high winds, wave damage and flooding; along with those risks, the conditions may change causing extreme warming, extensive drought, and strong, more frequent Santa Anas. Dr. Keeling continues by saying, "combined with the increasing temperature, there is a strong possibility of major wildfires due to the air containing more CO<sub>2</sub> which makes fires more combustible". Our guest scientist speakers all agree that these climate related changes are occurring much faster than they previously predicted. Dr. Mark Merrifield, who heads the SIO Center for Climate Change Impacts and Adaption, warned that for now, our sea level rise measurements are about average with most global regions, but the

predictions for the future show that sea level rise will continue to become problematic. He also told us that “coastal storm events will become more extreme”.

**So how do these changes affect the placement of a double tracked railroad tunnel, portal and bridge (for Options B and C) in a floodplain? Also how do these changes affect the placement of a double tracked railroad tunnel within our hillside which is planned to accommodate 90 passenger train trips and 11 freight train trips in one day?** The military authorities will not promise that as they move freight, they will refrain from transporting hazardous flammable materials or toxic or nuclear waste. These trips are proposed to run under our homes.

**Given the high probability of damaging strong Atmospheric River coastal storms, where will the runoff be absorbed in the ground with a huge tunnel buried underground. Will the storm water flow downhill to the homes below? Will the hillsides weaken and possibly cause mudslides like we have witnessed in La Jolla, Anderson Canyon, Camino Del Mar, Palos Verdes, San Clemente, and throughout So CA.? Will we experience larger and deeper sink holes in our neighborhoods?** Actually, we are at risk of this happening without an underground tunnel.

As if that weren't enough concern, FEMA in their National Risk Index for Natural Hazards considers our Southern California region to be at the highest risk for earthquakes and mudslides in the United States (99 percentile). Along with that information, the California Earthquake Authority considers our region a very high risk for earthquakes due to our proximity to the Rose Canyon Fault located just a few miles off the shore of Del Mar. They also concur that we are at a high risk for mudslides and wildfires.

**Has SANDAG discussed this with the Department of Defense or the Department of Transportation...particularly as they propose to transport passengers and military equipment, and at times to be transporting hazardous flammable materials including toxic and nuclear waste under homes?**



After thoroughly investigating the particulars of possibly putting a railroad tunnel of this size anywhere under our hillside, or anywhere near the coast of California, I think it will be mandatory to re-review the decision after seriously looking at all possible risks we are facing. In her book, "California Against the Sea...Visions for Our Vanishing Coastline", author Rosanna Xia, a LA Times environmental reporter, gives a thorough investigation of the already existing multiple problems that California coastal cities are experiencing along with interviews with many scientists and engineers predicting warnings of high storm and flooding risks for all California coastal cities. **Please provide examples of SANDAG construction of tunnels, bridges and portals in a floodplain, and under a densely populated town with porous Torrey Sandstone.**

I believe the railroad needs to be moved to a safer location north and inland to reduce risks for Del Mar residents, residents for all coastal towns, and for passengers and cargo being transported on the proposed trains. **Please explain how SANDAG is working with OCRA?**

SANDAG needs to change its course.

Carol Kerridge RN MPH  
*Del Mar, San Dieguito River Lagoon Conservancy*

**From:** [LOSSANcorridor](#)  
**Sent on:** Tuesday, August 13, 2024 12:36:45 PM  
**To:** [Abigail Reitman](#)  
**Subject:** FW: NOP Response for the LOSSAN Rail Project Attention  
**Attachments:** Meghan ltr.docx (89.62 KB)

Here are the attachments as links for your review:

[July 3 coalition for Safer Trains 2nd set questions 2.pdf](#)

[Coalition for Safer trains 3rd submission.pdf](#)

Add your comments and collaborate with others in real time. You don't need to download Acrobat or sign up to access the file.

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**From:** Angelina Neglia [REDACTED]  
**Sent:** Friday, July 19, 2024 9:12 AM  
**To:** Mario Orso <Mario.Orso@SANDAG.org>; LOSSANcorridor <lossancorridor@sandag.org>; Antoinette Meier <antoinette.meier@SANDAG.org>; Omar Atayee <omar.atayee@SANDAG.org>; Robyn Wapner <robyn.wapner@SANDAG.org>  
**Subject:** NOP Response for the LOSSAN Rail Project Attention Tim Pesce and SANDAG Team, Further comments and questions for the Lossan Corridor NOP response from the Coalition for Safer Trains

Some people who received this message don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear SANDAG Team,

Please find our last comments from the Coalition for Safer Trains. We do hope to receive the responses to these questions as you go thru this process.

Kind Regards,

Angelina  
Coalition for Safer Trains

Angelina Neglia  
Healthcare/Educational Advocate

[REDACTED]  
[REDACTED]  
CALTASH 2024 Recipient, Advocating for People with Disabilities  
2024 Nominee, Senator Blakespear's "Women Who Inspire" in our community

**Attachments:** [Meghan ltr.docx](#)

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July 18, 2024

Dear Mario Orso, CEO SANDAG, and SANDAG LOSSAN Project Development Team,

SUPPORT FOR THE I-5 OPTION A ROUTE, BUT NOT THE FAIRGROUNDS PORTAL

The Coalition for Safer Trains thanks the SANDAG team for your tireless effort working on this LOSSAN Rail Project to understand the least impactful and environmentally safer alignment for our communities. As Del Mar residents, we oppose any relocation route that tunnels under homes and businesses and therefore strongly support Route A in the Notice of Preparation (NOP) only with modifications. We ask why did SANDAG misinterpret Alternative A that the Coalition for Safer Trains created and advocated for? We need to understand the SANDAG decision making process to provide clarity and transparency as to why Alternative A from the Coalition for Safer Trains was not included in the NOP? We need SANDAG to apologize for the confusion this has caused to Del Mar, Solana Beach, Fairgrounds and the communities and businesses involved. **Please respond.**

**We do not, support the North Portal which SANDAG designed and associated with Option A in your NOP.** The north portal that is associated with SANDAG's Option A in the NOP proposes a Cut and Cover Tunnel, Portal, Event Platform, and Staging Area at the northwest section of the Fairgrounds. The NOP states the tunnel will go under the Fairgrounds. The Fairgrounds has been very active in opposing this construction on their property. As a result, we are concerned that the SANDAG Project Development Team's design and association of this north portal with the only Option that avoids tunnelling under homes and businesses, will doom Option A. Clearly the Project Development Team must adopt an alternative north portal/s while retaining or adding I-5 routes that circumvent the City of Del Mar, doesn't put a tunnel under Del Mar, Solana Beach or the Fairgrounds. **SANDAG please respond.**

In interviews by SANDAG given to the Del Mar Times and Union Tribune, the Project Development Team on behalf of SANDAG has implied that residents have suggested the Fairgrounds' portal as part of Option A. The Coalition for Safer Trains **NEVER** proposed this in our Option A to SANDAG. Rather, putting this massive amount of infrastructure at the mouth of a river, next to the beach/ocean, in a floodplain is not a viable option for the long-term infrastructure given the climate change crisis and the huge dollars being spend. The Coalition

for Safer Trains proposed in Option A, the placement of the tunnel opening in the Solana Beach Trench. This is the only option not in a floodplain, so it would not be affected by flooding, sea level rise, or increased run off from the river out to the sea. **SANDAG please respond.**

**This letter also serves to set straight the mis information that has been generated by Mayor Heebner, Jewel Edson both Solana Beach City Council members.** Mayor Heebner, who is also the Vice Chair on the SANDAG board stated she was blindsided by the inclusion of SANDAG's Option A in the NOP, which is surprising given her position on the SANDAG board. The spreading of mis information to battle a confabulated mis interpretation of Alignment A without allowing the EIR studies to proceed, is short sighted. The EIR process only helps to shed light on the trade offs and mitigations. **SANDAG please respond.**

It should be noted the Coalition for Safer Trains offered numerous times to meet with the Solana Beach City Council to present our idea for an alignment back in March. Only David Zito responded and we met with him and had a very open and constructive meeting.

**Mayor Heebner stated,** "Alternative A was recently proposed by a group of Del Mar residents who do not want a tunnel in their city. So, they removed it from Del Mar and placed it in Solana Beach. This tunnel would require lowering our railroad trench so it can eventually be deep enough to go underneath the San Dieguito Lagoon. Starting at Lomas Santa Fe, at a 2% grade, it would deepen, creating a cut-and-cover tunnel from the Belly Up, under Via de la Valle and to the Midway area in the Fairgrounds before transforming to a bored tunnel." **Mayor Heebner doesn't mention that SANDAG has to further excavate the Solana Beach trench to accommodate double tracking as per the SANDAG mandate. She doesn't state that the train/tunnel will be 135 feet underground before it goes under Via de la Valle. She doesn't state that the bored tunnel could start at the south portal go up I-5, then go under the lagoon, and river around the fairgrounds, to meet up with the trench tunnel in Solana Beach. This alignment doesn't affect the Fairgrounds or Solana Beach. She and SANDAG have not considered the benefits of the 6+ acres Solana Park that could cover the unsightly trench to unify the town. Please see the huge park built of over a tunnel in the center of Reno Nevada. SANDAG please respond.**

**Mayor Heebner stated,** "Alternative A will take 7—12 years to build during which Solana Beach will experience noise, dust, vibration, traffic disruption, increased GHG emissions and air pollution from trucks carrying away the demolished walls and dirt of our existing trench." **SANDAG stated to the Coalition for Safer Trains, that construction for all three alignments Options would be a decade."** So where did Mayor Heebner get this information regarding Option A? **If Del Mar only had to experience noise, dust, vibration and traffic disruption during construction, that would be acceptable, but Mayor Heebner doesn't mention or show compassion for the 35-50 families who will lose their homes to eminent domain if Options B or C are chosen. We feel sure that Mayor Heebner would not want any of the Solana Beach residents to lose their home. Del Mar feels the same way. SANDAG please respond.**

**Regarding the impact to Solana Beach, Mayor Heebner should have stated,** all communities for all Options, will experience noise, dust, vibration, traffic disruption, increased GHG emissions and air pollution from trucks carrying dirt from the construction. This will be true for all options, not just Solana Beach. **SANDAG please respond.**

**Mayor Heebner conveniently omits** that if the North Portal for Options B or C was chosen, 8-10 acres of land two blocks from the center of Del Mar will be demolished along with condemning and seizing 35-50 residences and businesses to construct the cut and cover tunnel, and portal at the intersection of Jimmy Durante, and Camino Del Mar. When it is rebuilt, SANDAG has confirmed these streets will be 70-100 feet higher with a berm to help stop flooding as this is located in a floodplain. This will block any views for any homes unlucky enough to be located near the north portal. Then the remainder of any homes left, will be 25 -60 feet above the tunnel, (based on SANDAG design specs), experiencing severe noise and vibration, resulting in damage to homes, and health impacts. These homes will also be next to Ventilation “buildings” with fans running 24/7, spewing toxic pollutants 24/7 into the air. Solana Beach residents would not experience any of this disproportionate devastation because the construction would be in the existing trench. **Solana Beach won’t lose any resident’s homes or businesses due to eminent domain with our Option A. How can Mayor Heebner consciously state this disproportionate devastation of her neighboring town is OK, when there is a less impacting and more environmentally alternative? SANDAG please respond.**

**Mayor Heebner should also be aware from her close relationship with SANDAG,** that SANDAG will NOT be demolishing the walls of the existing trench when they excavate for double tracking. SANDAG confirmed with the Coalition for Safer Trains to accommodate double tracking, they will make the trench walls more vertical, not wider. **Where did Mayor Heebner get this information?** If you view the trench in an aerial view in Google Earth where the double tracks transition to single track you will see the trench width is the same. **SANDAG please respond.**

**Mayor Heebner also stated,** “During the construction to double track in the Solana Beach Trench (which has to happen for all three Options), that rail service would be stopped, and impact millions of dollars in freight.” The Coalition for Safer Trains confirmed with SANDAG and has the design drawings to show how SANDAG can keep one rail line in service while they excavate the trench. Legally SANDAG is bound to keep a rail line in service during construction. **Where did Mayor Heebner get this information? SANDAG please respond.**

**Mayor Heebner also stated,** “Option A proposed by the Coalition for Safer Trains, will demolish Cedros Design District and homes located on the east side of the Trench, and the walking path on the west side of the trench.” This is mis information, as Option A we proposed doesn’t touch or impact these areas. **Where did Mayor Heebner get this information? SANDAG please respond.**

**Mayor Heebner stated,**



1. "It is highly doubtful passenger (Coaster and Amtrak) or freight trains will be able to operate south of Solana Beach during the 7—12 years of construction." **False, as SANDAG confirmed they are obligated to keep a rail line in service during construction. SANDAG please respond.**
2. "In addition to demolishing the investment already made to lower the tracks in Solana Beach, it will likely destroy the south half of our Coastal Rail Trail, including Betsy Shultz' iconic arches." **False, SANDAG will be excavating the trench for all three Options to accommodate double tracking. Our Option A is not demolishing the investment already made to lower the tracks. SANDAG please respond.**
3. "It is likely that construction crews would need to take 50-feet or so of each of the properties east of the trench for construction purposes, endangering 60+ naturally occurring affordable multi-family homes on S. Cedros. **Where did Mayor Heebner obtain this information? As SANDAG discussed with our group, that the staging area during construction could be located in a portion of the Solana Beach parking lot? SANDAG please respond.**
4. "Alternative A would also require the Via de la Valle vehicle bridge to be re-built. **False, given that the Coalition for Safer Trains proposed our Option A, the train would be 135 feet underground before it goes under Via de la Valle and the bridge. Why would the bridge "require" to be rebuilt? How does Mayor Heebner know this is required? Where did she obtain this definitive information? SANDAG please respond.**
5. "Stevens Creek would need to be diverted and/or pumped to prevent flooding during heavy rain storms within the FEMA designated floodplain in Solana Beach and inside the proposed tunnel. And there's more!" **The Coalition for Safer Trains spoke to Climate Change experts and NOAA and confirmed the Solana Beach Trench is NOT in the FEMA designated floodplain. However, the North Portal, for SANDAG's Options A, B and C are all located in the floodplain, placing the tracks, portal, bridge infrastructure in the floodplain. Mayor Heebner should be asking, why put this infrastructure which will last over 100 years in a floodplain? Is that good long term planning and funding? SANDAG please respond.**
6. "In Alternative A, the Fair and most likely the Races will be shut down for 5—10 years as the cut-and-cover tunnel joins a bored tunnel in the Fairgrounds at the historical location of the Ferris Wheel and other amusement rides." **False, Mayor Heebner should review the proposed Option A from the Coalition for Safer Trains, as our Option A doesn't put ANY construction (cut and cover or bored tunnel, portal or bridge) on or under the Fairgrounds property. We did however, include in Our Option A, the Event Platform could be located anywhere the tunnel goes AROUND the Fairgrounds property. In fact, instead of the SANDAG proposed event platform located at the mouth of the river in the FEMA floodplain, we proposed the platform could be located on the far south east side of the Fairgrounds, away from the ocean and high tides and more accessible for fair attendees. Mayor Heebner is dramatizing and inciting panic for the Fairgrounds by stating our Option A would shut down their business for 5-10 years. Where did Mayor Heebner get this information? SANDAG please respond.**
7. "This location will be one of the staging areas for Alternative A, occupying approximately 8-10 acres of the Fairgrounds during construction." **The Coalition for**

**Safer Trains never proposed this. Where did Mayor Heebner obtain this information? SANDAG please respond.**

8. **“The soon to be built San Dieguito Railroad Bridge and Seasonal Platform at the Fairgrounds would also have to be demolished.” Mayor Heebner should have stated that the Coalition for Safer Trains Option A, saves millions of dollars, as the bridge doesn’t need to be rebuilt in the FEMA floodplain, as our Option A proposes a tunnel under the river and lagoon which is protected from flooding, and high tides. She should have also stated that the new bridge project didn’t go through the proper environmental study, as it was passed as an existing structure, yet the Event Platform was included in the design. There is no existing event platform! The Coalition has the EIR study to prove this. SANDAG please respond.**
9. **“While there is a Seasonal Platform in Alternative A, it’s 7-stories below ground vs at grade. Just imagine train loads of people relying on elevators to get to the surface! This comes at an extraordinary price tag!” How does Mayor Heebner know the Event Platform would be 7 stories down? Where did she obtain this information? Does Mayor Heebner know the water basin level in the river mouth? The Coalition for Safer Trains proposed putting the Event Platform at the outer edge of the south east area of the Fairgrounds, away from the river mouth and ocean. Millions of people ride subways in London, and New York and utilize underground elevators or stairs to the surface. The volume of people attending the fair is small compared to millions in these inner-city subways. SANDAG please respond.**
10. **“At \$4.14 Billion, Alternative A costs twice as much as Alternatives B (\$2.28 Billion) or C (\$1.85 Billion) without even considering the loss of the region’s \$30 million investment (in 1999 dollars) of lowering the tracks in Solana Beach, the \$254 million San Dieguito Bridge and Seasonal Platform, and unknown millions for our Coastal Rail Trail and the Via de la Valle Vehicle Bridge.” Where did Mayor Heebner obtain these numbers? In our many hours of meetings with SANDAG they conveyed to us, the project budget for all Options is \$4B. SANDAG never stated Option A is twice as much. They also stated this will be worked out in the cost benefit analysis as part of the EIR study. Mayor Heebner should also be aware from SANDAG that they are excavating the Solana Beach Trench to double track, for all Options, A, B and C, so the loss of the region’s \$30 million investment is going to happen no matter what. Regarding the \$254 Million San Dieguito Bridge and Season Platform she states will be lost. Our Coalition confirmed with SANDAG they stated this cost is “sunk” and can be diverted for use on this project. Option A from the Coalition for Safer Trains does not touch the Coastal Rail Trail or the Via de la Valle Bridge. Where did Mayor Heebner obtain this information? SANDAG please respond.**
11. **“Add to this the \$237 million/year generated from the Fair that will NOT be spent and the \$680 million/year in annual activities from the Fairgrounds that will NOT be spent...times 5—10 years!” Where did Mayor Heebner obtain this information? In our numerous meetings with SANDAG, discussing any impacts on the Fairgrounds operations, SANDAG did not state that the Fairgrounds will NOT spend these funds. How does Mayor Heebner intimately know what the Fairgrounds will or will not spend? SANDAG please respond.**

12. "All freight and passenger rail will be shut down, both having exponential economic impacts on the Port and our Regional and State economies." **How can Mayor Heebner make this statement? Where did she obtain this information? Our Coalition has confirmed with SANDAG, STRACNET, and BNSF that they are bound legally to keep one rail line in service during construction. Inciting this economic panic is not acceptable and is completely false. SANDAG please respond.**
13. "Finally, this route is designated by the Military as a Strategic Rail Corridor. Ceasing rail operations for construction will endanger our National Security." **This is false. Where did Mayor Heebner obtain this information? The Coalition for Safer Trains has spoken with STRACNET, SANDAG and BNSF representatives for this corridor and have confirmed they will not be ceasing rail operations during construction, because they are legally bound to keep one rail line in service during construction. STRACNET also stated when there have been cliff failures both in Del Mar and San Clemente, the military have other options/modes for transportation. They had little to no impact during these closures and it didn't impact National Security. SANDAG please respond.**
14. "SANDAG did not engage with Solana Beach on Alternative A, yet they held Workshops and Office Hours in Del Mar for many months. If not for the loud and persistent voices of some Del Mar residents, Alternative A would never have been June 17, 2024 Item 11 3 included. Solana Beach residents and other stakeholders were not informed or consulted. This was not right!" **Mayor Heebner is the Mayor of Solana Beach and also the Vice Chair on the SANDAG board, so how can she claim to not be informed what SANDAG is doing? Mayor Heebner is privy to internal SANDAG meetings and information, that the general public is not privy to. Mayor Heebner should remember SANDAG did the outreach in Solana Beach about a decade ago to propose the double tracking in the Solana Beach Trench. This was not proposed by the Coalition for Safer Trains, as it is a mandate for SANDAG. If Mayor Heebner felt she wasn't informed, she could have easily requested SANDAG to present and meet with the Solana Beach City council and members of the community for outreach meetings. SANDAG please respond.**
15. "It's time for SANDAG to hear from voices outside of Del Mar! Economic impacts are not studied in an Environmental Impact Report (EIR), but they are largely known as mentioned above, and alone should eliminate Alternative A from further study." **How does Mayor Heebner know about the economic impact to all of our communities, and can arbitrarily demand that Option A should be eliminated? If Mayor Heebner was aware the Coalition for Safer Trains proposed in Option A, lowering the train into the existing Solana Beach Trench doesn't touch Cedros or homes, and doesn't impact any businesses in Solana Beach, what economic impact is she referring to? Mayor Heebner states the economic impact is largely known. What facts is she using to make this statement? She doesn't fairly reference that Options B and C presented by SANDAG will destroy Del Mar economically, and also inflict long term economic impact to the City and Health impacts to the residents. Mayor Heebner filed a motion at the SANDAG Board Meeting pressuring the board to eliminate Option A, yet doesn't have the facts as she states she was blindsided by SANDAG. Mayor Heebner doesn't seem to be informed that if SANDAG builds Options B or C, it demolishes the north end of**

**Del Mar 8-10 acres of land, and condemns and seizes 35-50 homes by eminent domain. Does Mayor Heebner know that northern access into and out of Del Mar will be cut off or greatly disrupted for a decade? Does Mayor Heebner know or conceive that NO business from the Fairgrounds, (Fair, Races, Kaboo), tourists, and First Responders, Emergency Fire Responders will be able to access Del Mar. Hence, Del Mar will suffer the loss of Sales Tax, TOT Tax, tourism to the beaches and shopping in the stores, and the permanent loss of property taxes because of the eminent domain of homes. Solana Beach will not suffer any of this economic impact. We ask Mayor Heebner to share the economic data used to make this assertion. Del Mar will not survive this loss of income and many small business owners will go bankrupt. This economic impact will deprive Del Mar from providing even the most basic services for the city, to pave roads, and pick up garbage for decades to come. We would like Mayor Heebner to provide the details of the economic impact to Solana Beach to compare to Del Mar. It should also be noted Del Mar for its size of 4,000 residents, in 1.7 miles, provides over \$6M to the State, where as Solana Beach is 14,000 residents provides \$9M to the State. So, Del Mar is a big contributor per resident over Solana Beach. These tax dollars will be greatly impacted to the State, if this Options B or C are chosen. SANDAG please respond.**

16. **“Similarly, what is already known about the potential environmental impacts of Alternative A demonstrate their significance and again, should eliminate Alternative A from further study.” The Coalition for Safer Trains Option A has the backing of the Lagoon Conservancy, because the tunnel is under the water basin. The EIR Study has not been done yet, so how does Mayor Heebner already know about the potential environmental impacts? Our, Option A takes the bridge, portal, berm, cut and cover tunnel, and tracks out of two lagoons and out of the floodplain. That is a positive environmental impact! The Option I-5 A alignment SANDAG included in the NOP is not the same as the Option A from the Coalition for Safer Trains. We agree the Option A SANDAG included is definitely detrimental to the Fairgrounds and the environment, hence why we never proposed it. Mayor Heebner should want to pursue open discussions with the Coalition for Safer Trains, because our Option doesn’t impact Solana Beach or the Fairgrounds. We would welcome an open constructive discussion with Mayor Heebner to discuss all possible alternatives. SANDAG please respond.**
17. **“Both Alternatives B and C are more direct, shorter, and far less expensive routes that utilize less-intrusive, less-polluting bored tunnels in 90% of their configurations.” If Mayor Heebner analyzed all of the Options, how can she state Options B and C are less intrusive, when they demolish the north end of Del Mar, take 35-50 homes by eminent domain, shut off access in the north end of Del Mar, and will create a huge detrimental economic impact to Del Mar and its residents. How is this less intrusive? Solana Beach won’t be impacted with any of these items mentioned above. If, the cost benefit analysis and EIR studies have not been done, how does Mayor Heebner know the exact cost differences for each Option? Has Mayor Heebner done a detailed cost comparison for each alignment that takes into consideration the little bit longer**

tunnel in our Option A compared to Option B and C relating to the litigation costs, law suits associated with homes taken by eminent domain, ROW costs, increased construction cost due to delays, and ongoing maintenance costs because Options B and C are completely built in floodplains? Did Mayor Heebner take into consideration any compensation to Del Mar residents who will be sickened by living next to a portal, or damage to resident's homes who are left living next to or above the tunnel? Who pays for the cracked slab, house slippage, in the years after construction? Did Mayor Heebner consider these details? If so, we would like to request a meeting to understand her cost benefit analysis. The extra cost of a bit longer tunnel in our Option A, extrapolated over the 100-year life span of this construction will be minimal, if the priority is to build the least impactful environmentally friendly alignment for the future which is the safest for the community. We all want that. SANDAG please respond.

18. "For all the reasons noted above and more, we need comments from Solana Beach residents that oppose consideration of Alternative A due to its known costs, economic consequences to the region, and environmental impacts during construction. And we need your comments ASAP (see below for suggested comments). This is a call to action." **How does Mayor Heebner state "known costs, economic consequences and environmental impacts during construction? Why is Mayor Heebner only interested in the environmental impacts and costs during construction whereas our Coalition for Safer Trains wants to make sure there is no environmental impact during and after construction. SANDAG please respond.**
19. "The 45-day scoping period for comments closes on July 19th, but the sooner the better. Should you wish to attend the Scoping Meeting to learn more about all 3 Alternatives and voice your comments in person, the meeting is tomorrow evening, Tuesday June 18th at 6pm at the San Diego Marriott (11966 El Camino Real near Carmel Valley Road). The group of Del Mar residents who created and have pushed for Alternative A will be there in force. It is important that our residents and businesses show up, too. It's critical that our voices are also heard! Written comments may be mailed to SANDAG at 401 B Street, Suite 800, San Diego, CA 92101, with attention to Tim Pesce OR emailed with the subject line "SDLRR Project NOP" to LOSSANcorridor@sandag.org; or online at SANDAG.org/rail realignment. Suggested email/letter/verbal comments: "I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money." Should you have any questions, feel free to email me or call me at 858 922 3434. Best, Lesa Heebner, Mayor City of Solana Beach & 2nd Vice Chair, SANDAG Board of Directors. **How can Mayor Heebner state our Option A is double the cost? SANDAG has not completed any financial cost benefit analysis. What economic and environmental impacts to the Fairgrounds and to Solana Beach is Mayor Heebner referring to regarding our Option A? We would welcome a meeting with Solana Beach City Council and SANDAG to understand this statement. The proposed Option A from the Coalition for Safer Trains, does not take any homes**



**or businesses in Solana Beach, also does not touch the Fairgrounds. SANDAG please respond.**

**Background for Mayor Heebner, and Solana Beach City Council:**

The Option A from the Coalition for Safer Trains, proposes removing the trestle bridge, tracks and berm from the floodplain and out of the river and 2 lagoons. Our Option A will open up the water way, instead of damming it. Our Option A takes all of this infrastructure out of the seawater, and puts it underground. The increased building costs to protect this infrastructure from flooding, and the increased maintenance costs for infrastructure sitting in a floodplain for 100 years will more than offset the cost of Option A portal in the Solana Beach Trench. Our Option A is the only option that does not condemn and seize homes and businesses by eminent domain. Eminent domain of anyone's home is not acceptable. Putting a tunnel carrying hazardous toxic freight, under homes is not acceptable when there is a more feasible less impacting environmentally safer alternative. **SANDAG please respond.**

FEMA has taken new steps to ensure that new structures and infrastructure, including schools, hospitals, police and fire stations, sewage treatment plans, rail lines and bridges are protected from flooding. FEMA states any new construction must be built in a way so as to prevent flood damage, whether by elevating new construction above the expected height of a flood or, if that's not feasible, by building in a safer location. FEMA's new rule also makes it clear that building and infrastructure decisions must reflect risks now and also in the future, as climate change makes flooding more frequent and severe. This new rule will enhance resilience in flood-prone or low-lying floodplain areas, communities next to the ocean or rivers, by taking future flood risk into consideration when planning any new building or infrastructure. **FEMA states "flood damage is likely to reach \$40 Billion in average annual losses this decade, according to Chad Berginnis, executive director of the Association of State Floodplain Managers." SANDAG please respond.**

The North Portal Under JDB involves locating the track bed and portal in the 100-year FEMA floodplain of the San Dieguito River. This floodplain is also susceptible to sea level rise. The 2023 SANDAG report relied on the 2018 California Coastal Commission Sea Level Rise Policy Guidance to determine the amount of sea level rise to factor in. Despite projecting the project will be complete in 2035, it used the medium-high risk aversion sea level rise prediction for 2100 for the La Jolla gauge (7.1 feet), which would only be 65 years from completion of the project, not 100 years as is typical for infrastructure projects. It then states that *"during preliminary engineering, these assumptions should be re-evaluated taking into consideration any new state sea level rise guidance adopted since the time of this report."*

The Draft State of California Sea Level Rise Guidance: 2024 Science and Policy Update was subsequently released for public review. For critical infrastructure projects, it recommends extreme risk aversion to sea level rise and that *"extreme risk aversion projects should be resilient to high-end sea-level scenarios, when feasible."* For the La Jolla gauge, the high-end sea-level rise projection for 2040 (approximately 100 years after projected project completion

in 2035) is 10.9 feet. This is 3.8 feet higher than the 7.1 feet used in the SANDAG 2023 report. **SANDAG please respond.**

If this level of protection against combined sea level rise and flooding is required for regulatory compliance, the SDR bridge, track bed, floodwalls, and portal would have to be higher than indicated in the 2023 report. In addition, the effects on river hydrology caused by the replacement of both the CDM Bridge and SDR bridge has not been studied, and this might impact the required height of the SDR Bridge, track bed, floodwalls, and portal. **SANDAG please respond.**

As currently proposed, the track bed gently (<2%) descends after the replacement SDR Bridge and would be protected from flooding to the elevation of the 100-year floodplain plus 7.1 feet to account for possible sea level rise (14.7+7.1 feet at SDRB, 17+7.1 feet where track exits floodplain to the south). The portal would be below the floodplain and must be protected from flooding by floodgates. Given the maximum 2% grade and the constraint to tie into the replacement SDR Bridge, if the required level of flood protection is higher than assumed in the 2023 report, the portal must be raised as well. SANDAG please respond.

If the exact height of the SDR Bridge, track bed, floodwalls, and portal is not known when the draft EIR is issued, the draft EIR will be fatally flawed since without this information it will not be possible to determine the full effect of the project on the environment. **SANDAG please respond.**

Locating the North Portal under JDB and the track bed north of it in a FEMA floodplain susceptible to sea level rise is unwise. Only considering a 100-year lifetime for the engineering design of a project involving a train tunnel under residential properties with a portal in the floodplain is not sufficient. To do so is to repeat the mistakes that led to the problem in the first place, and to do so when there is now knowledge regarding the threat of climate change and sea level rise to coastal infrastructure. **SANDAG please respond.**

In addition, it is worth pointing out that essentially the entire Fairgrounds is in a FEMA floodplain that is also susceptible to sea level rise. The inclusion of a seasonal events platform for the Fairgrounds should not be an objective of the project. Investing in the long-term existence of a fairground and horse racing track in a coastal lagoon and floodplain susceptible to sea level rise is not wise public policy and especially should not drive the selection of the railway route. **SANDAG please respond.**

SANDAG should consider an alternative route that tunnels under the FEMA floodplain of the San Dieguito River that does not include a seasonal events platform for the Fairgrounds. The tunnel could continue northward under the ROW of Highway 101 or I-5 and connect to the existing Solana Beach Station laterally. The existing track in the Solana Beach Trench could be repurposed for light rail to the Fairgrounds if the currently proposed events platform is constructed. **SANDAG please respond.**

## NOP ROUTES B AND C SHOULD BE REJECTED

Routes B and C would maximize the negative impact to the surrounding community (principally Del Mar, but also the Fairgrounds and Solana Beach). The proposed north Portal location associated with Routes B and C at the intersection of Camino Del Mar and Jimmy Durante would put the infrastructure, along with the Cut and Cover Tunnel in the floodplain. The building of this infrastructure is projected by SANDAG to involve *demolishing 7-10 acres of land, and condemning and seizing 35-50 homes and businesses at this location. SANDAG has conveyed to the public that this area will be demolished hence cutting off or greatly impeding access in and out of the north portion of Del Mar for a decade during construction. This disproportionate destruction would only be 2 blocks from the center of town, impacting access and business for a decade. This construction is within feet of homes and businesses, so the health risks both during and after construction should not be ignored and needs to be addressed. In addition, the Fire Department already shared with our Coalition, that they cannot handle the traffic from the Fairgrounds already. This construction will also prevent Fairgrounds attendees, (Kaboo, Races, Fair etc.), and tourists from coming to Del Mar to eat in restaurants, stay in hotels, and shop. How is SANDAG going to compensate the businesses, restaurants and hotel owners for lost business for a decade? How is SANDAG going to compensate Del Mar City for lost sales tax, TOT tax, and lost (permanent) property taxes from homes that will be seized by eminent domain? How is SANDAG going to compensate the owners of the homes and businesses that will be taken by eminent domain, as their homes are worth zero now and for at least two years while the EIR study is done and a route chosen? What does SANDAG suggest these families to over the next two years if they wanted to try to sell their homes? Please respond.*

When the Coalition for Safer Trains met with the Del Mar Fire Department and First Responders regarding this construction, they expressed extreme concern about how they would be able to access Del Mar in an emergency. They are proud of their fast response, and do not see how they will access Del Mar when every second counts. **Please explain how First Responders will be able to access Del Mar from the North during the decade of construction? With only limited ways to enter and leave Del Mar, how does SANDAG propose residents evacuate from the North end of Town in case of an emergency (earthquake, landslide, fire, Tsunami)? Highway 101 is not be a feasible way north. Please respond.**

**With only a north and south portal for all alignments, focusing on Options B and C, if there was a fire, explosion, derailment inside the tunnel, under homes and businesses, how will SANDAG fight a fire? What fire mitigation efforts will SANDAG have in place proactively?**

It should be noted, in the Los Angeles Times, July 2, there was an agreement between Disney Hall's landlord, the Music Center, and the Los Angeles County Metropolitan Transportation Authority, which commits the Metro to procedures to ensure that trains running through a tunnel **135 feet** underground, perhaps the most sensitive stretch of it 1.9 mil, 1\$Billion

downtown Regional Connector Project won't add audible vibrations. The agreement sets out a process for what will happen if those preventative measures fail – with a Music Center lawsuit to collect damages for the worst-case scenario. **As SANDAG has shown us in their tunnel and portal design and topographic drawings there will be homes 25 to 60 feet above or next to the tunnel in Options B and C. How will these homes not feel ground borne vibration, and not suffer severe noise impacts from the trains? Please respond.**

The Coalition for Safer Trains has met with the military specifically Stracnet, and discussed their use of the LOSSAN Rail line. They mentioned during cliff failures in both Del Mar, and San Clemente, the military was not heavily impacted that much as they have other options for moving military cargo. They did state they like the Port of San Diego as they have a good relationship with the Port, and the Port infrastructure is better set up to handle roll on and roll off cargo. But they stated they have the use of both ports in Los Angeles, Port of Tacoma, Port of Everett, and Ports of Oakland and Concorde. We did discuss the concern of the weight of their freight trains carrying M1 Abram Tanks, and the M88 Recovery Vehicle which is a 70-ton vehicle! This is the largest armored recovery vehicle (ARV) used in the United States Armed Forces. They stated they do 5 to 7 train loads per year. **Due to the topography and constitution of the porous Torrey Sandstone Stracnet did wonder if the hill could handle the weight and vibration of a freight train carrying 500 DOD car loads, per year, which they stated was over 32,000 tons. Stracnet and the Coalition for Safer Trains, asks how SANDAG will test the soil composition for the entire hill of Del Mar from North to South? Just taking boring samples at portal locations, and the close surrounding area is not sufficient. Also, it should be noted, up on Crest Road, there is a sign stating no trucks over 7 tons. So, there is a clear concern about how the Del Mar hill will handle this immense weight underground with options B and C? Please respond.**

**It should also be noted,**

The Coalition for Safer Trains read the LOSSAN, Los Angeles to San Diego Proposed Rail Corridor Improvements Studies, dated April 2003. On page 35 it talks about an I-5 Alternative, “which would further reduce the lagoon being impacted by creating an alignment that avoids much of the Penasquitos Lagoon.” The report also states “it would also have the least noise and vibration impacts.” The report also states “this alignment would further reduce potential impacts to San Dieguito Lagoon.” **As this was discussed as an alternative in 2017 as well, it warrants the EIR study, so the Coalition for Safer Trains requests SANDAG look at all possible I-5 alternatives, combinations and modifications including the Option A the Coalition for Safer Trains proposed with the tunnel opening in the Solana Beach trench, which will be further excavated to accommodate the double tracking. Please respond.**

It should be noted while SANDAG enters the EIR study stage for this project, the Coalition for Safer Trains is meeting with Carlsbad, Encinitas, Oceanside and other cities in between to discuss possible alignment options utilizing the I-5 and I-15 transportation corridors. It will be discussed closing the Solana Beach station and finding a new location for it, that fits with an

overall cohesive transit plan from Oceanside to San Diego. Given the low ridership numbers it would make sense to consider moving the tracks inland so a greater population can gain access.

We also ask SANDAG who is providing the mis information to Solana Beach Council members, the Fairgrounds and Phil Diehl of the Union Tribune? This mis information has caused panic for all concerned. SANDAG needs to be more transparent and control the information and make sure it is the same information being publicized to newspapers, citizens and our communities.  
**SANDAG please respond?**

Please see below, the Coalition for Safer Trains, Guiding Principles we have adopted. We ask SANDAG to respond to the comments we have included in this document. We look forward to working together to find a solution that doesn't take people's homes, is safe for both the community and environment, and is not in a floodplain. We look forward to engaging with the cities up the coast to discuss solutions to find one cohesive transit plan that benefits all instead of wiping out a town. We would like to work on solutions together and unify instead of dividing our communities and being hostile. We also want to mention if the Fairgrounds insists on holding Del Mar hostage regarding the affordable housing project if any of the SANDAG project is on their land, Del Mar is exploring using the property on Border Avenue for affordable housing. As of now the Fairgrounds has ended their discussions with Del Mar regarding affordable housing. We don't get anything done for our communities when bordering towns and properties are hostile.

We appreciate SANDAG's responses to our comments in the vein of trying to work together to find a solution that works for all stakeholders and our communities.

Kind Regards,

Angelina Neglia, on behalf of:  
Coalition for Safer Trains

**COALITION FOR SAFER TRAINS  
GUIDING PRINCIPLES RELATED TO THE LOSSAN RAIL  
REALIGNMENT PROJECT**

The Coalition for Safer Trains endorses the following guiding principles regarding the San Diego Association of Governments (SANDAG) LOSSAN Rail Realignment Project. The Coalition for Safer Trains' adoption of these guiding principles establishes the Coalition for Safer Trains official position regarding this important project.

- 1) Removing the current railway alignment and its associated infrastructure from coastal bluffs, coastal lagoons and coastal floodplains to inland locations away from the



coastline and outside of coastal floodplains and areas of anticipated sea level rise influence should be a top priority for the region. Doing so reflects responsible use of public money in the face of anticipated climate change and sea level rise and will contribute to the long-term resilience of the transportation infrastructure of the region.

- 2) The San Diego Association of Governments (SANDAG) must give highest preference to railway alignments and portal locations that minimize impacts to privately owned property and place the new alignment in and under existing publicly owned property to the greatest extent possible.
- 3) The San Diego Association of Governments (SANDAG) must thoroughly explore all alignment alternatives and portal locations that eliminate impacts to the communities from Del Mar to San Clemente.
- 4) We are strongly opposed to eminent domain, the government seizure and acquisition of private property and businesses.
- 5) The San Diego region already suffers from the impacts of the climate crisis in the form of drought, air pollution, extreme heat, species stress, increased storms, negative health impacts, wildfires, coastal erosion, landslides and sea level rise. Continued infrastructure construction in the flood zone will exacerbate coastal flooding of low-lying areas and beaches, already sand starved due to river damming with bridges, rail berm infrastructure, and cliff “stabilization.” These impacts will become more severe as global GHG emissions continue. In 2018, the United States' Fourth National Climate Assessment made it clear that climate change will wreak havoc across the United States of America, and that the current pace and scale of climate action is not sufficient to avoid more substantial damage to the economy, the natural environment, communities, and to human health over the coming decades. **We strongly oppose any infrastructure built in a floodplain when there are safer, feasible, less impactful, and more environmentally friendly alternatives.**
- 6) It is critically important that SANDAG engage the public through every means possible to ensure a robust public participation process in which the public can participate fully, receive answers to questions, and provide feedback for consideration prior to any decisions being made. Cities and citizen groups should be permitted to make presentations to the SANDAG Board, which appears from its meetings to be ignorant of the consequences of this project. Limitations of one minute to public comment at SANDAG Board or committee meetings renders public outreach a sham.
- 6) It is critically important that a thorough cost-benefit analysis of this project as well as the relocation of the rail line from Del Mar to Oceanside be conducted as soon as possible. Neither the passenger carriage nor the relatively small amount of freight carried on the rail line justifies the massive disproportionate destruction of Del Mar and

other communities and financial outlay called for by the track relocation. Alternative means of transport must be explored.

- 7) An independent, forward-looking cost benefit analysis must be performed comparing the cost and benefits of the proposed final project to the alternatives. Among many other factors, this should consider long-term costs due to risks of flooding of railway infrastructure located in the floodplain and areas of anticipated sea level rise influence, the possible need to re-relocate such infrastructure in the future due to sea level rise, the cost of any needed ongoing coastal bluff armoring, and the cost of armoring and ongoing maintenance of infrastructure sitting in a floodplain, or realignment of other sections of the LOSSAN Corridor that are necessary to meet the objectives for the entire LOSSAN Corridor from San Clemente to San Diego.
- 8) An independent, forward-looking cost benefit analysis must compare the cost and benefits of the proposed final project as compared with other alternatives, and should include Costs of Relocation due to ROW Acquisitions, Eminent Domain Costs, and Costs due to delay of project, Litigation and compensation to hotels, business owners, and City of Del Mar for the loss of business and property/tot/sales taxes for the decade during construction.
- 9) The San Diego Association of Governments (SANDAG) must give highest preference to railway alignments and portal locations that do not impact the community, take homes and businesses by eminent domain, and restore and preserve natural resources of the region that have been degraded by the current railway alignment, including especially its coastal lagoons and bluffs.
- 10) The coming SANDAG studies must include a reasonable range of feasible alternative rail alignments, and alternative portals, including the I-5 and proposed Solana Beach/Fairgrounds alignments, and must also include a “no project” alternative as required by federal and state environmental laws.
- 11) The City of Del Mar and its elected representatives have a duty to advocate for the best interests of the City. It appreciates and understands that the 22nd District Agricultural Association has a duty to advocate for the best interests of the Fairgrounds. When these interests are in conflict, the City will advocate for the best interests of the City.
- 12) The Coalition for Safer Trains expects SANDAG to be open and transparent with the public as the studies are being pursued.

Angelina Neglia, on behalf of:  
Coalition for Safer Trains

Adopted July 1<sup>st</sup>, 2024



[www.safetrain.org](http://www.safetrain.org)

July 18, 2024

Dear Mr. Pesce and San Diego Association of Governments Board of Directors,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for the Draft Environmental Impact Report (DEIR) for the potential San Diego-Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Realignment. We are residents of Del Mar and therefore among those most personally and directly harmed by the potential rail realignment. As key stakeholders, we write to communicate our comments – and grave concerns – about the project.

**The Project Description is Vague:** Because the NOP does not provide basic details about the project alternatives, residents like us cannot effectively assess the threat it poses, or comment on the project. For example, the NOP does not identify:

- Which homes would be affected by vibrations, noise, pollution, and other damage caused by the initial tunnelling and subsequent commercial freight, military, and other heavy rail under our houses?
- What is the impact on property values? A tunnel built into sandstone carrying tens of thousands of tons of freight running under residential housing is unprecedented. The DEIR should consider the possibility that foundation settling from construction and ongoing operational vibrations impact those homes and requires subsequent compensation to homeowners above the tunnel. This significant financial impact must be part of the analysis.
- What is the risk of fire, including toxic fumes from hazardous waste? This type of risk was highlighted by the train derailment, hazardous chemical spill, and toxic fires last year in East Palestine, Ohio.
- How many and which homes would the government take by eminent domain, forcing residents to give up their homes?
- What similar freight train tunnels have been constructed under residential areas? The examples provided at SANDAG's June 18, 2024 Scoping Meeting did not offer a direct comparison to the proposed tunnelling under Del Mar. Rather, those examples appeared to service non-residential areas, or non-commercial/non-hazardous freight, or have other materially differentiating qualities. There were therefore not "apples to apples" comparisons.

**The Project Description is Misleading:** Rather than offer rudimentary facts in the pursuit of clarity and transparency, the project description, or lack thereof, appears to be affirmatively misleading. For example:

- The NOP labels Alternative B as the “Crest Canyon Alignment.” (NOP at 9.) This benign characterization suggests that Alternative B stays in the undeveloped canyon. Not so. The NOP’s maps – while lacking in detail – belie this characterization. Rather, the reality appears to be that Alternative B tunnels directly under numerous homes as it cuts through fully developed portions of northern and central Del Mar.
- Similarly, the NOP does not specify the depth of the tunnel at various points. While asserted that the tunnel was characterized to be “as deep as 300 feet,” at the June 18<sup>th</sup> Scoping Meeting, it appears that the proposed tunnel would be much shallower at the northern and central areas of Del Mar. How many feet deep would the tunnel be below each house it would bisect?

Alternatives B and C, which would tunnel directly under Del Mar’s homes and main street, would pose unconscionable risk to public safety, damage to homes and businesses, force numerous residents to give up their homes, and destroy the fabric of our small town. The DEIB should fully explore Alternative A, which appears to minimize these (and many other) negative impacts. ***Importantly, the Alternative A analysis should study the tunnel/portal opening location proposed by the Coalition for Safer Trains. That location -- in the Solana Beach trench -- would avoid both the floodplain and fairgrounds, and minimize the impact to the Solana Beach community, making it more desirable than the Alternative A portal location described in the NOP.*** While potentially more expensive, this version of Alternative A offers significant advantages:

- No need for eminent domain or demolishing existing homes.
- No portals near homes.
- No need to rebuild the trestle bridge for hundreds of millions of dollars.
- No freight carrying hazardous materials underneath people’s homes.
- No need to gain Right of Way underneath hundreds of homes in Del Mar.
- No more tracks in San Dieguito Lagoon.
- No more tracks in Los Peñasquitos Lagoon.

We appreciate the opportunity to work with SANDAG to address these concerns and ultimately develop a successful path forward.

Sincerely,

Meghan O’Ryan Spieker



## NOP Comments - LOSSAN Rail Realignment Project

Marco Gonzalez [REDACTED]

Tue 6/4/2024 5:24 PM

To:LOSSANcorridor <lossan@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Coast Law Group LLP represents Watermark DM, L.P. owner of the 2.37- acre property at the Southeast corner of Jimmy Durante Blvd. and San Dieguito Drive in the City of Del Mar (APNs: 299-100-47-00, 299-100-48-00). My client's property is the site of the fully entitled, but as-of-yet unbuilt, Watermark apartment project. The project includes construction of a new 4-story 132,894 sq.ft. multi-family residential development totaling 50 units (10 of which are deed-restricted affordable rentals). Entitlements efforts, including both City of Del Mar and Coastal Commission approvals, took more than ten years to complete, and final grading and building permit applications are in process and will be submitted to the City of Del Mar later this summer.

The project, with its deed-restricted low and very low-income affordable units, is critical to the City's compliance with its Regional Housing Needs Assessment allocation.

Of the three San Diego LOSSAN rail realignment alternatives to be considered in the forthcoming EIR, only Alternative A (previously known as Alignment P7-A) appears to potentially impact the Watermark property. The documentation available suggests the Alternative A alignment bored tunnel would cross under Jimmy Durante Blvd at the approximate location of the roadway's bridge over the San Dieguito Lagoon. Given the proximity of the Watermark property (see excerpted images, below) to the Jimmy Durante Blvd bridge, we are concerned with the potential impacts both from construction and from future operations should this alternative be selected. Potential impacts to be considered include, but are not limited to:

- Construction access impacts: depending on whether there is overlap in construction of the Watermark project and realignment efforts, construction vehicles and personnel may have difficulty reaching the Watermark site, thus causing delay and increased cost. We would also note construction staging for the north portals of alternatives B and C may also negatively impact construction access to Watermark.
- Resident Access impacts: If Watermark is completed prior to initiation and/or completion of realignment efforts, Watermark residents may experience significant difficulty reaching their homes, which could result in devaluation of rental units.
- Subsidence impacts: The boring of tunnels may cause subsidence of parking facilities and buildings on the Watermark property, leading to a claim for damages against SANDAG and/or other government agencies.
- Subsurface vibrational impacts: The boring of tunnels may create vibrational impacts at the surface that could impact various aspects of the Watermark property, again leading to a claim for damages against SANDAG and/or other government agencies.

We request that the EIR directly assess and, if necessary, recommend appropriate mitigation measures to ensure any impacts realized at the Watermark property are mitigated to a level of insignificance. Please also consider this correspondence as notice to SANDAG that selection of Alternative A may render the Watermark project undevelopable or may create a condition whereby the completed project is no longer habitable. In such circumstances, SANDAG would be required to pay tens of millions of dollars to condemn the property.

Contingencies should be considered in realignment project budgets.

Please feel free to contact me with any questions or concerns regarding the foregoing.



-Marco Gonzalez



**Marco A. Gonzalez**

(he/him)

Managing Partner

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Coast Law Group LLP

1140 S Coast Hwy. 101

Encinitas, CA 92024



**Josh Rubinstein**  
*President & COO*

July 17, 2024

VIA EMAIL – [lossancorridor@sandag.org](mailto:lossancorridor@sandag.org)

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

***Re: Comments to Notice of Preparation (NOP) for the Preparation 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***

Dear Mr. Pesce:

Del Mar Thoroughbred Club (DMTC) appreciates the opportunity to comment on the 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).

DMTC is the operator of live thoroughbred horse racing at the Del Mar Fairgrounds pursuant to the Del Mar Race Track Operating Agreement, as amended (the “Operating Agreement”), entered into by and between DMTC and the State Race Track Leasing Commission (SRTLCL) acting on behalf of the 22nd District Agricultural Association (22nd DAA) in 2011.

DMTC operates two annual live thoroughbred horse race meets at the Del Mar Fairgrounds, both of which are highly successful and profitable for the 22nd DAA and provide significant economic benefits to Del Mar, Solana Beach and San Diego. DMTC’s summer race meet typically consists of eight-to-nine weeks of racing between mid-July and early-September and its fall race meet consists of four-to-five weeks of racing in November. DMTC has operated

live thoroughbred horse racing at the Del Mar Fairgrounds under operating agreements with the STRLC and the 22nd DAA since 1970 and is considered one of the preeminent operators of live horse racing in the United States and throughout the world. Del Mar is likewise considered one of the horse racing industry's crown jewels, both in terms of the success of DMTC's operations and Del Mar's record as one of the safest race tracks in the United States. Horse racing at Del Mar provides an estimated impact of \$100 million each year to San Diego County.

DMTC's reputation for excellence has led to Del Mar being selected to host the Breeders' Cup World Championships in 2017 and 2021 and again this year as well as in 2025. The Breeders' Cup brings racing's top race horses from all over the world and draws an international crowd to Del Mar. It has been estimated that in years the Breeders' Cup is held at Del Mar horse racing generates as much as \$300 million in positive economic impact to San Diego and the surrounding area.

### **PROJECT DESCRIPTION**

The proposed Project entails the relocation of the existing single-track alignment of a portion of the San Diego Subdivision of the LOSSAN rail corridor where the rail line runs along a terrace on the coastal bluff in the cities of Solana Beach, Del Mar, and San Diego. The proposed realignment would relocate existing rail service from along the coastal bluffs to a new alignment located within tunnels through Del Mar and San Diego. Among other things, the proposed project will include removal of existing stabilization infrastructure and may include aerial structures and berms.

The Project description included in the NOP consists of 12 infrastructure components, included in each of the Project's three alternative alignments: These alternative alignments are described as consisting of:

- Alternative A: I-5 Alignment;
- Alternative B: Crest Canyon Alignment; and
- Alternative C: Camino Del Mar Alignment

As described in the NOP each project alternative requires a north portal and south portal, a tunnel connecting the portals, and double-tracking of the rail line.

### **COMMENTS**

As an initial matter, DMTC has reviewed the comments to the NOP provided by the 22<sup>nd</sup> DAA as well as the analysis the 22<sup>nd</sup> DAA requested to be undertaken as part of any EIR SANDAG conducts related to the proposed Project. DMTC agrees with and adopts all those comments and requests for analysis, including, without limitation, the requests for analysis regarding:

- Air Quality
- Biology
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards
- Hydrology and Water Quality
- Land Use
- Noise
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Cumulative Impacts

Further, through this letter we wish to go on record as deeply concerned about and opposed to the Project's Alternative A. Based on our understanding of SANDAG's own Alignments Screening Report dated May 31, 2024, SANDAG has stated that during construction of Alternative A:

- “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.”
- “[S]ignificant 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.”

Construction of Alternative A will significantly jeopardize DMTC's ability to conduct its race meets as well as the 22nd DAA's operation of the Del Mar Fairgrounds. Further, during both the construction and operational phases, we do not believe that Alternative A would meet the Project objectives of minimizing impacts to the surrounding community because the Fairgrounds and race track will suffer significant impacts. Consequently, DMTC urges SANDAG to revise the proposed Project alternatives and issue a new NOP which excludes Alternative A from any further consideration.

DMTC's specific concerns include the following issues:

### *Noise*

DMTC is concerned about the significant and detrimental impacts related to noise during both the construction and operation phases of the Project. As the 22<sup>nd</sup> DAA points out in its comments to the NOP, analysis within the draft EIR should discuss how the proposed Project will adhere to the noise ordinance, including any mitigation measures that would ensure compliance. Each proposed alignment alternative will generate construction noise near sensitive land uses, such as residential uses. Further, the effect of vibration and noise from trains in the tunnel segments for each alternative alignment on residents, wildlife and Del Mar Fairgrounds visitors and domesticated animals (i.e., horses during horse race meets and livestock during the annual San Diego County Fair). All related impacts of noise and vibration attendant to the equipment used for construction and operation of the proposed Project should be evaluated in the draft EIR.

With respect to Alternative A specifically, the need for a thorough evaluation of the effect that noise and vibration from not only construction but also from operation of the proposed Project on race horses at Del Mar cannot be overstated. It is well known that horses are a prey species that have evolved to rapidly react to potential danger. (See e.g., Riva MG, Dai F, Huhtinen M, Minero M, Barbieri S, Dalla Costa E. *The Impact of Noise Anxiety on Behavior and Welfare of Horses from UK and US Owner's Perspective*. ANIMALS (BASEL). 2022 May 21;12(10):1319. Doi: 10.3390/ani12101319. PMID: 35625165; PMCID: PMC9138043). Horses can perceive noise as potential danger and they are known to exhibit several anxiety behaviors as a result of noise. Such behaviors include, among others, sweating, trembling and escape attempts, which may give rise to the danger of severe accidents involving horses and those riding and handling them. Even without accidents, noise can significantly impact horse welfare in other ways. Such impacts should be evaluated in the draft EIR to ensure that the proposed Project does not adversely impact the welfare of the horse population at Del Mar.

### *Land Use*

DMTC is concerned that proposed Alternative A will conflict with its use of the Del Mar Fairgrounds for horse racing. As the 22<sup>nd</sup> DAA states in its comments to the NOP construction of Alternative A will affect the operations of the Del Mar Fairgrounds. Proposed construction scheduling and construction staging locations need to be identified and thoroughly analyzed in the draft EIR. As well, the impacts related to DMTC's thoroughbred horse racing meets, which are conducted twice each year at the Del Mar Fairgrounds, need to be analyzed in the draft EIR and mitigation efforts to ensure that impact on the operations are minimized need to be discussed.



DMTC understands that proposed Alternative A may entail shutting down all operations at the Del Mar Fairgrounds during part of the construction phase of the Project, including horse racing. It has been reported that such construction is estimated to take *seven to ten years* to complete. Shutting down operations at the Fairgrounds will have a devastating effect on DMTC and will jeopardize the survival of horse racing in San Diego as well as the entire racing industry in California.

DMTC's horse racing operations, together with the San Diego County Fair, constitute the primary sources of revenue for the 22nd DAA and the Del Mar Fairgrounds. Over the past 10 years, for example, DMTC's summer and fall race meets have generated net revenues for the 22nd DAA totaling \$103.7 million, including \$9.3 million in race-meet related net revenues in 2023. Since its inception in 1970, DMTC has contributed nearly \$1 billion to local and state governments, dozens of charitable organizations and equine research. Shutting down DMTC's horse racing operations for any substantial period of time will not only cause DMTC irreparable economic harm but will also harm the 22nd DAA and the local and state governments as a result of losing DMTC's revenue contributions. A shutdown lasting seven to ten years would be catastrophic.

Horse racing at Del Mar provides thousands of jobs, which would be jeopardized as a result of Alternative A. Horse racing at Del Mar employs approximately 3,600 people each year during its summer race meets alone. All these people would be out of work during any period DMTC could not operate due to the Fairgrounds being closed for construction of the proposed Project. The direct economic impact on these people if racing operations were shut down for any period of time as well as the corresponding impact on the surrounding communities would be devastating.

Horse racing at Del Mar also provides significant economic benefits to the local economy. The race meets at Del Mar draw tens of thousands of fans from all over the world and boost local restaurants and hotels, among other businesses. One example of the impact racing at Del Mar is that figures have shown the typical North County San Diego hotel occupancy rate is 69.8%. That figure goes up to 86.7% during DMTC's summer meet and many local hotels see their occupancy rate exceed 90%. DMTC's fall meet likewise provides a boost to the local economy during what is normally a slower tourist season, and in years where DMTC and Del Mar have hosted the Breeders' Cup (i.e., 2017, 2021, 2024 and in 2025), the San Diego economy has benefited significantly with people traveling from all over the world to enjoy the most prestigious multi-day event in horse racing. Indeed, it is estimated that in 2024 and again in 2025 when the Breeders' Cup being held at Del Mar, horse racing will result in as much as \$300 million in economic benefits to the San Diego area each year.

Shutting down racing operations at the Del Mar Fairgrounds will also have a devastating effect on horse racing in California. The California horse racing industry heavily depends on continued racing operations at Del Mar in order for the industry to survive. Del Mar is one of the two largest race meets in the state and accounts for approximately 23% of the overall annual handle in California and nearly 32% in Southern California. To lose Del Mar's economic contribution would seriously jeopardize the health and viability of the horse racing industry in California.

Because proposed Alternative A was only recently added to SANDAG's proposed Project (after having been previously rejected) DMTC has not had an opportunity to analyze the possible effects that, once construction of Alternative A is completed, operation of trains and the attendant effects of noise and vibration will have on its revenues. However, assuming DMTC's operations were to survive any period in which it is shut down due to the Project's construction phase, DMTC is concerned that operation of trains under the Fairgrounds property will negatively impact its operations as a result of the adverse effect noise and vibration from train operations will have on the welfare of race horses at Del Mar. As discussed above, it is known that the perception of potential danger for horses in general – *and especially thoroughbred horses* – negatively impacts their safety and welfare. DMTC does not know whether vibrations from train operations would have a similarly negative effect on race horses; however, it seems reasonable to assume that vibrations from train operations under the Fairgrounds will negatively impact the safety and welfare of the horses.

DMTC's horse racing operations are integral to the ongoing success and viability of the Del Mar Fairgrounds as well as the entire horse racing industry in California. Causing DMTC's operations to shut down for any period will have a devastating and rippling effect beyond just DMTC's loss of revenue. So too will any detrimental impact on horses from noise and vibration from train operations once the Project is completed. Accordingly, as noted at the outset, DMTC urges SANDAG to revise the proposed Project alternatives to exclude Alternative A altogether. The economic effects on racing at Del Mar that will result from Alternative A are too significant and could very well signal the death knell for horse racing in San Diego, if not the entire state of California. At a bare minimum, we urge SANDAG to evaluate all the economic issues affecting horse racing at Del Mar in any draft EIR.

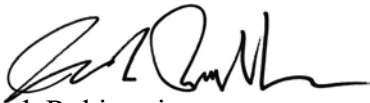
\* \* \* \*

DMTC appreciates the opportunity to comment on the NOP for the Project. We understand the importance of the Project; however, we are deeply concerned about the consequences proposed Alternative A will have on horse racing at Del Mar during both the construction and operational phases of the Project. We, therefore, respectfully urge SANDAG to exclude Alternative A from any further consideration or, at a minimum, ensure that the impacts on horse racing at Del Mar are thoroughly evaluated before moving forward with Alternative A.

If you have any questions about the comments contained in this letter, please do not hesitate to contact Josh Rubinstein at 858.794.1154 or via email at [josh@dmtd.com](mailto:josh@dmtd.com).

Sincerely,

DEL MAR THOROUGHBRED CLUB



Josh Rubinstein  
President and Chief Operating Officer

cc: 22nd DAA

**To: SANDAG**

**At: LOSSANcorridor@SANDAG.org**

**From: DEL MAR WOODS HOMEOWNERS' ASSOCIATION**

**Date: July 19, 2024**

**Re: SDLRR PROJECT NOP**

**Del Mar Woods Homeowners' Association Comments on Notice of Preparation of Draft Environmental Impact Report on Track Relocation ("NOP").**

**Dear LOSSAN SANDAG PROJECT DEVELOPMENT TEAM:**

The Del Mar Woods Homeowner's Association submits the following comments to the June 4, 2024, Notice of Preparation of the Draft Environmental Impact Report for the San Diego Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Realignment (SDLRR) Project (Project) located in the cities of Del Mar, Solana Beach and San Diego, California ("NOP").

## **I. INTRODUCTION**

This comment is submitted on behalf of the 126 families and other owner-members of Del Mar Woods Homeowners Association ("DMW"), whose mailing address is 265 Stratford Court Del Mar. DMW reserves the right to comment further on any revised NOP, draft EIR or EIS or final EIR or EIS. DMW thanks members of the SANDAG project development team for their time during a recent video meeting with Karen Lare, the President of its HOA.

### **Del Mar Woods Condominium Community Location**

DMW is a 126-unit condominium and townhome community located in the southwest corner of Del Mar, CA. Approximately 60 condominium homes are located between the southmost portion of Camino Del Mar, in Del Mar, looking west, and the southmost portion of Stratford Court in Del Mar, and approximately 60 units are located between the southmost portion of Stratford Court and the Del Mar Bluffs where the trains currently operate. To the direct north of the DMW HOA complex is the multi-family apartment complex of Los Arobles consisting of 97 rental housing units. East of DMW are homes along the east side of Camino Del Mar. South of DMW are more homes and a quiet reserved wooded area owned by Torrey Pacific Corporation. As a result of the multi-family housing in the southwest portion of Del Mar, the area is densely populated. The multi-family units were built in the 1970's and many of the residents therein are elderly but there are also families with young children.

## **II. COMMENTS ON THE SOUTH PORTALS IDENTIFIED IN THE NOP.**

There is insufficient information in the NOP to comment **fully** on the Portal Options (or on the NOP Route Options). For example, as to portals, the NOP lacks critical information regarding specific location, width, height of portal, or the width, depth underground and height of the tunnel, the size and location of ventilators, the location, acreage, size of ventilation related buildings referenced in SANDAG's 2023 Tunnel Analysis Report ("2023 SANDAG Report"), noise and vibration levels of construction and operation of the trains, staging area of construction or duration of construction. **Nonetheless, there is sufficient information for DMW to make initial comments.**

The South Portal Options are described in the NOP as follows:

#### **"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 [in Del Mar].** (emphasis added)

##### **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."

P. 8, NOP

**DMW strongly objects to the "Torrey Pines Road" south portal option.** The **Torrey Pines Road** portal option would be located near the intersection of Carmel Valley Road and Torrey Pines Road, which is at the southern tip of Camino Del Mar and only a few hundred feet from Del Mar Woods and many other homes and businesses. A Project Objective is to **"Minimize impacts in the surrounding communities during and after construction."** This objective is of particular importance to Del Mar residents in light of the fact that while all of San Diego is said to benefit from the rail line, it is the Community of Del Mar that is being compelled to disproportionately, and almost exclusively, shoulder the burden of the realignment. The very least that SANDAG can do is to select or create portals and a route that minimizes the negative impacts to Del Mar and its residents.

Other cities benefit from rail service, but no other city is affected by the choice of the realignment route and the portals as is Del Mar (the City of San Diego would be very slightly affected by the alternate choice of the South Knoll option). As to the South Portal, completely contrary to the above quoted Project Objective, the selection of the Torrey Pines Road Portal would **maximize** negative impact to our community that is most impacted by the realignment, for these reasons, among others:

- The portion of the Del Mar community that is very close to the Torrey Pines Road portal option is densely populated. It includes the 126-condominiums of DMW, the 97 apartments of Los Arboles, and numerous single-family homes close to Camino Del Mar, Stratford Court, 4<sup>th</sup> Street and Carmel Valley Road as well as businesses on the north and south sides of the western end of Carmel Valley Road. The residents living in the homes would all suffer negative health effects and aesthetic loss identified as meaningful by CEQA (p.9 of the NOP):
  - **Air Quality** will deteriorate. Instead of ocean breezes, residents living near the portal will suffer volumes of fumes and pollution from **diesel output** and other concentrated **Greenhouse Gas Emissions** spewed from the ventilation systems close to their homes.
  - Virtually continuous **Noise** of the ventilation systems and both **Noise and Vibration** of continuous freight and passenger trains descending and traveling right under their homes.
  - Potential foundation and wall stability issues due to the vibration of the freight trains fully loaded traveling under homes. Homes in this area were not built with this type of vibration in mind.
  - Continuous **Noise** of trains entering and exiting the portal.
  - Long term negative health effects shown to be associated with living near trains including loss of sleep, asthma, higher rates of heart disease, stroke, anxiety, increased numbers of children with learning disabilities.<sup>1</sup>
  - The risks of carrying **Hazardous Waste** under their homes.

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<sup>1</sup> Scientific American: Excessive Noise Raises the Risk of Heart Disease in Adults and Learning Deficits in Children

<https://www.scientificamerican.com/article/everyday-noises-can-hurt-hearts-not-just-ears-and-the-ability-to-learn/>

**Harvard Health Publishing: Noise exposure/ risks of cardiovascular problems**

<https://www.health.harvard.edu/staying-healthy/noise-exposure-may-raise-risks-of-cardiovascular-problems#:~:text=Each%20four-decibel%20increase%20in%20noise%20over%20a%20baseline,rate%2C%20and%20blood%20vessel%20narrowing%2C%20study%20authors%20said.>



- The **Hazard** risk of derailment close to and under their homes (the FRA reports more than 700 train derailments in 2023 alone).
- Eminent domain taking, and if not taken, a dramatic drop in property values and the inability to sell their homes during the final selection process, construction phase and after construction with the uncertainty generated over the long-term impacts as noted above.
- In addition to the decline in quality of life experienced by residents in the immediate vicinity of the Torrey Pines Rd. portal, the Del Mar Community as a whole would suffer:
  - The loss of much of the **aesthetic benefits** of an iconic scenic location where Torrey Pines Beach first comes into view driving or walking south from 4<sup>th</sup> Street to the Torrey Pines Beach.
  - Elimination of pedestrian and bicycle paths during construction.
  - The defacing of an iconic site by construction of industrial buildings used to house emergency ventilation equipment and of offices desired by the rail operation entities (See 2023 SANDAG Tunnel Analysis Report).
  - Blockage or impeding during construction (and likely after) the access to one of the main routes in and out of Del Mar and the fastest route to several Scripps Hospitals on Torrey Pines Road. Construction will serve as a major impediment during rush hours when many people use the Torrey Pines Road route to bypass the I-5.
  - The delivery of **Emergency Public Services** will be impeded or blocked.
  - Eminent Domain taking or loss of businesses along Carmel Valley Road, some of which have been there for decades.
  - All of the detriments to Del Mar’s residents discussed above.
  - The loss of additional square meters of environmentally sensitive lagoon acreage with double tracks and a raised berm running through the middle of the Los Penasquitos Lagoon.

In contrast, the construction of the alternate I-5 Knoll portal would have none of the above effects and can be easily adapted to all three route options. Thus, of the few study options for the South Portal offered by SANDAG in the NOP, the I-5 Knoll is **by far** the better alternative with the lesser negative impacts to the community.

### III. DEL MAR WOODS’ COMMENTS ON THE NOP STUDY ROUTES

#### Study Routes B and C

For many of the same reasons Del Mar Woods Homeowners’ Association objects to the Torrey Pines Rd. south portal, it objects to study routes B and C.

- Regarding Route C, which tunnels under Camino Del Mar, the amount of disruption and destruction to Del Mar businesses in the construction process would be continuous and extreme. Few businesses will survive it. It will destroy the town's economic base and the small-business culture of the city.
- Regarding Route C, a double track underground tunnel would be at least as wide as Camino Del Mar. The impact on homes and families living on either side of Camino Del Mar and on Stratford Court would suffer:
  - Virtually continuous **Noise and Vibration** of continuous freight and passenger trains traveling underground next to their homes
  - Long term negative health effects shown to be associated with living near trains including disrupted sleep, shorter life spans, anxiety.
  - The risks of carrying **Hazardous Waste** near their homes
  - The **Hazard** risk of explosions, and of derailment including derailment of trains carrying hazardous waste, such as that which occurred in East Palestine, Ohio, close to and under their homes (the FRA reports more than 700 train derailments in 2023 alone).
  - Eminent domain taking, and if not taken, a dramatic drop in property values and the inability to sell their homes during the final selection process, construction phase and after construction with the uncertainty generated over the long-term impacts as noted above.
  - Potential foundation and wall stability issues due to the vibration of the freight trains fully loaded traveling under homes. Homes in this area were not built with this type of vibration in mind.
  - Regarding Route B, the so-called Canyon Crest alternative, all of the same ill-effects would be experienced as with Route C, only even more directly on more homes.

### **Study Route A**

This route is the only one that utilizes the non-populated areas of this beachside community. It allows the route to be built with the lowest impact on residents and the least impact on businesses. It would allow businesses to remain open during construction and limits the impacts to private homes by routing the train under public lands where gaining the necessary right of way would be much simpler and less expensive.

With consideration given to maintaining the horse racing schedule and fair schedule and staging done in a way to have the least impact on Solana Beach residents, this route is far superior to the other two routes in the impact on residents in Del Mar and San Diego and would limit the traffic flow disruptions for residents of all of the beach communities who use the routes through Del Mar for commuting to work or school or for access to restaurants and businesses.

This route would limit the number of lawsuits that will be faced over eminent domain and the purchasing of land access rights and would head off the foreseeable class action suits that will be brought to compensate for generations of adverse health effects if Routes B or C are selected.

Del Mar Woods urges the project team to take into consideration these facts when selecting the route for the train track relocation.

#### **IV. COMMENTS ON THE NORTH PORTAL OPTIONS**

The 2 alternatives for the North Portal in the NOP are:

##### **“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 [in Del Mar].** (emphasis added)

##### **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.”

NOP, p. 8

The Jimmy Durante Boulevard option (“JDB”) is unacceptable. The portal construction and operation would inflict the **maximum** negative impact on Del Mar, its businesses and residents. As shown on the NOP maps, the extension of the JDB portal into commercial and residential properties is not “potential,” it is **certain**. The selection of this portal would shut down commercial operation of Del Mar’s only main street, Camino Del Mar, for the duration of construction and destroy Del Mar’s economic base. The small businesses and restaurants on Camino Del Mar would never recover. In addition, if construction of the Torrey Pines Road portal and the JDB portal were to proceed simultaneously, Del Mar Heights Road would be the only ingress into and egress out of Del Mar. Del Mar Heights Road is already a high traffic area, it would be complete gridlock if the other two means of entrance and exit are blocked or impeded.

The negative effects of Routes B and C on homes outlined on p. 5 above would all be present and would be compounded for residents near the JDB portal.

On the North of Fairgrounds Portal, SANDAG should move it to reduce impact to Cedros Ave., or come up with a new portal idea.

## V. COMMENTS ON SANDAG’S RESPONSIBILITY TO DO A “NO PROJECT” ANALYSIS AND TO HAVE A COST/BENEFIT ANALYSIS PREPARED.

As part of its draft EIR, SANDAG must do a “no project” analysis. In addition, the SANDAG Board, in fulfillment of its duty of reasonable business prudence, must have an independent cost/benefit analysis prepared.

### “No Project”

CEQA requires SANDAG engineers to do a “no project” analysis as an alternative. In this case, since continuing bluff instability mandates that the trains must stop operating on the bluffs, removing the tracks must proceed. If, however, after SANDAG does a cost/benefit analysis, it is determined to move forward with relocating the tracks as opposed to finding 21<sup>st</sup> Century ways to move freight and people, then the “no project” analysis really means “not this project” and would require SANDAG engineers to go back to the drawing boards.

The inescapable fact is that implementing **Routes B and C, together with the Torrey Pines Road south portal and the JDB north portal** would destroy Del Mar, its culture, property values and economy, and is too high a price to pay in pursuit of a form of transportation that does not fit the needs of the area. **Route A**, which is the only current study route that circumvents homes and businesses and at least affords Del Mar a path to survive the assault of realignment, is the only acceptable alternative, but the Fairgrounds portal, which has been lumped in with Route A by the media and Solana Beach, is unacceptable to the Fairgrounds and Solana Beach. The Fairgrounds insists on a new platform but disclaims any responsibility to shoulder the burden of realignment. Solana Beach fears that Cedros Ave. business district will be shut down if the Fairgrounds portal is implemented. This is not necessarily true as the Fairgrounds portal could be constructed further east.

**Routes B and C and the Torrey Pines Portal** were the initial selections of SANDAG in the 2023 Tunnel Analysis Report because the Project Development Team and the “workshop entities” it consulted with to rank priorities were and are imbalanced. Rail entities are disproportionately represented. According to the Report, the team conducted workshops with entities whose *raison d’être* is the rail business: SANDAG, NCTD, MTS, LOSSAN, SCRRA, Caltrans, FRA, and BNSF (2023 Tunnel Analysis Report, p16). As a result, in ranking priorities, that team voted to prioritize speed and short distance and downgraded, *if not disregarded entirely*, the importance of minimizing negative impacts to the community. Stuningly, although even BNSF, a private, non-agency rail company was in the workshops, the most affected city, Del Mar was not. When SANDAG finally got around to community outreach (which it was required by law to do), it found residents were outraged by the total disregard of community impacts presaged by Routes B and C and demanded a route that circumvented homes and businesses, even if that meant a longer route (a minimal addition to a 351 mile corridor) and lower speeds to save Del Mar. The Project Development Team then scrambled to

add Route A, but then publicly sabotaged any serious study of Route A by their comments made at the Solana Beach City Council June meeting and to the Sandpiper magazine. The Fairgrounds CEO announced (erroneously) that Route A had been withdrawn, claiming to have talked with SANDAG.

**Clearly, SANDAG needs to go back to the drawing board, disclaim the ranking of criteria that it did in the 2023 Report, prioritize community impacts instead of railway speed and come up with a range of alternatives that includes several options for minimizing the impacts to the communities surrounding the realigned track. In addition, SANDAG needs to set aside its bias in favor of the railway and objectively examine alternative ways to move people and freight. If this means a new NOP and another 45 -day comment period, so be it. Otherwise, we will be saddled with the consequences of this decision for decades; we cannot afford to make the same mistake that was made when the tracks were placed on the Bluffs.**

**Routes B and C are unacceptable. The Torrey Pines Road south portal is unacceptable. The JDB north portal as portrayed on the maps is unacceptable to the Fairgrounds and Solana Beach. Rather than “no project,” SANDAG should admit that the answer is “not this project.” Riders are transients, freight is inanimate. But residents, homeowners and businesses will be saddled with the consequences of this decision for decades; we cannot afford to make the same mistake that was made when the tracks were moved to the Bluffs.**

### **Cost/Benefit Analysis**

Not mincing words, the Editorial Board of the San Diego Union-Tribune called the realignment project “nuts.”<sup>2</sup> It scolded SANDAG’s Board for not doing an honest cost/benefit analysis before launching into the realignment project. It noted that any reasonable business person would do such an analysis and that the realignment project would fail any test of reasonable business prudence. A cost/benefit analysis can be done even with the incomplete cost projections currently used by SANDAG. While the SANDAG engineering team must, of course, be a source of information, the firm conducting the cost/ benefit analysis must be independent of rail interests and SANDAG. The project development team cannot conduct an objective cost/benefit analysis because it disproportionately reflects rail interests.

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<sup>2</sup> See: Push to Fix Lightly Used Rail Corridor at Immense Cost Is Nuts  
<https://www.sandiegouniontribune.com/2024/06/27/push-to-fix-lightly-used-rail-corridor-at-immense-cost-is-nuts/>

## **VI. Issues Specific to Del Mar Woods**

As a 126-unit condominium and townhouse complex built in the early 1970's, Del Mar Woods was not built to withstand the types of vibrations and shaking that will come with a loaded freight train rumbling underneath it. With the location of the complex so close to the portal for Route C, the depth of the tunnel underneath the complex will hardly be deep enough to protect the homes and their walls and foundations from damage. As we understand from discussions with your team, the portal openings must start high enough to account for sea level rise and can only proceed down at the maximum 2% grade. Discussions with the SANGAG project team did not yield any additional data on depth at that portion of the route but common sense tells us the tunnel will be shallow.

When looking at the current planned Route C, **Del Mar Woods is directly in its path.** The buildings it will go under (as shown in maps from the 2023 SANDAG study) are three story buildings housing families and many older residents. The path also goes under the underground car park.

While these buildings have been retrofitted recently (2018) as per California code, that code did not contemplate loaded rail cars travelling under the three-story buildings or cement underground garages. Consideration must be given to the route plan impacting this large condominium complex and your engineers must take into consideration the building materials and techniques used at that time they were built. Stresses on buildings from vibration and the human health impacts are very real.

**Del Mar Woods objects to selection of Route C** and urges the project team to consider the impact on not only the train (speed, duration of tunnel, costs, etc.) but the impacts on the quality of life for residents and the structural impacts to real property and the impact on the price of many of the owners largest (or only) asset.

## **VII. Additions needed to the NOP**

- Vibrational impact studies specific to the materials used in 1970 construction of homes and garages. Specifically pertaining to three story buildings and underground parking.
- Circulation during construction for densely populated areas with limited ingress and egress options both for emergency services as well as daily access
- Impacts on housing prices before, during and after construction
- Funding of a separate account to pay for on-going damage (if route C is selected) for repairs to cracked foundations and underground cement parking garages due to shaking and vibrations
- Worst case scenarios from an explosive incident in a shallow tunnel under a three-story building
- Studies of potential health risks as noted earlier in this letter



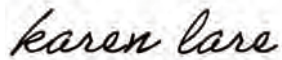
- Study of a route that directly follows Camino Del Mar with its slight curves versus the straight-line route depicted today – a one second difference in time is worth preservation of homes and residents health

## **Conclusion**

The residents of Del Mar Woods are supportive of the work SANDAG is doing to move the railroad tracks off of the eroding sandstone bluffs but believes that SANDAG has several alternatives (some listed, and others not listed) which will serve the same purpose but greatly preserve the lives and the way of life for its owners and residents.

Thank you for your consideration.

Very truly yours,



Karen Lare

President, Del Mar Woods Homeowners Association, Del Mar, California.

Respond to: [REDACTED]

Cc: Del Mar Woods Board of Directors  
Office of U.S. Congressman Mike Levin  
Office of Senator Catherine Blakespear  
California Coastal Commission: Attention Dr. Katherine Hucklebridge  
Del Mar City Council  
Solana Beach City Council  
Union-Tribune Editorial Board



Downtown Community Planning Council San Diego

*Planning a Vibrant Downtown for All*

***Downtown Residents, Businesses, and Community Organizations Support the Continued Existence & Improvement of the LOSSAN Rail Corridor***

To Whom it May Concern,

The [Downtown Community Planning Council \(DCPC\)](#) is the City of San Diego's advisory planning & development board for Downtown San Diego. We are composed of locally-elected residents, businesses, and community organizations who work to plan a vibrant Downtown for all.

The DCPC has previously supported policies and budget requests that promote the continued existence and improvement of the LOSSAN Rail Corridor.

I write this letter to reiterate our support for the LOSSAN Corridor and measures that ensure it continues to exist, including rail realignment.

Thank you,

Manny Rodriguez  
Executive Chairperson  
Downtown Community Planning Council



[www.FSDRV.org](http://www.FSDRV.org)

*Friends of the*  
San Dieguito River Valley  
P.O. Box 973 Del Mar California 92014

July 5, 2024

Comments on the Preliminary NOP for LOSSAN:

Board of Directors

Maggie Brown  
President  
*Solana Beach*

Candy Bowman  
Vice President  
*San Diego*

Bill Farrell  
Treasurer  
*San Diego*

Jeff Carmel  
*Whispering Palms*

Ann Gardner  
*San Diego*

Kristina Leyva  
*Del Mar*

Jacqueline Winterer  
*Del Mar*

CEQA requests an identified project proposal, along with a set of reasonable alternatives to that proposal. The current SANDAG NOP identifies only the alternatives, not the required project proposal. Where is the effort to comply with both CEQA and the requirements of NEPA in the current NOP? How then can public comment adequately reflect their opinions without these components?

SANDAG's NOP has simply given us three alternatives with inadequate descriptions, and no reflective solutions to the massive required physical challenges of any of these alternatives.

In community meetings, SANDAG has certainly heard enough contentious voices to be aware of the shortcomings of this NOP. It has effectively set Solana Beach and Del Mar communities against one another. Some public recognition of the effect that your presentations and the NOP has had on these coastal communities is surely required. To muzzle the activities of a state agency such as the Del Mar Fairgrounds for years and years is unconscionable.

Those of us who are enormously alarmed at the suggestion of construction, either over or under the San Dieguito and Penasquitos Lagoons, including recently restored wetlands, would require much more attention to the handling of these waters and groundwaters.

Therefore, without a reasonably identified CEQA-required Project Proposal, how can SANDAG proceed with an EIR based only on these three alternatives?

Additionally, how then can the public effectively respond to information based only on the alternatives?

SANDAG must do better by these communities and the natural resources that are at stake. The public absolutely cannot be expected to blithely move ahead with educated commentary with only these minimally described alternatives to go on. Therefore, will SANDAG please provide answers to the below WHEN WILL questions:

- . An overall timeline for the project be available, including the EIR and EIS?
- . A benefit-cost study done and available to the public.
- . Technical and construction related plans be available to the public.
- . Details of the three alignment routes be available.
- . Any property to be acquired will be identified, along with the process and procedure for acquisitions.
- . Mitigation measures and a MMRP1 be available for public review.
- . Any required findings be drafted, and available for public review, and when SANDAG might make CEQA "findings of overriding significance."
- . When is the project expected to go before the SANDAG Board and how can the public engage at that point.

The public needs at least a basic outline of how the timeline under which all this will unfold to prepare meaningful input at each stage of the process. Hopefully SANDAG will receive active feedback from vastly more knowledgeable sources than just the general public. As it stands, SANDAG does not appear to have adequately followed the guidelines either of CEQA nor NEPA submittals, nor does it produce viable evidence of basic knowledge of the requirements of those agencies.

The following is a list of issues that should appear to be integral to, and sufficiently addressed in detail, in your next iteration, as well as to the success of this yet to be appropriately identified "Proposed Project."

. Noise

. Vibrations

. Air Pollution

. Water Pollution, surface and ground water

. Risks from Hazardous Materials, petroleum products and others

. Ventilation

. Impacts to the San Dieguito and Penasquitos Lagoons

. Impact to the Del Mar Fairgrounds

. Impacts to the homes and businesses of communities affected by all of the above.

maggie brown

A handwritten signature in black ink, consisting of the letters 'M' and 'B' in a stylized, cursive font.

President

Friends of the San Dieguito River Valley

## SDLRR Project NOP - NO ON ALTERNATIVE C

Kit Leeger [REDACTED]

Thu 7/18/2024 8:29 AM

To:LOSSANcorridor <lossan.corridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

SANDAG,

I understand wanting to relocate the tracks off of the Del Mar bluffs, in fact I personally already find it scary to see the train so close to the bluff, for both for the bluff and the passengers. I know that these three Alternatives are the short list of 49 options. Alternative C may be the easiest solution but is definitely not the best long-term solution. I am against Alternative C. As a commercial property and business owner in Del Mar, owning a historic building on Camino Del Mar, I know that the construction 100 years ago does not lend itself to the vibration that would occur during both the construction and operation of a train tunnel. It is not that far off the sandstone bluffs, it is pretty much sand itself, and it turns up in the wetlands south of town, requiring the raising of the tracks through that view and bio corridor. Much better to get over to the I-5 sooner rather than later.

Thank you for your consideration.

Kit Leeger

**LEEGER ARCHITECTURE**

[www.leegeerarch.com](http://www.leegeerarch.com)

P.O. Box 2310, Del Mar, CA 92014 (office: [REDACTED])

[REDACTED]  
KATHLEEN O. LEEGER LICENSE #C20387

E-MAIL CONFIDENTIALITY NOTICE: This electronic transmission contains confidential and privileged information. If you receive this message or any of its attachments in error, please return this transmission to the sender immediately and delete this message from your mailbox. Thank you.



**To: SANDAG**

**At: LOSSANcorridor@SANDAG.org**

**From: Los Arboles Apartments LLC**

**Date: July 19, 2024**

**Re: SDLRR PROJECT NOP**

**Los Arboles Apartments LLC Comments on Notice of Preparation of Draft Environmental Impact Report on Track Relocation (“NOP”).**

**Dear LOSSAN SANDAG PROJECT DEVELOPMENT TEAM:**

Los Arboles Apartments LLC submits the following comments to the June 4, 2024, Notice of Preparation of the Draft Environmental Impact Report for the San Diego Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Realignment (SDLRR) Project (Project) located in the cities of Del Mar, Solana Beach and San Diego, California (“NOP”).

## **I. INTRODUCTION**

This comment is submitted on behalf of the 194 families and owner-members of Los Arboles Apartments LLC (LA), whose mailing address is 399 Stratford Court #335 Del Mar, CA 92014. LA reserves the right to comment further on any revised NOP, draft EIR or EIS or final EIR or EIS. LA thanks members of the SANDAG project development team for their time during a recent video meeting with Karen Lare, the President of its HOA.

### **Los Arboles Apartments LLC Location**

LA is a 97-unit multi-family apartment complex community located in the southwest end of Del Mar, CA. Taking up the entire block at PCH/Camino Del Mar, 4<sup>th</sup> st to Stratford Court. We are one block east of the train tracks on the bluff. LA is surrounded by many homes and multi-family complexes in a densely populated radius from 15<sup>th</sup> st south to 4<sup>th</sup> st.

## **II. COMMENTS ON THE SOUTH PORTALS IDENTIFIED IN THE NOP.**

There is insufficient information in the NOP to comment **fully** on the Portal Options (or on the NOP Route Options). For example, as to portals, the NOP lacks critical information regarding specific location, width, height of portal, or the width, depth underground and height of the tunnel, the size and location of ventilators, the location, acreage, size of ventilation related buildings referenced in SANDAG’s 2023 Tunnel Analysis Report (“2023 SANDAG Report”), noise and vibration levels of construction and operation of the trains, staging area of construction or duration of construction. **Nonetheless, there is sufficient information for LA to make initial comments.**

The South Portal Options are described in the NOP as follows:

### **“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 in Del Mar.**

#### **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.”

**LA strongly objects to the “Torrey Pines Road” south portal option.** The **Torrey Pines Road** portal option would be located near the intersection of Carmel Valley Road and Torrey Pines Road, which is at the southern tip of Camino Del Mar and only a few hundred feet from Los Arboles apartments and many other homes and businesses. A Project Objective is to **“Minimize impacts in the surrounding communities during and after construction.”** This objective is of particular importance to Del Mar residents in light of the fact that while all of San Diego is said to benefit from the rail line, it is the Community of Del Mar that is being compelled to **disproportionately**, and almost exclusively, shoulder the burden of the realignment. The very least that SANDAG can do is to select or create portals and a route that minimizes the negative impacts to Del Mar and its residents!

Other cities benefit from rail service, but no other city is affected by the choice of the realignment route and the portals as is Del Mar (the City of San Diego would be very slightly affected by the alternate choice of the South Knoll option). As to the South Portal, completely contrary to the above quoted Project Objective, the selection of the Torrey Pines Road Portal would **maximize** negative impact to our community that is most impacted by the realignment, for these reasons, among others:

- The portion of the Del Mar community that is very close to the Torrey Pines Road portal option is densely populated. It includes our 97 apartments at Los Arboles apartments, includes the 126-condominiums at Del Mar Woods and numerous single-family homes close to Camino Del Mar, Stratford Court, 4<sup>th</sup> Street and Carmel Valley Road as well as businesses on the north and south sides of the western end of Carmel Valley Road.

The residents living in the homes would all suffer negative health effects and aesthetic loss identified as meaningful by CEQA (p.9 of the NOP):

- **Air Quality** will deteriorate. Instead of ocean breezes, residents living near the portal will suffer volumes of fumes and pollution from **diesel output** and other concentrated **Greenhouse Gas Emissions** spewed from the ventilation systems close to their homes.
- Virtually continuous **Noise** of the ventilation systems and both **Noise and Vibration** of continuous freight and passenger trains descending and traveling right under their homes.
- Potential foundation and wall stability issues due to the vibration of the freight trains fully loaded traveling under homes. Homes in this area were not built with this type of vibration in mind.
- Continuous **Noise** of trains entering and exiting the portal.
- Long term negative health effects shown to be associated with living near trains including loss of sleep, asthma, higher rates of heart disease, stroke, anxiety, increased numbers of children with learning disabilities.<sup>1</sup>
- The risks of carrying **Hazardous Waste** under their homes.
- The **Hazard** risk of derailment close to and under their homes (the FRA reports more than 700 train derailments in 2023 alone).
- Eminent domain taking, and if not taken, a dramatic drop in property values and the inability to sell their homes during the final selection process, construction phase and after construction with the uncertainty generated over the long-term impacts as noted above.
- In addition to the decline in quality of life experienced by residents in the immediate vicinity of the Torrey Pines Rd. portal, the Del Mar Community as a whole would suffer:
  - The loss of much of the **aesthetic benefits** of an iconic scenic location where Torrey Pines Beach first comes into view driving or walking south from 4<sup>th</sup> Street to the Torrey Pines Beach.
  - Elimination of pedestrian and bicycle paths during construction.

---

<sup>1</sup> Scientific American: Excessive Noise Raises the Risk of Heart Disease in Adults and Learning Deficits in Children

<https://www.scientificamerican.com/article/everyday-noises-can-hurt-hearts-not-just-ears-and-the-ability-to-learn/>

**Harvard Health Publishing: Noise exposure/ risks of cardiovascular problems**

<https://www.health.harvard.edu/staying-healthy/noise-exposure-may-raise-risks-of-cardiovascular-problems#:~:text=Each%20four-decibel%20increase%20in%20noise%20over%20a%20baseline,rate%2C%20and%20blood%20vessel%20narrowing%2C%20study%20authors%20said.>

- The defacing of an iconic site by construction of industrial buildings used to house emergency ventilation equipment and of offices desired by the rail operation entities (See 2023 SANDAG Tunnel Analysis Report).
- Blockage or impeding during construction (and likely after) the access to one of the main routes in and out of Del Mar and the fastest route to several Scripps Hospitals on Torrey Pines Road. Construction will serve as a major impediment during rush hours when many people use the Torrey Pines Road route to bypass the I-5.
- The delivery of **Emergency Public Services** will be impeded or blocked.
- Eminent Domain taking or loss of businesses along Carmel Valley Road, some of which have been there for decades.
- All of the detriments to Del Mar’s residents discussed above.
- The loss of additional square meters of environmentally sensitive lagoon acreage with double tracks and a raised berm running through the middle of the Los Penasquitos Lagoon.

In contrast, the construction of the alternate I-5 Knoll portal would have none of the above effects and can be easily adapted to all three route options. Thus, of the few study options for the South Portal offered by SANDAG in the NOP, the I-5 Knoll is **by far** the better alternative with the lesser negative impacts to the community.

### III. Los Arboles Apartments COMMENTS ON THE NOP STUDY ROUTES

#### Study Routes B and C

For many of the same reasons Los Arboles Apartments objects to the Torrey Pines Rd. south portal, it objects to study routes B and C.

- Regarding Route C, which tunnels under Camino Del Mar, the amount of disruption and destruction to Del Mar businesses in the construction process would be continuous and extreme. Few businesses will survive it. It will destroy the town’s economic base and the small-business culture of the city.
- Regarding Route C, a double track underground tunnel would be at least as wide as Camino Del Mar. The impact on homes and families living on either side of Camino Del Mar and on Stratford Court would suffer:
  - Virtually continuous **Noise and Vibration** of continuous freight and passenger trains traveling underground next to their homes
  - Long term negative health effects shown to be associated with living near trains including disrupted sleep, shorter life spans, anxiety.
  - The risks of carrying **Hazardous Waste** near their homes

- The **Hazard** risk of explosions, and of derailment including derailment of trains carrying hazardous waste, such as that which occurred in East Palestine, Ohio, close to and under their homes (the FRA reports more than 700 train derailments in 2023 alone).
- Eminent domain taking, and if not taken, a dramatic drop in property values and the inability to sell their homes during the final selection process, construction phase and after construction with the uncertainty generated over the long-term impacts as noted above.
- Potential foundation and wall stability issues due to the vibration of the freight trains fully loaded traveling under homes. Homes in this area were not built with this type of vibration in mind.
- Regarding Route B, the so-called Canyon Crest alternative, all of the same ill-effects would be experienced as with Route C, only even more directly on more homes.

### **Study Route A**

This route is the only one that utilizes the non-populated areas of this beachside community. It allows the route to be built with the lowest impact on residents and the least impact on businesses. It would allow businesses to remain open during construction and limits the impacts to private homes by routing the train under public lands where gaining the necessary right of way would be much simpler and less expensive.

With consideration given to maintaining the horse racing schedule and fair schedule and staging done in a way to have the least impact on Solana Beach residents, this route is far superior to the other two routes in the impact on residents in Del Mar and San Diego and would limit the traffic flow disruptions for residents of all of the beach communities who use the routes through Del Mar for commuting to work or school or for access to restaurants and businesses.

This route would limit the number of lawsuits that will be faced over eminent domain and the purchasing of land access rights and would head off the foreseeable class action suits that will be brought to compensate for generations of adverse health effects if Routes B or C are selected.

Los Arboles Apartments urges the project team to take into consideration these facts when selecting the route for the train track relocation.

#### **IV. COMMENTS ON THE NORTH PORTAL OPTIONS**

The 2 alternatives for the North Portal in the NOP are:

**“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 [in Del Mar].** (emphasis added)

### **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."

NOP, p. 8

The Jimmy Durante Boulevard option ("JDB") is unacceptable. The portal construction and operation would inflict the **maximum** negative impact on Del Mar, its businesses and residents. As shown on the NOP maps, the extension of the JDB portal into commercial and residential properties is not "potential," it is **certain**. The selection of this portal would shut down commercial operation of Del Mar's only main street, Camino Del Mar, for the duration of construction and destroy Del Mar's economic base. The small businesses and restaurants on Camino Del Mar would never recover. In addition, if construction of the Torrey Pines Road portal and the JDB portal were to proceed simultaneously, Del Mar Heights Road would be the only ingress into and egress out of Del Mar. Del Mar Heights Road is already a high traffic area, it would be complete gridlock if the other two means of entrance and exit are blocked or impeded.

The negative effects of Routes B and C on homes outlined on p. 5 above would all be present and would be compounded for residents near the JDB portal.

On the North of Fairgrounds Portal, SANDAG should move it to reduce impact to Cedros Ave., or come up with a new portal idea.

## **V. COMMENTS ON SANDAG'S RESPONSIBILITY TO DO A "NO PROJECT" ANALYSIS AND TO HAVE A COST/BENEFIT ANALYSIS PREPARED.**

As part of its draft EIR, SANDAG must do a "no project" analysis. In addition, the SANDAG Board, in fulfillment of its duty of reasonable business prudence, must have an independent cost/benefit analysis prepared.

### **"No Project"**

CEQA requires SANDAG engineers to do a "no project" analysis as an alternative. In this case, since continuing bluff instability mandates that the trains must stop operating on the bluffs, removing the tracks must proceed. If, however, after SANDAG does a cost/benefit analysis, it is determined to move forward with relocating the tracks as opposed to finding 21<sup>st</sup> Century



ways to move freight and people, then the “no project” analysis really means “not this project” and would require SANDAG engineers to go back to the drawing boards.

The inescapable fact is that implementing **Routes B and C, together with the Torrey Pines Road south portal and the JDB north portal** would destroy Del Mar, its culture, property values and economy, and is too high a price to pay in pursuit of a form of transportation that does not fit the needs of the area. **Route A**, which is the only current study route that circumvents homes and businesses and at least affords Del Mar a path to survive the assault of realignment, is the only acceptable alternative, but the Fairgrounds portal, which has been lumped in with Route A by the media and Solana Beach, is unacceptable to the Fairgrounds and Solana Beach. The Fairgrounds insists on a new platform but disclaims any responsibility to shoulder the burden of realignment. Solana Beach fears that Cedros Ave. business district will be shut down if the Fairgrounds portal is implemented. This is not necessarily true as the Fairgrounds portal could be constructed further east.

**Routes B and C and the Torrey Pines Portal** were the initial selections of SANDAG in the 2023 Tunnel Analysis Report because the Project Development Team and the “workshop entities” it consulted with to rank priorities were and are imbalanced. Rail entities are disproportionately represented. According to the Report, the team conducted workshops with entities whose *raison d’être* is the rail business: SANDAG, NCTD, MTS, LOSSAN, SCRRRA, Caltrans, FRA, and BNSF (2023 Tunnel Analysis Report, p16). As a result, in ranking priorities, that team voted to prioritize speed and short distance and downgraded, *if not disregarded entirely*, the importance of minimizing negative impacts to the community. Stunningly, although even BNSF, a private, non-agency rail company was in the workshops, the most affected city, Del Mar was not. When SANDAG finally got around to community outreach (which it was required by law to do), it found residents were outraged by the total disregard of community impacts presaged by Routes B and C and demanded a route that circumvented homes and businesses, even if that meant a longer route (a minimal addition to a 351 mile corridor) and lower speeds to save Del Mar. The Project Development Team then scrambled to add Route A, but then publicly sabotaged any serious study of Route A by their comments made at the Solana Beach City Council June meeting and to the Sandpiper magazine. The Fairgrounds CEO announced (erroneously) that Route A had been withdrawn, claiming to have talked with SANDAG.

**Clearly, SANDAG needs to go back to the drawing board, disclaim the ranking of criteria that it did in the 2023 Report, prioritize community impacts instead of railway speed and come up with a range of alternatives that includes several options for minimizing the impacts to the communities surrounding the realigned track. In addition, SANDAG needs to set aside its bias in favor of the railway and objectively examine alternative ways to move people and freight. If this means a new NOP and another 45 -day comment period, so be it. Otherwise, we will be saddled with the consequences of this decision for**

**decades; we cannot afford to make the same mistake that was made when the tracks were placed on the Bluffs.**

**Routes B and C are unacceptable. The Torrey Pines Road south portal is unacceptable. The JDB north portal as portrayed on the maps is unacceptable to the Fairgrounds and Solana Beach. Rather than “no project,” SANDAG should admit that the answer is “not this project.” Riders are transients, freight is inanimate. But residents, homeowners and businesses will be saddled with the consequences of this decision for decades; we cannot afford to make the same mistake that was made when the tracks were moved to the Bluffs.**

### **Cost/Benefit Analysis**

Not mincing words, the Editorial Board of the San Diego Union-Tribune called the realignment project “**nuts.**”<sup>2</sup> It scolded SANDAG’s Board for not doing an honest cost/benefit analysis before launching into the realignment project. It noted that any reasonable business person would do such an analysis and that the realignment project would fail any test of reasonable business prudence. A cost/benefit analysis can be done even with the incomplete cost projections currently used by SANDAG. While the SANDAG engineering team must, of course, be a source of information, the firm conducting the cost/ benefit analysis must be independent of rail interests and SANDAG. The project development team cannot conduct an objective cost/benefit analysis because it disproportionately reflects rail interests.

### **VI. Issues Specific to Los Arboles Apartments**

As a 97-unit apartment complex built in the early 1970’s, Los Arboles apartments was not built to withstand the types of vibrations and shaking that will come with a loaded freight train rumbling underneath it. With the location of the complex so close to the portal for Route C, the depth of the tunnel underneath the complex will hardly be deep enough to protect the 4 story buildings and their walls and foundations from damage. As we understand from discussions with your team, the portal openings must start high enough to account for sea level rise and can only proceed down at the maximum 2% grade. Discussions with the SANDAG project team did not yield any additional data on depth at that portion of the route but common sense tells us the tunnel will be shallow.

When looking at the current planned Route C, **Los Arboles Apartments is directly in its path.** Consideration must be given to the route plan impacting this large Multi-family apartment complex and your engineers must take into consideration the building materials

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<sup>2</sup> See: Push to Fix Lightly Used Rail Corridor at Immense Cost Is Nuts  
<https://www.sandiegouniontribune.com/2024/06/27/push-to-fix-lightly-used-rail-corridor-at-immense-cost-is-nuts/>

and techniques used at that time they were built. Stresses on buildings from vibration and the human health impacts are very real.

**Los Arboles Apartments objects to selection of Route C** and urges the project team to consider the impact on not only the train (speed, duration of tunnel, costs, etc.) but the impacts on the quality of life for residents and the structural impacts to real property and the impact on the price of many of the owners largest (or only) asset.

**VII. Additions needed to the NOP**

- Vibrational impact studies specific to the materials used in 1970 construction of homes and garages. Specifically pertaining to three story buildings and underground parking.
- Circulation during construction for densely populated areas with limited ingress and egress options both for emergency services as well as daily access
- Impacts on housing prices before, during and after construction
- Funding of a separate account to pay for on-going damage (if route C is selected) for repairs to cracked foundations and underground cement parking garages due to shaking and vibrations
- Worst case scenarios from an explosive incident in a shallow tunnel under a three-story building
- Studies of potential health risks as noted earlier in this letter
- Study of a route that directly follows Camino Del Mar with its slight curves versus the straight-line route depicted today – a one second difference in time is worth preservation of homes and residents health

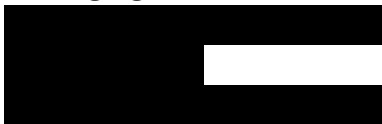
**Conclusion**

The residents of Los Arboles Apartments are supportive of the work SANDAG is doing to move the railroad tracks off of the eroding sandstone bluffs but believes that SANDAG has several alternatives (some listed, and others not listed) which will serve the same purpose but greatly preserve the lives and the way of life for its owners and residents.

Sincerely,

Jennifer Athens

Jennifer Athens  
Los Arboles Apartments  
Managing Owner



## RE: San Diego LOSSAN Rail Realignment Update

Sheila Garcia <Sheila.Garcia@sandag.org>

Tue 6/4/2024 4:25 PM

To: Mike Hastings [REDACTED]  
Cc: LOSSANcorridor <LOSSANcorridor@sandag.org>

Good afternoon, Mike.

Please refer to the [Alignments Screening Report](#), page 6-10 for section 6.2.3 Construction Cost Estimates and Table 6-7 Construction Rough Order of Magnitude Cost Estimate on page 6-11.

Thank you,

**Sheila Garcia** (she/her/hers)  
Senior Public Communications Officer

**619.595.5313** office  
401 B Street, Suite 800, San Diego, CA 92101



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**From:** Mike Hastings [REDACTED]  
**Sent:** Tuesday, June 4, 2024 9:40 AM  
**To:** Sheila Garcia <Sheila.Garcia@sandag.org>  
**Subject:** Re: San Diego LOSSAN Rail Realignment Update

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Thank you Sheila. Has SANDAG prepared an updated cost estimate for Alt A, Alt B and Alt C?

On Fri, May 17, 2024 at 3:25 PM Sheila Garcia <[Sheila.Garcia@sandag.org](mailto:Sheila.Garcia@sandag.org)> wrote:

Hi Mike,

At this time, we're not able to present the details of the Notice of Preparation (NOP) (e.g., proposed alternative alignments) since it does not post until June 4. We can, however, provide a briefing on the project status, what to expect in the NOP, and how you can provide your feedback. Is that something you might be interested in?

Thank you,

**Sheila Garcia** (she/her/hers)  
Senior Public Communications Officer

**619.595.5313** office  
401 B Street, Suite 800, San Diego, CA 92101

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July 11, 2024

File Number: 96LX-390166

**VIA EMAIL ONLY**

Mr. Timothy Pesce  
SANDAG  
401 B Street, Suite 800  
San Diego, CA 92101  
Email: LOSSANcorridor@sandag.org

Re: SDLRR Notice of Preparation

Dear Mr. Pesce:

This firm represents the Los Peñasquitos Lagoon Foundation (the "Foundation"). The Foundation works with the California Department of Parks and Recreation to protect, restore, enhance, and preserve the Los Peñasquitos Lagoon ("Lagoon"), a State Marsh Natural Preserve (PRC § 5019.71) that is part of the Torrey Pines State Natural Reserve ("Reserve"). Since its establishment in 1983, the Foundation has helped lead the effort in restoring, protecting and preserving the Lagoon through stakeholder collaboration and adaptive management informed by 37 years of continuous data generated by our biological monitoring program and partnerships with universities that include the University of California, San Diego and the Scripps Institution of Oceanography. Impacts to the Lagoon caused by transportation infrastructure that includes the current railway alignment have been well documented in scientific papers, aerial imagery, reports and planning documents that include the Los Peñasquitos Lagoon Enhancement Plan and its Program level Environmental Impact Report, certified in 2020. With this in mind, the Foundation appreciates the opportunity to comment on SANDAG's Notice of Preparation of a Draft Environmental Report for the Los Angeles-San-Diego-San Luis Obispo (LOSSAN) Rail Realignment (SDLRR) Project ("Project").

Please consider the following comments regarding the scope and content of the environmental information to be included in the EIR.

1. Present a Single Proposed Project and Consider a Reasonable Range of Alternatives. The EIR should evaluate a single proposed project in detail, and a reasonable range of alternatives to the project that would avoid or substantially lessen the significant environmental effects of the proposed project. CEQA does not permit a lead agency to evaluate multiple alternatives without selecting a proposed project. (*Washoe Meadows Community v. Dept. of Parks & Recreation* (2017) 17 CA5th 277, 288.) The Foundation appreciates that SANDAG considered alternatives to remove the railway alignment from the Lagoon and locate it near Interstate 5, but as it moves toward the EIR stage, it needs to select a single alignment as the proposed project.



While all three alignments described in the NOP (Alternative A, Alternative B, and Alternative C) have the potential to generate impacts to coastal habitats, cultural resources, listed species, public access and viewsheds, **the Foundation supports alignments utilizing the “Knoll Near I-5” for the southern portal (Alignment A or Alignment B) and strongly opposes selection of the “Torrey Pines Road” portal location (Alignment C).** Thus, the Foundation is supportive of the EIR presenting either Alignment A or B as the proposed project with either Alignment A or B as an alternative. Alignment C would perpetuate and exacerbate significant and unmitigable impacts to the Lagoon and should not be carried forward for further consideration. Alternative C should be treated as an alternative “considered but rejected.” The Foundation also encourages SANDAG to consider additional alternatives that would avoid or minimize impacts to sensitive coastal resources.

2. The Project Objectives Should Prioritize Restoration and Enhancement of Coastal Resources Impaired by Railway Infrastructure. One of the primary, fundamental objectives of the Project should be to support the restoration and enhancement of Los Peñasquitos Lagoon, a State Marsh Natural Preserve, to meet SANDAG’s **declared** Project Goal to “Preserve Wetlands”.<sup>1</sup> Therefore, the Project should proceed in a manner that restores the decades of damage the existing rail alignment has caused to Los Peñasquitos Lagoon. The current location of the tracks through the center of the Lagoon would never be considered in a *de novo* application. The placement of the southern portal at the Knoll Near I-5 in Alternative A or B would remove the railroad tracks and berm bisecting the Lagoon and provide an opportunity to correct the unintended consequences of the railway alignment’s role in contributing to the degradation of the Lagoon that includes its listing on the Clean Water Act’s Section 303(d) list of impaired waterbodies for sediment/siltation due to the existing railway berm that has reduced the Lagoon’s tidal prism by cutting off tidal channels and impounded sediment-laden stormwater runoff in the upper Lagoon since 1925.<sup>2</sup> **The Foundation encourages SANDAG to study and carry forward a proposed project that will maximize restoration and enhancement of coastal resources impaired by railway infrastructure to meet the critical Project Goal to “Preserve Wetlands.”**

Proceeding with Alternative C, on the other hand, would perpetuate the railways’ negative impacts on the Lagoon and potentially generate additional ones by converting the currently lightly-used single track into a heavily-used double track alignment through the center of the Los Peñasquitos Lagoon, with entirely new areas added at the northwest end. As the NOP states, this would require raising and widening the existing berm in the Lagoon to address flooding and sea level rise projects. The EIR/EIS will need to consider the legacy impacts of the current alignment that have contributed to existing conditions of Lagoon impairment and those that will be generated by implementation of Alternative C, including those that may not be offset by elevating portions of the new double track on additional bridge spans. Additionally, SANDAG will need to consider how their proposed project will impact large-scale restoration of the Lagoon that will be completed prior to realignment of the railway, with Alternative C having the greatest potential for impacts. There

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<sup>1</sup> See “San Diego LOSSAN Rail Realignment Project Update”, NOP PowerPoint presentation prepared by SANDAG, slide 6.

<sup>2</sup> See Cole and Wahl. 2000. A Late Holocene Paleoecological Record from Torrey Pines State Reserve, California. *Quaternary Research* 53, 341-351; ESA. 2018. Los Peñasquitos Lagoon Enhancement Plan. Prepared for Los Peñasquitos Lagoon Foundation.

would be new or more severe adverse environmental effects associated with the rail use under Alternative C that include increased noise, vibration, light and other impacts resulting from faster, more frequent train service that would come with double tracking. The analysis of Alternative C should include a detailed discussion of construction-related impacts, including full disclosure of the location of construction staging areas, construction access routes, related impacts on wetlands or other sensitive habitats, the amount and location of additional fill that might be required within or around the Lagoon, the location and impacts associated with the construction of bridge structures in the Lagoon, and the amount and duration of construction related noise, lighting, vibration and other environmental impacts that will result from construction activities. The Lagoon is prone to flooding during rains – please also describe the measures that will be implemented to protect the construction site during weather events (preventing sediment, debris and construction materials and fluids from leaving the construction site).

Alternative C clearly would not further the stated project objective of “avoid[ing] and/or minimiz[ing] impacts on biological, cultural, and recreational resources of national, state or local significance, including publicly owned parks, beaches, wetlands, ecological reserves...” and should be rejected for further consideration on that basis. Alternative C clearly would have significant adverse impacts on the Lagoon and its important biological and wetland resources, which is inconsistent with stated project objectives.

3. The Project Should Avoid Impacts to Sensitive Species and their Associated Habitats to the Maximum Extent Feasible. The proposed project should avoid, or at the very least limit impacts to sensitive species and their associated essential habitats present within the Lagoon within and adjacent to the project site to the maximum extent feasible. Alignment A and Alignment B would avoid much of the Lagoon by relocating the railway alignment adjacent to I-5 with a small portion of adjacent wetland and upland habitat potentially being affected. Alternative C maintains much of the current alignment through the Lagoon while also penetrating an undisturbed area adjacent to the proposed portal and expanding the width and height of the existing rail embankment to accommodate double tracking and sea level rise. As such, Alternative C will likely result in the most impacts to sensitive species and their associated sensitive habitats. Replacing large sections of berm with a bridge proposed as part of Alternative C may improve conditions beyond their existing state but could present an additional suite of impacts to listed species that forage and nest within the vicinity of the existing alignment due to noise, vibration, lighting and other components associated with construction and subsequent rail use. Based on this, the Foundation requests that the proposed EIR/EIS consider potential direct and indirect impacts to sensitive species within the Lagoon that include light-footed Ridgway’s rail, coastal California gnatcatcher, western snowy plover, Belding’s savannah sparrow, wandering skipper, yellow-breasted chat, white-tailed kite and other raptors, southern mule deer *Iva hayesiana*, *Artemisia palmeri*, and *Lasthenia glabrata* ssp. *coulteri*. In addition, the EIR/EIS will need to also consider the direct and indirect impacts to the essential habitats that support these sensitive species which include tidal salt marsh, non-tidal salt marsh, southern maritime chaparral, coastal sage scrub, and coastal succulent scrub. Known locations of some of these listed species is provided in Exhibit A. We also request that analysis of biological impacts consider both benefits and impacts to habitat based on function and value to the Lagoon so that impacts to higher tiered habitat (e.g., coastal salt marsh) are not valued the same as habitat of less value (e.g., impaired wetland, disturbed upland). Additionally, the EIR/EIS should consider the effects of noise, vibration,

lighting, and rail-related pollution associated with the construction and use of new infrastructure that includes increased rail speed and volume of rail traffic as they impact wildlife movement, sensitive species and the habitats that support both. **How will SANDAG ensure that the project will maximize the avoidance of impacts to sensitive species and their associated essential habitats using both qualitative and quantitative analysis? How will SANDAG mitigate impacts to sensitive species and their habitats that cannot be avoided?**

4. The Project Should Improve Lagoon Hydrology by Reconnecting Historic Tidal Channels and Reduce Impoundment of Storm Water in the upper Lagoon. The EIR must evaluate the project's impacts on lagoon hydrology and should be designed and carried out in a manner that does not adversely impact the already degraded hydrological function of the Lagoon. The Foundation requests that each alternative be examined in accordance with their ability to improve lagoon hydrology with respect to tidal waters and storm water moving through the system. Special studies need to be conducted to examine the role that the railway berm degrades lagoon hydrology and what improvements (e.g., complete removal, partial removal) could be afforded by each of the proposed Project alternatives. This should be considered for both improving the Lagoon's tidal prism and reducing the retention time of impounded waters from storm runoff that have contributed to the Lagoon's impairment and listing on the Clean Water Act's Section 303(d) list of impaired waterbodies for sediment and siltation. The special studies will also need to consider how each alternative could support or impact large scale restoration of Los Peñasquitos Lagoon that is being pursued for compliance under the Los Peñasquitos Lagoon Sediment Total Maximum Daily Load (TMDL) that focuses on improving lagoon hydrology as a key driver for restoring the Lagoon to its historical native habitats. Furthermore, the EIR/EIS should consider changes to local hydrology from the proposed infrastructure (e.g., rail widening, floodwalls, U-sections, and cut-and-cover features) and their effect on sedimentation and the balance of halophytic and freshwater habitats. **How will SANDAG ensure that the project will improve lagoon hydrology by reconnecting historic tidal channels and reduce impoundment of storm water in the upper Lagoon using both qualitative and quantitative analysis?**

5. Impacts on Public Access to Torrey Pines State Beach. Alternative C is the only alternative that will generate impacts to public access and use of Torrey Pines State Beach during the construction of the northern portal and rail realignment adjacent to the Torrey Pines North Beach Parking Lot (North Lot). The North Lot receives approximately 1.8 million visitors annually (based on 2016/2017 fiscal year data) due to its proximity to major roadway infrastructure that includes Interstate 5, Interstate 805, and State Route 56 that make it an easily accessible coastal facility for both nearby communities and those located further inland. The proposed EIR/EIS will need to examine and quantify these impacts since public access to North Torrey Pines State Beach will be limited or precluded during construction. In addition, the proposed EIR/EIS will need to examine how closure and/or limited use of the North Lot will impact the Reserve's other public parking facilities (i.e., Torrey Pines South Beach Parking Lot and upper Reserve parking) that are already under strain from increased demand by park visitors arriving by private vehicles. Secondary impacts associated with the lack of adequate parking facilities should also be examined. In addition to restricting public access to the beach, this could include increasing the emission of toxic contaminants in a sensitive coastal environment. To that end, the analysis should consider the potential loading of metals (e.g., zinc, copper) into Lagoon waters due to

more frequent and higher volume from braking of vehicles<sup>3</sup> along Carmel Valley Road under Alternative C, including the truck trips to remove excavated material from the tunnel boring operation truck loads. **How will SANDAG ensure that the project will avoid impacts to public access to Torrey Pines State Beach using both qualitative and quantitative analysis?**

6. Opportunities and Constraints for Removing the Existing Railway Berm. The proposed EIR/EIS will need to examine both the opportunities and constraints for removing the existing railway berm in its entirety or in designated sections for the proposed project and all the project alternatives being considered under CEQA analysis. The Foundation requests that technical analysis consider both aquatic and terrestrial environs to assess opportunities and constraints for improving both hydrology and wildlife movement within the Lagoon that are currently comprised by the existing railway alignment, as well as the proposed alignments and their components. Analysis should also consider opportunities within each alternative that optimize the expansion of foraging and nesting habitat of listed bird species that include Belding's savannah sparrow, light-footed Ridgway's rail and California gnatcatcher that are currently fragmented by the existing alignment. Of course, the analysis should also focus on the avoidance of adversely impacting foraging and nesting habitat of those species. Analysis should also examine the potential for beneficial re-use of the current railway alignment should Alternative C not be selected as the preferred alternative. One example for consideration would be to modify the existing berm into a pedestrian and bike path to support multi-modal transportation within the coastal zone, a priority for SANDAG under their Public Works Plan and Transportation Resource Enhancement Program prepared for the LOSSAN Corridor. This would be accomplished by connecting coastal areas and established regional and local trail networks (e.g., the California Coast Trail) to the commercial areas of Sorrento Valley and the Sorrento Valley Coaster Station. Another potential for beneficial reuse of sections of the existing berm could be used to offset impacts related to sea level rise by providing an onsite source of sediment that could be used to augment elevation profiles of surrounding habitat to ensure that coastal salt marsh and wetland transitional areas are preserved in perpetuity. Should partial or complete removal of the berm result as part of the project, the Foundation strongly advises that all related mitigation efforts to offset impacts to Lagoon resources be focused entirely on the Lagoon rather than an offsite location. **How will SANDAG ensure that the preferred alternative considers both opportunities and constraints for removing the existing railway berm using both qualitative and quantitative analysis? How will impacts be mitigated and where?**

7. Compliance of the Project under Section 4F (U.S. Transportation Act of 1966) and Actions Permitted in a State Natural Preserve. The proposed project will have to consider impacts to publicly owned parks, recreational areas, wildlife and waterfowl refuges, and historical sites to comply with Section 4F of the U.S. Transportation Act of 1966. SANDAG will need to prove that the project it selects under CEQA/NEPA will comply in a manner that "the use of the property will have a *de minimis* impact or that there is no feasible and prudent avoidance alternative to the use of the land, and that the action includes all possible planning to minimize harm to the property resulting in such use." In addition, SANDAG will need to comply with the public resource code as

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<sup>3</sup> Many brake pads contain metals that wear away a little by little. The metal breaks down into dust each time you apply the brakes. Brake pads can contain as much as 20 percent copper, which is toxic to aquatic life at the base of the food chain. They also contain lead and zinc. (Source: US EPA)

it relates to the management, protection and preservation of a State Natural Preserve (PRC 5019.71). State Natural Preserves are considered “distinct areas of outstanding natural or scientific significance established within the boundaries of State Parks System units.” The purpose of Natural Preserves is “to preserve such features as rare or endangered plant and animal species and their supporting ecosystems, representative examples of plant or animal communities existing in California prior to the impact of Euro-American modifications, geological features illustrative of geological processes, significant fossil occurrences or geological features of cultural or economic interest, or topographic features illustrative of representative or unique biogeographical patterns.” Importantly, “Natural Preserves shall be managed to allow natural dynamics of ecological interaction to continue without interference, where possible. Habitat manipulation shall be permitted only in those areas found by scientific analysis to require manipulation to preserve the species or associations that constitute the basis for the establishment of the Natural Preserve.” **How will analysis under CEQA/NEPA demonstrate that the project complies with Section 4F of the U.S. Transportation Act of 1966 and the management, protection and preservation of a State Natural Preserve (PRC 5019.71)?**

8. Impacts on Aesthetics. Potential impacts on public viewsheds and scenic vistas should be evaluated in the draft EIR/EIS for the Project and each alternative with consideration given to ensuring these new features are avoided to the extent feasible and otherwise designed in a manner that is compatible with the surrounding environs. **How will SANDAG ensure that the project will avoid or minimize impacts to aesthetics?**

9. Impacts on Air Quality. The NOP includes tables estimating the number of truck trips for the alignments under consideration, but the estimates appear limited to truck trips for the disposal of construction material associated with tunnels. It does not appear that truck trips have been analyzed for other aspects of the work to be done for these alignments. Please provide estimates for truck trips for all aspects of each alignment—including, but not limited to, the construction of berms, bridges, site preparation, demolition of homes or other structures, etc. **How will SANDAG ensure that the proposed project will avoid or minimize impacts to air quality using both qualitative and quantitative analysis?**

10. Joint EIR/EIS. The Foundation encourages SANDAG to prepare a Joint EIR/EIS document rather than deferring the NEPA evaluation to a separate, future process. A joint evaluation provides for a more efficient use of resources by SANDAG, the Foundation and other stakeholders, as well as a more comprehensive and coordinated environmental review.

The Foundation’s position today is consistent with our letter on this topic to Mr. Veeh dated August 27, 2023, and is consistent with positions expressed by our local environmental and community partners: California State Parks, Torrey Pines Community Planning Board, Torrey Pines Conservancy and Sierra Club San Diego, as well as the feedback you’ve received from numerous involved environmental community members over the past year of study. Given that the most commonly cited arguments in favor of public transportation involve reducing private transportation’s negative environmental impacts, it is only logical that SANDAG’s railway realignment be done in a manner which minimizes its negative impacts on Los Penasquitos Lagoon’s fragile environment.



We strongly encourage you to take every opportunity to enhance Los Peñasquitos Lagoon's native and historic environment as you evaluate this project and select an alignment that avoids and minimizes significant adverse environmental effects to the maximum extent feasible. The Foundation appreciates that SANDAG considered alternatives to remove the railway alignment from the Lagoon and locate it near Interstate 5. While all three proposed alignments (Alternative A, Alternative B, and Alternative C) have the potential to generate impacts to coastal habitats, cultural resources, listed species, public access and viewsheds, **the Foundation supports alignments utilizing the "Knoll Near I-5" for the southern portal (Alignment A or B) and strongly opposes selection of the "Torrey Pines Road" portal location (Alignment C).**

Please do not hesitate to contact the Foundation if you would like to discuss this idea further.

Sincerely,



Jennifer Chavez  
for SHEPPARD, MULLIN, RICHTER & HAMPTON LLP

SMRH:4879-8722-9901.10

Enclosure

cc:

SANDAG: Mario Orso, Chief Executive Officer ([mario.orso@sandag.org](mailto:mario.orso@sandag.org))  
California Coastal Commission: Commissioner Paloma Aguirre ([Paloma.Aguirre@coastal.ca.gov](mailto:Paloma.Aguirre@coastal.ca.gov))  
California State Parks: Darren Smith, Senior Environmental Scientist ([darren.smith@parks.ca.gov](mailto:darren.smith@parks.ca.gov))  
Torrey Pines Community Planning Board: Adam Gevanthor, Chair ([adampublic@graphicaccess.com](mailto:adampublic@graphicaccess.com))  
Torrey Pines Conservancy: Rick Gulley, President ([rickgulley1@icloud.com](mailto:rickgulley1@icloud.com))  
Sierra Club San Diego: Lisa Ross, Chair ([lisasierraclub@gmail.com](mailto:lisasierraclub@gmail.com)); David Hogan, Vice Chair ([hogansierraclub@gmail.com](mailto:hogansierraclub@gmail.com))  
CA State Senate: Senator Blakespear ([senator.blakespear@senate.ca.gov](mailto:senator.blakespear@senate.ca.gov)); Alex Davis, Principal Consultant ([alex.davis@sen.ca.gov](mailto:alex.davis@sen.ca.gov)); Aurora Livingston, District Rep ([aurora.livingston@sen.ca.gov](mailto:aurora.livingston@sen.ca.gov))  
County of San Diego: Supervisor Nora Vargas ([nora.vargas@sdcounty.ca.gov](mailto:nora.vargas@sdcounty.ca.gov)); Supervisor Terra Lawson-Remer ([terra.lawson-remer@sdcounty.ca.gov](mailto:terra.lawson-remer@sdcounty.ca.gov)); Becca Smith, Policy Advisor ([rebecca.smith2@sdcounty.ca.gov](mailto:rebecca.smith2@sdcounty.ca.gov))  
City of San Diego, Mayor's Office: Dion Akers, Regional Government Affairs Manager ([DAkers@sandiego.gov](mailto:DAkers@sandiego.gov)); Emily Piatanesi, Community Representative ([epiatanesi@sandiego.gov](mailto:epiatanesi@sandiego.gov))  
City of San Diego, District 1: Councilmember Joe LaCava ([joelacava@sandiego.gov](mailto:joelacava@sandiego.gov)); Brian Elliott, Deputy Chief of Staff ([belliott@sandiego.gov](mailto:belliott@sandiego.gov)); Joaquin Quintero ([jquintero@sandiego.gov](mailto:jquintero@sandiego.gov))  
City of San Diego, District 9: Julio Garcia, Government Affairs Manager ([julioq@sandiego.gov](mailto:julioq@sandiego.gov))  
City of Del Mar: Terry Gaasterland, SANDAG Representative ([tgaasterland@delmar.ca.us](mailto:tgaasterland@delmar.ca.us))  
City of Solana Beach: Mayor Lesa Heebner, SANDAG Representative ([lheebner@cosb.org](mailto:lheebner@cosb.org))  
City of Encinitas: Mayor Tony Kranz, SANDAG Representative ([tkranz@encinitasca.gov](mailto:tkranz@encinitasca.gov))



## EXHIBIT A



**Threatened and Endangered Species in Los Penasquitos Lagoon**



## SDLRR Project NOP

matt@meridiantennis.com [REDACTED]

Tue 6/18/2024 1:02 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANAlignment@cosb.org <LOSSANAlignment@cosb.org>;matt@meridiantennis.com <matt@meridiantennis.com>;  
info@meridiantennis.com <info@meridiantennis.com>

[You don't often get email from [REDACTED]. Learn why this is important at  
<https://aka.ms/LearnAboutSenderIdentification> ]

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To Whom It May Concern:

I am the owner of Meridian Tennis Club in Solana Beach (550 Via de la Valle, directly across from the Fairgrounds; cross streets Via de la Valle & Stevens). I strongly oppose Alternative A. Engagement in this route will directly impact my business and my clients. I also have clients who have businesses in Solana Beach who were directly affected by the lowering of the tracks. The dust and noise from that construction caused them to lose business and risk closure of their business. Alternative A will be much worse. I'm certain that we will experience noise, dust, vibration, traffic disruption, increased greenhouse gas emissions and air pollution that will be disruptive, to say the least. This route cannot be considered as the length of this route is long and the tunneling through the Fairgrounds will be immense. I will not be able to sustain any closures. Additionally, the effect on residents and businesses will be untenable.

Alternatives B and C will not require the same extended closures as the routes are more direct, much shorter and far less intrusive.

Please do NOT consider keeping Alternative A as an option.

Sincerely,

Matt Copland, Owner

Meridian Tennis Club

550 Via de la Valle

Solana Beach, CA 92075

## SDLRR Project NOP

Joyce Doherty <joyce@pacificcoastal.net>

Tue 7/16/2024 2:55 PM

To:LOSSANcorridor <lossan corridor@sandag.org>

Cc:LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

You don't often get email from joyce@pacificcoastal.net. [Learn why this is important](#)

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To Whom it may Concern:

It is imperative that you do NOT approve the proposed project for moving the tracks from their current location. It will destroy our local economy for several years. The logical area to move them to would be somewhere along the freeway. I am a resident of Solana Beach for 35 years and a local business owner. My home address is [REDACTED] Solana Beach CA 92075.

***Joyce Doherty, Broker***

DRE Lic. 00892120



731 S. Highway 101, Suite 1P

Solana Beach, CA 92075

Office: 858.793.3600

[REDACTED]  
website: [www.PacificCoastalProperties.com](http://www.PacificCoastalProperties.com)

-  
***Please don't keep me a secret... a referral is the best compliment I can receive.***

## Pacific Energy Policy Center: Initial LOSSAN Corridor tunnel route alternatives EIR Scoping Comments

dwood8@cox.net [REDACTED]

Mon 6/17/2024 4:33 PM

To:LOSSANcorridor <lossan corridor@sandag.org>

📎 1 attachments (46 KB)

DJW Resume.doc;

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**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

These are initial scoping comments on the upcoming LOSSAN rail corridor tunnel alternatives study by the Pacific Energy Policy Center (PEPC). Additional comments will be provided as we assess all the issues and read comments by other parties as they are posted on this project website.

PEPC is an informal statewide coalition of retired energy policy experts with leadership experience with California's legislature, regulatory agencies and utilities that focuses on the planning for and development of California's energy future.

### 1. **Piecemeal planning will not resolve all the issues facing the LOSSAN Corridor.**

The EIR study for a new Del Mar area rail tunnel must be done in context with plans for the future of the entire LOSSAN rail corridor, inside and outside San Diego County. The LOSSAN corridor is currently limited and threatened by multiple choke points along the rail line around Del Mar, San Clemente and other communities along its route due to sea level rise and coastal bluff erosion. Fixing one of those choke points around Del Mar

with a new tunnel off the bluffs won't fix the other choke points along the route. If those are not fixed, the cost of a single tunnel on one small part of the rail line won't solve its limitations. The size of any new tunnel around Del Mar could limit the carrying capacity of the entire rail corridor. The problems facing the entire corridor must be addressed as part of a comprehensive EIR process, as required by CEQA and federal legislation guiding this kind of environmental study.

- 2. The energy requirements and environmental impact of each of the alternatives must be identified, fully assessed and mitigated as part of this EIR study.**
- 3. Better updated information on long-term bluff erosion is needed to ensure existing problems with LOSSAN corridor will be solved or fully mitigated by envisioned solutions.**
- 4. Renewed effort to raise federal and state funds needed for envisioned solution is needed, since this more serious effort to address this problem is decades overdue.**

Don Wood, Senior Policy Advisor  
Pacific Energy Policy Center





Don Wood



## **Community Service**

### **1986 – 1988**

Chairman, Citizen's Coordinate for Century 3 (C-3)'s Water and Energy Committee. C-3 is the San Diego region's oldest and most respected nonprofit community planning, land use planning and public affairs organization.

### **1988**

Director, Yes on Prop 70 Campaign. Served on local board of directors of campaign supporting passage of statewide parks and open space bond initiative. Passage of Prop 70 provided the San Diego region with more than \$80 million for the purchase of public parks and open space.

### **1988 – 1990**

Three term president of Citizens' Coordinate for Century 3. Represented C-3's policy positions before federal, state and local legislative bodies and agencies. Chaired the organization's board of directors. Managed office support staff. Advocated for preservation of rural lands and opens space, and public access to San Diego's downtown waterfront.

### **1988 – 1990**

Served on the City of San Diego's Land Use Guidance Advisory Board. The board developed San Diego's first transit-oriented development policy, plan and ordinances, which were adopted by the San Diego city council.

### **1988 – 1990**

Served on the Bayfront Project Coordinating Group Public Advisory Panel. Developed zoning and project design standards for future development of downtown San Diego's waterfront.

### **1989**

Led the successful community fundraising drive that funded the restoration of the facade lighting on the historic San Diego County Administration Center.

### **2005 to present**

Water & Energy Committee Chairman  
Citizen's Coordinate for Century 3;  
Member, SDG&E Alumni Association Board of Directors

## ***Honors and Commendations***

**1983 California/Nevada Community Action Association Award** honoring SDG&E “for being the first utility in the nation to perform direct weatherization through community based organizations to meet the energy needs of the low income population”.

**1984 U.S. Department of Energy Award for Energy Innovation**

**1984 California Governor’s Award for Energy Innovation**

**1984 County of San Diego Board of Supervisors Commendation**

**1984 National Community Action Directors Association Award**

**1986 San Diego City Council Proclamation** honoring SDG&E’s alternative fuel vehicle program.

**1990 City of San Diego Mayor’s Commendations** for service on the city’s Land Use Guidance Advisory Board, and for leading a community fund raising effort which restored the façade lighting on the County of San Diego’s historic County Administration Center.

**1990 County of San Diego Board of Supervisors Commendation** for regional planning and urban design leadership as three term president of C-3.

**1990 Save Our Heritage Organization’s People in Preservation Award** for leading the community fund raising effort that restored the façade lighting on San Diego’s historic County Administration Center. The new lighting system is twice as energy efficient as the original lighting system that was decommissioned in 1984.

### **1994 Revelle Award**

The Revelle Award is the San Diego Regions highest honor bestowed for lifetime community planning leadership. The award is made annual by Citizen’s Coordinate for Century 3. It is named for Roger and Ellen Revelle, long time regional leaders who are generally credited for the establishment of the University of California at San Diego. Roger Revelle, the late Director of the Scripps Institute of Oceanography, is also credited with doing some of the earliest research on global warming trends.

## **Career Experience**

**1978 - 1981**

**Manager, Low Income Weatherization Programs  
County of San Diego  
Community Action Partnership**

- Managed local low-income weatherization programs funded by the California Office of Economic Opportunity (now called the California Department of Community Services and Development or CSD).
- Served on SANDAG committee that developed SANDAG's first Regional Energy Plan.
- Served on the U. S. Department of Energy's Energy Conservation Task Force from 1979-1984.
- Served on California Governor Jerry Brown's Energy Advisory Committee with the presidents of the CPUC (Leonard Grimes) and the CEC (Rusty Schweikart) from 1978 until 1981.
- Served on the California/Nevada Community Action Association's Energy Committee from 1978 until 1984. Cal/Neva is the association of local Community Action Agencies and Community Based Organizations in California and Nevada.
- Wrote legislative language in the 1981 U.S. Petroleum Violation Act creating the federal Low Income Energy Home Assistance Program (LIHEAP). Since 1982, the federal LIHEAP program has provided more than \$1.7 billion in energy bill assistance and weatherization services to qualified low-income California utility customers. This program is currently administered by the California Department of Community Services, in close coordination with the low-income energy programs run by the state's utilities.

## **1981 - 1985**

### **Energy Conservation Program Coordinator San Diego Gas & Electric Company**

- Designed and developed SDG&E's original low-income weatherization program, the Direct Weatherization Assistance Program, in 1981. This was the first utility ratepayer funded conservation measures installation program in the United States. The programs success eventually led the way to the development of today's California ratepayer funded energy conservation industry.

## **1986 – 1990**

### **Natural Gas Efficiency Program Planning Supervisor San Diego Gas & Electric Company**

- Designed and managed SDG&E's Natural Gas Air Conditioning Program.
- Managed SDG&E's Compressed Natural Gas Vehicles Program.
- Lead planning team that developed and managed dozens of new SDG&E gas efficiency marketing programs.

- Conducted market potential study and wrote report that led to SDG&E's decision to construct Project Vencinos, a 36" natural gas pipeline to Otay Mesa which allowed for export of natural gas to Baja, Mexico. This SDG&E effort eventually led to the incorporation of Sempra Energy International and construction of the Baja Norte natural gas pipeline from Mexicali to the Presidente Juarez powerplant complex in Rosarito Beach, Baja California. This is allowing the powerplant complex to switch from high sulfur fuel oil to natural gas fuel for the plant's generators.
- Designed and managed a program that installed natural gas engine driven pumps in City of San Diego sewerage pumping stations throughout the region, which allowed the city to avoid pump station failures due to electric system blackouts.

## **1990 – 1995**

### **Senior Energy Conservation Program Planner San Diego Gas & Electric Company**

Managed SDG&E's largest Commercial Industrial Incentives Program, which financed major customer energy conservation projects. Designed and managed SDG&E Commercial Lighting Retrofit Program which changed out the lighting of every military base on San Diego County and retrofitted the lighting of all the San Diego Unified School District facilities. Led a statewide design team that developed plans for an SDG&E regional energy technology center, the plans for which were eventually used to construct the existing San Diego Regional Energy Office facility.

## **1995 – 1996**

### **Manager, SDG&E Energy Efficiency Programs Processing Service Center San Diego Gas & Electric Company**

Managed staff group that provided processing support to all SDG&E commercial and industrial energy efficiency programs. Over a three year period, reduced staffing needs by 60% while increasing staff productivity by 300% through development of new computer support systems.

## **1997 – 1999**

### **Director, Legislative and Regulatory Affairs Sempra Energy Solutions**

One of four original founders of Sempra Energy Solutions. Helped design and develop a nationwide energy services company. Developed initial business plan and marketing plans. Developed company-wide project assessment, financing and development guidelines. Monitored and managed company advocacy related to federal and state legislation. Monitored and managed company input related to regulatory proceedings conducted by the California Energy Commission and the California Public Utilities

Commission. Served on the CPUC's California Board for Energy Efficiency's Technical Committee, where I helped design and develop several new statewide energy efficiency programs.

#### **1999 – 2004**

##### **Senior Energy Programs Policy Advisor San Diego Gas & Electric and Southern California Gas Company**

Coordinated policy supporting the companies' Low Income Energy Efficiency (LIEE) and California Alternative Rates for Energy (CARE) bill assistance programs. Worked closely with CPUC's Energy Division low-income programs staff on program development and management issues. Managed nationwide study of low-income "pay for performance" energy conservation programs at the request of the CPUC. Chaired the CPUC's statewide LIEE programs standardization project team from its initiation in 2000 through 2004.

Served on initial SANDAG Energy Working Group charged with maintaining and updating Regional Energy Plan and ensuring its integration with other SANDAG policy,

#### **2005 - Present**

##### **Senior Policy Advisor Pacific Energy Policy Center**

Monitors California regulatory proceedings and provides policy input on energy efficiency and Low-Income Energy Efficiency programs.

**Guest Lecturer, International Energy Economics**  
University of California at San Diego  
Graduate School of International Relation & Pacific Studies

## SDLRR Project NOP

Pedego Solana Beach [REDACTED]

Tue 6/25/2024 3:16 PM

To:LOSSANcorridor <lossan@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear Sir,

I am opposed to Alternative A as a viable option for the rerouting of the train tracks. The alternative that creates a tunnel under the City of Del Mar is shorter, faster to build, cheaper and more direct. Alternative A is expensive, unnecessary and longer. It should be deleted from the viable options.

Thank you.

Doug Lord

--

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Closed on Tuesdays

**CLOSED ON TUESDAY**



## SDLRR Project NOP

Cameron@ <Pilates Movement cameron@pilatesmvmnt.com>

Fri 7/12/2024 12:06 PM

To:LOSSANcorridor <lossancorridor@sandag.org>

Cc:LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

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Hello,

As a business owner on Cedros Ave in Solana Beach and a human being I deeply oppose Option A. However, I know that Del Mar will never agree to a tunnel under its residences. I think the best solution is the one proposed by the gentleman in the last meeting - keep the tracks above ground on trestles as it moves around the fairground and through the lagoon, then tunnel it into the ground in the area near the 5, north or Racetrack View Dr. This is a logical solution that takes Del Mar and Solana Beach into account.

Thank You.

Cameron Kotch - Owner

Pilates Movement

Solana Beach + La Jolla

858.951.2680

[Pilatesmvmnt.com](http://Pilatesmvmnt.com)

# Public Comment LOSSAN Corridor RideSD Californians for Electric Rail

Leif Gensert [REDACTED]

Wed 7/17/2024 7:37 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:contact@ridesd.org <contact@ridesd.org>;Adriana Rizzo [REDACTED]

📎 1 attachments (128 KB)

2024 LOSSAN Rail Realignment.pdf;

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**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To the Honorable SANDAG Board of Directors,

RideSD is San Diego's premier transit education & advocacy organization, and Californians for Electric Rail is a coalition of Californians fighting for fast, clean, and safe catenary electric rail in California.

We write to express our strong support for rail realignment on the LOSSAN corridor. As the second busiest passenger rail corridor in the country, it is vital that this connection continues to be reliable for riders in San Diego, Los Angeles and San Luis Obispo.

We thank you for all the work you have done in evaluating multiple options to move the tracks of the bluffs where they are prone to erosion and experience extensive track closures.

We wish to express our explicit support for Option B of the proposed rail realignments for several compelling reasons:

1. **Reliability:** Any option will need to offer a reliable connection so that riders can rely on the service. As option B is implemented via a tunnel, it increases the reliability over a coastal track that is prone to erosion or landslides.
2. **Speed and Efficiency:** Option B offers the fastest travel times between San Diego and Los Angeles, significantly reducing commute times for passengers. This improved efficiency will encourage more people to choose rail over car travel, aligning with our goals of reducing traffic congestion and lowering greenhouse gas emissions.
3. **Economic Impact:** Faster travel times will enhance the economic connectivity between San Diego and Los Angeles. This can lead to increased business opportunities, tourism, and overall economic growth for both cities and the surrounding regions.
4. **Environmental Benefits:** A faster rail service will attract more ridership, thereby decreasing the number of cars on the road. This shift is crucial for our efforts to combat climate change and improve air quality in our communities.

Regardless of which option is picked, we firmly recommend electrification via overhead wires across the whole corridor. **This includes making sure the tunnel clearances will accommodate overhead wire.**

In conclusion, we urge SANDAG to prioritize the needs of the whole of Southern California, the environment, and the economy by selecting rail alignment Option B. This choice will ensure a faster, more efficient, and environmentally friendly rail service between San Diego and Los Angeles, benefiting residents and travelers alike. We hope that SANDAG shares our vision of consistent service speed between 110 and 125 mph to make the train a viable alternative to driving.

Thank you for considering our position on this critical matter.

Sincerely,

Leif Gensert Adriana Rizzo  
Board Member, Co-Founder Member  
RideSD Californians for Electric Rail



## Subject: LOSSAN Rail Realignment

To the Honorable SANDAG Board of Directors,

RideSD is San Diego's premier transit education & advocacy organization, and Californians for Electric Rail is a coalition of Californians fighting for fast, clean, and safe catenary electric rail in California.

We write to express our strong support for rail realignment on the LOSSAN corridor. As the second busiest passenger rail corridor in the country, it is vital that this connection continues to be reliable for riders in San Diego, Los Angeles and San Luis Obispo.

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Thank you for considering our position on this critical matter.

Sincerely,

Leif Gensert  
Board Member, Co-Founder  
RideSD

Adriana Rizzo  
Member  
Californians for Electric Rail

## Comment Submittal: NOP SDLRR Draft EIR

Phil Birkhahn [REDACTED]

Thu 7/18/2024 1:30 PM

To:LOSSANcorridor <lossan.corridor@sandag.org>

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### Route Alternates ABC, and Others

Del Mar track relocation to I-5 in Alternative A, as proposed by SANDAG and Del Mar, is too expensive at up to \$6 to \$8 billion.

Let's just focus on Alternatives B and C. Either Alt. B in Crest Canyon or Alt. C near Camino del Mar might be tolerable. Either might run into a problem. Thus, their derivatives, not identified in the NOP, should get some visibility in case they are needed.

Alt. B is most direct and easy to understand. From the Jimmy Durante Portal, its tunnel passes mostly under homes in the City of San Diego. So far, those residents seem to be OK with it or maybe I overlooked their contribution..

Then Alt. B goes under Carmel Valley Road next to I-5 and under a short section of Penasquitos Lagoon. It ends where it has an easy reconnection back onto the existing track behind businesses in the old Sorrento Valley business park which will be upgraded to double track. The knoll next to I-5 marked on NOP graphics is a short distance north of the reconnection point.

Bonus points to Alt. B for enabling removal of tracks, berms, and bridges that now deface Penasquitos Lagoon.

More bonus points to Alt. B for setting up the Miramar Hill project, another \$3 billion project in our future.

But, Alt. B can be improved further as follows.

UTC sits at the top of Miramar Hill, about 2.5 miles south of Sorrento Station. From Sorrento the existing railroad goes 2.6 miles eastward, climbing to an underpass beneath Miramar Road next to the Marine Corps Air Station. Then downhill through Rose Canyon.

Instead, a new Miramar tunnel would rise from Sorrento to the surface at UTC near the Blue Line Trolley Station. Then the tunnel would continue 0.6 miles south to connect to Rose Canyon. It could save 10- or 15-minutes travel time on Surfliner and Coaster.

Coaster needs the boost of reduced travel time, and a station at UTC. Transfers to and from Blue Line could double Coaster's ridership. Eventually, Purple Line would provide even more transferring riders.

Has anyone got a plan for all the massive junctions of the Blue Line, Coaster, Surfliner and Purple Line? UTC is a very crowded place. But has the potential to become a mobility hub.

After leaving south Del Mar, Alt C follows the existing alignment through Penasquitos Lagoon on widened berms and bridges. It might be improved by connecting to the end of Carmel Valley Road. Cut-and-cover tunneling under 1.2 miles of Carmel Valley Road to I-5 would lead to the I-5 knoll. While restoring the natural lagoon, a local speed limit of 60 mph would be necessary.

If we are going to spend another two or three billion dollars, Miramar Tunnel is a far better project than Alt. A, along I-5 and Del Mar heights..

*Phil Birkhahn is writing for SanDiego350 Transportation Team, living in Rancho Bernardo. He is a Registered Civil Engineer and was also a Certified Engineering Geologist before retirement.*



## Comment Submittal: NOP SDLRR Draft EIR

Phil Birkhahn [REDACTED]

Thu 7/18/2024 1:35 PM

To:LOSSANcorridor <lossan@sandag.org>

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### Spending beyond our means

Federal and State governments should fund all costs, with only a token amount from San Diego. Say 5%. Surely worth it if LOSSAN is the "second largest corridor in the country" and vital to national defense and Port of San Diego.

Largest is the Northeast Corridor. Its latest upgrade started a few years ago. Paid for by \$117 billion in Federal funds. How do we get that type of funding?

I am not reassured that the money will come "mostly from our State and Federal Governments". This encourages people to think San Diego will not be paying very much for it, but we will pay dearly.

What funding programs are intended, what is San Diego's annualized fair share of each program? SANDAG, NCTD, and MTS staff are excellent at getting State and Federal Funding. But what other transportation needs in our County will have to wait? Or will we get special awards of funds outside normal channels because of climate change and the needs of the Department of Defense?

*Phil Birkhahn is writing for SanDiego350 Transportation Team, living in Rancho Bernardo. He is a Registered Civil Engineer and was also a Certified Engineering Geologist before retirement.*

## Comment Submittal: NOP SDLRR Draft EIR

Phil Birkhahn [REDACTED]

Thu 7/18/2024 1:40 PM

To:LOSSANcorridor <lossan@sandag.org>

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### Stations UTC & Carmel Valley

Adding a major station at UTC leaves a very short 2.5 miles to the existing Sorrento Valley station. SANDAG should consider replacing it with a new station serving Carmel Valley and the SR-56 corridor. SR-56 is the primary access to the coast for inland I-15 communities, where the population is several times that along the coast..

The knoll next to I-5, shown on NOP graphics, could be the best location, If so, Alt. B and C would need modification and evaluation of associated environmental impacts.

The result would be a Carmel Valley station about half way between Solana Beach and UTC stations, similar to the station interval from Solana Beach to Oceanside.

*Phil Birkhahn is writing for SanDiego350 Transportation Team, living in Rancho Bernardo. He is a Registered Civil Engineer and was also a Certified Engineering Geologist before retirement.*

## Comment Submittal: NOP SDLRR Draft EIR

Phil Birkhahn [REDACTED]

Thu 7/18/2024 1:43 PM

To:LOSSANcorridor <lossan@sandag.org>

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### Curves & Travel Time

SANDAG appears to have set an ironclad instruction to its railroad designers to make all curves 110 mph. Fastest possible travel time is the worthy goal. It's a great talking point too.

Instead, a few 60 mph curves, plus or minus, should be allowed. This flexibility would enable resolution of any late-developing environmental impacts, and potentially save lots of money.

Alt. C, Camino del Mar Vicinity, will be bored deep under many more homes than Alt. B. Homeowners are concerned but Alt. C could work out just fine. We just don't have a way to guarantee it or quantify the outcome.

Allowing 60 mph curves could enable keeping Alt. C under the public right-of-way. No disruption like that of previous cut and cover proposals. What effect on travel time would result?

Sixty miles per hour is a mile a minute, is a mile per 60 seconds. How long does a mile take at 110 mph? 33 seconds. The travel-time savings is only 27 seconds. Two miles of 60-mph curves through a difficult area cost less than a minute.

A better strategy for lower travel time is lowering track through Oceanside, Carlsbad, and Encinitas to eliminate at-grade crossings and limit access by pedestrians. Even better, build tunnels under Miramar hill as soon as possible.

For cutting travel time, one-hundred percent grade separation by lowering the tracks from Encinitas to Oceanside is a cheaper way. Solana Beach already did it and Carlsbad is getting started.

*Phil Birkhahn is writing for SanDiego350 Transportation Team, living in Rancho Bernardo. He is a Registered Civil Engineer and was also a Certified Engineering Geologist before retirement.*

## Comment Submittal: NOP SDLRR Draft EIR

Phil Birkhahn [REDACTED]

Thu 7/18/2024 1:53 PM

To:LOSSANcorridor <lossan.corridor@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

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### NCTD Right-of-Way

We should take another look at the existing NCTD right-of-way.

This comment assumes the County's Parcel Map Viewer has the track location correct. The situation is somewhat unclear because of apparent encroachments into the NCTD right-of-way. They may have to be cleared in favor of public use. I hope SANDAG will investigate the details.

Existing track was built near the top of the bluff because it was the easiest place. Lots more room exists back to the inland property line. But lots of grading and retaining walls would be required.

We would also have to answer the question how much set back from the top of bluffs is enough. Once the sea takes all of the NCTD right-of-way, the houses are next. They apparently have the right to build sea walls.

An alternative route works for tunnels. Go deeper and leave the surface for parkland. We might bore them with a base elevation at sea level or lower. The eroding top of the bluff would be of no immediate interest. Instead, the distance to base of the sea cliff would control. It adds 50 feet or more of buffer zone compared to the existing track location.

The narrowest part is about half a mile from 9th through 15th Street. This area is most often shown in photographs. North of 15th Street and Powerhouse Park, the bored twin tunnel would bend inland within the right-of-way.

South of 9th Street room exists, and tracks could be moved inland adding 100 feet or more of buffer.

At the south end of the bluff, track would follow the existing route across Penasquitos Lagoon, or run in a cut-and-cover tunnel built under Carmel Valley Road.

*Phil Birkhahn is writing for SanDiego350 Transportation Team, living in Rancho Bernardo. He is a Registered Civil Engineer and was also a Certified Engineering Geologist before retirement.*

## Comment # 6 Submittal: NOP SDLRR Draft EIR

Phil Birkhahn [REDACTED]

Fri 7/19/2024 12:42 PM

To:LOSSANcorridor <lossan.corridor@sandag.org>

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### Bluff Monitoring, Research, and Practical Application

How will the future of the Del Mar bluffs play out? Bluff monitoring and research can provide some knowledge. That knowledge will also apply to other bluffs along the coast.

Total amount, location, and mechanism of bluff retreat should guide final track rerouting decisions. But no new data appears to have been collected since 2016. This gives the impression that monitoring was not needed after the necessity of track location was established.

How effective is the stabilization work thus far completed? Are there any remaining trouble spots? Could the Coaster now be dependable without interruptions of service that make it hard for commuters or rely on it.?

SANDAG should provide updated bluff retreat information to answer the above questions. Bluffs were measured by Scripps Institution of Oceanography in 1998, 2010, and 2016. They should be measured again as soon as possible, and every five years thereafter.

The focus should be erosion at the bottom of the bluffs. That is where bluff retreat starts. The roughly one foot of sea level rise so far seems small but it delivers large increases in wave force and energy to the bottom of the bluff.

The other critical focus is the near shore area in the ocean. Beach and bluff stabilization projects using offshore structures in the breaking wave zone are in progress a little further up the coast. They are directed at reducing the wave force and energy delivered to the beach and bottom of the bluff.

If they have a degree of success, more substantial structures for sand retention and wave mitigation should be explored and possibly built.

We need continuous information along the bluff, not just spot checks some distance from each other. What if it turns out the bottom of the bluff is eroding slower than we think since 2016 readings. We could get a little more time to make sure we find the best routing solution.

*Phil Birkhahn is writing for SanDiego350 Transportation Team, living in Rancho Bernardo. He is a Registered Civil Engineer and was also a Certified Engineering Geologist before retirement.*



SANDAG  
401 B Street, Suite 800  
San Diego, CA 92101  
ATTN: Tim Pesce  
Submitted via email to [LOSSANcorridor@sandag.org](mailto:LOSSANcorridor@sandag.org)

Submittal of Comments Re: SDLRR Project NOP - Notice of Preparation 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.

Dear Mr. Pesce:

Please accept the following as SD350's submittal for the record in response to this Notice of Preparation.

As SANDAG moves forward with the Environmental Impact study on the proposed LOSSAN realignment, each of the proposed alternatives A, B, and C as well as alternatives yet to be proposed, must be analyzed and compared for their impact on

- environmental justice
- greenhouse gas emissions. Comparative GHG emissions of the three alternatives; GHGs from both project construction, and then from ongoing operation of rail services.
- transition to clean energy
- affordable housing. Assess impacts on housing, existing affordable housing at the low, very low and extremely low income levels, of the three alternatives and any other alternatives
- access to transit

Please address if there are any other project alternatives or transportation modes for passenger and freight service which would have less GHG emissions than the three already identified.

Please make sure that this environmental review includes the following:

- Assess comprehensive environmental impacts (biological, water quality, wetland amount and quality), both short term during construction and then ongoing during train operations, of the three alternatives and any other alternatives on coastal wetlands and the San Dieguito and Los Penasquitos lagoons, and other wetlands.

The values of equity, justice, and environment must be at the forefront, not an afterthought. Specifically,

- First, an environmental objective for this project should be to decrease Vehicle Miles Traveled through increased ridership consistent with Transit Leap goals.
- Second, track improvements should not only address the problems of service reliability and speed, but also plan for electrification of the corridor as an environmental objective.



- Third, these goals should be pursued with consideration of issues of social justice and assess impacts on housing--existing affordable housing at the low, very low and extremely low income levels, as well as the potential for further transit oriented development.

Thank you for the opportunity to submit these comments; we look forward to the EIR's coverage of these items.

Sincerely,

**Mike Rancourt**  
[REDACTED]

**Christopher Roberts**  
[REDACTED]

Co-Chairpersons, SD350 Transportation Team  
3900 Cleveland Avenue, Suite A  
San Diego, CA 92103  
619-550-215

## SDLRR Project NOP

Allan Cate [REDACTED]

Fri 7/19/2024 4:22 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:Jennifer A [REDACTED] > [REDACTED] [REDACTED]

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**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear SANDAG,

I hope that you will carefully consider the carefully documented response to the NOP submitted by the Del Mar Woods Homeowners Association.

As owner of the Sea Croft Apartments - located at 167 4th St., adjacent to Del Mar Woods - I'd like to add my support to DMWHA's opposition to the Torrey Pines Road South Portal option, as well as their objections to Routes B and C. Those options are not in the best interests of the community.

Sincerely,  
Allan Cate

[REDACTED]

## Sea Point Townhomes Community

---

---

13022 Caminito Del Rocio  
Del Mar, CA 92014

(858)755-1918  
[Seapoint@hoamgt.com](mailto:Seapoint@hoamgt.com)

**San Diego Association of Governments (SANDAG)**  
**Attn: Tim Pesce**  
**401 B Street, Suite 800**  
**San Diego, CA 92101**

**Dear SANDAG Board of Directors,**

**The Sea Point Board of Directors would like to urgently convey the need to protect the precious Los Penasquitos Lagoon and safeguard the property values of our community. Sea Point is a community of 237 townhomes which were built in 1979 and sit directly across the street from Torrey Pines State Beach. Beside Sea Point, there are an additional 800 homes along Carmel Valley Road, all with high property values which are buoyed by the proximity, peacefulness, and views of the lagoon and the Pacific Ocean. These properties are all prime revenue sources for the city of San Diego.**

**The proposed Alternative C realignment of the tracks which would be eight feet higher, moved closer to our homes, noisier, double tracked and high speed, poses a significant threat to the delicate ecosystem of the Los Penasquitos Lagoon and the quiet enjoyment of our lagoon and ocean views. This lagoon is a vital natural habitat that supports a diverse array of flora and fauna, and any disruption caused by the construction and operation of Alternative C would have lasting and potentially irreversible consequences on this precious ecosystem. Several endangered species reside in the lagoon, and we are concerned about the disruption to tidal flow patterns and its impact on vector control.**

**We implore SANDAG to prioritize the preservation of the Los Penasquitos Lagoon, the protection of our ocean views, and the safeguarding of our property values by removing Alternative C as a potential realignment route. Our opposition is deeply rooted in the profound impact it would have on these invaluable natural, residential and historical assets.**

**Sincerely,**  
**Sea Point Townhomes Community Association Board of Directors**

**Scott Clarke**  
**Ellen Bryson**  
**Lisa Sinclair**  
**Mandy Peregoff**  
**Tracy Leddy**  
**Beth Brummitt**  
**Robin Dykes**

# Urgent Opposition to Train Realignment Alternative C

Robin Dykes [REDACTED]

Thu 7/18/2024 7:10 AM

To: LOSSANcorridor <lossan@sandag.org>

Cc: Fran Hidalgo [REDACTED]; Scott Clarke [REDACTED]; Ellen Bryson [REDACTED]; Mandy Peregoff [REDACTED]; Beth Brummitt [REDACTED]; Lisa Sinclair [REDACTED]; Tracy Leddy [REDACTED]

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear SANDAG Board of Directors,

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Sincerely,

Sea Point Townhomes Community Association Board of Directors

Scott Clarke  
Ellen Bryson  
Lisa Sinclair  
Mandy Peregoff  
Tracy Leddy  
Beth Brummitt  
Robin Dykes



July 19, 2024

SANDAG

ATTN: Mr. Tim Pesce

401 B Street, Suite 800

San Diego, CA 92101

[LOSSANcorridor@sandag.org](mailto:LOSSANcorridor@sandag.org)

SUBJECT: SDLRR Project NOP

Dear Mr. Pesce,

The San Diego Chapter of the Sierra Club submits the following comments on SANDAG's Notice of Preparation of a Draft Environmental Report (NOP) for the Los Angeles-San-Diego-San Luis Obispo Rail Realignment Project (Project). These comments provide general criteria to minimize impacts and protect and restore the natural environment around the Project and address the three alternatives included in the NOP. These comments also apply to any other alternatives that may be added for consideration in the Environmental Impact Report (EIR).

Sierra Club San Diego (SCSD) supports realignment of the Del Mar segment of the LOSSAN rail corridor off sensitive coastal bluffs. SCSD opposes one of the three alternatives included in the NOP, the "Alternative C - Camino Del Mar Alignment" due to significant impacts to the natural environment, especially Los Penasquitos Lagoon. Alternative C should not be considered further in the EIR. Two other NOP alternatives, the "Alternative A - I-5 Alignment" and "Alternative B - Crest Canyon Alignment" appear worthy of further study for inclusion in the EIR.

Realignment of the LOSSAN rail corridor would improve efficiency and travel times for passenger and freight rail transportation, improve public safety and access to the coast, and support managed coastal retreat by removing the existing dangerous and unsustainable current rail alignment on the fragile Del Mar bluffs. But realignment could also result in significant impacts to the environment without special conditions to avoid, minimize, and mitigate any harm. Any alignments included in the EIR should minimize impacts and protect and restore the

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**TEL: 858-569-6005 • <http://sandiegosierraclub.org>**

natural environment to the maximum extent feasible consistent with SCSD positions on project design and mitigation described below.

SCSD supports realignment of the LOSSAN rail corridor off the Del Mar bluffs conditioned upon design and mitigation measures to ensure that the Project is located and constructed in a manner that minimizes impacts and maximizes protection and restoration of the natural environment including biodiversity, natural open space, wildlife corridors, wetlands, bluffs, and beaches, and minimizes harm to communities, especially during construction. The Project should specifically minimize impacts and maximize protection and restoration of natural habitats and preserves in Los Penasquitos and San Dieguito lagoons, Crest Canyon, and Torrey Pines State Natural Reserve. And the Project should support managed coastal retreat from rising sea levels and improve public safety and coastal access.

The following are Sierra Club recommended measures for design, construction, and mitigation for the Project to minimize impacts and maximize protection and restoration of the natural environment.

### **Protect & Restore Los Penasquitos & San Dieguito Lagoons**

Any Project crossings of Los Penasquitos or San Dieguito lagoons should not impede tidal or freshwater flows and should protect and restore wetlands hydrology and ecology to the maximum extent feasible.

Any Project crossings of Los Penasquitos and San Dieguito lagoons should therefore be located in tunnels. Any southern tunnel portal and realigned approaches for the Project should be located outside of Los Penasquitos Lagoon and Torrey Pines State Natural Reserve and as close as possible to Pump Station 65 or the intersection of Carmel Mountain Road and Old Sorrento Valley Road. How will Project alternatives and mitigation measures minimize impacts to Torrey Pines State Natural Reserve and Los Penasquitos Lagoon?

Other possible measures to protect and restore lagoon hydrology and ecology should include support for regular reopening of the primary tidal channels to the ocean for Los Penasquitos and San Dieguito lagoons (excluding construction of jetties that would impede movement of beach sand). And support should be provided for restoration of existing damaged hydrology and ecology of Los Penasquitos Lagoon. How will Project alternatives and mitigation measures minimize impacts and protect and restore wetlands hydrology and ecology to the maximum extent feasible?

### **Remove Old Rail Infrastructure**

Removal of all old rail infrastructure will also be necessary to protect and restore wetlands hydrology and ecology in Los Penasquitos or San Dieguito lagoons and other sensitive habitats. Removal of the entire old earthen berm across Los Penasquitos Lagoon and the old bridge across the San Dieguito Lagoon channel will be essential to restoration of wetlands hydrology



and ecology. The Project should therefore include removal of all old rail infrastructure with restoration to wetlands, coastal bluff scrub, coastal sage scrub, and other location-appropriate native vegetation. Specifically what old rail infrastructure would be removed under Project alternatives to protect and restore hydrology and ecology in wetlands and other sensitive habitats?

Removal of old rail infrastructure should also include removal of all stabilization rock and structures from Del Mar beaches and bluffs to allow for managed retreat with natural bluff erosion and beach sand replenishment. Removal of existing embedded pilings along the Del Mar bluffs is likely to be difficult and harmful if attempted all at once at the time of construction of the Project. The Project should therefore anticipate and provide for removal of pilings as they are exposed over time through erosion. Would Project Alternatives and mitigation measures include removal of old rail infrastructure from Del Mar beaches and bluffs? Specifically what old rail infrastructure would be removed from Del Mar beaches and bluffs and how would this be implemented?

Historic photographs suggest that fill soils in the existing earthen berm across Los Penasquitos Lagoon may have originated from the Del Mar bluffs during original construction. Fill soils from the berms should therefore be utilized to restore the Del Mar bluffs and beaches as appropriate. How will Project alternatives consider removal and disposal of the earthen berm across Los Penasquitos Lagoon? Would Project alternatives include consideration of use of fill soils from the Los Penasquitos Lagoon berm for restoration of Del Mar bluffs and beaches where appropriate?

### **Protect and Restore Wildlife Corridors**

Any Project crossings of Los Penasquitos Lagoon and Carmel Creek should be in tunnels to protect a critical existing movement corridor for deer and other wildlife in and between Torrey Pines State Natural Reserve, Los Penasquitos Lagoon, and Carmel Valley. Wildlife movement is severely constrained in this area from development and Interstate 5 and only three wildlife corridors remain connecting Torrey Pines State Natural Reserve and Los Penasquitos Lagoon to conserved lands east of I-5 and I-805 in Carmel Valley, Los Penasquitos Canyon, and Carroll Canyon and Marine Corp Air Station Miramar. One of the three corridors is in and along Los Penasquitos Lagoon and Carmel Creek and would be crossed by all three Project NOP alternatives. How will Project alternatives minimize and mitigate impacts to existing wildlife corridors?

### **Protect Existing Conserved Lands**

In the event that any vertical vent shafts are needed for Project tunnels, surface vents should be located outside the Crest Canyon Preserve, San Dieguito Lagoon, and Torrey Pines State Natural Reserve. These conserved lands protect important concentrations of biodiversity and are cherished destinations for outdoor recreation. These conserved lands are so ecologically unique that they are irreplaceable, and no comparable undeveloped land is available for

mitigation. As such, any tunnel vent locations should be adjusted as necessary to totally avoid these extraordinary conserved lands and instead constructed in existing developed areas such as parking lots, vacant lots, and road edges or medians. Will vertical tunnel vents be needed for the Project? And how will such vents be located to avoid impacts to conserved lands?

### **Control Invasive Non-Native Plants**

The Project should prohibit deliberate planting of any non-native plants and provide a program for permanent control of non-native plants that will foreseeably colonize the Project area over time. Non-native plants are a major threat to native biodiversity and thrive in any disturbed areas, especially those disturbed for construction or landscaping around development and infrastructure like the Project. Even without deliberate planting, dozens of non-native plants like eucalyptus, pampas grass, fountain grass, veldt grass, and many more will inevitably colonize the Project area and spread into adjoining sensitive conserved lands. How will Project alternatives and mitigation measures prevent establishment, colonization, and spread of non-native plants on/from the Project over time?

### **Construct a Del Mar Bluffs Park**

One Project design or mitigation measure that could help offset construction impacts to communities, impacts to pedestrian and bicycle infrastructure, and impacts to coastal access is construction of a linear park in and around the old Del Mar rail alignment with public walking and bike paths and stairway connections to the beach. The Project should therefore include a mitigation measure reconstructing the rail corridor on the Del Mar bluffs into a linear park with public walking and bike paths and stairway connections to the beach. Park and beach public access infrastructure should not interfere with natural bluff erosion and managed retreat from sea level rise and should be removed over time as necessary. Would Project alternatives and mitigation include construction of a linear park in and around the old Del Mar rail alignment?

### **Construct a Solana Beach Linear Park**

Another Project design or mitigation measure that could help offset construction impacts to communities, impacts to pedestrian and bicycle infrastructure, and impacts to coastal access is construction of a linear park with public walking and bike paths on the cut-and-cover tunnel described for Alternative A in Solana Beach south of Lomas Santa Fe and north of Via De La Valle. Would Project alternatives and mitigation include construction of a linear park over the Solana Beach portion of the Alternative A alignment?

### **Retain and Improve Pedestrian and Bicycle Infrastructure**

The Project should retain and improve pedestrian and bicycle infrastructure and connections along Carmel Valley Road, Jimmy Durante Boulevard, Old Sorrento Valley Road south of Carmel Valley Road, South Highway 101, under I-5 at Carmel Creek, the San Dieguito River Park Coast to Crest Trail, and between the Coast to Crest Trail and Crest Canyon. Retaining

and improving pedestrian and bicycle infrastructure will help mitigate Project impacts and contribute to complete essential transportation infrastructure around the Project. Would Project alternatives and mitigation include retention and improvements to pedestrian and bicycle infrastructure in the area?

### **Minimize Construction Impacts**

The Project should include alternatives and mitigation providing the shortest possible periods of construction and smallest areas of construction to minimize GHG emissions, impacts to air quality, noise, and other impacts to communities to the extent that such alternatives do not result in greater impacts to the natural environment as described above (e.g. NOP Alternative C – Camino Del Mar Alignment should not be considered as an alternative in the EIR even with reduced construction for the shortest tunnel length due to significant impacts to Los Penasquitos Lagoon). How will Project alternatives and mitigation reduce GHG emissions, impacts to air quality, noise, and other impacts to communities to the maximum extent feasible without increasing impacts to the natural environment?

Thank you for your consideration. Please contact Dave Hogan with any questions at



Sincerely,

Lisa Ross, Chair  
Sierra Club San Diego Executive Committee

Sally Prendergast, Chair  
Sierra Club San Diego North County Coastal Group

Ron Askeland, Chair  
Sierra Club San Diego Conservation Committee


Dave Hogan, Chair  
Sierra Club San Diego Legal Committee

## SDLRR Project NOP

Director Chamber SB <director@chambersb.com>

Thu 6/20/2024 2:33 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

 6 attachments (23 KB)

Outlook-2zt2qp2s; Outlook-xklqqe5o; Outlook-yeaekwto; Outlook-jtwdfinf; Outlook-qit1ecms; Outlook-emailbug;

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210 West Plaza Street Solana Beach CA 92075  
858.755.4775  
Director@ChamberSB.Com

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June 20, 2024

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

Subject: SDLRR Project NOP

Dear Mr. Pesce,

Lesia Heebner, the Mayor of Solana Beach, authored a letter that analyzed the three options SANDAG is currently considering relating to the LOSSAN rail realignment. Of the three, Option A will be devastating to Solana Beach businesses and must be rejected. Ms. Heeber concluded:

“Alternative A was recently proposed by a group of Del Mar residents who do not want a tunnel in their City. **So they removed it from Del Mar and placed it in Solana Beach.** This tunnel would require lowering our railroad trench so it can eventually be deep enough to go underneath the San Dieguito Lagoon. Starting at Lomas Santa Fe, at a 2% grade, it would deepen, creating a cut-and-cover tunnel from the Belly Up, under Via de la Valle and to the Midway area in the Fairgrounds before transforming to a bored tunnel.”

As noted in the Mayor's letter, the potential impacts on the regional economy and on Solana Beach, in particular, are alarming. The Solana Beach Chamber of Commerce strongly agrees with the City's concerns and submits this letter on behalf of the Solana Beach business community.

The COVID years caused a dramatic restructuring of the retail community everywhere because of significantly increased online shopping. COVID also changed the office sector with greatly expanded remote working options. Already apparent are shifts in the character of the business centers in Solana

Beach over the past few years, with many more business closures and changes in the types of businesses that replace them.

In addition to the major adjustments Solana Beach businesses have had to make, SANDAG's Alternative A would exacerbate the difficult decisions of investing in retail or office facilities by adding even more uncertainty.

Businesses in Solana Beach have a long history of serving a large tourist market. The Del Mar Fairgrounds hosts the annual San Diego County Fair and the Del Mar Thoroughbred Club horse races, among other events, during the year. Before the pandemic in 2020, the Fairgrounds earned close to \$80 million from the attendees during the three months of the Fair and the racing season.

These events draw large crowds, with the San Diego County Fair attracting over one million attendees annually, making it one of the largest county fairs in North America. To host these and other such events, the Del Mar Fairgrounds depends upon neighboring communities, like Solana Beach, to provide employees and visitors with accommodations, food and beverages, transportation, entertainment, and shopping. In return for supplying these services, the income supports local businesses, including hotels, restaurants, and retail shops, and generates additional sales tax revenue for the City. At present, Solana Beach has over 50 restaurants and hundreds of short-term rental properties that heavily depend on these events.

Consequently, foreclosing the use of the Fairgrounds to year-round events, including the Fair and the racing season, as Alternative A would do, would be a near-fatal blow to those businesses that depend on Fairground events to survive. With only two racetracks left in Southern California, horse owners would be reluctant to ship their horses to Del Mar if the racetrack is closed even for one season.

The loss of the revenues from the Fair, the racing season, and other year-round events would not only cause severe hardship to the owners of the business properties and their tenants but, because the City of Solana Beach depends on the sales tax and TOT revenues for its General Fund, it would materially compromise the City's ability to provide services for its citizens.

As for a more direct impact on Solana Beach from Alternative A, digging a tunnel from Lomas Santa Fe through Solana Beach and under the Fairgrounds would have a paralyzing impact on our downtown business area. The most direct impact would be on the Cedros Design District, the most visited section of the City and our prime retail business attraction. Making it a construction zone would be a disaster for the area, which is already in a slow post-COVID rebound process.

In summary, ranking the three Alternatives in terms of construction cost, greatest potential harm to the environment, and greatest harm to the business community, Alternative A would score highest in all three. For that reason, Alternative A would be devastating to our business community and should, therefore, be dropped from consideration immediately.

Thank you for considering our comments.

Sincerely,

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](mailto:Director@ChamberSB.Com)

To learn more about becoming a member of the Solana Beach Chamber of Commerce visit [www.SolanaBeachchamber.com](http://www.SolanaBeachchamber.com)



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Tim Pesce  
SANDAG  
June 20, 2024  
Page 1 of 3

210 West Plaza Street Solana Beach CA 92075  
858.755.4775  
Director@ChamberSB.Com



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June 20, 2024

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

Subject: SDLRR Project NOP

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Consequently, foreclosing the use of the Fairgrounds to year-round events, including the Fair and the racing season, as Alternative A would do, would be a near-fatal blow to those businesses that depend on Fairground events to survive. With only two racetracks left in Southern California, horse owners would be reluctant to ship their horses to Del Mar if the racetrack is closed even for one season.

The loss of the revenues from the Fair, the racing season, and other year-round events would not only cause severe hardship to the owners of the business properties and their tenants but, because the City of Solana Beach depends on the sales tax and TOT revenues for its General Fund, it would materially compromise the City's ability to provide services for its citizens.

As for a more direct impact on Solana Beach from Alternative A, digging a tunnel from Lomas Santa Fe through Solana Beach and under the Fairgrounds would have a paralyzing impact on our downtown business area. The most direct impact would be on the Cedros Design District, the most visited section of the City and our prime retail business attraction. Making it a construction zone would be a disaster for the area, which is already in a slow post-COVID rebound process.

Tim Pesce  
SANDAG  
June 20, 2024  
Page 3 of 3

In summary, ranking the three Alternatives in terms of construction cost, greatest potential harm to the environment, and greatest harm to the business community, Alternative A would score highest in all three. For that reason, Alternative A would be devastating to our business community and should, therefore, be dropped from consideration immediately.

Thank you for considering our comments.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kimberly Jones', written over the typed name.

Kimberly Jones

Executive Director

Solana Beach Chamber of Commerce

[director@chambersb.com](mailto:director@chambersb.com)


858-755-4775

## SDLRR Project NOP

Director Chamber SB <director@chambersb.com>

Wed 7/3/2024 3:37 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

 6 attachments (23 KB)

Outlook-s0kxlf4p; Outlook-gityeewr; Outlook-qa3fnqjq; Outlook-r0mb53y1; Outlook-4sr5qoht; Outlook-emailbug;

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**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

210 West Plaza Street Solana Beach CA 92075

858.755.4775

Director@ChamberSB.Com

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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 and Visitor Bureau  
210 Plaza Street, Solana Beach, CA 92075  
858-755-4775  
[Director@ChamberSB.Com](mailto:Director@ChamberSB.Com)

**To learn more about becoming a member of the Solana Beach Chamber of Commerce visit [www.SolanaBeachchamber.com](http://www.SolanaBeachchamber.com)**





Follow us on:



Find out more about Beautiful Solana Beach visit [www.VisitSolanaBeach.com](http://www.VisitSolanaBeach.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

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Sincerely,

A handwritten signature in black ink, appearing to read 'Kimberly Jones', with a long horizontal flourish extending to the right.

Kimberly Jones  
Executive Director  
Solana Beach Chamber of Commerce  
[director@chambersb.com](mailto:director@chambersb.com)  
858-755-4775



July 16, 2024

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

To Whom it May Concern:

During the presentation on June 26th to the Solana Beach City Council and the attending citizens, it was apparent that the SANDAG representatives were perhaps unfamiliar with the extensive negative impact the proposed Alternative A will have on numerous homes and businesses, despite a stated objective to "Minimize impacts on the surrounding communities during and after construction."

Additionally, it seems SANDAG's representatives did not account for the possibility that Alternative A could egregiously violate the objective to "Maintain passenger rail service to existing train stations serving Solana Beach and Sorrento Valley and accommodate direct rail access to the 22nd District Agricultural Association (Del Mar Fairgrounds)." This would leave the community without these vital services for a lengthy period of seven to twelve years.

Coupled with these oversights, we fear there may be a similar lack of awareness regarding the violation of another project objective: "Avoid and/or minimize impacts on biological, cultural, and recreational resources of national, state, or local significance..." This includes public resources such as parks, beaches, wetlands, reserves, refuges, and historical sites.

Perhaps your team is unaware of our Coastal Rail Trail's significant reputation; not only is it part of the 1,200-mile California Coastal Trail, but it also adheres to the Protection of Coastal Resources and Public Access mandate laid out in Proposition 20, enacted in 1972. Our linear park has received numerous awards, as well, including:

- Orchid Award, Orchids and Onions Public Awareness Program
- Project of the Year, Cliff Street Pedestrian Bridge, American Public Works Association, San Diego and Imperial Counties Chapter
- Award of Excellence, California Parks and Recreation Society

- Honorable Mention, National Rails to Trails Conservancy/American Society of Landscape Architects
- Award of Merit, American Society of Landscape Architects, San Diego Chapter
- Innovative Concrete Award, San Diego Chapter of the American Concrete Institute
- Project of the Year, American Public Works Association, San Diego and Imperial Counties Chapter
- Art in Concrete Award, Rosa Street Bridge, San Diego International Chapter of the American Concrete Institute
- Merit Award, Landscape Design Council of California Garden Clubs
- Cornerstone Concrete Award of Excellence, Southern California Ready Mix Concrete Association

You may also be unfamiliar with the Coastal Rail Trail's storied 70-year history as a vital cultural and recreational resource for Solana Beach residents. We fear that Alternative A could potentially obliterate this resource during and after its construction.

To provide some historical perspective, in 1953, the Solana Beach Women's Civic Club was founded with the primary objective of beautifying Highway 101, then the primary route connecting San Diego to Los Angeles, and referred to as "Advertising Alley" due to the plethora of billboards lining the route. Despite facing condescension from county officials, the Club made significant strides to improve the highway, including hand-watered landscaping and, ultimately, a successful campaign to remove billboards along the highway as it ran through Solana Beach.

Fast-forward to 1978; the San Diego County Board of Supervisors approved a ban on billboards from Solana Beach to Leucadia along Hwy. 101. Additionally, the Club played a key role in facilitating the transferral of the Santa Fe Railroad right of way in 1973, leading to the planting of 450 Torrey and Aleppo pines, and the development of a shared-use path which rapidly gained popularity. Construction during the grade separation project in the early 1990s saw the removal of 361 trees, most of which were relocated to residential and commercial gardens thanks to an "adopt a tree" campaign led by the Solana Beach Civic and Historical Society, previously the Women's Civic Club, with the City of Solana Beach. Several Torrey pines were boxed and stored during construction and later replanted in a "torrey grove" at the north end of the rail trail, where the Club/Society's efforts are memorialized with a plaque.

On the south end of the trail, SeaWeeders Garden Club volunteers still tend a "community garden" that members planted when the Rail Trail was initially established. All along the trail, we have teamed with the City to plant milkweed and nectar plants to support and expand healthy pollinator habitat in support of both our City's climate action goals and promises to the National Wildlife Federation as part of Solana Beach's Mayors Monarch Pledge. The garden club is a sister organization to the Civic & Historical Society and sustains the Women's Club mission of civic beautification.

In summary, decades of community-wide engagement, persistent refinement and local and regional investment brought about the iconic, award-winning Coastal Rail Trail we enjoy today. Any plans to destroy any part of this treasured space would profoundly harm our area's rich history, cultural heritage, and the overall quality of life for locals and visitors alike.



Therefore, we call on SANDAG to recognize and respect these cherished Solana Beach community resources in their future planning buy withdrawing further consideration of Alternative A.

Sincerely,

A handwritten signature in blue ink, appearing to read 'JoJo Bogard', with a stylized flourish at the end.

JoJo Dodson Bogard  
President, Solana Beach Civic & Historical Society on behalf of the  
Board of Directors, Solana Beach Civic & Historical Society

A handwritten signature in blue ink, appearing to read 'Kathleen Drummond', written in a cursive style.

Kathleen Drummond  
President, SeaWeeders Garden Club of Solana Beach

Enclosure: Celebrating Seven Decades of Service to the Community of Solana Beach, 70th Anniversary Commemorative booklet feature articles about SBC&HS accomplishments



**Celebrating Seven Decades of Service  
to the  
Community of Solana Beach**

**December 2023**

This booklet features articles about Solana Beach Civic & Historical Society accomplishments that have been shared through our newsletters in recent years and as a monthly feature during our 70th Anniversary year of 2023.

*These articles are by no means a complete story  
of the Society's contributions since its founding in 1953.*

However, the lists on following pages will give you an idea of the scale of the Society's impact in our community. Longtime members Bob and Nancy Gottfredson helped compile these lists of the first 60 years of the Society's accomplishments. Your current Board of Directors has added achievements during the past 10 years.

We hope this souvenir from our Platinum Anniversary Celebration will fill you with pride and inspire your continued membership and support.

*Your SBC&HS Board of Directors  
December 1, 2023*

# *Summary of Achievements 1953 -2013*

## AN AWESOME ACCOUNTING OF WONDERFUL PEOPLE WHO HAVE MADE A DIFFERENCE IN THIS CITY

These people, individually, should be honored and named in a Solana Beach Register of Excellence. All these years, our volunteers have tirelessly and without fanfare or publicity brought about miracles -- big miracles and small miracles. Many hundreds have volunteered wonderful leadership as well as countless hours of yeoman services on behalf of the Solana Beach Civic & Historical Society and its predecessor organization, the Solana Beach Women's Civic Club.

Forgoing individual names, their achievements are credited here. The Solana Beach Civic and Historical Society provided opportunities, and our members have done their best.

The late Bob Gottfredson was one of our valuable historical researchers and chroniclers. He and his wife, Nancy, a former president of the Civic & Historical Society and our first official Historical Archivist, together undertook the task of recording many of the Society's accomplishments, as listed on the following pages. They represented the saying: "When the Society says they will do something, they indeed step up and do it!"

### **WE SPONSORED:**

- Designation of Old Highway 101 as a Scenic Route
- Removal of 17 large billboards along scenic Highway 101 on County Railway right-of-way
- Improvement of low-level lighting system on the median strip of Highway 101
- Beautification of the median strip on Highway 101
- Irrigation system along Highway 101 and Railway right-of-way from Del Mar to the lagoon
- Traffic signals on Highway 101 and at Via De La Valle and Stevens Avenue
- Railroad gates on Lomas Santa Fe at Highway 101
- Establishment of a County branch of the Library in Solana Beach
- Bicycle paths in Solana Beach and through to Batiquitos Lagoon
- Formation of County Service Area #33
- Sidewalks on the west side of Highway 101
- Sewer improvements along Stevens Avenue to prevent flooding in Eden Gardens
- City of Solana Beach named as a Bicentennial City
- Semi-annual beach cleanup support with home-baked cookies, by passing out bags and gloves, and by weighing trash collected
- Santa Claus' arrival via Fire Engine and visits with children for the annual Cedros Christmas Tree lighting
- Legacies: the Solana Beach Youth/Elder Story Art project
- Creation of the Alliance of Education to coordinate the volunteer efforts and educational resources of the SBC&HS with the Solana Beach schools
- The annual Living History program at the Heritage Museum for third grade classes from Solana Vista and other schools, featuring hands-on experience with early Solana Beach history
- Antique sales as fund-raisers to furnish the Heritage Museum



### **WE SPONSORED, continued:**

- Annual fund-raising craft bazaars (later dubbed Holiday Boutiques) in Solana Beach Community Centers
- Two "Tastes of Solana Beach" (in 2001 and 2002), plus sales of a cook book and a "New Millennium Calendar" to raise \$27,720 for replanting Torrey Pines on the Coastal Rail Trail
- An arts-and-crafts-style Historical Monument erected in 2003 at the north end of the Coastal Rail Trail with a bronze plaque recounting how, in 1971, Wenetta Childs and the Women's Civic Club transformed "Billboard Alley" by removing the signs and planting 450 trees
- Publication and sale of "Early Solana Beach, Recollections by George C. Wilkens & Robert 'Chuckles' Hernandez as told to Jim Nelson" in 2002. Book sale proceeds of more than \$25,000 were used to refurbish the Heritage Museum. The popular book was reprinted in 2012 (and again in 2022)
- In 2008, a photo inventory of the 83 houses and shops built between 1887 and 1945
- In 2009, placement of 25 framed tile markers on commercial buildings built between 1912 and 1952. The Heritage Museum and Fletcher Cove Community Center also received plaques.
- In 2009, establishment, with the City of Solana Beach, of a War Memorial for the Fallen in World War II and Vietnam located in the Solana Beach downtown Plaza
- Also in 2009, publication of Society historian Richard Moore's book titled "The Service Eternal," which profiles 14 Solana Beach residents killed in World War II and the Korean War. In conjunction with the book, the Society contributed to a cast bronze plaque in the Plaza honoring six residents killed in the Vietnam conflict
- In 2010, publication of former Society president Jim Nelson's prequel to "Early Solana Beach" entitled "La Colonia and Solana Beach Spring Up From Colonel Ed Fletcher's Running Water," which traces the origins of the then-separate communities and profiles the City's founder

### **WE BEAUTIFIED:**

- By planting flowers and bushes at the Post Office, wherever it has been located over the years
- Planting the Solana Beach Plaza with trees and shrubs
- Landscaping at the Community Center building at 131 Pacific Avenue
- Landscaping the northeast area of the railway right-of-way at Highway 101 and Lomas Santa Fe Drive
- Landscaping along the east side of Highway 101
- Plantings at the entrances to Fletcher Cove and San Dieguito Park
- By planting 14 queen palm trees in front of Skyline School
- By providing historical guidance and financial support for Betsy Schulz's mosaic art projects -- the entry arches to the Coastal Rail Trail at Via de la Valle and around the walls of the Fletcher Cove Park
- Repainting the sign and refurbished the plantings at the north entrance of the City on Highway 101 and arranged for irrigation to support the succulent garden there
- Providing volunteers and support for Community Gardens along the Coastal Rail Trail
- Contributing \$1,200 for materials for 2008 Arts Alive Banners
- Installing an irrigation system and new garden in front of the Heritage Museum in 2007
- Planting trees and landscaping at the south end of railway right-of-way
- Contributing to the landscape architect plan for Highway 101 beautification

## **WE DONATED:**

- Ten folding banquet tables and 50 stacking chairs for the Community Center at Fletcher Cove
- Four large carved/sand-blasted wood "Welcome to Solana Beach" signs
- Two marine-band (ship-to-shore) radios to the Solana Beach Lifeguards -- first ever to be used by the service ( 1980)
- New vinyl flooring, drapes (several times) and carpeting for the Fletcher Cove Community Center
- Two Solana Beach banners for Fiesta del Sol
- New stove for the Solana Beach Fire Department
- Remodeling and enlarging the Fletcher Cove Community Center kitchen, including a new refrigerator and stove
- Funds for tile inserts around restrooms at Fletcher Cove Park
- Funds and labor to remodel and replace louver windows on west side of the Community Center
- A tele-caption and VCR for the hearing-impaired to the Solana Beach Library
- Monetary support to a substance abuse program in Solana Beach for children to 17 years of age
- A merry-go-round for the San Dieguito Park playground
- Funds to the San Dieguito Conservancy for a grove in Holmwood Canyon
- A flag set for the City Hall
- Walkie-talkies for San Dieguito Park Rangers
- Audio-visual and VCR equipment for the Solana Beach Lifeguards for Marine Safety Education (1989)
- Washer and clothes dryer for the Solana Beach Lifeguards in 1991
- Seed money for a granite rock sign for La Colonia Park
- Funds to North County Meals-On-Wheels
- Scholarship funds to the Mexican-American Educational Guidance Association (MAEGA)
- Bicentennial flags for Solana Beach City Hall, the Solana Beach Post Office and at the Plaza
- Funds to the Solana Beach Foundation for Learning
- Funds for moving the Heritage Museum to La Colonia Park
- La Colonia Community Center furnishings
- Annual support for the Children's Christmas party, Easter Egg Hunt and the Fiesta del Sol
- Financial support to the Firemen's Foundation which helps the needy of Solana Beach
- Major funding starting in 1992 to remodel, repair, paint and maintain the Solana Beach Heritage Museum
- Seed money to "Friends of the Library" to enable them to organize in 1982
- More funds to the "Friends of the Library" for relocating and furnishing the Solana Beach Library (1983) and to purchase of books
- Two contribution to the "Friends of the Library" for construction of the new library (1996 and 1999)
- Design, purchase and installation of four direction/identification signs for the Heritage Museum (1996)
- New Northwest sand-blasted entryway sign "Welcome to Solana Beach" (1997)
- Funding for VFW Veterans Memorial in La Colonia Park (1997)
- Funds to create the "Tree of Life" mosaic in La Colonia Park
- Publication of a "Recipes to Remember" cook book (1999)
- Old Solana Beach photographs for the mural in Henry's Marketplace, now Sprouts (1999)
- A Community Picnic in La Colonia Park (2000)



### **WE DONATED, continued:**

- Publication of a Historical Solana Beach Millennium Calendar (2000)
- Table and chairs for the Breakfast Club tutoring program at Earl Warren Jr. High
- Funds for transporting the third grade students to the Heritage Museum for annual Living History programs
- Cookies and other treats for Beach Blanket Movie Night
- \$40,000 toward reconstructing and refurbishing Fletcher Cove Community Center (2011)
- \$10,000 to further the Gateway Park (now Harbaugh Seaside Trails) project at the south edge of San Elijo Lagoon (2012)

### ***In addition. . .***

- Since 2014, the Society's Scholarship Program has awarded \$31,500 to 24 college-bound student and continues to contribute \$1,000 yearly to the Mexican-American Educational Guidance Association.
- In 2014, the Society donated \$8,000 to build a skate park in La Colonia Park. Plus, another \$2,000 later.
- In 2017, Society Historian Richard Moore and Richard Schwartzlose compiled a Sourcebook of reference documents cataloging the history of the San Dieguito River Valley from its earliest known times through to the present. The collection of maps, illustrations and photos, along with a narrative penned by Jim Nelson, was intended for lecture series or for history curriculum development. These materials were put into binders (25 total), saved to thumb drives and distributed to librarians, educators and the San Dieguito River Conservancy.
- Starting in 2017, we added "quick response," or QR codes to plaques marking historical buildings that passers-by can use to access information about the sites on the Society's website.
- In 2018, we began the enormous task of digitizing our archives for future generations and, starting in 2020, we updated and expanded our multi-media platforms to stay connected during the Covid-19 pandemic and to keep up with the digital age.
- In 2019, the Society and Surf Ride sponsored the Solana Beach Skatepark Challenge to celebrate the Skatepark opening in 2019. Middle-school students were invited to create artwork for a skateboard deck that conveyed the importance of the new park to the community, or to develop a video documentary of the long history of the skatepark.
- During the 2020 Covid 19 pandemic, we sponsored food drives for families whose livelihoods had been disrupted.
- In 2021, our SeaWeeders encouraged the City of Solana Beach to take the Mayors' Monarch Pledge, a National Wildlife Federation program to promote development of pollinator habitat. Together, in April that year, we planted the City's first garden to support migrating Western Monarch butterflies at La Colonia Community Center.
- In September, 2021, we hosted a Centennial Celebration of the founding of our first neighborhood, La Colonia de Eden Gardens, that was attended by close to 200 guests.
- In 2023, we helped sponsor a reunion of more than 200 descendants of the Gonzalez family, one of the first to settle in La Colonia.

## 70 Years Strong!

### *Society Marks a Seven-Decade Anniversary*

A yellowed clipping from the February 26, 1953 edition of the San Dieguito Citizen News reports on the objectives of the newly-formed Solana Beach Women's Civic Club: "Highway 101 beautification, beach warning signs, organization of a blood bank and construction of a county [library] branch building." In 1953, Solana Beach was unincorporated and governed by San Diego County.

The Citizen that month also reported on the Club's first "Trash and Treasure" sale, initially slated to raise funds for landscaping beautification along Highway 101. Today, our SeaWeeders Garden Club sustains this purpose with annual poinsettia sales and maintains several public gardens in what is now the City of Solana Beach. Meanwhile "Trash and Treasure" sales have evolved to our spectacular Holiday Crafts Boutique, which we sustained through the pandemic shutdowns with a remarkable pivot to eCommerce. And Society members were instrumental in founding our City, establishing a permanent branch of the San Diego County Library here, renovating Fletcher Cove Community Center, and so much more!



COMMUNITY BENEFIT—Women's Civic association of Solana Beach is making elaborate plans for a fund party Thursday, May 7, at 1 p.m. at Escondido Grange hall, to promote community beautification. Among planners gathered at the home of Mrs. David M. Smith and busy at preparations for the event were Mrs. Donald Armstrong, left, and Mrs. Ita Conner.—Coast Dispatch photo

Thursday, February 26, 1953

THE SAN DIEGUITO CITIZEN

## Solana Woman's Club Objectives Are Outlined

Highway 101 beautification, beach warning signs, organization of a blood bank and construction of a county branch building here are the objectives of the recently organized Women's Solana Beach Civic Association.

Mrs. Olive Smith, temporary president, said shrub planting on a one-mile stretch of Highway 101 through this community will receive first consideration.

All day trash and treasure sales will be conducted Feb. 27 and 28 at Witmer's store to raise funds for the project. A 4-H club has agreed to handle shrub planting and care.

Mrs. Smith said beach signs warning parents not to allow unaccompanied children on the beach are needed because of "danger of molestation." She said the problem "is worst during the racing season" at Del Mar.

Other temporary officers are Mrs. Frances Cornwell, treasurer; Mrs. D. K. Crawford, secretary; and Mrs. Irene Walker, public relations chairman. Mrs. Port Leatherbury is sale chairman. — S.D. Union.



## *Women's Civic Club Quickly Focused on Creating a "Centerpiece" for our Town*

In its early years, the Solana Beach Women's Civic Club busied itself with landscape beautification along Hwy. 101. Members hand-watered new plantings of hundreds of Torrey Pines, palms and flowering shrubs through bucket brigades — until finally badgering county officials to get proper irrigation in place. They also created a bike-path along that roadway — which was then littered with billboards that stretched from Via de la Valle well into prime ocean viewpoints at the north edge of town.

Larger ambitions were rooted in these early days of the organization, as well. In November 1954, just a year after its founding, the Civic Club expanded its focus to hardscape improvements in and around the Plaza. Improved pedestrian access and parking at the newly built Post Office on Sierra Ave. was the first priority. But the Club's Improvement Committee Chair envisioned more: "The far-sighted founders of this town formulated an overall plan for the Plaza, beach, community center, streets, etc.," wrote Wenetta Childs in February 1954. "Thanks to their general layout, we not only have convenience but an ideal foundation to make this the most attractive beach town on the coast."

"In order to 'beautify Solana Beach' with good taste and clear purpose, it is my strong personal belief that this can best be done by creating a MASTER PLAN."

So they did.

Artist Edward Burns sketched the Club's shared vision for improved sidewalks and curbs, new plantings for the Plaza, and recreational facilities at beach access points. The plan was displayed at the Solana Beach Post Office and presented in a series of meetings with San Diego County officials, since much of the area slated for improvement was then county-owned. At one encouraging meeting in August of 1954, Claud Hupp of the County Parks Department told members that towns with active women's clubs tended to get the most help from the county because "A squeaking wheel gets the grease."

The squeaking was ceaseless. The Club raised essentially all of the funding to transform what was a blacktop parking lot into shaded sidewalks lined with flowering plants. But the County had to be constantly nagged to fulfill its promises. Club (now Society) archives include copies of countless letters to County parks, roads, traffic, public works and other officials; to SDG&E imploring the company to underground utilities; and to area businesses and organizations soliciting their moral and financial support through the years.

Finally, by 1963, the Plaza stage was set to erect what then-Civic Club president Ada Scarborough called a "centerpiece" for Solana Beach.



*Continued*



## Centerpiece . . . continued

A central, landscaped median with a fountain and sculpture was envisioned; once again Wenetta Childs brought it to life. Her design for the “Sun Sculpture” and fountain underwent several iterations over fully three years of “research, many many disappointments, uncounted interviews and endless hours,” according to Club notes from its March 1966 meeting. A “simplified fountain design (for financial reasons)” was approved, along with \$1,500 to fund to install an eight-foot circular bowl and underwater lighting at its base.



A \$1,000 donation from Harry Haelseg of Lomas Santa Fe, Inc., developers of the then-future Lomas Santa Fe neighborhood, improved the Club’s fortunes and the sculpture’s dimensions. The local Chamber of Commerce partnered with the Club and a more expressive, 25-foot-tall sculpture design was approved by the County Board of Supervisors in April 1966.

While architect Lloyd Rocco, with landscape designers Wimmer and Yamada, finalized plans for the median and plantings, Wenetta lit her oxy-acetyline torch and got to work. She spent hundreds of hours designing, firing and welding dozens of multicolor enameled pieces — each one

made of powdered glass melted at high temperature on copper. After eight months, the sculpture was ready for installation.

The colorful orb, with its carefully-crafted rays, was hoisted from Wenetta’s workshop onto a flatbed truck and driven to the new Plaza median, where crowds watched as it was lifted and welded into place.

A formal dedication of the Women’s Civic Club’s \$12,000 gift to the community took place on March 23, 1967. Shortly after, pranksters filled the fountain with detergent, creating a second, bubble-bath christening of the “Sun Sculpture” — the new centerpiece of Solana Beach.





# Holiday Crafts Boutique and Predecessor Events Have Raised \$250,000 over the Decades

It all began back in February 1953 with a “Trash & Treasure” sale to raise beautification project funds for the newly-founded Solana Beach Women’s Civic Club. That first “pop-up” shop at Witmer Drugs netted \$650 to buy and plant shrubs along Hwy. 101. In December, the same year, the Club hosted its first Christmas Tea and gift sale, launching a tradition that has expanded and continues annually — our treasured Holiday Boutique.

Crafts Group co-leader Pam Dalton recounted the early Teas after a long morning of pricing and tagging a staggering array of beautiful, hand-made quilts and pillows, embroidered dish towels and pillow cases, ornaments, vintage ceramics, and more, for the 2018 Boutique.

“In the beginning, they’d select four or



The Union Tribune noticed our “crafty women” in 1953

five members’ homes to decorate for the holidays and then invite folks in for tea and to select from hand-made gifts for sale,” Pam said.



The Christmas Tea tradition continued that way for five or six years, said former Society president Phyllis Schwartzlose. “Then, before it was renovated, we held rummage sales at Fletcher Cove Community Center, which evolved into the Holiday Bazaar and, now, the Holiday Boutique — which has become quite popular.”

No kidding! We welcome upwards of 300 visitors every year! The Crafts Group counts more than 30 members, many of whom work year-long in their sewing rooms or art studios, turning donations of vintage fabric and laces into one-of-a-kind treasures. Be on the look-out for cleverly adorned paperweights, hand-knitted dish scrubbers, potholders, tea cozies, bookmarks, children’s activity books, etc., etc., etc!

“And these just showed up on my doorstep this morning,” Pam said, displaying adorable sets of hand-knitted baby sweaters with matching hats from an unknown artisan donor. Phyllis also contributes hand-knit baby items, as well as her signature sock monkeys and sets of Raggedy Ann and Andy dolls.

“What I love about our group is that we make gifts — year-round presents — not just Christmas items,” Phyllis said.



## *A Historic Trio of Virtual Holiday Boutiques*

After 67 years, and having raised hundreds of thousands of dollars for the Society, we were determined that a beloved tradition would prevail through the lockdowns of 2020. With hundreds of items already filling craft rooms

and storage boxes, our Craft Group got even busier. Members cataloged their wares, staged photos and built an online store to go live for four days at our completely revamped website.



*"My craft skills have been inspired . . . and expanded to include building an online store for our 2020 Holiday Boutique."*

*Lenore Dale*

Nearly 1,000 hand-made items were sorted, SKU-ed, photographed, described in detail and uploaded to a new section of our website that debuted Monday, November 9, 2020 — introducing the Society's first-ever "virtual" Holiday Boutique.

Visitors could shop around the clock for everything from original artworks to zip-lock storage alternatives. There were hand-turned wooden bowls and utensils, as well as bedding, bags and purses. There was clothing for kids of all ages, along with art and jewelry; one-of-a-kind pieces of pottery, pillows, paintings and holiday decor, galore, including

special ornaments that help to capture the unique spirit of the season in the challenging year of 2020.

Stuck mostly at home for most of those years, our Crafts Group elves outdid themselves, adding website design and eCommerce skills to their already formidable embroidery, painting, photography, pottery, quilting, basket-making and woodworking talents. "Now we even know what SKU means — "stock keeping unit," joked organizer Lenore Dale.

Although they couldn't meet for their usual monthly project gatherings, the Crafters gathered on Zoom calls to figure out how to transform the usual one-day, in-person event into a mostly online experience that emphasized our shoppers health and safety, above all.

Our entire website had been upgraded to support the online shop and provide for secure purchases using Pay Pal or a credit card. Items were batched and packaged for each buyer. Buyers collected their wares via a "contact free" drive-through at the La Colonia Community Center. Home deliveries to local addresses were offered for a \$10 donation to the SBC&HS Scholarship program.



***Who knew that we would still be in the eCommerce business through 2022?*** For three years, the online Boutique continued -- albeit with an outdoor, in-person shop in 2022.



## *"Tenacious Solana Women" Won a Long, Scrappy Fight to End "Billboard Blight"*

*It was the '60s. Around the country, girdles were given up for bell bottoms. Bras were burned. And in Solana Beach, a whole lot of billboards were about to come down.*

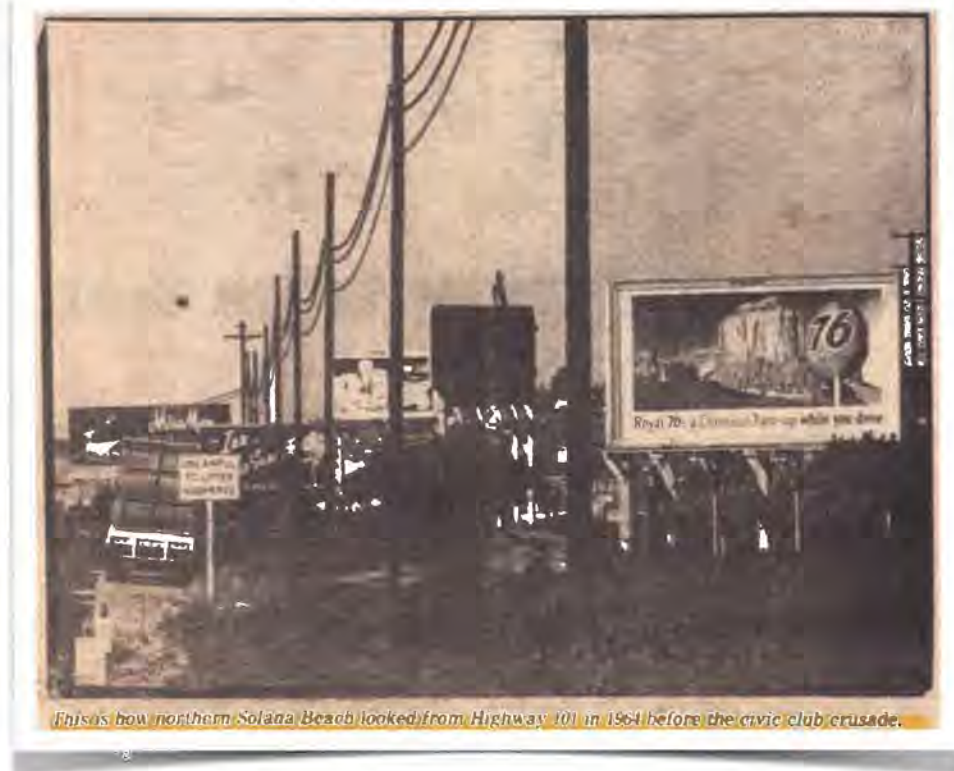
"Billboard War Declared" bugled the March 2, 1962 headline in the Los Angeles Times Southland edition.

"We can prove most of (the existing billboards in Solana Beach) are illegal," Wenetta Childs, Billboard Chair of the Solana Beach Women's Civic Club (SBWCC) had told reporters, sparking what would become a long battle to ban the unsightly signs that lined Highway 101 up and down the coast. At the time, the road was not only the primary coastal thoroughfare -- Interstate 5 was still in planning stages -- but also an "advertising alley." Along the mile-plus stretch of Hwy. 101 in Solana Beach, the number of billboards had quadrupled to 40 -- on both sides of the road -- from 10 in the mid 1950s. They included two big gas station signs that book-ended the community.

**Twenty-seven of those billboards on the east side of Hwy. 101 had been erected or altered in violation of a 1955 San Diego County ordinance prohibiting structures on railroad rights-of-way, the Club argued.** Within months, the County's own deputy council, Frederic Dunn, formally agreed, based on an inspection by its own Department of Public Works.

Wenetta encouraged a coalition of Chambers of Commerce, civic clubs, tourism and nature promoters to join the fight. "The more organizations, the more powerful is the protest," she said. "Although legal counsel advised us we had undertaken a difficult and involved battle, to date we have diligently pursued our objective. Our prime project concerns billboards on the railroad right-of-way in Solana Beach and now we must be prepared for their exclusion after the new freeway is constructed."

County officials promptly swatted down a proposal to impose billboard controls, as they had done four times previously. The Board of Supervisors tossed the hot potato to the Planning Commission, asking that group to provide recommendations before they would consider regulations.



*This is how northern Solana Beach looked from Highway 101 in 1964 before the civic club crusade.*

*Continued*



## *Civic Club Battled "Billboard Blight" . . . continued*



Meanwhile, Wenetta's vision for a powerful protest had coalesced. Twenty-eight North County organizations had organized the Citizens Coordinate to represent billboard-ban interests. At the state level, California's Scenic Highway Program was created by the Legislature in 1963 with the purpose to protect and enhance the natural scenic beauty of California highways and adjacent corridors. And the Assembly Natural Resources Committee had taken notice of the pressure building in SoCal.

At a special hearing of the committee in September 1964, then-Civic Club Billboard Chair [Mrs. Austin] Carlton testified: "As the tourist drives through the San Dieguito area on U.S. 101 following the coast . . . what a disillusionment it must be when these vistas are obscured by the intrusion of demanding and unsightly billboards proclaiming the various brands of whisky or soap or deodorants or cigarettes, with or without filters."

The following year, thanks in large part to First Lady "Lady Bird" Johnson, scenic byway beautification efforts got a big boost from the 1965 Federal Highway Beautification Act. County officials could no longer duck the issue.

In 1966, County Supervisor Bill Craven successfully sponsored an ordinance banning nonconforming billboards -- those which violated the County's own railroad rights-of-way ordinance -- stipulating that they be removed within five years. The Women's Civic Club counter-argued for a quicker one-year removal of any signs erected since 1955. The last of the nonconforming billboards came down in 1971.

Finally, on May 31, 1978, the San Diego County Board of Supervisors approved a ban on billboards from Solana Beach to Leucadia along Hwy. 101. By then, the San Elijo (Lagoon) Alliance had joined the fight: the ban was positioned as part of a "scenic preservation overlay zone" to provide for regulation of development in areas of "high scenic value." With the exception of a few billboards being contested in courts by advertising companies, all of the signs -- plus any in violation of stricter County codes -- were slated for removal by 1985.

With incredible patience, steely determination and the wily strategy that caught County officials breaking their own rules, the "tenacious Solana women," as one news report dubbed them, had finally prevailed.



# The Long History of Solana Beach's Coastal Rail Trail



## Solana to sport a linear face

**BIG DIG**  
Solana Beach's grade separation project has allowed Lomas Santa Fe traffic during construction. Construction of the bridge passing over the newly lowered tracks is scheduled to be completed March 1. A linear park will line the new face of Solana Beach's coastal corridor in 2000.

In 1999 the "Big Dig" was completed, lowering Amtrak and Coaster tracks below Lomas Santa Fe. In hindsight, the foresight by leaders of the effort cannot be overstated. The \$25 million project, co-sponsored by the City of Solana Beach, the North County Transit District, SANDAG and the State of California, set the stage for continuing improvements that neighboring communities probably pine for.

Removal of temporary tracks during the grade separation made land available for the Coastal Rail Trail linear park. But the vision for beautifying our "main street," and making it pedestrian friendly dates to the 1950s.

As then-unincorporated Solana Beach started to boom, Highway 101 was widened to four lanes and commercial development proliferated, along with unsightly billboard advertising. In 1955, Women's Civic Club Beautification Chairwoman Wenetta Childs

started a lobbying effort to remove 40 billboards from the railroad right of way. After recruiting County Supervisor Bill Craven to the cause, the last of the billboards were removed by 1971.

In 1973, the Women's Civic Club obtained lease of the western section of the railroad right of way. They planted 450 Torrey and Aleppo pines, hand-watering them with the help of the Boy Scouts until funds could be raised for irrigation. The Club also spurred creation of a walking/running trail, which grew in popularity — as did the trees — for the next 20 years.

*Continued*

## From Billboards to Bike Paths

With billboards going away, the Club next crusaded to create bike paths from Via de la Valle to Batiquitos lagoon, as well as a spur along Lomas Santa Fe Drive to San Dieguito Park. A ribbon cutting on April 11, 1975 officially opened the North Coast Bicycle Trail, representing the conclusion of the first phase of a recreational project to enhance the designation of "Scenic Highway 101." Supervisor Craven also was



Getting set to open North Coast Bicycle Trail in Solana Beach are, from left, county planning commissioner Gemma Parke, with badge, trimmer, bicycle chairman Wenetta Childs and school Sgt. Michael C. Brown. Waiting in the background are Brad Pomeroy, left, and Chris Collins.

## *Coastal Rail Trail and Torrey Grove . . . continued*



A biker rode south on Highway 101 past some trees the Solana Beach Civic and Historical Society hopes to replant in the future Linear Park. The trees were originally planted along the railroad tracks as part of a beautification project in the early 1970s. Don Trovati / Union-Tribune

In the early 1990s, plans were finalized for the grade separation to lower the railroad tracks through town, eliminating the street-level crossing on our City's sole beach-to-east corridor. To keep the trains running, temporary "shoo-fly" tracks were installed on the right-of-way, right through the popular arbor. Loathe to let the trees go, the Society and the City launched an "Adopt a Tree" campaign to relocate as many pines as possible. The effort ultimately resulted in the relocation of 361 trees to residential gardens and commercial landscapes.

Fifteen trees were saved for future Rail Trail use. Eight were boxed and stored on Hwy. 101. In 1991, two were replanted near the train station. Now six Torrey and two Aleppo pines remained boxed -- each towering to 25 or 30 feet and with 10-foot diameter root balls. The estimated cost to replant them was at least \$3,100 each.

About the same time, in 1995, a master plan was hatched for a linear park along the 1.8 mile rail corridor. But by the time the "Dig" was completed, temporary tracks removed, funding challenges overcome, and the Rail Trail park slated for planting, residents petitioned against the straight-arrow design and sent the City back to the drawing board.

Meanwhile, the boxed-pines' roots were bulging. Concerned about their health, then Society president Kathalijn Nelson launched fundraising to overcome the City's objections of investing in replanting while the park redesign remained underway.

The Society organized a world-culinary-tour fundraiser dubbed "A Taste of Solana Beach." Cuisines of 10 countries were presented by 17 local restaurants on September 23, 2001 in booths set up in the town Plaza. Participating eateries included the Fish Market, Pacific Coast Grill, Red Tracton's, Tony's Jacal, Pamplemousse Grille, Parioli Italian Bistro, California Pizza Kitchen and Bangkok Bay.

*Continued*



## *Coastal Rail Trail, Torrey Grove . . . continued*



*Kathalyn Nelson  
with  
Wenetta Childs*

trees," one attendee told the North County Times. "A Taste of Solana Beach" was a huge financial success, and the Society's efforts were rewarded in December, 2002, when the pines finally were replanted to create a small grove at the north end of what is now our Coastal Rail Trail.

Another \$6,000 was committed to create and erect the commemorative historical marker, designed by Stephani Stephenson of Carlsbad, that marks the site once occupied by a giant Union 76 billboard.

On May 2, 2003, Society members, City and County officials gathered to dedicate a commemorative marker honoring Wenetta Childs and State Senator Bill Craven for their tireless efforts to eliminate billboards, create a nearly eight-mile bike path along the coast, and help the roadway earn it's "scenic Highway 101" designation.

Other participants might make your mouth water for their memories: Victoria Station, Cafe Europa, Pasta Pronto and Sam's Ship A'Hoy, as well as Nobu's Gourmet Japanese Restaurant, Java Depot and Solana Beach Coffee Company. All of the restaurants donated their food and time.

Day-of-event tickets sold out within 15 minutes, as more than 400 people joined the "Taste."

"I came here today because I miss the



### ***End of an Era in Torrey Grove***

*The fierce wind and rain storms of 2023 were too much for one of the venerable Torrey Pines our Civic Club/ Historical Society members planted in the 1950s, nurtured for decades, dug up and boxed for relocation during the "Big Dig," and replanted at the north end of our Coastal Rail Trail in 2002.*

*This tree was uprooted and toppled over nearby public benches. Sadly, City crews had to take it away in pieces. Only sawdust remained.*





## *Coastal Rail Trail Hosts our Community Gardens*

When the Coastal Rail Trail along Highway 101 through Solana Beach finally came into flower (so to speak), the newly-named SeaWeeders Garden Club coordinated with the City to tackle planting of two "Community Gardens" along the linear park. Each stretched about 100-feet long by 20-feet wide: one at the north end of the trail across from Ocean Street and other other at the south end, diagonally across from what is now City Hall.

Gerri Retman-Opper and Donna Golich were instrumental in gaining an agreement with the City and the Civic & Historical Society to allow the garden club to install and maintain their own plantings in the two sections. Planning got seriously underway in 2004, with a series of meetings. Mike Nichols and other members of the Solana Beach Parks and Recreational Committee took part, lending both professional landscape expertise and their experience working on the decade-long plan for the Coastal Rail Trail.

Construction started late in 2005, when several pallets of flagstone and nine large boulders were delivered for accents and walkways. El Camino Equipment Rentals, KRC Rock, Hunter Industries, Hydro-Scape and A-1 Soils donated equipment and support. City Council awarded the group a \$5,400 grant to purchase plants. Volunteers installed irrigation, roto-tilled the soil, added compost and generally got dirty -- digging, planting, tending and trimming the gardens during the following several years. Eventually, the northern Community Garden was "returned" to the City to care for, but SeaWeeder volunteers still meet regularly to tend the south section.

In 1997, the City, Society and Rotary Club teamed to create and install the sand-blasted wooden Welcome to Solana Beach sign at the north end of town on Hwy. 101. The Society also arranged for irrigation to nurture a garden at the site. The sign and garden were featured on the front page of Shorelines magazine to announce that the Coastal Rail Trail and southern Gateway Arches by artist Betsy Schulz had, on November 17, 2006, been awarded two "Orchids" for outstanding design.



### *Post-pandemic "rehab" . . .*

2020 Covid-19 pandemic shutdowns and related budget cutbacks left the Rail Trail and the south Community Garden badly overgrown. Regular landscaping had been suspended by both City crews and volunteers; weeds were taking over. The SeaWeeders approached the City in 2021 to propose some teamwork to "get the Trail back into its glory." Volunteers met with Mayor Lesa Heebner, Director of Public Works/City Engineer, Mo Sammak, and representatives from the Public Works Operations group for a series of morning walks along the trail to pinpoint trouble areas and plan solutions. The partnership continues at the south Community Garden, where City crews faithfully pick up the weed and trim piles our volunteers create while caring for that community space.



## *Here's the History of our Solana Beach Post Office*

The first U.S. Post Office in what is now the City of Solana Beach operated out of a grocery store run by Addie Waits and her husband George in the west portion of the Harker building, located at the northeast corner of the Plaza by Hwy. 101.

Addie Ellen Phillips and her twin sister Emma were born in 1870 in Nebraska. She married George Waits in Kalispell, Montana in 1909. It was the second marriage for both. The Waits migrated to Solana Beach and Addie was named Postmaster in 1923. (Strictly speaking, Addie was the second postmaster. George Nichols served several months in a temporary position before her nomination.)

During that time, postal customers would drop off and pick up their mail at the grocery store. But how did “our” mail get there, and how was outgoing mail sent on?

Addie batched outgoing mail in a canvas bag. George then carried the mailbag down the steps from the store to his steel-wheeled wheelbarrow. He had cast a narrow concrete ramp — just wide enough for the wheel — from the sidewalk to the street. He wheeled the mail down the ramp, across Hwy 101 and south along the railroad tracks to a tall 4 x 4-inch post with snaps on top and bottom. George snapped in the mailbag. As the train raced through town at 50 to 70 miles an hour, an extended arm on the mail car would snatch the bag. Workers in the mail car would take it in and at the same time throw out a mail bag for Solana Beach.



Fowler Construction completed a newly-built Solana Beach P.O. in 1952.

In 1936, Addie retired and the Post Office moved across the Plaza to what is now the Saddle Bar, where it served the community until 1953. Irene C. Witmer became Postmaster and served in that capacity until her own retirement in 1956. Her husband Howard served as assistant Postmaster. Irene also was president of the Solana Beach Women’s Civic Club in 1955 and is described in reports from the era as tireless booster of Solana Beach. The Witmers ran Witmer Drugs and Sandwich Shop at 145-149 Hwy. 101 and lived above it. During Irene’s tenure, a new Post Office building was completed at 127 S. Sierra Ave., with planter boxes and plants provided by the Civic Club. She retired in 1956 and was replaced by Postmaster Charles Leffingwell, another local resident.

Neighbors remember Leffingwell, a U.C. Davis-educated horticulturist, for the vegetable and gladiolus garden he maintained around his home across from what now is our Fire Station. Among his first successes: once-daily home and business mail delivery was inaugurated in November, 1956 to 300 addresses. Foot carriers delivered the mail west of Hwy. 101; a truck delivered east of the highway.

However, Leffingwell’s stint as Postmaster was not without drama or controversy. A smoke bomb went off in the P.O. doorway in 1958. Construction of the current federal building/post office at 153 S. Sierra Ave. during the 1960s was deemed a “boondoggle” dogged by “budgetary bungles” and delays. When postal workers moved into the new 6,500-square-foot quarters on September 2, 1965, there was no ribbon cutting.

*Continued*



## *History of our Solana Beach Post Office . . . continued*

Nor were there ceilings, signs or landscaping. "We are just the U.S. Post Office Department's step child," Postmaster Leffingwell commented.

He taped a sign to the door and hoped that the General Services Administration would finally put the finishing work out to bid. "We thought about a 'do-it-yourself' project to get the place looking better," Leffingwell said. "But I hesitate to ask for civic money or spend it out of my own pocket if it is just going to be torn out when the contract is finally let."

The tradition of long-tenured Postmasters ended after Leffingwell's term. Since 1969, we have had 12 Postmasters and many more "acting Postmasters" or "Officers in Charge" — some of whom held the titles more than once. In 2014, then-Postmaster Betty Rabreau, embraced a "do it ourselves" invitation from the SeaWeeders to update the landscape and create the seating and sculpture garden that graces the P.O. today. "I thought they were just going to pull a few weeds. I had absolutely no idea of the magnitude of the job," Postmaster Rabreau said at the time.

The \$11,000 rehab was aided by the Society, Solana Beach Presbyterian Church's Community Outreach program, and local Rotary Club. Along with new plantings, the re-design included a concrete patio, bike rack, two benches, sculpture platforms and formal paths that replaced the raggedy trails customers had worn through the old ice-plant.

Ever since, upkeep of the Post Office landscape has been a volunteer activity sponsored by the SeaWeeders and our Society. In 2017-18, work teams tackled overgrown fortnight lilies and added water-wise aloes, aeoniums, agaves and Kangaroo Paws. We trimmed trees, painted the flag pole and railings, laid a bed of newspaper between plants and covered that with a hearty layer of mulch to deter weeds.

Recent donations have included Forest Pansy Redbud and Ginko trees, as well as an additional bench in honor of former Society president Gloria Jones. In 2021, Society friend Jimmy Joe Gooding repainted the colorful Topiary sculpture by artist Christi Beniston that was part of the 2014 project. It was never meant for permanent outdoor installation, but Jimmy Joe punched up the colors and finished with an industrial-strength overcoat of varnish that has kept the popular sculpture colorful and shiny.

Meanwhile, inside . . . a '60s kind of vibe was preserved in the faded, pastel interior until 2023, when the weathered interior walls were repainted. The redo included painting over a pastel, Southwestern-styled mural that dated to the 1980s.

Our current Solana Beach Postmaster, Richard Zamora, was appointed in September 2022. He manages 23 employees and the daily distribution of mail on 12 delivery routes and to 1,500 P.O. Boxes at the facility. Zamora is a 15-year postal employee and U. S. Navy veteran who began his career as a mail handler and who previously served as a supervisor at our P.O.



**Solana Beach Civic and Historical Society Board Member Trudy Synodis, Postmaster Betty Rabreau and SeaWeeders Member Michele Stribling. Photo/Kristina Houck**



## *Dedicated "P.O. Posse" Keeps the Garden Polished*

You'll find them pulling weeds, cleaning paths and dead-heading the fortnight lilies almost every Saturday morning -- rain or shine. The dedicated SeaWeeder volunteers we call our "P. O. Posse" take payment only from the thanks and compliments of Postal patrons and passers-by. Although they do also delight in snapping visitors' photos at the popular "Love Above All" bench and slyly snipping the bushes into heart shapes. See if you can spy them next time . . .

Members of Teen Volunteers in Action and their parents joined the Posse in March of 2020 and 2021 and again in October, 2023, to refresh walking paths and lay fresh mulch in the Solana Beach Post Office sculpture garden.



### *Enjoying a New Poop Post*

SeaWeeders asked, and the City of Solana Beach swiftly answered a request for a dog waste station at our Post Office in May 2023.





## Birth of a City

# *Solana Beach was Voted into Independence in 1986*

After an almost three-year and sometimes rancorous campaign, a third vote for incorporation brought the City some independence from the County of San Diego, which seemed endlessly willing to permit development. An ongoing scheme to build a hotel on what is now Harbaugh Seaside Trails was one of many development plans that were catalysts for Citizens Intending to Incorporate (CITI), the group advocating incorporation.

The City's inaugural event was scheduled for 7 p.m., July 1, 1986. But after learning that San Diego County still legally had control of Solana Beach until the first Council was sworn in, newly elected Council members advanced the swearing-in ceremony by 12 hours to prevent the County from issuing building permits throughout the day.

*At 7 a.m. on July 1, 1986 members of Solana Beach's first City Council took their oaths of office*, sworn in by then San Diego Supervisor Susan Golding. (L-R in this photo) first Mayor Margaret Schlesinger (who would be Society President in 2007-08), Deputy Mayor Jack Moore

and Council members Richard Hendlin, Marion Dodson and Celine Olson (Society President in 1985-86 and 1994-96). They then promptly voted to elbow the County out of City affairs. In its second independent act, the council approved a 45-day moratorium on new building permits. At the time, more

than two dozen building permits were pending.

"You are represented much better as a community in this County when you become a city," noted first-Council member (and long-time Society member) Marion Dodson. She later served as Solana Beach Mayor three times during her tenure of 14 years on



On July 1, 1986 the City of Solana Beach will come into being. Please join with your fellow citizens for the inauguration of the First City Council for Solana Beach. This historic event will take place at Solana Vista School 780 Santa Victoria. Ceremonies begin at 7:00 pm Refreshments will be served.



City Council and also represented the City in the San Diego Association of Governments (SANDAG) for eight years.

At the outset, there was no revenue, nor budget, nor staff, nor an office (nor email, nor internet) to run a city. The first Council went to work fast to rent offices, hire a City Manager, City Clerk and City Attorney, plus staff — and to develop the policies by which it would govern. "To get all of the rules and regulations set up for a city — we worked so hard as Council members. I can't tell you how many hours we put in," Marion remembered in a 2020 interview. "We worked our asses off."

*Continued*



## *Birth of a City . . .continued*

In the few weeks between the successful June 3 vote to incorporate and the July 1 inauguration, the new Council drew up 21 ordinances and regulations, all of which also were adopted at the first morning session. Among them: allow the City to collect its share of taxes that previously had gone to the County and State; establish Council as the official planning agency; and set Council member salaries at \$300 per month (since raised to \$860).



For its first birthday, the City celebrated around a “founding stone” in La Colonia Park. Local artist Tom Emery was commissioned to chip into a 10.5-ton boulder of pink granite to depict early and ongoing residents of Solana Beach. In 1989, to celebrate its third birthday, the City published a review of its early accomplishments and a preview of future plans in the Fall issue of Solana Beach Shorelines.

On July 8, 1994, the City marked its eighth anniversary with a Grand Opening celebration at its new, 14,000 square-foot City Hall on Highway 101. Perhaps ironically, the gleaming structure with its backlit eight-foot stained glass replica of the City Seal had previously housed Diego’s, a bar and disco. That business had generated years of neighborhood complaints about overflow parking on residential streets, noise, vandalism and drug-dealing before the club was almost

destroyed by fire and closed in the early 1990s. Its owners and managers had more than once been hauled before Council in what the San Diego Union Tribune described in 1986 as a “sizzling feud.” Marion recalled how much “We enjoyed telling folks that we turned a nightclub into City Hall.”

Solana Beach continues to be a sizzling presence in San Diego County, scoring many significant firsts and still fighting to retain our beachside community vibe. Among all cities in San Diego County, we were:

- First to lower Amtrak tracks, in the 1990s, and complete our section of the Coastal Rail Trail, in 2003
- First to ban smoking on public beaches, in 2003
- First to ban single-use plastic bags, in 2012
- First to ban disposable plastic food containers, in 2016
- First to adopt Community Choice Aggregation, in 2018, enacting local control over procurement of electric power
- Second to adopt a safe gun storage ordinance, in 2019.

### ***Society Leaders = City Leaders***

Perhaps it's no surprise that so many of our community and City leaders had Society-leadership ties.

Celene Olson, Margaret Schlesinger and Judy Hegenauer each served as Society President before and/or after serving as City Mayors and/or Council-members.



June 1989 . . . our Historical Society is Born

## *Civic Club Embraced Call to Track History of New City*

The late 1980s were the era of independence for Solana Beach. Proposition N for "Cityhood" had passed, bringing Solana Beach independence from the County of San Diego.



Margaret Schlesinger

Recognizing the import of the era, Mayor Schlesinger also expressed her interest in forming a historical society for the new City.

The Solana Beach Women's Civic Club had vanquished unsightly billboards, created the Plaza "centerpiece" for the new City, sponsored bicycle paths, successfully sustained landscaping along Hwy. 101, and repeatedly demonstrated their fund-raising prowess through cause-specific campaigns, annual Holiday Home Tours showcasing decor and crafts, and the Holiday Crafts Boutique. Now, they stepped up to the role of Solana Beach historians.

In the summer of 1989, the California Secretary of State approved a name change for the organization to the Solana Beach Civic & Historical Society. With the change in name and charter came a significant change in membership rules -- for the first time, men would be invited to join. The Society's first president was Sue Evans; first male member, Eddie Lewis.

Among the new Society's early initiatives was to establish a headquarters for itself and a historical museum for the city. They already had identified the candidate -- the Stevens House, built in the 1890s on Lockwood Mesa. Because of a planned condo development (Del Mar Downs), the old house was slated to be moved to a temporary site near Saint James Catholic Church.



Mary Thurman, left, and Ada Scars-Women's Civic Club, stand in front of the Stevens home built in the 1890s.



## Turning a Century-old House into a Historical Museum

The ink had barely dried on official documents renaming and rechartering the Women's Civic Club as our Solana Beach Civic & Historical Society in 1989 when then-Board members charged ahead with plans to transform a deteriorating 100-year-old home into our Heritage Museum. Although the structure -- the former Stevens house, built in 1888 -- had been identified and promised for the purpose of creating a museum, a few challenges remained. Among them: Where to put it? And how to get it there?

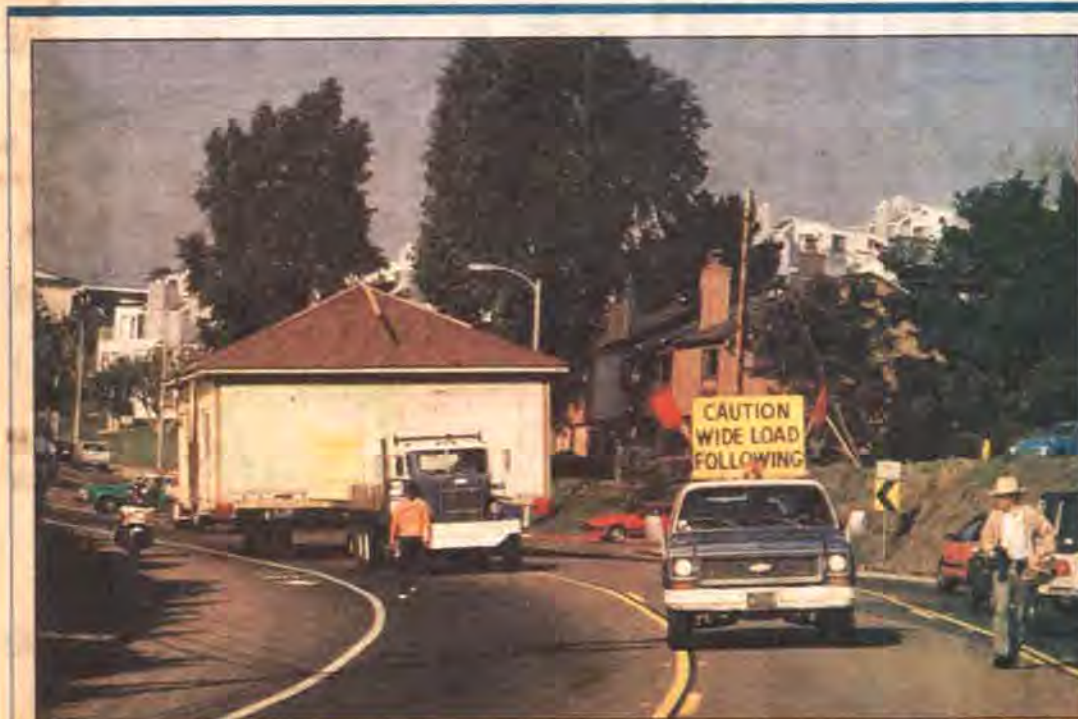
The City had agreed to assume ownership and committed \$25,000 for exterior renovation, but there was no consensus about where to place the planned museum. As many as eight locations were under consideration, including Skyline School, several undeveloped acres in residential neighborhoods, and the 16-acre property then used as a flower farm at the north end of North Rios Ave. From the start, City staff and Park and Recreations Committee members advocated for siting the planned museum on City-owned land. They eventually prevailed in 1991 when Council approved a proposal to move the old house to La Colonia Park.

Now it was up to the Society to fund the \$4,000 cost of the move. Help came with a \$1,000 donation from Bruce Howe, a former resident of the house, whose family owned it from 1979 to 1984.

*On Friday, February 22, 1991, starting at 9 a.m., the historic house was loaded on a flatbed truck for the mile-long journey from Del Mar Downs Road to Via de la Valle, then to Valley Avenue and the east side of the park.*

Over time, the City took on exterior renovations, including a foundation, painting and a porch that wrapped around one of two eucalyptus trees preserved on site. Volunteers helped install the new roof, which also accommodated the tree, and began to

Wednesday, February 27, 1991



Staff Photo / Jamie Scott Lytle

### On the road again

The historic 100-year-old Stevens House sits on a flatbed truck during its move from Del Mar Downs Road in Solana Beach to La Colonia Park in Eden Gardens on Friday. The Solana Beach City Council has set aside \$25,000 to pay for the restoration of the

building, believed to be one of the city's oldest. The interior of the house will also need to be refurbished but no city money has been set aside for that, according to City Manager Michael Huse.

refurbish the interior. The work took years. It wasn't until September, 17, 1994, that our Heritage Museum was formally dedicated and began opening for visitors.

It was another decade before the interior displays were completed to tell a story about the history of our City.

## *Building on a Theme to Curate our Heritage Museum*

By 1994, the Society and the City had completed sufficient repairs on the century-old Stevens House to open it for visits. It had been a big undertaking to find the home, convince the City to buy and agree to maintain it, determine where it would be located and fund its move -- not to mention the actual move of a 100-year-old structure. Following which hundreds of volunteer hours were required to make it safe and presentable. Several donations of antiques added visual history and ambience.

But now that the doors could be opened, perhaps bigger questions loomed -- *what makes a museum a Museum? How would this old house tell a story of Solana Beach's history?*

As with so many prior achievements by the Solana Beach Women's Civic Club-turned Civic & Historical Society, the answers needed a champion. Which it found, this time, in the heritage-dedicated team of Kathalijn and Jim Nelson.

Jim already had embraced a project to capture the oral histories of early residents George C. Wilkens and Robert "Chuckles" Hernandez in the book *Early Solana Beach*, published in 2002 (reprinted in 2012 and 2022). In the initial printing, it was noted on the title page that revenue from book sales would be used for " . . . refurbishing the Solana Beach Museum, the Fletcher Cove Community Center and other civic and historical projects."

"However, we frankly had no idea how we would refurbish the museum," Jim wrote in a January 2015 Society newsletter recap about the effort. "A year later, the book had raised over \$12,000 and we still had no idea how to proceed."

Inspiration came from . . . water. At the time, Jim was volunteering at Birch Aquarium. The Volunteer Coordinator, Brad Krey, had had previously been curator of Mt. Shasta Sisson Museum, so Jim sought his advice. "He responded with three main points: first a small museum should have a theme, second you need a formal furnishing plan and third you should consider having a Living History Program," Jim wrote. The advice came with an eight book reading list, most of which reiterated the need for a theme.

One theme that had emerged from his interviews with "Chuckles" Hernandez was the role that fresh water played in the creation of what is now Solana Beach. Completion of the Lake Hodges dam and subsequent irrigation for area orchards created huge demand for Mexican laborers to tend the fields. And they needed housing. Which led to the development of what is now La Colonia, initially an agricultural workers' camp with a common washhouse made possible by fresh-water irrigation systems that those workers also created.



Lake Hodges Dam, completed in 1919. Subsequent construction of a distribution pipe system delivered fresh water to Lockwood Mesa, where the community of La Colonia was created to house workers for area orchards and ranches.

*Continued*



## *"Building on a Theme " . . . continued*

*"Kathalijn and I proposed to the Board we use 'The Impact of the 1923 Arrival of Running Water on the Community then Known as Lockwood Mesa.' We proposed to divide the house in half and have a kitchen and parlor furnished with items used before the arrival of running water and electricity and two corresponding rooms furnished with items [that could be] acquired soon after the arrival of those utilities."*

The Board agreed. The furnishing plan was developed, thanks to Brad's book list. Now, the search was on for furnishings that were authentic to the "before and after" theme.

"We started in the Antique Warehouse in Solana Beach and virtually came up empty. We were a little more successful on Adams Avenue in San Diego and Newport Avenue in Ocean Beach. We consulted the San Dieguito Museum's antique experts . . . and joined them for a trip to an auction. We struck out there and were getting discouraged," Jim reported in a recap of the effort published in 2015 Society newsletters.

Solution? Hit the road. The couple decided to drive their station wagon to a reunion of Kathalijn's American family near Binghamton, New York and go antique shopping along the way.

They drove to San Francisco, then Salt Lake City and Minden, Nebraska, where San Dieguito Museum experts Dave and Bertha Young had recommended visiting Harold Warp Pioneer Village. "It was a gold mine," Jim recalled. One football-field-size building housed sample kitchens, dining rooms, bedrooms and living rooms as they would be furnished in ten-year increments starting in 1860 and ending in 1930. They photographed and catalogued the 1900 and 1930 kitchens and living rooms . . . and bought rugs for the museum hallways.

Next stops: Springfield, Il, Lancaster, PA, Binghamton, N.Y. and all of the small-town antique shops along the way. "At this point, we had collected over 50 small items ... cameras, gold leaf china, an electric fan, a lantern, a stereoscope, a manual vacuum cleaner, a carpet sweeper and myriad kitchen implements. We were traveling with our Welsh Terrier, Rusty, who had the whole back of the car when we started but now was confined to a small area."



The artifacts are as unique as the retractable kerosene ceiling light that still illustrates how pre-electricity homes were illuminated. And did you know that the shade-less electrified chandelier on the 1930s side of the Museum has bare bulbs because folks who had electricity back then wanted to show it off?

Bruce Coons, then Executive Director of Save Our Heritage Organization was instrumental in helping to identify appropriate period furnishings for the museum. Don Terrwilliger, who had visited the former Stevens home as a child, provided memories of paint colors and wallpaper patterns.

*Continued*

## *Building on a Theme . . . continued*

Another fun fact has to do with what once was a full-grown eucalyptus tree by the front door. The porch was built to wrap around the trunk. Unfortunately, the tree died from a bark beetle infestation and the crown was lopped off. In 2004, the Society sponsored a "vote" to decide what to do with the scarred stump. The options presented were:

- Paint it brown to match the roof
- Cut to below the roof and patch the shingles
- Cut to 30" from the porch floor and build a table top
- Cut lower and attach a half wine barrel to make a planter
- Cut below the porch floor and repair the roof and floor

The winning idea turned out to be "none of the above." Instead, the Board went with Irene De Watteville's suggestion to put a weathervane atop the stump. In 2005, George and Vi Wilkens donated the Mother Quail and Young vane that had been mounted on the roof of their garage for 50 years.



April 2023: Tarey Gerardy, costumed as "grandma" Susannah Stevens, showed visiting third-graders how a wood-burning stove was used in a 1900s-era kitchen

The "crown jewel" of the interior furnishings, in Jim's opinion, was the 1902 cast iron wood-burning stove that is showcased in the 1900s-era kitchen. The wood-burning stove came from Rangeley, Maine, where it had been stored in the basement of the grandmother of the Nelson's son-in-law. He had been asked to take it to the dump, but the couple's daughter recognized that it could be valuable to her parents' project.

RMR Stove Restoration Company, a restorer of vintage gas stoves, advised to have the stove disassembled and shipped to a sandblaster in San Diego. RMR further advised not to paint the reassembled stove, but rather to apply black stove polish within a day of the sandblast cleaning to avoid rusting in our salt air environment. The bright work was to be replaced not with chrome but with nickel.

"We followed RMR's instructions to the letter and converted a pile of rubble into our crown jewel," Jim reported.

In the counterpart 1930s kitchen, the leaders of RMR donated a gas stove that they had restored. Another artifact spared from the dump -- and still operating: the 1930s-era refrigerator with the cooling unit on top. The Society had it powder-coated to look brand new. The two-tub washing machine that was the "latest thing" in the mid-1930s came from an Arts-and-Crafts house restoration in Mission Hills. The '30s-era kitchen sink came from a "second wife's" house that was being restored in Kanab, Utah, by a couple who also restored the 1900s-era water pump.

Thank you notes from visiting school-children often highlight their new insights into life in the Stevens home: "I learned that the Stevens never needed a gym because they did their chores as their exercise."



## *Museum Reopened in 2004, with a Story to Tell*

By 2003, refurbishment of the Heritage Museum was in full swing, with new artifacts arriving almost weekly that would tell the story of life in Lockwood Mesa both before and after the arrivals of running water and electricity. It's a theme that continues to fascinate museum visitors today.



2003 painting party: "The company is stimulating and the work rewarding."

Kathalijn and Jim Nelson's cross-country shopping trips were so successful that a shed was needed to store wares during the interior transformation. Architect Rich Bokal came up with the design and builder Terry Wardell managed construction, creating a miniature copy of the Stevens house, with the same gambrel roof and board and batten detail. "Pretty fancy for a shed, but [Rich and Terry] want it to look authentic," the Nelsons reported.

Inside the old house, one abode was renovated to depict two. A big display cabinet, dining table and chairs and bed were re-gifted to make way for new partitions to create two kitchens and two living areas, each depicting a different era. Dixieline Lumber donated materials; electrical work in the 1930s side of the Museum was donated, as well. Society volunteers tackled painting both the floors (authentic to the eras), halls and two kitchens, wallpapering the two living rooms and hanging the kerosene and electric ceiling lamps. "From . . . homes seen in our tours, we knew the 1900 kitchen should be painted a dark olive green to hide the soot from the wood stove. For the 1930 kitchen, when soot was not a problem, the walls should be bright and airy," Jim reported.

Some \$4,200 in grants from the Seth Sprague Foundation and the Johnston family provided for the purchase and rebuild of the 1930s parlor player piano. Two crank phones common to that era also were donated. For the 1900s parlor, donations included a pump organ, Victrola and treadle Singer sewing machine. Meanwhile, in volunteers' homes, needles whirred to make curtains for both parlors.

The Santa fe Irrigation District awarded a \$2,400 grant for construction of the rotating panel display that shows a timeline of the area's history in photos and maps. A refinished cabinet radio arrived just in time for the **Grand Reopening on June 27, 2004.**

*Continued*

## *Museum Reopening . . . continued*

Close to 100 Society members came out for the ribbon cutting, presided over by then-Mayor Joe Kellejian and Society President/Curator Jim Nelson. Solana Beach players of the "Blue Grass Saturday Morning" band provided the music. Horizon Frozen Foods and California Pizza donated pies and confections. Jim King parked his mint-condition 1930 Model A Ford at the Museum entrance for ambience.

Then outgoing Society President Gloria "Glo" Jones greeted visitors, along with Shirley Foote and Margaret Schlesinger. They provided an overview of the refurbishing project and orientation to the new Museum.

Jan Wier and Nancy Gottfredson took turns playing the part of Susannah Stevens in the newly scripted Living History program. Janann Moffatt and Bonnie Powell were Jennie Stevens. Richard Moore and Jim Nelson played Senator James West Stevens, Byron Disselhorst was Charlie Stevens; Wayne Brechtel and Bob Gottfredson played Edwin Stevens.

Visitors requesting a tour in Spanish were escorted by Effie Lewis Lopez. After touring the house, the Wilkens, Trydy Synodis and Carolyn Carrol sought signatures for the new guest book.

Meanwhile, young visitors learned to play popular turn-of-the-century games of marbles, pick-up-sticks, hop scotch, jump rope and croquet -- just as they do during Living History programs today.



Richard Moore (L) and Jim Nelson as serious Senator James West Stevens



## *Solana Beach Library Opened after 21 Years of Planning*



After a ribbon-cutting ceremony on June 22, 2001, our new joint-use library opened to the public on July 5, culminating in a \$3.4 million venture that the San Diego Union Tribune described as “an effort of epic proportions and planning. . . Twenty-one years of planning, to be exact.”

The idea for siting a County library branch on the campus of Earl Warren Junior High School germinated in 1979, when Bill Berrier, then Superintendent of the San Dieguito Union High School District (SDUSD), suggested it in a letter to his colleagues. At the time, the Solana Beach branch tended to be transitory, regularly outgrowing its leased spaces as the City’s population and its collection expanded. Friends of the Solana Beach Library -- which included many Society members -- formed in March 1983. By October, with help from Society donations, they had moved the branch to a 3,800-square-foot home in the Lomas Santa Fe shopping center. Within about a decade, however, that branch was again cramped for space.

In 1995, according to a history of the library by advocate Richard A. Schwartzlose, the Solana Beach City Council appointed Joe Kellejian and Marion Dodson to a sub-committee to work toward a new home for the library. Schwartzlose, and many other Society members took up the challenge of creating a permanent, joint-use facility — and wrangling all of the agreements required to fund it.

An “epic” undertaking, indeed. It required dogged determination by the Friends and tireless negotiations with the City of Solana Beach, SDUSD, the County of San Diego, and eventually, the State of California. Finally, each entity committed its investments:

- SDUSD: 1.3 acres of land: \$540,000
- City: \$820,000
- County: \$100,000
- Statewide School Construction Bonds: \$960,000
- Friends of the Library: \$780,000 in private donations — including a big anonymous gift.

It was a masterful assemblage of agreements, but still shy of the total needed to complete construction. The shortfall was exacerbated by delays when, according to the North County Times, workers hit an aquifer during grading. So budgets were tweaked; landscape plans edited; contractors encouraged to redouble their efforts. Earl Warren students’ families and the City of Solana Beach pitched in to close the funding gap. Friends of the Library, alone, raised an additional \$56,000 for furnishings.

Remarkably, the Solana Beach branch was dedicated almost a year-to-the-day after groundbreaking. “It’s a case of the community *really* wanting the library,” commented the Society’s Bob Gottfredson, then president of Friends of the Solana Beach Library.



## *Historical Building Plaque Project Launched in 2009*

Following the big project to create our Heritage Museum, Jim Nelson and Society historian Richard Moore took the story-telling of Solana Beach history to the streets.



Orders for the initial production of these beautiful historical plaques are currently being filled. Commissioned by the SB Civic & Historical Society to recognize structures in the early development of Solana Beach, the first ten plaques will soon be seen on properties along Hwy 101, Cedros Avenue and Valley Street.

The pair tracked down original owners, uses and construction dates for more than 20 buildings constructed between 1923 and 1952. The idea was to highlight their significance as some of the City's earliest structures. Most are (or were) located along Cedros Avenue, Highway 101, La Colonia or at the Plaza.

The Society secured grant funding to commission explanatory tile plaques, which were designed and fabricated by local artist and then-Public Arts Advisory Commissioner Kathryn Schmiedeberg. She chose a "classic style that would work well with all the different architectural styles of the buildings," Kathryn said.

Initially, 28 plaques were installed by volunteer Mike Dalton. Starting in 2017, they have been augmented with "quick response" or QR codes that link to information about the site in the Historical Places section of the Society's website. Board member Cindi Clemons and her husband Dave keep the codes in good repair.

In 2018, we created a brochure that includes a map of historical sites in the City, along with QR code links to their website descriptions. These sites also are featured in annual scavenger hunts sponsored by Bike Walk Solana Beach.

## *Funding a Fletcher Cove Community Center Renovation*

In 1944, San Diego County wrangled the transfer of four 1930s Civilian Conservation Corps barracks into County ownership. One building was moved from Vista to the bluff above Fletcher Cove beach, where it was put into service as a community center. From its founding in 1953, the Society frequently used the building for member meetings and the annual Holiday Bazaar, as it was called at the time.

By 2007, weathered by coastal storms and ailing from deferred maintenance, the structure was in shambles and basically unusable. "While the Pacific Avenue facility has a multi-million dollar ocean view, the pathways are pitch black . . . and the walls literally crumble to the touch," reported the Solana Beach Sun.

*Continued*



Then-Society President Carol Childs presents the check that finally launched Fletcher Cove Community Center renovations in 2011



## *Fletcher Cove Community Center Renovation . . . continued*

That year, the City's long-planned effort to create Fletcher Cove Park had finally come to fruition, again supported in large part by the Society and other donors whose contributions are honored in the expansive ceramic ocean-theme tile-work that wraps around the park like a wave. The beautiful new park was in stark contrast to the dilapidated community center on the adjacent, overgrown ice plant-filled slope.

City Council set up a Fletcher Cove Ad Hoc Committee in November 2007 and tasked members to gather community input on a vision for the center. Society Executive Board and many members immediately got involved. "It's such a part of our organization," past Society president and former Mayor Margaret Schlesinger said. ". . . we don't want to lose a meeting place." She and then-Society president Judy Hegenauer told the City that the Society didn't feel the building had local historical significance and pledged to fundraise for the new center.

The project quickly grew into a community-wide effort. Volunteers removed a truckload of ice plant from around the structure during the Solana Beach Presbyterian Church's Community Serve Day in February and again in July, 2010. They would return after the renovation was completed for a community planting day to install landscaping around the center in "Overlook Park."

Stephen Dalton Architects of Solana Beach was selected to design the renovated multi-use center, adding the south-facing window wall that offers views of the ocean and Fletcher Cove park. Wide doors that open to adjacent outdoor patios help to compensate for the center's limited floor area, which couldn't be expanded due to coastal building regulations.

The City budgeted \$279,000 for the project, but construction bids came in higher. Additional funding was secured through the Americans with Disabilities Act, redevelopment agency money, and several generous donations -- including \$185,000 from the Solana Beach Community Foundation, \$40,000 from the Solana Beach Civic & Historical Society, and an additional \$25,000 from an individual donor as a "top-off" to the broad citizen financial participation in the effort.

The renovation got underway in February 2011 with a goal for completion in time for a summer celebration of the City's 25th anniversary. Workers said the building was in such poor shape that it wobbled when they removed siding.

Nevertheless the transformation was completed in time for the July 2011 anniversary events, to which the Society contributed a "Birth of a City" book and DVDs containing a slideshow of Solana Beach scenes throughout its history. The renovated center was decorated with historic photos. The Society also had photos printed on large banners for a "then and now" exhibit at City Hall. The same banners are re-displayed each May at our Fiesta del Sol booth and always seem to delight visitors and spark memories.





# *100th Anniversary Celebration of Lake Hodges in 2018*

Our Society teamed with the Del Mar Historical Society, Rancho Santa Fe Historical Society, Santa Fe Irrigation District and the Fletcher Family Foundation in November, 2018 to co-host a Celebration of the 100th "birthday" of Lake Hodges. The event at the L'Auberge resort in Del Mar featured speakers from the Journal of San Diego History and Trish Boaz, then Executive Director of the San Dieguito River Valley Conservancy.

The reservoir began to fill during completion of Lake Hodges dam and its waters eventually were distributed to what now are Del Mar and Solana Beach, as well as other communities, making ranching, farming and residential development easier.

As part of the anniversary celebration, the Society and the City of Solana Beach also hosted a "Follow the Water" exhibit of original art and prints by local artist Kevin Anderson at City Hall.

**Celebrate the 100th Anniversary of Lake Hodges**

**Follow the Water**

Original art and fine prints on exhibit Oct. 1-Nov. 15

Solana Beach City Hall  
635 S HWY 101

**Opening Reception**  
October 6, 3-7 p.m.  
Free admission Refreshments

Sponsored by the Solana Beach Civic & Historical Society and the City of Solana Beach

**Featuring Peter Sprague**

## *Archival Digitization Project Began in 2018*

From the outset, officers of the Women's Civic Club kept careful records of its meetings, correspondence and press clippings. Many of these made their way into annual scrapbooks, which in time made their way into the "archives room" of the Heritage Museum. Over the years, the Society also acquired historical photos, books and other documents through research projects and donations.

Aware that these records could be valuable to researchers -- and that everybody's first stop for information was Google -- Board members began a daunting effort to "digitize" our archives. Museum Curator Lisa Montes and Civic Affairs/Corresponding Secretary Chair Cindi Clemons lead the effort, which has included securing a series of community grant funds from the City of Solana Beach.

Backstage Library Works was selected to handle digitization of what grew (so far) to 11 batches of documents -- each boxed and shipped for scanning into four file formats. Society volunteers also spent countless hours scanning documents, clippings and photos.

The intent was to make this data available through the San Diego County's Library system online database, but the County's project sputtered. The Society's digital archive now occupies 3.51 gigabytes of a dedicated Google Drive. Our online presence is augmented by an ever-growing website -- updated in 2020 to support our Covid-19 eCommerce era -- as well as a YouTube channel housing videographies and slideshows.



## Let's Get La Colonia Skatepark Rolling!

The Community Center at La Colonia was dedicated on May 5, 1991. In November 1996 the San Diego County Sheriff's Department opened an office in the La Colonia Park Community Center. In 2007, the City came up with a Master Plan for the whole of La Colonia Park, envisioning elements such as a skatepark, an expanded tot lot and a courtyard honoring veterans. The latter was completed in 2016 with support from the Society.

After the City's anticipated funding source was shut down at the state level, the City had to tackle the Master Plan piecemeal.

The skate park remained a priority among residents and an enthusiastic local skateboarding community. A \$5,000 donation from the Tony Hawk Foundation kicked off fund-raising. From there, the City received a \$100,000 Neighborhood Reinvestment Program grant from the County, as well as donations from the Surfing Madonna Oceans Project, and the Coastal Community Foundation.

Following an inspiring General Meeting about the history of skateboarding in Southern California, the Society Board approved an \$8,000 gift from the Civic & Historical Society (later increased by \$2,000).

The Parks and Recreation Commission also raised money through fundraisers at Culture Brewing and the Fire Department hosted a pancake breakfast. Funding for the approximately \$1.1 million project was completed from the City's Capital Improvement Program Fund.

Project designers Van Dyke Landscape Architects gathered input from local skaters for park features, which include a wave-like donor wall displaying the names of individuals, families and businesses that contributed \$500 or more. Adjacent to the park is a small basketball court and a free-standing electrical grid, called EnergiPlant, with WiFi and ports for phone-charging.

*Continued*



Then-Society president Michele Stribling, Lisa Montes, Cindi Clemons, Kirk Wegner of the Solana Beach Parks and Recreation



## "Skatepark Challenge" Celebrated Park Opening . . .continued

To help celebrate the skatepark opening on April 29, 2019, the Society sponsored a competitive challenge for local 6th, 7th and 8th graders. Students were invited to participate in two contests:

1. Create artwork for a skateboard deck that conveyed the importance of the new skatepark to the community and the athletes who will use it, as well as the importance of its location in La Colonia de Eden Gardens, Solana Beach's first neighborhood. Or,
2. Develop a video documentary on the long history of the skatepark, from idea to the grand opening.

In the video category, Cleo Krems, then a Skyline School 6th grader, took home the \$250 first place prize (you can view her winning entry on our YouTube channel or via a link from the History section of our website).



A team of Earl Warren Middle School 8th graders each earned \$100 runners-up prizes — Danika Blease, Tanner Phillips and Robert Schmidling.

In the skateboard deck design competition, Camden Cassara, then a 7th grader at Earl Warren, was the first place winner. Runners-up were Avery Austin, Lauren Prior and Kathryn Reese, then 7th graders at Earl Warren, as well as Cristina Milne, then in grade 7 at Saint James Academy. Each received a \$100 prize.



Contest judges assessed more than 50 entries. They decided also to award \$50 "special recognition" prizes to two more Earl Warren 7th graders: Dylan Flynn, for a clever photo montage that incorporated some of Solana Beach's iconic curved rooflines, and Eli Shiah, for a catchy tagline: "Where the ride meets the tide."





## *SeaWeeders Team with City, Lagoon Conservancy on Landscape Upgrades*

In 2018, the SeaWeeders built on a partnership with the City and the San Elijo Lagoon Conservancy (now the Nature Collective) to spruce up the Rios Trailhead into the lagoon. The partners created a stone wall sitting area to make it more comfortable and welcoming for kids on field trips. Volunteers helped the Conservancy select and install native plants for the surrounding hillside and keep them watered until they were well established.

When Betsy Schulz's beautiful Fire Wall sculpture at the Solana Beach Fire Station, was dedicated on June 19, 2019, the SeaWeeders were on hand to celebrate their installation of a native-plant garden on the east slope of the Fire Station "front yard" on Lomas Santa Fe Drive. Schulz had asked the club to expand on her landscape design surrounding the sculpture, which helped jump-start a broader effort to promote native pollinator habitat in Solana Beach. To the amusement of firefighters, volunteers surrounded the new plants with layers of newsprint before mulching the native section -- a method that had proven successful at our Post Office to deter weeds and nourish the soil. Volunteers hand-watered the garden over the summer to help plants get established.



The following month, the City of Solana Beach Public Arts Commission (PAC) approved a landscape concept plan created by SeaWeeder Katie Pelisek to complete improvements at the El Viento pocket park. The park had been created by road improvements at the corner of El Viento and Granados about 10 years prior, and originally planted by neighbors. It later was added as one of the City's six temporary art sites and hosted the Fleur de Lumiere glass sculpture by Deanne Sabeck.

Subsequent landscaping improvements had been hampered by drainage issues at the site, which has no running water to help sustain plantings. During heavy rains, run-off erodes walkways. City officials approached the SeaWeeders to explore ideas for improving drainage and completing planting at the park. The rehab plan included boulders to help contain erosion at the dry site.



The PAC approved a budget, which the SeaWeeders augmented with \$4,000 in grant funding from the Solana Beach Fund, a fund of the Coastal Community Foundation.

The boulders were placed in February 2020. The following month, a gaggle of Skyline sixth graders helped spread 10-yards of mulch. And in October the PAC agreed to purchase the Fleur de Lumier sculpture for permanent installation.



## ***Connecting our Community through the Pandemic Era***

2020 was a challenging year all around the globe. After the shock and fear associated with initial shutdowns in March, your Society Board and members got busy working on ways to maintain connections in our community.

In-person general meetings were banned; so we learned how to meet with members and friends online and captured many informative "Zoom at Noon" sessions on video, now archived on our YouTube channel. Board meetings couldn't happen, so we Zoomed those, too. We skipped the usual summer break and kept newsletters coming to you through July and August. We published the list of local restaurants who were struggling to survive by offering take-out. We overhauled the website and added security to support online Holiday Boutiques.

Perhaps most significantly, however, we teamed with the La Colonia Community Foundation on a food giveaway in December of that dark year. Communications chair Pat Coad reported results for the January 2021 newsletter:



Food Drive leader Lisa Montes and other volunteers verified recipients' local addresses and asked for their number of family members to size donations to needs.

***We were able to provide food for 193 Solana Beach families, impacting 955 individuals — more than double the goal for the event.***

The Wounded Warrior Homes organization provided us with 2,000 pounds of non-perishables and 450 pounds of fresh vegetables picked up and delivered to us by several volunteers. The Community Resource Center in Encinitas and the Produce Good organization donated additional food. On Saturday, Dec. 19, generous community members lined up for two hours giving us food, toiletries and more than \$2,000 in gift cards to local grocery stores. In all, an estimated three tons of food was collected, along with toys and clothes.

Volunteers from Teen Volunteers in Action and their parents helped sort food and move it to the distribution site. Thank you to CVS in Solana Beach who let us use their shopping carts to help with the transfer of food. Thank you to Danny Hernandez for delivering the shopping carts.

Jewel Edson and Dave Zito helped us from the Solana Beach City Council. Dan King from the City came on the weekend to unlock the Community Center for us. Tina and Joe Zucker represented the Women's March, Solana Beach and were generous with their time.

Thank you, too, to all of the others who helped us in some way; if you saw the continuous line of cars picking up food you would have been proud. In addition to families who walked to get their food, cars were parked on the side of the road from Genevieve down Valley to the park entrance starting at 3:30 for our event, which didn't begin until 4:00.

Thank you Solana Beach for all of your care and love for members of our community.  
***Solana Beach has HEART! Solana Beach tiene CORAZON!***



## *"Together, we saved this view. Forever."*



Photo by Charlie Neuman for the San Diego Union Tribune

Our community made history — again — on February 22, 2020, with the dedication of a 3.4-acre plot of paradise that will never, ever, be “paved ... and put up a parking lot.”

Backed by a soaring sunset, Mayor Jewel Edson, Nature Collective Executive Director Doug Gibson, and Harbaugh Foundation Director manager Joe Balla

clipped a green ribbon to officially open the trails at our City’s northern gateway. New paths twine among 8,000 native plants installed by community volunteers in November thru January, 2019. They link our Coastal Rail Trail with the San Elijo Lagoon trail system via a new pedestrian tunnel under the railroad tracks.

The decades-long battle to preserve this view is now a celebration of victory for many, many long-time Society members, and Solana Beach activists. Some of us can remember that

the view from what is now the donor monument at Harbaugh Seaside Trails looked like this -- until Women’s Civic Club members won the epic “Battle of the Billboards.”

Doug Gibson and his team made sure that *all* of the eco-warriors involved in saving this view were well acknowledged during the dedication. “The local community, they are the real heroes,” he said. “Together, we saved this view. Forever.”





## Stepping up for our Western Monarchs

### *SeaWeeders Team with City to Plant for Pollinators*

In April, 2021, Mayor Lesa Heebner and Solana Beach City Council signed the Mayors' Monarch Pledge to help make Solana Beach friendly to Western monarchs and other pollinators. The Pledge is a challenge sponsored by the National Wildlife Federation to encourage development of pollinator habitats in urban environments and eliminate practices that are harmful to endangered monarch butterflies.

During the prior year, the annual Western Monarch Thanksgiving Count totaled only 1,914 monarchs seen migrating from the Pacific Northwest to Mexico. None had been sighted in Pacific Grove, CA -- very troubling since the city is known as "Butterfly Town" due to the huge swarms of Western monarchs that typically congregate there to over-winter.

Our team helped to publicize this sad news and also to educate Solana Beach residents about how they could help -- by planting native milkweed plus nectar plants, and curbing the use of pesticides and herbicides. Why milkweed? Because it is the *only* plant where female monarchs lay their eggs and the only food monarch caterpillars eat. Nearby nectar plants provide food for adult butterflies and shelter for the caterpillars and their chrysalides.

On April 23, 2021, the City's first pollinator garden was established with 75 milkweed and nectar plants along the east wall of La Colonia Community Center. Council members participated in a pink ribbon-cutting while monarchs literally fluttered in their hair. The City and SeaWeeders also collaborated to create educational signs -- in English and Spanish -- about the garden's plants and the lifecycle of Monarch butterflies.

On April 24, 2021, Solana Beach residents collected 250 free, native milkweed plants provided by the City and SeaWeeders, plus 1,430 milkweed seeds. In effect, 90 local families had joined the pledge to add monarch-friendly habitat in our community.

Educational events are part of the pledge. In May 2021, the Society hosted a "Zoom at Noon" meeting where Ann Baldrige of the Resource Conservation District of San Diego discussed county-wide efforts to support our Western monarch population. In October 2021, The San Diego Zoo Wildlife Alliance (SDZWA) recently featured our efforts as a case study for students in the Advanced Inquiry Program, a unique master's degree program run through Project Dragonfly of Miami University, Ohio, in partnership with SDZWA.

Since then, hundreds more milkweed and nectar plants have been planted along the Coastal Rail Trail, at the Fire Station, and in two Boys & Girls Club gardens. An "Adopt a Pollinator Plant" fundraiser and sales of a Monarch Butterflies book have raised more than \$8,000 to support plant purchases and educational efforts, including explanatory signs at the La Colonia garden and more planned for the Rail Trail. Additional pollinator gardens are anticipated for the Larrick Reservoir pocket park and on the east side of town, as well.



Council-members "open" our first pollinator garden.

Photo by Luke Harold, Solana Beach Sun



# Centennial Celebration of La Colonia's Next Century

Our September 2021 fiesta to celebrate the founding of Solana Beach's first neighborhood was enjoyed by close to 160 guests. It was the biggest event the Society had hosted in recent years and was supported by generous help from the Santa Fe Irrigation District, EDCO, the City of Solana Beach, Boy Scout Troop 782, Teen Volunteers in Action, La Colonia Changers and the talents of our Crafts Group.

Guests included Mayor Lesa Heebner, Deputy Mayor Kristi Becker, Council-member Kelly Harless, and former Council-members Judy Hegenauer, Joe Kellejian, Peter Zahn and Marion Dodson.

A huge birthday cake was supplied by Priscilla Rojo, president of La Colonia



Jalisciense Folklorico Group performers (Photo by Robert McDenzie, Del Mar Times)

Community Foundation, and cookies were provided by nearby Santa Fe Christian School. Tony's Jacal catered, serving up the 75-year-old establishment's signature turkey tacos and enchiladas.

Fourth generation resident Lisa Montes, Society historian and Heritage Museum curator — and the lead organizer of the event — remembered that, 30-years ago, Connie Alto encouraged Elba Montes to start Ballet Folklorico Jalisciense in La Colonia. Her charming dancers entertained during the evening. Mariachi Estado de Oro provided music for the dancers and serenaded our guests.

Descendants of many of the first families to settle in La Colonia shared their memories of growing up in the neighborhood and playing along Stevens Creek in what is now La Colonia Park. We taped their testimonials, which are linked through our website, as is a slideshow of the family photos residents provided.



"My great grandfather, Francisco Guterrez ... purchased a lot of the lots here. And he was a great builder, skilled in a lot of building methods. He helped build a lot of the buildings that are still standing here today," including his own home, remembered attorney Joe Villasenor.

"He was a leader in bringing water to our community, as well." Francisco had nine children "and those children and their heirs still live here today," he continued. "We are really proud to continue the tradition and build on the legacy that was established by our forefathers."

*Continued*



## Centennial Celebration . . . . continued



Five generations of Guiterrez descendants  
(photo by Robert McKenzie, Del Mar Times)

Christine Hernandez Aleman recalled the fight the community launched to preserve the very community center and park where the fiesta was held. “We took many, many, many hours fighting for this with the supervisors in San Diego. It was earmarked for condos, both sides. As kids, we all came here . . . To play baseball. The guys would play football. It was a great place to live and be raised and raise our own. It’s a sacred place for me.”

Arthur “Ono” Sentano paid tribute to first-generation resident Robert “Chuckles” Hernandez, whose memories are chronicled in *Early Solana Beach* by Jim Nelson. Chuckles was instrumental in developing the Veterans’ Memorial Wall

and courtyard at La Colonia Community Center. Arthur’s daughter Sarah was a 2020 recipient of the Society’s college scholarships.

Teresa Rincon, who with husband Ray now manages Tony’s, remembered elaborate Halloween pranks where neighborhood children would block the streets with old cars. “My Dad would say, ‘Oye! those darn kids! We had to take those old cars out of the road again!’ He didn’t know that I was one of them!” Another Halloween, she recalled, “my dad dressed in a big long coat and just stood in a corner by the restaurant. We thought it was the bogeyman and started throwing rocks at him.”

More than a dozen speakers took the mic as the sun set, sharing stories with common themes:

- **Intertwined families.** “We are all related somehow. All cousins,” several commented.
- **Strongly shared pride in the community and residents’ accomplishments through the generations.** Many speakers paid tribute to the community’s war veterans. “My grand nephew who just finished his basic training, I’m looking forward to his picture being up here,” said third-generation resident David Huizar, gesturing to the Community Center wall decorated with photos of local veterans. “We are still serving; we are Americans.”



Robert “Chuckles” Hernandez

*Continued*



## Centennial Celebration . . . continued

- **As well as its athletes.** “We had great ball players here,” Huizar continued. One local team nearly went to the Little League World Series. At Torrey Pines High School, “EG was in charge,” remembered Paul Salgado, grandson of Tony Gonzales of Tony’s Jacal. “In that Torrey Pines first graduating class, I would say the best athletes in the school at that time were from EG.”
- **A tradition of sharing and caring for one another** that persists to this day, and will keep La Colonia strong and healthy into the next century. “If somebody didn’t have as much, the rest of the family would help. Or the neighbors would help,” said David Huizar. “We are all family.”

“I want to thank you who have talked about my father this evening, because my dad did so much for the community,” remembered Lucy Garcia, whose father Frank “Pancho” Garcia, donated the property where St. Leo’s Mission was built and still serves La Colonia. Pancho Garcia converted the front part of his home on the southeast corner of Valley and Genevieve into a grocery store in 1927. Next to the market, he built a cantina. “He also used to hang a sheet between his store and the bar and would charge 10 cents for people to watch Roy Rogers movies.”

With 14 children in the family, “We were poor,” said Esther Lopez. Don Pancho Garcia “would give my mom credit, keep a tab for her, at a time when people didn’t really do that,” she remembered. “And, we used to like it when his freezer gave out, because all his ice cream would melt. So who do you think he would give it to? The family across the street.”



Santa parachutes into town

Many La Colonia memories are magical. “In La Colonia,” Lisa Montes noted, “Santa didn’t come down the chimney, he jumped out of an airplane and parachuted into the park.”

Growing up in Eden Gardens wasn’t all fun and games. Early residents were farmers and raised chickens and goats. They helped build one another’s homes. Many guests recalled attending the segregated “Americanization School,” where the children weren’t allowed to speak Spanish.

Some challenges went all the way to Rome. Dr. Daniel Rameriz, who teaches about American religions at Claremont Graduate University, confirmed that his grandmother Cipriana Gonzales took on the Pope to keep St. Leo’s open when the archdiocese of San Diego threatened to close the parish. “There were letters from the Pope’s [representative], the Papal Nuncio, to the Bishop of San Diego and to the Monsignor of Saint James asking about the ‘trouble makers.’ And Cipriana Gonzales’ name was at the top of the list.”

Cipriana argued that the church was essential to the community of La Colonia. As essential as a beating heart.

And the beat goes on.



Cipriana Gonzales



## *Society Awarded Three \$2,500 Scholarships for 2023-24*

In June, 2023, two current college students and a recent high school graduate were awarded the Society's increased scholarships for the 2023-24 school year. Since its inception in 2014, our Scholarship Program has awarded \$31,500 to help Solana Beach-resident high school seniors and returning adult students attend college and technical schools. In 2023, our awards increased to \$2,500 each.

Overall, 24 students have received scholarships since the program was launched. Recipients are assessed based on their grade-point averages, references from teachers, counselors or community members, their record of volunteerism in Solana Beach, and financial need. Many recipients have been first-in-their-families to pursue a college education.

Each year, the awards are presented in honor of some notable community residents and Society members -- Margaret Schlesinger, our first Mayor; Jim Nelson, who authored two books about Solana Beach history; and Robert "Chuckles" Hernandez, a long-time La Colonia resident who was instrumental in organizing the war memorials at La Colonia Community Center.

Where are our scholarship recipients now? Well, here are reports on a few . . .

2023 recipient Braulio Deans is continuing his studies at Cal Poly University, San Luis Obispo, where he plans to pursue a Ph.D. in mathematics.

2022 recipient Kelly Drummond completed a Masters of Advance Studies in Marine Biodiversity and Conservation at the Scripps Institution of Oceanography and is now based in Juneau, Alaska, where she has a fellowship with Alaska Sea Grant, working on aquaculture and fisheries projects. Alaska Sea Grant is one of 34 Sea Grant programs nationwide.



2016 recipient Jessie McConville (far left in the photo) is the Director of Marketing at Scientist.com, based in Solana Beach. She started work there as an intern in 2017 and is now part of a 10-person team that builds digital marketing materials to share with the company's global clients. "Our company has grown a lot in the last couple of years and I love that I get to work on many different projects and events." Jessie now lives in La Jolla and enjoys snorkeling and surfing for fun. "I'm very involved in the local organization Casas De Luz, which I have volunteered with since high

school. I also make my own art prints for crafts fairs."

In addition to funding our own scholarships, the Society has for many years donated \$1,000 to the annual scholarship funds offered by the Mexican-American Educational Guidance Association (MAEGA).

Education has long been at the core of the Society's mission. Before launching the scholarship program, the society sponsored the Alliance for Education whose members -- many of them former educators -- provided breakfast, tutors and supplies for elementary and middle school students, as well as bilingual tutors through Casa de Amistad.



# Gonzalez Family Reunion

## Adding a Chapter to La Colonia's History

More than 200 descendants of one of La Colonia's first families gathered on July 8, 2023, for an epic reunion and to inspire their next generations. "It was an opportunity for folks who didn't know each other to meet, for folks who hadn't seen each other in decades to renew ties" attendee Daniel Ramirez told the Solana Beach Sun. "I think, most importantly, to root the younger generations in a sense of history and identity that's going to provide an anchor for their lives ahead."

In addition to bounce houses and lawn games, organizers engaged young attendees by distributing an "activity book" that invited them to learn about the family's roots in Chihuahua, Mexico, color illustrations of their heritage and culture, and "get the autographs of new cousins you met today."



Daniel, an associate professor of religion at Claremont Graduate University, and Dr. Sarita Gonzales, of Harvard, also collaborated to create a booklet about the Gonzalez family history. Sarita also created a poster of the family tree dating to 1765.

There were T-shirts and buttons featuring family founders, as well as raffles and music and plenty of tasty food from Tony's Jacal Restaurant, whose founders, Antonio and Catalina Gonzalez, are among the most famous of the family's large tree. Daniel Rameriz lived in La Colonia as a child, until his father moved the family to Corona to build his construction business. His grandparents were La Colonia founders Salvador and Cipriana Gonzales. Cipriana famously battled the Vatican to keep Saint Leo's Catholic Church operating -- and holding mass in Spanish -- in the community.

Mayor Lesa Heebner opened the festivities with an official welcome from the City of Solana Beach, and many speakers acknowledged the challenges that historically and currently face their community. In the 1940s-50s, an Americanization school in La Colonia punished students for speaking Spanish. More recently, gentrification is reshaping the community -- enticing long-time residents to sell their homes and pricing house purchases and rents out of reach for many in younger generations.

The Society sponsored the reunion's reservation of La Colonia Park and Community Center for the event. We also helped videotape interviews with more than two-dozen reunion attendees, available on our YouTube channel.

"It is critical for us to tell the family story," said reunion organization and Society Museum Curator Lisa Montes. "Because if we don't . . . the story will be lost."



## Solana Beach Women's Civic Club Presidents

Joan Ann Olsen	1986-1988
Anne McCarthy	1986
Celine Olson	1985-1986
Monica Reiss	1983-1985
Patricia Brendel	1982-1983
Delores Riddle	1980-1982
Kay Prowse	1979-1980
Mary Liz Thurman	1978-1979
Marjorie Reese	1976-1978
Alice Peelyon	1975-1976
Barbara Folsom	1974-1975
Manette Baltz	1973 -1974
Clarisse Austin	1972-1973
Phillis Hendriksen	1971-1972
Wenetta Childs	1970-1971
Phillis Hendriksen	1968-1970
Mrs. William Roebuck	1967-1968
Lois Martin	1966 -1967
Frances Cornwall	1964-1966
Ada Scarborough	1962-1964.
Clarisse Austin	1961-1962
Betty Gollwitzer	1960-1961
Mrs. James Driscoll	1959-1960
Mrs. William Denham	1958 -1959
Thelma Crawford	1956 -1958
Carolyn Armstrong	1955-1956
Irene Witmer	1954 -1955

## **Solana Beach Civic & Historical Society Past Presidents**

Michele Stribling	2016-2023
Virginia Garland	2013-2016
Carol Childs	2011-2013
Judy Hegenauer	2008-2011
Margaret Schlesinger	2007-2008
Phyllis Schwartzlose	2005-2007
Shirley Foote	2004-2005
Jim Nelson	2002-2004
Gloria Jones	2000-2002
Kathalijn Nelson	1998-2000
Nancy Gottfredson	1996-1998
Phyllis Schwartzlose	1994-1992
Celine Olson	1994-1996
June Harland	1992-1994
Ada Scarborough	1990-1992
Sue Evans	1989-1990

*Thanks to our dedicated members,  
the Solana Beach Civic & Historical Society looks forward to another 70 years  
of contributing to our thriving community.*

*Special thanks to all who shared their stories and  
provided editorial reviews of this compilation.*

*To learn more -- and Join Us -- visit our website at [sb-chs.org](http://sb-chs.org) or scan below.*





**From:** [dlang at SoLo](mailto:dlang@SoLo)  
**To:** [LOSSANcorridor](mailto:LOSSANcorridor)  
**Cc:** [LOSSANAlignment@cosb.org](mailto:LOSSANAlignment@cosb.org); [Carrie Darcangelo](#); [Ruby Lang](#)  
**Subject:** SDLRR Project NOP  
**Date:** Wednesday, June 19, 2024 6:37:53 AM

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You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Tim Pesce,

I am a small business owner of retail store located at 309 S. Cedros. I want to let you know that I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Kindest Regards,

Dan Lang

[REDACTED]

## NO ON ALTERNATIVE A

Sean MacLeod [REDACTED]

Sun 6/16/2024 4:40 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

### The South Cedros Property Owners Association

#### **VOTE NO ON ALTERNATIVE A.**

The iconic **Cedros Design District** is an IRREPLACABLE 2 1/2 block destination shopping and dining area that has been in existence for over 35 years.

It MUST be protected.

#### **VOTE NO ON ALTERNATIVE A**

The South Cedros Property Owners Association

Sean MacLeod

444 South Cedros Avenue

Solana Beach, CA 92075

**From:** [David Steigerwald](#)  
**To:** [LOSSANcorridor](#)  
**Cc:** [David Steigerwald](#); [Pat Dougherty](#)  
**Subject:** SDLRR Project NOP  
**Date:** Friday, June 21, 2024 2:03:02 PM  
**Attachments:** [letter to SANDAG re Option -A- tunnel proposals sent.pdf](#)

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You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Please see our comments for review

All the Best,  
Dave Steigerwald of  
***Steigerwald- Dougherty Inc.***

[REDACTED]  
[REDACTED]  
License # 481038

**STEIGERWALD-DOUGHERTY, INC.**  
**GENERAL CONTRACTORS**  
LICENSE #481038

Mr. Tom Pesce,

6-21-24

As a long time business and property owners in Solana Beach, Pat Dougherty and I wanted to go on record that I was shocked to see the outline to Alternative "A" for the Del Mar Tunnel Plan.

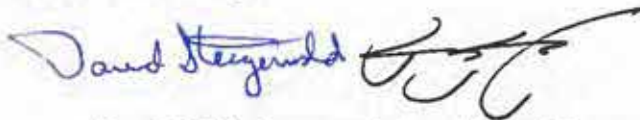
\*\* We also wanted to state that we oppose further consideration of "Alternative A".

Please remove it before any further work on the EIR is moved forward as it is unreasonable fiscally, as well as it would be extremely damaging to the City of Solana Beach business and residential community for many years to come.

Considering double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Please remove " A" as outlined from any consideration immediately as the proposal is outrageous to consider.

Most Sincerely,



David Steigerwald and Pat Dougherty  
Steigerwald-Dougherty, Inc  
427 South Cedros-202  
PO 884 Solana Beach

427 SOUTH CEDROS SUITE 202  
PO BOX 884  
SOLANA BEACH, CA. 92075  
PHONE: ( 858 ) 259 - 5100 FAX: ( 858 ) 259 - 1304

## Re: SDLRR Project NOP Questions

angelina neglia [REDACTED]

Tue 6/18/2024 3:57 PM

To: KC VAFIADIS (STRATFORD) [REDACTED]

Cc: LOSSANcorridor <lossan@sandag.org>; ddruker@delmar.ca.us <ddruker@delmar.ca.us>; tgaasterland@delmar.ca.us <tgaasterland@delmar.ca.us>; Tracy And Allen Martinez <tmartinez@delmar.ca.us>; dworden@delmar.ca.us <dworden@delmar.ca.us>; Dan Quirk <dquirk@delmar.ca.us>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hi KC,

Thanks for doing the letter for us....Patty is doing her letter as well...

thanks  
angie

Angelina Neglia  
Healthcare/Educational Advocate

[REDACTED]  
CALtash 2024 Recipient, Advocating for People with Disabilities  
2024 Nominee, Senator Blakespear's "Women Who Inspire" in our Community

On Jun 18, 2024, at 2:42 PM, Kc Vafiadis [REDACTED] wrote:

TO: SANDAG LOSSAN Project Team

RE: NOP Rail Tunnel Alternatives

DATE: June 18, 2024

Our family bought the beloved, historic Stratford Square building located on the Southwest Corner of Camino Del Mar and 15<sup>th</sup> in 1970. It is said to be the most photographed building in North County. It was built in 1927 and the west end of the building is built on sand. I am very concerned about the tunnel options B & C provided in the NOP. In speaking with SANDAG's engineers, they cannot assure me that this building will not be permanently damaged during the construction or use of this tunnel, and due to the non-conformities, if it falls, it is gone. It cannot be replaced. **CAN YOU ASSURE PROPERTY OWNERS THAT THEIR BUILDINGS ARE SAFE?**



The entry point of the tunnel for both the B & C options threatens every business in Del Mar.

I speak with the other property and business owners on a regular basis and most are fearful of the train tunnel options B & C. Del Mar completed a portion of the streetscape plan which took over a year and we lost several of our small Mom & Pop shops. Then Covid hit and we lost another wave of businesses. This is the sole source of income for most of the business owners and the properties have been passed down through generations. I do not believe many if any of our retail shops could withstand the 8-10 year disruption of this tunnel. The “cut and cover” proposal is a death sentence to Del Mar. Even if the tunnel itself does not directly affect the businesses, the negative media attention will divert visitors elsewhere and devastate Del Mar’s very small village. We have only a few blocks in our downtown that provide some of the tax revenue for the City’s general fund to pay for services for the millions of visitors that flock to our beaches and quaint village. We do not have big box stores or any other commercial zone. **CAN YOU ASSURE BUSINESS OWNERS THAT THEIR BUSINESSES WILL NOT ONLY BE “ACCESSIBLE” BUT THERE WILL NOT BE MAJOR DISRUPTION DISCOURAGING CUSTOMERS FROM COMING TO DEL MAR?**

I’m not an engineer, but I’ve lived in the Del Mar area for 55 years and have seen the erosion and the destructive sink holes. I know that when it rains, it comes down in sheets and the ground does not absorb the water fast enough so there is tremendous flooding. I don’t see how a tunnel under any portion of Del Mar could be a viable option, but of the choices presented, I think Option A would be the least disruptive to the majority of people and businesses.

I have paid close attention to your process and have been told by SANDAG representatives that “we are very early in the process” and “there is plenty of time before any final decision”, yet there seems to be steps forward that won’t be reversible. I hope that you truly listen to the concerns of the residents, businesses and property owners whose entire lives will be disrupted and potentially devastated. **CAN YOU EASE THE FEARS OF THE PEOPLE AND CAN THE PEOPLE TRUST WHAT YOU SAY?**

Sincerely,

KC Watkins Vafiadis  
Stratford Square Del Mar  
1442 Camino Del Mar, Del Mar, CA

# "SDLRR Project NOP" - Train Tunnel through Del Mar

Wed 7/10/2024 2:30 PM

To:LOSSANcorridor <lossan@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

**To Whom It May Concern,**

**I have attended several of your outreach meeting and have had very few questions answered.**

As commercial property owners in Del Mar, we are writing to formally request a **comprehensive economic analysis of the potential impacts associated with the proposed rail realignment alternatives**, specifically Alternatives A, B, and C, as outlined in the San Diego Regional Rail Corridor Alternatives (NOP 2024-06-03).

In addition to the EIR, given the significant implications these alternatives hold for the community, it is crucial to understand their economic impact on Del Mar thoroughly. Below are the specific areas I believe should be included in this analysis:

## 1. Business Impact Analysis:

- **Revenue Disruption:** An assessment of the potential disruption to local businesses during and after the construction phase for each alternative.
- **Customer Access:** An evaluation of how each alternative will affect customer access to businesses during construction.
- **Long-Term Viability:** A forecast of the long-term economic viability of businesses in proximity to the proposed rail alignments.

## 2. Property Value Assessment:

- **Commercial Property Values:** Analysis of how each alternative will affect commercial property values, including potential devaluation due to noise, vibration, and aesthetic changes. What recourse will property owners have if there is damage to their property?
- **Residential Property Values:** Impact on residential property values, which indirectly affect the local economy through changes in property tax revenues and community investments.

## 3. Tourism and Hospitality Industry:

- **Tourism Impact:** An evaluation of the potential impact on the tourism industry, a significant contributor to Del Mar's economy, focusing on the effects of construction activities and long-term changes to the scenic landscape.
- **Hotel and Restaurant Revenues:** A specific look at how hotels, restaurants, and other tourism-dependent businesses may be affected.
- **Loss of International Attractions:** Events such as Breeder's Cup, Kaboo, International Horse Shows, Cirque Du Soile. etc. have a strong impact on the economics of Del Mar and Solana Beach. It is likely these attractions will choose other locations, thus greatly impacting the local businesses. What provisions are in place to compensate business owners for loss of business?

## 4. Employment and Workforce:

- **Job Disruption:** Analysis of potential job losses or disruptions during the construction phase for each alternative.
- **Long-Term Employment Trends:** Forecast of long-term employment trends based on the new rail alignments and their impact on local businesses and economic activities.

## 5. Municipal Finances:

- **Tax Revenue Impact:** Evaluation of how each alternative will affect local tax revenues, including sales tax, property tax, and business tax.
- **Public Expenditures:** Analysis of any increased public expenditures required to support the chosen alternative, including infrastructure maintenance and environmental mitigation.

## 6. Environmental Economics:

- **Cost of Environmental Mitigation:** Estimation of the costs associated with environmental mitigation efforts for each alternative.
- **Benefit-Cost Analysis:** A comprehensive benefit-cost analysis that includes environmental, social, and economic factors.

## 7. Traffic and Transportation:

- **Traffic Disruption:** Analysis of how each alternative will affect local traffic patterns during and after construction, including potential congestion and detours.
- **Public Transportation Impact:** Evaluation of the impact on public transportation systems and ridership, considering potential changes in accessibility and convenience.

## 8. Air Quality:

- **Construction Emissions:** Estimation of air quality impacts from construction activities for each alternative, including dust, vehicle emissions, and other pollutants.
- **Long-Term Air Quality:** Analysis of the long-term air quality impacts of the new rail alignment, considering factors such as increased rail traffic, changes in vehicular traffic patterns, and potential mitigation measures.

### Other questions:

- A. How deep underground will the tunnel be in options B & C at the north end and south end of Camino Del Mar?
- B. If “cut and cover” technique is used, how long will there be an uncovered trench and precisely where will it be located and how wide will the trench be?
- C. Will any commercial properties be taken by eminent domain with any of the options?
- D. The Special Platform for the Fairgrounds is approved and funded, but is it required to be on the west side of the fairgrounds or could it be located on the east side of the fairgrounds if an alternative route were selected?
- E. The NOP states “The new alignment may include aerial structures and berms.” Where would those be located?
- F. What existing stabilization infrastructure will be removed?
- G. Realistically, how long will the construction phase take?

This thorough economic analysis will provide a clear and comprehensive understanding of the potential impacts of each rail realignment alternative, allowing stakeholders to make informed decisions that best serve the long-term interests of Del Mar.

I appreciate your attention to this request and look forward to your prompt response.

*KC Vafiadis*

*Stratford Square Del Mar owner*

*Managing Partner Stratford Square LLC*





**July 19, 2024**

Delivered via email

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

**Re: Notice of Preparation of a Draft Environmental Impact Report for the San Diego-Los Angeles-San Diego-San Luis Obispo Rail Realignment Project located in the cities of Solana Beach, Del Mar, and San Diego, California**

To whom it may concern,

The Surfrider Foundation is a nonprofit grassroots organization dedicated to the protection and enjoyment of our world's ocean, waves, and beaches, for all people, through a powerful activist network. Thank you for the opportunity to comment on this project. We have been actively involved in the planning for the rail realignment for over ten years, first serving on Del Mar's Sea Level Rise Technical Advisory Committee that led to sea level rise discussions related to Del Mar's Local Coastal Program Update, and more recently as a member of the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Regional Rail Corridor Working Group and the San Diego Shoreline Preservation Committee.

We have provided extensive comments to SANDAG, the city of Del Mar, and the California Coastal Commission about the extreme impacts the continuing presence of the railroad tracks and the subsequent Del Mar Bluffs Stabilization projects have inflicted on the beaches of Del Mar and the need to relocate the tracks in light of Sea Level Rise (SLR). This includes the following documents:

- September 30, 2018: Item 12: Comments to Del Mar City Council on Del Mar's Plan to Address Projected Sea Level Rise, Flooding, and Erosion, including Local Coastal Program Amendments<sup>1</sup>
- June 2, 2021: Comments to the California Coastal Commission regarding City of

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<sup>1</sup> Appendix A, attached





Del Mar Major Amendment LCP-6-DMR-20-0005-1<sup>2</sup>

- July 26 2021: Comments to Del Mar City Council on Item 2, SANDAG's presentation to Del Mar City council concerning Del Mar Bluff Stabilization Project<sup>3</sup>
- September 20 2021: Comments to Del Mar City Council on Item 2 SANDAG's presentation to Del Mar City council concerning Del Mar Bluff Stabilization Project<sup>4</sup>
- June 3, 2022: Comments to the California Coastal Commission on Item W7b, CC-0005-2, Coastal Commission Federal Consistency Determination concerning Del Mar Bluff Stabilization Project<sup>5</sup>

Our goal has always been to see SANDAG and Del Mar plan for SLR to protect coastal access, coastal recreation, and marine resources in the most effective way, given current conditions affecting the safety and operability of the railroad. Relocation of the railroad tracks provides an extremely rare and important opportunity to allow space for Del Mar's coastline to migrate landward as sea levels rise. It will also secure public recreation, viewing, and access opportunities along the former rail corridor in the future. If successfully managed, this project will be a nationally significant case study, representing one step along an adaptation pathway towards managed retreat of critical infrastructure and restoration of an otherwise highly developed area on an eroding shoreline. The site is unique in San Diego County as one of the few areas along coastal bluffs where existing development would no longer be threatened once the rail is relocated.

The issues of importance to us when examining any project alternatives as part of the upcoming Draft Environmental Impact Report (DEIR) include:

- Developing a timeline and process for providing new access on Del Mar's bluff, as well as removal of the seawalls currently under construction as part of Del Mar Bluff Stabilization Project #5 (DMB5), once the tracks have been relocated. In addition, removal of both older existing and future planned stabilization structures must also be in the timeline. The timeline must include actionable demolition and construction milestones with planned funding and deadlines. This is required under CEQA as the removal of structures and improved access

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<sup>2</sup> Appendix B, attached

<sup>3</sup> Appendix C, attached

<sup>4</sup> Appendix D, attached

<sup>5</sup> Appendix E, attached

are project goals. In addition, the removal and access were mitigation measures in previous CEQA and/or Coastal Commission actions by SANDAG.

- The impacts of the potential undermining and/or flooding of the tunnels and/or floodwalls by seawater intrusion including under various sea level rise scenarios must be studied. Impacts of seawater intrusion from rising sea levels include direct intrusion, rising water tables due to pressure from sea level rise and an increase in wave overtopping or tidal impacts. In the case of tunnels under lagoons, rising water tables could impact the planned project alternatives. Similarly, floodwalls may be impacted by rising sea levels and the impacts on groundwater. The figure below shows the potential impact.

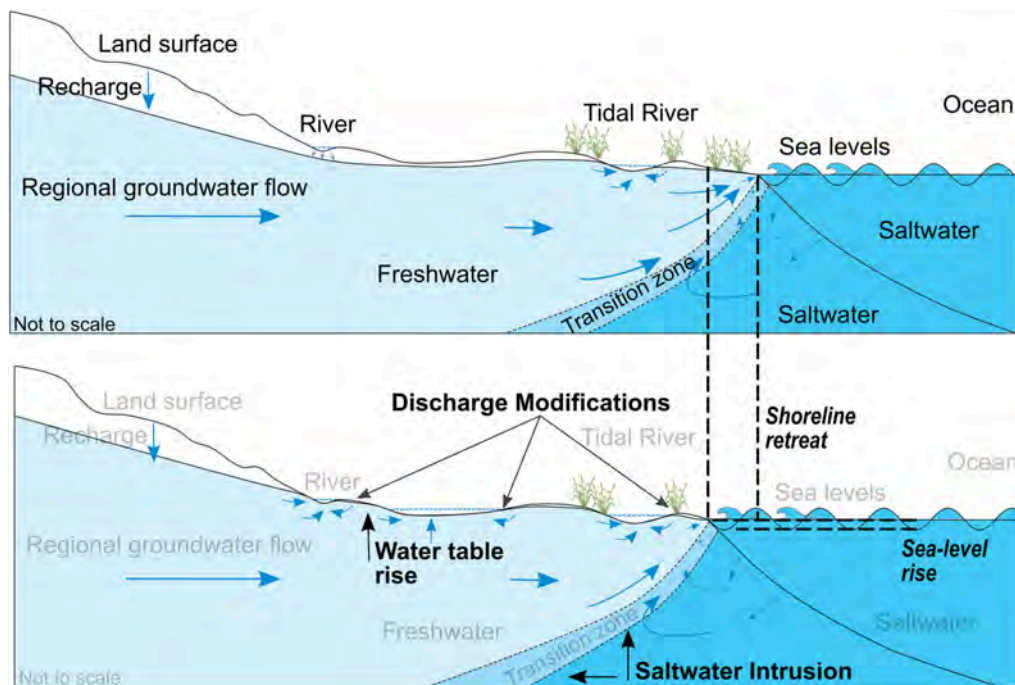


Figure 1: Comparison between current water levels (top) in the low-lying zone and potential changes (saltwater intrusion, levels/water table rise and discharge modifications) due to climate change induced sea-level rise (SLR) in coastal unconfined aquifers and shoreline retreat impacts on coastal shallow groundwater (bottom) with landward encroachment resulting in an eroded coastline, readjustment of the shoreline and bottom profile under SLR.<sup>6</sup>

<sup>6</sup> Figure 1 and caption are copied from Bosserelle, Amandine L., Leanne K. Morgan, and Matthew W. Hughes. "Groundwater rise and associated flooding in coastal settlements due to sea-level rise: a review of processes and methods." *Earth's Future* 10:7 (2022): e2021EF002580. <https://agupubs.onlinelibrary.wiley.com/doi/full/10.1029/2021EF002580#:~:text=Groundwater%20can%20co>



- The impacts of the project alternatives on beach access and automotive, pedestrian, train, and bicycle traffic during construction must be studied and eliminated or mitigated as part of the project and DEIR. For example some alternatives would close or alter bicycle and pedestrian traffic on the Sorrento Valley Road Class 1 bike/pedestrian trail during construction. Alternative A may impact coastal bicycle and pedestrian access in Solana Beach during construction. These impacts must be studied and eliminated. In both of these areas, the only automobile-free bike lanes will potentially be impacted by project alternatives. CEQA requires study and mitigation of these impacts. These impacts are significant given the potential duration of construction.
- Long term impacts to coastal access must be studied and eliminated or mitigated as part of the DEIR and project. SANDAG has received approval and funding for a double tracking and events platform at the Del Mar racetrack. The Coastal Commission held a Federal Consistency Hearing on the project on June 7, 2017. As part of the consistency findings, a special events platform would provide improved coastal access by rail to Del Mar beaches and could further be enhanced. Alternative A would potentially eliminate this improved access during construction and long term. This impact must be studied. The following excerpt is from the Staff Report by the Coastal Commission on the federal Consistency determination<sup>7</sup>:

SANDAG states that the new double-track railroad bridge over the San Dieguito River is designed to accommodate a future pedestrian trail undercrossing of the railroad tracks along the south bank of the river. This trail is not an element of the subject consistency certification, but rather is a project proposed and supported by other agencies, including the San Dieguito River Park Joint Powers Authority (JPA), and would provide an alternate means of pedestrian and bicycle access to the shoreline from inland locations. However, until this future trail project is constructed, rail passengers could exit the proposed railroad platforms and walk across the Fairgrounds to Jimmy Durante Boulevard, which crosses the San Dieguito River and intersects an existing

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[ntribute%20to%20surface.rises%20and%20flooding%20risk%20increases.](#)

<sup>7</sup> <https://documents.coastal.ca.gov/reports/2017/6/w14a/w14a-6-2017-report.pdf> June 2017 CC-0001-17 (San Diego Association of Governments) Consistency Certification by SANDAG for San Dieguito River railroad bridge replacement, double-track extension, and Del Mar Fairgrounds special events rail passenger platform, Cities of Solana Beach and Del Mar, San Diego County. (LS-SF)



informal pedestrian pathway along the south side of the river (Exhibit 4). This path continues across the existing railroad track (notwithstanding that this is an unpermitted/illegal crossing of the railroad right-of-way) to Camino Del Mar and the shoreline at the mouth of the river. After construction of the proposed double-track bridge, the existing pathway would pass underneath the bridge, eliminating the current at-grade and unsafe crossing of the trackway. However, SANDAG notes in its consistency certification that currently there is no formal public access from the location of the proposed passenger rail platforms though Fairgrounds property to Jimmy Durante Boulevard. A proposal for such access across the Fairgrounds property is not an element of the proposed project or of this consistency certification. However, the consistency certification does reference the conceptual plan for the trail along the south side of the river:

*A future trail, Reach the Beach Trail, is planned to be located adjacent to the Fairgrounds and Camino Del Mar on both sides of the railroad track, and that would cross the tracks. The planned trail is identified on the San Dieguito River Valley Conservancy trail plan. As identified on the San Dieguito River Valley Conservancy trail map, this future trail is planned to traverse under the railroad tracks to allow access to the beach from the east; however, the trail is only conceptual at this stage and there are no easements for the trail. In addition, the planned new San Dieguito River Railroad Bridge is being designed to accommodate a trail undercrossing of the railroad tracks along the south edge of the San Diego Dieguito River. The current design facilitates trail use below the railroad bridge on the south side of the San Dieguito River. In addition, the project includes a culvert below the railroad tracks for the Stevens Creek realignment that could allow development of a future trail (by others) below the tracks [on the north side of the river, near Via De La Valle]. Therefore, implementation of the Proposed Action would not preclude the future construction (by others) of the future Reach the Beach Trail.*

The Commission agrees with SANDAG that the proposed double-track project would not adversely affect existing public access and recreational opportunities in the project area. In fact, project elements (double-tracking, the special events platforms, and the bridge across the existing pathway along the south side of the river) would improve public access in the project area. After completion of the project, the general public would be able to take the train to the Del Mar Fairgrounds platform and either enter the fairgrounds to attend special events or find their way to the shoreline via the fairgrounds, Jimmy Durante Boulevard, and the informal pathway on the south side of the San Dieguito River.

While the project does not include a public trail from the passenger platforms to the shoreline, the Commission has long advocated planning for and



development of a direct pedestrian and bicycle pathway from the platforms to the shoreline at the mouth of the San Dieguito River. Such a path could lead to the south side of the river (as described above or via a stand-alone bridge across the river) or could head north from the platforms, pass underneath the trackway through the Stevens Creek culvert (which is designed in part to not preclude use as a pedestrian and bicycle pathway underneath the trackway), and cross Camino Del Mar to the shoreline (Exhibit 4). Either pathway would require the agency sponsoring/proposing the trail to purchase property and/or obtain easements from several property owners, including the North County Transit District (NCTD), who owns the railroad right-of-way. While this effort is beyond the scope of the subject double-track project proposed by SANDAG, the Commission nevertheless continues to strongly support ongoing efforts to develop a direct route from the proposed rail passenger platforms to the beach for foot and bike traffic. Such a trail would allow users of the rail platform to not only enjoy direct access to the Del Mar Fairgrounds for special events during the June-November time period, but would also [sic (allow?)] users to directly access the shoreline during the peak summer recreation season on those days when the platforms are open. SANDAG reported to the Commission staff that

*... the project design is sensitive to the possibility that a trail may be pursued by others in the future, and have thus ensured that the design not preclude trail access, and that the design allows for future development of a trail(s) ... SANDAG would continue coordination with the City of Del Mar and the JPA to support efforts for a future trail separately from the LOSSAN project.*

The impact of Alternative A and other alternatives on the enhanced coastal access planned for the San Dieguito Double Track and Special Events Platform must be studied and eliminated or mitigated such that the new coastal access proposed is not eliminated. This new coastal access would be one of closest to the shoreline on the entire San Diego rail corridor and could be eliminated in the newer tunnel project. This must not be permitted to occur.

- Comprehensive study of the climate impacts of the rail relocation including the reductions in greenhouse gas (GHG) emissions and train travel times, as well as project timelines to most efficiently and effectively complete the rail relocation.
- Inclusion of the negative environmental impacts of DMB5 on beach access (Recreation), natural sand replenishment, habitat (Biological Resources), and Aesthetics in the Draft Environmental Impact Report (DEIR). This could mean, among other things, giving special attention to the estimated project timeline





for each proposed alternative. The sooner realignment is complete, the sooner the DMB5 seawalls can come down. Excluding other factors, the proposed alternative that results in the most efficient realignment should be deemed less environmentally damaging because it allows for the quickest restoration of the public beach.

We are concerned that Alternative A, one of the three project alternatives to be examined in the DEIR has not been examined or analyzed in any previous alignment studies carried out by SANDAG. Alternative A begins in Solana Beach and requires both a Cut-and-Cover tunnel by Via de La Valle and a much longer tunnel under the San Dieguito Lagoon to reach the I-5. Many possible railroad track realignments have been extensively studied by SANDAG since at least 2017, beginning with SANDAG's 2017 conceptual alignment study<sup>8</sup>, followed by the 2023 San Dieguito to Sorrento Valley Double Track Del Mar Tunnels Alternatives Analysis.<sup>9</sup> The 2017 report analyzed 5 possible routes, including two Interstate 5 (I-5) alternatives, but neither of the I-5 alignments started in Solana Beach and went under the San Dieguito Lagoon. Likewise the 2023 alternatives analysis examined 10 possible alignments, including an I-5 alignment, but similarly this I-5 alignment did not involve any tunnels under the San Dieguito Lagoon.

Alternative A involves the longest route and therefore the most construction. We assume a longer route will result in increased GHG emissions both during construction and per train ride once construction is completed. The long stretch of cut and cover tunneling through downtown Solana Beach would inevitably disrupt traffic, aesthetics, and public services in an already congested area that is adjacent to public beach access. Additionally, the increased costs and construction requirements of this alternative leads us to assume it would take the longest to complete (it would also be the most difficult to fully fund, which could also lengthen the process). This concerns Surfrider because our main interest is in seeing the most expeditious realignment possible, so that Del Mar's bluffs and beaches can be restored to their natural state and again fully enjoyed by the public.

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<https://www.sandag.org/-/media/SANDAG/Documents/PDF/projects-and-programs/featured-projects/loss-an-rail-improvements-del-mar-bluffs/del-mar-bluffs-stabilization/alignment-alternatives-and-environmental-constraints-study-2017-2023-09-08.pdf>

9

<https://www.sandag.org/-/media/SANDAG/Documents/PDF/projects-and-programs/featured-projects/loss-an-rail-improvements-del-mar-bluffs/del-mar-bluffs-stabilization/lossan-sdsvdt-alternatives-analysis-2023-09-01.pdf>



Both the aforementioned concerns and the lack of information on Alternative A makes it difficult to determine whether this Alternative is feasible and reasonable, especially when compared to the thorough previous studies that have led up to Alternatives B and C.

Thank you for considering our comments. We look forward to reviewing the DEIR once completed.

Sincerely,

Kristin Brinner & Jim Jaffee  
Residents of Solana Beach  
Co-Leads of the Beach Preservation Committee  
San Diego County Chapter, Surfrider Foundation

Mitch Silverstein  
Policy Manager  
San Diego County Chapter, Surfrider Foundation



# APPENDIX A

**September 30, 2018: Item 12: Comments to Del Mar City Council on Del Mar's Plan to Address Projected Sea Level Rise, Flooding, and Erosion, including Local Coastal Program Amendments**



September 30, 2018

**Delivered via email**

To: Amanda Lee, MCP  
Principal Planner/Long Range Planning Manager  
Planning and Community Development  
City of Del Mar

**Re: Item 12 - Del Mar's Plan to Address Projected Sea Level Rise, Flooding, and Erosion, including Local Coastal Program Amendments (LCPA 16-005 and 18-002) and Zone Code Amendment (ZA 16-008)**

Dear Ms. Lee,

The Surfrider Foundation is a non-profit, environmental organization dedicated to the protection and enjoyment of the world's ocean, waves and beaches for all people, through a powerful activist network. The Surfrider Foundation has over 250,000 members, activists and supporters and 83 chapters in the United States. With nearly 70 miles of coastline to protect, the Surfrider Foundation San Diego County Chapter is one of the largest and most active chapters in the world. We are a grassroots organization, which means the people working to protect our local ocean, waves and beaches are volunteers who care about the San Diego County coastline and want to make a difference. In the spirit of the voters in 1972 who voted to establish the Coastal Commission, as well as the Coastal Act of 1976 which extended the Coastal Commission's authority indefinitely, we are submit these comments on behalf of the beach-going public, whose voice has largely not been heard during these proceedings.

## **Background**

We have previously submitted comments to the City Council and the Planning Commission and will summarize those comments here.

Our April 9, 2018 and May 21, 2018 letters to the City Council addressed the Sea Level Rise Adaptation Plan:

- Removal of managed retreat as an option from the Adaptation Plan was a mistake. Managed retreat, is legal and supported by the Coastal Act, and it has

already been practiced in Del Mar as part of the Beach Preservation Initiative (BPI).

- Given the landward migration of the high tide line due to sea level rise, Del Mar cannot find maintaining seawalls in the present location as consistent with the Coastal Act and the Del Mar BPI.
- The Draft Sedimentation Management Plan raises serious doubts that there will be adequate sand resources to sustain nourishment of Del Mar, northern beaches in Solana Beach and Encinitas. and Torrey Pines to the south.

Our August 14, 2018 letter to the Planning Commission addressed proposed amendments to the Land Use Plan (LUP) :

- Sand replenishment is not a panacea, and should not be so heavily relied on in the city's long-term planning for higher Sea Level Rise (SLR) scenarios.
- Managed retreat is supported by the Coastal Commission, the Coastal Act, and Del Mar's BPI.
- Proposed amendments discuss relocation of public infrastructure, but ignore relocation of private property. How can private property remain in place when roads, sewers, electrical lines, and other resources are being removed?
- Rip rap located in the Shoreline Protection Area (SPA) is currently in violation of the BPI. Unless the city deals with either removal of non-conforming structures via enforcement or an Local Coastal Program (LCP) amendment, the city may be subject to litigation.
- The BPI allows that protective structures may be developed on *private* property, landward of the SPA line. It does not grant anyone the right to a protective structure on *public* property. Shore protection does not stop the formation of public trust land behind it if the shore protection not been present. As sea level rises and the high tide line moves landward, protective structures previously allowed per the BPI will eventually be on public property and subject to removal.

Our September 11, 2018 letter to the Planning Commission addressed the staff report as well as proposed amendments to the Implementing Ordinances (IO):

- The staff report describing changes states the following: "*Clarified that the existing required waiver (for properties with coastal bluffs) does not preclude an owner from applying for future shoreline protection permits.*" For any new development, these changes are directly in conflict with Section 30253 of the Coastal Act, which states that new development for properties on the coastal bluffs does not have a right to future shoreline protection.
- We disagreed with the staff's assertion that "*The Coastal Commission may only reject the City's zoning code amendments if they do not conform with, or are*



*inadequate to carry out the existing certified Land Use Plan.”* The standard of review for any proposed amendments is the Coastal Act.

- We requested that any proposed amendments to the LCP or its Implementing Ordinances be unequivocal that future shoreline protection is in no way allowed for new development.
- We requested that the setback requirements in the Implementing Ordinances be strengthened. In addition to a minimum 40-foot setback, setback rules should also include requirements for maintaining safety over the 75-year economic lifetime. The setback must include SLR and a factor safety of 1.5.
- We requested that 30.55.060: C be changed as follows: *. In accordance with the California Public Resources Code Section 30010, this Chapter is not intended, and shall not be construed as authorizing any ~~public agency~~ **agent** acting pursuant to this Chapter to exercise their power to grant or deny a permit in a manner which will take or damage private property for public use, **or public property for private use**, without payment of just compensation therefore. This section is not intended to increase or decrease the rights of any owner of property under the Constitution of the State of California or the United States.*
- We requested that beach nourishment not be taken into consideration when determining risk associated with permitting (section 30.55.060).

We request that our previous comments included in these letters and public comment be incorporated by reference. We also want to remind the City Council of a key section of the Coastal Act. Section 30253 states:

*New development shall do all of the following...*

*(a) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.*

*(b) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area **or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.***

Per 30253, any new development for properties on the coastal bluffs does not have a right to future shoreline protection. No proposed amendment to the LCP may violate this principle; otherwise, the proposed amendments are in violation of the Coastal Act and therefore should be considered invalid.

## **Setback rules must be strengthened**

We are concerned that some of the amendments to the Local Coastal Program (LCP) are weakening protection of the beaches. The Public Trust provides that tide and submerged lands and are to be held in trust by the State for the benefit of the people of California. Most importantly, the language in the proposed LCPA will have grave

consequences for several key initiatives that are critical to the City of Del Mar, San Diego County, the State of California, Interstate Commerce, the National Defense, and beach visitors to the area.

Specifically, the proposed LCPA weakens setback rules required by the Coastal Act to prevent shoreline armoring by seawalls and other similar devices. The weakening of these setback rules may prevent relocation of the railroad tracks and allow the proposed Zephyr Del Mar Resort to be built in a more seaward location. Both situations defy the Coastal Act's setback rules and increase risk to public infrastructure and property.

The Draft LCPA Implementing Ordinances should strengthen the intent of the voters under the BPI. The proposed amendments make reference to strengthening setbacks in the LUP, but do not provide the corresponding strengthened language in the Implementing Ordinances.

Policy III-9 of the LUP requires an analysis of adequate setbacks:

“Policies:

III-9 Require all new development located on a coastal bluff or vulnerable slope to be setback from the coastal bluff edge a sufficient distance to ensure stability, ensure that it will not be endangered by erosion, and to avoid the need for protective devices during the economic life of the structure (minimum 75 years). Such setbacks must take into consideration projected long-term bluff retreat over the next 75 years, as well as slope stability. To assure stability, the development should maintain a minimum factor of safety of 1.5 against land sliding for the economic life of the structure. ***Alternative stability requirements may be approved to the satisfaction of the City Engineer and Building Official if an equivalent factor of safety is demonstrated.***”

The bolded last sentence was added at the Planning Commission and should be further amended to include at least two third-party peer reviews to test the veracity of the proposed factor of safety (for litigation avoidance), and subject to public hearing.

Despite the language in Policy III-9 of the LUP, there no follow through in the Implementing Ordinances. As proposed, the Implementing Ordinances in 30.55.050 would leave ambiguous any setback requirement above the 40 feet and the required protection of the North Bluff.

“30.55.050 Development Regulations for the Coastal Bluff Overlay Zone

A. Proposed development shall be sited and designed to avoid impacts from erosion hazards over the economic life of the development (minimum 75 years) in accordance with the following:

1. A minimum 40-foot setback shall be provided between proposed development (including supporting structures and foundations) and a coastal bluff edge, **except where otherwise provided below**.

It should be clarified that the “where otherwise provided” clause includes requiring a determination of the need for shoreline protection and the prohibition of such protection particularly for the North Bluff. Previous versions of the Ordinance had such inclusions.

## **Protection of North Bluffs should not be weakened**

The BPI specifically directed that the bluffs in Del Mar are to be kept in natural condition and not altered. The bluff areas were broken into two distinct areas. The two areas are the North Bluff, the location of the proposed Del Mar Resort, and the South Bluff Area, mainly backed by the railroad right of way.

Construction of the Zephyr Resort, above the North Bluffs, at a more seaward location jeopardizes coastal views in Solana Beach, visual attributes of the shoreline, and the proposed park area on the western portion of the property, in addition to as lateral and vertical shoreline access. Even if the rezoning to allow the resort were not adopted, the current residential zoning permits residential development at this relatively pristine site. New residential development could also be located further seaward and similarly jeopardize both coastal and residential views and coastal access.

The policies voted on by the citizens of Del Mar require that development on the North Bluff be set back by adequate distances to accommodate natural erosion over the life of the structure. The BPI Guidelines specifically prohibit any alteration of the bluff face or toe as well:

“Section 16. North Bluff Section 16. Guideline: It is the general policy of the City to accommodate natural bluff erosion in the North Bluff area. To this end, the placement of rip rap, seawalls, sealing of sea caves, etc., shall, generally, not be permitted. ***Rather, it shall be the obligation of the property owner to setback any proposed development on the top of the bluff a sufficient distance to avoid the need for any bluff face or beach stabilization measures.*** With respect to protection of existing principle bluff top development any stabilization or other reinforcement shall be installed from the top of the bluff and anchored down, or back, as necessary to provide sufficient protection. ***Alteration of the bluff face, the bluff toe, or the beach shall not be permitted.*** In addition, any proposed project shall require the submittal of a signed certification by a licensed Geotechnical Engineer or Coastal Engineer certifying that the proposed project will not have an adverse impact to shoreline processes.”

Source: Implementation Guidelines Measure D – Beach Preservation Initiative  
February 1, 1993 (***Emphasis added***).

The proposed definition of 'existing development' in the amendments to the Implementing Ordinances is directly in conflict with the intent of the voter-approved BPI as well as the Coastal Act.

Implementing Ordinance section 30.55.030 and 30.56.030: "Existing development shall mean any structure or development that was lawfully established, altered, and maintained pursuant to the Del Mar Municipal Code (or preceding San Diego County ordinances)."

Defining "existing development" as proposed above would conflict with the intent of the voter-approved BPI as well as the Coastal Act.

This new definition potentially allows future development to be classified as Existing Development on the North Bluff. This development may then be permitted and preclude the intended prohibition of the BPI and Section 30253 of the Coastal Act. The BPI is clear in its intent that ***it shall be the obligation of the property owner to setback any proposed development on the top of the bluff a sufficient distance to avoid the need for any bluff face or beach stabilization measures.*** The BPI is also clear in its intent that ***alteration of the bluff toe, bluff face or beach shall not be permitted.***

Removal of waivers and deed restrictions for future protection also jeopardizes the required setback and prohibition of any shoreline protection as intended in the BPI.

## **Relocation of the railroad should be a priority**

We support amendments in the the LUP such as III-2.f, advocating relocation of the railroad tracks:

III-2 Conserve the natural character of land, water, vegetative and wildlife resources within the community by ensuring that future development minimizes the disturbance of existing or natural terrain and vegetation, and does not create soil erosion, silting of lower slopes, slide damage, flooding problems and/or cutting or scarring, through application of the following policies..

f. Support relocation of the railroad and other public infrastructure from vulnerable bluff areas.

With respect to the South Bluff, some of the proposed new Implementing Ordinances are in conflict with LUP goal III-2f. This could potentially allow the railroad to have shoreline protection, jeopardizing present ad-hoc coastal access and the shoreline

below. The proposed definition of existing development in the LUP is setting the city up to allow for shoreline protection in front of the railroad tracks:

“Existing development shall mean any structure or development that was lawfully established, altered, and maintained pursuant to the Del Mar Municipal Code (or preceding San Diego County ordinances).”

Additionally, proposed policies describing the “transitional subarea within the Coastal Bluff Overlay Zone” should not be removed from the proposed amendments. This includes language in LUP Section C, as well as 30.055.020 of the Implementing Ordinances. If the goal is to remove the tracks primarily due to hazards, then this area is indeed transitional. Removal of the policies describing the transitional subarea within the Coastal Bluff Overlay Zone weaken the arguments for removing the railroad tracks.

The LCP should not be weakened to permit sea walls in front of the South Bluffs to protect the railroad and allow it to stay in place indefinitely. Relocation of the railroad tracks has wide community consensus. All candidates supported the plan at the September 15, 2018 forum.

“All candidates agreed that the railroad tracks should be removed from the bluffs, and possibly redirected inland.” Source:  
<https://www.thecoastnews.com/del-mar-city-council-candidates-address-issues-in-public-forum/>

Residents also supported railroad relocation following the most recent bluff collapse:

““If anyone was walking on the west side of the tracks or down below, that would have been game over,” Frank Stonebanks, founder of Citizens for Access to Del Mar Beach Bluffs and Trails, told FOX 5.

Stonebanks says he submitted a petition to the City of Del Mar two years ago to move the tracks further inland. He believes moving the track would give beachgoers and surfers, like local Devin Snider, better access to the water below.” Source:  
<https://fox5sandiego.com/2018/08/23/residents-concerned-after-cliff-collapses-a-long-del-mar-train-tracks/>

In 2017 Del Mar City council unanimously supported railroad relocation:

“On Tuesday evening , the Del Mar City Council "unanimously supported adopting and accelerating this proposal to engage key stakeholders to both 1) assess feasibility and recommend a plan of putting in a pedestrian crossing between 6th and 12th streets and 3) accelerate getting the tracks off the bluffs in the next 10 years, and turn the area into a natural park. These were the



measures requested by our petition (600 people signed) submitted to the city in Sep 2016 and supported by council." Source:

<https://www.10news.com/news/del-mar-wants-to-get-trains-off-its-bluffs>

#### "DEL MAR GOALS

1. Remove the rails from the bluffs to either a tunnel or another alternate location, turning the bluff top ROW into an oceanfront trail and park.
2. In the interim provide safe and legal crossing opportunities"

#### "POTENTIAL ISSUES TO PURSUE"

1. The bluffs are unstable, subject to ongoing erosion and sea level rise, making the rail line unreliable now, only to get worse with time
2. Double tracking the bluffs does not appear feasible and would be extremely expensive and environmentally damaging
3. Grade separating Coast Blvd does not appear feasible and would require great expense with immense environmental damage
4. "Defending" the rail line on the bluffs will be expensive on an ongoing basis and is doomed to fail long-term
5. Maintaining the rails on the bluff is contra to important environmental and coastal goals to preserve sensitive bluffs, provide beach access, and protect sandy beaches"

From action plan adopted by consensus at January 17., 2017 City Council Meeting

Source [http://www.delmar.ca.us/AgendaCenter/ViewFile/Agenda/\\_01172017-1324](http://www.delmar.ca.us/AgendaCenter/ViewFile/Agenda/_01172017-1324)

## **The Adaptation Plan should be included in the LCP**

In addition to the amendments to the LUP and IO, there is also the consideration of where to include the SLR Adaptation Plan (AP). Although City Council has approved the AP, the decision still remains concerning where and how the AP should be used. The City wisely sought an independent legal analysis of the various options for placement of the AP in the Community Plan, the LCP, or both. This independent legal analysis concluded that the AP can be part of the Community Plan in addition to but not in lieu of inclusion the LCP.

Those who argue against placing the AP in the LCP are arguing more generally that

the LCP should never be amended for fear of Coastal Commission overreach. For them to propose that an important regulatory document like the LCP should never be amended even in the face of changing environmental circumstances is extremely short-sighted. Without amendments to the LCP, the city will may be able to procure Sand Compatibility and Opportunistic Use Program (SCOUP) permits to obtain sand needed to replenish Del Mar's beaches. Without amendments to the LCP, the city will be unable to update its regulations in the face of increased risks to floods and other storm events related to climate change.

Additionally, the Planning Commission voted unanimously to approve the suggested amendments to the LCP. They did not heed the somewhat hysterical protests that putting the LCP up for amendment in front of the Coastal Commission would harm the city irreparably. If the Planning Commission is comfortable with amending the LCP, then City Council should take that as a vote of confidence in the process and vote to include the AP as an amendment to the LCP. If the LUP and IP are being amended, it is a logical conclusion to also add the AP to the LCP as an additional amendment.

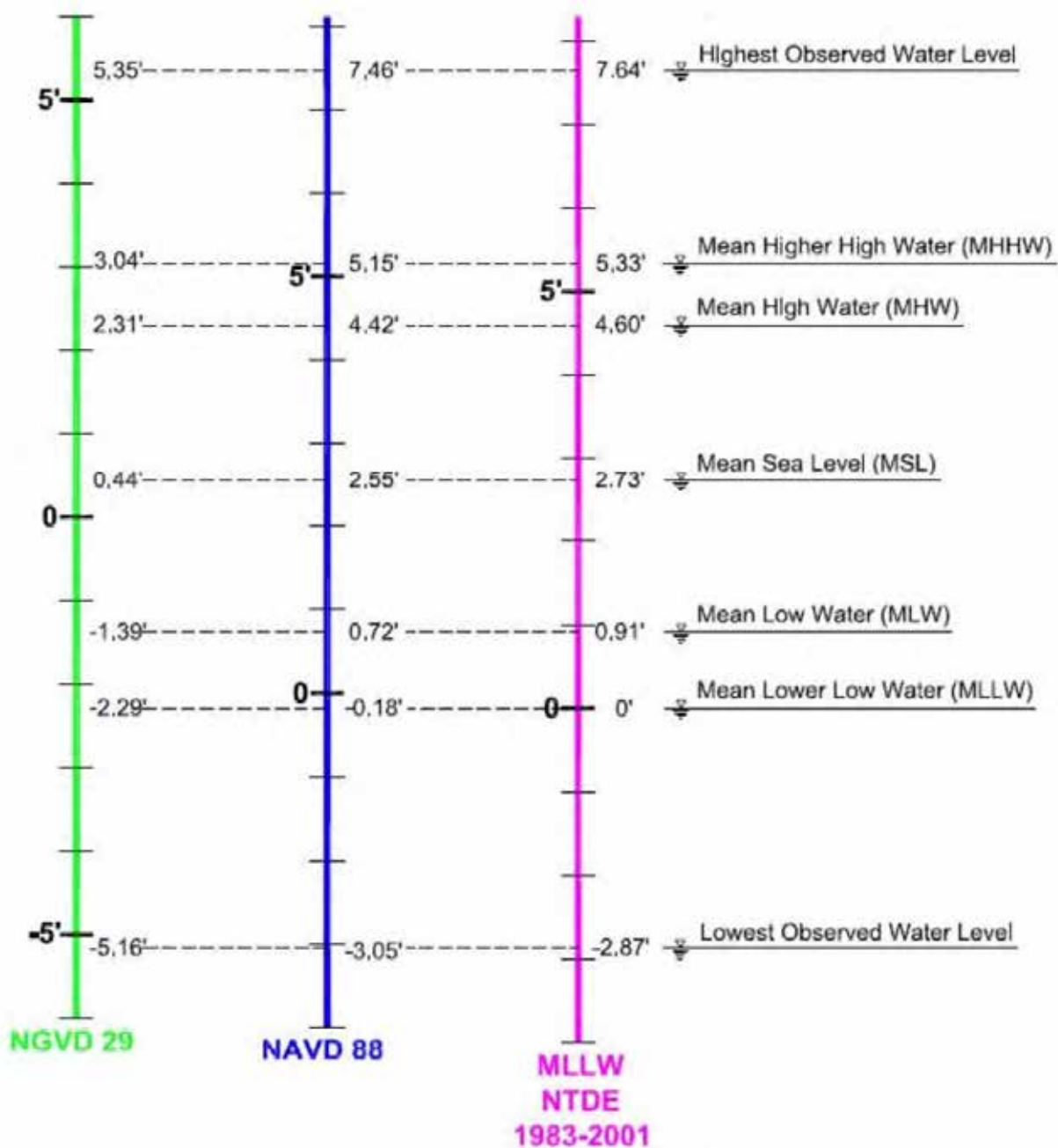
## Reality Check

We are generally concerned with the direction this process and the proposed amendments have taken. Several years ago, the Sea Level Rise Technical Advisory Committee (STAC) voted overwhelmingly to include managed retreat as an adaptation option. Managed retreat was only to be used when other options have failed, and the beaches were lost to the rising seas. Over time, as the STAC's process lost its scientific and technical perspective, managed retreat was stripped from the Adaptation Plan. As part of this weakening of the Adaptation Plan, there has been a persistent misinformation campaign mounted by members of the community and their paid geotechnical 'experts' and lawyers. This vocal minority of Del Mar is focused solely on hypothetical decreases in private property values, and have stated in public comment that they don't care if the public beaches and surfing resources are lost to the ocean due to coastal armoring.

We find this approach very short-sighted and not based in science or law. For this reason, we would like to reiterate that relying only on coastal armoring, and not allowing for the distant possibility of managed retreat, will lead to inundation of the Beach Colony, significant threats to public safety, and loss of the public's beach.

SANDAG and Caltrans prepared a report titled "San Diego Region Coastal Sea Level Rise Analysis" in September 2013 (available for download at [http://www.dot.ca.gov/dist11/Env\\_docs/I-5PWP/Appendices/AppDSeaLevelRise.pdf](http://www.dot.ca.gov/dist11/Env_docs/I-5PWP/Appendices/AppDSeaLevelRise.pdf)). Page 43 Figure 7-1 of this report provides the following information concerning North American Vertical Datum of 1988 (NAVD), National Geodetic Vertical Datum of 1929

(NGVD), sea level and tides. Datum is simply a reference point for vertical surveys. The NGVD datum was recorded in the year 1929.



**Figure 7-1: Vertical Tidal Datums at Scripps Pier in La Jolla**

As of 2000, the mean sea level in La Jolla was at 0.44ft NGVD. An additional survey, NAVD, was done in 1988. The difference between NAVD and NGVD is 2.11 ft. In 2000, the mean sea level was 2.55ft in NAVD.

The Coastal Hazards, Vulnerability, and Risk Assessments document prepared for the STAC used NAVD for assessment of sea level rise and wave levels. Table 1 of this document reports the following SLR projections:

**TABLE 1  
SEA LEVEL RISE (SLR) PROJECTIONS**

	<b>2030</b>	<b>2050</b>	<b>2070</b>	<b>2100</b>
<b>Mid SLR</b>	5 in	12 in	20 in (1.7 ft)	37 in (3.1 ft)
<b>High SLR</b>	12 in	24 in	38 in (3.2 ft)	66 in (5.5 ft)

Using these SLR projections in combination with the Vertical Tide Datums of Figure 7-1 of the San Diego Region Coastal Sea Level Rise Analysis report, we can calculate Mean Sea Level (MSL), Mean High Water (MHW), Mean Higher High Water (MHHW), and the Highest Observed Water Level (HOWL) for both the Mid and High SLR Projections.

	<b>Current</b>	<b>2030</b>	<b>2050</b>	<b>2070</b>	<b>2100</b>
<b>Mid SLR</b>	-	0.42	1	1.7	3.1
<b>Highest Observed Water Level</b>	7.46	7.88	8.46	9.16	10.56
<b>Mean Higher High Water</b>	5.15	5.57	6.15	6.85	8.25
<b>Mean High Water</b>	4.42	4.84	5.42	6.12	7.52
<b>Mean Sea Level</b>	2.55	2.97	3.55	4.25	5.65
<b>High SLR</b>	-	1	2	3.2	5.5
<b>Highest Observed Water Level</b>	7.46	8.46	9.46	10.66	12.96
<b>Mean Higher High Water</b>	5.15	6.15	7.15	8.35	10.65
<b>Mean High Water</b>	4.42	5.42	6.42	7.62	9.92
<b>Mean Sea Level</b>	2.55	3.55	4.55	5.75	8.05

Del Mar’s current LCP Implementation Plan specifies the following in section 30.50.060 Authorized Protection Structures:

I. Will, if there is a riprap element in the proposed structure:

1. Have the riprap extending no more than 20 feet westward from the Shoreline Protection Area line.

2. Have a westward slope beginning no higher than a 5.7 foot elevation (NGVD) at the Shoreline Protection Area Line, decreasing in height at a minimum rate of one vertical foot for every one and one-half feet of lateral distance, the riprap extends westerly of the SPA line.

To translate from NGVD to NAVD, the Implementation Plan specifies that rip rap may not be any higher than 5.7 NGVD, or 7.81 NAVD. This means that under either the Mid or High SLR scenario, rip rap will regularly be under water. Under the Mid SLR scenario, rip rap will be under water at high tide sometime between 2050 and 2070. The height of the existing storm drain outlets in the Beach Colony is just as alarming. Many storm drains are currently below 8.11 NAVD, so these will also regularly be underwater. This presents a significant public safety threat, as water in the flooded Beach Colony will have nowhere to go if the drains are below the water level.

In Terra Costa's scientifically flawed and highly biased report titled "The Infeasibility of Managed Retreat for the City of Del Mar: A White Paper" Figure 1 provided a useful illustration for demonstrating the infeasibility of indefinite armoring of the beach. Elevations provided in this illustration were calculated using NGVD, so we have updated them to the NAVD as this is the standard used throughout the Vulnerability Assessment.

Figures 1 through 4 show the current situation and predictions for 2030, 2050, and 2070. They illustrate that riprap and storm drains will frequently be underwater, presenting a serious danger to public health and safety, in addition to a loss of the public's sandy beaches. Camino Del Mar itself will be under water frequently as well. One of the STAC's guiding principles was the maintenance of a walkable beach. If riprap is allowed on the beach at its current location, this guiding principle will soon be violated.



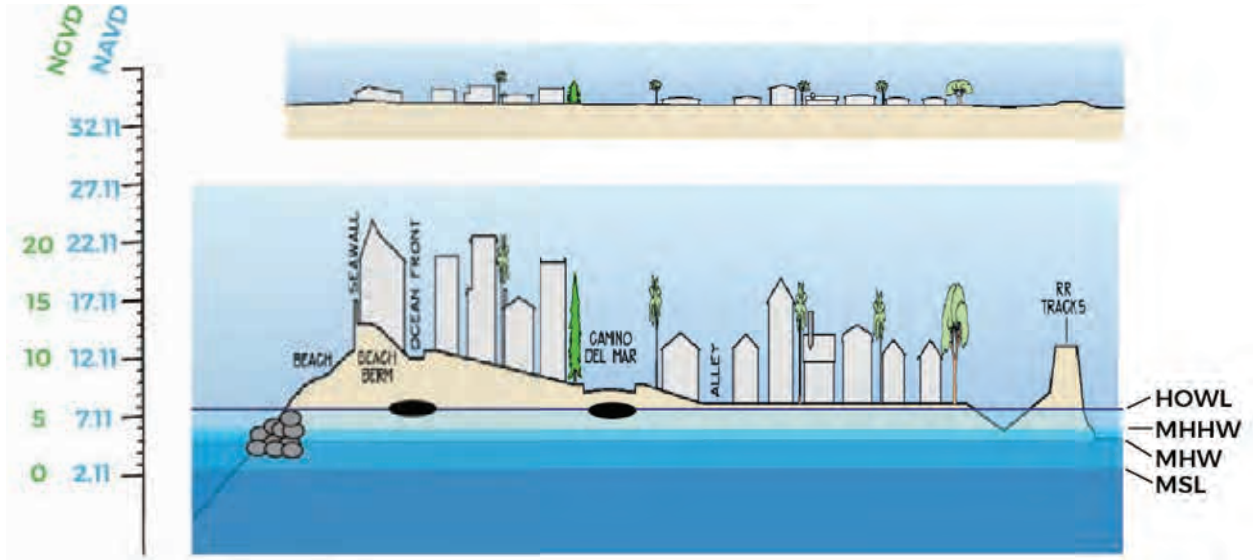


Figure 1 - Sea level and tides under current conditions  
Riprap and storm drains

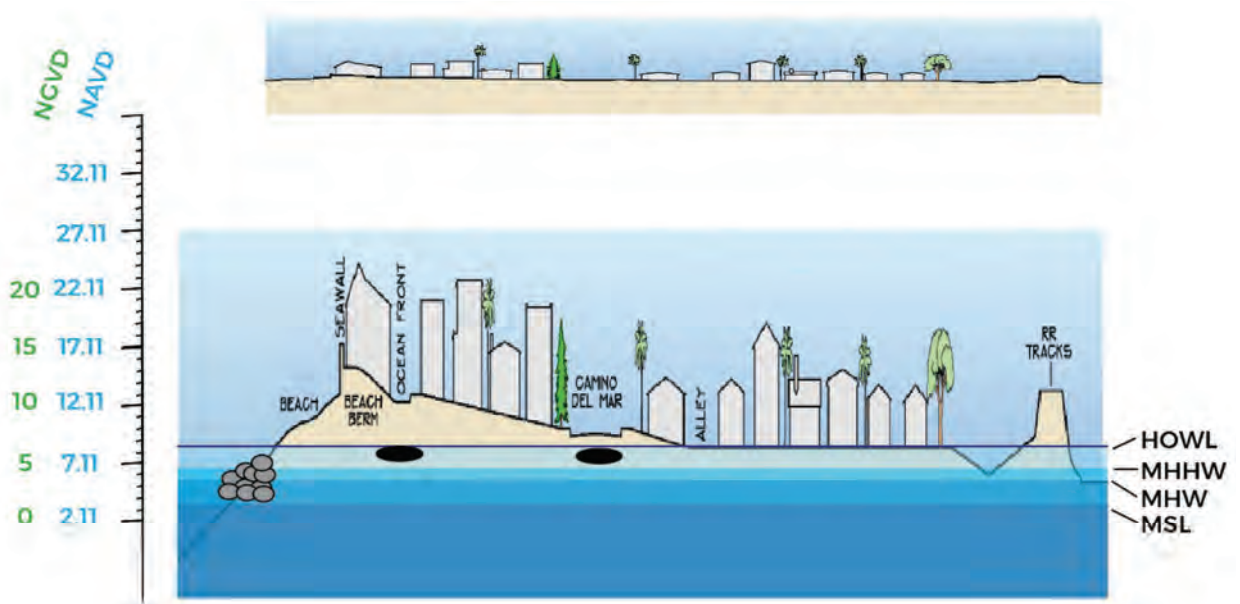


Figure 2 - Sea level and tides in 2030 (+1ft SLR)  
Riprap and storm drains

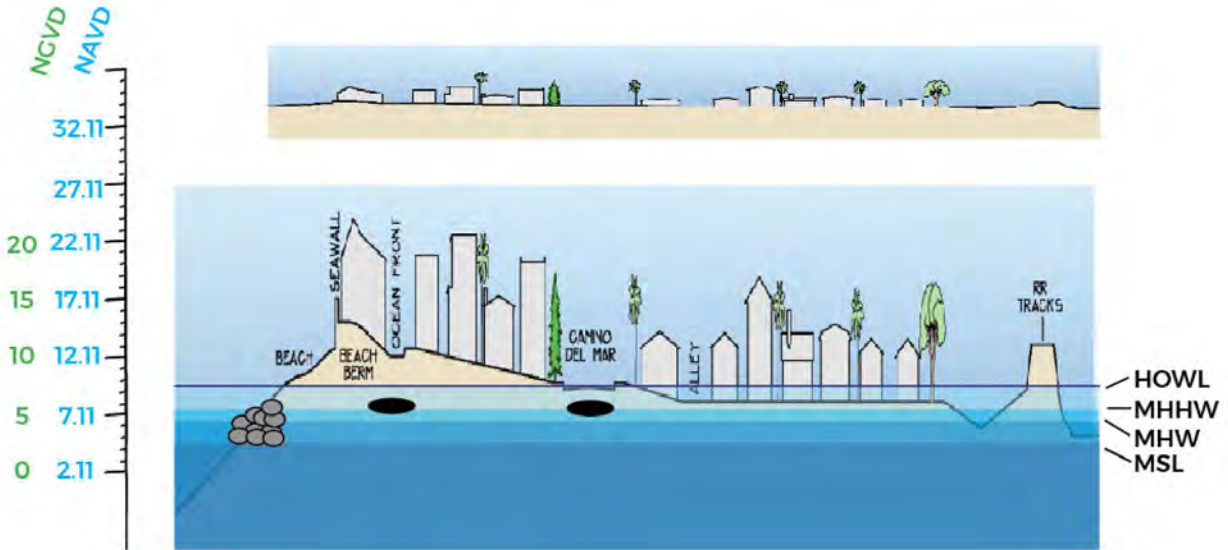


Figure 3 - Sea level and tides in 2050 (+2ft SLR)  
Riprap and storm drains

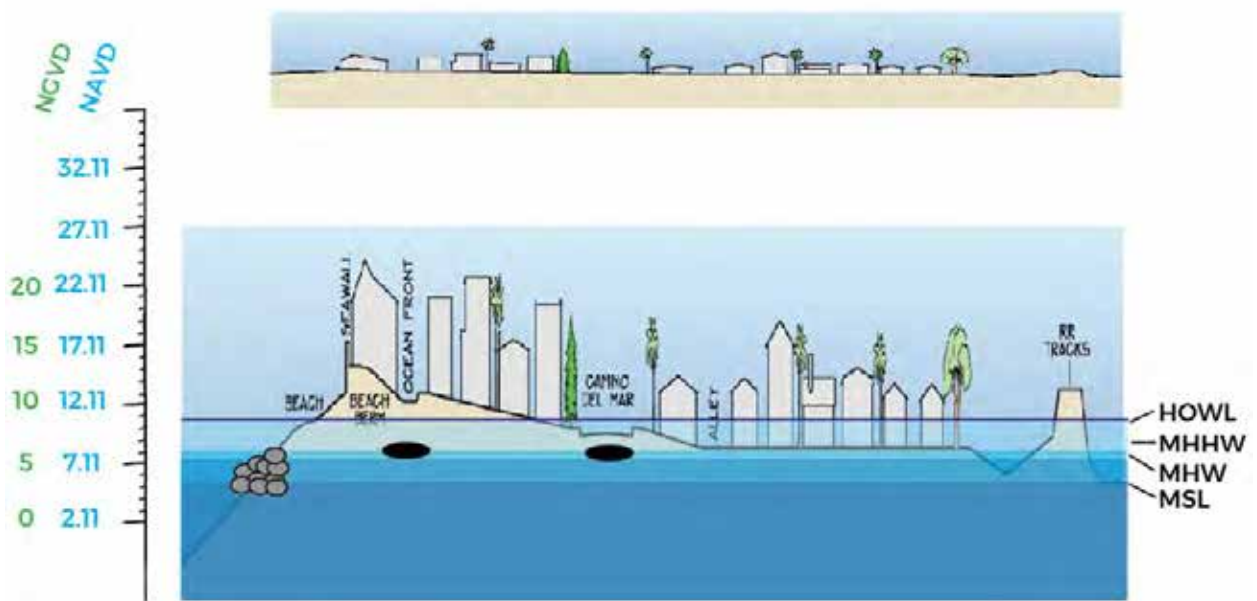
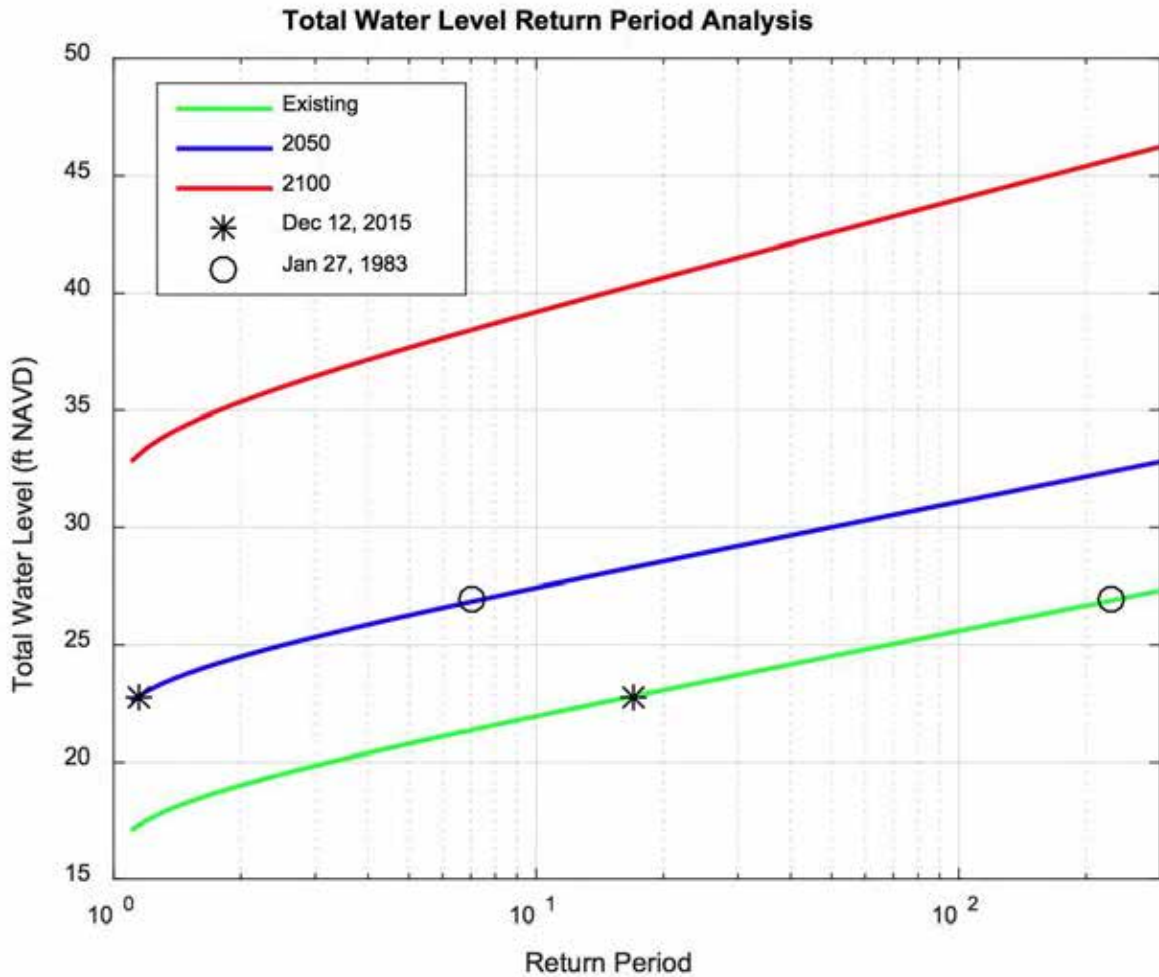


Figure 4 - Sea level and tides in 2070 (+3.2ft SLR)  
Riprap and storm drains

Beyond the daily hazards posed by underwater storm drains and rip rap, storm events will be even more devastating as sea levels rise. The vulnerabilities report analyzed the Total Water Level (TWL) return period in Table 32.



To explain this chart in layman's terms, the 'return period' means the likelihood of an event. Total Water Level represents the maximum elevation of the water surface, accounting for still water level (tides) and wave runup. So a return period of 10<sup>0</sup> (equal to 1) means that there is a 100% chance the TWL could reach this level every year. A return period of 10<sup>1</sup> (equal to 10) means there is a 100% chance of an event occurring every 10 years, or conversely, there is a 10% chance of the TWL reaching that height in any given year. Lastly, a return period of 10<sup>2</sup> (equal to 100) means there is a 100% chance of an event occurring every 100 years, or conversely, there is a 1% chance of the TWL reaching that height in any given year. For reference, two historical storm events were included on the TWL Return Period Analysis (green line). The December 12, 2015 is similar to a predicted 10-year storm, and the January 27, 1983 event is similar to a predicted 100-year storm.

Figures 5 through 7 illustrate this information in the context of the Beach Colony. By 2050, it is predicted that the TWL will easily overtop the height of the sea walls on a

yearly basis.

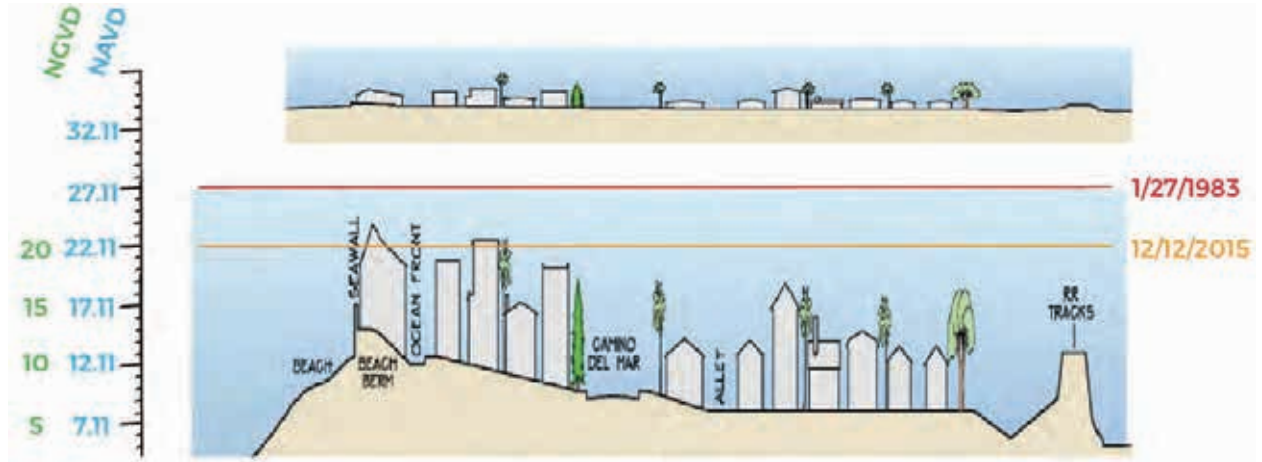


Figure 5 - Historical storm TWL

The Vulnerability and Risk Assessment Study prepared for the STAC provided historical photographs of the 1983 storm event as well as wave runup in 2016. These images show what it looks like when TWL reaches the levels depicted in Figure 5.



Coastal Damage following 1983 Storm



Large Waves during 1983 Storm





Overtopping in Del Mar, 3/8/16



Wave Runup in Del Mar, 2/12/2016

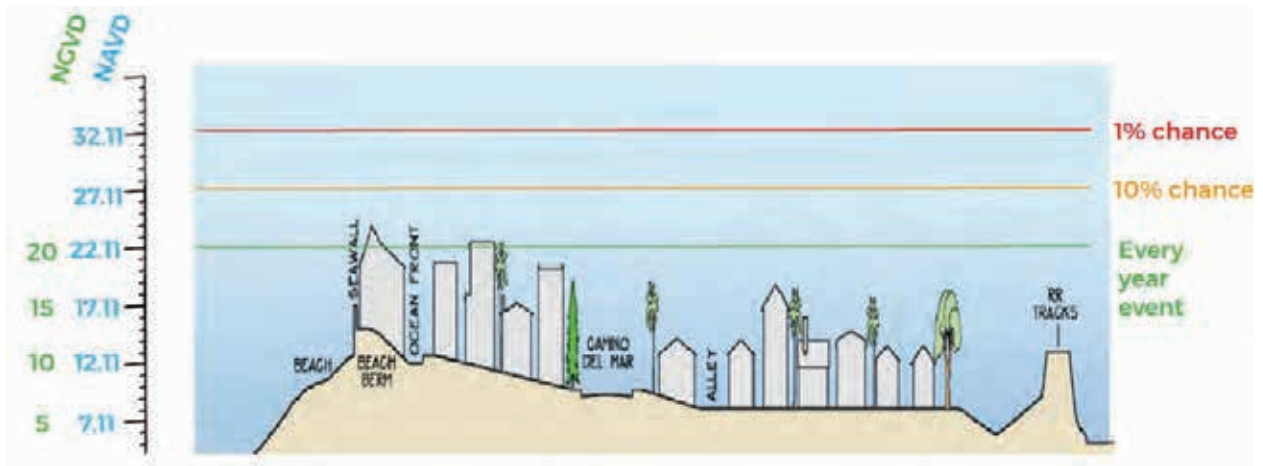


Figure 6 - 2050 Predicted TWL



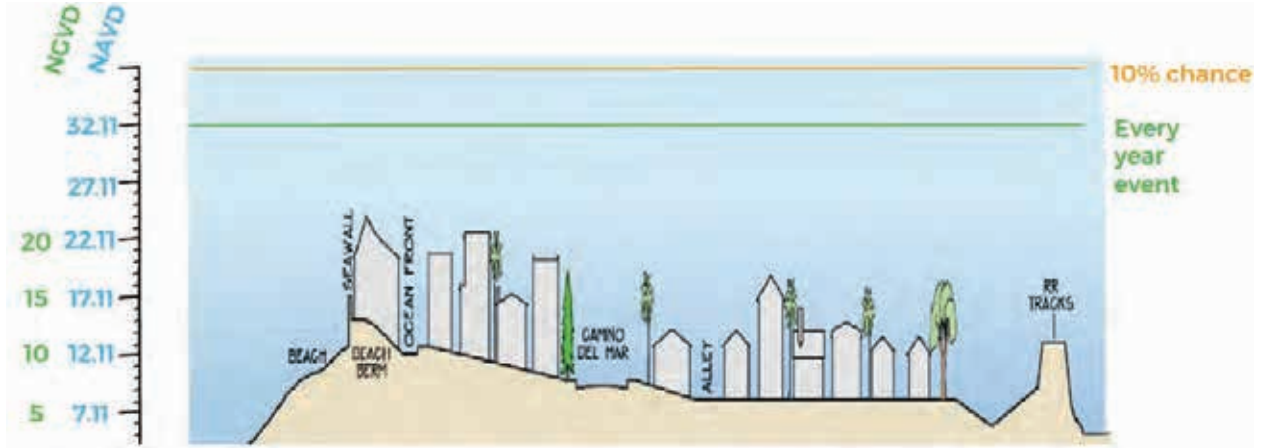


Figure 7 - 2100 Predicted TWL

For some perspective, we suggest you visit the trail markings on the northern side of San Dieguito Lagoon east of Jimmy Durante. The posts mark the water levels under various sea level rise scenarios, as well as the high water mark of a 1980 flood event.



In summary, to totally discount the idea of managed retreat, attempt to allow new development the right to future armoring, and weaken the setback rules, all threaten the safety and livelihood of the residents of Del Mar and the greater beach-going public. Take a moment to consider how Californians have come to grips with the fact

that we live in an active fault zone. Building codes have been strengthened, earthquake insurance is becoming more affordable, and many people have emergency supply kits stocked in their garages or closet. This is all in response to an unpredictable event that may or may not happen in our lifetime, in the next century, or even in the next thousand years. Contrast that with the way Del Mar is currently addressing SLR. This is a threat that is real, is fairly predictable, supported by the vast scientific consensus, and is essentially a very slow-moving but inevitable flood headed our way. To not respond to that now, while we have the chance to proactively prepare, Del Mar is setting itself up for a series of unplanned evacuations, loss of property, and potential loss of life.

Thank you for considering our comments on this important topic. We'd be happy to answer any further questions you may have.

Sincerely,

Kristin Brinner  
Member of the Sea Level Rise Technical Advisory Committee  
Beach Preservation Committee co-chair  
San Diego County Chapter, Surfrider Foundation  
Resident of Solana Beach

Jim Jaffee  
Beach Preservation Committee co-chair  
San Diego County Chapter, Surfrider Foundation  
Resident of Solana Beach

Julia Chunn-Heer  
Policy Manager  
San Diego County Chapter, Surfrider Foundation  
Resident of Cardiff



# APPENDIX B

**June 2, 2021: Comments to the California Coastal Commission regarding City of Del Mar Major Amendment LCP-6-DMR-20-0005-1**



**June 2, 2021**

Delivered via email

To: Chair Steve Padilla, California Coastal Commission

CC: Jack Ainsworth, Executive Director, California Coastal Commission; Karl Schwing, Deputy Director, California Coastal Commission, San Diego Coast District

Re: City of Del Mar Major Amendment LCP-6-DMR-20-0005-1

Dear Chair Padilla,

The Surfrider Foundation is a non-profit, environmental organization dedicated to the protection and enjoyment of the world's oceans, waves, and beaches for all people, through a powerful activist network. With nearly 70 miles of coastline to protect, the Surfrider Foundation San Diego County Chapter is the largest and most active chapter in the country. We are a grassroots organization, which means the people working to protect our local ocean, waves, and beaches are volunteers who care about the San Diego County coastline and want to make a difference.

Studies have repeatedly shown that not only is sea level rise inevitable – and every new study forecasts increasingly dire scenarios – but sea level rise is also likely to cost the State of California even more than earthquakes or wildfires. With such a threat steadily marching toward us, every action the Coastal Commission takes to address it (or not) is what will save our beaches (or not). The pending decision regarding the City of Del Mar's Local Coastal Program Amendment (LCPA) has repercussions for everyone who enjoys the coast in Del Mar, as well as the rest of our region where many cities are in the process of updating their LCPs.

## **Support for staff's suggested modifications**

We agree with staff that Del Mar's proposed amendments to their Land Use Plan (LUP) and Implementation Plan (IP) should be rejected as submitted. Staff hits the mark when stating that extensive work has been done in Del Mar to understand its serious vulnerabilities to Sea Level Rise (SLR), and it is imperative that this important planning document address those hazards.

There are several Suggested Modifications that are imperative to preserve public

rights and ability to access beaches in the future. These modifications are necessary for our support of the plan, but they could be further strengthened:

**Suggested Modification No. 11 and 16: Modifications related to the definition of existing development.**

We support staff’s recommendation to remove the ill-conceived definition of existing development. It is particularly important to define existing development accurately, as there have been multiple development projects proposed since this LCP draft was first submitted, including residential development and the Marisol proposal (otherwise known as the Zephyr development) above Dog Beach.

Further, the definition of existing development should be strengthened. A specific definition of existing development based on actual legislative intent would provide critical guidance to Del Mar as it accepts and implements its LCP. The Commission should go further and define existing development as development that existed prior to the Coastal Act passage in 1977. Per Sections 30235 and 30253 of the Coastal Act and the Commission’s SLR Policy Guidance document, new development should not require seawalls, and any development after 1977 is considered new development.

The 1977 definition of existing development is also upheld in the 2019 decision concerning the Lindstrom CDP and the Commission’s Sea Level Rise Policy Guidance document. As detailed in the Staff Report, the Commission interprets the term “existing structures” in Section 30235 of the Coastal Act as structures that were in existence on January 1, 1977—the effective date of the Coastal Act. This should be explicitly confirmed as the definition in Del Mar’s LCP as well.

**Suggested Modification No. 17. Modification related to the definition of “Substantial Improvement”**

We agree with staff’s suggested modification that generally strengthens the definition of “substantial improvement.” This loophole is currently actively being exploited in the neighboring city of Solana Beach to effectively construct new structures behind the protection of seawalls intended for existing structures.

Including 50% thresholds for substantial improvements or development of existing structures is important to prevent the indefinite extension of an existing structure’s economic lifetime. However, we think the policy should be further clarified to include replacement work undertaken on or after January 1, 1977 (effective date of the coastal act), rather than September 11, 2001 (date of LCP certification).

We object to the proposed dates used in Section 30.56.030 b iii and iv:



iii. Replacement (including demolition, renovation, reinforcement, or other type of alteration) of less than 50% of a major structural component where the proposed replacement would result in cumulative alterations exceeding 50% or more of that major structural component, taking into consideration previous replacement work undertaken on or after September 11, 2001 (the date of certification of the LCP); **January 1, 1977 (effective date of the Coastal Act);** or

iv. an alteration that constitutes less than 50% increase in floor area where the proposed alteration would result in a cumulative addition of 50% or greater of the floor area, taking into consideration previous additions undertaken on or after September 11, 2001 (the date of certification of the LCP); **January 1, 1977 (effective date of the Coastal Act).**

We find no basis in law or policy to justify the use of the LCP certification's date as the basis for determining substantial improvement. Instead, January 1, 1977 - the effective date of the Coastal Act - should be used as the cutoff date when considering whether 'substantial improvement' has occurred. The 2001 date must otherwise be justified.

## Importance of maintaining other critical modifications

We also stress the importance of the following Suggested Modifications:

### **Suggested Modification No. 2. related to Chapter III's goals and Policies.**

Staff correctly incorporates the goals of the 2018 Del Mar Sea Level Rise Adaptation Plan as policy. In particular, we stress the importance of including maintenance of a walkable beach as a primary goal. Del Mar's Sea Level Rise Technical Advisory Committee determined unanimously at its formation that a walkable beach should be a founding principle guiding its work, so it is logical to include this as a stated goal of the proposed amendments.

### **Suggested Modification No. 3. Mandating periodic and threshold-based updates to the LCP.**

Requiring further updates to the LCP based on concrete thresholds and time spans gives the city more flexibility to adjust to changing conditions. The specific thresholds suggested by the staff report are based in reality and science, and they also reflect the findings of the City's own Vulnerability Assessment. The City and SANDAG have been working to fast-track a plan to remove the LOSSAN railroad from the bluffs. The importance of this long-term project has been repeatedly demonstrated in the last year, as bluff collapses along the tracks have interrupted the

trains travelling this corridor. Given the city's current support for relocation of the Del Mar section of the LOSSAN railroad tracks, as well as the changes to our environment due to SLR, it is reasonable to mandate periodic updates of the LCP to address any additional changed circumstances beyond the immediate need to relocate the railroad tracks.

### **Suggested Modifications No. 4 and No. 12 concerning setbacks.**

As staff suggested, it is imperative that SLR, time (75 years), and slope stability all be incorporated into the calculation of coastal bluff setbacks. It's also important to remove any alternative stability requirements, as we have seen countless times how an applicant's geotechnical 'experts' will come up with whatever number is convenient to the private property owner, not the beach going public.

SLR, time (75 years), and slope stability are consistent with guidance from the 2003 document by Dr. Mark Johnsson titled "Establishing development setbacks from coastal bluffs"<sup>1</sup> and the Commission's Sea Level Rise Policy Guidance, which we detailed in our 2019 Letter to the Commission regarding this LCP<sup>2</sup>. The modifications are also necessary in order to comply with Section 30253 and other Coastal Act Policies.

Broad community support for effective setback standards was very recently demonstrated by the defeat of Measure G: Marisol Specific Plan by the residents of Del Mar. Surfrider wrote a letter to the City on February 3, 2020 outlining our concerns about the Draft EIR and specific plan amendments. A major concern we had was the EIR's utilization of very optimistic and weak setback calculations.

We do support further modifications to the setback policies proposed. Staff suggested adding a route to smaller setbacks to mitigate potential claims of takings associated with setbacks. However, we feel this modification as drafted could ignore the perils of SLR, 75 years of projected bluff erosion, and inclusion of a factor of safety when calculating setbacks. Staff suggests adding the following to Chapter 30.55 Coastal Bluff Overlay Zone, Section 30.55.050 Development Regulations for the Coastal Bluff Overlay Zone:

*d. If application of the minimum 40-foot setback would preclude reasonable use of the property such that it would constitute a taking of private property, a smaller setback may be permitted if the proposed development is setback as far landward as feasible and its footprint is minimized.*

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<sup>1</sup> <https://www.coastal.ca.gov/W-11.5-2mm3.pdf> Johnsson, Mark. "Establishing Development Setbacks from Coastal Bluffs", 16 January 2003, Memorandum to Commission, W11.5.

<sup>2</sup> [https://drive.google.com/file/d/1NCTTLbB1mdsgCt\\_trK9CJ4L68akMPXtJ/view](https://drive.google.com/file/d/1NCTTLbB1mdsgCt_trK9CJ4L68akMPXtJ/view)

Based on past history in surrounding neighborhoods like Solana Beach and Encinitas, this argument will be consistently misused to completely negate all of the important setback calculations. This conflicts directly with staff's suggested amendments for setbacks concerning SLR and factor of safety. It is probable that a minimum 40 ft setback will not meet the more stringent requirements of safety over 75 years when sea level rise is taken into account. This loophole should be removed entirely. Otherwise it should include a condition that any permit for New Development - regardless of setback calculations - explicitly waives the right to any future armoring and is subject to removal of threatened portions if at any time it is threatened by erosion.

**Suggested Modification No. 5 and No. 13 concerning development location.**

Staff was correct when acting to strengthen the LCP to require that development be located to eliminate the need for protective devices. It is important that any loopholes that could be interpreted to allow new structures protective devices be removed.

**Suggested Modification No 19 concerning floodplain development permits.**

It is important here to specify that development in the floodplain is a hazardous proposition, and that because of the goals stated elsewhere in the LCP concerning relocation of public infrastructure, it may be impossible to provide public infrastructure to private residences located in a floodplain.

We are generally in agreement with all of the remaining Suggested Modifications.

## **Support for the City's amendments regarding track relocation**

In addition to suggested modifications by staff, we support the relocation of the railroad tracks, as proposed by the City and agreed to by staff in the staff report:

Amendment to Policy III-2 of the certified Land Use Plan:

*f. Support relocation of the railroad and other public infrastructure from vulnerable bluff areas.*

Relocation is supported by our regional metropolitan planning organization, SANDAG. Presenting at the May 3, 2021 Del Mar City Council Meeting, SANDAG staff confirmed that realignment "was a priority moving forward" and presented alignment options<sup>3</sup>. The Director of the organization was recently quoted<sup>4</sup> in a news

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<sup>3</sup>[https://www.delmar.ca.us/AgendaCenter/ViewFile/Agenda/\\_05032021-2737](https://www.delmar.ca.us/AgendaCenter/ViewFile/Agenda/_05032021-2737)

<sup>4</sup> <https://thecoastnews.com/sandag-affirms-commitment-to-move-tracks-off-del-mar-bluffs/>

article this March:

*“You can fight nature, but nature is going to win at the end of the day,” said Hasan Ikhata, executive director of SANDAG. “We are absolutely intending to have part of the regional transportation plan in May release a project that would move the tracks off the bluff once and for all. Yes, it’s expensive, yes it’s going to take a long time, but that is the right thing to do for the region.”*

Relocation of the tracks was also supported unanimously by the Del Mar City Council at the April 19, 2021 meeting:

*IT WAS MOVED BY MAYOR GAASTERLAND, SECONDED BY COUNCILMEMBER DRUKER TO REAFFIRM GETTING TRAINS OFF THE BLUFF AS SOON AS POSSIBLE. (VOTE 5-0) (4/19/2021 approved minutes)*

To restore lateral and vertical beach access, we also believe the LCPA should include provisions mandating the removal of all stabilization measures for the rail as soon as they are no longer required for the safety of the railroad. Additionally, fencing and stabilization measures in the interim period should be discouraged or prohibited where possible. If fences or additional interim stabilization is required, mitigation must be required in the LCPA with in-place and not in-kind access both vertically from the bluff to the beach and along the bluff. Examples of improved access include tunnels or stairs and at-grade crossings and additional signaling.

## Conclusions

Del Mar’s Sea Level Rise Technical Advisory Committee, the City, and Coastal Commission staff have done important work to amend the city’s LCP. Altogether, this work represents an important first step in recognizing the difficult choices we will have to face in the near future with accelerating SLR and climate change.

We support staff’s suggested modifications to the LCP. We also ask that the following changes be made to the Del Mar LCP to further strengthen the protection of the public’s beach:

- **Redefine existing development:** Existing development should be defined per the original intent of the Coastal Act, as supported by the recent decision concerning the Lindstrom CDP and the Commission's Sea Level Rise Policy Guidance document. January 1, 1977 - the effective date of the Coastal Act - should be used as the cutoff date when considering whether 'substantial improvement' has occurred.
- **Strengthen definition of substantial improvement:** We find no basis in law or policy to justify the use of the LCP certification's date as the basis for determining substantial improvement. Instead, January 1, 1977 - the effective date of the Coastal Act - should be used as the cutoff date when considering whether 'substantial improvement' has occurred.
- **Remove the setback loophole:** Regulations specifying blufftop setbacks in Section 30.55.050 Development Regulations for the Coastal Bluff Overlay Zone should not be weakened by adding a decreased setback loophole. Setbacks should only take SLR, projected 75 year erosion, and factor of safety into account. A smaller setback should not be permitted. If such setback is permitted, it must include a condition for removal of threatened structures or portions of structures if they are ever threatened by erosion in the future. This condition should apply to all setbacks associated with New Development.
- **Strengthen railroad relocation LCPA policies to include mitigation for temporary stabilization measures and fencing:** Temporary railroad stabilization measures should be removed and temporary impacts to access should be mitigated.

In a broader context, it is the Coastal Commission's duty to ensure that local jurisdictions' plans will adequately plan and respond to sea level rise. We understand and support the sentiment from the City of Del Mar in wanting to make locally relevant decisions pertaining to broad questions surrounding sea level rise and erosion. We believe the current version of the LCP, with staff's suggested modifications, allows the City room to do this while ensuring a check and balance to protect the public beach.

Staff's modifications are a compromise that moves the City in the right direction toward an adequate plan by including thresholds for considering a wider suite of adaptation options and by providing an avenue for the City of Del Mar to commit to incorporating updated sea level rise science into its planning on a regular basis.

California's voters and the Coastal Act created the Coastal Commission as a check and balance to prevent local jurisdictions from ceding the public's coast and beach to private property interests. We respectfully request that you accept staff's suggested modifications to ensure equitable access to our beaches.



Sincerely,

Kristin Brinner

Member of Del Mar's Sea Level Rise Technical Advisory Committee

Resident of Solana Beach

Co-Lead of the Beach Preservation Committee

San Diego County Chapter, Surfrider Foundation

Jim Jaffee

Resident of Solana Beach

Co-Lead of the Beach Preservation Committee

San Diego County Chapter, Surfrider Foundation

Laura Walsh

Policy Coordinator

San Diego County Chapter, Surfrider Foundation



# APPENDIX C

**July 26 2021: Comments to Del Mar City Council on Item 2, SANDAG's presentation to Del Mar City council concerning Del Mar Bluff Stabilization Project**



July 26, 2021  
Delivered via email  
To: Del Mar City Council

**Re: Item 2 - Presentation by SANDAG on Del Mar Bluff Stabilization Project**

To the members of the Del Mar City Council —

The Surfrider Foundation is a non-profit, environmental organization dedicated to the protection and enjoyment of the world's ocean, waves and beaches for all people, through a powerful activist network. The Surfrider Foundation San Diego County Chapter has more than 2,300 members, many of whom enjoy Del Mar's coastline. Bluff stabilization of the Del Mar section of the LOSSAN corridor railroad tracks will have significant impact on the city's coastline and coastal access, and we submit the following comments related to SANDAG's proposed stabilization efforts.

**Extreme bluff stabilization measures should be avoided to the extent possible**

As we pointed out in our comments on Item 15 of today's City Council agenda, SANDAG's proposed bluff stabilization measures will have an extreme impact on the public's beach. SANDAG has maintained that its Del Mar Bluffs Phase 5 and 6 proposals, which include the construction of a contiguous seawall from 15th street to Sherrie Lane, have been designed to stabilize the bluffs for thirty years, until approximately 2050. The timeline for track realignment however, has newly been accelerated where an operable inland track could exist by 2040.

Given this accelerated timeline, Surfrider urges SANDAG not to erect beach destroying seawalls that will outlast their useful need in protecting the track in its current position. To this point, Surfrider strongly recommends that the City Council work with SANDAG to ensure that hard armoring is only erected where necessary to ensure safety of the track as long as it is operated.

We recommend that the City requests SANDAG to commit to reevaluating the Del Mar Bluffs Phase 6 (DMB6) proposal in three years, based on updated information about the alignment alternative selected and its completion timeline. DMB6 is not scheduled to be initiated until 2026, so postponing DMB6 proposals until 2024 would allow the agency time to reevaluate its hard armoring plans and update the appropriate permit applications.



Additionally, the lifetime of the seawalls should be tied to their benefits to the track in its current location. Every year that the seawalls exist, they will take up the public's beach space, block coastal access, and erode the public beach. Bluff toe stabilization permitted and financed for the purpose of ensuring track safety should not be allowed to continue negatively impacting the public beach and bluffs beyond the track's operable lifetime. For this reason, we also urge the City Council to work with SANDAG to ensure that bluff stabilization infrastructure is removed as soon as possible and to earmark funding for seawall removal.

### **Significant bluff stabilization activities warrant significant mitigation efforts**

DMB5 and DMB6 include the construction of a contiguous seawall, as well as extensive trenching and regrading of the bluffs. The impacts to the coastline through erosion and coastal access will be enormous. Mitigation should be equally and inversely impactful. In making mitigation determinations, Surfrider strongly urges the City to thoroughly review SANDAG's erosion rate calculations. Surfrider has seen how erosion rates can dramatically differ across permit applications related to coastal development along Del Mar's bluffs. In this case, a first step in reviewing the relied upon erosion rates would be to ensure that the same erosion rates SANDAG is using to justify the need for bluff stabilization efforts in the first place are also used as a foundation for mitigation calculations.

### **Mitigation should be in the form of projects, with safe crossings incorporated**

Not all mitigation is created equal. In order to ensure that mitigation is tangible and provides the most benefits to Del Mar and to beachgoers, Surfrider recommends that SANDAG include mitigation project proposals as part of its DMB5 federal consistency application to the California Coastal Commission. Given the enormous impact of this project to the public beach and coastal access, the City of Del Mar should expect tangible and timely beach and public access benefits as mitigation for the stabilization activities. As the entire Southern part of the City's bluffs undergoes construction, The City should not merely accept fees with no real plans to direct that mitigation funding to projects. SANDAG's proposals should be project specific, and they should be reviewed as part of the Coastal Commission's federal consistency



determination on this project so that the public and the City of Del Mar have the appropriate opportunity to participate in the project selection process.

Surfrider also understands that NCTD is proposing to erect a fence along the Del Mar bluffs that will effectively blockade countless special coastal access spots in the City. We echo calls from the community that NCTD should work with the City to establish safe crossings, and request that this be considered as a form of mitigation for bluff stabilization projects.

We recognize that SANDAG, the North County Transit District (NCTD), and City of Del Mar are working on a Coastal Connection Study to evaluate project-based mitigation options for coastal access disruptions to the City, and that this study is set to be completed in 2022. Surfrider urges the City Council to question whether this study timeline can be accelerated or whether the federal consistency determination can be postponed in order to enable appropriate public review of tangible mitigation options that will support coastal access.

## **Conclusion**

The City of Del Mar is facing tandem proposals to fence off the top portion of its bluff and wall off the bottom. The City's ability to affect and influence these proposals will shape coastal access for the current and next generation in Del Mar. We strongly encourage the City Council to avoid beach destroying stabilization measures to the extent possible, particularly by tying interim stabilization measures to the lifetime of the tracks in their current location. Where this cannot be done, meaningful steps towards real project-based mitigation must be pursued through the process of permitting stabilization measures.

Sincerely,

Udo Wahn  
Advisory Executive Committee Member  
San Diego County Chapter, Surfrider Foundation

Kristin Brinner  
Beach Preservation Committee co-lead





San Diego County Chapter, Surfrider Foundation

Jim Jaffee  
Beach Preservation Committee co-lead  
San Diego County Chapter, Surfrider Foundation

Laura Walsh  
Policy Coordinator  
San Diego County Chapter, Surfrider Foundation



# APPENDIX D

**September 20 2021: Comments to Del Mar City Council on Item 2 SANDAG's presentation to Del Mar City council concerning Del Mar Bluff Stabilization Project**



Sep 20, 2021  
Delivered via email  
To: Del Mar City Council

**Re: Item #2 Presentation By SANDAG on Del Mar Bluff's Project**

To the members of the Del Mar City Council —

The Surfrider Foundation is a non-profit, environmental organization dedicated to the protection and enjoyment of the world's ocean, waves and beaches for all people, through a powerful activist network. The Surfrider Foundation San Diego County Chapter has more than 2,300 members, many of whom enjoy Del Mar's coastline. Stabilization of the Del Mar section of the LOSSAN corridor railroad tracks is already having severe impacts on the city's coastline and coastal access, and we submit the following comments related to the bluff stabilization update.

**Extreme bluff stabilization plans must adjust to a rapidly accelerating relocation timeline**

[Right: A photo by a Del Mar resident depicts extensive emergency work in 2021]

Del Mar's bluffs are already severely affected from emergency stabilization work. Natural geology, coastal access, and bluff habitat have been affected in the long-term in multiple places. Surfrider is highly concerned that the SANDAG's long-term plans for Del Mar Bluff Stabilization Project Phase 5 & 6 will continue to mar the bluffs without having been adjusted to consider the advancing





timeline of the Del Mar Realignment Project.

In the past two years, the Del Mar Realignment Project (which will relocate the railway off the bluffs) has gone from a concept championed by some regional stakeholders to one with widespread political support. Support for realignment was pledged extensively at the first San Diego Regional Rail Corridor Executive Leadership Task Force in April 2021. Additionally, the City of Del Mar pledged its support in a [letter](#) to Surfrider dated August 24, 2021. SANDAG has also included plans for realignment in its [Regional Transportation Improvement Program](#), which was adopted by SANDAG's Board of Directors on February 26, 2021.

Many regional stakeholders including Surfrider are advocating for SANDAG to activate the realignment within the next 7 years — by the time President Biden leaves office. The blufftop and blufftoe work being proposed by SANDAG as interim stabilization will come with extensive negative tradeoffs for public access and public beaches; in particular the quarter mile of seawall being proposed will significantly erode and block access to Del Mar's special public beaches.

DMB5 and DMB6 were designed to stabilize the bluff for thirty years and therefore far exceed necessary measures for stabilizing the bluff for the next seven years, as the new timeline for Realignment calls for. **The current bluff stabilization proposals therefore should either be scaled back accordingly, or the public must be assured that mechanisms exist to reevaluate the scope of this work.**

Surfrider recommends that the City requests that SANDAG commit to reevaluating the Del Mar Bluffs Phase 6 (DMB6) proposal in three years, based on updated information about the alignment alternative selected, its completion timeline, and funding. DMB6 is not scheduled to be initiated until 2026, so postponing DMB6 proposals until 2024 would allow the agency time to reevaluate its hard armoring plans and update the appropriate permit applications.

In addition to reevaluating the scope of DMB5 and 6 at appropriate intervals to adjust to the realignment timeline, we maintain the priorities outlined in our [letter to City Council](#) on July 26, 2021:

- **Bluff stabilization infrastructure must be removed as soon as possible, and a funding and concept plan for seawall removal must be guaranteed upfront.** Beach destroying seawalls must not outlive their intended purpose.



- **Significant bluff stabilization activities warrant significant mitigation efforts.** The erosion rates SANDAG is using to justify the need for bluff stabilization efforts in the first place must also be used as a foundation for mitigation calculations.
- **Mitigation should be in the form of projects, with safe crossings incorporated.** Surfrider recommends that SANDAG include mitigation project proposals as part of its DMB5 federal consistency application to the California Coastal Commission. SANDAG's proposals should be project specific, and they should be reviewed as part of the Coastal Commission's federal consistency determination on this project so that the public and the City of Del Mar have the appropriate opportunity to participate in the project selection process. City Council should consider accelerating the Coastal Connection Study timeline so the related results pertaining to possible mitigation options can be explored in the federal consistency review for DMB5. Mitigation should include opportunities for coastal access in the form of safe crossings.

## Conclusion

[Right: Proposed Work in DMB5 may include extensive seawalls, DMB5 Alternative Analysis Report<sup>1</sup>]

SANDAG's emergency and interim bluff stabilization work, as well as its diligence in realignment, will affect the coast and coastal access in the City for the foreseeable future. We strongly encourage the City Council to avoid beach-destroying stabilization measures to the extent possible, particularly by tying interim stabilization measures to the lifetime of the tracks in their current location. Where this

<sup>1</sup> [https://drive.google.com/file/d/1fYlry8ya\\_pv6Uo2vPfq2aST97NONpRPJ/view?usp=sharing](https://drive.google.com/file/d/1fYlry8ya_pv6Uo2vPfq2aST97NONpRPJ/view?usp=sharing)



Figure 44 - Existing Conditions



Figure 45 - Construction of improvements at the bluff top only





cannot be done, meaningful steps towards mitigation for these disastrous projects must be pursued.

Sincerely,

Udo Wahn M.D.  
Advisory Executive Committee Member  
San Diego County Chapter, Surfrider Foundation

Kristin Brinner  
Beach Preservation Committee co-lead  
San Diego County Chapter, Surfrider Foundation

Jim Jaffee  
Beach Preservation Committee co-lead  
San Diego County Chapter, Surfrider Foundation

Laura Walsh  
Policy Coordinator  
San Diego County Chapter, Surfrider Foundation



# APPENDIX E

**June 3, 2022: Comments to the California Coastal Commission on Item W7b, CC-0005-2, Coastal Commission Federal Consistency Determination concerning Del Mar Bluff Stabilization Project**



June 3, 2022

To: Donne Brownsey, Chair, California Coastal Commission  
Cc: John Ainsworth, Executive Director, California Coastal Commission

**Re: Item W7b, CC-0005-21 (San Diego Association of Governments, San Diego Co.)**

Dear Chair Brownsey and Commissioners,

The Surfrider Foundation (Surfrider) is a nonprofit grassroots organization dedicated to the protection and enjoyment of the world's ocean, waves and beaches, for all people, through a powerful activist network. Our San Diego Chapter is deeply involved in railroad protection and relocation issues in Del Mar. We have also been engaged in state and local decisions related to previous phases of Del Mar Bluff Stabilization (DMB) work, as well as more recent local conversations related specifically to DMB Phase 5.

Surfrider San Diego County is a member of the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Regional Rail Corridor Working Group and the San Diego Shoreline Preservation Committee. We were part of Del Mar's Sea Level Rise Technical Advisory Committee that led sea level rise discussions related to Del Mar's Local Coastal Program Update process beginning in 2015. Our comments on DMB5 are consistent with our goal to see Del Mar plan for sea level rise to protect coastal access, coastal recreation, and marine resources in the most effective way, given current conditions affecting the safety and operability of the railroad.

We support the staff recommendation to make a conditional consistency determination for this project, but propose a number of critical suggestions to meet the needs of this community given the proposed project's extreme impacts.

Surfrider recognizes the need to stabilize the Del Mar section of the LOSSAN corridor and appreciates that the San Diego Association of Governments (SANDAG) and Coastal Commission staff have worked hard to reduce project impacts.

However, we cannot overstate the impact of this project to Del Mar's beaches and bluffs. Anticipated impacts can be found inconsistent with Sections 30251, 30253, and the access policies of chapter 3 of the Coastal Act (at a minimum) unless proper conditions are accepted in the Consistency Determination.

Del Mar's special bluffs, beaches, and waves are cherished by locals and visitors from throughout San Diego County, the State of California, and the country. Certain aspects of DMB5 — like the upper bluff stabilization, which can never be undone — will degrade the natural coastline in one of Southern California's quintessential beach towns far beyond the lifetime of this permit. Any permit extensions will also perpetuate related impacts.

## Executive Summary

- To meet the specifications of Coastal Act Section 30253 and 'mitigate' damage, the project must facilitate relocation of the railroad.
- We recommend a number of suggested amendments to support relocation that are aimed at clarifying intentions to remove the proposed ½ mile of seawall.
- We support the staff report in pursuing a project design based on low-risk sea level rise scenarios because this supports the commitment to relocate the tracks.
- SANDAG has not provided environmental documentation to support a thorough analysis of the project proposal. The Commission should maximize public access opportunities so that the mitigation proposal is consistent with the access and recreation policies of Chapter 3 of the Coastal Act.
- We support the Capital Improvement Projects (CIP) proposed and recommend safe crossings at both 7th and 11th street. These projects are critical for securing access in spite of construction, proposed fencing, and armoring and should not be scaled back under any circumstance.
- The vertical access trails should benefit from a long-term rail to trail program.
- We recommend interim public access projects on Torrey Pines State Beach to address the seven year or more gap during which the CIP projects are not completed.
- The wetland mitigation ratio should be 4:1. The .28 acres of wetland habitat affected by this project are some of the last remaining intact wetlands in California.
- We request clarity around where and when rolling construction takes place so the schedule can be clearly understood by the community.

## **This project is devastating to Del Mar's bluffs and beaches**

Approval of this permit includes the authorization of half a mile of seawall (2,500 feet) for 30 years, the permanent grading and upper bluff stabilization of approximately three quarters of a mile of bluff, and the construction of at least five stormwater outfalls.

### Related impacts include:

- Construction activities taking up beach space and blocking access on Del Mar and State Park beaches for as long as three years. This impact could be found to be inconsistent with Sections 30210, 30211, 30212, 30220, 30221 of the Coastal Act and Section 4 of Article X of the California Constitution.
- Loss of beach access at 7th and 11th Street for up to seven years — or longer if other agencies do not comply with permit terms. This impact could be found inconsistent with Sections 30210, 30211, 30212, 30220, 30221 of the Coastal Act and Section 4 of Article X of the California Constitution.
- Narrowing of large stretches of beach and disappearance of lateral access along the beach caused by the placement of seawall and rip rap backfill for up to 30 years, with permanent narrowing of the beach expected in the future due to accelerated erosion and sea level rise. This impact could be found inconsistent with Sections 30210, 30211, 30212, 30220, 30221 of the Coastal Act and Section 4 of Article X of the California Constitution.
- Permanent loss of habitat along natural bluffs and on beaches, with temporary loss guaranteed during three years of project construction. This impact could be found inconsistent with Section 30240 of the Coastal Act.
- Drastic visual change to the bluffs, particularly due to the seawall visible to all beachgoers including surfers and boaters in the water for up to 30 years. This impact could be found inconsistent with Sections 30251 and 30253 of the Coastal Act.
- Potentially increased erosion, water quality contamination, and rip currents caused by the construction of five stormwater outfalls. This impact could be found inconsistent with Section 30231 of the Coastal Act.
- Permanent loss of .28 acres of some of California's last remaining wetlands. This impact could be found inconsistent with Sections 30233, 30231 and 30255 of the Coastal Act.

In light of these major impacts, we suggest mitigation opportunities and make recommendations to ensure accountability and transparency throughout the process:



## **The benefit of this project is that it can facilitate improved coastal access and long-term managed retreat**

Surfrider can live with basic aspects of this project because it memorializes and motivates relocation of the LOSSAN railroad, which should never have been located on Del Mar's fragile and eroding bluffs in the first place. Further explanation is in our letter to this Commission related to emergency bluff work in 2020<sup>1</sup>. As this staff report points out, SANDAG committed to relocating the Del Mar section of the LOSSAN corridor by 2035 (memorialized in its 2021 San Diego Forward Regional Transportation Plan) due to the fact that the rail faces increasing coastal hazards from sea level rise and erosion in the near and long-term.

Relocation of the railroad tracks provides an extremely rare and important opportunity to allow space for Del Mar's coastline to migrate landward as sea levels rise. It will also secure public recreation, viewing, and access opportunities along the former rail corridor in the future. If successfully managed, this project will be a nationally significant case study, where today's permit represents one step along an adaptation pathway towards managed retreat of critical infrastructure and restoration of an otherwise highly developed area on an eroding shoreline. The site is unique in San Diego County as one of the few areas along coastal bluffs where existing development would no longer be threatened once the rail is relocated.

This project can be found consistent with the Coastal Act, the Coastal Commission's Sea Level Rise Guidance, and the Coastal Commission's Guidance on Critical Infrastructure **only insofar as it facilitates relocation and provides mitigation for both short and long term access impacts.**

It is obvious that this project contravenes many Coastal Act policies, including 30253 and 30251, as well as access policies in Sections 30210, 30211, 30212, 30220, 30221 of the Coastal Act and Section 4 of Article X of the California Constitution.

The justification for the project rests on the provision of Coastal Act Section 30235, which allows the Coastal Commission to permit armoring "*when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion, and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply.*"

However, Section 30253(2) of the Coastal Act requires that new development shall not contribute to erosion nor "*require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.*" While hard structures provide temporary protection against the threat of sea level rise, they disrupt natural shoreline processes, accelerate long-term erosion, cause loss of beach and other critical habitats and corresponding ecosystem benefits, as well as impair beach access and recreational uses. Therefore, armoring must be avoided or, in this instance, used for a minimized and time-certain duration.

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<sup>1</sup> <https://documents.coastal.ca.gov/reports/2020/8/W13b/W13b-8-2020-correspondence.pdf>

Relocating the train is a practical way of meeting the requirement to mitigate adverse impacts of this project, and SANDAG has already committed to this intention in its Regional Transportation Plan.

In order to facilitate rail relocation, critical adjustments to the staff report need to be made in order to ensure accountability and feasibility — we make those suggestions in later sections of this letter. We note here however that the goal of managed retreat is both ambitious and imperative, and we generally support staff in their assumption that retreat will be achieved by 2035 with flexibility through 2053 (which captures the 30 year permit timeline.)

Because of this permit timeline, Surfrider concurs with staff that in this particular instance, SANDAG should not be held to design this critical infrastructure project to meet the standards of the H++ risk aversion sea level rise scenario. We take note that the Commission’s Sea Level Rise Guidance recommends analyzing critical infrastructure under the medium high-risk aversion and extreme-risk aversion scenarios because of its typically long design life, low adaptive capacity, and the high consequences associated with its failure; all of which apply to this project. While we strongly agree with this concept generally, the added variable of SANDAG’s commitment to relocate the train drastically shortens the otherwise long design life of this type of project. We agree that a 1 in 20 and low-risk aversion scenario is more appropriate when the design life of the project is the next 30 years, as this allows for a calibration of the project design that reduces impacts to coastal resources and coastal access while still managing risk.

We do also note that it is important to interpret the Commission’s Sea Level Rise Guidance<sup>2</sup> in context. The Guidance provides that the Commission must consider critical infrastructure projects on a case-by-case basis, and that projects that facilitate relocation are preferred:

Chapter 7: Adaptation Strategies includes a goal regarding special considerations for protecting transportation infrastructure which states that applicants should:

“Develop or update a long-term public works plan for critical facilities to address sea level rise: Develop a long-term management plan to address the complexities of planning for sea level rise that incorporates any potential maintenance, relocation, or retrofits and structural changes to critical facilities to accommodate changes in sea level, and obtain Coastal Commission certification.” (page 140, California Coastal Commission Sea Level Rise Guidance)

The Guidance similarly supports incremental changes to transportation networks specifically to facilitate realignment:

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[https://documents.coastal.ca.gov/assets/slr/guidance/2018/0\\_Full\\_2018AdoptedSLRGuidanceUpdate.pdf](https://documents.coastal.ca.gov/assets/slr/guidance/2018/0_Full_2018AdoptedSLRGuidanceUpdate.pdf)

“Allow for phased implementation of realignment and relocation projects: In some cases it may be necessary to make incremental changes in transportation networks so that access to and along the coast can be maintained while also addressing coastal hazards over the long-term” (page 141, California Coastal Commission Sea Level Rise Guidance)

We strongly support the staff report in working towards its own adopted SLR Guidance and memorializing the legally binding aspects of SANDAG’s policy commitment to relocate the Del Mar section of the LOSSAN corridor by 2035.

### **Environmental documentation is missing**

The Staff Report notes that DMB5 is categorically exempt from the NEPA and CEQA process. Additionally, SANDAG has made clear that there is a pressing need to embark on this project before the next rainy season, given the bluff failures that have resulted in emergency work in recent years.

While Surfrider notes the intense efforts and collaboration that have been pursued to achieve the proposal outlined in the staff report, we note the following as important environmental documentation that is noticeably not part of the report:

- Identification of an environmentally superior alternative - Including potentially an entirely different alternative; perhaps one that includes a ‘phased’ component to seawall installation
- Lack of Coastal Connections Study - SANDAG has failed to complete the Coastal Connections Study within the timeframe provided by its DMB Phase 4 permit. This staff report is therefore unable to include information about the public access projects being proposed in this project, which would otherwise help determine whether or not appropriate public access mitigation can be provided on a reasonable timeline.
- Risk assessment information justifying the location, extent, and needed timing of stabilization measures - Currently SANDAG appears to be justifying the accelerated timeline of the project on the fact that recent bluff failures have occurred in areas that were previously identified as ‘low risk.’ This broad swath approach to stabilizing the entire bluff is reactive and most likely over-assumes risk in certain areas, which will ultimately come at the consequence of coastal resources and coastal access.

Without these environmental documents, it is extremely difficult for Surfrider and the Commission to determine whether or not the current proposal represents the least environmentally damaging and feasible alternative. It is also difficult to determine whether the proposed mitigation, monitoring and reporting efforts are sufficient.

In light of these missing environmental documents and analysis, we submit that the most important step the Commission can take to finding Coastal Act consistency in this case is to secure maximum reasonable mitigation opportunities for this enormously consequential project. Below, we suggest mitigation opportunities and make recommendations to ensure accountability and transparency throughout the process.

## **Recommendation #1 - Make adjustments to support relocation**

As has been discussed, this project can only meet Coastal Act requirements and the Commission's Sea Level Rise Guidance requirements by reaffirming SANDAG's already formal commitment to relocation of the Del Mar Section of the LOSSAN corridor by 2035. We suggest the following adjustments:

1a. Staff Report Language on Relocation and Automatic Extensions - We ask that staff make a minor adjustment to the report so as not to undermine SANDAG's commitment to relocate the track by 2035. It is possible to justify the 30-year permit timeline without undermining SANDAG's formal policy language in its RTP. For instance, the discussion on page 10 of the staff report states:

“SANDAG is currently in the process of planning to relocate the tracks consistent with the regional transportation plan; however, given the magnitude and complexity of that effort and outstanding funding needs for final design, environmental review, and construction, implementation of the relocation would likely extend beyond the target date of 2035.”

This should be amended to replace the phrase 'would likely' with 'may,' at a minimum. We suggest further amendments to acknowledge the difficulty of relocation, while adding language such as the below:

“However, SANDAG has made a formal commitment in its Regional Transportation Plan that commits the agency to relocating this rail by 2035.”

Surfrider also has concerns with the potential for undue delay given the automatic extensions currently granted in the conditional approval. Surfrider suggests the report implement a condition that addresses authorization term without allowing for automatic extensions upon application submission so that the project is not unduly delayed. We appreciate that Condition One otherwise memorializes the commitment to relocate the track by 2035.

1b. Removability of Seawalls - The removal of the seawalls permitted in this project is a critical step towards relocation, which allows for mitigation of lost public access and recreation. We make the following recommendations to strengthen the requirements for removable seawalls:

- Adjust conditions on authorization terms to remove rail abandonment aspects. Condition 1a states that the authorization of seawalls included in the consistency certification shall expire in 30 years or upon relocation and legal abandonment of the sections of railroad at issue in this action, whichever occurs first. We suggest amending this language to require the seawalls to be removed after 30 years or when the rail line is no longer in service. The North County Transit District (NCTD) may never formally abandon this section of rail — for instance NCTD still leases portions of its property to the City of Del Mar near the Del Mar Fairgrounds, though that area has not received rail service in decades. This condition should also clarify that the legally permitted purpose of the seawall may only pertain to bluff stabilization as long as rail service continues.
- Clarify whether the current seawalls will also be removed as part of the project. Surfrider assumes that the temporary and emergency seawalls that have been constructed by SANDAG through previous permits will also be removed when the rail is no longer in service. Removal of these seawalls will also be necessary to achieve the goals of a larger managed retreat effort. This should be clarified through Authorization Term conditions.
- The Commission should add a condition that the seawall is constructed only to protect the railroad and any other existing or future development cannot rely on the permitted seawall to establish geologic stability. Failure to include this type of special condition may result in SANDAG or other property owners claiming that continued authorization of the seawalls is necessary to accommodate existing or additional development.
- The Commission should add a requirement that SANDAG work with the City of Del Mar to develop a formal notification procedure to inform current and future blufftop property owners that the seawalls are temporary and will be removed by the end of the permit term. This will serve to negate any legal takings claims when the seawalls are scheduled for removal and prohibit any future claimed reliance on the seawalls to protect private property.
- The Commission should consider an opportunity to delay seawall construction as long as possible. Surfrider understands that the various components of the stabilization project (upper bluff stabilization, bluff toe stabilization, and other irrigation efforts) all work together, but bluff toe stabilization specifically manages wave overtopping caused by storm surge that is exacerbated by sea level rise. It is unclear whether or not the current seawall designs are necessary to meet today's erosion impacts to the bluff toe. If the seawalls are designed to mitigate risk that is forthcoming, then the seawalls can be permitted today with an agreement about a phased, trigger-based installation at a later date. This would reduce the impacts of the seawall on erosion, which will immediately extend the back of the beach seaward on some parts of the beach and compound erosion and access issues over time.



- The Commission should include a condition that SANDAG work with Scripps Institution of Oceanography to employ advanced geophysical instruments and utilize the data from their coastal LiDAR surveys to track bluff erosion and monitor slope stability at the site.

## **Recommendation #2 - Adjust public access mitigation proposals to be consistent with access and recreation policies of Chapter 3**

Surfrider appreciates the capital improvement projects that have been suggested in the staff report. In particular, safe crossings at 7th Street and 11th Street as well as vertical access trails would be an improvement to the current situation of unsafe and insecure access to the walkable beach and enjoyable waves in the area.

We agree generally with staff that it is not possible to ‘buy back a beach’ in this area to provide in-kind mitigation for the dramatic impacts that this project will have on beach erosion and lateral beach access, as well as both vertical and lateral access throughout construction. If public access mitigation is the only available form of mitigation as in-kind mitigation is not possible, and if the project is missing necessary documents (as described above) that would be required to fully find Coastal Act Consistency, the Commission should seek to maximize public access as mitigation.

In the past, mitigation for seawall impacts over time was provided by payment of recreation fees to account for lost beach area.<sup>3</sup> Similar fee programs should be considered, perhaps for an endowment fund to manage the vertical trails (mentioned later). In contrast to previous fee programs that only mitigate for lateral access and placement loss, the DMB5 project must also mitigate for additional loss of vertical beach access from the blufftop to the beach and for lateral access along the beach. In order to address these impacts, additional mitigation is required to meet the nexus test of the impact. Simply rebuilding existing vertical access while access is lost for many years does not mitigate all impacts commensurately. Both vertical and horizontal access must be mitigated in the short and long term in order to meet the nexus tests of the Nollan and Dolan cases<sup>4</sup>.

We note that even the current staff recommendation affords SANDAG up to seven years to complete the proposed capital improvement projects. Given that these projects may hinge on approvals from the North County Transit District and California Public Utilities Commission, it could take even longer. It is unreasonable that the City of Del Mar and the over 2 million annual Del Mar beach visitors should fail to benefit from public access mitigation for seven years or more. We suggest the following adjustments to help mitigate this scenario and provide further suggestions for mitigation opportunities:

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<sup>3</sup> See for example Land Use Plan (LUP) Amendment #LCP-6-SOL-16-0020-1 (Public Recreation Fee), CDP 6-05-072/Las Brisas Recreation Fee and CDP 3-02-024/Ocean Harbor House.

<sup>4</sup> See Nollan v. California Coastal Comm'n, 483 U.S. 825, 107 S. Ct. 3141, 97 L. Ed. 2d 677 (1987) and Dolan v. City of Tigard, 512 U.S. 374, 114 S. Ct. 2309, 129 L. Ed. 2d 304 (1994).

1 - Strengthen mitigation project opportunities. The capital improvement projects suggested in the report are critical for securing access in spite of construction, proposed fencing, and armoring. These projects should not be scaled back under any circumstance. To maximize the benefits of public access mitigation, we strongly urge the Commission to require vertical access and safe crossings at both 7th and 11th Street - not one or the other. Both of these are currently popular accessways that facilitate surfing, walking, and beach enjoyment over more than a mile of beach. There is a recognized surfing reef at 8th St. in Del Mar and 11th St. offers a unique peak as well.

2 - Include interim project opportunities in addition to the capital improvement projects. Much of the staging for this project occurs on Torrey Pines State Beach, and no public access mitigation has been suggested in this staff report. Surfrider suggests working with State Parks to make two public access improvements to Torrey Pines, which would provide some mitigation for State Parks access and possibly address the 7 year or more gap in which SANDAG could fail to provide access.

2a. Project #1 - We suggest working with State Parks on a project concept to create a living shoreline near the highbridge between Los Penasquitos Lagoon and Torrey Pines State Beach. The maintenance of the beach under the bridge is important for visitors coming from the North Torrey Pines parking lot, and is a valued access point for on duty lifeguards and for Junior Lifeguards practice. The beach in this area is vulnerable to high tides because of its location near the lagoon, the local geomorphology, and the fact that the substrate (which is fill from the historic rail construction) is very soft. In the past, State Parks has maintained the beach by inlet dredging but this area is a good opportunity for a more resilient living shorelines project with cobble toe. Funding is needed to haul the sand and cobble from the lagoon and would also assist with annual planned inlet maintenance. Such a project would make the area more resilient, provide critical public safety and public recreation access, provide an access point for Rail ROW maintenance and repair, and be designed to maximize habitat and resilience. It could also be completed in the near term and serve as a multi-benefit coastal resilience pilot project in the City of San Diego.

2b. Project #2 - State Parks has also identified three areas along Torrey Pines Road where a staircase would be useful for facilitating public access to the beach. This section of the beach is often physically separated from the southern part of the beach when the lagoon is breached. People who are trying to cross to the other section of beach, or who parked in the parking lot near the lagoon, would be able to access the beach considerably quicker than is currently possible. At least one option for a staircase in this area would not require armoring and would provide faster access to the beach for public safety and maintenance staff. This project could also potentially integrate with the City of San Diego's goals to construct an ADA beach access in the area.

3. Require SANDAG to report on CPUC and NCTD successes - The safe crossings at 7th and 11th Street will require California Public Utilities Commission (CPUC) and NCTD approval, where approval could fail to be provided or extend the timeline of this project. The Coastal

Commission should hold SANDAG to account in making a robust effort to secure these approvals. We recommend including a condition requiring SANDAG to show and report on robust efforts to secure approvals from both of these agencies.

4. Ensure that public access benefits remain after project is gone. The staff report is unclear on what will happen to the vertical accessways once the permit expires and the seawalls are removed. Surfrider supports maintaining these accessways even while a larger relocation effort is pursued. We recommend SANDAG be required to implement a formal rail to trail program, which would perhaps set up a process for transferring ownership such as through the establishment of an endowment fund that the City of Del Mar, State Parks, or some other entity could use to assume management of the trails in the future.

### **Recommendation #3 - Adjust wetland mitigation**

The .28 acres of wetland habitat affected by this project are some of the last remaining intact wetlands in California. They are home to endangered species and habitat to native flora and fauna, and they provide carbon sequestration benefits. In a May 26th SANDAG presentation to the City of Del Mar Design Review Board, a statement was made by SANDAG that impacts to ospreys are not a concern and that they feed in the San Dieguito lagoon. This is inaccurate. Ospreys, peregrine falcons, crabs, and many other species use the tidal zone for feeding.

It is also unclear why staff has chosen a 1:1 mitigation ratio for wetlands when it is more common to use a ratio of 4:1. We suggest a minimum 4:1 ratio based on the Commission's own Procedural Guidance for the Review of Wetland Projects in the California Coastal Zone, which states that a "wetland mitigation ratio in excess of one to one" should be used and that a higher mitigation ratio helps to compensate for wetland acreage and functional capacity lost at the specific site. Given that the recommendation is fee-based, we recommend applying this funding to the suggested project at Torrey Pines, which affects the Los Peñasquitos Lagoon.

### **Recommendation #4 - Communications for transparency**

We suggest making some adjustments to better communicate the impacts of this project to community members. In particular, we suggest clarifying:

The project construction timeline - We are under the impression, but it is not clear from the staff report, that construction will occur on a rolling basis to address areas marked in the staff report as high priority, then medium, then low. SANDAG should be required to clarify which sections of the bluffs are being worked over time, and this information should also be stated in the staff report.

Project endurance - It is not stated anywhere in the staff report that the upper bluff stabilization is, in fact, permanent. This is of significant consequence to those who care about the natural features of the bluff. This should be stated clearly in the report. The state of the soldier piles,

connecting grade beams at the surface and tie backs as they become exposed should also be further discussed.

## **Conclusion**

Thank you for your consideration of these requests. We hope to see coastal resources and access recovered in Del Mar in the long-term upon inclusion and consideration of these permit adjustments for finding conditional concurrence for Coastal Act consistency.

Best,

Laura Walsh,  
California Policy Manager  
Surfrider Foundation

Mitch Silverstein  
Policy Manager  
Surfrider Foundation San Diego County

Jim Jaffee  
Beach Preservation Co-Lead  
Surfrider Foundation San Diego County

Kristin Brinner  
Beach Preservation Co-Lead  
Surfrider Foundation San Diego County

Udo Wahn  
Climate Co-Lead  
Surfrider Foundation San Diego County



# TORREY PINES

## COMMUNITY PLANNING BOARD

ROBERT GILLESKIE, CHAIR 2570 PINWOOD ST., DEL MAR, CA 92014

July 15, 2024

SANDAG

401 B Street, Suite 800

San Diego, CA 92101

ATTN: Tim Pesce

### RE: Notice of Preparation (NOP) Draft EIR, LOSSAN Rail Realignment Project Public Comments

Mr. Pesce:

The Torrey Pines Community contains some of the most well-known, diverse habitats in the County. Our sensitive coastal resources, including those of the Torrey Pines State Natural Reserve are known throughout the world and have made our community a visitor serving destination that extends benefits far beyond its boundaries and those of the city. Whatever is done regarding the rail line relocation, it must prioritize the preservation of these resources, including the preservation of the visual integrity of the Torrey Pines State Natural Reserve viewshed, for the benefit of present and future generations to come.

The Torrey Pines Community Planning Board (TCPB) appreciates SANDAG's decision to remove the Portofino portal from further consideration. It was the right decision for the environment and the community and will help to preserve the visual integrity of the Torrey Pines State Natural Reserve viewshed.

We are proud of our work with you to identify the "I-5 Knoll" as a superior location for the southern portal, and request that you suspend further consideration of Alternative C. We firmly believe that the NOP's Alternative C is wrong for the environment and the community, an opinion shared by every environmental or community interest of which we are aware.

We support all of the conclusions and questions in the attached letter from the Los Penasquitos Lagoon Foundation, and request that it is incorporated into our response. In addition, we note a number of concerns which need to be addressed if Alternative C is carried forward into the DEIR:

- 1) Alternatives A and B place the southern portal upwind of I-5, but Alternative C would place tunnel venting upwind of our community. The DEIR should include a study of prevailing winds and the impact of the tunnel venting on the community. If negative impacts are expected or experienced, how will they be addressed? How will property owners be compensated?
- 2) SANDAG has explained that most construction impacts will occur at the southern portal, with the vast majority of excavated material being removed through that location. With Alternatives A and B, the construction impacts would be concentrated adjacent to I-5 and a portion of Old Sorrento Valley Road which has been closed to traffic for many years. With Alternative C the construction impacts would be experienced directly by neighboring homes and businesses, the result of over 100,000 truckloads of excavated material traveling on Carmel Valley Road around the clock for a multi-year period. Please include a detailed study of the construction related





# TORREY PINES

## COMMUNITY PLANNING BOARD

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ROBERT GILLESKIE, CHAIR 2570 PINWOOD ST., DEL MAR, CA 92014

impacts on these neighborhoods. How will property owners be compensated for these adverse impacts if Alternative C is pursued?

- 3) It is not anticipated that eminent domain will be required for construction work or operations at the southern portal if Alternatives A or B are pursued, but there is information from SANDAG board member presentations that Alternative C would require the taking of 7-10 acres at the southern portal, primarily of local homes. Please provide a detailed map indicating which properties will be taken by SANDAG if Alternative C is pursued, along with a detailed map of properties expected to be partially impacted. Please also provide a detailed timeline of when SANDAG expects to remove current occupants from their homes if Alternative C is pursued, along with a detailed timeline of when adverse impacts will be experienced by homes that are not taken.
- 4) While Alternatives A and B would likely represent a net improvement to the environment of the Los Penasquitos Lagoon, Alternative C would introduce a double track alignment that is substantially higher and wider than the current alignment, as well as penetrating a currently undisturbed area in the NW corner of the lagoon for the proposed new portal. Please provide quantitative and qualitative analyses of how key views from public and private areas, including those from the Torrey Pines State Natural Reserve, would be affected. If adverse view impacts are anticipated, how would property owners be compensated? How would these property owners be compensated for the increased noise and other adverse impacts during construction and post construction operations?
- 5) Although not referenced in the NOP, it is our understanding that SANDAG intends to electrify the rail line once plans to convert to a high-speed alignment are complete throughout the area. An overhead pattern of catenary wires would introduce further man-made visual elements into the Torrey Pines State Reserve viewshed, adversely affecting the existing visual environment. This will impact key views to and from the Reserve and visually degrade one of San Diego's most iconic and sensitive coastal resource areas. Considering that the San Diego History Center in Balboa Park has a wall-sized historic photo of this view at the entrance to their photo archives, the desecration of this view is not to be taken lightly. Please provide details of how a future electrified track would be accomplished, including diagrams showing any overhead catenary wire system if anticipated.
- 6) The NOP does not mention need for fencing along the new berms to be constructed for the realignment, but it is logical that if trains are to be run at 110 mph across Los Penasquitos Lagoon that fencing will be required along the tops of the berms to prevent wildlife from impeding the trains at high speed. Will fencing be required, where will it be located, and what will the impacts be to wildlife in the lagoon? Will migration patterns be disturbed, and will the visual environment be further degraded as a result of these man-made improvements?
- 7) Alternatives A and B would have an area for southern portal construction adjacent to I-5 with no nearby homes in an already environmentally degraded area. In contrast, Alternative C would place the portal adjacent to a residential neighborhood with a construction area in an undisturbed area of lagoon. It appears likely that vehicles would utilize the Torrey Pines State Beach North Lot for construction staging and for removing millions of yards excavated material



# TORREY PINES

## COMMUNITY PLANNING BOARD

ROBERT GILLESKIE, CHAIR, 2570 PINWOOD ST., DEL MAR, CA 92014

from tunnel boring. Please provide details regarding public access to the Torrey Pines State Beach North Lot and coastal areas, and the impact on neighboring areas if beach users are forced to park in adjacent neighborhoods during construction. Please provide details on these anticipated impacts and whether property owners would be compensated for them.

In summary, we have a long list of concerns with Alternative C. We see many merits to the I-5 Knoll location for the southern portal and thus support Alternative A or B. Again, we strongly encourage you to drop Alternative C from further consideration.

Thank you for your consideration,

Adam Gevanthor  
Chair, Torrey Pines Community Planning Board

Cc:

SANDAG: Mario Orso, Chief Executive Officer ([mario.orso@sandag.org](mailto:mario.orso@sandag.org))

California Coastal Commission: Commissioner Paloma Aguirre ([Paloma.Aguirre@coastal.ca.gov](mailto:Paloma.Aguirre@coastal.ca.gov))

California State Parks: Darren Smith, Senior Environmental Scientist ([darren.smith@parks.ca.gov](mailto:darren.smith@parks.ca.gov))

Los Penasquitos Lagoon Foundation: Mike Hastings, Executive Director [REDACTED]

Torrey Pines Conservancy: Rick Gulley, President [REDACTED]

Sierra Club San Diego: Lisa Ross, Chair ([lisasierraclub@gmail.com](mailto:lisasierraclub@gmail.com)); David Hogan, Vice Chair [REDACTED]

CA State Senate: Senator Blakespear ([senator.blakespear@senate.ca.gov](mailto:senator.blakespear@senate.ca.gov)); Alex Davis, Principal

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County of San Diego: Supervisor Nora Vargas ([nora.vargas@sdcounty.ca.gov](mailto:nora.vargas@sdcounty.ca.gov)); Supervisor Terra Lawson-Remer ([terra.lawson-remer@sdcounty.ca.gov](mailto:terra.lawson-remer@sdcounty.ca.gov)); Becca Smith, Policy Advisor

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City of San Diego, District 9: Julio Garcia, Government Affairs Manager ([juliog@sandiego.gov](mailto:juliog@sandiego.gov))

City of Del Mar: Terry Gaasterland, SANDAG Representative ([tgaasterland@delmar.ca.us](mailto:tgaasterland@delmar.ca.us))

City of Solana Beach: Mayor Lesa Heebner, SANDAG Representative ([lheebner@cosb.org](mailto:lheebner@cosb.org))


City of Encinitas: Mayor Tony Kranz, SANDAG Representative ([tkranz@encinitasca.gov](mailto:tkranz@encinitasca.gov))

## SDLRR Notice of Preparation

Rick Gulley [REDACTED]

Fri 7/19/2024 9:32 AM

To:LOSSANcorridor <lossan corridor@sandag.org>

 1 attachments (896 KB)

LPLF - NOP Comment Letter on LOSSAN Rail Realignment 4879-8722-9901 v.10.pdf;

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**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Mr. Pesce: The Torrey Pines Conservancy supports the conclusions reached by the Los Penasquitos Lagoon Foundation in the attached letter and adds its voice to those across San Diego requesting that Alternative C be rejected and not considered in the future.


Thank you.

Rick Gulley  
President, Torrey Pines Conservancy

Rick Gulley  
[REDACTED]



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Jennifer L. Chavez  


July 11, 2024

File Number: 96LX-390166

**VIA EMAIL ONLY**

Mr. Timothy Pesce  
SANDAG  
401 B Street, Suite 800  
San Diego, CA 92101  
Email: LOSSANcorridor@sandag.org

Re: SDLRR Notice of Preparation

Dear Mr. Pesce:

This firm represents the Los Peñasquitos Lagoon Foundation (the “Foundation”). The Foundation works with the California Department of Parks and Recreation to protect, restore, enhance, and preserve the Los Peñasquitos Lagoon (“Lagoon”), a State Marsh Natural Preserve (PRC § 5019.71) that is part of the Torrey Pines State Natural Reserve (“Reserve”). Since its establishment in 1983, the Foundation has helped lead the effort in restoring, protecting and preserving the Lagoon through stakeholder collaboration and adaptive management informed by 37 years of continuous data generated by our biological monitoring program and partnerships with universities that include the University of California, San Diego and the Scripps Institution of Oceanography. Impacts to the Lagoon caused by transportation infrastructure that includes the current railway alignment have been well documented in scientific papers, aerial imagery, reports and planning documents that include the Los Peñasquitos Lagoon Enhancement Plan and its Program level Environmental Impact Report, certified in 2020. With this in mind, the Foundation appreciates the opportunity to comment on SANDAG’s Notice of Preparation of a Draft Environmental Report for the Los Angeles-San-Diego-San Luis Obispo (LOSSAN) Rail Realignment (SDLRR) Project (“Project”).

Please consider the following comments regarding the scope and content of the environmental information to be included in the EIR.

1. Present a Single Proposed Project and Consider a Reasonable Range of Alternatives. The EIR should evaluate a single proposed project in detail, and a reasonable range of alternatives to the project that would avoid or substantially lessen the significant environmental effects of the proposed project. CEQA does not permit a lead agency to evaluate multiple alternatives without selecting a proposed project. (*Washoe Meadows Community v. Dept. of Parks & Recreation* (2017) 17 CA5th 277, 288.) The Foundation appreciates that SANDAG considered alternatives to remove the railway alignment from the Lagoon and locate it near Interstate 5, but as it moves toward the EIR stage, it needs to select a single alignment as the proposed project.

While all three alignments described in the NOP (Alternative A, Alternative B, and Alternative C) have the potential to generate impacts to coastal habitats, cultural resources, listed species, public access and viewsheds, **the Foundation supports alignments utilizing the “Knoll Near I-5” for the southern portal (Alignment A or Alignment B) and strongly opposes selection of the “Torrey Pines Road” portal location (Alignment C).** Thus, the Foundation is supportive of the EIR presenting either Alignment A or B as the proposed project with either Alignment A or B as an alternative. Alignment C would perpetuate and exacerbate significant and unmitigable impacts to the Lagoon and should not be carried forward for further consideration. Alternative C should be treated as an alternative “considered but rejected.” The Foundation also encourages SANDAG to consider additional alternatives that would avoid or minimize impacts to sensitive coastal resources.

2. The Project Objectives Should Prioritize Restoration and Enhancement of Coastal Resources Impaired by Railway Infrastructure. One of the primary, fundamental objectives of the Project should be to support the restoration and enhancement of Los Peñasquitos Lagoon, a State Marsh Natural Preserve, to meet SANDAG’s **declared** Project Goal to “Preserve Wetlands”.<sup>1</sup> Therefore, the Project should proceed in a manner that restores the decades of damage the existing rail alignment has caused to Los Peñasquitos Lagoon. The current location of the tracks through the center of the Lagoon would never be considered in a *de novo* application. The placement of the southern portal at the Knoll Near I-5 in Alternative A or B would remove the railroad tracks and berm bisecting the Lagoon and provide an opportunity to correct the unintended consequences of the railway alignment’s role in contributing to the degradation of the Lagoon that includes its listing on the Clean Water Act’s Section 303(d) list of impaired waterbodies for sediment/siltation due to the existing railway berm that has reduced the Lagoon’s tidal prism by cutting off tidal channels and impounded sediment-laden stormwater runoff in the upper Lagoon since 1925.<sup>2</sup> **The Foundation encourages SANDAG to study and carry forward a proposed project that will maximize restoration and enhancement of coastal resources impaired by railway infrastructure to meet the critical Project Goal to “Preserve Wetlands.”**

Proceeding with Alternative C, on the other hand, would perpetuate the railways’ negative impacts on the Lagoon and potentially generate additional ones by converting the currently lightly-used single track into a heavily-used double track alignment through the center of the Los Peñasquitos Lagoon, with entirely new areas added at the northwest end. As the NOP states, this would require raising and widening the existing berm in the Lagoon to address flooding and sea level rise projects. The EIR/EIS will need to consider the legacy impacts of the current alignment that have contributed to existing conditions of Lagoon impairment and those that will be generated by implementation of Alternative C, including those that may not be offset by elevating portions of the new double track on additional bridge spans. Additionally, SANDAG will need to consider how their proposed project will impact large-scale restoration of the Lagoon that will be completed prior to realignment of the railway, with Alternative C having the greatest potential for impacts. There

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<sup>1</sup> See “San Diego LOSSAN Rail Realignment Project Update”, NOP PowerPoint presentation prepared by SANDAG, slide 6.

<sup>2</sup> See Cole and Wahl. 2000. A Late Holocene Paleoecological Record from Torrey Pines State Reserve, California. *Quaternary Research* 53, 341-351; ESA. 2018. Los Peñasquitos Lagoon Enhancement Plan. Prepared for Los Peñasquitos Lagoon Foundation.



would be new or more severe adverse environmental effects associated with the rail use under Alternative C that include increased noise, vibration, light and other impacts resulting from faster, more frequent train service that would come with double tracking. The analysis of Alternative C should include a detailed discussion of construction-related impacts, including full disclosure of the location of construction staging areas, construction access routes, related impacts on wetlands or other sensitive habitats, the amount and location of additional fill that might be required within or around the Lagoon, the location and impacts associated with the construction of bridge structures in the Lagoon, and the amount and duration of construction related noise, lighting, vibration and other environmental impacts that will result from construction activities. The Lagoon is prone to flooding during rains – please also describe the measures that will be implemented to protect the construction site during weather events (preventing sediment, debris and construction materials and fluids from leaving the construction site).

Alternative C clearly would not further the stated project objective of “avoid[ing] and/or minimiz[ing] impacts on biological, cultural, and recreational resources of national, state or local significance, including publicly owned parks, beaches, wetlands, ecological reserves...” and should be rejected for further consideration on that basis. Alternative C clearly would have significant adverse impacts on the Lagoon and its important biological and wetland resources, which is inconsistent with stated project objectives.

3. The Project Should Avoid Impacts to Sensitive Species and their Associated Habitats to the Maximum Extent Feasible. The proposed project should avoid, or at the very least limit impacts to sensitive species and their associated essential habitats present within the Lagoon within and adjacent to the project site to the maximum extent feasible. Alignment A and Alignment B would avoid much of the Lagoon by relocating the railway alignment adjacent to I-5 with a small portion of adjacent wetland and upland habitat potentially being affected. Alternative C maintains much of the current alignment through the Lagoon while also penetrating an undisturbed area adjacent to the proposed portal and expanding the width and height of the existing rail embankment to accommodate double tracking and sea level rise. As such, Alternative C will likely result in the most impacts to sensitive species and their associated sensitive habitats. Replacing large sections of berm with a bridge proposed as part of Alternative C may improve conditions beyond their existing state but could present an additional suite of impacts to listed species that forage and nest within the vicinity of the existing alignment due to noise, vibration, lighting and other components associated with construction and subsequent rail use. Based on this, the Foundation requests that the proposed EIR/EIS consider potential direct and indirect impacts to sensitive species within the Lagoon that include light-footed Ridgway’s rail, coastal California gnatcatcher, western snowy plover, Belding’s savannah sparrow, wandering skipper, yellow-breasted chat, white-tailed kite and other raptors, southern mule deer *Iva hayesiana*, *Artemisia palmeri*, and *Lasthenia glabrata* ssp. *coulteri*. In addition, the EIR/EIS will need to also consider the direct and indirect impacts to the essential habitats that support these sensitive species which include tidal salt marsh, non-tidal salt marsh, southern maritime chaparral, coastal sage scrub, and coastal succulent scrub. Known locations of some of these listed species is provided in Exhibit A. We also request that analysis of biological impacts consider both benefits and impacts to habitat based on function and value to the Lagoon so that impacts to higher tiered habitat (e.g., coastal salt marsh) are not valued the same as habitat of less value (e.g., impaired wetland, disturbed upland). Additionally, the EIR/EIS should consider the effects of noise, vibration,

lighting, and rail-related pollution associated with the construction and use of new infrastructure that includes increased rail speed and volume of rail traffic as they impact wildlife movement, sensitive species and the habitats that support both. **How will SANDAG ensure that the project will maximize the avoidance of impacts to sensitive species and their associated essential habitats using both qualitative and quantitative analysis? How will SANDAG mitigate impacts to sensitive species and their habitats that cannot be avoided?**

4. The Project Should Improve Lagoon Hydrology by Reconnecting Historic Tidal Channels and Reduce Impoundment of Storm Water in the upper Lagoon. The EIR must evaluate the project's impacts on lagoon hydrology and should be designed and carried out in a manner that does not adversely impact the already degraded hydrological function of the Lagoon. The Foundation requests that each alternative be examined in accordance with their ability to improve lagoon hydrology with respect to tidal waters and storm water moving through the system. Special studies need to be conducted to examine the role that the railway berm degrades lagoon hydrology and what improvements (e.g., complete removal, partial removal) could be afforded by each of the proposed Project alternatives. This should be considered for both improving the Lagoon's tidal prism and reducing the retention time of impounded waters from storm runoff that have contributed to the Lagoon's impairment and listing on the Clean Water Act's Section 303(d) list of impaired waterbodies for sediment and siltation. The special studies will also need to consider how each alternative could support or impact large scale restoration of Los Peñasquitos Lagoon that is being pursued for compliance under the Los Peñasquitos Lagoon Sediment Total Maximum Daily Load (TMDL) that focuses on improving lagoon hydrology as a key driver for restoring the Lagoon to its historical native habitats. Furthermore, the EIR/EIS should consider changes to local hydrology from the proposed infrastructure (e.g., rail widening, floodwalls, U-sections, and cut-and-cover features) and their effect on sedimentation and the balance of halophytic and freshwater habitats. **How will SANDAG ensure that the project will improve lagoon hydrology by reconnecting historic tidal channels and reduce impoundment of storm water in the upper Lagoon using both qualitative and quantitative analysis?**

5. Impacts on Public Access to Torrey Pines State Beach. Alternative C is the only alternative that will generate impacts to public access and use of Torrey Pines State Beach during the construction of the northern portal and rail realignment adjacent to the Torrey Pines North Beach Parking Lot (North Lot). The North Lot receives approximately 1.8 million visitors annually (based on 2016/2017 fiscal year data) due to its proximity to major roadway infrastructure that includes Interstate 5, Interstate 805, and State Route 56 that make it an easily accessible coastal facility for both nearby communities and those located further inland. The proposed EIR/EIS will need to examine and quantify these impacts since public access to North Torrey Pines State Beach will be limited or precluded during construction. In addition, the proposed EIR/EIS will need to examine how closure and/or limited use of the North Lot will impact the Reserve's other public parking facilities (i.e., Torrey Pines South Beach Parking Lot and upper Reserve parking) that are already under strain from increased demand by park visitors arriving by private vehicles. Secondary impacts associated with the lack of adequate parking facilities should also be examined. In addition to restricting public access to the beach, this could include increasing the emission of toxic contaminants in a sensitive coastal environment. To that end, the analysis should consider the potential loading of metals (e.g., zinc, copper) into Lagoon waters due to

more frequent and higher volume from braking of vehicles<sup>3</sup> along Carmel Valley Road under Alternative C, including the truck trips to remove excavated material from the tunnel boring operation truck loads. **How will SANDAG ensure that the project will avoid impacts to public access to Torrey Pines State Beach using both qualitative and quantitative analysis?**

6. Opportunities and Constraints for Removing the Existing Railway Berm. The proposed EIR/EIS will need to examine both the opportunities and constraints for removing the existing railway berm in its entirety or in designated sections for the proposed project and all the project alternatives being considered under CEQA analysis. The Foundation requests that technical analysis consider both aquatic and terrestrial environs to assess opportunities and constraints for improving both hydrology and wildlife movement within the Lagoon that are currently comprised by the existing railway alignment, as well as the proposed alignments and their components. Analysis should also consider opportunities within each alternative that optimize the expansion of foraging and nesting habitat of listed bird species that include Belding's savannah sparrow, light-footed Ridgway's rail and California gnatcatcher that are currently fragmented by the existing alignment. Of course, the analysis should also focus on the avoidance of adversely impacting foraging and nesting habitat of those species. Analysis should also examine the potential for beneficial re-use of the current railway alignment should Alternative C not be selected as the preferred alternative. One example for consideration would be to modify the existing berm into a pedestrian and bike path to support multi-modal transportation within the coastal zone, a priority for SANDAG under their Public Works Plan and Transportation Resource Enhancement Program prepared for the LOSSAN Corridor. This would be accomplished by connecting coastal areas and established regional and local trail networks (e.g., the California Coast Trail) to the commercial areas of Sorrento Valley and the Sorrento Valley Coaster Station. Another potential for beneficial reuse of sections of the existing berm could be used to offset impacts related to sea level rise by providing an onsite source of sediment that could be used to augment elevation profiles of surrounding habitat to ensure that coastal salt marsh and wetland transitional areas are preserved in perpetuity. Should partial or complete removal of the berm result as part of the project, the Foundation strongly advises that all related mitigation efforts to offset impacts to Lagoon resources be focused entirely on the Lagoon rather than an offsite location. **How will SANDAG ensure that the preferred alternative considers both opportunities and constraints for removing the existing railway berm using both qualitative and quantitative analysis? How will impacts be mitigated and where?**

7. Compliance of the Project under Section 4F (U.S. Transportation Act of 1966) and Actions Permitted in a State Natural Preserve. The proposed project will have to consider impacts to publicly owned parks, recreational areas, wildlife and waterfowl refuges, and historical sites to comply with Section 4F of the U.S. Transportation Act of 1966. SANDAG will need to prove that the project it selects under CEQA/NEPA will comply in a manner that "the use of the property will have a *de minimis* impact or that there is no feasible and prudent avoidance alternative to the use of the land, and that the action includes all possible planning to minimize harm to the property resulting in such use." In addition, SANDAG will need to comply with the public resource code as

---

<sup>3</sup> Many brake pads contain metals that wear away a little by little. The metal breaks down into dust each time you apply the brakes. Brake pads can contain as much as 20 percent copper, which is toxic to aquatic life at the base of the food chain. They also contain lead and zinc. (Source: US EPA)

it relates to the management, protection and preservation of a State Natural Preserve (PRC 5019.71). State Natural Preserves are considered “distinct areas of outstanding natural or scientific significance established within the boundaries of State Parks System units.” The purpose of Natural Preserves is “to preserve such features as rare or endangered plant and animal species and their supporting ecosystems, representative examples of plant or animal communities existing in California prior to the impact of Euro-American modifications, geological features illustrative of geological processes, significant fossil occurrences or geological features of cultural or economic interest, or topographic features illustrative of representative or unique biogeographical patterns.” Importantly, “Natural Preserves shall be managed to allow natural dynamics of ecological interaction to continue without interference, where possible. Habitat manipulation shall be permitted only in those areas found by scientific analysis to require manipulation to preserve the species or associations that constitute the basis for the establishment of the Natural Preserve.” **How will analysis under CEQA/NEPA demonstrate that the project complies with Section 4F of the U.S. Transportation Act of 1966 and the management, protection and preservation of a State Natural Preserve (PRC 5019.71)?**

8. Impacts on Aesthetics. Potential impacts on public viewsheds and scenic vistas should be evaluated in the draft EIR/EIS for the Project and each alternative with consideration given to ensuring these new features are avoided to the extent feasible and otherwise designed in a manner that is compatible with the surrounding environs. **How will SANDAG ensure that the project will avoid or minimize impacts to aesthetics?**

9. Impacts on Air Quality. The NOP includes tables estimating the number of truck trips for the alignments under consideration, but the estimates appear limited to truck trips for the disposal of construction material associated with tunnels. It does not appear that truck trips have been analyzed for other aspects of the work to be done for these alignments. Please provide estimates for truck trips for all aspects of each alignment—including, but not limited to, the construction of berms, bridges, site preparation, demolition of homes or other structures, etc. **How will SANDAG ensure that the proposed project will avoid or minimize impacts to air quality using both qualitative and quantitative analysis?**

10. Joint EIR/EIS. The Foundation encourages SANDAG to prepare a Joint EIR/EIS document rather than deferring the NEPA evaluation to a separate, future process. A joint evaluation provides for a more efficient use of resources by SANDAG, the Foundation and other stakeholders, as well as a more comprehensive and coordinated environmental review.

The Foundation’s position today is consistent with our letter on this topic to Mr. Veeh dated August 27, 2023, and is consistent with positions expressed by our local environmental and community partners: California State Parks, Torrey Pines Community Planning Board, Torrey Pines Conservancy and Sierra Club San Diego, as well as the feedback you’ve received from numerous involved environmental community members over the past year of study. Given that the most commonly cited arguments in favor of public transportation involve reducing private transportation’s negative environmental impacts, it is only logical that SANDAG’s railway realignment be done in a manner which minimizes its negative impacts on Los Penasquitos Lagoon’s fragile environment.

We strongly encourage you to take every opportunity to enhance Los Peñasquitos Lagoon's native and historic environment as you evaluate this project and select an alignment that avoids and minimizes significant adverse environmental effects to the maximum extent feasible. The Foundation appreciates that SANDAG considered alternatives to remove the railway alignment from the Lagoon and locate it near Interstate 5. While all three proposed alignments (Alternative A, Alternative B, and Alternative C) have the potential to generate impacts to coastal habitats, cultural resources, listed species, public access and viewsheds, **the Foundation supports alignments utilizing the "Knoll Near I-5" for the southern portal (Alignment A or B) and strongly opposes selection of the "Torrey Pines Road" portal location (Alignment C).**

Please do not hesitate to contact the Foundation if you would like to discuss this idea further.

Sincerely,



Jennifer Chavez  
for SHEPPARD, MULLIN, RICHTER & HAMPTON LLP

SMRH:4879-8722-9901.10

Enclosure

cc:

SANDAG: Mario Orso, Chief Executive Officer ([mario.orso@sandag.org](mailto:mario.orso@sandag.org))  
California Coastal Commission: Commissioner Paloma Aguirre ([Paloma.Aguirre@coastal.ca.gov](mailto:Paloma.Aguirre@coastal.ca.gov))  
California State Parks: Darren Smith, Senior Environmental Scientist ([darren.smith@parks.ca.gov](mailto:darren.smith@parks.ca.gov))  
Torrey Pines Community Planning Board: Adam Gevanthor, Chair ([adampublic@graphicaccess.com](mailto:adampublic@graphicaccess.com))  
Torrey Pines Conservancy: Rick Gulley, President [REDACTED]  
Sierra Club San Diego: Lisa Ross, Chair [REDACTED] David Hogan, Vice Chair [REDACTED]  
CA State Senate: Senator Blakespear ([senator.blakespear@senate.ca.gov](mailto:senator.blakespear@senate.ca.gov)); Alex Davis, Principal Consultant ([alex.davis@sen.ca.gov](mailto:alex.davis@sen.ca.gov)); Aurora Livingston, District Rep ([aurora.livingston@sen.ca.gov](mailto:aurora.livingston@sen.ca.gov))  
County of San Diego: Supervisor Nora Vargas ([nora.vargas@sdcounty.ca.gov](mailto:nora.vargas@sdcounty.ca.gov)); Supervisor Terra Lawson-Remer ([terra.lawson-remer@sdcounty.ca.gov](mailto:terra.lawson-remer@sdcounty.ca.gov)); Becca Smith, Policy Advisor ([rebecca.smith2@sdcounty.ca.gov](mailto:rebecca.smith2@sdcounty.ca.gov))  
City of San Diego, Mayor's Office: Dion Akers, Regional Government Affairs Manager ([DAkers@sandiego.gov](mailto:DAkers@sandiego.gov)); Emily Piatanesi, Community Representative ([epiatanesi@sandiego.gov](mailto:epiatanesi@sandiego.gov))  
City of San Diego, District 1: Councilmember Joe LaCava ([joelacava@sandiego.gov](mailto:joelacava@sandiego.gov)); Brian Elliott, Deputy Chief of Staff ([belliott@sandiego.gov](mailto:belliott@sandiego.gov)); Joaquin Quintero ([jquintero@sandiego.gov](mailto:jquintero@sandiego.gov))  
City of San Diego, District 9: Julio Garcia, Government Affairs Manager ([julioq@sandiego.gov](mailto:julioq@sandiego.gov))  
City of Del Mar: Terry Gaasterland, SANDAG Representative ([tgaasterland@delmar.ca.us](mailto:tgaasterland@delmar.ca.us))  
City of Solana Beach: Mayor Lesa Heebner, SANDAG Representative ([lheebner@cosb.org](mailto:lheebner@cosb.org))  
City of Encinitas: Mayor Tony Kranz, SANDAG Representative ([tkranz@encinitasca.gov](mailto:tkranz@encinitasca.gov))



## EXHIBIT A



**Threatened and Endangered Species in Los Penasquitos Lagoon**



# Comments from Individuals

## **Comments Submitted During Scoping Meeting**

**COMMENTS**

Please do not pursue Alternative C

- Protect the Los Peñasquitos legend

- Minimize traffic disruption & beach access during construction

- Minimize impact to residents near the South portal

- ~~Optimize~~ Optimize the staging area for materials to an area not impacting residents (Opt A & B)

Please fill in the information below. Please print clearly.

NAME \_\_\_\_\_

PHONE NUMBER \_\_\_\_\_

EMAIL ADDRESS \_\_\_\_\_

ORGANIZATION \_\_\_\_\_

CITY \_\_\_\_\_ ZIP CODE \_\_\_\_\_

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**COMMENTS**

When he presented A, he did not say it is most expensive and who is paying for it ALL - ALSO instead of just a LINE, the line should be different colors, when going thru homes (Red line) when cliff or not occupied land (brown line) lagoon (blue line) as people most concerned on Homes being disturbed.

Please fill in the information below. Please print clearly.

NAME \_\_\_\_\_

PHONE NUMBER \_\_\_\_\_

EMAIL ADDRESS \_\_\_\_\_

ORGANIZATION \_\_\_\_\_

CITY \_\_\_\_\_ ZIP CODE \_\_\_\_\_

RECEIVE LOSSAN EMAILS?  YES  NO

**Thank you for your input!**

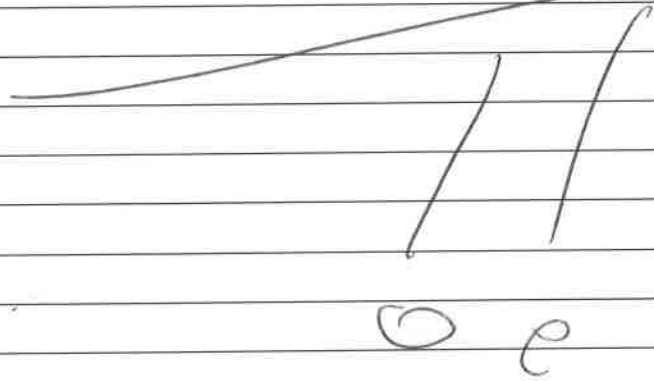
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**COMMENTS**

Trellis the Train  
where it is now



Please fill in the information below. Please print clearly.

NAME \_\_\_\_\_

PHONE NUMBER \_\_\_\_\_

EMAIL ADDRESS \_\_\_\_\_

ORGANIZATION \_\_\_\_\_

CITY \_\_\_\_\_ ZIP CODE \_\_\_\_\_

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**COMMENTS**

Why, in an area where earthquakes occur is it a safe plan to go underground with this project?

RE: CLIFFS of Del Mar Beach:  
Also, have you reviewed the project on Lake Michigan for which the man made reinforcements are falling apart but the areas where plants have taken root are doing well because the roots are supporting the land

Please fill in the information below. Please print clearly.

NAME \_\_\_\_\_

PHONE NUMBER \_\_\_\_\_

EMAIL ADDRESS \_\_\_\_\_

ORGANIZATION \_\_\_\_\_

CITY \_\_\_\_\_ ZIP CODE \_\_\_\_\_

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**COMMENTS**

Proposal "C" is INSANITY!

Please do not destroy Pénasquitos Lagoon. It is already living on the edge; with the I-5 to the east, Coast Hwy to the west, helicopters, jets, et al overhead constantly.

The entire character of the Lagoon, beach and Torrey Pines State Park is at risk; the benefit to the community of the existing natural environment will be devastated, noise pollution and vibration will degrade surrounding residences, and wildlife will be irreversibly harmed.

Thank you for your consideration and concern.

Please fill in the information below. Please print clearly.

NAME \_\_\_\_\_

PHONE NUMBER \_\_\_\_\_

EMAIL ADDRESS \_\_\_\_\_

ORGANIZATION \_\_\_\_\_

CITY \_\_\_\_\_ ZIP CODE \_\_\_\_\_

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**COMMENTS**

Please do not consider Plan C ~ preserve the lagoon and wild life. Plan C will cause incredible damage to wildlife with a raised double track through the middle of a wild life reserve. Then, the noise will forever be a factor in addition to the negative impact to not only all of the residents in the Terraces, but any visitor wanting to enjoy the area. You cannot even kayak in the lagoon due to the negative impact, so not clear how this plan is environmentally sound.

Please fill in the information below. Please print clearly.

NAME \_\_\_\_\_

PHONE NUMBER \_\_\_\_\_

EMAIL ADDRESS \_\_\_\_\_

ORGANIZATION \_\_\_\_\_

CITY \_\_\_\_\_ ZIP CODE \_\_\_\_\_

RECEIVE LOSSAN EMAILS?  YES  NO**Thank you for your input!**

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**COMMENTS**

Please choose Alternative A or B. NOT C!  
Save Penasquitos + San Diego/Las Canoas.  
Save Del Mar Terrace - an historic neighborhood with  
many elderly and low-income residents.

Please fill in the information below. Please print clearly.

NAME \_\_\_\_\_

EMAIL ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ ZIP CODE \_\_\_\_\_

PHONE NUMBER \_\_\_\_\_

ORGANIZATION \_\_\_\_\_

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COMMENTS

Please choose option A or B, NOT C.  
The Los Penasquitos Lagoon is a highly protected natural habitat home to many protected species. It defies comprehension that anyone would consider turning it into an industrial rail corridor with increased train trips that will bring a massive increase in noise pollution, visual impacts, and direct damage to a protected natural habitat.  
~~XXXXXXXXXXXX~~

~~This is a protected area~~ The Los Penasquitos Lagoon is considered so fragile that most people are not allowed to enter, even in a kayak. Obviously, such a protected area should not be in the main location for of a major rail corridor.

Please fill in the information below. Please print clearly.

NAME \_\_\_\_\_

PHONE NUMBER \_\_\_\_\_

EMAIL ADDRESS \_\_\_\_\_

ORGANIZATION \_\_\_\_\_

CITY \_\_\_\_\_ ZIP CODE \_\_\_\_\_

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**COMMENTS**

NO

FOR

A

YES on B

Please fill in the information below. Please print clearly.

NAME \_\_\_\_\_

EMAIL ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ ZIP CODE \_\_\_\_\_



PHONE NUMBER \_\_\_\_\_

ORGANIZATION \_\_\_\_\_

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**COMMENTS** on Alternative C

I don't understand the logic of putting another track through an environmentally sensitive lagoon. We are not even allowed to kayak in the lagoon so are not to disturb the wildlife.

Please fill in the information below. Please print clearly.

NAME \_\_\_\_\_

PHONE NUMBER \_\_\_\_\_

EMAIL ADDRESS \_\_\_\_\_

ORGANIZATION \_\_\_\_\_

CITY \_\_\_\_\_ ZIP CODE \_\_\_\_\_

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**COMMENTS**

We prefer the alignment A or C, along the existing travel corridors. Tunneling underneath Crest Canyon is potentially very disruptive for the people living above the tunnel.

Please fill in the information below. Please print clearly.

NAME Dirk Bartsch

PHONE NUMBER [REDACTED]

EMAIL ADDRESS [REDACTED]

ORGANIZATION \_\_\_\_\_

CITY Del Mar ZIP CODE 92014

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**COMMENTS**

WHEN WE BUILT OUR HOME IN DEL MAR IN THE 1960S -- DEL MAR HEIGHTS ROAD GOING WEST (JUST AFTER MANE) THE WEST LANE WAS ONLY ONE LANE ON THE NORTH SIDE. THE SANDSTONE EROSION NEXT TO DEL MAR HEIGHTS COVERED THE 2ND POSSIBLE LANE. THE SANDSTONE IS VERY SOFT & POUNED ONTO THE STREET. DEL MAR IS FILLED WITH SANDSTONE.

THE EXPERIENCE OF THE DELMAR CHURCH THAT TRIED TO SINK A WELL IS INFORMATIONAL.

I HOPE YOU APPROVE THE "A" LOCATION ALONG THE FREEWAY. IT WILL SAVE MANY HOMES & THE CITY OF DEL MAR HAVING A STATION NEAR THE FAIR GROUNDS PARKING FOR EVENTS MAKES SENSE.

I DO NOT WANT TO LOSE MY HOUSE ON CREST OR MY TAX BASE UNDER PROP. 13.

WHAT HOMES MIGHT BE SUBJECT TO TAKEN BY EMINENT DOMAIN?

LOSSAN

Please fill in the information below. Please print clearly.

NAME MICHELLE BENSON  
EMAIL ADDRESS [REDACTED]  
CITY DELMAR ZIP CODE 92014

PHONE NUMBER [REDACTED]  
ORGANIZATION [REDACTED]  
RECEIVE LOSSAN EMAILS?  YES  NO

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**COMMENTS**

THE RAILROAD NEEDS TO BE REALIGNED WITH PROVISIONS FOR ELECTRIFICATION. THIS IS A REGIONAL PROJECT! DEL MAR HUMPHYS SHOULD NOT KICK THIS PROJECT OFF THE FASTEST ALIGNMENT POSSIBLE.

Please fill in the information below. Please print clearly.

NAME HEHEMIAH BUENAVENTURA  
EMAIL ADDRESS \_\_\_\_\_  
CITY \_\_\_\_\_ ZIP CODE \_\_\_\_\_

PHONE NUMBER \_\_\_\_\_  
ORGANIZATION BOILDSP  
RECEIVE LOSSAN EMAILS?  YES  NO

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**COMMENTS**

- The trestle under the existing track in Del Mar

- Start & end the train in Solana Beach because double tracking was already set up

- Keep the train <sup>tunnel</sup> out of 92014

Please fill in the information below. Please print clearly.

NAME Julia Bybar-Siegel PHONE NUMBER \_\_\_\_\_  
EMAIL ADDRESS [REDACTED] ORGANIZATION \_\_\_\_\_  
CITY Del Mar ZIP CODE \_\_\_\_\_ RECEIVE LOSSAN EMAILS?  YES  NO

**Thank you for your input!**

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**COMMENTS**

I THINK THAT MY NEIGHBORS ARE BEING  
SELFISH BY SUGGESTING ROUTE A. IT IS  
WAY TOO EXPENSIVE!

Please fill in the information below. Please print clearly.

NAME H.J. CALZ

PHONE NUMBER \_\_\_\_\_

EMAIL ADDRESS \_\_\_\_\_

ORGANIZATION \_\_\_\_\_

CITY DEL MAR ZIP CODE 92014

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**COMMENTS**

When will potentially impacted personal property be identified?

Will Portifino Circle - Del Mar Villas be impacted?

Thank You.

Please fill in the information below. Please print clearly.

NAME Margaret Carter PHONE NUMBER [REDACTED]  
EMAIL ADDRESS [REDACTED] ORGANIZATION \_\_\_\_\_  
CITY Delmar ZIP CODE 92014 RECEIVE LOSSAN EMAILS?  YES  NO

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**COMMENTS**

THANK YOU FOR INCLUDING THE A ROUTE AS A FEASIBLE ALTERNATIVE. EVEN THOUGH IT IS LONGER AND MORE COSTLY, I THINK IT IS THE BEST ALTERNATIVE BECAUSE IT IS THE BEST ENVIRONMENTALLY, AND THE ALTERNATIVE THAT COULD ACTUALLY BE COMPLETED.

THE PROBLEM WITH THE B ROUTE IS THE PORTAL AT JIMMY DURANTE BOULEVARD, WHERE THERE HAS ALREADY BEEN A MAJOR LANDSLIDE FOR NO APPARENT REASON. I DON'T THINK ANYONE IN DEL MAR WOULD WANT A PORTAL THERE BECAUSE OF ITS HISTORY, AND THERE COULD BE VERY STRONG LEGAL OPPOSITION.

THE C ROUTE IS TOO CLOSE TO THE OCEAN. IF THERE WERE A TSUNAMI OR FLOODING SITUATION, I THINK IT WOULD BE DANGEROUS. THE C ROUTE ALSO WAS DESCRIBED AS "CUT & COVER" WHICH WOULD BE VERY DISRUPTIVE TO THE MAIN BUSINESS AREA OF DEL MAR AS WELL AS MANY RESIDENCES. THERE WOULD PROBABLY BE VERY SERIOUS OPPOSITION FROM MANY DEL MAR RESIDENTS AND BUSINESSES.

PLEASE TRY TO IMPLEMENT THE A ROUTE.

Please fill in the information below. Please print clearly.

NAME WENDY CATE

PHONE NUMBER [REDACTED]

EMAIL ADDRESS [REDACTED]

ORGANIZATION \_\_\_\_\_

CITY DEL MAR

ZIP CODE 92014

RECEIVE LOSSAN EMAILS?  YES  NO

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**COMMENTS**

IT'S TIME TO LET HOMEOWNERS KNOW IF  
THEIR PROPERTY WILL BE AFFECTED. THAT  
INCLUDES TUNNELS BELOW OR VERY NEAR  
THE HOME.

THANKS

Please fill in the information below. Please print clearly.

NAME KAREN CUKL  
EMAIL ADDRESS [REDACTED]  
CITY Del Mar ZIP CODE 92014

PHONE NUMBER \_\_\_\_\_  
ORGANIZATION Homeowner  
RECEIVE LOSSAN EMAILS?  YES  NO  
JUST SIGNED UP

**Thank you for your input!**

**COMMENTS**

I have previously submitted a comment but would like to add - please provide more detailed maps of the three proposed alternatives including street names as soon as it is possible to do so. Thanks for your efforts!

Please fill in the information below. Please print clearly.

NAME Karen Curl  
EMAIL ADDRESS [REDACTED]  
CITY Del Mar ZIP CODE 92014

PHONE NUMBER \_\_\_\_\_  
ORGANIZATION homeowner  
RECEIVE LOSSAN EMAILS?  YES  NO  
signed up tonight

**Thank you for your input!**

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**COMMENTS**

AT DOUBLE THE COST, ROUTE A WOULD BE A WASTE OF  
TAXPAYERS MONEY.

THE ONLY FINANCIALLY VIABLE ROUTES ARE B OR C.

Please fill in the information below. Please print clearly.

NAME Donald Davis

PHONE NUMBER \_\_\_\_\_

EMAIL ADDRESS \_\_\_\_\_

ORGANIZATION SELF

CITY JOLINA BEACH ZIP CODE 92075

RECEIVE LOSSAN EMAILS?  YES  NO

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**COMMENTS**

Well-organized presentation  
I like Alternative C because  
the shortest seems like smallest  
residential impact & hopefully not  
bad environment impact

Still not enough information  
for a definitive opinion

Please fill in the information below. Please print clearly.

NAME Sim Dutton PHONE NUMBER [REDACTED]  
EMAIL ADDRESS [REDACTED] ORGANIZATION \_\_\_\_\_  
CITY Del Mar ZIP CODE 92014 RECEIVE LOSSAN EMAILS?  YES  NO

**Thank you for your input!**

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COMMENTS

Absolutely a big no to option C!

Why?

- 1) <sup>negative</sup> lagoon impact on animals + all critters
- 2) ruin beach enjoyment during construction + after w/ noise
- 3) block billions of dollars of ocean view
- 4) noise pollution
- 5) reduction of <sup>billions of dollars of</sup> home values along Carmel Valley Road
  - Del Mar Terrace homes - 300
  - Torrey Pt Pt homes - 20
  - Sea Point Townhomes - 237 condos
  - Mir Villa condos - 10 condos
  - Sea Village townhomes 150 condos

~~views~~ approx 1,000 homes

Please fill in the information below. Please print clearly.

NAME Robin Dykes PHONE NUMBER [REDACTED]

EMAIL ADDRESS [REDACTED] ORGANIZATION Sea Point townhomes

CITY Del Mar ZIP CODE 92014 RECEIVE LOSSAN EMAILS?  YES  NO

San Diego

Thank you for your input!

**COMMENTS**

I am / We are  
opposed to the route that  
re-directs the train through the  
center of Del Mar. We are  
concerned about the foundation  
and walls of our home being  
damaged by tunneling and  
by train vibration, despite  
your assurances that it will not  
cause damage.

Please fill in the information below. Please print clearly.

NAME Jen + John Fry  
EMAIL ADDRESS \_\_\_\_\_  
CITY \_\_\_\_\_ ZIP CODE 92014

PHONE NUMBER [REDACTED]  
ORGANIZATION \_\_\_\_\_  
RECEIVE LOSSAN EMAILS?  YES  NO

**Thank you for your input!**

Danielle Martin - 92130

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**SANDAG**

## San Diego LOSSAN Rail Realignment

Public Comments

### COMMENTS

(1) Please consider the biological impact on coastal lagoons and beaches & minimize disturbance

(2) Please consider notifying passengers/riders of schedule changes/delays ahead of detours, so they can plan extra travel time.

(3) Are the tracks going to unify Amtrak and the Coaster rails? Also the rail realignment going to move the tracks inland rather than stabilize the eroding cliffs with retaining walls?

If you would like to provide a method of contacting you, please fill in the information below. Please print clearly.

NAME Daphne H. Galang PHONE NUMBER \_\_\_\_\_

EMAIL ADDRESS \_\_\_\_\_ ORGANIZATION gmail.com Daily Computer

CITY Spring Valley, CA ZIP CODE 91977 RECEIVE LOSSAN EMAILS?  YES  NO Life Member

Thank you for your input!

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**COMMENTS**

I've owned real estate in Solana Beach and San Diego for decades.

Alternative A is an insult to the community.

The rail line should be elevated like done from UTC/La Jolla south to downtown SD.

Do better please!

Please fill in the information below. Please print clearly.

NAME Brett Gobar  
EMAIL ADDRESS [REDACTED]  
CITY Solana Beach ZIP CODE 92075

PHONE NUMBER [REDACTED]  
ORGANIZATION Gobar Realty  
RECEIVE LOSSAN EMAILS?  YES  NO

**Thank you for your input!**

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COMMENTS

6/26/24

It's early enough to consider an alternative with lower impacts to Solana Beach, Del Mar and other coastal cities. It uses existing rails so it's less expensive and less impacts to people and the environment. Let's take the heavy trains off the bluffs.

I recommend that all freight trains from the north use the existing inland rail to travel 92 miles from the Anaheim area to Escondido. This is more efficient from the port of Long Beach also

light rails systems in Los Angeles, Orange County and San Diego County will be used to transport riders from L.A. Union Station to all the cities South to San Diego Santa Fe Stations. Amtrak riders and their luggage would use the stations to board the light rail systems.

This system <sup>has</sup> been working well in the San Francisco Bay Area for passenger service since the 1960s. I rode Amtrak to the Oakland Berkeley station on 6/8/24. It works. We can apply their plan here.

I encourage you to ride the Coast Starlight from LA to Oakland starting in San Diego.

Please fill in the information below. Please print clearly.

NAME Ana Maria Grace

PHONE NUMBER

EMAIL ADDRESS

ORGANIZATION

CITY Solana Beach

ZIP CODE 92075

RECEIVE LOSSAN EMAILS?  YES

NO mass emails

Thank you for your input!

Thank, Ana Maria

Only specific emails to me

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**COMMENTS**

I Live on Carmel Valley Rd and Via Aprilia. My home faces directly toward the lagoon and the current train tracks.

I highly prefer option B alternate train route. This would be the best alternative because:

- 1) It would be the least impact on the lagoon and nature preserve, returning it back to its natural state.
- 2) Lessen noise and vibration from train traffic.
- 3) Remove the visual impact of the train tracks and berms.
- 4) Portals and tunnels with option B would clear up the whole system and allow unhindered travel / train traffic thru this area.

I'm completely opposed to option C alternate along existing route under Camino Del Mar thru Lagoon because:

- 1) Will destroy Lagoon Preserve with double tracks, more noise, vibration, visible higher berms.
- 2) Double tracks closer to Carmel Valley Rd which heavily impacts estate ~~territories~~ Del Mar Terrace and Torrey Pines Preserve ~~lagoon~~ and beach area.

Please fill in the information below. Please print clearly.

NAME D. H.

EMAIL ADDRESS [REDACTED]

CITY Del Mar

ZIP CODE 92014

PHONE NUMBER \_\_\_\_\_

ORGANIZATION \_\_\_\_\_

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**COMMENTS**

- ① NO cut & cover or tearing up double tracks in Solana Beach
- ② How many Solana Beach S. Cedros residences would be affected by the train Option A, 625 miles
- ③ Why Option A?

Please fill in the information below. Please print clearly.

NAME CARLA HAYES  
EMAIL ADDRESS [REDACTED]  
CITY Solana Beach ZIP CODE 92075

PHONE NUMBER [REDACTED]  
ORGANIZATION Com  
RECEIVE LOSSAN EMAILS?  YES  NO

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**COMMENTS**

This is profoundly disappointing. This should have been done decades ago. We have the right of way with pre-existing rail for much of LOSSAN. We have I-5 for the rest. We don't need high speed rail; traditional rail on good road beds can go at 110 to 120 mph. Cars clog the Interstate. The only solution is rail.

Please fill in the information below. Please print clearly.

NAME John Holbrooke / PHONE NUMBER [REDACTED]  
EMAIL ADDRESS [REDACTED] / ORGANIZATION \_\_\_\_\_  
CITY La Jolla ZIP CODE 92037 RECEIVE LOSSAN EMAILS?  YES  NO

**Thank you for your input!**

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**COMMENTS**

My main concern is disruption to train service.  
Alternative B seems to have the minimum  
amount of disruption to daily train service.  
Alternative A seems like the worst option.  
I use the south bound train regularly ~~and~~  
from Solana Beach. Minimal disruption to  
this service must be a priority, that is  
what the train is all about!!!

Please fill in the information below. Please print clearly.

NAME JAY LEFFVRE PHONE NUMBER \_\_\_\_\_  
EMAIL ADDRESS \_\_\_\_\_ ORGANIZATION \_\_\_\_\_  
CITY SOLANA BEACH ZIP CODE 92075 RECEIVE LOSSAN EMAILS?  YES  NO

**Thank you for your input!**

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**COMMENTS**

I am a student and resident in San Diego, born and raised, and I fully support any of the combined proposed NOP alternatives with a preference for option B in order to create the most direct route possible for efficiency and speed of commutes.

Please fill in the information below. Please print clearly.

NAME Oscar Leja

PHONE NUMBER \_\_\_\_\_

EMAIL ADDRESS \_\_\_\_\_

ORGANIZATION \_\_\_\_\_

CITY San Diego

ZIP CODE 92139

RECEIVE LOSSAN EMAILS?  YES  NO

**Thank you for your input!**

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**COMMENTS**

Hi. I'm very excited about the re-alignment plan since it will make riding Surfline much more convenient for everyone. However, I'm very concerned about the idea of Hydrogen trains. Why are we wasting money on this? We don't have mass-implemented solution for Hydrogen trains and what if the prototype fails (hint: they almost always fail). This sounds like Nipperloop: a copied idea that was proven mathematically to not work 100 years ago to block real progress. We should instead electrify the tracks like what every other place/country is doing. They have a proven record of success and we have more bargaining power for the price of locomotives if there are multiple competitors. If NEMBSYS think catering lines are ugly, then just do them a favor and demolish the ugly highways for them too.

Please fill in the information below. Please print clearly.

NAME Bill Li  
 EMAIL ADDRESS [REDACTED]  
 CITY San Diego ZIP CODE 92108

PHONE NUMBER [REDACTED]  
 ORGANIZATION Ride SD  
 RECEIVE LOSSAN EMAILS?  YES  NO

**Thank you for your input!**

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**COMMENTS**

I AM VERY CONCERNED THAT:

① OPTION A SEEMS TO BE MUCH LONGER AND MUCH MORE EXPENSIVE

THAN OPTIONS B OR C. THIS DOES NOT MAKE FINANCIAL SENSE JUST TO PLACATE ~~THE~~ RESIDENTS <sup>AGAINST</sup> ~~THE~~ OTHER OPTIONS. FISCAL RESPONSIBILITY SHOULD BE A GOAL.

② OPTION (A) WAS NOT ON THE LIST OF SANDAG OPTIONS JUST A FEW MONTHS AGO. SANDAG IS TOO INFLUENCED BY DEL MAR RESIDENTS WHO WERE OVER-REPRESENTED AT RECENT SANDAG ~~EVENTS~~ EVENTS. THIS IS A REGIONAL ISSUE, SO ~~DO NOT~~ NOT BE OVERLY INFLUENCED BY DEL MAR (CITY) RESIDENTS.

③ OPTION A WILL LIKELY BE UNDER OR ADJACENT TO DEL MAR HILLS ELEMENTARY SCHOOL, ONLY ONE BLOCK FROM I-5. PLEASE CONSIDER THE SENSITIVITY OF OUR YOUNGEST CITIZENS TO PREVENT THEM FROM BEING IMPACTED BY LOW LEVEL NOISE (CONSTANT) FROM THE TRAINS. THEY MAY BE MORE SENSITIVE & MORE ADVERSELY AFFECTED - ~~STUDY~~ STUDIES NEED TO BE DONE.

Please fill in the information below. Please print clearly.

NAME ABE LIU  
 EMAIL ADDRESS [REDACTED]  
 CITY DEL MAR ZIP CODE 92014

PHONE NUMBER [REDACTED]  
 ORGANIZATION SELF  
 RECEIVE LOSSAN EMAILS?  YES  NO

**Thank you for your input!**

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COMMENTS

COST/BENEFIT

① DEL MAR HAS 5000 + RESIDENTS WHO WOULD BE (SOMEWHAT) IMPACTED BY OPTIONS (B) + (C)

Option (A) COSTS OVER \$2B MORE!!

I would rather see the \$2B spent on other regional projects rather than choose the most expensive option just to keep 5000 residents from being slightly impacted by the lower cost options!

Please fill in the information below. Please print clearly.

NAME Patricia Liu  
EMAIL ADDRESS [REDACTED]  
CITY Del Mar ZIP CODE 92014

PHONE NUMBER \_\_\_\_\_  
ORGANIZATION \_\_\_\_\_  
RECEIVE LOSSAN EMAILS?  YES  NO

Thank you for your input!

**COMMENTS**

I am concerned about vents if you have a tunnel,  
The vents will have a negative impact on the neighborhood  
where the vent pops up.

Please fill in the information below. Please print clearly.

NAME Ayn Lopez

PHONE NUMBER [REDACTED]

EMAIL ADDRESS \_\_\_\_\_

ORGANIZATION \_\_\_\_\_

CITY Del Mar ZIP CODE 92014

RECEIVE LOSSAN EMAILS?  YES  NO

**Thank you for your input!**

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**COMMENTS**

LOSSAN Should consider the non-Tunnel options again.

Building Structural retaining walls to allow for double tracking is feasible, much cheaper, and could be done at lower cost.

Alternatively, an offshore trestle would solve the problem.

Both options meet all of the stated goals EXCEPT the non-stated goal of making the route from Oceanside to SD in 33 minutes

- See Attached -

Please fill in the information below. Please print clearly.

NAME Stephen Maschuk  
EMAIL ADDRESS [REDACTED]  
CITY Oceanside ZIP CODE 92054

PHONE NUMBER [REDACTED]  
ORGANIZATION \_\_\_\_\_  
RECEIVE LOSSAN EMAILS?  YES  NO

**Thank you for your input!**

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# Del Mar Railroad Resiliency Concept

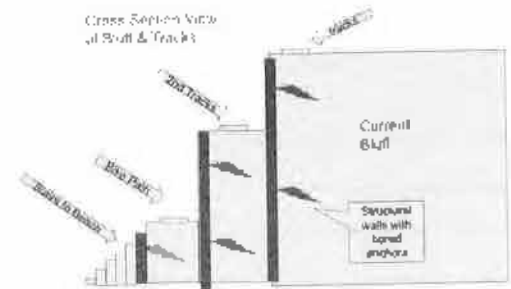
June 2024

From: Dirk Ackema, Founding Director, Save Oceanside Sand  
Steve Maschue, Board of Directors, Save Oceanside Sand  
Dan Louis, Tutor Perini Corporation

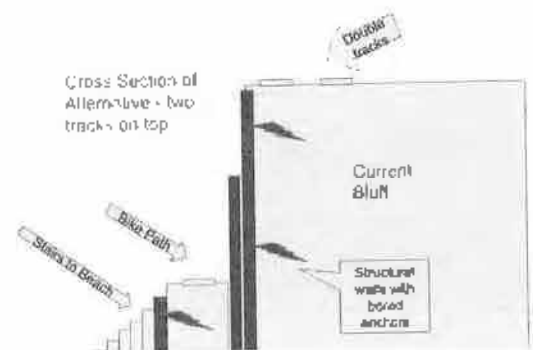
Dear Members of the Del Mar Railroad Task Force,

We are writing to share our insights and proposals regarding the relocation of the LOSSAN rail through the Del Mar area. Over the past year, we have had the opportunity to collaborate with Dan Louis, a licensed Civil and Geotechnical Engineer with extensive experience in tunnel construction and management. Together, we have explored alternatives to tunneling, focusing specifically on the feasibility of implementing a retaining wall to safeguard the Del Mar bluffs.

Dan's expertise and our joint analysis indicate that constructing a retaining wall would offer significant cost savings compared to tunneling, while effectively protecting the bluffs and expanding the rail easement. By utilizing an engineered concrete reinforced retaining wall anchored to the bluffs with soldier piles, we envision widening the rail easement to approximately 100 feet, providing a stable corridor for both current and future rail transit needs.



In addition to enhancing the rail infrastructure, this approach presents opportunities for complementary improvements, such as double-tracking the railroad, integrating a paved bike trail, and creating a pedestrian path along the top of the retaining wall with access to the beach. These enhancements not only enhance transportation efficiency but also promote public access and recreational activities along the coastline.



We recognize the importance of incorporating proper drainage measures to preserve the integrity of the retaining wall and rail easement, ensuring minimal impact on the surrounding environment. Our design includes provisions for natural water seepage and weep holes to support a living shoreline with indigenous vegetation, contributing to the sustainability of the coastal ecosystem.

The construction of a reinforced retaining wall will temporarily impact the existing beach area. We suggest implementing measures for sand replenishment to restore natural conditions and mitigate any environmental disruption.

In conclusion, this proposed approach offers a balanced solution that addresses transportation needs, environmental concerns, and public accessibility, costing a fraction of rerouting via tunneling.

Best Regards; Dirk, Steve, and Dan

**COMMENTS**

Alternative A is the absolute worst idea!

Please do NOT put 7 to 10 years  
of construction in our beautiful little  
town of Seana Beach.

Please fill in the information below. Please print clearly.

NAME Max McGrath  
EMAIL ADDRESS \_\_\_\_\_  
CITY Seana Beach ZIP CODE 92075

PHONE NUMBER \_\_\_\_\_  
ORGANIZATION \_\_\_\_\_  
RECEIVE LOSSAN EMAILS?  YES  NO

**Thank you for your input!**

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**COMMENTS**

The reality of Alternative A is that it will destroy the character + economy of Solana Beach, when the other two alternatives are more economical.

It is the start of the project between Lomas Santa Fe and Via de la Valle where the impacts all the construction vehicles, materials, shoring work, deepening of the train line, will be felt.

The tunneling is not the issue, it's the start and end points of the project that will be resulting 10+ years of impact to business, existing bike routes, traffic, and livability of Solana Beach.

I oppose measure/alternative A

Please fill in the information below. Please print clearly.

NAME Natalie Mladenov

PHONE NUMBER [REDACTED]

EMAIL ADDRESS [REDACTED]

ORGANIZATION home owner

CITY Solana Beach ZIP CODE 92075

RECEIVE LOSSAN EMAILS?  YES  NO

**Thank you for your input!**

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**COMMENTS**

Please eliminate Alternative A as it is the costliest, has the greatest impact to our environment and economy. Solana Beach will be greatly affected.

Why were we not notified until now? SANDAG is a regional organization and Solana Beach residents only find out about this late last week.

Please fill in the information below. Please print clearly.

NAME Lisa Montes PHONE NUMBER [REDACTED]  
EMAIL ADDRESS [REDACTED] ORGANIZATION Solana Beach Civic & Historical Society  
CITY Solana Beach ZIP CODE 92075 RECEIVE LOSSAN EMAILS?  YES  NO

**Thank you for your input!**

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**COMMENTS**

I prefer the train to relocate at San Juan Capistrano and follow I5. This would get the train away from all ocean cliffs in San Diego County.

If the above is not possible then "A" would be my next choice.

Please fill in the information below. Please print clearly.

NAME Judy Muller-Cohn PHONE NUMBER \_\_\_\_\_  
EMAIL ADDRESS \_\_\_\_\_ ORGANIZATION \_\_\_\_\_  
CITY San Diego ZIP CODE 92014 RECEIVE LOSSAN EMAILS?  YES  NO

**Thank you for your input!**

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**COMMENTS**

I personally favor Alternative C.

I also favor keeping the existing trestle near the Del Mar bluffs maintained as long as possible. This will allow for an alternate path should the tunnel get closed for whatever reason. It will also allow for heritage trains to keep going across the historic California Southern/Santa Fe tracts, including adjacent to the historic Del Mar Santa Fe Depot.

There should also be plenty of room in the tunnels for overhead catenary electrification. This is the simplest way to move to zero-emission trains and the tunnel size should not impede it from being built.

Please fill in the information below. Please print clearly.

NAME Gaurav Paryani  
 EMAIL ADDRESS [REDACTED]  
 CITY San Diego ZIP CODE 92129

PHONE NUMBER [REDACTED]  
 ORGANIZATION \_\_\_\_\_  
 RECEIVE LOSSAN EMAILS?  YES  NO

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**COMMENTS**

I am concerned about the diameter of the tunnel(s), because it can make or break what energy source trains will use in the future. State law requires all public transit, including trains, to be zero emission in the next few decades. For trains, zero emission options are overhead wires, batteries, or hydrogen. ~~Wider~~ Wider tunnels allow all three options, but if built too narrow, there is no room for overhead wires. In more cramped tunnels, only hydrogen or battery trains will work. ~~Currently~~ Currently, hydrogen trains are an unproven technology. There is only one hydrogen train line in the world, located in Germany, it opened in 2022, but the government found it cost nearly twice as much money to operate compared to electric trains, and canceled expansion plans.

In addition, nearly all hydrogen is manufactured from methane (natural gas), releasing CO<sub>2</sub> in the process. Only 0.1% of current H<sub>2</sub> production ~~uses~~ comes from water hydrolysis, the zero emission method.

Battery trains ~~are~~ <sup>are</sup> zero emission, but are more expensive to buy, ~~and~~ heavier, and slower to accelerate compared to trains that use overhead wire.

Please don't skimp on tunnel diameter. It might save a sliver of money today, but will cost more in the long run due to expensive hydrogen, heavy and slow batteries, and worse service. Only a big tunnel with room for overhead wires fits the bill.

Citations: Wikipedia, "Hydrogen train" and "Hydrogen production"

Please fill in the information below. Please print clearly.

NAME David Pierce

PHONE NUMBER [REDACTED]

EMAIL ADDRESS [REDACTED]

ORGANIZATION \_\_\_\_\_

CITY Carlsbad ZIP CODE 92019

RECEIVE LOSSAN EMAILS?  YES  NO

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**COMMENTS**

We would like to know why option B is the only train route going 100MPH?

What is the current riders per day M-F L.A. to S.D.?

Please fill in the information below. Please print clearly.

NAME Anna & Lane Warte

PHONE NUMBER \_\_\_\_\_

EMAIL ADDRESS \_\_\_\_\_



ORGANIZATION \_\_\_\_\_

CITY Del Mar ZIP CODE 92014

RECEIVE LOSSAN EMAILS?  YES  NO

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**COMMENTS**

NO on Alternative A!

We **STRONGLY** OPPOSE ALTERNATIVE "A".

- imposes unfair economic + environmental hardships on Solana Beach.
- impacts more natural resources + ecosystems than other alternatives
- threatens precious public vistas + open space
- far more costly to tax payers than B or C
- Alternative A insufficiently studied.
- Unfair approach — SANDAG did not engage Solana Beach elected officials, city staff or residents — no appropriate stakeholder outreach.

Alternative A would impose unfair highly costly, negative economic + environmental impacts on Solana Beach residents.

Alternative A should be eliminated.

I speak for residents in 130 homes in my community.

The impact on our community would be overwhelming.

Please fill in the information below. Please print clearly.

NAME

Reagan Walker

PHONE NUMBER

[REDACTED]

EMAIL ADDRESS

[REDACTED]

ORGANIZATION

CITY

Solana Beach

ZIP CODE

92075

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 YES NO**Thank you for your input!**

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**COMMENTS**

We are residents near the South Portal of Proposal C. The proposed portal and surrounding structures would destroy our view, our quiet enjoyment of our home and surrounding neighborhood, and would make our property value plummet.

We ask for several things:

- ① How were the CEQA objectives defined/determined? Was there public input? What objective process was used to determine that 33 minutes from Occuride to Downtown is of paramount importance? To our community, the list of objectives appears to be driven by those who have a stake in seeing their project to fruition.
- ② What criteria was used to down-select to the three alternatives? The Del Mar community has been outraged by the previously-published criteria that showed that Community Impact was a trivial consideration. You at SANDAG are public servants, you have been hired to serve the public and respond to needs and desires of the community, while addressing projects & programs of public interest. You must publish your criteria, and provide the data you used in order to score each proposal. Anything short of this is clearly seen as a behind-the-scenes/back-room bullying ~~by~~ those with vested interests and specific agendas.

Please fill in the information below. Please print clearly.

NAME Harvey White

PHONE NUMBER \_\_\_\_\_

EMAIL ADDRESS \_\_\_\_\_

ORGANIZATION \_\_\_\_\_

CITY \_\_\_\_\_ ZIP CODE 92014

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**COMMENTS**

Please consider the environmental impact to the lagoon if you enter at the portal south near 101 & CV Rd. ~~That~~ I attended a meeting several years ago stating by CA State Parks etc that the parking lot of CV Rd would be underwater by 2035 (might be wrong on exact year). Please consider flood/water rise impact of sea level on current & future rail (I picture a scene like Hayao Miyazaki's Spirited Away) locating portal off SV Rd & going under hill for longer is only more expensive if you fail to consider cost of lagoon mitigation which will start maybe sooner than tunnel (considering lawsuits & cost of eminent domain lawsuits on time line)

I'm sure you will consider the impact of going into an already eroding cliff versus going more inland (route closer to I-5).

If you were able to consider big picture instead of solving this small piece of track you would move inland freight closest to Bakersfield & realizing that many more points along the coast need attention (ex. San Clemente, Santa Barbara ...)

Please fill in the information below. Please print clearly.

NAME Katherine White  
 EMAIL ADDRESS [REDACTED]  
 CITY Del Mar ZIP CODE 92014

PHONE NUMBER [REDACTED]  
 ORGANIZATION self  
 RECEIVE LOSSAN EMAILS?  YES  NO  
 hopefully

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**COMMENTS**

I like Alternative C the best because the rail line is more direct and the businesses above will not feel a ~~big~~ rumble. Another reason I like Alternative C because the project will take less time.

Please fill in the information below. Please print clearly.

NAME Justin Wang  
EMAIL ADDRESS [REDACTED]  
CITY San Diego ZIP CODE 92101

PHONE NUMBER [REDACTED]  
ORGANIZATION [REDACTED]  
RECEIVE LOSSAN EMAILS?  YES  NO

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LOSSAN Rail Realignment Public Scoping Meeting

Tuesday, June 18, 2024

6:01 p.m.

San Diego Del Mar Marriott

11966 El Camino Real

San Diego, CA 92130

Reported by: Kristine I. Carelli

JOB NO.: 6703706

A P P E A R A N C E S

Comments By:

Karen Carey

Dave Carey

Anna Waite

Tom Carter

Adrian Mok

Jim Benedict

Angelina Neglia

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P R O C E E D I N G S

THE REPORTER: So I have Karen Carey here, that she would like to make a comment. Go ahead.

MS. CAREY: Thank you. So my questions are relevant to vibration dampening, as the freight train will be traveling under residential homes as well as other properties, including businesses and recreational spaces.

Question one. For any tunnels under private properties and businesses does SANDAG anticipate installing state of the art vibration dampening technology such as the springed system installed for the tracks that were built under the London opera house on the newly constructed Elizabethan Line? Can we pause?

Are you typing as I'm --

(Off the record.)

MS. CAREY: SANDAG'S report states that between 2200 and 2800 residences will be severely impacted by vibration from a freight train. If this dampening process has not yet been considered, why not and when in your planning process will this happen?

Question two. How will SANDAG respond -- how will SANDAG respond to any damage from



1 both highspeed passenger and freight trains, ground  
2 borne vibration, during construction and after  
3 construction? This involves TBM damage, cracked  
4 slabs, sinkage, and land movement in the porous Torrey  
5 sandstone. What assurances from SANDAG will protect  
6 the residences through mitigation or indemnity?

7 Question three. How will SANDAG  
8 compensate residents who suffer any documented medical  
9 illnesses from living with ground borne vibration?  
10 What will the process be and how will they be  
11 compensated now and into the future?

12 Okay. As per SANDAG website, under  
13 FAQs, will the tunnel cause vibrations, noise, or  
14 damage to residents? SANDAG states "During the  
15 environmental phase we will study the potential impact  
16 of construction and train traffic on residents." How  
17 will SANDAG minimize vibration and noise?

18 Question four. Given the tunnel and  
19 portals are not built, please confirm how will SANDAG  
20 measure impulse noise frequency and impact with the  
21 sound level meter? How will your team of experts  
22 evaluate the noise and vibration impacts?

23 Last one. Is SANDAG going to  
24 manufacture the noise and vibration for the purpose of  
25 testing this? This type of testing is not accurate or

1 representative of long-term noise and vibration  
2 impacts. We are requesting an independent noise and  
3 vibration expert analysis to address this issue.  
4 Please respond.

5 MR. CAREY: My name is Dave Carey. I'm  
6 a resident of Del Mar, and this is a response to the  
7 NOP of June 18, 2024. So, general comments and  
8 questions.

9 Please provide an explanation of why  
10 SANDAG chose not to keep their own I-5 alignment as  
11 described in the August 2023 San Diego Regional Rail  
12 Corridor Alternative Alignment and Improvements  
13 Conceptual Engineering Study as part of the NOP.  
14 According to the NOP, all the conceptual alignments  
15 met the current project criteria.

16 Please provide lot level maps and plan  
17 views diagrams of the tunnel depth for all alignments,  
18 from Solana Beach, Del Mar, and San Diego to show  
19 which specific homes are affected by both the  
20 construction and the permanent twin track, including  
21 the need for eminent domain, either partial, entire,  
22 or right of way easements under homes for all the  
23 routes.

24 For Solana Beach, separately provide  
25 the name, the same level of maps and diagrams the

1 already planned doubletracking by SANDAG, regardless  
2 of the impact of Alternative A.

3 Please also include the estimated right  
4 of way costs for alignments A, B, C, and the previous  
5 alignment I-5. Only then can you compare the total  
6 costs and not just construction costs.

7 Regarding travel times and noise,  
8 alignment A is identified as substantially lengthening  
9 the duration of the commute time to San Diego.

10 However, based on my limited technical knowledge both  
11 the noise and vibrational impact of a passing train  
12 scales as a ratio of velocity squared. So reduction  
13 in speed by 50 percent will have a 400 percent  
14 reduction in noise and vibration. As a result, the  
15 simplest and lowest cost method to reduce noise and  
16 vibration is simply to reduce the speed of a train as  
17 it passes through the tunnel. With the speed  
18 reduction necessary to migrate noise and vibration,  
19 alignment A no longer exhibits the longer train travel  
20 time. I can continue later.

21 (Off the record.)

22 THE REPORTER: Okay. I have Mr. Dave  
23 Carey continuing his comments. Sir, go ahead.

24 MR. CAREY: Considering the need for  
25 noise and vibration abatement, please quantify the

1 proposed transit times of the existing single track  
2 route along the bluff compared to doubletrack  
3 alignments A, B, C and the previously studied  
4 conceptual I-5 alignment. According to SANDAG's  
5 earlier reports, alignments B and C should expect  
6 severe noise impacts to more than 2,200 homes. Please  
7 identify the 2,200-plus residential and commercial  
8 lots that will be affected by this severe noise, and  
9 document specifically how SANDAG will address these  
10 noise impacts for residents and businesses for all  
11 alignment options.

12 Please quantify the noise level from  
13 exhaust fans running 24/7 and how they will impact  
14 homes. Please provide a map of the impacted homes.

15 Please provide a full-size markup of  
16 each ventilation building with specifications at each  
17 proposed portal site and along the length of tunnels.  
18 For alignment A, the SANDAG NOP document shows a cut  
19 and cover tunnel in the northwest section of the  
20 fairgrounds. The Coalition for Safer Trains did not  
21 propose a cut and cover tunnel at this location. We  
22 were proposing a TBM tunnel down in the already  
23 excavated trench in Solana Beach, then underground all  
24 the way to I-5 transportation corridor.

25 For alignment A, where a tunnel opening

1 would be in the base of a newly excavated trench to  
2 accommodate the doubletracking, please confirm how far  
3 north this can be located and based on the 2 percent  
4 grade how deep the tunnel will be underground before  
5 it hits Via de la Valle.

6 For alignment A, please explain where  
7 the staging area will be located. That's all. Thank  
8 you. Appreciate it.

9 MS. WAITE: Just state my name?

10 THE REPORTER: Go ahead.

11 MS. WAITE: This is Anna Waite. I'm a  
12 Del Mar resident. And I'm very concerned about option  
13 B. Why is their only high-speed rail going underneath  
14 two bluffs at 100 miles an hour. How long of a  
15 stretch will it be highspeed, and why is it not  
16 highspeed on option A or C?

17 I feel option B is the greatest impact  
18 to private property, and also disturbing two bluffs.  
19 One is part of the Torrey Pines Preserve, which is a  
20 protected habitat into perpetuity. The other is the  
21 Crest Canyon habitat, which is also protected. Thank  
22 you.

23 (Off the record.)

24 MR. CARTER: Thank you. My name is  
25 Tom Carter. I have been a resident of the area since



1 1977. My folks moved here after I was born six months  
2 later, from Boston. We moved into the Encinitas area  
3 but quickly thereafter relocated to what is now called  
4 Rancho Del Mar, but which is originally called  
5 Unincorporated San Diego.

6 I played on the Solana Beach soccer  
7 team. I went to the Solana Beach public school  
8 system. And our post office was the Del Mar post  
9 office. I feel that I represent a true hybridization  
10 of the communities of Del Mar and Solana Beach, and  
11 have grown up amidst what I would describe as the most  
12 beautiful surroundings that exist in the world.

13 I went away to school, became a  
14 physician. Returned to establish my practice at  
15 Scripps Clinic, and had two children of my own. We  
16 currently live in Solana Beach, in the area commonly  
17 known as The Santas, right next to San Dieguito Park,  
18 bordering the town that I previously understood to be  
19 Rancho Del Mar.

20 I enjoy the beaches, the lagoons, the  
21 public transportation, and the community. For those  
22 reasons, I decided to come to the meeting today to  
23 voice my opinion. I am not an environmental engineer,  
24 nor do I know the most business or cost-appropriate  
25 way to allocate funds. But I will say that my

1 priority would be the preservation of the health of  
2 the environment and of the communities in the combined  
3 Del Mar and Solana Beach municipalities.

4 My personal feeling is that tunneling  
5 under the town of Solana Beach, under the lagoon, and  
6 through a variety of sensitive habitats, is the wrong  
7 way to approach the relocation of the rail tracks,  
8 which clearly needs to occur. I bear no ill will to  
9 the people of Del Mar. I simply understand that  
10 what's best for the greater good is what should be  
11 pursued. I appreciate the opportunity to give a  
12 statement.

13 (Off the record.)

14 MR. MOK: I have some concern about the  
15 Alternative A, the red one that go along the I-5,  
16 where it will impact -- look like it going to be  
17 impact our properties of 23 houses along the way that  
18 it will drive. So how do we find out how that curve  
19 will work?

20 THE REPORTER: How do we find out what?

21 MR. MOK: More detail about these,  
22 whether it will impact our property.

23 THE REPORTER: Any other comments?

24 MR. MOK: No.

25 MS. MOK: Not at this time. We want to

1 see more defined maps.

2 MR. MOK: See how the racetrack will  
3 drive -- will eat into the map, at least.

4 MS. MOK: There's 23 homes there.

5 (Off the record.)

6 MR. BENEDICT: My comments today are  
7 about eminent domain. Today, all properties  
8 considered for eminent domain primarily in options 2  
9 and 3 consideration have no resale monetary value.  
10 Zero. Unsellable. These estimated 15 to 30 homes are  
11 up for condemnation for the north portal. And they  
12 won't have value until tunnel funding occurs 2 years,  
13 12 years, whenever, it is not clear. And these  
14 homeowners are mostly unaware of the devastating state  
15 of their prized possession, their home.

16 My questions, and I have four, are as  
17 follows. Please provide exact addresses for  
18 residences and businesses that will be taken by  
19 eminent domain for all three options.

20 Question number two. Explain the  
21 process for federal versus state eminent domain  
22 process. Please explain details for residents and  
23 businesses but most, most, most importantly the  
24 timeline.

25 Question number three. What is SANDAG,

1 BNSF, NCTD doing about declining property values for  
2 residents now and already documented by realtors and  
3 property owners during the two-year dark period of the  
4 EIR study. Because they now need to disclose that a  
5 tunnel might be going under these homes in Del Mar.

6 And finally, question number four.  
7 What will SANDAG, BNSF, the North County Transit  
8 District do regarding residences that are left near  
9 the portal or tunnel but are unable due to --  
10 unlivable due to vibration and noise and other  
11 settling damage. Please explain in detail for all  
12 alignment options. Thank you very much.

13 MS. NEGLIA: Hello. This is Angelina  
14 Neglia. I represent the Coalition for Safer Trains,  
15 for the taxpaying residents of Del Mar.

16 We look at this project, the SANDAG  
17 LOSSAN railroad, as a regional project. So we are  
18 trying to encompass how this rail alignment we've come  
19 up with, option A, can satisfy everybody. One of my  
20 sections of my questions in my NOP response regards  
21 the freight trains with hazardous cargoes. Given that  
22 Palestine, Ohio, is only 3.15 square miles, about 5,00  
23 residents, and 1,500 to 2000 residents were evacuated,  
24 Norfolk Southern is paying a class action claim of  
25 \$600 million within a 20-mile radius of the accident

1 area, and personal injury claims within a 10-mile  
2 radius.

3 In comparison, Del Mar is only 1.77  
4 square miles and has 4,000 residents. Solana Beach  
5 has 14,000 residents. So my third question is what  
6 other worst case scenarios have you studied regarding  
7 accidents involving dangerous and hazardous materials  
8 of any tunnel option under the city of Del Mar, San  
9 Diego, fairgrounds, and Solana Beach. If you have not  
10 studied this, why not.

11 Question two. If there's a freight  
12 train accident explosion, toxic spill, derailment, or  
13 fire in the tunnel under the city of Del Mar, how will  
14 the community not be destroyed.

15 Question three. What will be the  
16 disproportionate destruction on human, economic, and  
17 final impact to the city of Del Mar if options B and C  
18 are chosen. Please respond to that in detail.

19 Question four. Why do the residents  
20 and businesses located above or near a tunnel with  
21 trains carrying hazardous materials and weapons have  
22 no say to regulate or the power to question BNSF,  
23 SANDAG or NCTD regarding the risks to the community  
24 and impact of an accident that could happen. They  
25 cannot tell us an accident will not happen.



1           In our NOP response we have conveyed  
2 showing the large hazardous accidents. Del Mar will  
3 be wiped off the face of the earth.

4           Question five. IF BNSF is obligated to  
5 carry any freight, including nuclear weapons,  
6 ammunitions, and toxic chemicals, what are the  
7 provisions to protect the city of Del Mar, San Diego,  
8 Solana Beach, and the fairgrounds? Does the public  
9 have a say to control what is transported on freight  
10 trains under densely populated residential areas? If  
11 not, why not?

12           Background to question number six.  
13 Given SANDAG has stated the typical freight train will  
14 have at least a 118 railcars and 5 locomotives, a  
15 typical freight train averages between 6,900 feet to  
16 9,247 feet. If the train is 9,247 feet long, that is  
17 equivalent to 1.7 miles. That freight train is longer  
18 than the city of Del Mar.

19           Question seven. If that freight train  
20 derails and explodes, how will SANDAG protect the city  
21 of Del Mar? Please explain the risk and resolution  
22 for all rail alignments.

23           Question eight. How long are current  
24 freight trains running on the bluffs? How long will  
25 they stay there.

1                   Question nine. How long will the  
2 freight train be once the tunnel is built? Will the  
3 freight trains be longer?

4                   Question ten. How will SANDAG obtain  
5 sensitive input from the military about the  
6 transportation forecast for the next 20, 30, and 50  
7 years, especially during wartime, about what is on  
8 those freight trains.

9                   Question 11. Please provide freight  
10 train examples on the densely populated residential  
11 communities carrying hazardous freight and highspeed  
12 passenger trains doing 110 miles per hour.

13                   Question 12. If the San Clemente rail  
14 problems or alignment are not solved, why would SANDAG  
15 and other government agencies spend billions of  
16 dollars to build this tunnel prior to that happening?  
17 Even though Senator Blakespear has created a  
18 subcommittee to deal with each rail agency involved,  
19 we have not seen the rail agencies actively working  
20 together on one cohesive transportation plan. We ask  
21 how are the rail agencies in Southern California  
22 working together to create one cohesive transit system  
23 across the 350 miles and corridor. If so, please  
24 provide the cohesive transit plan. If San Clemente's  
25 rail alignment isn't solved spending four to five

1 billion in Del Mar seems premature. Please explain.

2 Question 13. What is SANDAG's response  
3 to residents who suffer documented medical illnesses  
4 from living next to a portal or freight trains?

5 Question 14. How will SANDAG prevent  
6 these documented illnesses or provide medical payments  
7 into the future? If SANDAG disclaims responsibility,  
8 who then will be responsible?

9 Question 15. Please explain BNSF's  
10 role in this project in terms of carrying hazardous  
11 materials, chemicals, and weapons through and under a  
12 densely populated town. How will BNSF and SANDAG  
13 ensure there will never be an explosion, derailment,  
14 or fire in the tunnel under homes?

15 Question 16. Will BNSF and NCTD be  
16 liable for any of these accidents. If so, what is the  
17 recourse for residences that could be destroyed?

18 Can you end that? I need to go to  
19 another section.

20 (Off the record.)

21 MS. NEGLIA: This is Angelina Neglia,  
22 Coalition for Safer Trains representing the city of  
23 Del Mar.

24 My next set of questions is regarding  
25 the portals. Question one. Can SANDAG create a life-

1 size model of the north portal option for options B  
2 and C located at Jimmy Durante and Camino Del Mar  
3 locations. This could be drones -- drone mask,  
4 plastic sheet to create the model story poles to show  
5 its exact dimensions and masks, and the exact location  
6 where it will be standing next to homes.

7 Question two. Please provide exact  
8 addresses of residential property and commercial  
9 property that are expected to be taken by eminent  
10 domain for each option portal, north and south.

11 Question three. Please provide exact  
12 addresses of residential and commercial property that  
13 will be within 500 feet near or above any portal and  
14 tunnel for all options.

15 Question four. For options B and C,  
16 SANDAG provided cut and cover specifications  
17 illustrating that the tunnel will be 25 to 35 feet  
18 below homes located on Luzon Avenue and at Jimmy  
19 Durante Camino Del Mar north portal locations. Please  
20 confirm exactly which residences and businesses would  
21 be affected with each alignment utilizing this north  
22 portal.

23 Background. We understand with options  
24 B and C, but when demolishing eight to ten acres of  
25 land, which SANDAG has conveyed to us, and taking

1 approximately 30 to 50 homes by eminent domain to  
2 build the cut and cover tunnel, the north portal at  
3 Camino Del Mar and Jimmy Durante, that when SANDAG  
4 rebuilds the area you will build a 70 to 100-foot  
5 higher berm and raise the roads. So question, please  
6 confirm this information and the effect it will have  
7 on these residents. Will they be looking at 70 to  
8 100-foot berm and lose their view and living next to a  
9 train tunnel.

10 Question six. Will other homes lose  
11 their views? Please address for all alignment  
12 options.

13 Background. Please explain the portal  
14 tunnel opening in option A, which is the I-5 alignment  
15 in the Solana Beach trench, which will be further  
16 excavated to accommodate the doubletracking.

17 Question seven. Is this construction  
18 to lower the train at a 2 percent grade in the trench  
19 considered a portal, cut and cover construction, or a  
20 tunnel opening? Please clarify.

21 Question eight. For option A, please  
22 explain why SANDAG included a cut and cover tunnel at  
23 the northern end as the Coalition for Safer Trains  
24 proposed alignment option did not include this method  
25 of construction. Why?



1                   Question nine. If a cut and cover  
2 tunnel option was constructed for option A, how far  
3 south would the tunnel be excavated?

4                   Question ten. What would be the impact  
5 to the fairgrounds for option A?

6                   Question 11. Where would the staging  
7 area be for option A?

8                   Comment. Option A never included a cut  
9 and cover tunnel. Our alignment never touched the  
10 fairgrounds. The staging never touched the  
11 fairgrounds and the tunnel never went under the  
12 fairgrounds. So please explain why the option A in  
13 the NOP shows the tunnel goes under the fairgrounds  
14 and has a cut and cover tunnel and staging in the  
15 northwest section of the fairgrounds.

16                   Question 12. If option B and C, it  
17 looks like the north portal has not moved from where  
18 originally proposed. Did SANDAG consider moving the  
19 north portal further north but still south of the --  
20 such as to minimize portal impacts on homes and  
21 businesses? If not, why or why not?

22                   Question 13. Please illustrate with  
23 option A where the tunnel portal opening can be  
24 located just south of Solana Beach train station with  
25 a 2 percent grade to support freight the tunnel and

1 train can potentially be approximately 135 feet  
2 underground because it hits Via de la Valle.

3 Question 14. Please explain with  
4 option A the ventilation options for the tunnel inside  
5 the trench. We have read in SANDAG documents that you  
6 can have a large ventilation building housing exhaust  
7 fans running 24/7 or you could have ventilation shafts  
8 at intervals along the tunnel path. Please illustrate  
9 and explain each ventilation option.

10 Question 15. What depth does the  
11 tunnel need to be for no impact from noise and  
12 vibration?

13 Question 16. Please explain the  
14 ventilation plans for options B and C with the tunnel  
15 running under the entire length of Del Mar. We have  
16 heard there will not be any ventilation shafts, so  
17 there will be way increased pollution at the portal  
18 openings.

19 Question 17. Ventilation system. How  
20 long will it run per day and what noise decibel will  
21 it be?

22 Question 18. Please provide examples  
23 of other parks similar to Coalition for Safer Trains  
24 has included in their option A alignment that have  
25 been built over covered trenches, such as the one

1 built over the train trench tunnel in Reno, Nevada.  
2 The pictures of this six acre-plus park in Reno,  
3 Nevada, were included in our NOP response and could be  
4 built over the trench in Solana Beach.

5 Question 19. The SANDAG engineers are  
6 stating that grading the South Solana Beach trench  
7 downward is feasible. If any Amtrak platform changes  
8 are needed, could this involve simply shifting the  
9 loading area northwest by about 150 feet?

10 (Off the record.)

11 MS. NEGLIA: This is Angelina Neglia  
12 again, with the Coalition for Safer Trains,  
13 representing Del Mar citizens.

14 The next section of our NOP response  
15 and comments is environmental and community impact.  
16 First there's some facts. The Antarctic sea ice  
17 coverage hit a record low in 2023. 2023 was the  
18 planet's warmest year on record, according to an  
19 analysis done by the scientists at NOAA. The ten  
20 warmest years since 1850 have all occurred in the past  
21 decade. Global temperatures for 2023 exceeded the  
22 preindustrial 1815/1900 average by 2.43 degrees  
23 Fahrenheit, which is 1.35 degrees Celsius. NOAA  
24 states, looking ahead, there is a one in three chance  
25 that 2024 will be warmer than 2023 and a 99 percent

1 chance than 2024 will rank among the top five warmest  
2 years. Global -- content sent a new record in 2023.  
3 The polar sea ice was scant in 2023 and is shrinking.

4 Noise and vibration impact is high for  
5 people who live above or within a third of a mile of  
6 the train. Question, how will SANDAG address this for  
7 each option?

8 Question two. If option A is chosen  
9 what happens to the money that has already been funded  
10 for the trestle bridge? Can it be used towards option  
11 A's budget, as it will require just a tunnel.

12 Question three. With options B and C,  
13 the tracks, bridge, and portal are all located in the  
14 100-year sea level rise flood plain area. Extra  
15 construction will be needed for the floodwalls,  
16 floodgates, higher bridge, berms, and levees. Please  
17 document the extra construction costs for all of B and  
18 C options which are in the flood plain.

19 Question four. With the huge price tag  
20 of this project, and now 100 to 150-year lifetime of  
21 this infrastructure, why would SANDAG propose building  
22 this project in a flood plain with documented sea  
23 level rise and erosion? Please respond.

24 Question three. We ask SANDAG to show  
25 the exact residences and businesses that will be

1 impacted by both noise and vibration for each impact  
2 option -- alignment option.

3 Background. Even nonhazardous freight  
4 poses a threat to local air quality. Diesel engines  
5 emit nitrogen oxides, particulate matter, and other  
6 pollution known to contribute to increased respiratory  
7 illness, cardiac illnesses, asthma, sleep disruption,  
8 anxiety, and shortened lifespan of 15 years. This is  
9 all documented in medical literature. Medical  
10 literature states living near a portal or a tunnel the  
11 cancer risk is 500 to 1,000 per million.

12 Question four. We ask SANDAG address  
13 how they will handle the medical illnesses and medical  
14 costs for the residents now and into the future.

15 Question five. When will SANDAG,  
16 Coaster, Amtrak, BNSF, NCTD migrate to cleaner green  
17 locomotives?

18 Question six. Will the construction  
19 start from the south heading to the north, to lessen  
20 staging required during construction on the north  
21 portal end for options B and C? Please explain.

22 Question seven. Would the highspeed  
23 passenger train numbered going from 44 per day to 90  
24 per day and the mandated to do 110 miles per hour and  
25 freight trains from 6 to 11 per day, how is SANDAG



1 going to handle the noise, the vibration, and vastly  
2 increased pollution for the B and C alignment, because  
3 they are aboveground?

4 Question eight. Who mandated the  
5 highspeed passenger trains to go 110 miles per hour  
6 under a densely populated residential area? The  
7 Coalition for Safer Trains has documented many areas  
8 in the LOSSAN corridor that have doubletracked,  
9 flattened curves, and the passenger trains are going  
10 way slower. We have documented evidence for this.

11 Background. According to several  
12 research papers, the construction of tunnels using  
13 TBM, tunnel boring machines, may cause significant  
14 damage to surface structures and underground  
15 infrastructure, which can continue for years.

16 Question nine. How is SANDAG going to  
17 address any cliff failures, fissures, caves, diverted  
18 drainage, underwater -- underground erosion,  
19 sinkholes, or home destruction damage during and after  
20 construction while using either the single or twin  
21 bore machine coming from the south portal to the north  
22 portal under the entire length of Del Mar? Please  
23 address this for all alignment options.

24 Question ten. How much land is SANDAG  
25 going to demolish for the north portal at Camino Del

1 Mar and Jimmy Durante to build the cut and cover  
2 tunnel and staging areas? Your first document said  
3 eight to ten acres. Please explain.

4 Question 11. Please provide the exact  
5 topographic drawing illustrating this for options B  
6 and C north portal and the exact home addresses of the  
7 homes and businesses that will be demolished or within  
8 500 feet of the tunnel and portals.

9 Question 13. Please illustrate for all  
10 three options where the tracks, tunnels, portals for  
11 all three alignments are located within the 100-year  
12 flood plain and sea level rise areas. Please see the  
13 9-foot sea level high tide chart that we included in  
14 our NOP response. We use a 9-foot sea level rise.  
15 With high greenhouse gases, emissions, and rapid ice  
16 sheet collapse, models project that the average sea  
17 level rise for the contiguous United States could be  
18 between 7.2 feet by 2113 feet by 2150. So please  
19 explain which alignment options using the trestle  
20 bridge and the tracks on the ground will be impacted  
21 by sea level rise.

22 Question 15. Because of the documented  
23 sea level rise and SANDAG proposing to build  
24 infrastructure that will exist for well over 100 years  
25 in a flood plain, SANDAG reports they will need to

1 build the cut and cover tunnel at the intersection  
2 Jimmy Durante and Camino Del Mar and a U structure,  
3 like a bathtub, and the north portal will require  
4 floodgates. Please explain these constructions,  
5 specs, and the added costs to build options B and C,  
6 as option A does not require them.

7 Background. Because of the documented  
8 sea level rise, the new proposed trestle bridge, which  
9 is in options B and C, will be 9-foot high and double  
10 the width with flood walls.

11 Question 16. Please confirm the specs  
12 of this new bridge and the event platform for the  
13 fairgrounds.

14 Question 17. Please explain and  
15 document the added cost to the trestle bridge to be  
16 built in a floodplain.

17 Question 18. Please explain in detail  
18 the impact of this increased construction across two  
19 lagoons and the river to the water flow and the tides  
20 for options B and C, as option A would be under all of  
21 it.

22 Question 19. If options B and C are  
23 chosen where the new trestle bridge construction  
24 happens, please explain how SANDAG plans to control  
25 the vastly increased pollution and pollutants coming

1 from the increased number of trains that will float  
2 eastward across the entire fairgrounds.

3 Question 20. Please explain the  
4 environmental impact on the lagoon and the river for  
5 all options.

6 Question 21. Please detail the  
7 environmental impact of options B and C doubletracking  
8 across the river with a wider, higher bridge, more  
9 infrastructure under it, and doubletracking across two  
10 lagoons.

11 Question 22. What are the  
12 environmental benefits for each alignment option?

13 Question 23. How would the tunnel  
14 construction proposed to expel exhaust collected from  
15 an increased number of vehicles? Would SANDAG utilize  
16 air scrubbers from exhaust tower locations at or near  
17 the ends of the tunnel? Please explain.

18 (Whereupon, the meeting concluded at  
19 7:31 p.m.)

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CERTIFICATE

I, KRISTINE I. CARELLI, the officer before whom the foregoing proceedings were taken, do hereby certify that any witness(es) in the foregoing proceedings, prior to testifying, were duly sworn; that the proceedings were recorded by me and thereafter reduced to typewriting by a qualified transcriptionist; that said digital audio recording of said proceedings are a true and accurate record to the best of my knowledge, skills, and ability; that I am neither counsel for, related to, nor employed by any of the parties to the action in which this was taken; and, further, that I am not a relative or employee of any counsel or attorney employed by the parties hereto, nor financially or otherwise interested in the outcome of this action.

Date: July 3, 2024



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KRISTINE I. CARELLI  
Notary Public in and for the  
State of California



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CERTIFICATE OF TRANSCRIBER

I, JANE W. GILLIAM, do hereby certify that this transcript was prepared from the digital audio recording of the foregoing proceeding, that said transcript is a true and accurate record of the proceedings to the best of my knowledge, skills, and ability; that I am neither counsel for, related to, nor employed by any of the parties to the action in which this was taken; and, further, that I am not a relative or employee of any counsel or attorney employed by the parties hereto, nor financially or otherwise interested in the outcome of this action.

Date: July 3, 2024



JANE W. GILLIAM

[1,000 - agencies]

<b>1</b>	<b>1850</b> 21:20 <b>19</b> 21:5 26:22 <b>1977</b> 9:1	<b>35</b> 17:17 <b>350</b> 15:23	<b>a</b>
<b>1,000</b> 23:11 <b>1,500</b> 12:23 <b>1.35</b> 21:23 <b>1.7</b> 14:17 <b>1.77</b> 13:3 <b>10</b> 13:1 <b>100</b> 8:14 18:4,8 22:14,20 25:11 25:24 <b>11</b> 15:9 19:6 23:25 25:4 <b>110</b> 15:12 23:24 24:5 <b>118</b> 14:14 <b>11966</b> 1:12 <b>12</b> 11:13 15:13 19:16 <b>13</b> 16:2 19:22 25:9 <b>135</b> 20:1 <b>14</b> 16:5 20:3 <b>14,000</b> 13:5 <b>15</b> 11:10 16:9 20:10 23:8 25:22 <b>150</b> 21:9 22:20 <b>15072</b> 29:20 <b>16</b> 16:15 20:13 26:11 <b>17</b> 20:19 26:14 <b>18</b> 1:7 5:7 20:22 26:17 <b>1815/1900</b> 21:22	<b>2</b> <b>2</b> 8:3 11:8,12 18:18 19:25 <b>2,200</b> 7:6,7 <b>2.43</b> 21:22 <b>20</b> 12:25 15:6 27:3 <b>2000</b> 12:23 <b>2023</b> 5:11 21:17,17,21,25 22:2,3 <b>2024</b> 1:7 5:7 21:25 22:1 28:18 29:14 <b>21</b> 27:6 <b>2113</b> 25:18 <b>2150</b> 25:18 <b>22</b> 27:11 <b>2200</b> 3:20 <b>23</b> 10:17 11:4 27:13 <b>24/7</b> 7:13 20:7 <b>25</b> 17:17 <b>2800</b> 3:20 <b>28806</b> 28:21	<b>4</b> <b>4,000</b> 13:4 <b>400</b> 6:13 <b>44</b> 23:23 <b>5</b> <b>5</b> 5:10 6:5 7:4 7:24 10:15 14:14 18:14 <b>5,00</b> 12:22 <b>50</b> 6:13 15:6 18:1 <b>500</b> 17:13 23:11 25:8 <b>6</b> <b>6</b> 23:25 <b>6,900</b> 14:15 <b>600</b> 12:25 <b>6703706</b> 1:20 <b>6:01</b> 1:8 <b>7</b> <b>7.2</b> 25:18 <b>70</b> 18:4,7 <b>7:31</b> 27:19 <b>9</b> <b>9</b> 25:13,14 26:9 <b>9,247</b> 14:16,16 <b>90</b> 23:23 <b>92130</b> 1:13 <b>99</b> 21:25	<b>abatement</b> 6:25 <b>ability</b> 28:10 29:7 <b>above</b> 13:20 17:13 22:5 <b>aboveground</b> 24:3 <b>accident</b> 12:25 13:12,24,25 <b>accidents</b> 13:7 14:2 16:16 <b>accommodate</b> 8:2 18:16 <b>accurate</b> 4:25 28:9 29:5 <b>acre</b> 21:2 <b>acres</b> 17:24 25:3 <b>action</b> 12:24 28:12,16 29:8 29:12 <b>actively</b> 15:19 <b>added</b> 26:5,15 <b>address</b> 5:3 7:9 18:11 22:6 23:12 24:17,23 <b>addresses</b> 11:17 17:8,12 25:6 <b>adrian</b> 2:7 <b>affected</b> 5:19 7:8 17:21 <b>agencies</b> 15:15 15:19,21
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[agency - california]

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	<p style="text-align: center;"><b>b</b></p> <p><b>b</b> 6:4 7:3,5 8:13  8:17 13:17  17:1,15,24  19:16 20:14  22:12,17 23:21  24:2 25:5 26:5  26:9,20,22  27:7  <b>background</b>  14:12 17:23</p>	<p><b>bluff</b> 7:2  <b>bluffs</b> 8:14,18  14:24  <b>bnsf</b> 12:1,7  13:22 14:4  16:12,15 23:16  <b>bnsf's</b> 16:9  <b>bordering</b> 9:18  <b>bore</b> 24:21</p>	<p style="text-align: center;"><b>c</b></p> <p><b>c</b> 2:1 3:1 6:4 7:3  7:5 8:16 13:17  17:2,15,24  19:16 20:14  22:12,18 23:21  24:2 25:6 26:5  26:9,20,22  27:7  <b>ca</b> 1:13  <b>california</b>  15:21 28:24</p>

[called - costs]

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[costs - drone]

<p>26:5  <b>counsel</b> 28:11  28:14 29:7,10  <b>county</b> 12:7  <b>cover</b> 7:19,21  17:16 18:2,19  18:22 19:1,9  19:14 25:1  26:1  <b>coverage</b> 21:17  <b>covered</b> 20:25  <b>cracked</b> 4:3  <b>create</b> 15:22  16:25 17:4  <b>created</b> 15:17  <b>crest</b> 8:21  <b>criteria</b> 5:15  <b>current</b> 5:15  14:23  <b>currently</b> 9:16  <b>curve</b> 10:18  <b>curves</b> 24:9  <b>cut</b> 7:18,21  17:16 18:2,19  18:22 19:1,8  19:14 25:1  26:1</p>	<p><b>dangerous</b> 13:7  <b>dark</b> 12:3  <b>date</b> 28:18  29:14  <b>dave</b> 2:4 5:5  6:22  <b>day</b> 20:20  23:23,24,25  <b>de</b> 8:5 20:2  <b>deal</b> 15:18  <b>decade</b> 21:21  <b>decibel</b> 20:20  <b>decided</b> 9:22  <b>declining</b> 12:1  <b>deep</b> 8:4  <b>defined</b> 11:1  <b>degrees</b> 21:22  21:23  <b>del</b> 1:11 5:6,18  8:12 9:4,8,10  9:19 10:3,9  12:5,15 13:3,8  13:13,17 14:2  14:7,18,21  16:1,23 17:2  17:19 18:3  20:15 21:13  24:22,25 26:2  <b>demolish</b> 24:25  <b>demolished</b>  25:7  <b>demolishing</b>  17:24  <b>densely</b> 14:10  15:10 16:12</p>	<p>24:6  <b>depth</b> 5:17  20:10  <b>derailment</b>  13:12 16:13  <b>derails</b> 14:20  <b>describe</b> 9:11  <b>described</b> 5:11  <b>destroyed</b>  13:14 16:17  <b>destruction</b>  13:16 24:19  <b>detail</b> 10:21  12:11 13:18  26:17 27:6  <b>details</b> 11:22  <b>devastating</b>  11:14  <b>diagrams</b> 5:17  5:25  <b>diego</b> 1:11,13  5:11,18 6:9 9:5  13:9 14:7  <b>dieguito</b> 9:17  <b>diesel</b> 23:4  <b>digital</b> 28:8  29:3  <b>dimensions</b>  17:5  <b>disclaims</b> 16:7  <b>disclose</b> 12:4  <b>disproportion...</b>  13:16  <b>disruption</b> 23:7</p>	<p><b>district</b> 12:8  <b>disturbing</b> 8:18  <b>diverted</b> 24:17  <b>document</b> 7:9  7:18 22:17  25:2 26:15  <b>documented</b>  4:8 12:2 16:3,6  22:22 23:9  24:7,10 25:22  26:7  <b>documents</b>  20:5  <b>doing</b> 12:1  15:12  <b>dollars</b> 15:16  <b>domain</b> 5:21  11:7,8,19,21  17:10 18:1  <b>double</b> 26:9  <b>doubletrack</b>  7:2  <b>doubletracked</b>  24:8  <b>doubletracking</b>  6:1 8:2 18:16  27:7,9  <b>downward</b>  21:7  <b>drainage</b> 24:18  <b>drawing</b> 25:5  <b>drive</b> 10:18  11:3  <b>drone</b> 17:3</p>
<b>d</b>			
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[drones - flattened]

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[previously - reporter]

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[shrinking - torrey]

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[total - vibration]

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**[vibration - zero]**

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LOSSAN Rail Realignment Public Scoping Meeting

Tuesday, June 18, 2024

6:14 p.m.

San Diego Del Mar Marriott

11966 El Camino Real

San Diego, CA 92130

Reported by: Brooke DeHart

JOB NO.: 6703706

A P P E A R A N C E S

Comments By:

Patrick Leonard

Michael Featherby

Nancy Brown

Gerald Fitzmorris

Robert Rittersbacher

Unidentified Speaker

Stephanie Covington

Matthew Tillyer

Garry Goss

Daniel Millan

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1 P R O C E E D I N G S

2 MR. LEONARD: Okay. My name is Patrick  
3 Leonard. I've been a Del Mar resident for four and a  
4 half years. And I'm here to -- you know, I believe  
5 Alternative A is the proper solution. And a couple  
6 things I'd like to highlight. And they're all based  
7 on the project objectives stated by SANDAG in this  
8 Notice of Preparation that we're here for today. So,  
9 initially there's six, sort of, project objectives  
10 that I noted.

11 In the six, I noticed that none of it  
12 includes cost or fiscal sanity or fiduciary  
13 obligation, that it doesn't seem like one of the  
14 primary objectives as related to the cost of it. I  
15 think this is important for Del Mar, because I feel  
16 it's not -- wouldn't be honest to at some point in the  
17 future, when the decision is made as to which  
18 alternative to choose, to use cost as a reason.  
19 Because it's not stated as one of the primary  
20 objectives. So I think that would be dishonest.

21 Secondly, one of the six objectives  
22 is -- and I'm going to read from notes I had taken --  
23 is to "Minimize impacts in the surrounding communities  
24 during and after construction." This seems to, for  
25 the residents of Del Mar, highlight Alternative A as

1 the only option, because it's the only one of the  
2 three that is not going to disrupt, you know, for  
3 decade -- or at least a decade -- you know, a small  
4 village of Del Mar. It seems if that's one of their  
5 objectives, then Alternative A has to be the option.

6 And third and lastly -- this one is a  
7 little trickier -- the number five of the project  
8 objectives of SANDAG are, and I'm reading this, "To  
9 help meet the goals of the 2021 regional plan and the  
10 2018 California rail plan by increasing passenger and  
11 freight train capacity, further reducing travel times,  
12 improving reliability, and accommodating additional  
13 rail service."

14 I note -- for me, the relevant portion  
15 of that objective is "further reducing travel times."  
16 I don't -- I think there's really no evidence for  
17 that. I'm assuming that SANDAG has surveys suggesting  
18 that more people would ride the trains if they took  
19 less time. I really don't think that's the question.  
20 I think the question is would those people who ride  
21 the train choose not to ride the train if the time was  
22 delayed by four or five or seven minutes.

23 I don't think -- I believe SANDAG is  
24 accepting this as a judgment but not a fact, and I  
25 think that issue of further reducing travel times is

1 important to Del Mar, because it's really going to  
2 work against them, because Alternative A is 1.5 miles  
3 of track more than Alternative B, and it's 1.9 miles  
4 of track longer than Alternative C. I really think  
5 that that travel time issue is not a fact, but a  
6 conclusion, and I think it should be eliminated from  
7 any part of the objective that SANDAG has.

8 Unrelatedly, but I want to pose a  
9 question, in this same project objective they use the  
10 phrase "by increasing passenger and freight train  
11 capacity," and then later add "accommodating  
12 additional rail service." I don't know if those are  
13 duplicates. Those phrases to me sound like they mean  
14 the same thing. But if they don't mean the same  
15 thing, I would like to know as a resident what  
16 "accommodating additional rail service" actually  
17 means. Does SANDAG foresee some other kind of rail  
18 service other than freight and passenger?

19 Thank you for listening to my position.  
20 Thank you.

21 (Off the record.)

22 DR. FEATHERBY: Well, I'm pleased the  
23 idea that I have of having the viaduct around Del Mar  
24 was included in the original vast number of designs,  
25 and I'm at a loss as to why it was thrown out and



1 you're just left with these three extremely complex  
2 and expensive alternatives, that will take years to  
3 commit.

4           And you've got so many hoops to go  
5 through, yet if you do this route around Del Mar,  
6 which very closely follows the existing track, that  
7 could be built with any interference of any people,  
8 property, and the only objection I've seen, which  
9 might be why this alignment was disallowed, was  
10 because the CCC just flat out says "No," for no  
11 technical reason. Technically it's superior.  
12 Financially it's superior. Ecologically, it's  
13 superior. Environmentally, you're not touching  
14 anything. No wetlands, no nothing. You're just going  
15 along the edge of the beach, the bottom of the  
16 bridge -- the columns will go where those concrete  
17 slabs are currently.

18           And the bridge will follow the line of  
19 the existing track with a viaduct tall bridge. This  
20 one here is called a cantilever bridge, and it's  
21 perfectly suitable. You can design it so it's a lot  
22 more elegant. You can tint the concrete so it matches  
23 the color of the bluffs. You can build it in  
24 parallel. You have the columns widely spaced. YOU  
25 don't have to necessarily put them in one at a time.

1 It could go in with as many people as you have so it  
2 goes together much faster, as when you're building the  
3 tunnel you can only go in through one end or both  
4 ends, and you've got thousands of tons of soils that  
5 you have to get rid of, that the environmentalists  
6 will have a field day with; "What you going to do with  
7 all the dirt"?

8 So, like I say, I've looked at their  
9 metrics that was in the -- in the Coast News  
10 newspaper, and I've looked at other aspects -- the  
11 cost, individual problems, and it wins hands down in  
12 every situation. Just for the record, I've been a  
13 failure analyst and scientist for about -- well, for  
14 about 50 years, but I've been doing failure analysis  
15 for over 40 years. I've designed things. I've built  
16 things. I've invented things. This is  
17 straightforward. I'm a railway and tunnel enthusiast,  
18 and tunnels are not appropriate here. Bridges are.

19 I'd like to go over this NOP list and  
20 go over every line item, if you will, and show that  
21 this is superior in every way, except maybe one or  
22 two, and it shouldn't be dismissed simply because some  
23 group of politicians and bureaucrats say no. That's  
24 inexcusable. There's billions of dollars at stake.

25 MS. BROWN: So, my name is Nancy Brown,

1 and I'm a Solana Beach resident. And I'm here because  
2 I'm opposed to Alternative A. First of all, the  
3 one -- first reason is that there was no outreach done  
4 at all for the Solana Beach residents to have any kind  
5 of comment. Secondly, Alternative A does not satisfy  
6 the six basic criteria. It only satisfied four out of  
7 the six. They have not satisfied all six.

8 The third thing is that this would --  
9 this Alternative A should not be on the choices.  
10 It -- it needs to start over, that whole Alternative A  
11 needs to start over, and without the NOP.

12 And then last, the Alternative A will  
13 take the longest and cost the most, and it's really  
14 not -- doesn't make common sense.

15 MR. FITZMORRIS: Hello. My name is  
16 Gerald Fitzmorris. I'm a Del Mar resident. My  
17 concern is the ability of SANDAG and its contractors  
18 to estimate costs and to manage within costs. Haven't  
19 talked to that today. Obviously you'll look at this  
20 in the endgame. But I think this needs to be  
21 considered when you scope down your alternatives.  
22 Ability to estimate costs and ability to manage the  
23 cost. Thank you.

24 MR. RITTERSBACHER: My comments will be  
25 very brief. I'm a Solana Beach resident. I have

1 lived here for 24 years. And looking at the  
2 alternatives, I personally think Alternative C would  
3 probably be the best alternative with the least impact  
4 to the community. But I am opposed to Alternative A,  
5 one because of its distance and two because of the  
6 impact it would have while you're actually building it  
7 and setting it up.

8 UNIDENTIFIED SPEAKER: Okay. What I  
9 want to know and what I want to see is what's going to  
10 happen to that existing railroad right away, once the  
11 track is relocated. There's going to be a lot of  
12 valuable land in there. Is that going to be  
13 developed? Is that included in the scope? So that's  
14 what I want to know. Because they're not talking  
15 about -- you know, I didn't see alternatives for what  
16 may happen to those lands -- available land. Is it  
17 going to be developed. Is it going to just be vacant.  
18 I mean, that's a really valuable property that could  
19 be utilized. I'm sure the public would want something  
20 nice and -- you know, whether it's a parkway, you  
21 know, with a bikeway and benches, landscaping. So I'd  
22 just like to see something there that's being planned.

23 MS. COVINGTON: As a result of Del Mar  
24 for over 30 years, I'm very concerned about what I'm  
25 hearing from SANDAG tonight. I'm hearing about all

1 the studies you're going to do, the environmental  
2 studies, the engineering studies. For over 20 years,  
3 SANDAG has been telling us about the studies you're  
4 doing to protect the bluffs. And each time, your  
5 studies have shown you could do A, B, or C. You've  
6 done something, and it's failed. So as a community,  
7 we do not trust your studies.

8 I can look at the three options you've  
9 given us and it's very clear that two of them will  
10 have a major impact on the community of Del Mar, both  
11 the commercial area and residential areas. For our  
12 community, there's only one option that is even  
13 viable. It may not be constructed the way it needs to  
14 be, but this train in order to be safe needs to be up  
15 by I-5 in a transportation corridor.

16 It does not need to go through -- I  
17 know it's not going through -- underneath Crest --  
18 Crest Canyon is not a stable environment. We know  
19 that from the history of the past 30 years in that  
20 particular area. When you go underneath Camino Del  
21 Mar, you also have very unstable soil there. We know  
22 this just from neighbors digging basements.

23 So I also wonder, you know, the  
24 Department of Transportation -- our federal Department  
25 of Transportation says they will not support anything



1 in the United States that is not safe. It is not safe  
2 for a train that carries toxic substances to be going  
3 through residential areas.

4 So as a citizen you'll hear more from  
5 me over the next two years. Honestly, when I look at  
6 the three options I can't imagine why it would take  
7 two years to figure out what was the safest. Good  
8 luck.

9 MR. TILLYER: Hi. My name is  
10 Matthew Tillyer. I support option B or C for the rail  
11 alignment. I really believe that these options will  
12 be the quickest for the train and offer the most rapid  
13 and improved service capability. Alignment A goes out  
14 of the way and seems like it would be much longer and  
15 more expensive to build than -- we should focus our  
16 resources on the most economically viable and most  
17 service-improving projects. As someone that uses a  
18 wheelchair and relies on transit to do many of my  
19 daily activities, having improved service is really  
20 critical to maintain my quality of life and I fully  
21 support SANDAG in this project, and to bring better  
22 rail access and reliability to California and  
23 San Diego. Thank you.

24 MR. GOSS: Okay. I strongly  
25 support -- as a student and person without a car, who

1 basically only takes public transportation, I strongly  
2 support option C, because it's the most affordable.  
3 And it looks like it will bring the project to  
4 fruition the fastest.

5                   And if we're thinking about the long-  
6 term future of the region and bringing more public  
7 transportation to the region, and being as efficient  
8 with our limited resources, this seems like the most  
9 obvious answer. And maybe it might anger some  
10 homeowners, but at the end of the day I think that the  
11 three million people who use the line every year  
12 probably should be held more important to homeowners  
13 who will likely not be impacted in the long-term by  
14 this project. Yeah.

15                   MR. MILLAN: As a concerned citizen, I  
16 support Alternative C, because it will be the quickest  
17 and cheapest and this will benefit a lot more people  
18 than those living in the community.

19                   (Whereupon, the meeting concluded at  
20 7:39 p.m.)


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CERTIFICATE

I, BROOKE DEHART, the officer before whom the foregoing proceedings were taken, do hereby certify that any witness(es) in the foregoing proceedings, prior to testifying, were duly sworn; that the proceedings were recorded by me and thereafter reduced to typewriting by a qualified transcriptionist; that said digital audio recording of said proceedings are a true and accurate record to the best of my knowledge, skills, and ability; that I am neither counsel for, related to, nor employed by any of the parties to the action in which this was taken; and, further, that I am not a relative or employee of any counsel or attorney employed by the parties hereto, nor financially or otherwise interested in the outcome of this action.

Date: July 3, 2024



BROOKE DEHART  
Notary Public in and for the  
State of California

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CERTIFICATE OF TRANSCRIBER

I, JANE W. GILLIAM, do hereby certify that this transcript was prepared from the digital audio recording of the foregoing proceeding, that said transcript is a true and accurate record of the proceedings to the best of my knowledge, skills, and ability; that I am neither counsel for, related to, nor employed by any of the parties to the action in which this was taken; and, further, that I am not a relative or employee of any counsel or attorney employed by the parties hereto, nor financially or otherwise interested in the outcome of this action.

Date: July 3, 2024



JANE W. GILLIAM

[1.5 - certificate]

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[probably - stated]

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LOSSAN Rail Realignment Public Scoping Meeting

Moderated by Robyn Wapner

Tuesday, June 18, 2024

6:15 p.m.

San Diego Del Mar Marriott

11966 El Camino Real

San Diego, CA 92130

Reported by: Martha A. Moran

JOB NO.: 6703706

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A P P E A R A N C E S

List of Attendees:

- Robyn Wapner, Director Public Affairs, SANDAG
- Danny Veeh, Rail Planning Program Manager, SANDAG
- Keith Greer, Environmental Compliance Manager, SANDAG
- Sammy Goldstein, Manager of Public Affairs, Southwest Strategies LLC
- Yvette Garcia, Spanish Interpreter

Comments By:

- Michael Perry
- Shaquille Adams
- Alex Wong
- Ethan Paul
- Samuel Sharp
- Maxwell Geryn
- Jimmy Dealy
- Leif Gensent

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1 P R O C E E D I N G S

2 MS. WAPNER: Welcome. We're very happy  
3 and thankful to have you all here tonight with us. My  
4 name is Robyn. I'm with SANDAG, the director of  
5 public affairs, and I have my colleagues Keith and  
6 Danny here with me tonight, who will be providing the  
7 presentation.

8 But the most important people here  
9 tonight are all of you. Who has been to one of our  
10 LOSSAN outreach events so far? Okay. And who is  
11 joining us for the first time? Great. That's  
12 fantastic. We've been saying for a very long time  
13 this is a project of regionwide importance, and we  
14 want to hear from the region. The only way we can do  
15 that is when folks like you show up to be a part of  
16 the process, and so we are very appreciative of you  
17 taking the time out of your evening to join us on a  
18 weeknight, to be a part of this very important  
19 project, the LOSSAN realignment project.

20 I know that for some of you you've been  
21 talking about this for a very long time. For others,  
22 you may have just heard about it. We want to make  
23 sure you know this project, it's an iterative process.  
24 It continues to grow. It continues to evolve. And  
25 with that, so will our engagement strategy, because



1 we're sincere when we say that we want to hear from  
2 you, we want you to have a voice in what the future of  
3 this project looks like, because it matters so much to  
4 the San Diego region.

5           There's three things that I want to  
6 make super clear tonight, before we jump into the  
7 presentation. One is the thing that I already said.  
8 It's important to know that no decision has been made  
9 on the project or the proposed alternatives yet.  
10 Nothing has been decided. That's exactly what this  
11 phase of the project is for, so we can continue to  
12 collect feedback. This is going to be an ongoing  
13 conversation with all of you, with our partner  
14 agencies, with the state and federal agencies that  
15 oversee this project, to continue to make sure that we  
16 find the best solution for our region that meets the  
17 objectives of the project.

18           The second thing is that there might be  
19 adjustments to the alternatives based on the feedback  
20 that we hear from you, whether it's tonight, whether  
21 it's online, whether you show up to one of our  
22 outreach events over the next few weeks or months.  
23 There's lots of different ways to submit your  
24 comments. We want to make sure you're submitting them  
25 in the official way, so they can be a part of the

1 administrative record and can be considered as the  
2 team is working through this process and prepares for  
3 the next phase of the environmental analysis.

4 The third thing I just want to manage  
5 expectations from the top. There's a lot of things we  
6 still don't know. And I know that's frustrating. We  
7 wish we had the answers. But that's, again, part of  
8 this iterative process, is we learn a little bit. We  
9 come talk to you, we learn more. Then we go back and  
10 we learn some more. We talk to you, and we learn  
11 again. It's a cyclical process that we go through, to  
12 make sure that we're really considering everything  
13 that needs to be considered.

14 So as much as we want to know tonight  
15 "Is this going to impact my home," "What about where I  
16 live," unfortunately we can't give you that answer  
17 right now. We don't know how any of the alternatives  
18 are going to impact property interests right now.  
19 That's why we need to do the additional analysis.  
20 When we get questions on "How is this going to impact  
21 rail service or the fairgrounds" we don't know that  
22 yet. We have to do the initial analysis. But I know  
23 folks in this room might have more information, and so  
24 we want to hear from you. Let us know if there's new  
25 information that we should be considering.

1           What I can tell you is there are some  
2 requirements -- some objectives of the project that  
3 we're going to make sure we maintain no matter what.  
4 For example, access -- emergency access. That's  
5 something we're going to make sure no matter what  
6 alternative is analyzed that emergency access is  
7 preserved. Same thing for rail service. No matter  
8 what alternative we're considering, that's one of the  
9 objectives of the project is to make sure we can  
10 continue rail service with minimal disruptions.

11           We know these things are important to  
12 you and they're important to us too. This is our  
13 region. We live here. We want to make sure that the  
14 rail corridor works for everyone. And believe me when  
15 I say we understand why you're here. We understand  
16 why this is important. These are your homes. These  
17 are your communities. These are your neighborhoods.  
18 They're the same for us. And so we want to hear what  
19 you have to say. We care about what you have to say.  
20 We want to make sure we're giving you every  
21 opportunity to be a part of that process.

22           We have about four ways to submit  
23 comments tonight, and we'll go through those later on  
24 in the presentation. But first, we're going to have  
25 Danny and Keith really walk you through the project so

1 you can understand how we got to where we are today  
2 and what's coming next. So I'm going to hand it over  
3 to Danny.

4 MR. VEEH: All right. Thanks, Robyn.  
5 Okay. So I always -- anything anybody gives you the  
6 microphone, I like to show a video. And this is one  
7 of these videos. This is actually from 2019, Scripps  
8 Institution of Oceanography was out on the beach doing  
9 surveys and captured a bluff collapse happening live.  
10 And right on top of those bluffs is San Diego's only  
11 rail corridor that connects this region to the rest of  
12 the country. These are the -- this is the only way in  
13 and out of San Diego on a train. And you can see just  
14 how close the tracks are to the edge of the bluffs.

15 For the last 20 years, we've been  
16 investing in stabilizing the bluffs. But we've also  
17 seen erosion -- coastal erosion of up to 6 inches per  
18 years. You can see sections where there's been  
19 seawalls installed. There's drainage improvements.  
20 There's piles, to keep those tracks safe. But it's a  
21 battle that we're fighting against nature. Those  
22 drone pictures are from the king tides in February.  
23 You can just see how high the water level is, and  
24 there's no beach. The waves are crashing into the  
25 bluffs.

1           And just south of the bluffs, in Los  
2 Penasquitos Lagoon, this is a berm where there's a  
3 track that's almost underwater, because it's below the  
4 100-year floodplain. Those tracks are at risk. And  
5 this project will address it.

6           So the future of the LOSSAN rail  
7 corridor, we at SANDAG view this -- this is our only  
8 rail corridor, but we view it as an important asset  
9 for the transportation network. We want safe,  
10 reliable, and resilient rail corridor, and our plans  
11 call for increased service. So that's a Surfliner  
12 train, and inner-city train, running every hour, and  
13 three Coaster trains per hour, all throughout the day.  
14 And faster travel times, where you can go between  
15 oceanside and downtown San Diego in 33 minutes.

16           In order to achieve that, we've got to  
17 do all the projects that we've listed here. And these  
18 are the projects that the region is investing in.  
19 Today, we're talking about one of those projects. And  
20 it's a big one, the San Diego LOSSAN rail realignment.  
21 And that will address the issue with the bluffs and  
22 the lagoon.

23           I mentioned, this is the region's only  
24 rail corridor. And why is it so important to us. So  
25 this is -- it serves multiple purposes. So we have



1 the Pacific Surfliner train. That first picture was  
2 taken on Mother's Day, and these are all the moms that  
3 are coming down to visit their grandchildren, going up  
4 all across Southern California and not being stuck on  
5 traffic. We've got the Coaster service that runs  
6 between oceanside and downtown San Diego. These are  
7 people going to Padres games, going to work in  
8 Sorrento Valley, or coming to visit the beach in  
9 Solana Beach.

10 There's also freight trains. All the  
11 cars that are imported in National City, so many of  
12 them are put onto railcars and transported all across  
13 North America. And without this viable rail corridor,  
14 we're going to see more traffic on I-5 and I-15,  
15 trucks and cars.

16 So let's talk about the project goals.  
17 So I think a real obvious one, from that video, is we  
18 need to relocate the tracks off the bluffs. At the  
19 same time, we want to minimize community impacts. So  
20 it's not very easy to relocate the tracks and not go  
21 somewhere. There's communities in Solana Beach and  
22 Del Mar, and the city of San Diego. We want to make  
23 sure we minimize those impacts. And at the same time  
24 we're making a big investment, we want to improve  
25 those rail travel times. And we can do that through

1 straightening those curves and doubletracking. It's  
2 all single track right now. So we can straight those  
3 curves and add the doubletrack, and we can add more  
4 service more reliably.

5           And it presents another opportunity.  
6 So as we're able to relocate the tracks off the  
7 bluffs, there's an opportunity to enhance coastal  
8 access and remove that train and pedestrian conflict  
9 that exists along the bluffs and at Coast Boulevard.  
10 And we also want to have the opportunity to preserve  
11 the wetlands, both in the Los Penasquitos Lagoon and  
12 in San Dieguito Lagoon, and that's a goal of the  
13 project.

14           And we've been looking at this for a  
15 long time. The Notice of Preparation identified  
16 several past planning studies, and this is just some  
17 of them. In 2022 most recently, with the beginning of  
18 the Del Mar bluff stabilization project, there was --  
19 SANDAG agreed with the Coastal Commission to advance  
20 relocating the tracks off the bluffs. And in 2023,  
21 with the release of the San Diego LOSSAN rail  
22 realignment alternatives analysis report, that set the  
23 groundwork for where we're at now.

24           And after that meeting, we had five  
25 different workshops and lots of engagement. And we're

1 now ready to take the next step, and enter the  
2 environmental phase of the project. And with that, I  
3 will pass it off to Keith, who will talk about the  
4 environmental process.

5 MR. GREER: Good morning. Lots of  
6 stuff to -- or, evening. Lots of stuff to hold here.

7 I'm Keith Greer. I am the  
8 environmental compliance manager for SANDAG. So my  
9 team is the team that will ultimately clear this  
10 project under what we call the California  
11 Environmental Quality Act. We will obtain the state  
12 and federal permits in the future, and we will all  
13 through construction work on the environmental  
14 compliance, making sure that all the mitigation  
15 conditions and everything are actually held in  
16 occurrence.

17 Just by a show of hands, I want to find  
18 out who -- has anybody heard about the California  
19 Environmental Quality Act? Okay. Good. So those of  
20 you who didn't raise their hand, what the California  
21 Environmental Quality Act is, or CEQA, it's a 1970s  
22 legislation that said that state and local public  
23 agencies, like SANDAG, have to consider the  
24 environmental consequences of their actions for  
25 anything they do related to the land development or,

1 in this case, transportation development. And what is  
2 kind of -- as the slide shows here, it's kind of a  
3 look before you leap. Let's do some analysis first,  
4 understand the consequences of your action, and move  
5 forward with understanding that to the decision  
6 makers.

7 So there's many types of environmental  
8 documents under CEQA. The most complex, the biggest  
9 type of analysis, is called environmental impact  
10 report, or EIR. And for this project, for the LOSSAN  
11 rail realignment, SANDAG is determined that it will  
12 prepare an environmental impact report. So Danny  
13 mentioned all the planning studies that have gone on.  
14 This is a conceptual roadmap of where we're headed.

15 The absolutely first -- first thing  
16 that happens in the environmental process is when we  
17 determine an EIR is necessary is we issue a Notice of  
18 Preparation, or NOP, that SANDAG will be preparing an  
19 EIR. So why is that done? Because public input into  
20 the environmental process is critical. Robyn said it  
21 was iterative process. You can see along the way  
22 public input is required to shape the environmental  
23 process, ultimately to come up with one final document  
24 that is given to the board for their decisions.

25 So I mentioned the Notice of

1 Preparation. It was issued on June the 4th. It's  
2 being sent out for a 45-day period, that's called a  
3 scoping period, with July 19th being the deadline for  
4 comments. And again, we don't have a lot of answers.  
5 Today is about getting input on what we put in the  
6 Notice of Preparation.

7 The meeting today is called a scoping  
8 meeting. So we have these meetings so you can have an  
9 opportunity to hear more about the project, to talk to  
10 experts -- we have some boards and maps. We have some  
11 great consultants and staff members who understand the  
12 project. And then if you want to, you have an  
13 opportunity to put it in today one of four different  
14 options for public comment, which Robyn will go over  
15 later on. But you don't have to do it today. You can  
16 also wait, and we have that 45-day period which you  
17 can provide written comments and other kind of  
18 comments to SANDAG during that time period.

19 So where are we -- the scoping period  
20 runs 45 days. It helps us define what's in the  
21 environmental impact report, what alternatives needs  
22 to be analyzed, and then ultimately we start a period  
23 of doing these technical studies. So you can think  
24 of, like, biology and geology and noise. So it's  
25 about a yearlong worth of technical studies that get



1 cumulated into a draft environmental impact report.  
2 That's probably something you've seen in the past. It  
3 goes out for a public review. We asked for input.

4 Based upon that input, we respond to  
5 all comments in writing. We finalize that  
6 environmental impact report, revise it if necessary,  
7 and give the public decision makers, in this case the  
8 SANDAG board, a copy of the final EIR for their  
9 consideration, along with other things, such as costs  
10 and other issues that they will look into. The  
11 schedule right here looks like the SANDAG board  
12 being -- having that final environmental impact report  
13 in 2026.

14 The first thing you notice in the  
15 Notice of Preparation that's the major topics. The  
16 most important, or one of the most important, is the  
17 project objectives. So Danny outlined the goal of the  
18 project. We've taken those goals and defined specific  
19 objectives of the CEQA document. And the reason why  
20 those are important is because later on when we have  
21 alternatives they get all evaluated against these  
22 project objectives.

23 So I'm going to paraphrase these. So  
24 the first one is to improve rail reliability. So we  
25 know that the bluffs are not a safe location as they

1 are now. We've gotten 20 years of stabilization out  
2 there. We need to relocate this line -- the rail  
3 alignment -- to somewhere off the bluffs.

4 We also, as we're doing that, we want  
5 to maintain the passenger service to Sorrento Valley,  
6 which is a key employment area, and Solana Beach,  
7 which is a key location for communities to get -- to  
8 board the train. We also want to maintain access or  
9 the potential access to a special events platform in  
10 the 22nd AD district.

11 Our third objective is to minimize  
12 impacts to surrounding communities, and I think that's  
13 probably why most people are here today, because they  
14 want to know what the impacts are going to be. That  
15 will be -- our goal here is to minimize those impacts.  
16 We also want to minimize or avoid impacts to  
17 biological resources, cultural resources, recreational  
18 resources. We want to make sure the project helps  
19 meet our goals of our regional and state  
20 transportation plans, whether that's the SANDAG 21  
21 Regional Plan or the state's Rail Action Plan.

22 And finally, we want to improve and  
23 maintain coastal access and pedestrian safety. Right  
24 now, those trucks created a conflict point between  
25 rail and pedestrians. We think we can -- if we can

1 move them off the cliff, we have a better chance of  
2 creating an area that's open for the public more.

3           These are the project objectives. So  
4 how these project objectives work is those were what  
5 the alternatives that you -- that we've come up with  
6 are evaluated against. And so that brings us over to  
7 alternatives.

8           So how were the alternatives developed.  
9 So the Notice of Preparation had three alternatives.  
10 Again, nothing has been decided. Those are what we  
11 are getting -- asking you for input on. But the way  
12 we came up with those three alternatives is we have  
13 gone through the planning process, as Danny was  
14 talking about.

15           We -- in 2023, a planning study came  
16 out. We had 12 different alignments -- concepts that  
17 all of them consisted of, like, a portal location and  
18 a tunnel between two portal locations. We have  
19 euphemistically called this the "purple spaghetti map"  
20 because it's a lot of lines in the map. That purple  
21 spaghetti map was brought to the public at five  
22 different type of public outreach events over the fall  
23 and winter. And from that effort, the public came  
24 back with 39 different concepts for us to study. We  
25 call this the "orange spaghetti map." So you've

1 got -- totaling 49 different concepts to go through.

2 So how do you go through those 49  
3 concepts and say, "Okay, 49 is too much to review in  
4 an EIR. What do we go through?" So we go to the CEQA  
5 guidelines. Again, there's guidelines for  
6 legislation. The CEQA guidelines, in 15126, talks  
7 about alternatives. And it says "What's required?"  
8 Well, first of all, you have to include a no project  
9 alternative by law. That's the alternative that  
10 SANDAG does nothing. And so that's part of the  
11 alternatives. It's included as -- it will be included  
12 in any future EIR.

13 For the other alternatives, which are  
14 sometimes called "action alternatives" because there  
15 something is happening, we have a process laid out in  
16 CEQA. The alternatives that should be considered are  
17 the ones that meet the most project objectives. So we  
18 just went over the objectives. Most of those being  
19 met are feasible -- are engineeringly feasible. You  
20 can't think about doing something that's not feasible.  
21 And that avoids or minimizes potential environmental  
22 impacts. Those are how CEQA lays out.

23 So there's no minimum number. There's  
24 no maximum number. It's governed by what we call a  
25 rule of reason. We have identified three. Could

1 there be five, yes. Could there be two, yes. Could  
2 there be, you know, four, yes. But that's what the  
3 process right now is about, with scoping. It's  
4 helping us scope out those alternatives, so we can  
5 understand how we analyze the impacts to various  
6 resource areas.

7 This chart shows or illustrates how  
8 this scoping works. So we have the 49 concepts, this  
9 purple and orange spaghetti. We brought through those  
10 into the objectives, met most of the objectives --  
11 engineeringly feasible. Twenty-six made it through  
12 that process. And then we take into consideration  
13 environmental considerations and constraints and  
14 construction issues. And of that process, we advanced  
15 three into what we call the scoping period. Again,  
16 nothing has been decided. These are what we think had  
17 the highest potential to be moved forward.

18 This is the three on the maps. The one  
19 in pink we've called Alternative A. The one on green  
20 is Alternative B. And the one on blue is  
21 Alternative C. They all consist of a southern portal,  
22 a northern portal, and a tunnel between them.

23 And a couple of disclaimers about  
24 alternatives. So I want to do a spelling riff. A, B  
25 and C does not mean any kind of preference. It's



1 literally just the top of the page, or the top of the  
2 screen, A, B, and C. So just so you understand,  
3 there's no preference there.

4 The second thing is is that these are  
5 all subject to change. This is what the process is in  
6 scoping. We can modify these to avoid impacts. We  
7 can add new alternatives that come out of scoping.  
8 And we can delete alternatives. And I was driving out  
9 here today, I was thinking of State Route 56. You  
10 guys have probably all seen it. It's just right over  
11 here. So I worked on the State Route 56 project, and  
12 the alignment it is today was not the alignment that  
13 was in the original Notice of Preparation. It does a  
14 big curve. And that big curve was -- came out of the  
15 public, to avoid environmental impacts. So the  
16 process works. These alternatives are just a part of  
17 the scoping. We want your input on those.

18 Before I get a little more detail of  
19 these, I want to kind of go over some engineering  
20 features that are in this. I think there's -- we've  
21 talked about tunnels. We've talked about structures.  
22 But this kind of gives a good illustration about the  
23 different type of features in these various  
24 alternatives. Grading or at grade makes sense, right.  
25 It's at the topography, the same ground of the land --

1 same level as the ground, where the rail goes on.  
2 Floodwalls are structures to protect the tracks from  
3 being flooded by floodplains and floodtides.

4 The berms -- so, if you go to Los  
5 Penasquitos Lagoon, you see the rail is up on a berm.  
6 That's what a berm structure does. It keeps and  
7 elevates it above the water levels. A U structure --  
8 this is where we start getting more into features  
9 below the surface. The U structure is kind of like  
10 the trench in Solana Beach, where if you catch the  
11 train over there you see it's below grade and allows  
12 for the tracks to be set below.

13 A cut and cover tunnel -- so this is a  
14 tunnel now, but it's developed with that U structure  
15 where it's capped on top of it. So it's a tunnel  
16 feature afterwards, but it's constructed via grading  
17 down from the surface. And that's opposed to a bored  
18 tunnel, where a tunnel boring machine will go below  
19 the surface to actually create the tunnel, not  
20 affecting the upper area. And then finally, portals  
21 are just a location's entrance to the tunnel, whether  
22 it's a cut and cover or a bored tunnel. And finally,  
23 a bridge structure is -- you know what bridges are,  
24 and the tracks will go above it.

25 The reason why I mention that, because

1 all these alternatives have different features of  
2 those variations in here, which makes up the  
3 alternative.

4 So Alternative A. So Alternative A  
5 came out of the concepts that was brought through the  
6 public process that we went through in the fall and  
7 winter. What Alternative A's concept here was is that  
8 if there are potential impacts to private property,  
9 there should be an alternative to push those more on  
10 public lands. So this alternative minimizes private  
11 impacts by pushing into public properties, whether it  
12 is land next to the I-5 or the San Dieguito Lagoon or  
13 22nd AD district. And so what this is is the longest  
14 alternative. It's about seven miles in length, about  
15 five miles is in a tunnel, whether it's a cut and  
16 cover or a bored tunnel.

17 And what it consists of is coming from  
18 the south it would hug the Los Penasquitos Lagoon by  
19 those existing pump station out there, and move into a  
20 portal located next to an empty or vacant noll of  
21 property next to the I-5, where it would go  
22 underground and into a tunnel that parallels I-5,  
23 would wrap underneath San Dieguito Lagoon -- so that's  
24 below where the lagoon is itself -- underneath the  
25 22nd AD district, and then come up in a gradual climb

1 to get up to Solana Beach.

2 One thing to mention about this, it has  
3 a long cut and cover on that north. You can see that.  
4 And the reason why is because to get below that lagoon  
5 and to get below the 22nd AD district you have to be  
6 deep enough, and then to rise up at a 2 percent grade  
7 takes a long time to get ultimately into that -- where  
8 you can exit again, to where the tracks are existing  
9 at the Solana Beach. So, again this is the longest,  
10 probably the most complex alternative we have. And  
11 again, we have boards over here. So if you want to  
12 take a pictures we have boards in the back part of the  
13 room of all these. They're also in the NOP.

14 Alternative B has the same location of  
15 that portal located next to the Los Penasquitos  
16 Lagoon. Again, it's pushed -- the existing tracks  
17 wouldn't be abandoned. They'd be pushed north -- that  
18 is west -- one more time, east to the Los Penasquitos  
19 Lagoon area. It goes into a tunnel next to I-5, and  
20 then has a straight shot to the northern portal, which  
21 is located over near Jimmy Durante Boulevard. Here's  
22 the kind of overcrossing there, with the road  
23 overcrossing in Del Mar, where it meets the existing  
24 tracks, before the San Dieguito Lagoon. So in this  
25 case you'd have a more straight shot, and it would be

1 hitting the existing tracks prior to hitting the river  
2 at San Dieguito Lagoon.

3           Alternative C, Alternative C would  
4 utilize the existing location of the tracks through  
5 the Los Penasquitos Lagoon. They would be raised up,  
6 and widened, because you need a doubletrack out there,  
7 and wide and raised up to get it out of the floodways.  
8 And we put in a bridge structure. You would then  
9 enter a new portal near Torrey Pines Road over there,  
10 and it would be a straight shot to get to Jimmy  
11 Durante Boulevard. This is the shortest. This is  
12 about five -- five miles long, with about two miles of  
13 tunnel section. So again, it more impacts the  
14 wetlands but it's a straighter shot and less tunnel.

15           So we've talked about objectives. We  
16 talked about the alternatives that are being explored  
17 in the Notice of Preparation. The next step is the  
18 resource areas that we will be evaluating. So under  
19 CEQA there's an appendix that talks about all the  
20 things you need to look at, and then you go through  
21 that process and you say, "Okay, we need to evaluate  
22 each one of those resource areas as applicable." For  
23 this project, as a big enough project, we're  
24 evaluating everything with the exception of  
25 agriculture resources, which don't exist in this



1 location. So it's a full-blown EIR. It's a full  
2 analysis that we're looking at. And we're looking at  
3 all these different resource areas.

4 I mentioned the environmental process  
5 is about the federal process. So I've been talking  
6 about 10, 15 minutes about the state California  
7 Environmental Quality Act. We know this project will  
8 also have federal funding and federal permits. There  
9 is a federal process that mirrors the California  
10 process. It's called the National Environmental  
11 Policy Act. A federal agency would have to lead that  
12 environmental clearance through that process.

13 It's SANDAG's intent and desire to work  
14 with that federal agency to do one joint document. So  
15 that joint document would be called the Environmental  
16 Impact Report/Environmental Impact Statement, or  
17 EIR/EIS for short. We haven't had an identified  
18 federal lead agency yet. The State of California and  
19 the federal Department of Transportation are working  
20 together on that, to identify a lead agency. We're  
21 hoping we get resolution on that issue by the  
22 summertime, and we can start having discussions with  
23 that federal agency.

24 The reason I mention this is because  
25 this is part one of scoping. We'll have to do the

1 same thing again when -- for the federal process. And  
2 it will be a part two of scoping. So we want your  
3 input today, because all our proposed idea is to have  
4 your input help us refine these projects that would go  
5 into the NEPA scoping -- that second part -- and then  
6 help that process drive further as well.

7 So your input and comments are very  
8 important. As I mentioned, they have changed projects  
9 in the past -- 56 is just one. I can give you more of  
10 them. But I want to turn it over to Robyn to talk  
11 about how we get your comments recorded.

12 MS. WAPNER: Thank you, Keith. Okay.  
13 We're wrapping up, I promise. So what we said,  
14 though, was tonight the most important thing we want  
15 to make sure is you all know how you can participate  
16 in the process. We have lots of different ways on how  
17 you can submit comments tonight.

18 First, the most obvious way is written  
19 comments. So we're going to have stations set up in  
20 the hallway, if you just want to step outside, write  
21 down your comments, hand them in. That becomes a part  
22 of the official administrative record.

23 We also have court reporter stations  
24 set up across the room, on the other side. That's  
25 when you can go sit down with someone, verbally share

1 your comments, and the court reporter is going to  
2 transcribe those for you so they can be part of the  
3 official administrative record.

4 We also have stations set up inside and  
5 outside where you can use a computer or an iPad to  
6 submit your comments electronically. So we have a  
7 website that you can access here or at home, any time  
8 throughout the scoping period. We want to make sure  
9 you have that opportunity tonight. You can grab a  
10 seat at one of those devices and submit your comments  
11 that way.

12 And then lastly, we are going to sort  
13 of reconfigure this side of the room. If you're eager  
14 to be able to use the microphone yourself you can stay  
15 here. I'll be sitting here with a court reporter,  
16 sort of the same thing. One on one, you can share  
17 your comments on the mic. They will be transcribed by  
18 the court reporter and then submitted as part of the  
19 official administrative record. So four options, but  
20 the one thing I want to make sure you really know is  
21 you don't have to submit your comments just tonight.  
22 As Keith emphasized throughout the entire scoping  
23 period we want to make sure we're hearing from you and  
24 everyone that you know. So I want to make sure you  
25 know about our email address, our online comment

1 forum, and then of course you can always send hard  
2 mail as well, if you'd like. All of the information  
3 is here, as well as on your programs. And you can  
4 find it on our website at any time.

5 So with that, we're going to start to  
6 wrap up the presentation portion of the night. We  
7 have stations set up across the room on the other side  
8 of this space, where we're going to have our whole  
9 project team here to help answer as many questions as  
10 they can or can't. If you want to engage with them,  
11 and then, like I said, we have all the stations so you  
12 can provide your public comments as well. I'm going  
13 to ask if you do want to provide public comments in  
14 this station, with me and the court reporter, that you  
15 step outside into the hallway, fill out a speaker  
16 slip. We're going to collect those, and based on the  
17 number that we have we'll figure out how much time we  
18 have before the event closes tonight.

19 But I do want to encourage everyone to  
20 check out the stations, see what information is over  
21 there. Make sure you have an opportunity to engage  
22 with the project team. And we look forward to talking  
23 with you all. Thank you so much for coming.

24 (Off the record.)

25 MR. PERRY: Michael Perry. Okay. So,

1 several of us request that the SANDAG folks provide  
2 conceptual drawings, or elevation drawings, of the  
3 portals, both the input and output portals, of the  
4 north and south side. Whether it's cut and cover --

5 THE REPORTER: I'm sorry. I can't hear  
6 you that well. Can I have you sit here and talk to  
7 me? I apologize. With all the background noise, I  
8 could barely hear you. Okay.

9 MR. PERRY: Okay, you want me to --  
10 I'll just start over. Okay. Several of the Del Mar  
11 residents are requesting that SANDAG provide  
12 dimensionally accurate conceptual drawings of the  
13 portals on the north exit area at Jimmy Durante, and  
14 at the south entrance part. At the north portal, near  
15 Jimmy Durante Boulevard, as well as the south portal,  
16 near the I-5 noll. That's it.

17 (Off the record.)

18 MS. WAPNER: Okay. We're going to go  
19 ahead and get started on this side of the room with  
20 public comments. I have eight speaker slips. Final  
21 call. Eight speaker slips. Let's get started. It is  
22 7:00, so with eight folks we'll do three minutes each.  
23 Can you hear me? Yeah, you can hear me okay in the  
24 back here. Okay. Great. Okay. So I'm going to go  
25 ahead and just call the first three names, so you know



1 when you're coming up. And we'll have the first  
2 person start. This is in no particular order. They  
3 just handed them to me from outside.

4 So we have Shaquille A, followed by  
5 Alex W, followed by Ethan P. Shaquille.

6 All of the comments -- ready with the  
7 timer?

8 MR. ADAMS: Hello. My name is  
9 Shaquille Adams. I come from southeast San Diego. I  
10 am in support of option B, since it's the fastest. We  
11 need a competitive -- the -- I support option B.  
12 Thank you.

13 MS. WAPNER: Thank you, Shaquille. I  
14 just want to check again that you all could hear the  
15 public commenter. Yes. Okay. A little bit? Can we  
16 make this mic a little bit louder, Sheila?

17 Okay. Next up is Alex W. Alex, are  
18 you here? Come on up. And Ethan is going to follow  
19 Alex.

20 MR. WONG: Can I look at my notes  
21 first?

22 MS. WAPNER: Hold it before Alex  
23 starts, please.

24 MR. WONG: I'm ready now.

25 MS. WAPNER: Okay.

1 MR. WONG: So first of all, of course I  
2 want to reiterate that building the Del Mar tunnel is  
3 an incredibly important project because it will  
4 connect, you know, what is San Diego with LA, with  
5 what is -- what was pre-COVID the second busiest  
6 intercity passenger railway in the United States,  
7 after the Northeast corridor. So that's incredibly  
8 important.

9 And it's exciting that SANDAG is aiming  
10 for an incredible 33-minute travel time between  
11 oceanside and downtown. However, SANDAG can achieve  
12 even higher travel time savings by increasing proposed  
13 Coaster frequency from 20 minutes to every 15 minutes,  
14 which I believe is what is proposed by the state's  
15 intercity rail plan.

16 This would save Coaster passengers an  
17 average of 2.5 minutes, nearly as much as the 3-minute  
18 time savings achieved by the Del Mar tunnel. And of  
19 course, the Del Mar tunnel is necessary due to the  
20 coastal erosion. However, the 2.5-minute time savings  
21 from higher frequencies would benefit every single  
22 trip taken on the Coaster along any point of the line,  
23 while only passengers who pass through Del Mar will  
24 benefit from the Del Mar tunnel's time savings.

25 A good model for Coaster would be

1 Caltrans, which will run cassonry [ph] electric  
2 multiple units, not battery electric but cassonry [ph]  
3 electric multiple units, whose superior acceleration  
4 will not only shave travel times by up to 25 minutes  
5 but also allow trains in each direction to run as  
6 closely as seven and a half minutes apart from each  
7 other.

8 Of course, out of the three  
9 alternatives it looks like that Alternative B is the  
10 best and most cost effective, and it will save  
11 basically 50 percent of the cost as compared to  
12 Alternative A, and Alternative A is just enormously  
13 expensive and, you know, it would take up \$2 billion  
14 extra. That \$2 billion extra could definitely go  
15 towards accelerating other transit projects through  
16 the region. So for the best cost effectiveness, for  
17 the best travel time savings, I think Alternative B is  
18 best. And if not, Alternative C. But Alternative A  
19 is -- seems excessive and -- in my opinion.

20 MS. WAPNER: Thank you, Alex. Can we  
21 increase the volume a little bit more on this mic,  
22 please? No. Okay. All right. Next, Ethan. After  
23 Ethan we're going to have Samuel S, followed by  
24 Maxwell G.

25 Ethan, please go ahead.

1 MR. PAUL: All right. My name is Ethan  
2 Paul, and I'm going to be here talking about option B,  
3 that I believe is the best option. Whereas in  
4 Alternative A, the additional distance required will  
5 significantly increase the cost, which currently  
6 SANDAG and the city of San Diego, and the region, is  
7 seriously facing a budget issue. Despite the fact  
8 that we are receiving federal funding, it is likely to  
9 seriously constrain the ability for the region to  
10 handle all of our other projects. Whereas with  
11 Alternative B, we are much more likely to be able to  
12 handle this, as well as continue with the rest of our  
13 regional goals.

14 Option C is a viable alternative, and I  
15 think that would work well as well. But option B  
16 gives us the ability to much more easily reach speeds  
17 of 125 miles an hour, with smoother curves, in  
18 opposition to something like Alternative A, where the  
19 significant requirements to go out of the way in order  
20 to reach the I-5 alignment would likely constrain or  
21 at least require significant additional costs to meet  
22 that same metric. Thank you.

23 MS. WAPNER: Thank you, Ethan.  
24 Samuel S.

25 MR. SHARP: My name is Samuel Sharp.

1 I'm a daily rider of the bus and trolley, and every  
2 weekend I use Coaster, either Route 101 or Metrolink  
3 trains. And I just want to say that I -- it's super  
4 important that this project gets done, but also gets  
5 done well. And so we need to make sure that we're not  
6 choosing an option that deprioritizes the environment  
7 and deprioritizes service speed and frequency at an  
8 unknown cost.

9           And to me, that's Alternative A. We  
10 need to make sure that Alternative B, which will cut  
11 costs in half -- Alternative B and C are both, well,  
12 under half the cost of Alternative A, and have far  
13 fewer environmental impacts, do not involve tunneling  
14 under a lagoon, and also would cause way less  
15 significant impact to the Del Mar fairgrounds, bridge,  
16 and station project. You know, we need to make sure  
17 that we pick an alternative that's best for the  
18 community, best for the environment, but ultimately  
19 best for rail riders and rail users.

20           And so I've seen the bad ending here.  
21 I need to rely on Route 101 on weekends, because  
22 Coaster just doesn't run and doesn't connect early  
23 enough. And so building a resilient doubletrack rail  
24 corridor that allows us to achieve higher frequencies,  
25 better service along that corridor, all day every day,



1 is super important because we need to make sure people  
2 are able to get where they're going with a reliable,  
3 safe, and efficient rail option.

4 And to me, that doesn't look like an I-  
5 5 tunnel and it definitely doesn't look like keeping  
6 the tracks on the bluffs, where they're already prone  
7 to falling down, and adding, you know, bus  
8 substitution services and -- that just don't meet the  
9 standard that we want for all of our transit in this  
10 region. Thank you.

11 MS. WAPNER: Thank you, Samuel.

12 Next up is Maxwell G. Maxwell --  
13 great. And after, it looks like Gaurow -- I'm  
14 probably saying that wrong.

15 MR. GERYN: Is this good? Perfect. I  
16 would like to comment in support of Alternative B, as  
17 it is the fastest, it is half the cost of the I-5  
18 alignment, and I feel like it is the best alignment  
19 for this corridor, as this is an incredibly important  
20 project to get this line off of the Del Mar bluffs and  
21 I feel like a fast, frequent, doubletracked alignment  
22 using existing infrastructure is best.

23 Alternative C, I believe, the Camino  
24 Del Mar alignment, is also a very good project.  
25 However, I feel these funds are best directed to

1 Alternative B, as it is slightly faster and it does  
2 not go through the lagoon. So I am supporting  
3 Alternative B. Thank you.

4 MS. WAPNER: Gaurow P. Gaurow P. I  
5 feel like I'm saying that name wrong. Or Lauren --  
6 Gaurow or Lauren. We'll put that to the side.

7 Jimmy D. And Jimmy will be followed by  
8 Leif G.

9 MR. DEALY: So I was on Amtrak last  
10 weekend, and there were some signal failures for the  
11 north. And it just emphasized to me the importance of  
12 building a tunnel, as the delays -- I was delayed for  
13 two hours at Santa Ana station. I don't want to see  
14 that ever again. And I need to -- I want to have the  
15 ability to take a train places, in a reasonable amount  
16 of time, and at times I want. And not building a  
17 tunnel is not an option for that.

18 I also think it's critical that we  
19 avoid alternatives like A, as you're building a tunnel  
20 under a lagoon to save a second lagoon, which doesn't  
21 make much sense to me and it's also significantly more  
22 expensive than Alternatives B and C. In my opinion,  
23 option B is the best by far, as it allows the highest  
24 speeds, which is the shortest travel time, and it  
25 allows us to get off of the San Penasquitos Lagoon,

1 which seems like a best of both worlds here. Thank  
2 you.

3 MS. WAPNER: Thank you, Jimmy. Leif?

4 MR. GENSENT: Hi. My name is  
5 Leif Genest. I'm a board member of Riders, the local  
6 public transport advocacy group, and the LOSSAN  
7 corridor is one of our topics, so we're very  
8 passionate about it. And we -- first of all, thank  
9 you all for putting on this event. We -- there's a  
10 lot of great options here. What we care about is we  
11 want to make the LOSSAN corridor fast and we want to  
12 make it electrified and we want to make it  
13 doubletracked. We have a slight preference for option  
14 B, because it is the fastest one. So, thank you.

15 MS. WAPNER: This is a final call for  
16 our final speaker, Gaurow or Lauren Pazyani. No  
17 takers? That was my last speaker slip. No one else  
18 filled one out?

19 That concludes the public comments on  
20 this side of the house. Again, you're welcome to  
21 submit comments across the room if you have anything  
22 else to say. Thanks for joining us.

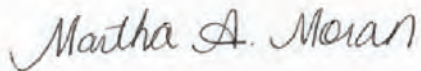
23 (Whereupon, the meeting concluded at  
24 7:12 p.m.)

25

CERTIFICATE

I, MARTHA A. MORAN, the officer before whom the foregoing proceedings were taken, do hereby certify that any witness(es) in the foregoing proceedings, prior to testifying, were duly sworn; that the proceedings were recorded by me and thereafter reduced to typewriting by a qualified transcriptionist; that said digital audio recording of said proceedings are a true and accurate record to the best of my knowledge, skills, and ability; that I am neither counsel for, related to, nor employed by any of the parties to the action in which this was taken; and, further, that I am not a relative or employee of any counsel or attorney employed by the parties hereto, nor financially or otherwise interested in the outcome of this action.

Date: July 3, 2024



MARTHA A. MORAN

Notary Public in and for the  
State of California

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CERTIFICATE OF TRANSCRIBER

I, JANE W. GILLIAM, do hereby certify that this transcript was prepared from the digital audio recording of the foregoing proceeding, that said transcript is a true and accurate record of the proceedings to the best of my knowledge, skills, and ability; that I am neither counsel for, related to, nor employed by any of the parties to the action in which this was taken; and, further, that I am not a relative or employee of any counsel or attorney employed by the parties hereto, nor financially or otherwise interested in the outcome of this action.

Date: July 3, 2024



JANE W. GILLIAM



[10 - alignment]

1	3	a	
<p><b>10</b> 25:6  <b>100</b> 9:4  <b>101</b> 34:2,21  <b>11966</b> 1:12  <b>12</b> 3:5 17:16  <b>125</b> 33:17  <b>15</b> 10:14 25:6  31:13  <b>15072</b> 39:20  <b>15126</b> 18:6  <b>18</b> 1:7  <b>1970s</b> 12:21  <b>19th</b> 14:3</p>	<p><b>3</b> 31:17 38:18  39:14  <b>33</b> 9:15 31:10  <b>39</b> 17:24</p>	<p><b>abandoned</b>  23:17  <b>ability</b> 33:9,16  36:15 38:10  39:7</p>	<p><b>adams</b> 2:12  30:8,9  <b>add</b> 11:3,3 20:7  <b>adding</b> 35:7  <b>additional</b> 6:19  33:4,21</p>
	<p><b>4</b></p>	<p><b>able</b> 11:6 27:14  33:11 35:2</p>	<p><b>address</b> 9:5,21  27:25</p>
<p><b>2</b></p>	<p><b>4</b> 3:3  <b>45</b> 14:2,16,20  <b>49</b> 18:1,2,3  19:8  <b>4th</b> 14:1</p>	<p><b>above</b> 21:7,24  <b>absolutely</b>  13:15</p>	<p><b>adjustments</b>  5:19  <b>administrative</b>  6:1 26:22 27:3  27:19</p>
<p><b>2</b></p>	<p><b>5</b></p>	<p><b>accelerating</b>  32:15</p>	<p><b>advance</b> 11:19</p>
<p><b>2</b> 23:6 32:13,14  <b>2.5</b> 31:17,20  <b>20</b> 8:15 16:1  31:13  <b>2019</b> 8:7  <b>2022</b> 11:17  <b>2023</b> 11:20  17:15  <b>2024</b> 1:7 38:18  39:14  <b>2026</b> 15:13  <b>21</b> 16:20  <b>22nd</b> 16:10  22:13,25 23:5  <b>25</b> 32:4  <b>28</b> 3:6  <b>28509</b> 38:21</p>	<p><b>5</b> 10:14 22:12  22:21,22 23:19  29:16 33:20  35:5,17  <b>50</b> 32:11  <b>56</b> 20:9,11 26:9</p>	<p><b>acceleration</b>  32:3  <b>access</b> 7:4,4,6  11:8 16:8,9,23  27:7  <b>accurate</b> 29:12  38:9 39:5</p>	<p><b>advanced</b>  19:14  <b>advocacy</b> 37:6  <b>affairs</b> 2:3,6  4:5  <b>affecting</b> 21:20  <b>agencies</b> 5:14  5:14 12:23  <b>agency</b> 25:11  25:14,18,20,23  <b>agreed</b> 11:19  <b>agriculture</b>  24:25</p>
<p><b>2</b></p>	<p><b>6</b></p>	<p><b>action</b> 13:4  16:21 18:14  38:12,16 39:8  39:12  <b>actions</b> 12:24  <b>actually</b> 8:7  12:15 21:19  <b>ad</b> 16:10 22:13  22:25 23:5</p>	<p><b>ahead</b> 29:19,25  32:25  <b>aiming</b> 31:9  <b>alex</b> 2:13 30:5  30:17,17,19,22  32:20  <b>alignment</b> 16:3  20:12,12 33:20</p>
<p><b>2</b></p>	<p><b>6</b> 8:17  <b>6703706</b> 1:20  <b>6:15</b> 1:8</p>	<p><b>act</b> 12:11,19,21  25:7,11</p>	<p><b>agreed</b> 11:19</p>
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[rail - safe]

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[safety - special]

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[specific - think]

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[thinking - valley]

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[variations - yvette]

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# **Comments Submitted During Solana Beach City Council Meeting**

Good evening, honorable mayor, city council members, and staff. I'm **Dave Clemons**, 543 Glenmont Drive, Solana Beach. Tonight, I'm here to formally ask the city to request SANDAG include a new proposal in their NOP. This proposal is an adjustment to Alternative A, although you could call it Alternative EL if you'd like, it's an elevated rail track route through San Dieguito Lagoon. You'll see that it meets many of the project objectives and provides additional benefits beyond the existing Alternatives A, B, and C and will likely be better received by Del Mar and Solana Beach. This routing is totally separate from Alternatives B and C, but I call it an adjustment to Alternative A rather than a new alternative because it uses the southern half of the original A routing. So let's walk quickly through the through the route, then discuss satisfaction of objectives and some attractive benefits. Here's the map you've seen with the three alternatives under consideration and here's a map with alternative EL added in purple. North is to the left. So let me just briefly talk about this. Starting at the northern end, the rail line leaves Solana Beach and crosses under Villa de la Valle as it does today, but with a new double tracking as it approaches the new fairground seasonal platform and the new bridge over the San Dieguito River. All three new elements planned to be accomplished in the next few years. After crossing the bridge, Alternative EL begins with a 45-degree left turn right there, south eastward through and south of the city of Del Mar's Public Works Yard. There is inadequate distance to tunnel from the bridge to below Jimmy Durante, but there is enough distance for a 2% climb to pass over Jimmy Durante south of the roundabout. A continued, elevated dual-track bridge running parallel to San Dieguito Drive would then proceed southeastward toward I-5 before turning south and entering a tunnel portal in the north-facing hillside west 5 and north of Delmar Heights Road. There it would join the baseline Alternative A routing.

Mr. Clemons, your time is up. Could you wrap up really quickly?

We looked at the project objectives that Peter and Keith talked about and this meets all of it except for a couple that are gonna be handled in the EIR. The key benefits it, the these first uh two pages are meeting the objectives of the project and it also reduces the Alternative A tunnel distance requirements by more than half and elevates rail service through the lagoon in anticipation of future sea level rise.

Thank you. I think we have a question for you from council member Zito.

Yes, sir.

Yeah, thanks David. Actually, I don't have a question for you. I just noticed, I don't know if the city clerk that the yellow light didn't work on that time. So there was no warning. So I don't know if we can make sure.

On two minutes. I just, I don't know and actually I paused because he stopped.

Right? Ok. So we don't have the ability to give a warning at one minute like we normally do.

Yes, it will show if I don't have to stop. I was just trying to give the time when people take to try to adjust their um slide show. Sorry.

So alternative A or EL is a partially elevated train route. It's an attractive alternative to A. Thank you.

Thank you very much. Well, that was really nice to applaud, but you know, the protocol is that we don't applaud our boo. So please try and hold your enthusiasm. Oh, Deputy Mayor Edson has a question.

I actually have a question for Mr. Clemons. Mr. Clemons, could you approach the podium again, please?

Um I noticed that under your key benefits, it also says that it minimizes impacts to surrounding communities during and after construction and allows continuity of rail service during construction. Um Can you explain that?

Yes. Well, the I could put the chart back up. Ok. So the continual - was this question about rail service?

Yes.

It was three, minimizes impacts to surrounding communities during and after and allows continuity of rail service. Yeah. So the rail service would continue because the rail work that 45 degree angle is south of the river, east of the existing tracks. So all the work would take place there, not nothing to do with the fairgrounds, and you could stage it actually at the uh public works area in the Del Mar.

At the Y?

Yeah, on the east side of the Y.

OK. And this would be, am I correct that this would be beyond the um uh the new bridge right, south of the south of the bridge, south of the special events platform?

Yes.

And they would be located in those same places and that 254 million or more investment would not go to waste.

That's correct.

Ok. Thank you.

And then um also it notes that uh the Del Mar Fairgrounds activities, I think that you said that it would not impact the fairgrounds. Correct?

Correct. A, right now, either goes through or under the fairgrounds, really impacting them. And so that would be, still be, um, they would be left untouched, including all the, the potential for the affordable housing and other things they've got going on.

Thank you. I was gonna ask you that question because I think that that's something that our region really needs badly, that affordable housing and, and that the residents of Del Mar have been looking forward to the fairgrounds, hopefully approving. So, thank you. I really appreciate you coming back up and answering those questions. Thank you.

Next speaker?

Our next speaker is **Tina Zucker**.

You saying I'm short and it's ok if you want a clap later.

You just look like you're gonna give a good sound bite, Nina.

Oh, that's right. It's all ok. I'm so nervous the longer it takes the, let's try my, I know it is. Kk. So having sat here and listened to everything they said, uh I've changed what I wanted to say numerous times. So basically, what I've decided is that I wanna let you know that I was a Cedros business when the train tracks were lowered and the effect that it had on all of us was tremendous. There were no reparations, there was no money, there was no gee I'm sorry, your customers can't park here. I'm sorry that you missed Christmas for two years. And so I thought, well, what I can do is to let SANDAG know that there should be something for Solana Beach businesses that are affected. I don't know whether you've ever built that into your program, but it's really time to think about it. I am amazed that I have no idea about anything because basically you guys have said you don't know either. So how we could be making decisions about these things is beyond me. Ok. Um, and I, and I'm, I, I don't mean to be making fun of you or anything like that, but it's, it's crazy-making to think that we're gonna decide something or that you decided something. So bottom line, whatever you decide, it has to be good for 100 years. Ok? Because what they did 100 years ago didn't work for now. Please consider all the businesses that are gonna be affected, all the homes that are gonna be affected, and all of us that live near the tracks and what's going on. So there you have it.

Next speaker is next speaker is **Kimberly Jones**.

Good evening, honorable mayor Heebner, members of the city council, city staff, and the representatives here from SANDAG. I am Kimberly Jones. I'm the executive director for the Solana Beach Chamber of Commerce. Last week, the Chamber of Commerce adamantly expresses our opposition to the realignment proposal of Alternative A. In a letter addressed to SANDAG, copied to LOSSAN, we underscored the devastating impact this proposal would inflict on our local business community and the broader regional economy of Solana Beach. The proposed tunnel under Alternative A stretching from Loma Santa Fe to



under the fairgrounds threatens our downtown business area, particularly the Cedros Design District. This would exacerbate the profound challenges our business community is enduring during the post-COVID recovery with repercussions that will even be felt for the residents east and South Cedros. Solana Beach businesses heavily depend on the events at the Del Mar Fairgrounds, the San Diego County Fair, and the race track, the horse races. Alternative A would necessitate prolonged closures and even restrict access to the fairgrounds. These events draw substantial crowds that generate significant revenue for our local businesses throughout the year and bolster the city's income through sales tax and the transient occupancy tax. Our letter unequivocally calls for the immediate dismissal of Alternative A, citing its potential for high economic devastation, adverse environmental impacts, and exorbitant construction cost. Moving forward, we want to be very clear that the Chamber intends to be an active participant in our community in efforts to oppose Alternative A. Thank you so much for your time and thank you for being here.

The next speaker is **Lisa Montes**.

Good evening mayor, members of the city council, Ms. Muto, and SANDAG and the public. I'm Lisa Montes, and it's, it's so for me, my family, they were railroad employees. My grandfather was the foreman of the Del Mar train station. He took care of the tracks there over close to 100 years ago, 1924. And also Encinitas and some different areas of San Diego. My grandparents worked with the community. They had a wonderful spirit of helping each other out. And we worked together even though they lived in Del Mar, but they also lived in Encinitas, and they called both cities their home. We need to come together as Solana Beach and Del Mar and work together to figure this out because we know that plan A greatly impacts both cities and not only environmentally but economically. We heard about Cedros Design District. I'm thinking about all the different. Solana Beach is a place where a lot of people walk and they ride bikes. I'm thinking about the environmental impact of our kids that walk to school. Um and our people that bike through our wonderful city. So I just, I just wanted to, to let you know that I highly oppose Alternative A. It's costly, it's double the cost, and it has the greatest impact to our cities, to both cities. And I would like to ask that you please omit that one and consider either B or C for the benefit of both Solana Beach and Del Mar. Thank you.

Thank you. Next speaker.

Next speaker is **Tara Hernandez**.

Hello city council and SANDAG. I'm here to oppose Alternative A. It seems irresponsible to go ahead with this project due to the environmental impact and the economic impact on both Solana Beach and Del Mar. And it would directly impact a lot of businesses in Solana Beach. That's all I have to say. Thank you.

Thank you.

Our next speaker is **Kelly Harless**.

Hello. Um, my name is Kelly Harless. I'm a resident of Solana Beach. My husband and I moved here more than 25 years ago. At a time that the train crossed Loma Santa Fe, we lived through the trenching process which created a lot of disruption to our community and we did so gladly because we knew that in the long run, it would ultimately benefit all residents and surrounding businesses while not, and I repeat, not negatively impacting our friends and neighbors to the south in the city of Del Mar. I care a lot about Solana Beach. I work here. I've raised three children here, and I'm very active in making sure the community thrives and retains its quality of life. I've even served Solana Beach as a council member and deputy mayor because I care so much. My mouth figuratively dropped when I read about option A a few weeks ago. Where did this come from? As active as I am, I hadn't heard a thing about it, and suddenly all of Solana Beach is faced with years of negative impacts to our personal lives, to our business community and to our environment. We're not talking about a little inconvenience here. Pardon me for being blunt, but we're talking about screwing over a 3.5-square mile city with 13,000 people living here. It defies reason. I'm honestly aghast that for lack of a better phrase, passing the buck to Solana Beach is even under consideration. That is not the SANDAG way. I know friends who almost lost their livelihood due to the impacts of the trenching. And now this? There are alternatives at a fraction of the cost with minimal impacts to Del Mar that do not destroy Solana Beach. SANDAG, in its own words, quote "strives to improve the lives of all residents in the region through its initiatives." Option A does not improve the lives of all residents. It is fiscally irresponsible and with all due respect would be a slap in the face to Solana Beach. Our residents and businesses, business owners, shouldn't have to bear the brunt of this incredibly expensive and ill-conceived idea when there are other alternatives available, please discard option A and use our taxpayer dollars to explore and implement a better, smarter, cheaper, and less detrimental solution. Thank you.

Our next speaker is **Carla Hayes**.

Hello. Hello, council members, SANDAG. Thank you very much for that presentation. One thing that I find very disturbing about the entire thing is that until I walked the trench and until it was actually explained that all of that infrastructure that everybody suffered through when the tracks was double tracked would have to go. I believe it's 0.625 miles? Right? And if there were a park, how would anyone get there without destroying the rail trail? Which is in fact one of the jewels of Solana Beach and I believe was also built with county money. Is that not right? Yeah. And so that was upsetting. I heard about this whole alternative A actually at a fairgrounds

meeting back in February or March, and they are adamantly opposed to being shut down for a construction staging at the junction of the portal and the tunnel. So am I, because according to San Diego State University economic report on the economic multipliers, it's \$680 million a year from fairground events. That's for the entire region. So we're not talking just Solana Beach, we're not talking just Del Mar. We're also talking Flower Hill Mall. We're talking about all of the people who rent their houses out short-term, long-term, medium-term during racing season. We are talking about economic devastation from A. We really don't want that. Thank you.

Our next speaker is **Spencer Gobar**.

Sure. Hello. My name is Spencer Gobar. I'm a third generation Southern Californian. I grew up coming to these meetings when I was a little girl and born and raised in Solana Beach since 1990. Represent. I work in commercial real estate. I also am active in the coastal community and care about environmentalism. Presently, I view three major issues are facing Solana Beach and North County coastal San Diego. The first, obviously the North Bluff above Dog Beach, this could be protected and a wonderful location for a community park. I believe Solana Beach and Del Mar can work together to make this happen sooner rather than later. Secondly, the train, this needs to be addressed in a logical and financially sound way that respects the North County coastal community as a whole. A \$4 billion project that disrupts natural habitats and neighborhoods does not seem like the logical solution. San Diego was able to successfully produce the public transit that connected UTC La Jolla all the way down south through Old Town. This was elevated that ran and currently runs along the 5 freeway. So this sounds a hell of a lot easier than boring a tunnel underneath the San Dieguito Lagoon. Lastly, I ask that Solana Beach continue to be proactive in preventing unnecessary overdevelopment of miscellaneous lots and green spaces. Unfortunately, it's happening all over San Diego County and you guys need to continue to remain strong, you know, commercial units remain vacant here in Solana Beach post COVID. And it's important that we enable business owners and landowners rather than create unnecessary red tape that ends up stifling growth. How can we as a community and city support one another rather than create more unnecessary work for each other? How can we reach a win-win? Thank you.

Next is **Andrea Freund**.

Hi, everyone. I'm Andrea Freund. I did not come with notes prepared but, I felt compelled to speak. So relative to some of you, I'm a very recent Solana Beach resident. I moved here last year with my husband and part of what drew us to Solana Beach was the community, and it was those community spaces. I'm an avid runner, an avid walker. I'm on that coastal rail trail every day and I cannot state how important it is. One thing that I thought was interesting in option A was the use of public space was positioned as a pro. But I think all of us know that Del Mar, Solana Beach, and those areas are some of the most expensive for real estate in San Diego. And for those who don't have the

privilege and the luxury of buying their way into those spaces, those public spaces are so critical for allowing all of us to have access to the beauty of these areas. And so I hope that we will pursue options that protect that land. Thank you.

Next speaker is **Peggy Walker**.

Good evening, Mayor, council. Thank you. Thank you, SANDAG for your presentation. My name is Peggy Walker. I've lived here 30 years, watched this community grow and develop so beautifully. I love my city as all of these people do. So it was quite a shock. Yikes! To hear last week that, wow, Alternative A would subject all of us possibly to seven to 12 years of construction. That was quite a surprise. So I want to log my opposition to Alternative A. The obvious reasons: it's the most costly. It's the longest, it could have very severe environmental impact and economic impact. One of the things that concerned me is that we have two main traffic ways in Solana Beach: 101 and Lomas Santa Fe. So it looks from what I see like a lot of the work would go along the trenching on 101. So with that work and that being our main, one of our main, thoroughfares that's going to impact every resident in Solana Beach because that's those two streets are where we drive and we bike and we walk. That's where we, how we live here. So huge impact on our community. I'm also very concerned about the economic impact on the Cedros Design Center, which has evolved from a very small street to a very big commercial center to us and on 101, the commercial businesses along 101. So I hope that you'll consider one of the other alternatives. And I personally would like to hear more from Mr. Clemons about what looks like a very good alternative. So thank you for presenting that and thank you for your time. Thank you.

Our next Speaker is **Anna Maria Grace**.

Hi, I'm Anna Maria Grace. 41-year resident of Solana Beach. 70 years old, native, second-generation Californian. I ride the rails regularly up to the Bay Area, most recently on June 8th through a round trip. And what I can tell you is we are missing an opportunity. There are two main users of the rail system. There are passenger trains which we're accustomed to, that includes light rail and there's freight. I believe in looking at the weight and standing on a platform and feeling it, that the freight trains are the ones that are doing most of the damage. If we take a page out of what goes on in the Bay Area there and we move the freight trains, I get that they own it and we borrow it, but the freight trains could have a more direct route in an existing line that will take them inland from Long Beach, which is a major port, lots of goods coming into Escondido from there. It can be broken down to other places. They don't need to go along this line. If Amtrak were to stop at say Oceanside, then people get on to a light rail system with room for baggage to get around San Diego County. And I think that we need to step back because this has become an issue that impacts so many people that if we take just a moment, take a look back and see what resources exist already, I

think this will maybe be another way of looking at it that will have less impact, less cost, and will keep the purpose. People on a freight train don't need to see the ocean. But people love to take this view as they're coming down from LA. And if you were to take that ride up, you'll notice that it goes - the Amtrak takes you off the coast after you get out of LA, goes inland, takes you Central Valley and then when it comes up, it stops at Oakland, you can't take an Amtrak into San Francisco. They stopped that service in the sixties. I know because I've ridden it since I was a baby, and they use light rail to get people around. So I really recommend that be considered as it will have less cost, less impact and it is, has been working successfully up there. So Anna Maria, last name Grace.

Thank you, Deputy Mayor has a question for you.

Thank you, Hannah Maria. That's kind of creative.

I know you gotta step back.

But my question is, do you support Alternative A?

I can't at this time support any of these because I think that we're missing an opportunity to look big picture at this and find something that works. So, no, at this point, I can't. Sorry. Thank you.

Our next speaker is **Tracy Richmond**.

Good evening. Tracy Richmond.

Can you pull the mic down just a touch?

529 Glenmont Drive, Solana Beach. I think the best option available to all of us is B. It's really of the only two viable ones. B I think is the best because it's, even though it's slightly more expensive, it's a better because it goes under less homes. It's least disruptive of both Del Mar and Solana Beach and it meets all of the six project objectives as laid out in the report. It's difficult to understand how A even was considered since it doesn't meet them, it only meets four of them. As noted on page 1-7. The only basis it looks like that it made it on the recommendation is that there was public support. Now, the public support is kind of interesting because who was asked for that support and if you look into the report, there's page 2-7 there's a presentation to Del Mar City Council, there's a Del Mar community open house, there's a LOSSAN workshop in Del Mar. There's a SANDAG presentation to Del Mar City Council. There's a SANDAG presentation to Torrey Pines which is down at the opening of the tunnel. Solana Beach doesn't show up in that outreach list. And I think that's why we're unhappy. Because at this point, you know, at this point, the construction, if A is seriously a consideration it, for the report, I'll read it Alignment P7A which is 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. Needless to say it would also require a 6000 ft shoe fly, which would basically, you're gonna cut over into the rail trail. You're gonna impact traffic on 101 Via de la Valle and all the adjoining homes. So it is a huge impact as noted in the report. And so at this point, I think it's nice that they finally came to tell us about it. Because I think ultimately option A really is not an appropriate option and it is the most expensive and the most damaging to both communities. Thank you.

Next speaker is **Andrew Menshek**.

Council, honorable mayor. Andrew Menshek, a board member with Santa Fe Irrigation District, District Five, which represents the area impacted by option A. I am not representing the district. I'm here as a resident tonight. Complete opposition with my personal citizen vote of option A. The first I heard about it through our water district was not through the water district is by our mayor in her email that came out, we have a lot of infrastructure in there that was impacted by the lowering. We have current infrastructure that goes across via de. There's uh some of our partner agencies, reclaimed water goes through there. We've had zero communication, zero information from SANDAG. I wasn't even gonna speak tonight. I was really gonna get here and kind of get caught up. But this concerns me and this slide is one that caught my attention. This is the process. Then you see the first one is conceptual alignments lining down into stakeholder and outreach alignments. Didn't happen, followed the flow chart all the way across. And here we are already alignments in advance to scoping with those three alternatives and it, and I'm sorry, no disrespect to the SANDAG folks that are here. I know you're doing hard work, you're trying to do it right. But this is a complete abject failure. Communications 101 on community outreach. And I think this will probably be a case study down in some of the public information officer classes if, if not communications specialist. And I tell you this because I don't have a lot of faith in SANDAG when the actual management, upper management, hides information from board members. The board is the checks and balances at SANDAG. In 2004, the governor signed Assembly Bill 805 due to mismanagement, fraud, and financial waste at SANDAG and subsequent to that, there's been so many audits that have come down that currently there's a Department of Federal Department of Justice and FBI investigation that's apparently occurring due to waste and management. There's a unlawful termination, possible whistleblower lawsuit because the, one of the financial folks, expressed a concern about the funds, the \$2 to \$3 million that were not being collected at the highway 125 toll and that person was terminated. You can go all the way back to the credit card scandal at SANDAG. The bonuses to the executives who were leaving were paid bonuses illegally. This goes on and on and on. So I just don't have faith. And this concerns me greatly when I hear option A being \$4 billion when there's lesser ones available. Thank you.

And our last, our last speaker is Mark. Is it Herbert? I can't quite read it. Mark. Ok. Maybe if you could just tell us your name. Thank you.

My name is **Mark Rittenbaum**. Thank you for having me here. And I, I think the gist of my comments is seeking for our communities to come together between Del Mar and Solana Beach. Very often in our society today, it's us versus them where there is everybody that's not us. And we have a common problem here and I'd ask that, I'd empathize with those of you in Solana Beach, you may tell that I'm a resident of Del Mar, I'll declare it and don't hit me on the way out. So many of the concerns that you're expressing and many of the fears that you're expressing are the same fears and concerns that your neighbors to the south have. I'd encourage you to get involved. I'd encourage you to fact check. There's a lot of assertions here tonight. And I think you'll, when you peel back the onion, those they, they may turn out to be facts, they may not be uh turn out. Uh I'd also ask that we show uh empathy for one another. If option A as an example is categorically dismissed, and option B and C are the two that are left, think about if this were your town and a tunnel was going straight from the beach through the sandstone through 200 to 400 homes. And the concerns that you would have with that and concerns and doubts you would have whether those costs and timelines are severely understated. Think about the concerns that you would have if hazardous materials from freight cars were going under your homes. And so it's a real problem. There's not a simple solution, but I'd suggest that we work together to find a solution that avoids that is what was referred to by the SANDAG officials of a public land solution that avoids going under homes, avoids going under businesses, avoids eminent domain and avoids hazardous materials going underground in our neighborhoods. So I'm seeking for our communities to come together to find a solution rather than categorically dismiss a solution. Thank you.

We've been here, we've been here all along. II I, you may have a seat, you may have a seat, have a seat. Thank you. Thank you very much. OK.

Any other um speakers? I see no others. OK. Now make sure you, you um hand in your comments or, or send them um via email as well. I think the council has a few more questions for San Staff. Um I think we're gonna go first to council member Becker. OK. So in the interest of more facts coming out tonight, uh I would like to go into the timeline for the release of the project's draft eir I don't have that flicker but maybe somebody could put up the slide with a time one. I'll get it. There we go. That was the slide that you showed us earlier and you don't have any more specific dates than just the No, this is, this is where it started the process. OK. So no, OK. You just 2025 2026. So that's all you can do. OK. And what is the funding that's being used to conduct the eir does that have a deadline with it? We've received a package of state funding. We have um \$300 million overall from the state of California to uh get us through what we're calling the environmental process and the advanced conceptual engineering process, which we're doing in parallel so that we can seek to environmentally clear these turns while also conducting that engineering 2 30% design. So we can determine exactly what all these projects would look like, what the impacts could be and be able to document everything in relation to what that engineered project could look like and what needs to come alongside of that. So what is the deliverable that is required to successfully complete the work under that funding? That you just mentioned that that will be that draft Eireis actually IE with that. So that, that gets us through this entire process on the screen. All right, very good. And what, when is the ne analysis going to kick off? So that will happen with the identification of our federal lead agency which we're still working to determine uh once that's in place, we'll be having some conversations to schedule exactly what that timeline needs to look like. But we're, we're not at that phase yet. Ok. So you don't have any idea who the different agencies might be, that would be the lead or the federal sponsor for. We've spoken to a few, but we have no solid uh identified federal lead at this time. All right. And can you just briefly tell us the significant differences between the N A process and the process. Could those be done in conjunction with each other? Yeah, that's our, our proposal is to do them side by side simultaneously. So you have one joint document Eireis. The thing that's holding us back right now is of course, identification of the federal agency. OK. So could there what changes could be required for the se a documentation or the NOP when the NP A process starts? And the NNP A document is scoped. Um So all things are open at that point in time. So what we're planning to do is take all the input that we get as part of this scoping process and drive it into that process so we can help you refine add change anything in the NOP. And the reason that they're not happening together is

that because you haven't uh identified the federal sponsor? That's correct. OK. Thank you. Thank you.

And uh next up is council member mcdonald. Hi, first of all, I'd like to pick up on what the gentleman from Delmar just said it was, he was very brave. I don't think he's here anymore to come tonight. Um And I, I, I've heard this figure because I've listened, you know, to some of the Delmar uh City Council presentations that somehow B or C, I'm not sure which they're referring to. I think the people who are most upset are the people who think that B is near their homes, is going to somehow destroy 200 to 400 homes in Delmar. Is there any truth to that? I think the, what we've heard is that a tunnel underneath someone's house makes them very nervous for their noise. Vibration concerns about house materials. We've heard this over and over again. It's a concern about having some structure underneath your house. Whether it's, you know, 30 ft or 200 ft below your house, that's what we've been hearing. And you understand that there are houses in Solana Beach as well, including houses along South Cros and including houses on via de Laval. They may be townhouses or patio homes. They may not be multimillion dollar mansions, but it's a very dense area full of lots of people who live in houses. Well, you acknowledge that. That's true. Correct. Yes. Thank you. Can we go back to um I think it's slide 13. It's my way. Thanks. So, so when this map first came out, there were three alternatives. Although as we, as you explained before, there were many, many more that got rejected for various reasons. Um Alternative A as it became known has this little round circle at the end which says Fairgrounds North. I'm wondering who named it such I do not know. Do you have that? That was our engineering team coming up with I just identifiers to site locations. Uh Those are just stand in identifiers. I think we we called it the North because that would be the extreme northern end of what uh the board structure would exit out into uh the the board portion of the tunnel would terminate uh at a location somewhere within the 22nd agricultural district and transition into that cut and cover tunnel. Um But the, the end of that, that portal location is where the cut and cover tunnel would terminate based on that really, really again, we're at not even 1% level of design. So in, in reality, fairgrounds, North is not in the fairgrounds. It's actually in the city of Solana Beach because it's north of Villa de La Valle. According to this map, that would be a correct interpretation. The end of the tunnel structure would be there. The end of the board tunnel would be in the fair grounds. I I find this very disingenuous. I've had many residents in Solana Beach. Look at this map and tell me, I don't understand why Solana Beach is worried or unhappy because it's the the portal is in on the fairgrounds. It's not in Solana Beach. Can you correct this? That's a fair comment. We can do that moving forward and publicize it as such. Yes, thank you. So related to this is there have been many questions about all of these routes and how the staging would happen and where all the equipment would be kept for all these years while whatever happens happens, can you comment on that certainly. And

that's, that's a huge part of the analysis that we need to do. We still are trying to figure out exactly where these lines would need to fall in space. We need to find exactly what uh you know, the impacts of tunneling would be where the spacing would need to be with all of these things. Um I, I appreciate that it's, it's not a popular answer at this time, but that's work that we still need to do. And that's the importance of the process that we need to follow is to understand what the engineering would need to look like. So we can understand what the construction would need to look like. And that's, that's something that we would need to document uh thoroughly as part of the SQL N for process. That is part of the analysis that we need to put on the record is exactly what the implications of each of these would be, not just for where the tunnel is, but what for construct would look like and what for uh just the use of space around it? Would we need temporary road closures. All of these things would need to be documented as part of this process. I think 11 final question. Um So each of these routes are different lengths. Um The longest route which would start in Solana Beach, would there have to be some where the portal would be in Solana Beach and end, um at the grassy knoll, would there have to be? So because it's so long over seven miles, would there have to be some sort of mid point where there'd be some sort of vent or structure? So at this point, based on the information our engineering team has, we don't think that that would be necessary, but that is something that could come out of the refinement and need to look at this in, in further depth. But that's something that was an advantage of the concept of a tunnel boring machine board tunnel uh was that we could actually have that design. So we could limit the uh need for structure to just be at the portal locations. Deputy Marrison. Did you have a follow up on those before I go to council? Thank you very much. Um So um council mcdonald, you know, asked you about the fact that this has been called something I five portal or I five Alternative, The Fairgrounds Alternative, but nothing about Salon of Beach Alternative, the NOP itself on page eight um talks about the fairgrounds north and it goes on to say that this proposed portal would be located north of the fairgrounds within the rail railroad trench in Solana Beach. The portal's infrastructure would start south of the existing Solana Beach Station. It doesn't, it doesn't say anything about a cotton cover tunnel. It doesn't say anything like for example, up above under uh two north portal locations under Jimmy Durante Boulevard. Um It says the portal structures would potentially extend into commercial and residential properties. I believe that we've heard that this is also the case with the Solana Beach Tunnel option and I would like that information also added to the NOP. Um I know that item 15 on the sand E board meeting on Friday, you've already put out the agenda. This information was in it, it's attached and you've got a board looking at something that isn't factual. It doesn't actually consider the impacts to our community. They're also looking at something that says fairgrounds north. Oh What does that have to do with Salana Beach and no home impacts because Del Mar has been talking to us for quite a while about the impacts to their hundreds of homes. No one's talking

about Solana Beach. Um Also on page nine under the alternatives. Um Again, Alternative C doesn't really tell the story. Uh it or I'm sorry. Alternative A doesn't really tell the story. Um As far as the fact that it starts here, there's a tunnel, there it goes there, it impacts the fairgrounds and then it goes on. It needs, this needs, this language needs to be straightened out and it needs to be straightened out before Friday at the Sand E meeting. We will seek to clarify everything that we can within the restrictions we have coming to the board, but that's something that we'll take into consideration. And do the best we can to rush that. Well, I'm, I'm a board member, so I'll be looking for that email. All right. Thank you. Thank you. Thank you. Um Councilor Perso. Yeah, thanks to follow up again on one of mc Councilman mcdonald's questions on the, the venting. So if all the venting occurs at the exits, I'm assuming that um part of the analysis then will be the concentration of pollution coming out of each one of those portals. Given you've got five miles of tunnel and option A and you only have two exits. So you got five miles of diesel freight trains going through that are gonna come out in 22 point locations. Is that correct? Correct? Ok. So you know clearly from that perspective, part of the analysis will be a shorter tunnel is better because you're gonna collect less pollution that's gonna be coming out from a particular location. That is something that we'd expect the environmental statement to address. Um And then sorry if you already addressed this, I'm trying to remember. So do you have a rough idea that you've shown that of the construction time frame for each one of the options? Uh I think to the extent that it's in the scoping document, only a very high level just based on the approximate uh you know time it takes for a tunnel boring machine to move through, approximate lay down based on the amount of square footage we have just very, very rough order of magnitude stuff to get us to an approximate cost. Uh But again, this is something that we need to dig into all the details as part of this process. So we can get an exact estimate and the cost very well could change as that moves forward. Yeah, I was actually asking about timeline but I think I saw for it was seven to approximately 72 years and I think it does vary with length. Yeah. So the the again, the longer the tunnel is, the longer it's likely to take to get this done correct or the longer the road is as well? And is it again, understanding, you've only done so much uh analysis so far? But knowing the complexity of option A, is it fair to say that likely for the entire duration of that timeline, we would see the impacts all on the infrastructure in Solana Beach, meaning, you know, the trench work of widening the trench deepening the trench, which would likely mean the loss of loss of the coastal rail trail, I would assume south of Loma. And for the entire tradition of the project, A does have a lot of challenges associated with it based on the length of tunnel based on the length of the portal location. And those are all things that we would need to quantify. And I think it would be reasonable to, to make that assumption that likely lose all of that. And it could, I mean, one of the things you heard tonight was again, uh, some business owners from, you know, Cedar was talking about when we did the underground de you



know, they lost the parking in the railroad right away cause all, as we know all the Cedars businesses park in the railroad right away. Way, it's probably reasonable. Assume that could get lost again if you're gonna have to use much of the right away. I know you don't know it, but I it it could be quite impactful and, and I guess one of the other things and we also, I could, you know, clearly, uh I don't know how it gets quantified when you do an environmental analysis. You know, we have actually, I clearly have a very well used rail trail is part of that analysis, the impact of loss of that outdoor space for 7 to 10 years. Yeah, there will be, there will be an impact section on impacts to recreational resources that will be included in there. So that's part of it as well. Thanks is um you know, very quickly. So I want to follow up on that. We are interested in absolutely every one of the impacts that we wanna make sure that these are all to the extent that these have been highlighted as concerns. We want to capture these concerns moving forward and that's why I'm bringing them up the uh the other related to this is, you know, Solana Beach, one of the downsides of being a small city is you have a higher red reliance on the few economic areas that you have. You know, the in our city, we have five identified economic areas. Two of them, one of them is 101 and the other one's Cedros. So by negatively impacting those areas for a 7 to 10 year period in a significant way, which was clearly identified as what happened during the underground process. I mean, there are only two hotels which is tot tax are on 101 in this project affected area. Um One could uh one could assume that there would be significant impacts to the sales tax revenue in Slane Beach, possible loss of businesses. And um and thus the, you know, impact the ability for us to provide just our city services cause you're talking about 40% of our commercial districts. Um is that analyzed as part of SE A or N EPA or both? It's a part of the NP A document and there's a whole social economic issue that isn't included in that. Ok, thanks. So it's something you'll you would be capturing, were this option to be moving forward then? Yeah, you'll see that again in this N A scoping process when that occurs in the future. Ok, thanks. And, and again, just being, you know, maybe more on just more of this engineering type thought process. Again, do we know for a fact, like how do we know at this point how far a tunnel has to be below ground to be in the lagoon or underneath water? Do we know the minimum depth? And we're sure we can actually accomplish that uh in this project. So the tunnel boring machines needs at least a diameter above it. So that's the first thing and then that has to be below any depth of scour. So it's, it's pretty, pretty deep and we don't know exactly what that looks like, but that's part of the next step analysis. We talking hundreds of feet, hundreds of feet. Yeah, that's what I mean. Again, if you're starting from effectively Loma Santa Fe and going down, um, can you even get to that depth? Are you feeling confident that you have the enough ability to build those tunnels and, and can you do a cut and cover approach through the lagoon or assume that means you're gonna be building the, because it looked like your tunnel starts somewhere and near the fairgrounds. Right. Let me get that right. So I think what you're talking

about is where does the tunnel boring machine go in that purple line? That's the purple, the green line is cut and cover, right? And that's clearly in the lagoon at that point. And maybe this is a attitude of the map that's, that's on the fairgrounds itself. That's actually on the fair property. Yeah. Sorry, I consider the fairgrounds in the lagoon. Now, it might be, I'm just saying from the perspective of when this is being analyzed from um sea level rise perspective and understand what we're gonna have to accomplish to make sure these whole rail lines don't flood. So we might end up with like vertical retaining walls on the side of this thing to make sure that, you know, future sea level rise isn't gonna impact this particular rail line, that kind of stuff. Ok, thanks. Um Do we know um you, you've, you've do we know approximately how far south uh of Loma Santa Fe, we would think the, we would actually start having a covered space. So when you'd actually do cut and cover, I don't have the specifics on that, but where it's cut and covered in that green that would be open for, I mean, that would be a top, there would be a top on that. But do we know where the orange, orange to green transition occurs? Roughly that you know where the pedestrian crossover bridge is in that area around Rosa Street? Ok. And then do we know how deep the trench will be right before that happens? I don't have that p you have that in. Yeah. Ok, thanks because it comes up. That's what we're trying to figure out. Ok. Um And yeah, I guess that covers most of my questions at this point. Thanks. Ok. Thank deputy mayor. Did you have a follow up I I did thank you and thank you for the questions. Um Following up on an answer that you gave to council member Zito. Uh I believe I heard that alternative A is estimated to be 7 to 10 years or more. Is that correct? We know, well, we've estimated that construction for B and C is seven. We know that A is more complex. So it would be seven plus years. We haven't figured out how long that's gonna be. That's part of the next step of design and analysis. So you mentioned that a lot of it's based on the length of the tunnel and our tunnel is how much longer in alternative A than say alternative B. So the tunnel itself is five versus three for, for B and two versus C. But I don't think it's, I think it's more than that there's the complexities of, of the cut and cover versus the boring tunnel machine, right? And um I'm gonna come back to that cut, complexity of cut and cover, but I wanna remember this one but it's still in my head. So um the length of time a staff can help me the length of time. Um that the great separation project was uh impacting Cedros and 101. How about you? Yeah, maybe mayor probably uh has a better idea. I'm, I'm afraid I wasn't here a couple years. Yeah. Yeah. OK. And then um after that, I actually do remember because I was on the Chamber of Commerce. We did a streetscape here in Salana Beach and we had businesses go out on 101 during a one year project. Major economic impact to a single year project. Something that we're talking about a decade or more. It's really kinda out there. Um And I've already forgotten my second question because I didn't write a note, but I'll get back to it. I'm sure. Great. Um I have some questions. We were talking about the, the depth and it sounds like you already said that in alternative a the seasonal platform that has just been, you know, we just got

the money for the double tracking, the new double track uh San Diego Bridge and the seasonal platform. So that would have to be demolished in Alternative A Yeah, or we used for some other purpose. Ok. So for example, the real, but you could use it for a bike or a pedestrian for the. Ok. Right. But then we'd have to have a seasonal platform, right? And so given that you just said that that was going to be hundreds of feet to get under the lagoon. Do you know about how far underground the seasonal platform would be? So I just asked this question to our engineers and it's 80 ft at the location of the event. So at that point underneath the 22nd address, it could be 80 ft. And so that's like eight stories. I would guess 78 stories down below. And how do you act? So people would get off the train at 80 ft underneath there to get to the fairgrounds. And then how do they get to the surface elevators or ramps? I mean, it's, it's a long, it's a long haul, but it should be something like that. Ok. Gee, that sounds convenient. Um All right. And then, um, uh, curious about, uh, the deputy mayor and I met with one of your colleagues and we were talking about the impacts of the fair grounds and uh it was pretty clear in his um uh his recounting to us that the fair grounds would be a really would be very much impacted. It's where the cut and cover tunnel meets the board tunnel. And also obviously that would be where a lot of the machinery would be. So the fairgrounds hosts a lot of events and they host the fair and they host the um horse races. Do you think there would be impacts to those? Would they? And the construction impacts include noise and dust and vibration? There would definitely be impacts to the fair operations? Absolutely. So the fair would probably not be able to operate for at least a few years. It's the extent of those impacts and how long we just don't know yet. That's part of the next steps. So you look into, you do a construction schedule, you'd figure out is there a way to stop operations during the fair. So example, is there an opera opportunity to move the fairground to different locations in, in the fair itself? So all that's a possibility. We just don't know yet. Ok. From uh from speaking with the fair folks, they use every square inch of that fair grounds for the fair and that's how they make their livelihood. And again, one of our speakers mentioned the 237 million a year in local spending from the fair, but 680 million a year, just from all the year round events, that would be a huge economic impact for us. Um So I have another question uh that has to do with the, the greatest width of the construction methods that will be necessary to construct uh the twin board tunnel, the cotton cover and the U shaped channel. Do you have any idea what I mean? When I heard that the twin board, they're each 28 ft or across and then they've got to have probably some space in between and then some space on either side. So that would be in the fairgrounds and then that would be um I don't have that. Yeah, we, I don't have the exact numbers for that today at this time. Uh The twin board tunnel would be shallower, but overall, the footprint would be a little bit wider overall as compared to a single bore alternative that we explored earlier, that would place the tracks much closer together. So the cut-and-cover is going to meet the twin bore. So the cut-and-cover is going to be that wide too. That means, or it would have to be.

Yeah. Yeah. To meet that and that would be meeting underground. Yes. Ok. And they would be about 100 or couple 100 ft at that point or 100 and 50 ft down below at that point. I think we're, I don't have that exact number on hand. We can, we can absolutely get that info. I can circle back with our engineering team and we can provide that. Ok. All right. That's all I have now, council member. Um, Deputy Merrison, you've got some questions. Uh I do. Um One is following up on a question that, um, the mayor had, um, and an answer that was given to her regarding fairgrounds, relocating a activities. Um I wish you guys would have been here on June 10th. So the, the fairgrounds is chock full of stuff and they have reduced in size since COVID and yet there still isn't enough parking, sufficient parking, even their off street lots were full, which means those cars are all forced into our residential neighborhoods. And um, it's very impactful to do anything at the fairgrounds that might induce their space. So I, I'd just like you to keep that in mind. Um And then I'm gonna go on to some other questions that I've been saving up for you. Um Where does construction access occur for alternative A in the south and in the north. Uh If I'm correct, the south is um is the uh portal on the knoll correct? And is it any different than B's location on the knoll? I mean, is, is, is there any improvement for the people impacted by B to have A in the north? I think uh as for um that I five no portal location at this time, based on the very preliminary work that we've done, we see that it would be substantially similar as far as construction lay down sites would need to be, however, we would need to, you know, see if there are additional materials required at any point in time uh for A versus B. That's, that's something that we need to determine through the. Ok. And the construction access for those, I will get an answer back to you on that one. I think we, we saw that it would be substantially similar. There could be uh points um kind of coming from the city of San Diego's Pump station service road off of uh Sereno Valley Road. Um There could be potentially some access off of Carmel Valley Road. I think that's work that still needs to be refined at this stage. Ok. And in the north, are you looking at like doing all your lay down in our train station parking lot or on our highway 101, for example, and blocking traffic or the intention that we're coming into this at, at this time is to focus as much as we can on the South portal, but we can't speak exactly to what the impacts would need to be at the northern location. And that's something that we want to make sure that we get documented and explore in complete depth so we can get a full accounting of the impacts and what we need to do to mitigate those. Ok. And um, so some of these questions I I created before I heard some answers from you, but just to reiterate, there could be structures and improvements uh be required um outside the existing rail right of way, correct. That's something that we would need to determine through the process and does alignment a avoid all temporary and permanent impacts to private residential businesses or properties. We are not at a stage of design where we can uh have a really solid view of exactly where the footprint of that that project is. Ok. So our, our, um, our trench right now, um it won't support a cotton cover, correct. It, it was engineered a long

time ago and my understanding is, is it won't. I've heard that from sane engineers already. Um So to save you from having to say, oh, I don't know that yet. Um It's what I've already heard from San E. Um So all of that infrastructure would need to be ripped out and replaced. I know our tunnel walls now are more like that. And you're talking these used, they're square, right? Are they bulkier? Are they, you know, can you tell me about those? That's something that we need to refine through the design process depending on the width that we'd need to do. I, I appreciate that. It's, it's not a satisfying answer at this stage, but that's, it's the point of this, this process is so we can get to those answers. Ok. And how about phasing, do you, is there any plan to phase parts of the project? So it's less impactful anywhere or would, for example, the train and the residents in Solana Beach be impacted for an entire five years or an entire seven years or an entire decade or 12 years. We definitely want to incorporate phasing to whatever extent possible through this, but it's still too early to say because we're not at the point of design to know exactly what it is that we need to construct at this time. So, looking at all of the alternatives, um A B and C, how does each of the alternatives prioritize public sensitive and recreational lands? See, Keith, I wasn't ignoring you. I know public sensitive and recreational lands here. Let's put this back up and by prioritize you mean which ones have the most impacts that at this stage in, in each of the alternatives. So the top one alternative A has the most um development or infrastructure on public lands because it's got the most infrastructure going across that sensitive lands. B and, and Green line and the pink line probably have similar impacts to close to impacts to the Lagoon in Los Pans, Keys Lagoon. And there's no impacts in San Diego for B and C and it would, since the A line would go down below San Diego, it would have no impact. At least that we know about right now. But we still look at vibrations. We don't know about that yet because everything's below the lagoon and that still has to be analyzed, sensitive lands, public lands and uh recreational lands, um Fair grounds would be impacted by a ab absolutely the most, the other ones, it's Los Pans Keys Lagoon, the existing railroad right away for alternative sea goes right through the lagoon. It has to be up creased and widened. So that's an ecological reserve out there. And so that would have impacts to the um area B probably has the less amount of recreational impacts for out of all the alternatives. That's a super high level analysis just upon what we know today. OK. And, but when you were doing this analysis before, you weren't taking into account at all the, the impact of the public lands to the adjacent private lands against Al Cros. And can you restate that? I'm trying to follow that to the public lands today? We, we have public lands which are, I'm assuming the railroad, which actually on CTD owns. So I'm not sure how public it is but, you know, whatever. Um And then we have houses and businesses that are all abutting it. So again, was any prioritization given to the impacts to those private lands that were immediately adjacent to the public lands? Not, not in this analysis that we did? Ok. All right. Um Thanks for now. Thank you. We who, who's, who's up

next? OK. I think what we have up next is I've got a couple that I'm just gonna go for here and that is um So we've got three alternatives here and I heard you say basically that you're gonna do technical studies for all three, right? So you're basically doing three eirs. So the way that this would work is since we have to do equal level analysis for the N A document anyways, you have to do that anyways, it's not duplicative work. It's the same work you do for NP A we're just also doing at the same time and utilizing it for the EIR. I don't mean that I don't mean it that way. I, I maybe didn't describe it. So it's a, you're gonna do technical analysis on A and B and C, right? Because what I'm used to in an, in A, in an EIR is there's a one project um which, which you analyze and then there you do comparative analysis on the other alternatives. But what it sounds like you're doing and it's gonna cost a lot of taxpayer money is you're analyzing all three, you know, to the same level, which is a heck of a lot of money and, and time if we've got a time constraint. So um let's talk about that because that's the difference between one of the difference between SEL and N EPA is the required level of analysis. So, in SQL, you do the proposed project and then you do alternatives but they're not analyzed equally. And you know, that's what you're talking about under N EPA, you analyze all your alternatives equally. And so since this is a joint Eireis, they will all be analyzed equally, whichever alternatives carry forward into that final document, that's the requirement of the law. OK. Um And have you considered all the impacts under s included in the S checklist? That's you, you went over that one and that's, it's all except I think forestry and agriculture or something. Agriculture is the only one we couldn't see an impact. Yeah, everything else has been included because Tina Zucker's business is gone. All right. OK. Um Who's up next? Um Deputy Mayor um Edson got some more. Does anybody else wanna go before me? No, it's quiet down there. Um uh So how will sand E define and identify cumulative impacts in the context of this project? So, a cumulative impact um analysis is required both under SEL and N EPA, there's a methodology that we would use. It's kind of a approach of looking at all the projects in the surrounding region and whether it's biology, cultural resources, whatever. And then you look at how this project adds to that cumulative impact. So it's a kind of a standard approach that is taken in both environmental impact reports and environmental impact statements. OK. And then how will sand a coordinate with other agencies and jurisdictions on potential projects that may be happening? Um You know, for example, we have a Loma Santa Fe Corridor uh improvement project. You know, there are a, everybody's got stuff going on all the time, right? So how will you coordinate this, you know, decade long project with what may be happening around it or seven year project? Um You wanna talk about the project development teams at all because that goes towards that issue. So as we advance for this process, we're uh scoped out to form project development teams that will consist of a lot of key stakeholders around the region. Uh We, you know, plan to invite uh city officials, major utility officials, things like that. So we can get everybody in the same room from, you know, as



close to day one as physically possible once we're putting the rubber to the road on this to make sure that we're taking everything into consideration that we can take care of um any projects happening at the same time, find out if there are any efficiencies that can be found as part of any of these projects happening at the same time. Um You know, if the roadway needs to be reconstructed as part of this and it could be next to this project, we can find a way to do those together. Um But we want to make sure that we're keeping all of our stakeholders combined uh from from the beginning of the project. OK. And as chair of NCTD, I can't help but ask this question, what are the ongoing or planned rail infrastructure projects within the region that will be considered in the cumulative impact analysis for this report? And, and also I'm, I'm gonna make it a two part question. Do any of these projects become obsolete by the alternative? And if so which ones? Uh and at what cost? OK. So all the ongoing infrastructure has to be included in that kind of cumulative analysis. We'll look and see what's happening in the region with the, with the rail. The second part of that question, I think what you're getting at is if what's happening now, that would be obsolete. I believe we're getting towards the double tracking of the existing San Diego railroad bridge and the special events platform under alternative A that would no longer be utilized. Also, there is double tracking in Solana Beach, that's part of that project that begins at the pedestrian bridge. So you would be ripping up all the existing double track in the city of Solana Beach. The one the part that was done um originally with grade separation and an additional portion that that would be, you know, pretty much brands, make a new double track, right, double track, the double the railroad bridge, the special event plant pounds, all that would be obsolete. B and C uh wouldn't affect us. Is that a smart use of taxpayer dollars? I mean \$254 million at least investment in just the sandy river br um Lagoon bridge, uh double track and special events platform and that little tiny, extra, little bit of double tracking in salon a beach. I mean, is that a really wise use of taxpayer funds? I think that's where it ultimately goes to the sand A board and they consider the environmental impacts along with everything else. Community impacts, cost the infrastructure, all that stuff goes to the sand E board for their consideration. And did you consider that? I mean, did the sand e staff consider all of these costs? And, and when they looked at 1.85 billion versus 4.14 billion? Yeah. So you can see that we said that at a has uh very, the most expensive. Absolutely. It has the most, lots of infrastructure that's abandoned. Absolutely. Now that's, that's part of the consideration for SQL. We looked at what's the physical impacts on the environment. So that's where we came up with our alternatives and we're looking for input on that. Ok. Well, thank you for listening to all of this impact and uh our input. And um also considering not just those sunk costs into say the San Deguo Lagoon replacement bridge and whatnot, but also the economic impacts to that freight, the billions of dollars of freight that are running through our region that would be interrupted with alternative aid that would not be interrupted if I understand by B or C and the fairgrounds operations again,

hundreds of millions of dollars. So thanks and, and also the via de La Valle, a vehicle bridge would have to be rebuilt as well. Is my understanding? Ok. All right. Um Councilman Becker, you've got a few and then I'm gonna wrap this up. Ok. Yeah. And mine is sort of a wrap up as well just so um we can figure out the communication going forward because I think you heard us loud and clear that we strongly feel that alternative A should not have been in, included in this project without consulting Solana Beach, without consulting Santa Fe Irrigation, without consulting NCTD, without consulting the Port of San Diego, without consulting Santa Leo JP A, all these um stakeholders, when you're putting a portal at one end of Solana Beach and take it through the entire other end of the city, through the entire business district and private homes. Is um it just really um, defies common sense and just goes against, you know, sand eggs, um trying to be transparent. Um So, uh I guess you've heard that loud and clear. So we're wondering from here on out, um, any updates and changes to the project, how will those be communicated to us and our community? And just like, ok, certainly we, we are happy to come back and present to the board at any time. We're happy to set up routine meetings uh with your staff uh through your city manager's office. Uh You know, we, we recognize an opportunity moving forward. So I also have heard that there was some office hours for maybe very many times in Del Mar. And I, I don't remember ever being asked if Solana Beach could have office hours with you here. We could set up a little office here at City Hall for any residents or businesses to come in and speak with you. Do you think that's something that's possible? It will happen? We will make and robust effort of communication with all the cities, all the agencies? Um There's always room for improvement and we will improve. Very good. Thank you. Thank you, Maria. I just wanna, you know, first of all, you know, you're, you're stepping into this job at a time where Sand E is going through so many controversies and there's a lot of problems and I admire you for wanting to take that on. I believe that this is one of them and I'm afraid that it's a mistake that was made by sand egg and that it's just gonna continue to be compounded. Uh, this, this, in all of that, we've had the information that we've heard tonight with a lot of, you know, we don't know yet, but just common sense shows that this alternative aim only meets three of those six objectives. I mean, the recreational impacts from the loss of access to the fairgrounds. Our entire half of our coastal rail trail would be destroyed, that the region already paid for the back to the community surrounding community is not going to be met because look what's going to happen to the homes along South Cros, the rail line won't be able to run during this. I mean, you can talk about this shoe fly. I I just can't believe that this is going to happen without, you know, tragic results to the poor workers on, on that and or at least having the railroad be interrupted to the point that it's in effect inoperable. So it doesn't meet that um uh objective, the biological impacts under the lagoon. I don't know, that's one thing, but also our Stevens Creek uh to be determined is what we're told it's in a fe a designated flood zone and it would either have to be diverted or pumped, which is sort of crazy to

me. Um And, and then of course, all of the economics that we've heard and I know the sequel doesn't look the economics, but the decision to put alternative a into this NOP was a wrong decision. And I, I'd actually like that the NOP to be corrected, that it only meets three because I cannot see in any way, shape or form that it meets four. And I don't understand how it got in there. And I know that there are some challenges of getting it out. But I, I, I'm I, you and I are going to work closely together to figure this out and make sure that, you know, Sand E does the right thing going forward on this project and that we don't continue down the wrong path just because it started out on that path. So what I can commit to is first, we're going to have a conversation on Friday um with the entire board on potential next steps and opportunities. Now, I think the goal here is to have an equal level of evaluation on all the alternatives and get to a point that we can recently say, hey, does it really make sense to expand the public's dollars or do we correct course or not, or adjust um from a, from a time perspective? And this is not a good response, but there is an opportunity as we're going to be opening the NP A process to really readjust and, and, and based on the information we would be generating, maybe not to the full extent of technical studies, but in a responsible way, it would allow us to correct any actions that need to be corrected. Um I don't know where all this is gonna take us, as you said, where in my case, I'm coming in. I, my first meeting was to show up to a public meeting that on, on this item. But what I can tell you is that we will make the most effort to one enhance, better and robust to your satisfaction and the city satisfaction, the communication with the city and all the other interested cities and parties to have adequate analysis at a level playing field with all the alternatives. And if at that point, we see that there's some corrections that need to be or areas of opportunity of tweaking, changing, adding, eliminating whatever it is, some alternatives we will do it at the right time at those cross points that the process allows us to do and you know about because you have to identify the lead agency, right? How soon do you think that could be done? And then when do we get to the crossroads point and the ne A that we could maybe correct this? That's a good question. So normally for this type of project, it will be the fair Federal Rail Authority, Federal Rail Authority has indicated that they want to do delegation to the state. There are discussions going on with the State of California and seeing which would be the authority that has that delegation high speed rail uh is what is shaping up to be. We probably will have to have more robust conversations both with the state and that federal agencies and other federal agencies on the areas of opportunity to not delay that decision that much. So it, but also allows us those crossroads to make decisions, including all the discussions we had and comments that we had today. And the San E Board is still who's going to vote on it even in the NP A process, it's not some other state, you know, NP A process is the federal leach agency who determines that. But normally the federal, the federal agencies like to see a local prefer alternative at, at the time of trap circulation of, of the NP A document that won't be for years. Right. Well, but we have the notice of

intent period and I think that's an area where we need to really think about what we're doing. What makes sense. Yeah. And um, in the, in, in, in another scenario, it could be that we reissue the NOP at the, uh, notice of intent pro process jointly because we have found some areas of opportunity that we want to revise. Ok. I'm gonna read between the lines there and that there can be some corrections there. But I'm, I'm still not just making sure that it's not like the board of the high speed rail that makes decisions. It will be sand egg board that will make decisions. Look, we, we won't be able to have a, a prefer alternative ins and a different preferred alternative in NP A. That's gonna have to be the same. The CIA it relies on the SAN A board and the NP A relies strongly on the preferred locally, uh prefer alternative that the local agency, the lead local agency presents, which is the SAN A board will be evaluating that when we're ready to submit that? Ok. All right. Would you like to make any other concluding remarks before we take a break? Because I think we all need that. We really appreciate the Oh, yeah, we, we really appreciate the invitation. Um It is our responsibility to come and talk to you all and garner all the comments from all the City council as well as the public. Um in my, in my role, uh we're committed. I'm committed. I'm taking this to a satisfactory fruition for all. Now with this mega projects, not everybody is gonna get what they want. That's a reality, right? Um But we do need to probably take the opportunity of more enhanced partnerships, more enhanced communications and really bring everybody together and figure out the solution that's more palatable for everybody even so it may not be the preferred one for all the people and also be uh good stewards of the environment and the public dollars, right? Among other stuff. Very good Thank you. Thank you. Thank you very much. OK, we're gonna take a break. Thank you. Thank you everybody for coming. Really appreciate it. I don't want sand to leave before I ask my question. I'm sorry, I I do have one more question. I just don't want you guys to leave because we're taking a break to ask the question. I didn't realize that's why I went on the board. Yeah, if you could. Um So just one thing um you mentioned the additional time extension that lots of people had asked for. I don't believe that anyone in the Solana Beach community asked for a time extension. And I don't think it, I don't think it benefits us in any way, shape or form. So I would say no to that. I don't know if my fellow colleagues feel the same, but I think you're getting head nods. None of us have that in mind. And then um the last thing is um and deputy mayor you're referring to the request uh to extend the nop beyond 45 days. That's correct. II I think that if uh if time is of the essence and that's what we're hearing with regard to funding, let's get moving. Let's get this out of the way. Let's get alternative a out of the way. Thanks. That's all. Ok. OK. Thank you. That's it. I need a break. Go. Is it me one? I got to be as bitchy one. I got to be as bitchy one.

## **Comments Submitted in Response to the NOP**

## Emails



## Lossan Rail Realignment Project

GRACE ADAMS [REDACTED]

Fri 7/12/2024 4:06 PM

To: LOSSANcorridor <lossan@sandag.org> [REDACTED]

[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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To whom it may concern, from a resident of Solana Beach.

I oppose Alternative A. At double the cost of the other alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Steven's Creek, the fairgrounds and the San Dieguito lagoon.

Alternative A does not pass the common sense test. Please focus on more viable alternatives.

Sincerely,  
Grace Adams  
Solana Beach Resident

Sent from Grace's iPhone

**From:** [Mark Adler](#)  
**To:** [LOSSANcorridor](#)  
**Cc:** [heebner@cosb.org](mailto:heebner@cosb.org)  
**Subject:** SDLRR Project NOP  
**Date:** Wednesday, June 19, 2024 12:19:43 PM  
**Attachments:** [Outlook-iucq1ali.png](#)

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**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To SANDAG Leadership:

I am a resident of Solana Beach for 30 years, as are my mother, two sons and another son's family.

I oppose further consideration of Alternative A.

Please remove it before any further work on the EIR is done.

The extraordinary increase of an already oppressive cost with "Alternative A", especially given less expensive alternatives, also entails significant economic and personal consequences including:

- unsightly effacement of areas in and around living areas, and robust, established and productive commerce
- disruption/termination of iconic County events, and even national destination draws that put area "on the map". (Seasonal travel plans, once changed, acquire inertia so losses from long interruption may not recover).
- marked compromise of tranquility and quality of life for homeowners
- Traffic disruption, delays and detours in our limited transportation lanes—not temporary and tolerable but a daily nuisance 24/7/365 x years.

- Beyond nuisance to dwellers, such a substantial disruption could imperil the livelihood of area merchants and restaurants. Many of them have steadfastly and tastefully established themselves in our low volume region and added a great deal to the charm of our town.
- Decreased attraction to, and value of homes in Solana Beach
- Broad, prolonged, functional and structural havoc with fragile ecosystems. The Lagoon, for example, and its sources of water inflow and egress have demonstrated ill consequences of interruption and stagnation in past years.

Earth-moving and excavation on this large scale, even assuming "all goes well" with plan brings profound, often unexpected hazard to nature, commerce and quality of life. Many of these problems are the sort, once broken, do not have quick fix by moving dirt or even investment of large funds.

Alternative A does not justify use of additional taxpayer money.

Respectfully,

Mark J. Adler, M.D.



## SDLRR Project NOP

Douglas Alden [REDACTED]

Fri 7/19/2024 4:42 PM

To:LOSSANcorridor <lossancorridor@sandag.org>

Cc:LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Tim Pesce,

I am writing to express my support for LOSSAN Rail Realignment Alternative C. It is the shortest route, which helps SANDAG meet regional greenhouse gas emissions reduction targets set by the California Air Resources Board, provides fuel savings which while minor for a single trip will add up over the 100's of rail trips year over year, and while it is slightly more costly than Alternative B (\$1.56 billion vs \$1.48 billion) it is significantly cheaper than option A (\$4.4 billion).

Regards,

Douglas Alden

[REDACTED]  
Del Mar CA

## LOSSAN CORRIDOR

Chris Allen [REDACTED]

Fri 6/28/2024 4:31 PM

To: LOSSANcorridor <LOSSANcorridor@sandag.org>

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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Hello Board Members,

I am a 4 year resident of the City of Solana Beach. I am writing to oppose the A alignment option presented by SANDAG staff at the Solana Beach Council Meeting on June 26th. Your staff opened their presentation by noting that they may be reviewing other options. A resident made a powerpoint presentation of an alternate alignment titled Option AL.

It is much less intrusive to our City. I support this alignment. Also it is difficult to assess the proposed alignments A,B and C without developing a comprehensive analysis of the negative economic impacts of each. The Mayor noted that the A alignment would heavily impact the Fairgrounds property which alone generates \$630M in revenue to the communities each year. Also a study must be completed soon to determine the true cost of procuring the real estate for the right of way for each option. Then the public can truly assess the cost and impact of each option.

Please keep our City informed of the ongoing analysis.

Sincerely,

Christopher A. Allen

## STOP ALTERNATIVE A

jane allen [REDACTED]

Wed 6/19/2024 12:07 PM

To:LOSSANcorridor <lossancorridor@sandag.org>

Cc:sandagalignment@cosb.org <sandagalignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

AS A RESIDENT OF SOLANA BEACH I ask that you please do not go forward with Plan A  
Jane Allen

"I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money."



## Rail options

David Altheide [REDACTED]

Tue 6/18/2024 9:33 AM

To:LOSSANcorridor <lossan@sandag.org>

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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Hi

I oppose the optional plan for a rail tunnel under Solana Beach tracks. This will disrupt business and traffic for a decade with no discernible advantage over other proposed routes. A tunnel is not a good option in this geologic area.

David Altheide  
[REDACTED]

Sent from my iPhone

**From:** [Jeff Anderman](#)  
**To:** [REDACTED] [Lesa Heebner](#)  
**Subject:** SDLRR Project NOP  
**Date:** Wednesday, June 19, 2024 2:02:17 PM

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You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To Whom it May Concern:

I am writing to express strong opposition to further consideration of Alternative A as shown on <https://www.sandag.org/railrealignment>. As a resident of Solana Beach for 35 years and former member of its Finance Commission I have a direct interest in the project. It is more than disturbing that Solana Beach has been blindsided by an egregious and ill-conceived proposal that would cause material harms to the city. Alternative A was created improvidently in both concept and process and should be removed immediately from further consideration.

Alternative A came to my attention through the website referenced above and the Alignments Screening Report of the San Diego LOSSAN Rail Realignment Process, dated May 31, 2024 (Ref. 1, below). An earlier Del Mar Tunnels Alternatives Analysis Report released August 2023 (Ref 2.) documented the joint dismissal by SANDAG, NCTD, MTS, LOSSAN, SCRRA and Caltrans of what is typically referred to as the "I-5" alignment or routing. It was not to be advanced to further engineering studies for good reason - it ranked dead last among the six alternatives considered. What we see now as Alternative A is nothing more than a previously rejected routing modified to shift burdens from Del Mar to Solana Beach.

Alternative A emerged only as a result of SANDAG working exclusively with Del Mar, without engaging the City of Solana Beach. Reference 1 documents the tortuous twists and turns required to find a way to placate certain Del Mar residents with Alternative A, shifting burdens to Solana Beach but without informing the city until very recently, just before it may become part of the imminent EIR process. It is as it appears - a veritable Frankenstein assembled from previously dead parts, a mutant stepchild that imposes damages on an uninvolved party to placate Del Mar residents opposed to a tunnel underfoot. It should never have come into existence.

While my heart goes out to those Del Mar residents who may at some point suffer the

indignity of knowing a train is some two to three hundred feet below the ground they stand on, it is not Solana Beach's job to suffer disproportionate harms to prevent that.

To illustrate this point, Del Mar and SANDAG created Alignments P7-A, P7-B, P9, P10-A and P-10B as part of Alternative A (See Ref. 1, Sections 4.2.9 - 4.2.10, 4.2.12 - 4.2.14), each of which would:

- "meet 4 of the 6 project objectives" [Other alternatives meet all 6];
- "result in impacts to the Coastal Rail Trail, Solana Beach, Stevens Creek and the Del Mar Fairgrounds"; and
- "would not meet the project objectives to minimize impacts to the surrounding community and preserve biological, cultural, and recreational resources."

According to Table 4-1 that follows these points, the only redeeming features left for Alternative A are eliminating at-grade railroad crossings, increasing rail capacity and maintaining rail service at existing train stations. It does not cure the shortcomings of the previously rejected I-5 routing. On its face it remains plainly inferior to Alternatives B and C, which embody the choices that survived the scrutiny applied in Reference 2.

Yet somehow this ill-conceived alternative, created without engaging relevant parties in Solana Beach and imposing harms beyond those bulleted above, is proposed for advancement to further consideration. That goes beyond the pale.

Advancement of Alternative A amounts to Del Mar and SANDAG resolving the tunnel-underfoot aversion of some residents by dumping the problem onto Solana Beach in the dark of night. Given its dramatically higher project costs, harm to surrounding communities, right of way issues and more, Alternative A should be stricken immediately from further consideration. It was created improvidently in both concept and process, resurrecting a route cast aside for good reason, and I strongly oppose taxpayer money being spent to offer it further consideration.

Best regards,

Jeff Anderman

References:

1. <https://www.sandag.org/-/media/SANDAG/Documents/PDF/projects-and-programs/featured-projects/lossan-rail-improvements-del-mar-bluffs/lossan-realignment/sd-lossan-rail-realignment-screening-2024-06-03.pdf> ).
2. <https://www.sandag.org/-/media/SANDAG/Documents/PDF/projects-and->

[programs/featured-projects/lossan-rail-improvements-del-mar-bluffs/del-mar-bluffs-stabilization/lossan-sdsvd-t-alternatives-analysis-2023-09-01.pdf](#)

**From:** [Anita Anderson](#)  
**To:** [LOSSANcorridor](#)  
**Cc:** [LOSSANAlignment@cosb.org](mailto:LOSSANAlignment@cosb.org)  
**Subject:** SDLRR Project NOP  
**Date:** Saturday, June 22, 2024 8:47:56 PM

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You don't often get email from [REDACTED] [Learn why this is important](#)

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To Whom It May Concern,

As a Solana Beach resident who just became aware of Alternative A, I am extremely concerned about the severe impact on Solana Beach businesses, residents and the environment --which does not appear to have been adequately considered. I urge SANDAG to take a step back before including Alternative A in the next step of the process. Please remove it before any further work on the EIR is done. Alternatives B and C are more direct, shorter, and far less expensive routes that utilize less-intrusive, less-polluting bored tunnels in 90% of their configurations. In contrast, Alternative A is double the cost and poses serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon. Accordingly, Alternative A does not warrant the expenditure of any additional taxpayer money.

Anita and Christian Anderson

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## SDLRR Project NOP

Jennifer Anderson [REDACTED]

Fri 7/19/2024 1:09 PM

To:LOSSANcorridor <lossan.corridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear SANDAG Lossan Project Team,

I am writing with input in response the Notice of Preparation of a Draft Environmental Impact Report dated June 4, 2024 (NOP) for the Lossan Rail Realignment. Thank you for your work on this project and the opportunity to provide input.

Here are my inputs:

- The NOP states that SANDAG has decided to “forgo preparing an Initial Study (CEQA Guidelines 15063A) and move directly into the preparation of a Draft EIR”. The NOP does not explain why SANDAG has decided to forgo the Initial Study. Please explain.
- The NOP states that “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 SDLLR Project”, however it does not include which agencies SANDAG is planning on requesting feedback from so the public is not able to provide inputs or feedback on this aspect of the NOP. Please identify agencies.
- The NOP references that the “Regional Transportation Plan identifies transportation infrastructure investments...in consideration of projected economic and population growth” but it does not include the economic and population growth projections driving the Regional Transportation Plan or driving the objectives behind the SDLLR Project. Please include projections informing the project objectives.
  - NOP does not include economic and population growth projections driving the objective or need to build and maintain both a train stop in Solana Beach and at the Fairgrounds. If we add the new Fairgrounds event platform train stop, do we still need the train stop in Solana Beach? The proposed new train stop at the Fairgrounds is very close to the existing Solana Beach train stop. In the past we have only had the one stop at Solana Beach. Do we need both? Does investing in building and maintaining two vs just one incrementally further our outcomes in a significant way to justify the investment?
  - NOP does not include economic and population growth projections driving the SDDLRL Project objective to “increase passenger and freight train capacity”. Please share projections informing this objective.
  - NOP does not include economic and population growth projections driving the SDDLRL Project objective to “further reduce travel times”. What data is driving the need for (and anticipated outcomes of) the train to be even faster (beyond the significant benefits that double-tracking will already bring), especially at the possible cost of safety and impact to the community? Please share projections informing this objective and anticipated outcome of increasing ridership.
  - The NOP states that “the 2022 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. The NOP does not include projections of greenhouse gas emissions reductions we are targeting for the SDDLRL Project and comparatively for each proposed route. Please include these projections.
  - The NOP does not include alternatives or analysis of other solutions considered (beyond solutions focused exclusively on rail relocation via tunneling) that could be more effective or efficient at achieving the regional greenhouse gas emissions reductions targets set by the California Air Resources Board. Please indicate if other solutions were explored and if so, why they were not pursued.



- The NOP Project Objective of “relocating the existing railroad tracks away from the eroding coastal bluffs in Del Mar” does not comprehend the ongoing and escalating challenges of climate change and sea level rise. The objective should not only be to move it away from bluffs but to move it to a more resilient solution so that this can be a long life solution and we increase our ROI on this investment.
- The NOP Project Objectives omit Public Health and Safety and this should be specifically called out as a top priority. Public Health impacts and risks are not included at all and safety is included only in reference to safety with respect to rail crossings, not with respect to the wholistic safety risks associated with relocating and operating new routes and portals in and around existing neighborhoods, homes and businesses. This includes the health and safety risks of emissions, pollution, soil contamination, electric, vibration, derailment, etc. to communities, homes and businesses near routes and portals.
- The NOP does not (and should) include in it’s list of “infrastructure components” the “construction of a park or greenspace for community use or other acceptable solution as to how the land where rail infrastructure was removed or modified will be reconstructed”.
- In the list of “Potential Environmental Effects”, the NOP does not (and should) include:
  - Public Health and Safety (potential health and safety risks to the community of building and operating a train and portals under, near and adjacent to homes and businesses). Include comparative risks of under, near and adjacent.
  - Historical and Economic (including insurance risks such as ability to get insurance, ability to get insurance fully covering property value, risk of exorbitant insurance rates that property owners may experience for those who are under, near and adjacent to the building and operating of the train and portals).
  - Resilience to Climate Change
  - Landslide & Foundation (potential risks of loss or damage to the foundation of the homes that would be near, above and adjacent to the train routes and portals, both during construction and long term operation of the train amid heavy rains, winds, mudslides and ongoing escalating effects of climate change)
  - Bifurcation of Community (potential economic and social effects of bifurcating the Del Mar such that the Del Mar downtown, hill and old town neighborhood are separated by the train portal and structures from the other half of Del Mar containing the Fairgrounds and other homes and businesses).
- The NOP does not (and should) include reference to any alternatives explored in consideration of the overall rail problem in California (the fact that the same problem needs to be solved in San Clemente) and whether there were any potential joint solutions explored that may have synergies and cost savings, eg. relocating the tracks to I5 further North with a light rail, tram or other solution to bring people to coastal cities.
- The NOP does not specify potential impact, risks or closure of the Fairgrounds (fair, racing and other events) or other businesses in Solana Beach, Del Mar and San Diego, yet the media and public officials are making and perpetuating claims that these businesses would be forced to close for 10 years or longer. If true, how does the potential impact, risks and closure of these businesses differ from what would already be required in building the event platform and as compared with each route alternative? If not true or unknown, how do we prevent misinformation from our public leaders and media throughout this process?
- The NOP does not specify what it is about Route A that would prevent building affordable housing on the fairgrounds, yet public officials and the media are making and perpetuating these claims. If true, how does this differ from what would already be required in building the event platform and with Routes B and C? If not true or unknown at this time, how do we prevent misinformation like this from our public leaders and media throughout this process?
- The NOP does not (and should) specify the minimum depth a train will be under a house or other structure.
- Alternative A in the NOP has been referred to as the route proposed by Del Mar citizens, but this route is not the same as what was proposed. Please clarify and explain why Alt A was included in NOP instead of route proposed by Del Mar citizens. Please reconsider the route proposed by Del Mar citizens.

Thank you for your consideration.

Best,

Jennifer Anderson

Del Mar Resident

## Rail alignment Concerns

Grai [REDACTED]

Sat 7/6/2024 3:54 PM

To: LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc: LOSSANAlignment@cosb.org <LOSSANAlignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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To Whom,

Over the past many months, I have read about the innumerable complaints that Del Mar residents have strenuously voiced in attempts to derail any realistic options for the rail realignment project. Most were in the NIMBY category; a couple were so outrageous that I was glad not to be a resident of the Del Mar community:

1. A resident voiced his concern that proposed rail lines were unjustified as it would impact the high home values that Del Mar residents should be able to sustain. This went with the suggestion that another, significantly more expensive option, should take precedence. Of course, the more expensive option would be supported by all of SD county, including the people in less prestigious areas, who paid tax but didn't have the same expensive properties to "protect" against the public good.
2. A council member actually resigned because the rest of the DM council didn't support his notion that the rail should start north of Del Mar. Implicit in his action was a disregard for people down south who might actually depend on the rail, ("Let them eat cake").

In a very protracted effort to appease the loud whiners-with-clout, SANDAG went from a few options to many and, suddenly, down to 3. Efforts at appeasement included extensive, well choreographed meetings in Del Mar, with lots of maps and paid, public employees to tamp down the noise (I attended one of these, out of curiosity). One of the current 3 options is Alternative A. Apparently Solana Beach is now going to have to step up to the plate - but with substantive concerns.

Alternative A:

- costs twice the costs of B or C
- undoes a lot of the investments communities have made to serve the general public, such as the rail trail and the fairgrounds
- was never truly vetted (Perhaps we just need to take a screaming cue from our self-absorbed neighbors to the south)

Unfortunately, Alternative A would reward those with the loudest, most self-interested, voices and clout. I considered, early on, that if Del Mar was sufficiently concerned about their property values, they might pay the additional costs out of their own coffers, vs. pushing the expense to neighboring communities. And pushing the overall expense to lower-income areas is unconscionable. Of course, having Del Mar pay the extra expense would not be feasible (in light of Del Mar's ability to aggressively assert its interests above all others), but it would be fair.

Absent the perfect solution, Alternative A should be removed from further consideration. I hope SANDAG, which is an agency that represents all, opts to take care of all of its constituents and wastes no further time or money on this option.

Sincerely,



## SDLRR Project NOP

James T. Annest [REDACTED]

Wed 6/19/2024 8:51 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.

To whom it may concern:

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money. James T Annest— [REDACTED], Solana Beach, CA

## "SDLRR Project NOP"

Tom Armitage [REDACTED]

Tue 6/18/2024 11:12 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear Mr. Pesce,

I am writing regarding the 3 routes, A, B, and C, that SANDAG has come up with for relocating the railroad tracks that currently run along the Del Mar bluff.

I think everyone agrees that the tracks need to be relocated but I oppose further consideration of Alternative A, and therefore I request that it be removed before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money."

Yours truly,

Tom Armitage

[REDACTED]  
Solana Beach.



## SDLRR Project NOP

susana arnold [REDACTED]

Tue 6/18/2024 8:32 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANAlignment@cosb.org <LOSSANAlignment@cosb.org>

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To Whom It May Concern,

I do not see the logic or feasibility of alternative A as an option and vote to stop wasting time and money on this. Either B or C are preferred in order to get going on this time-sensitive & costly project.

Sincerely,  
Susana Arnold

## SDLRR Project NOP

Jill Ash [REDACTED]

Fri 7/19/2024 3:29 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

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I oppose Alternative A, as it

A. is double the cost

B. has serious economic consequences to the region

C. has multiple environmental negative effects

Alternative A does not pass the common sense test.

Please focus on more viable Alternatives;  
perhaps an elevated rail.

Thank you!

Sincerely,

Jill B Ash

## "SDLRR Project NOP

Sheela Ashar [REDACTED]

Tue 6/18/2024 5:26 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANAlignment@cosb.org <LOSSANAlignment@cosb.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I oppose further consideration of Alternative A.

Please remove it before any further work on the EIR is done.

At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

This alternative will In addition to demolishing the investment already made to lower the tracks in Solana Beach, it will likely destroy the many iconic features that Solana Beach has added over the years of beautification

Please consider alternatives that do not require to spend additional taxpayer money.

Mrs S. Ashar

[REDACTED]

Solana Beach

## SDLRR Project NOP

Sandra Aung <[REDACTED]>

Thu 6/20/2024 10:38 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:Chris Twitty <chrisgtwitty@gmail.com>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To Whom it May Concern,

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Best,  
Sandra Aung  
Solana Beach Resident  
[REDACTED]

## Feedback on LOSSAN Rail Realignment alternatives

Jairo Avalos [REDACTED]

Wed 6/12/2024 7:21 PM

To:LOSSANcorridor <lossanccorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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Hi,

As a rider of the surfliner this project I know how important this project is. It is critical that we get this right for now and the future so that we can increase ridership and reduce closures. The best alternative is to move forward with Option B, which is the fastest and most environmentally friendly, and **most importantly to build in clearance for catenary wires.**

By building in the space for catenary wires we can allow electrified trains to run along this corridor, which will speed up the train by allowing it to travel faster and more smoothly. Other countries already have catenary powered trains and the service and speed is incredible. We need to build option B and leave that room for catenary wires so that we can have the best LOSSAN rail possible.

Thank you

## SDLRR Project NOP

Carol Baird [REDACTED]

Tue 6/18/2024 2:21 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Carol & Stephen Baird

[REDACTED]  
Solana Beach, CA 92075



## SDLRR Project NOP

Charlie Baker [REDACTED]

Fri 6/28/2024 8:05 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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To Whom It May Concern,

I'm a property owner in Solana Beach on the South end of the city and was very disturbed to recently find out about "Alternative A". The area that needs to be re-routed lies within Del Mar - why should we allow those residents to unnecessarily try to push this project into our neighborhood? I realize there is a lot of political power and influence within the Del Mar community, otherwise, this Alternative A likely wouldn't even be in the discussion. Please don't let some wealthy and apparently powerful group of entitled homeowners influence the decision.

Charlie Baker

## SDLRR Project NOP

Trish Baker [REDACTED]

Fri 7/12/2024 9:00 AM

To:LOSSANcorridor <lossancorridor@sandag.org>

Cc:LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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This is my official statement on how disappointing it has been to witness the Option A being slipped into an agenda without fully vetting the plan. The citizens of DelMar and SANDAG are welcome to have an opinion on how they do not want any change to occur in their backyard; but to agree to put an option on the table with the exorbitant increase in what is already a costly project, add extra years to the project AND to increase disruption of the lives of residents of surrounding communities is not responsible citizenship. Solana Beach should not have to suffer what this Option offers and it should be removed as an option period. I am opposed to this Option even being considered.

Patricia Baker  
Resident of Solana Beach

Solana Beach took the train station when Del Mar wouldn't and now you expect Solana Beach to give up more land without a discussion? I Oppose Alternative A for the Following Reasons:

Jennifer Ball [REDACTED]

Tue 6/18/2024 8:29 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Solana Beach took the train station when Del Mar wouldn't and now you expect Solana Beach to give up more land without a discussion?

**I Oppose Alternative A for the Following Reasons:**

Known Costs – estimated at \$4.14 billion dollars, Alternative A is approximately twice the cost of Alternatives B and C.

Economic Impacts to Our Local and Regional Economy — Unlike B & C, Alternative A will dramatically impact Fairgrounds operations and sales tax revenue generated by the Fairgrounds (\$680 million annually) as well as local businesses (unknown \$\$).

Environmental Impacts – Alternative A will result in higher impacts during construction to air quality (Solana Beach residents and businesses and the Del Mar Fairgrounds), wetlands, open space, and sensitive natural resources (in and around the San Dieguito Lagoon, Steven's Creek and Del Mar Fairgrounds).

Length of Construction – Construction of Alternative A is estimated to take up to twice as long as Alternatives B & C (as much as 14 years).

Enormity of Direct and Indirect Impacts — Due to the close proximity of construction a far greater number of homes and businesses will be adversely impacted by Alternative A as compared to Alternatives B & C.

Disruption of Rail Service — Alternative A poses unacceptable service and economic impacts to both passenger and freight rail service, our military, and the Port of San Diego, and will cost our region billions of dollars in lost revenue.

Sincerely,

Jennifer Ball

[REDACTED]  
Solana Beach, CA 92075  
[REDACTED]

(she/her)

[www.OriginofAlphabet.com](http://www.OriginofAlphabet.com)

[www.HanziFinder.com](http://www.HanziFinder.com)



## Proposals to Rail Line in Del Mar

Phil Balun [REDACTED]

Wed 7/17/2024 8:48 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

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Forgot to sign my name in first email

**It is critical that SANDAG listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon Foundation and Torrey Pines Community Planning Board, Alternative C should be dropped from further consideration. Alternative C is clearly not in the best interests of the environment or the community and it is a waste of taxpayer resources to study an alternative which obviously makes no sense to pursue.**

Phillip Balun

Sent from my iPhone

## Save Torrey Point!

Valerie Balun [REDACTED]

Wed 7/17/2024 6:26 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

**It is critical that SANDAG listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon Foundation and Torrey Pines Community Planning Board, Alternative C should be dropped from further consideration. Alternative C is clearly not in the best interests of the environment or the community and it is a waste of taxpayer resources to study an alternative which obviously makes no sense to pursue.**

**Valerie Balun**

Sent from my iPhone



## SDLRR Project NOP

Matt Benfield [REDACTED]

Fri 6/21/2024 10:08 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

As a resident of Solana Beach which would be very negatively affected by Alternative A for the railroad, I oppose further consideration of Alternative A.

Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Best regards  
Matthew Barker-Benfield\  
Solana Beach Resident

## SDLRR Project NOP

Steven Barnes [REDACTED]

Tue 6/18/2024 5:38 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear Representatives/Members of SANDAG:

We are 27-year residents of Solana Beach. We vigorously oppose further consideration of Alternative A and respectfully request it be removed from consideration before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, in my opinion, Alternative A does not warrant the expenditure of any additional taxpayer money.

Further, if our understanding of the genesis of Alternative A is correct, we find it outrageous that Alternative A was developed without input from the residents of Solana Beach and our elected officials.

Very truly yours,

Steven and Eva Barnes

[REDACTED]  
Solana Beach, CA 92075

**From:** [Marilyn Barnett](#)  
**To:** [LOSSANcorridor](#)  
**Subject:** SDLRR Project NOP"  
**Date:** Sunday, June 23, 2024 6:15:02 PM

---

You don't often get email from [REDACTED]. [Learn why this is important](#)

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Dear Tim:

“I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.”

Marilyn Barnett  
Solana Beach Resident

## SDLRR Project NOP

Dirk-Uwe Bartsch [REDACTED]

Sat 6/29/2024 5:01 AM

To:LOSSANcorridor <lossan@sandag.org>

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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Dear Ladies, Dear Sirs:

I am a resident of San Diego City and I live in the Del Mar Heights area. I feel strongly that the option A is the best option as it does not require destruction of existing houses and use of eminent domain. Furthermore, the path is along an established corridor and is furthest to the east.

Thank you very much

DU Bartsch

[REDACTED]  
Del Mar, CA 92014

## SDLRR Project NOP

Reinhard Bartsch [REDACTED]

Sun 6/30/2024 6:51 AM

To:LOSSANcorridor <lossancorridor@sandag.org>

Cc:LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear SANDAG Staff,

I appreciate your careful consideration with regards to the SDLRR Project.

My name is Reinhard Bartsch, and I am a life-long resident of Del Mar, CA. I have seen the town change a decent amount over the past 20 years, but some of the most unique, beautiful, and unwavering aspects of the town are Downtown Del Mar, its residents, and its adjacent canyons. Alternatives B and C for the SDLRR Project threaten the town of Del Mar and its beautiful history in numerous ways.

Firstly, alternatives B and C would put the rail line beneath our neighborhoods and our canyons. This would require diesel exhaust vents that reach the surface and poison the air around our homes and in our canyons. Countless children, pets, and even adults play outside on the streets and in the canyons year-round. To expose them to dangerous diesel fumes is nothing less than an affront to their human dignity. Diesel exhaust fumes are known to contain carcinogens that cause lifelong damage to those affected by them. Please DO NOT place the rail line beneath our homes and poison us.

Secondly, alternative B would require significant excavation in the canyons around our neighborhood. A few years ago, a pipe had burst in Sage Canyon and opened up a pothole. The city had to undertake a large excavation project to repair it. Sage Canyon is still reeling from the effects of this massive excavation project. Areas in the canyon remain completely barren from the damage done by this project. By endorsing alternative B, SANDAG would cause irreversible damage to the canyons that Del Mar residents are so fond of, for a second time! Damaging the natural landscape of Del Mar affects flora and fauna in countless ways, possibly leading to their extinction in our neighborhoods. This would have irreversible impacts on our lives as humans. For example, without sufficient plant coverage in our canyons, rain will cause the rocks to wash away, and quickly thereafter: homes off of cliffs. Please DO NOT place the rail under our canyons, destroying the environment, and making homeowners lose their homes.

Thirdly, alternative A forces multiple homeowners to forfeit their homes and their property so that the rail line can be built under Del Mar. Although I am not one of these homeowners, I strongly empathize with their situation. Homes are a place of belonging, where one can take pride in their achievements and create memories and families. No homeowner in Del Mar came upon their homes easily. To strip these homeowners of something they worked so hard for goes against the American Dream and everything that we, as Americans, fight for. Please DO NOT take homes away from hard working American citizens.

Thus, I strongly encourage SANDAG to **choose alternative A**. Alternative A is the only option that does not involve poisoning our neighborhoods, causing irreversible damage to the environment, and forcing homeowners out of their homes. I acknowledge that alternative A is the most costly option, but the countless lives harmed by alternatives B and C far exceed the costs of alternative A. Human life and our environment is priceless, please do not choose options that poison us and kill us, **choose alternative A**.

Regards,

Mr. Reinhard Bartsch

## SDLRR Project NOP

Robert Bartsch [REDACTED]

Fri 7/19/2024 2:59 PM

To:LOSSANcorridor <lossancorridor@sandag.org>

Cc:LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To Whomever It May Concern,

Alternative A for the tracks is the best option for all San Diegans. It is the only option that means no one has to lose a home. Having been born and raised in San Diego, I am only too aware of the high costs of living here. We do not need to intentionally destroy housing; we need to build more of it. Putting the tracks through the path laid out in option A will allow us to build good quality and needed infrastructure without destroying the also much-needed housing.

Sincerely,  
Robert



## Rail Corridor

William Bassett [REDACTED]

Fri 7/12/2024 2:47 PM

To:LOSSANcorridor <lossanccorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hi,

I usually don't get involved in your business. But this time I can't believe that there is a proposal to spend millions to replace something that is not broken. We shouldn't be spending tax payers money in expecting a problem that is not now a problem.

I am sorry, but this all makes no sense to me. Why is this happening, who can I reach out to, or vote against

Mr. Bassett

## Alternative A

Thomas Baugh [REDACTED]

Mon 6/17/2024 9:44 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

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To whom it may concern,

As a long time resident of Solana Beach I want to say that Alternative A for the rail project does not make sense. Too much waste, \$, time and resources. There is an easier solution. Please find a better way. There is one!

Thomas Baugh

## NOP alignments

Mark Baysinger [REDACTED]

Fri 6/21/2024 5:50 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

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Hello,

I'm wondering if you can provide the curve radii of the three proposed NOP alignments you have for Del Mar?

Thanks

Mark Baysinger

## SDLRR Project NOP

Chan Beals [REDACTED]

Tue 6/18/2024 3:16 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is conducted. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Chan Beals

## Sandag rail transit proposal

m [REDACTED]

Mon 7/15/2024 9:33 AM

To:LOSSANcorridor <lossan@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To whom it may concern,

Use the existing route.

Protect the bluffs with a retaining wall, stanchions as needed.

Reinforce the rail tracks.

Build beach access ways beneath the tracks. where necessary

We were able to build the Coronado Bay bridge more than 60 years ago, so I know that we have the engineering capabilities to do what I suggest for a lot less money, time and inconvenience. Use a bus service as necessary, while this process is in the works

Sincerely, Henry Beauloye

## SDLRR Project NOP

Hillary Beck [REDACTED]

Thu 6/20/2024 5:21 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Please contact me with any questions.

Thank you!

Hillary Beck

[REDACTED], Solana Beach, CA 92075



**Attn: Tim Pesce SDLRR Project NOP**

Margaret Beck [REDACTED]

Wed 6/26/2024 3:36 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Good afternoon,

I am writing to oppose further consideration of Alternative A.

Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Use your resources to evaluate equitable and cost effective solutions, as well as keeping all impacted residents informed of the options that are being considered.

Margaret R. Beck

[REDACTED]  
Solana Beach, CA

92075

p.s. While it's quite clear that the tracks need to be moved, this proposal reminds me of rerouting the Chicago River to dump sewage in St. Louis.

[REDACTED]  
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## SDLRR Project NOP

Jordan Becker [REDACTED]

Fri 6/21/2024 8:41 PM

To: LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc: LOSSANAlignment@cosb.org <LOSSANAlignment@cosb.org>

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**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To: Tim Pesce (SANDAG)

Re: SDLRR Project NOP

Mr. Pesce - I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Jordan Becker [REDACTED]

## SDLRR Project NOP

Kristi Becker [REDACTED]

Mon 6/17/2024 11:02 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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Dear SANDAG,

While I applaud the effort to relocate the train tracks off the Del Mar eroding bluffs, I do not support the study of Alternative A as an option as it is by far the most impactful environmentally and financially. Below are some of the impacts which make Alternative A inferior to the other alternatives:

1. Alternative A would destroy nearly 60 naturally occurring affordable houses in Solana Beach and disrupt the quality of life and economic vitality of this region.
2. It would demolish the existing Solana Beach train station improvements in the southern portion of the city and demolish the future San Dieguito Bridge.
3. It requires longer bored tunnels, more U-structures, more cut-and-cover tunnels, and has a longer total alignment than the other two alternatives making it more than double the costs of the alternatives.
4. It would be far more impactful to sensitive natural resources and community amenities as it affects more wetlands and recreation areas than the other alternatives.
5. It will impact the Coastal Rail Trail in Solana Beach, businesses along Highway 101 and Cedros Ave, Stevens Creek, the Del Mar Fairgrounds, and San Dieguito Lagoon.
6. It will generate more than double the amount of one-way construction truck trips than the alternatives which will generate severe air quality, greenhouse gas emissions, and noise and traffic impacts.
7. It will take 7-12 years to build which is longer than the alternatives and will likely stop train operations south of Solana Beach during this time frame.
8. Alternative A was not recommended by SANDAG but rather a small group of vocal Del Mar residents.

Please remove Alternative A from consideration in your attempts to relocate the train tracks off the Del Mar eroding bluffs.

Thank you,  
Kristi Becker  
Solana Beach Resident

## LOSSAN Rail Realignment

[REDACTED]

Sat 6/15/2024 9:03 AM

To:LOSSANcorridor <lossancorridor@sandag.org>

Cc:LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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SANDAG:

I have lived in Solana Beach for three decades and have owned properties there for 35 years.

I am adamantly opposed to Alternative A. Furthermore, I am opposed to any of the other alternatives.

SANDAG should abandon the coastal rail system and consider an elevated train aligned with Interstate 5.

Respectfully,  
Sue Beckman

## SDLRR Project NOP - Train Realignment Del Mar

Emily Behrmann [REDACTED]

Tue 7/9/2024 11:19 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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Members of SANDAG,

Thank you for the opportunity to voice my opinion regarding the train realignment project.

I attended the SANDAG LOSSAN rail realignment public meeting event at the Marriott Hotel on June 18, 2024.

I strongly oppose Option A for the train realignment. It is the most expensive, longest and most invasive alternative. It is a waste of time and a waste of taxpayers' money.

Option A would destroy the improvements that have already been made to Solana Beach, impact the environment of the lagoon and have significant economical impacts to the Del Mar Fairgrounds. Option A is a lousy alternative and no further time and money should be wasted on investigating this option.

Unfortunately, train realignment options B and C are not much better. Tunneling under the main street of a very small town, near the already unstable bluffs, is irresponsible. The inevitable eminent domain of some of the most expensive property in the county, is unnecessary and adds to the already enormous expense of this project.

As someone who was born and raised in The Netherlands, I am used to an extensive and well running train system. I scratch my head at the options that are brought forward here.

Quite frankly, this project needs to go back to the drawing board for review of other viable options, including above ground railway solutions. Studies should include options along the I-5 freeway and further east. In order to truly consider reliability, speed and connectivity of the train system a bigger study needs to take place as there are similar bluff issues a little further up north in the San Clemente area.

I am disappointed to see our two small towns pitched against each other with three nonviable options. This is a disturbing sign of the division that seems to be the norm these days. I urge Del Mar and Solana Beach and the Del Mar Fairgrounds, to not be used as a pawn in this realignment game. Let's align our values and consider viable alternatives.

Emily Behrmann

Solana Beach Resident since 2006

## SDLRR Project NOP

Joe B [REDACTED]

Sun 7/7/2024 9:43 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

SANDAG,

Do not repeat the poor planning of the past and repeat costly mistakes for the future of the region. All options A, B and C to the rail corridor are not sustainable, are short sighted, solve short term problems the region faces while causing great environmental harm at a huge expense to both local and national taxpayers.

Why spend your efforts upsetting the region, spending billions of dollars on a short section of track, further disrupting and damaging our fragile wetlands, upsetting residents and private landowners in both Del Mar and Solana Beach while putting the two towns against each other.

The A, B & C route proposals are extremely short sighted and in no way address the long-term issues the region faces.

1. Instead of trying to solve a 50–100-year problem why not solve the 200–500-year problem?
  - a. Develop reliable high speed clean transportation for both rail and automobiles.
  - b. Explore options with running the entire rail corridor down I5 or I15.
2. Incorporate other agencies with diverse problems and interests in the region to use forward thinking problem solving for viable long-term solutions. Solve reliable and clean transportation while simultaneously developing viable solutions for affordable housing, restoration of our wetlands, converting valuable existing rail corridors to high use public recreation etc...
  - a. Take the time to do proper analysis and identify the many issues our region faces. Develop long term solutions for the region which could be replicated and scaled to solve the same issues on the state and national level.
  - b. <https://www.ca.gov/agenciesall/> Here is a list of all of our state agencies. I highly encourage SANDAG to explore other problems of the region and use critical thinking instead of infighting to determine longer term solutions for the state of California.

I attended the public forum on June 18<sup>th</sup>. The main impression I had was the set-up of Del Mar vs Solana Beach to achieve one of the proposed routes A, B or C. Let me be clear - All proposed routes are short sighted and will be fought tooth and nail either by Del Mar or Solana Beach.

Whether SANDAG is purposely fostering the community division that now exists between Del Mar and Solana Beach on this issue or it is an unintentional result which spotlights and glaringly demonstrates the 3 proposed routes have already spectacularly failed on paper.

Greed, special interests and corruption often get in the way of common-sense solutions. I asked a simple question at the forum on why a common-sense short-term solution is not in consideration which would cost considerably less money, have less impact on wetlands and not create division between Del Mar and Solana Beach. The direct answer translated from SANDAGS response of gobbledygook, doublespeak, mis information and misdirection were simply this, "rail speeds and service" which to me translates to greed, corruption or flat-out incompetence.

The short-sighted disaster which is Option A is a total and complete mess. It is unimaginable that option A is even a consideration. Double the cost, incorrect maps, a total lack of relevant information on the impacts to Solana Beach, complete negligence in regards to any communication with the City of Solana beach or its residents, a massive divergence in critical thinking to understand the huge problems Option A creates. In reality SANDAG should do a complete audit now to suss out the responsible parties that put option A on the table. As it stands now it is either a total lack of competence, corruption or both! I am confident time will tell the complete story as Solana Beach will certainly not roll over.



Stop wasting time and money on shortsighted nonstarter solutions. I do not need billion \$\$ studies to tell me that boring a tunnel under 101 is a terrible idea. Taxpayers can not afford the studies that it would take to understand that boring a tunnel through brittle sandstone less than 100 yards away from the very bluffs you are trying to save is idiotic. There is not a reputable geologist on this planet that will tell you this is the best option.

In regards to Delmar – would you want a tunnel under your multimillion-dollar home and neighborhood? Of course you would not! Of course, Option B & C will be fought by Del Mar, as it should. SANDAG, is either a willing participant in the games Del Mar will put forth to secure option A or SANDAG is a willing dupe. Either way – Solana Beach will not roll over either. It's too bad that you divided the towns – now you get to fight both and waste even more \$\$ instead of putting forth common sense ideas that we could all accept.

Let's face facts and base decisions in reality. The USA and California will never invest in actual long term clean mass transit options. Why would we look to Europe or Asia to replicate and improve on the tech that already exists - too proud, too corrupt and too greedy come to mind. SANDAGS options A, B & C perfectly demonstrate the above reasons on why our government is broken.

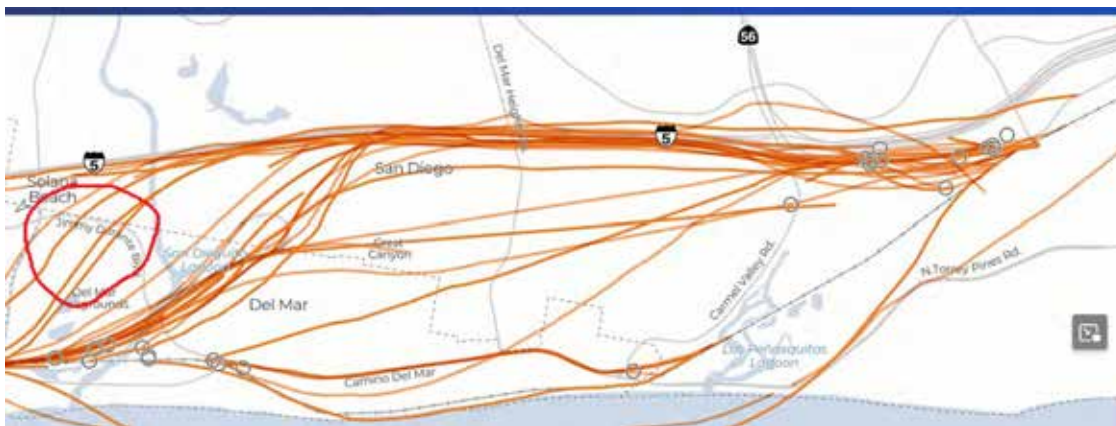
It is too farfetched to realize that real long-term solutions would be considered so please explain why the common-sense short-term solution was discarded. Seriously SANDAG, inform us all again on how you plan to move thousands of people in a timely manner from 8 stories below the fairgrounds from your special events platform? Please tell us again the cost to maintain your massive tunnels, vents, pumps, banks of elevators, escalators or teleporters in perpetuity!

Below is the common sense - short term solution. It is unfathomable that this was not considered and put forth as an option.

There is no reason to grade from Lomas Santa Fe to start undergrounding through the lagoon to reach the I5 corridor. There is no reason to go under private homes through the heart of Del Mar. It is inconceivable to disrupt the businesses along the 101 to underground that section.

I would like a true response from SANDAG to why the below suggestion is not a consideration.

1. Make the above ground turn as we enter the wetlands in San Dieguito Lagoon.
2. Create an above ground stop at the fairgrounds which services both Solana Beach and Delmar.
3. Eliminate the train station in Solana Beach as the above stop would satisfy the need.
4. Make the above ground turn crossing over the narrowest section of the Lagoon along I5.
5. After the crossing start the grade to underground along I5 or build infrastructure along I5 for above ground.
- 6.



When asked why this was not a viable option, I was told this option would not be able to maintain the speeds that SANDAG wants through the region. This answer is ridiculous and reeks of flat out lies and incompetence to truly or truthfully explain the issue.

There are plenty of people like me that will take up the fight. I will be there to support them with my voice and my vote. SANDAG – Do better, now.

Signed,

Joe Behrmann

**From:** [Kimberly Hiland Belding](#)  
**To:** [LOSSANcorridor](#)  
**Subject:** Cut to the chase  
**Date:** Monday, July 29, 2024 1:36:42 PM

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You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hi,

I ran across your rail realignment flyer.

Rather than paying lawyers for the inevitable fights with Del Mar and Solana Beach, wouldn't it be better to realign ALL of it under the 5? Just all of it, all the way up to LA.

Thanks,

Kim

--

Thanks,

Kim

## Railroad relocation

Lynn Bellegie [REDACTED]

Tue 6/18/2024 11:17 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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After reading 3 options it is not surprising that Del Mar residence are going for Plan A most expensive and least intrusive to them. Also not surprising that they have been the only ones surveyed. I am tired of Del Mar residents thinking g they are superior to Solana Beach and other surrounding areas. We need to look at cheaper and less I Truckee alternative. I oppose Plan A for many obvious readons. Lynn Bell egg is [REDACTED] Solana Beach CA

## SDLRR Project NOP"

Member Manager [REDACTED]

Wed 6/19/2024 4:08 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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I, David Belnap, oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Thank you,

David Belnap

[REDACTED]  
Solana Beach, CA 92075

Sent from my iPhone

**Alt A railroad tracks. Cc:**

Alan Benner [REDACTED]

Mon 6/17/2024 8:38 AM

To: Lesa Heebner <lheebner@cosb.org>; LOSSANcorridor <LOSSANcorridor@sandag.org>

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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Dear Lesa,

As a retired engineer and practical person I am surprised that there has been no consideration for running the rails along the freeway 5 above grade. If you look at the maps it appears the simplest and most logical route.

If you look at the map a turn of the existing trench to the east at Carmel Valley Road crossing mostly parking would bring the rails to the freeway near the edge of Del Mar residential area. There might be a few residences disrupted but nothing when compared to this wild plan to tunnel into ground that may be under the ocean and in danger of the effect of seawater, pumping and the like. This should not be decided on the basis of personal desires but rather by solid engineering and respect for the citizens of San Diego area.

Regards,

Alan Benner



**From:** [Alan Benner](#)  
**To:** [LOSSANcorridor](#)  
**Subject:** Coastal rail relocation.  
**Date:** Tuesday, June 18, 2024 8:19:13 AM

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Representatives,

When thinking about the best solution to this problem please think forward about the long term. Don't make decisions on who might be upset or unhappy but please examine the transportation system as a whole. We have the hy 5 corridor and we have a light rail system that is following that path. Why wouldn't we unify the rail with it as soon as possible so that we will have one north south corridor rather than multiple ones. In conjunction with that one corridor we should begin to rezone land adjacent to it so that high density housing can be built near it. We must understand that the age of estate homes has past and the entire world needs to be more efficient. Let this be a vanguard of modern thinking. We must start to spend our resources more wisely.

Alan Benner retired engineer.

## SDLRR Project NOP

Debbie Bergquist [REDACTED]

Fri 7/12/2024 12:57 PM

To:LOSSANcorridor <lossancorridor@sandag.org>

Cc:LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.

"I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money."

Debbie Bergquist

[REDACTED] Solana Beach, Ca 92075

Sent from my iPhone

## SDLRR Project NOP

Harold Bergquist [REDACTED]

Sat 6/22/2024 1:45 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To Whom it may concern,

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Respectfully Yours

Harold Bergquist  
Resident Del Mar Beach Club  
[REDACTED]  
Solana Beach, CA

## SDLRR Project NOP

Peter Bergquist [REDACTED]

Mon 7/15/2024 12:25 PM

To:LOSSANcorridor <lossancorridor@sandag.org>

Cc:LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I oppose further consideration of Alternative A.

Please remove it before any further work on the EIR is done.

At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon.

Alternative A does not warrant the expenditure of any additional taxpayer money.

Peter Bergquist

[REDACTED]  
Solana Beach, CA. 92075

## Del rail realignment project alt A

Stan Bergum [REDACTED]

Tue 6/18/2024 4:35 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

### **I Oppose Alternative A for the Following Reasons:**

**There needs to be solutions that are economically feasible and are less disruptive to the outside communities like Solana beach.**

Reasons for opposition:

Known Costs – estimated at \$4.14 billion dollars, Alternative A is approximately twice the cost of Alternatives B and C.

Economic Impacts to Our Local and Regional Economy — Unlike B & C, Alternative A will dramatically impact Fairgrounds operations and sales tax revenue generated by the Fairgrounds (\$680 million annually) as well as local businesses (unknown \$\$).

Environmental Impacts – Alternative A will result in higher impacts during construction to air quality (Solana Beach residents and businesses and the Del Mar Fairgrounds), wetlands, open space, and sensitive natural resources (in and around the San Dieguito Lagoon, Steven's Creek and Del Mar Fairgrounds).

Length of Construction – Construction of Alternative A is estimated to take up to twice as long as Alternatives B & C (as much as 14 years).

Enormity of Direct and Indirect Impacts — Due to the close proximity of construction a far greater number of homes and businesses will be adversely impacted by Alternative A as compared to Alternatives B & C.

Disruption of Rail Service — Alternative A poses unacceptable service and economic impacts to both passenger and freight rail service, our military, and the Port of San Diego, and will cost our region billions of dollars in lost revenue.

Stan Bergum Solana Beach Resident

# Proposal for Rail Allignment in Del Mar

Ken Bien [REDACTED]

Fri 6/21/2024 4:12 PM

To: LOSSANcorridor <lossan@sandag.org>

Cc: [REDACTED]

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To the Sandag Committee

I am a resident of Solana Beach at the Del Mar Beach Club.

I am opposed to the proposed realignment under the Del Mar Race Track and SD Fair location of the rail tracks. This is the most expensive of the 3 alternatives by far and makes little sense to me and others. The current location of the tracks have been there much longer than the city of Del Mar and the residents of the city of Del Mar have lived with the current rail location for decades. One, and the least expensive, of the proposals is to reinforce the existing bluffs abutting the rail tracks in Del Mar and cover the tracks. This proposal is very common in Colorado (I-70 interstate through the Rocky Mountains) on very similar terrain near the rivers abutting the interstate. This solution is also very prevalent in Austria and Switzerland on similar terrain for rail tracks and roads through the Alps. Recent Del Mar resident opposition is not warranted to the rerouting of the rail tracks particularly given the major expense involved over the just as effective and less intrusive options that have been proposed.

I would highly encourage SANDAG to select the least costly and just as effective solution to this ongoing bluff erosion situation in Del Mar rail corridor.

Sincerely,

Mason Bien

[REDACTED]  
Solana Beach, CA 92075



## SDLRR PROJECT NOP

Jeanne Billhartz [REDACTED]

Thu 6/20/2024 7:58 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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To Whom It May Concern and Tim Pesce:

I oppose further consideration of Alternative A. Please remove the Alternative A option from our choices before any further work on the EIR is done. Alternative A is double the cost of the other Alternatives, and poses serious economic consequences to the region, and many detrimental environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon.

I have heard tunneling in the areas required to implement Alternative A would pose a REAL threat to the ocean bluffs in Solana Beach. Two wrongs do not make a right. Alternative A does not warrant the extreme risk and expenditure of any additional taxpayer money.

Perhaps eliminating the railroad entirely from San Clemente to the San Diego area is the best solution and a viable option. This would save billions in taxpayer dollars and lack of ridership on the railroad definitely backs up and lends itself to this realistic proposal.

My best,

JT Bill Hartz  
Solana Beach resident

## SDLRR Project NOP

Paul Bishop [REDACTED]

Tue 6/18/2024 9:17 PM

To: LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

### **I Oppose Alternative A for the Following Reasons:**

**Known Costs** – estimated at \$4.14 billion dollars, Alternative A is approximately twice the cost of Alternatives B and C.

**Economic Impacts to Our Local and Regional Economy** — Unlike B & C, Alternative A will dramatically impact Fairgrounds operations and sales tax revenue generated by the Fairgrounds (\$680 million annually) as well as local businesses (unknown \$\$).

**Environmental Impacts** – Alternative A will result in higher impacts during construction to air quality (Solana Beach residents and businesses and the Del Mar Fairgrounds), wetlands, open space, and sensitive natural resources (in and around the San Dieguito Lagoon, Steven's Creek and Del Mar Fairgrounds).

**Length of Construction** – Construction of Alternative A is estimated to take up to twice as long as Alternatives B & C (as much as 14 years).

**Enormity of Direct and Indirect Impacts** — Due to the close proximity of construction a far greater number of homes and businesses will be adversely impacted by Alternative A as compared to Alternatives B & C.

**Disruption of Rail Service** — Alternative A poses unacceptable service and economic impacts to both passenger and freight rail service, our military, and the Port of San Diego, and will cost our region billions of dollars in lost revenue.

and most of all - SANDAG did not provide the alternatives to the citizens of Solana Beach or solicit our input. This is an enormous violation of the EIR process. I strongly object to the idea that Alternative A would even be considered, due to the excessive construction cost and disruption to rail service. Please take Alternative A off the list of possibilities!!

--

**Paul L. Bishop, Architect**

**Certified Access Specialist No. 044**

[REDACTED]  
**Solana Beach CA 92075**  
[REDACTED]

## SDLRR Project NOP

Paul Bishop [REDACTED]

Tue 7/9/2024 7:33 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

i stand with the Solana Beach Chamber of Commerce in opposing Alternative A of the proposed LOSSAN Rail Realignment options. This Alternative would create severe and lasting harm to the citizens and businesses of Solana Beach. i request that SANDAG scrap this Alternative and pursue Alternatives B or C or another alternative that is of similar cost and lasting impact to the communities of Solana Beach and Del Mar.

--

**Paul L. Bishop, Architect**

**Certified Access Specialist No. 044**

[REDACTED]  
**Solana Beach CA 92075**  
[REDACTED]

## SANDAG Alternatives for Rail

Therese [REDACTED]

Thu 7/18/2024 9:48 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Good Evening,

This whole situation is really a complete waste of money. The cost of this rail with what it provides does NOT warrant the expense or usage. Anyone educated can see the numbers prove this and of course people who do NOT live here making decisions for those that do and those that have spent their whole lives working and enjoying this beautiful place just to have it ripped up for years is utterly ridiculous and completely mind boggling. We are tired of listening to what people consider progress and putting us in a construction/war zone. All of the options are cost prohibitive and evasive .

It is critical that SANDAG listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon Foundation and Torrey Pines Community Planning Board, Alternative C should be dropped from further consideration. Alternative C is clearly not in the best interests of the environment or the community and it is a waste of taxpayer resources to study an alternative which obviously makes no sense to pursue.

No one cares about the local people and really live and work and families and how these choices really affect our lives. It's really time all Californians start standing up for what we deserve and what we all pay taxes for and we need to be heard.

Regards,

Theresa Bishop

## SDLRR Project NOP

[REDACTED]

Fri 7/19/2024 2:40 PM

To:LOSSANcorridor <lossan@corridor@sandag.org>

Cc:lossanalignment@cosb.org <lossanalignment@cosb.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I oppose Alternative A!! At double the cost of the other Alternatives, the serious economic consequences to the region, and any environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not pass the common sense test. Please focus on more viable alternatives.

Laura Boat  
[REDACTED]

**From:** [Mike Bolaris](#)  
**To:** [LOSSANcorridor](#)  
**Subject:** SDLRR Project NOP  
**Date:** Wednesday, June 19, 2024 3:21:19 PM

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You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear SANDAG Team,

The proposed Alternative A for the San Diego LOSSAN Rail Realignment Project would be devastating for Solana Beach. As a concerned resident, I urge you to remove this alternative from further analysis in the Environmental Impact Report (EIR).

**Here's why Alternative A is unacceptable:**

- **Astronomical Cost:** At a staggering \$4.14 billion, Alternative A is twice as expensive as the other options. This doesn't even include the wasted investments in existing infrastructure, like the demolition of the recently lowered railroad trench in Solana Beach.
- **Economic Devastation:** Shutting down the Fairgrounds, horse races, and all freight and passenger rail service for 5-12 years of construction would have massive economic consequences for Solana Beach and the entire region.
- **Environmental Destruction:** The construction impacts of noise, air pollution, habitat damage to sensitive coastal ecosystems, and creek diversion would greatly harm Solana Beach, Stevens Creek, the Fairgrounds, and the San Dieguito Lagoon.
- **Inequitable Process:** Solana Beach stakeholders were not properly engaged or consulted in developing Alternative A, unlike the extensive outreach done in Del Mar. Our community's voice deserves to be heard.

Given these significant concerns, I urge SANDAG to focus on Alternatives B and C, which appear to be more direct, less expensive, and utilize bored tunnels that would minimize disruption. The known costs, economic damage, and environmental impacts of Alternative A are so severe that additional taxpayer money should not be spent on further study of this harmful alternative.

**Please remove Alternative A from consideration by the July 19th deadline.**

Thank you for considering my comments.

Sincerely,  
Mike Bolaris

[REDACTED]  
Solana Beach CA, 92075



## SDLRR Project NOP

Paola Bonacina [REDACTED]

Mon 6/17/2024 11:31 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:lheebner@cosb.org <lheebner@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To whom it may concern,

**I oppose further consideration of Alternative A.** Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Regards,

Paola Bonacina

**Paola Bonacina**

[REDACTED]  
Solana Beach, CA 92075  
[REDACTED]

## SDLRR Project NOP

Cathy Boone [REDACTED]

Wed 6/19/2024 5:36 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I am a resident of Solana Beach and frequent attendee of the horse races and the county fair. I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Sincerely,

Cathy Boone  
[REDACTED]

## SDLRR Project NOP

Lori Borowski [REDACTED]

Mon 6/17/2024 5:30 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

**I oppose further consideration of Alternative A. It's too costly.**

Please remove it before any further work on the EIR is done.

At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts, Alternative A does not warrant the expenditure of any additional taxpayer money.

Lawrene Borowski, Citizen of Solana Beach

# SDLRR Project NOP

Deborah A Bouchoux [REDACTED]

Fri 6/21/2024 5:02 PM

To:LOSSANcorridor <lossan.corridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear Sir or Madam,

I am a resident of Solana Beach, CA, and was disturbed and shocked to read about Alternative A to the Notice of Preparation for the Draft Environmental Impact Report relating to the San Diego LOSSAN Rail Realignment Project.

To the best of my knowledge, I had no idea about the Alternative A proposal until the past few days, which seems to indicate a lack of transparency in the process surrounding the rail realignment proposals.

Moreover, on its face, Alternative A (which I believe was generated and proposed by Del Mar residents and NOT by SANDAG), makes absolutely no sense, for the following reasons:

1. It is the longest of the three alternative alignments with significantly higher costs (approximately \$4.4+ billion, which may well increase as construction is underway);
2. It will impact and disrupt rail operations;
3. It will require tunneling under the San Dieguito Lagoon, which will likely have disruptive impacts and effects to the water and wildlife in the lagoon;
3. It will disrupt the Fairgrounds operations;
4. It will severely disrupt businesses in Solana Beach, especially those along Cedros Avenue for an estimated 7-10 years (will those businesses be compensated for the business disruption, similar to an eminent domain type proceeding?)

For these reasons, I am urging that Alternative A be dropped immediately so that time will not be wasted on this absurd proposal. Efforts for the rail realignment should be directed to feasible alternatives and not to Alternative A, which under any rational review is simply not likely, practicable, or workable.

Thank you.

Deborah Bouchoux

[REDACTED]  
Solana Beach, CA 92075

;

;

.

## SDLRR Project NOP

Cathy [REDACTED]

Thu 7/18/2024 8:57 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

We are writing to say that we oppose Alternative A. Alternative A will double the cost of the other Alternatives, will have serious consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon. Alternative A does not make good sense. Please focus on the more viable Alternatives.

Thank you,

Catheen and Albert Bourdon  
Residents of Solana Beach since 1980.

## LDLRR Project NOP

Mary Jane Boyd [REDACTED]

Tue 6/18/2024 2:07 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:lossanalignment@cosb.org <lossanalignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To whom it may concern:

Regarding the relocation of train tracks from the Del Mar bluffs, please help me understand how "Proposal A" became a potential solution without the responsible officials notifying/involving the staff or residents of Solana Beach who will be the most impacted by this proposal?

Thank you for your immediate attention to this matter.

Mary Jane Boyd

[REDACTED]  
Solana Beach, CA 92075

[REDACTED]



## Alternative A

Maribel Peraza Bradberry [REDACTED]

Mon 6/17/2024 10:12 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money. If the tracks have to be removed in Del Mar, Del Mar needs to deal with the movement, not other cities.

Best,  
Maribel Bradberry  
Solana Beach Resident

## SDLRR Project NOP

S Brainerd [REDACTED]

Mon 6/17/2024 2:07 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANAlignment@cosb.org <LOSSANAlignment@cosb.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To Whom It May Concern:

I strongly oppose the alignment known as Alternative A, and I would appreciate it if you would immediately remove it from further consideration. It is double the cost of the other alternatives, with serious economic consequences to the region, and numerous environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon. Alternative A does not warrant additional consideration or the expenditure of any additional taxpayer money.

Thank you,

Sherry Brainerd  
Solana Beach, CA

**From:** [Dick Bratcher](#)  
**To:** [LOSSANcorridor](#)  
**Cc:** [LOSSANAlignment@cosb.org](mailto:LOSSANAlignment@cosb.org)  
**Subject:** SDLRR Project NOP  
**Date:** Friday, June 21, 2024 2:40:33 PM

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You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Alternative A may never get built--it will be tied up in litigation for years. Do the logical thing and reject this alternative now. Del Mar residents don't deserve special treatment.

Best regards,  
Dick Bratcher

[REDACTED]  
Solana Beach, CA 92075

## SDLRR Project NOP

Paul Breed [REDACTED]

Tue 6/18/2024 5:16 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Both state and federal budgets are running huge deficits.  
It is irresponsible to consider a plan that costs twice as much as alternatives.  
Please kill Alternative A.  
It seems Alternative C is the lowest cost, please consider that option.

Paul Breed Solana Beach resident.

## SDLRR Project NOP

Doug Brems [REDACTED]

Tue 7/16/2024 5:35 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANAlignment@cosb.org <LOSSANAlignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I oppose further consideration of Alternatives A and B. Please remove them before any further work on the EIR is done. At double the cost of Alternative C, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternatives A and B do not warrant the expenditure of any additional taxpayer money.

Alternative C is the reasonable choice.

Sincerely,

Douglas Brems

[REDACTED]  
San Diego, CA 92130

"Alternative A" is an incredibly bad idea!

Richard Brenckman [REDACTED]

Sat 6/22/2024 3:59 PM

To: LOSSANcorridor <lossan@sandag.org>

Cc: [REDACTED]

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

22 June 2024

Dear SANDAG:

My wife and I are 30-year residents of Solana Beach, and we truly love the area. We also understand it's necessary that the railroad tracks be relocated from the bluffs in Del Mar before they collapse.

BUT -- we totally oppose any further consideration of Alternative A -- it's a really really bad idea. So we ask that you remove this Alternative before any further work on the EIR is done. At double the cost of the other Alternatives, plus the serious economic consequences to Solana Beach and the region, and the serious environmental impacts to Solana Beach, Stevens Creek, the Del Mar Race Track and Fairgrounds, and the San Dieguito Lagoon -- Alternative A does not warrant the expenditure of any additional taxpayer money.

It's a disastrously bad idea, and we strongly urge you to drop all consideration of it now.

Thank-you for your attention.

Richard (and Lori) Brenckman

[REDACTED]  
Solana Beach CA 92075



# SDLRR Project NOP

g b [REDACTED]

Fri 6/28/2024 7:17 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:lossanalaignment@cosb.org <lossanalaignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

June 28, 2024  
SANDAG Board of Directors  
SDLRR Project NOP

Hello.

I VERY STRONGLY OPPOSE ALTERNATIVE A in the SDLRR NOP.

I am a resident of Solana Beach. I attended a city council meeting on June 26th. SANDAG had representatives at this meeting presenting the NOP for the SDLRR project.

After listening to the information and explanations and numerous "we don't know" responses from the SANDAG team, I was flabbergasted and wondered who decided to include this plan?

Alternative A satisfies only 3 of the 6 criteria used to determine inclusion in the NOP. Furthermore, the materials presented, specifically the site map and nomenclature used were misleading and disingenuous.

The presenters soft pedaled what would be a significant negative impact economically, environmentally and quality of life for the residents of Solana Beach and surrounding communities.

The presenters conceded that the relatively new Solana Beach trench WOULD BE DEMOLISHED! A deeper and wider track would be constructed, impacting businesses, affordable housing, quality of life, usurping larger areas along the track, disrupting rail service and essentially shutting down the area for 7-12 years!

Not just the new rail trench but other new infrastructure projects would be demolished after constructed as well as shutting down the Fairgrounds for years! How does this plan make sense?

AT AN ESTIMATED \$4.14 BILLION, THE COST OF ALTERNATIVE A IS DOUBLE that of the other Alternatives in the NOP. Who believes this is sound fiscal management? The problems of Alternative A are so obvious. It is so clearly unsuitable, how did it become part of the NOP?

Please be responsive to the tax payers funding this project and the communities that will be devastated by it.

**PLEASE REMOVE ALTERNATIVE A FROM THE SDLRR PROJECT NOP BEFORE ANY MORE MONEY IS WASTED ON IT.**

Thank you.

Gina Bressinger  
Solana Beach Resident

## Input to the NOP re: the LOSSAN Rail Realignment

Optonline [REDACTED]

Fri 7/19/2024 3:27 PM

To: LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc: [REDACTED]

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

LOSSAN Rail Realignment team,

Thank for allowing us to share our concerns.

Negative impacts on both the community and the residents for the proposed Alternative B and C.

1. **Safety Concerns:** Accidents or derailments could pose serious threats (short and long-term) to residents living above a tunnel. Particularly, in the event of a serious accident within the tunnel involving chemicals, hazardous, and/or military explosive material.
2. **Property Values:** Homes located directly above or near railroad tracks may experience decreased property values due to the safety concerns (above) making them less desirable to potential buyers.
3. **Community Division:** Building railroad tracks under housing could create a physical barrier within the community, potentially dividing neighborhoods and affecting social cohesion.
4. **Disruption during Construction:** Causing traffic congestion, noise pollution, and inconvenience to residents and businesses.
5. **Alternative Options:** Considering alternative routes or methods for the railroad tracks, such as elevated tracks, rerouting away from residential areas, water.
6. **Long-term Economic Impact:** Reduced tourism, higher insurance costs for residents, and potential reluctance of businesses to invest in the area due to perceived drawbacks.

Tunneling thru a community entails significant risks related to geology, environment, cost, public acceptance, and operational challenges.

1. **Geological Stability:** Southern California is seismically active, prone to earthquakes and landslides. Building tunnels in such terrain requires careful engineering. *How will you ensure stability during both construction and operation?*
2. **Cost Overruns:** Tunnel projects are notorious for cost overruns due to unforeseen geological conditions, environmental challenges, and construction complexities. *How are cost being managed?*
3. **Environmental Impact:** Construction and operation of tunnels can disrupt sensitive coastal ecosystems. *What plans do you have in place to mitigate these impacts?*
4. **Traffic and Transport Disruption:** Construction of tunnels could disrupt existing roadways and traffic patterns, leading to congestion and logistical challenges. *How will disruption impact local communities and businesses?*
5. **Maintenance and Operation:** Tunnels require regular maintenance to ensure safety and functionality. Coastal tunnels may face additional challenges such as saltwater intrusion, corrosion, and erosion, necessitating ongoing monitoring and upkeep. *Are these expenses accounted for?*
6. **Emergency Preparedness:** Coastal tunnels must have robust emergency response plans in place due to the potential for incidents such as flooding, fires, or accidents. *What safety measures and infrastructure for emergencies will be in place, and how will you ensure residents are protected?*

Careful consideration of alternative solutions that minimize impact to the community well-being are crucial. Alternative A the A I-5 Alignment is best alternative solution with minimal impact to safety of local communities and residents, environmental impacts, noise pollution, and disruption to daily life.

Michelle and Arthur Brieske



Del Mar, CA 92014

## NOP comment deadline for the LOSSAN Rail Realignment Project

Kristin Brinner [REDACTED]

Tue 7/9/2024 9:02 AM

To:LOSSANcorridor <lossancorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hi,

I wanted to confirm - the comments are due on July 19 or has the deadline been extended?

Thanks,

Kristin

## SDLRR Project NOP

Andrew Brown [REDACTED]

Wed 6/19/2024 7:05 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:lossanalignment@cosb.org <lossanalignment@cosb.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To whom it may concern:

I would like to communicate that I vehemently oppose any further consideration of Alternative A.

I ask that you please remove it before any further work on the EIR is done.

At more than double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Regards,

Andrew Brown

## Railroad realignment

(null) (null) [REDACTED]

Thu 6/6/2024 7:53 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.

Dear Sandag,

I have recently viewed the three final options for the train through Del Mar. As a 92014 resident I am in support of route A, which portals at the fairgrounds and near the pump station in Sorrento Valley. This would be least disruptive to residents and the businesses in Del Mar, while also minimizing effects on the Los Penaquitos lagoon, a treasured natural preserve. Thank you for accepting my input.

Sincerely,

Stephanie Brown  
Del Mar resident



## Del Mar realignment comments / questions

Beth Brummitt [REDACTED]

Fri 7/19/2024 5:26 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hello -

Please include these topics in the EIR.

Given the high cost, long time frame, and significant impacts, what is the compelling reason to continue investing in the tracks? compare a hydrogen highway from LA to SD for freight, and Rapid Bus Transit for commuters. perhaps they would share a lane in the highway, with the Bus Rapid Transit taking single cars off the road.

How are losses in property value accounted for?

How would noise be mitigated on the new tracks?

Thanks,

**Beth Brummitt**

[REDACTED]

## LOSSAN Rail Realignment Public Scoping Meeting

Tue 6/18/2024 8:41 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear SANDAG and San Diego community as a whole,

I've been a resident of Solana Beach and Del Mar for twenty five years. I am lucky to now admin several popular Facebook groups including Residents of Solana Beach and Buy Nothing Solana Beach together hosting over 5k San Diego residents. I have tons of conversations online and in person daily about micro local issues. Lately those have focused on this SANDAG project.

There has been lots of change in our beautiful coastal communities in those 25 years, most very concerned with preserving our coastline, our environment and our thriving-but-quiet community. I'm very concerned that this project is headed in the wrong direction. Option A, though very popular with the microlocal Del Mar community is the wrong choice for San Diego as a whole for several important and long-lasting reasons.

First, option A is almost twice the cost of the alternatives B and C! Fiscal responsibility alone makes option A a poor choice. Adding to the fiscal irresponsibility of option A, this option impacts sales tax revenue dramatically. The secondary fiscal impact to our local businesses generated by fairgrounds traffic is hard to quantify but is nonetheless a significant impact.

The environmental impact of option A can't be underestimated as it will have the most detrimental effects to our wetlands and lagoon areas around the fairgrounds, around the San Dieguito Lagoon and around Steven's Creek. Our communities have worked so hard to restore and preserve these sensitive areas and option A will have a drastic negative impact on these areas.

There are also practical reasons to avoid option A. The construction required for this option is estimated to be DOUBLE that of the other options. Double the hassle to traffic, noise, air quality, local business revenue reduction, etc. Option A also will disrupt a greater number of homes and businesses than either of the other options.

Lastly, option A requires such disruption of rail service as to be impactful on passenger, military and freight service making yet another fiscally irresponsible wound to our region's economy, essentially resulting in billions in lost revenue.

Please do not allow a vocal, micro local pocket of Del Mar to sway your decision making towards a long term obvious error for our greater San Diego community.

Thank you,  
Amy Bryan

## SDLRR Project NOP

[REDACTED]

Thu 7/18/2024 2:16 PM

To:LOSSANcorridor <lossan@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

No please on alternative C  
Destroys sensitive lagoon.

TK Bryson MD

## "SDLRR Project NOP"

Jeanette Bunn [REDACTED]

Wed 7/17/2024 10:39 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>;LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I oppose Alternative A. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not pass the common sense test. Please focus on more viable Alternatives.

Thank you,

Jeanette Bunn  
Solana Beach resident

## SDLRR Project NOP

Brian Bunt [REDACTED]

Tue 6/18/2024 12:32 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Sincerely,

Brian Bunt  
Solana Beach Resident

## SDLRR Project NOP

susan burger [REDACTED]

Tue 6/18/2024 9:13 AM

To:LOSSANcorridor <lossan@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear SANDAG Staff,

I am writing to you in **OPPOSITION TO ALTERNATIVE A** in the relocation of the train tracks in Del Mar.

Alternative A is much more costly (about twice as much) than B and C, will impact Solana Beach's local economy as well as the Fairgrounds operations and sales tax revenue generated there - a possible loss of \$680 million annually. The Fairgrounds will not be impacted with Alternatives B and C. Who knows how many millions will be lost to Solana Beach's economy?

With Alternative A, Solana Beach residents, businesses and the Fairgrounds will take a huge environmental hit in regards to air quality and affect our beautiful wetlands, open space, and sensitive natural resources (San Dieguito Lagoon, Steven's Creek and the Fairgrounds area).

Under Alternative A, construction will take twice as long as under Alternatives B or C. Twice as long for Solana Beach residents to suffer from environmental impacts, economic losses, etc.

We all know that the tracks must be repaired and it will be a huge undertaking. But Alternatives B and C appear to be better options in so many ways. **PLEASE REMOVE ALTERNATIVE A FROM THE DISCUSSION AND FOCUS ON B AND C.**

Thank you for taking the time to read this. It is important.

Susan Burger  
Solana Beach resident



## NO on Alternative A - Lossan Rail realignment project

susan burger [REDACTED]

Fri 7/19/2024 4:57 PM

To:LOSSANcorridor <lossan@sandag.org>;LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

As a resident of Solana Beach, I would like to express my **opposition to Alternative A** in the relocation of the train tracks due to the bluff failure in Del Mar that needs repairing.

Alternative A is a NO because:

- It is by far the most expensive, almost doubling the cost of Alternatives B and C.
- The environmental impact on residents and businesses.
- The construction time is slated to be almost twice as long as with Alternatives B and C.
- The economic impact on businesses, including the Fairgrounds. Alternative A could be a huge blow to businesses on Cedros Avenue.

My hope is that you look at more workable Alternatives. **ALTERNATIVE A JUST DOES NOT MAKE SENSE.**

Thank you,  
Susan Burger  
Solana Beach Resident

**From:** [Charles Buri](#)  
**To:** [LOSSANcorridor](#)  
**Subject:** SDLRR Project NOP  
**Date:** Wednesday, June 19, 2024 9:01:06 AM

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You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Charles Buri

[REDACTED]

Solana Beach, CA 92075

P.S. This email was sent from my iPad using voice recognition and AI software. Please excuse spelling or grammatical errors and hallucinations.

## Alternative A

Colette Bellamy [REDACTED]

Tue 6/18/2024 8:08 PM

To:LOSSANcorridor <lossan@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To Whom It May Concern,

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Please make certain my voice is heard and my email lands in the right hands. Thank you for your time and consideration.

Sincerely,

Colette Busch  
Solana Beach Resident

## SDLRR Project NOP

Paulette [REDACTED]

Mon 6/17/2024 11:32 AM

To:LOSSANcorridor <lossan corridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

“I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.”

Paulette Cabral  
Solana Beach Resident

[REDACTED]  
SB, CA 92075  
[REDACTED]

## Solana Beach and the Tunnel

Brian Caine [REDACTED]

Mon 6/17/2024 7:49 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I understand that without engaging the residents of Solana Beach some consideration is being given to a ridiculous Alternative A that severely impacts Solana Beach. Please remove it from further consideration before any further work on the EIR is done.

At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A is a boondoggle and not worth the expenditure of taxpayer money!

Brian Caine

[REDACTED]  
Solana Beach, CA. 92075

## SDLRR Project NOP

Sean Callahan [REDACTED]

Thu 6/20/2024 10:04 AM

To:LOSSANcorridor <lossancorridor@sandag.org>

Cc:LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>;Lesa Heebner <lheebner@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hi SDLRR,

I am **firmly against** the continued consideration of Alternative A for the SANDAG rail realignment. This option should be removed immediately before any further work on the EIR is done. Alternative A is not only twice as expensive as the other alternatives, but it also threatens severe economic consequences for our region. Furthermore, it would cause substantial environmental damage to Solana Beach, Stevens Creek, the Fairgrounds, and the San Dieguito Lagoon. It is a waste of taxpayer money to pursue this option any further.

Best Regards,

Sean Callahan

[REDACTED]



## Re: SDLRR Project NOP

Sean Callahan [REDACTED]

Tue 6/25/2024 6:11 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>;Lesa Heebner <lheebner@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hi SANDAG LOSSAN Team,

Thanks for the email. Again, I am firmly against the continued consideration of Alternative A for the SANDAG rail realignment. This option should be removed immediately before any further work on the EIR is done. Not only is Alternative A twice as expensive as the other alternatives, but it also poses severe economic risks to our region. The environmental damage it would inflict on Solana Beach, Stevens Creek, the Fairgrounds, and the San Dieguito Lagoon is unacceptable.

Moreover, Alternative A would create significant noise and mess, disrupting the community and local wildlife. The fairgrounds would need to be shut down, causing further economic and social disruption. The Coastal Rail Trail would also be adversely affected, compromising a vital recreational and transportation resource for residents and visitors alike.

Do not be misled by the City of Del Mar's portrayal of Alternative A as the best option. It is ironic and telling that they renamed this new option to "Alternative A" in an attempt to position it favorably. Do not be conned by this rebranding tactic. It is clear that Alternative A is not the best option and is, in fact, one of the worst choices available. Pursuing this option further is a waste of taxpayer money and a detriment to our community.

Best Regards,

[REDACTED]

[REDACTED]

## SDLRR Project NOP

Jeffrey Cameron [REDACTED]

Thu 6/20/2024 6:03 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Jeff Cameron

[REDACTED]  
Solana Beach, CA 92075

**From:** [Ron Campnell](#)  
**To:** [LOSSANcorridor](#)  
**Subject:** "SDLRR Project NOP"  
**Date:** Tuesday, June 18, 2024 2:40:22 PM

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[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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This project will have long-term impact on the Del Mar and Carmel Valley communities. SANDAG and others should look at all opportunities for consultation including experts in Engineering and Urban Planning and environmental studies at UCSD and SDSU to mitigate the costs and impacts on the local communities by moving the rail line further inland. There are many concerns about tunneling in the area and the potential impact of building it in an earthquake zone. While rail service is essential to San Diego County, the realignment route must not be detrimental to these local communities to the extent the line causes safety and potential harm to residents. Moving the tracks must have community support or it will be tied up in the courts for years. The project will be disruptive to these communities for years. I'm sorry, I'm not optimistic about this project and the potential negative impacts.

\*Note- I called the Marriott about parking and the manager said they will be charging \$35 for parking at the hotel. This is outrageous to pay that much to park for a public hearing! Did SANDAG know that the hotel was to charge that much and was not going to validate parking? They should not be allowed to make money off from parking for a public hearing.

Ron Campnell  
UC San Diego (retired)  
Carmel Vallley resident

Sent from my iPhone

## Presentation at UC San Diego Osher Lifelong Learning Institute

Ron Campnell [REDACTED]

Thu 6/27/2024 2:30 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:Stephen Clarey <ssclarey62@gmail.com>

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.

As a Carmel Valley resident attended the recent SANDAG public presentation about the LOSSAN corridor and options for relocating the railroad tracks inland at the Marriott Hotel. There is interest to have SANDAG give a presentation about the corridor to the UCSD Osher Lifelong Learning Institute which I am a member. There are specific dates that are available to give the presentation. Please contact our Osher curriculum chair Adm. Stephen Clarey directly for more information. Thanks.

Ron Campnell  
UC San Diego (retired)

Sent from my iPhone

## Feedback on alternative routes

Larwrence Capobianco [REDACTED]

Sat 6/8/2024 1:37 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.

I live on [REDACTED] in DelMar Heights, and am concerned about noise, vibration and the expense of tunneling under DelMar Heights. I am wondering if you have considered the Oresund bridge between Denmark and Sweden. It was built in the year 2000 and is both bridge and Tunnel stretching out for 15.9 km and carries cars and trains. Cruise ships go under the bridge at sea although, making the bridge at that height would not be necessary for the Delmar stretch. The architect is George KS Rotne. This could be a straight line along the coast making it a much shorter option. Bridge and or tunnel are both options. Thanks for your consideration. Larry Capobianco.

Sent from my iPhone

**From:** [REDACTED]  
**To:** [LOSSANcorridor](#)  
**Subject:** SDLRR Project NOP  
**Date:** Tuesday, June 18, 2024 4:01:10 PM

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You don't often get email from [REDACTED]. [Learn why this is important](#)

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Good afternoon -

I'd like to voice my opposition to Alternative A; primarily on grounds of cost and infrastructure impact.

This option sounds like "NIMBY" coastal Del Mar residents wanting Solana Beach residents to bare the bulk of the inconvenience for 5-10 years while the project would only enhancing their views, noise and safety issues ... and property values.

The loss of the events at the fairgrounds for many years would financially cripple many Del Mar and Solana Beach businesses who are already struggling to hang-on in these difficult financial times.

The trains on sandstone bluffs are a major issue in Southern California, but Alternative A is the worst of the three options presented.

Jasen Carr  
Solana Beach resident since 1973.



## SDLRR Project NOP

James Cartoni [REDACTED]

Tue 6/18/2024 11:28 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Sir/Madam,

Alternative A sounds like an impractical, expensive exercise that will take 25 years to complete after all the lawsuits get resolved. I oppose it. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

James

-

---

James Cartoni  
Principal

Agiletic Law Group, P.C.

[REDACTED]  
Solana Beach, CA 92075

[REDACTED]  
[www.agiletic.com](http://www.agiletic.com)

## SDLLR project NOP

Kevin Casey [REDACTED]

Fri 6/21/2024 7:43 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Kevin Casey, M.D.

[REDACTED]  
Solana Beach, CA 92075

Sent from my iPhone

## Environmental Impact Review Opinion

Chinchillas LA [REDACTED]

Tue 6/18/2024 5:32 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hi SANDAG,

I am in favor of Alternative A I-5 Alignment path for the train. I think this is the best route because it is the farthest away from the bluff and coastline. Alternative A I-5 Alignment will not have erosion issues that the Alternative C Camino Del Mar Alignment will have. I'm opposed to Alternative C Camino Del Mar Alignment. I think it's best to put the route close to the I-5 freeway.

Thank you,  
Elizabeth Cate

# SDLRR Project NOP

Oscar Cateriano [REDACTED]

Wed 6/5/2024 10:36 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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Sandag Leader,

Thank you for open to receive comments from the community and seeking our input about removing the track tracks from the Del Mar bluffs and seeking alternative routes.

As a Del Mar resident, I feel strongly that the ideal solution should result in no negative impact to existing communities and the environment. Clearly cost is an important consideration but it must not be at the expense of how it would disrupt the homes/communities and environment. Also cost must be considered in the broader sense, as option B (Crest Cayon alignment) will likely incur legal challenges/expenses and further delay removing the tracks from the bluffs. So the cost of delay and legal challenges should get factored into the thinking for this project. Also, if legal challenges are successful, then starting the project on a new path in the future will likely have an increased cost associated with it... So please factor this into your decision-making process.

If you agree with factors for this prioritization, then the option A (I-5 alignment) would make the most sense followed by option C (Camino Del Mar). Although these alternatives may cost more upfront, I believe in the long run it be most cost effective and more importantly would not negatively existing communities and potentially the environment. I say the latter because with climate change, the environmental consideration today may look different vs tomorrow and the canyon bears many types of plants that are native to the area.

I can tell you that as a resident, I do not want these train tracks under my community. Although this is not about me, I can tell you that none of my neighbors want option B for the reasons above. Option B is most intrusive and disruptive option of the 3 being proposed.

If you have questions or would like to discuss any of the comments above, please feel free to call me at [REDACTED] My address is: [REDACTED] Del Mar, CA 92014.

Thank you for your consideration and factoring in my comments.

Oscar Cateriano

\*\*\*\*\*

### IMPORTANT MESSAGE FOR RECIPIENTS IN THE U.S.A.:

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\*\*\*\*\*

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Corporate Headquarters Mailing Address: BD (Becton, Dickinson and Company) 1 Becton Drive  
Franklin Lakes, NJ 07417 U.S.A.

BD Restricted

## SDLRR Project NOP

Cavanagh, Peter [REDACTED]

Thu 6/20/2024 10:07 AM

To: LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc: [REDACTED]

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear SANDAG Representative,

We oppose further consideration of Alternative A for moving the railroad tracks. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.”

Best,

Peter & Debbie Cavanagh

[REDACTED]

Solana Beach, CA 92075

**\*Wire Fraud is Real\*. Before wiring any money, call the intended recipient at a number you know is valid to confirm the instructions.** Additionally, please note that the sender does not have authority to bind a party to a real estate contract via written or verbal communication.



**From:** [Clayton Celiberti](#)  
**To:** [LOSSANcorridor](#)  
**Cc:** [lossanalignment@cosb.org](mailto:lossanalignment@cosb.org)  
**Subject:** SDLRR Project NOP  
**Date:** Tuesday, June 18, 2024 7:05:43 PM

---

You don't often get email from clayton.celiberti@gmail.com. [Learn why this is important](#)

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I am opposed to further consideration of Alternative A and request its removal before any additional work on the EIR is undertaken. Given its double cost compared to other alternatives, its severe economic repercussions for the region, and its numerous environmental impacts on Solana Beach, Stevens Creek, the Fairgrounds, and the San Dieguito Lagoon, Alternative A does not merit further expenditure of taxpayer money.

Clay

## SDLRR PROJECT NOP

Andrew Chabot [REDACTED]

Tue 6/18/2024 2:38 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I live in Solana Beach and I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer.

Regards,

Andrew Chabot

[REDACTED]  
Solana Beach Ca 92075  
[REDACTED]

## Bluff stabilization night work schedule

beth chappell [REDACTED]

Fri 7/19/2024 10:18 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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We live in the SeaPoint townhomes by Torrey Pines State Beach. As you know, the beach parking lot is the staging area for the Bluff Stabilization Project. We haven't been able to find a schedule for the night work and would appreciate it if you would let us know what days of the week and for how long it will continue. The back up beepers and train horns are quite loud in our home and impact our sleep so we'd like to know what to expect.

Thank you,  
Beth Chappell

## Del Mar Rail Tunnel

carter CHAPPELL [REDACTED]

Thu 7/18/2024 7:05 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.

Gentlemen,

We strongly oppose any underground rail tunnel through Del Mar. This tunnel will destroy the Del Mar community, it makes no fiscal sense and Sandag has zero experience with this type of construction. It would be a total failure.

If relocation of the rail line through Del Mar is necessary, it makes more sense to follow the Alternate A route (through the fair grounds, parallel the 5 freeway and connect east of Torrey Pines beach) but construct the rail lines via an overhead viaduct. This is a cheaper, less risky and proven construction approach.

Carter Chappell

[REDACTED]  
Del Mar, CA

Sent from my iPad

## Red Dot: LOSSAN; SANDAG 2023 State of the Commute Rail Ridership

Ricardo del Río [REDACTED]

Wed 7/3/2024 2:17 PM

To:cityclerk@delmar.ca.us <cityclerk@delmar.ca.us>;LOSSANcorridor <LOSSANcorridor@sandag.org>

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1 of 3

Based on data from SANDAG's 2023 State of the Commute Rail Ridership compare and contrast rail ridership to transit routes. Please consider supporting the Value of supplanting the hazardous underperforming government-subsidized diesel-powered rail line from Sorrento Valley to Oceanside with a more accessible light rail system along the I-5 corridor featuring more stops with costal access to a world-class 21 mile Del Mar Man Indigenous Predecessor Scenic Corridor akin to the 1.7 New York City High Line that attracts over 2 million visitors. Imagine creating a 21 mile strip of costal access and the cultural and economic value to the municipalities; truly transformational!





## About This Report

Each year, SANDAG creates the State of the Commute report to fulfill a mandate in the TransNet Ordinance. [TransNet](#) is the half-cent sales tax administered by SANDAG for local transportation projects. It was first approved by voters in 1988 and extended in 2004 for another 40 years. TransNet funds numerous transit, highway, freight, bikeway, and walkway programs, in addition to an environmental conservation program, transit fare subsidies, and grants. The [TransNet Independent Taxpayer Oversight Committee](#) (ITOC) is responsible for ensuring all voter mandates are carried out as required and develops recommendations for improvements to the financial integrity and performance of the program. In response to the [FY 2018 TransNet Triennial Performance Audit](#), this report captures performance outcome data related to pavement, bridge conditions, local roadways, and bike and pedestrian modes. In





## Top Transit Routes by Ridership

Average weekday boardings by route (SANDAG)



ROUTE NAME	Boardings (Sum) (Boardings/Boardings)
Route #13 National City to Grantville	5,585
Route #929 San Ysidro to Downtown	5,420
Rapid 215 SDSU to Downtown	4,591
Route #3 Hillcrest to Chollas View	3,810

< Previous

Next >

Showing Boardings 7 to 10 out of 10



## Regional Rail Transit Ridership

Average weekday boardings by rail route (SANDAG)



Route	Year	Average Daily Passengers ...
COASTER	2022	2,477
COASTER	2023	2,796

< Previous

Next >

Showing Boardings 49 to 50 out of 50



**From:** [Ricardo del Río](#)  
**To:** [cityclerk@delmar.ca.us](mailto:cityclerk@delmar.ca.us); [LOSSANcorridor](#)  
**Subject:** Red Dot: SANDAG LOSSAN  
**Date:** Wednesday, July 3, 2024 2:27:53 PM  
**Attachments:** [Sin título 2.pdf](#)

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**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

2 of 3

The attached article from Laurie Girand in the Voice of OC is informative regarding the value of LOSSAN/BNSF freight.

I advocate to supplant the underperforming government-subsidized diesel-powered rail line from Sorrento Valley to Oceanside, replacing it with a more accessible light rail system along the I-5 corridor featuring more stops with costal access to a world-class 21 mile Del Mar Man Indigenous Predecessor Scenic Corridor akin to the New York City High Line

Would the public be better served in terms of value from reducing hazards by transitioning from an underperforming government-subsidized diesel-powered rail to shipping of military material and hazardous materials from sea port to sea port in the same manner use to supply Hawaii?

Girand: Trains vs. Beaches – \$ 1  
Billion BNSF Baloney  
BY LAURIE GIRAND Apr 29, 2024

Enviado desde mi iPad

# Girand: Trains vs. Beaches – \$ 1 Billion BNSF Baloney

BY LAURIE GIRAND Apr 29, 2024 Why you can trust Voice of OC [Click to share on Twitter \(Opens in new window\)](#)[Click to share on Facebook \(Opens in new window\)](#)[Click to share on Reddit \(Opens in new window\)](#)[Click to email a link to a friend \(Opens in new window\)](#)[Click to print \(Opens in new window\)](#)

[Laurie Girand](#) Apr 3, 2024



Since 1997, [the S&P 500 has grown from 1533.80 to 5234.50](#), a rate of 341%. Since 1997, the US Gross Domestic Product has grown from [\\$8.578 trillion](#) to [\\$27.36 trillion](#), a rate of 319%. You know what hasn't grown? Freight on the LOSSAN Corridor.

[In 1997, the LOSSAN corridor was said to support 30,000 freight cars](#) annually. In 2021, SANDAG suggested the line carried "*more than 30,000 carloads*," which seems optimistic given pandemic supply chain problems. Back in 2008, BNSF is reported to have indicated the value of freight transported along the corridor was \$1 billion. In 2021, SANDAG also said it was valued at ["approximately \\$1 billion."](#) In January of 2024, state senators reported the corridor supports ["more than \\$1 billion."](#) In the face of the record economic growth so far this century, it must have been hard to maintain such stability for two to three decades.

What is wrong with these freight numbers, which are so often quoted liberally by state and federal representatives, including Senators Atkins and Blakespear and Congressman Levin? First, are they referring to freight along the 66-mile San Diego Segment (San Diego to San Juan Capistrano) of the LOSSAN Corridor or are they referring, as seems to be indicated, to freight along the entire 351 miles? If these statistics belong to the latter, the value of rail freight travelling within the endangered San Diego Segment would have hovered at only \$200 million on a prorata basis, not \$1 billion. With railroad interests considering repair and relocation costs from hundreds of millions to multiple billions of dollars, could we perhaps get some accurate daily, monthly or annual statistics instead of these sweeping generalizations?

Second, accompanying these numbers are wild predictions of growth. In 1997, the [California Department of Transportation and the Federal Railroad Administration forecast that the volume of freight would increase by 50% by 2020](#). Oops. In 2008, according to SANDAG, BNSF forecast freight on the corridor would double between 2008 and 2050. Off to a very slow start. In

2021, SANDAG indicated, ["these freight lines move more than 30,000 carloads annually and are expected to exceed 60,000 by 2030."](#) How many predictions have to fail before rail agencies and government understand: it's not happening.

Third, even if the \$1 billion accurately describes the value of the freight carried on the San Diego Segment of the LOSSAN Corridor, it is dwarfed by other economics. The value of freight transported by trucks in the San Diego region [falls between \\$270 and \\$320 billion](#), which should embarrass the train interests. The Gross Domestic Product of the San Diego metro area for 2022 has been calculated to be [\\$257.34 billion dollars](#), while the Gross Domestic Product for Orange County for the same year is given as [\\$314 billion](#).

Fourth, the \$1 billion figure does not capture the economic value rail freight contributes to either economy. Because rail freight only passes through Orange County, the only economic value Orange County derives is from payments by BNSF, the freight operator, for the use of the rails. We requested that data from local agencies months ago; we have yet to receive it. Still, we can make estimates for San Diego, even if a [2018 San Diego Grand Jury report made extravagant claims of value without substantiation](#).

Because most of the rail freight traveling on the San Diego Segment originates or is destined internationally, the contribution of the rail freight itself to San Diego is minimal. As well, even if the goods were produced domestically, they would still find their way to an ultimate destination, so that value cannot be attributed to rail freight's contribution to the local economy. Thus, the key contributions of rail freight are derived from 1) fees paid to the Port and at the border for the privilege of entering San Diego, 2) funds paid for transferring the freight between transports in San Diego and 3) BNSF's expenses of fuel and operations moving rail cars.

We know a [2018 San Diego Grand Jury report](#) indicated that the Pasha Group handles import and export of vehicles, at least some of which travel



by train, for the San Diego Harbor. As the second largest customer of the PORT, the Pasha Group paid \$13.1 million to the Port. We also know that the average revenue BNSF is likely making is [.044 dollars per ton mile](#) based on industry norms, which would be approximately \$14.5 million, if running at full capacity, out of which it would need to pay its expenses. However, we also know that the line is [not running at full capacity, which would be six freight trains a day](#), instead of the actual two to three. Freight cars are often sent empty to San Diego for repositioning. From these numbers, we can assume that the economic contribution of \$1 billion in freight (on LOSSAN? on the San Diego Segment?) is easily under \$50 million, and likely under \$20 or even \$10 million, a mere 1-2% of the exaggerated \$1 billion so often quoted.

In short, freight traveling along the crumbling coast does not actually contribute much to the economies of San Diego or Orange County. Let's be honest: if the total annual contribution of rail freight to the economies of San Diego and Orange Counties is less than \$20 million annually, and in the next year, OCTA is planning to spend more than \$200 million in taxpayer funds on riprap boulders in San Clemente to keep freight running, perhaps for just one year at the expense of South Orange County beaches, the numbers just don't add up. It's time for our representatives to stop generalizing and demand exact numbers, an objective cost/benefit analysis, and an explanation for why stagnant rail freight and doomed tracks warrant any investment at all.



*Laurie Girand is an 18-year resident of San Juan Capistrano, a former candidate for Assembly District 74 and an Advisor to Capo Cares, a coastal*



*advocacy group located in the Capistrano Beach community in the City of Dana Point. Since 2014, Capo Cares has followed issues of interest to community members, such as coastal erosion, beautification, public health and safety, local development and arts and culture. The group updates the community via daily postings at [www.Facebook.com/capocares](http://www.Facebook.com/capocares).*

*Opinions expressed in community opinion pieces belong to the authors and not Voice of OC.*

*Voice of OC is interested in hearing different perspectives and voices. If you want to weigh in on this issue or others please email [opinions@voiceofoc.org](mailto:opinions@voiceofoc.org).*

## Red Dot LOSSAN SANDAG Environmental Impact Report Questions

Ricardo del Río [REDACTED]

Wed 7/3/2024 2:30 PM

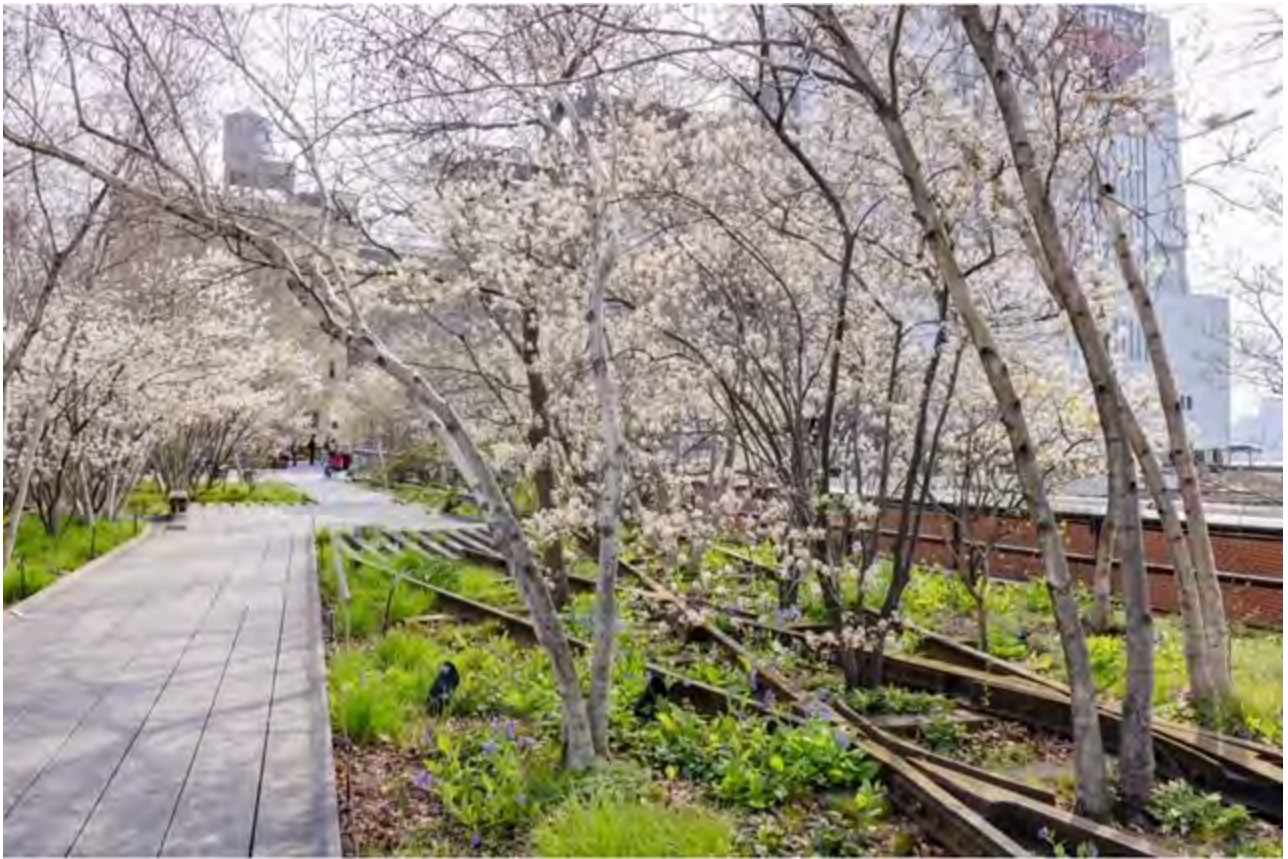
To:LOSSANcorridor <LOSSANcorridor@sandag.org>;cityclerk@delmar.ca.us <cityclerk@delmar.ca.us>

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

### **SANDAG LOSSAN California Environmental Quality Act Review Questions incorporating Value Analysis**

#### I. AESTHETICS.

- a) What will be the aesthetic impact on homeowners whose property is located near or within view of a Value Analyzed world-class Del Mar Man Indigenous Predecessors Scenic Corridor including coastal access akin to the New York City High Line that supplants the underperforming government-subsidized diesel-powered rail line from Sorrento Valley to Oceanside featuring gigantic portals?
- b) What would be the aesthetic impact of removal of the entire rail berm bisecting Los Peñasquitos Lagoon and restoring the lagoon aesthetically in such a manner recognizable to Del Mar Man-our Indigenous predecessor, then declaring, naming, honoring the area such as 21 mile Del Mar Man-Indigenous Predecessor Scenic Corridor?
- c) What would be the aesthetic impact of supplanting the underperforming government-subsidized diesel-powered rail line from Sorrento Valley to Oceanside, honoring Del Mar Man and our Indigenous predecessors, and replacing it with a more accessible light rail system along the I-5 corridor featuring more stops with coastal access to a world-class 21 mile Del Mar Man Indigenous Predecessor Scenic Corridor akin to the New York City High Line?
- d) What certified or accredited agency or firm will evaluate the degree of benefits, value or adverse effects on the scenic vista created by supplanting the underperforming subsidized diesel-powered rail line and creating a 21 mile Value Analyzed world-class Del Mar Man Indigenous Predecessor Scenic Corridor akin to New York City's High Line as opposed to the currently proposed gigantic north and south portals on the existing visual character or quality of the site and its surroundings?
- e) New York City High Line: In addition to some seven million people a year who visit the 1.7 mile long High Line, it has attracted another devoted following: a fan base that includes warblers and other migratory birds, 33 native bee species and various butterflies, including painted ladies. Extrapolate the value of a 21 mile Value Analyzed world-class Del Mar Man Indigenous Predecessor Scenic Corridor.



### III. AIR QUALITY.

- a) What are the current air quality readings near the currently proposed LOSSAN northern and southern portals and to what degree will the future tunnel result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?
- b) Are there comparable existing portals which serve as models for the public to evaluate/view?
- c) What would be the impact on Air Quality by supplanting the underperforming government-subsidized diesel-powered rail line and replacing it with a more accessible light rail system along the I-5 corridor featuring costal access to a world-class Del Mar Man Indigenous Predecessor Scenic Corridor akin to New York City's High Line?

### IV. BIOLOGICAL RESOURCES:

- a) How would removal of the rail berm bisecting Los Peñasquitos Lagoon as well as removal of the rail line from Sorrento Valley to Oceanside have substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

- b) How would removal of the rail berm bisecting Los Peñasquitos Lagoon as well as removal of the underperforming government-subsidized diesel-powered rail line from Sorrento Valley to Oceanside have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?
- c) How would removal of the rail berm bisecting Los Peñasquitos Lagoon as well as removal of the underperforming government-subsidized diesel-powered rail line from Sorrento Valley to Oceanside have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

## VI. GEOLOGY AND SOILS.

- a) What are the current seismic/vibration readings along the proposed tunnel corridor in terms of actual elevation and/or distance and depth in relation to all residential structures?
- b) Does the Certifying Agency project potential adverse effects including vibration and/or seismic ground shaking caused by all diesel-powered rail service throughout the currently proposed tunnel corridor?
- c) Would sedimentary sandstone subjected to large scale boring degrade and become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction?
- d) What would be the potential impacts on Geology and Soils by replacing the current underperforming government-subsidized diesel-powered rail line from Sorrento Valley to Oceanside with a more accessible light rail system along the I-5 corridor featuring costal access to a 21 mile world-class Del Mar Man Indigenous Predecessors Scenic Corridor akin to New York City's High Line?

## VII. GREENHOUSE GAS EMISSIONS.

- a) What are the current greenhouse gas emissions at the proposed northern and southern portal locations?
- b) Will the nature of the currently proposed portals concentrate the generated greenhouse gas emissions directly that may create a significant impact on the environment and to living beings?
- c) What would be the potential impacts on Greenhouse Gas Emissions by replacing the current underperforming government-subsidized diesel-powered rail line from Sorrento Valley to Oceanside with a more accessible light rail system along the I-5 corridor featuring costal access to a 21 mile world-class Del Mar Man Indigenous Predecessors Scenic Corridor?

## VIII. HAZARDS AND HAZARDOUS MATERIALS.

- a) What is the emergency response plan and scope of emergency evacuation associated with a low incidence-high-impact unforeseeable or foreseeable upset and accident conditions involving the release of hazardous materials into the environment expose people or structures to a significant risk of loss, injury or death?
- b) Would the public be better served in terms of value from reducing hazards by transitioning from an underperforming government-subsidized diesel-powered rail to shipping of military material and hazardous materials from sea port to sea port in the same manner use to supply Hawaii?

## XII. NOISE.

- a) What are the current noise/vibration readings near the proposed northern and southern portals as well as along the tunnel corridor?
- b) To what degree will the future tunnel corridor result in a cumulatively considerable net increase in noise/vibration?
- c) What will be the degree of exposure to residences/people along the tunnel corridor from generation of excessive groundborne vibration or ground-borne noise levels?
- d) What is the projected permanent increase in ambient noise levels throughout the entire project vicinity above levels existing without the project?
- e) What would be the potential impacts on Noise by replacing the current underperforming government-subsidized diesel-powered rail line with a more accessible light rail system along the I-5 corridor featuring costal access to a 21 mile world-class Del Mar Man Indigenous Predecessors Scenic Corridor akin to New York City's High Line?

## XIII. POPULATION AND HOUSING.

- a) Would the proposed double track rail configuration from Sorrento Valley to Oceanside include commercial and residential rezoning in order to induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure) in the same manner as NCTD has proposed along the Sprinter Rail Line?
- b) How will the effort to address the pressing need for affordable housing in San Diego County including the potential construction of affordable housing units at the Del Mar Fairgrounds by 2030 influence the proposed special events platform, or small station designed to serve the Del Mar Fairgrounds?
- c) How would a 21 mile world-class Del Mar Man Indigenous Predecessors Scenic Corridor stimulate the population featuring accessible world-class sporting events?

## XIV. PUBLIC SERVICES.

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection? Police protection? Other public facilities?

b) What would be the adverse impact of supplanting the existing rail line from Sorrento Valley to Oceanside with a world-class Del Mar Man Indigenous Predecessors Scenic Corridor akin to New York City's High Line featuring costal access from a proven light rail system along I-5?

#### XVI. TRANSPORTATION/TRAFFIC.

a) To what degree does SANDAG State of the Commute Report have in establishing policy measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

b) Can the terminals associated with the LOSSAN identified United States Department of Defense Strategic Rail Corridor (Camp Pendleton and the Port of San Diego) be more efficiently, in greater capacity and safely served by ship in the same manner as Hawaii is served?

c) What would be the adverse impact of supplanting the existing rail line from Sorrento Valley to Oceanside with a world-class Del Mar Man Indigenous Predecessors Scenic Corridor akin to New York City's High Line featuring costal access from a proven light rail system along I-5?

#### XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.

a) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly ?

b) What would be the adverse impact of supplanting the existing rail line from Sorrento Valley to Oceanside with a 21 mile world-class Del Mar Man Indigenous Predecessors Scenic Corridor akin to New York City's High Line featuring costal access from a proven light rail system along I-5?

c) What would be the benefit, value of supplanting the existing rail line from Sorrento Valley to Oceanside with a 21 mile world-class Del Mar Man Indigenous Predecessors Scenic Corridor akin to New York City's High Line featuring costal access from a proven light rail system along I-5 in terms of cultural and economic stimulation?



## Red Dot Public Comment SANDAG LOSSAN CEQA

Ricardo del Río [REDACTED]

Thu 7/11/2024 1:31 PM

To:cityclerk@delmar.ca.us <cityclerk@delmar.ca.us>;LOSSANcorridor <LOSSANcorridor@sandag.org>  
Cc:iheebner@cosb.org <iheebner@cosb.org>;Mario Orso <mario.orso@sandag.org>;Supervisor Terra Lawson-Remer <terra.lawson-remmer@sdcounty.ca.gov>;ddruker@delmar.ca.us <ddruker@delmar.ca.us>;tkranz@encinitasca.gov <tkranz@encinitasca.gov>;keith.blackburn@carlsbadca.gov <keith.blackburn@carlsbadca.gov>;esanchez@oceansideca.org <esanchez@oceansideca.org>

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**Amended July 11, 2023**

**SANDAG LOSSAN**

**California Environmental Quality Act Review Questions**

**Incorporating Value Analysis**

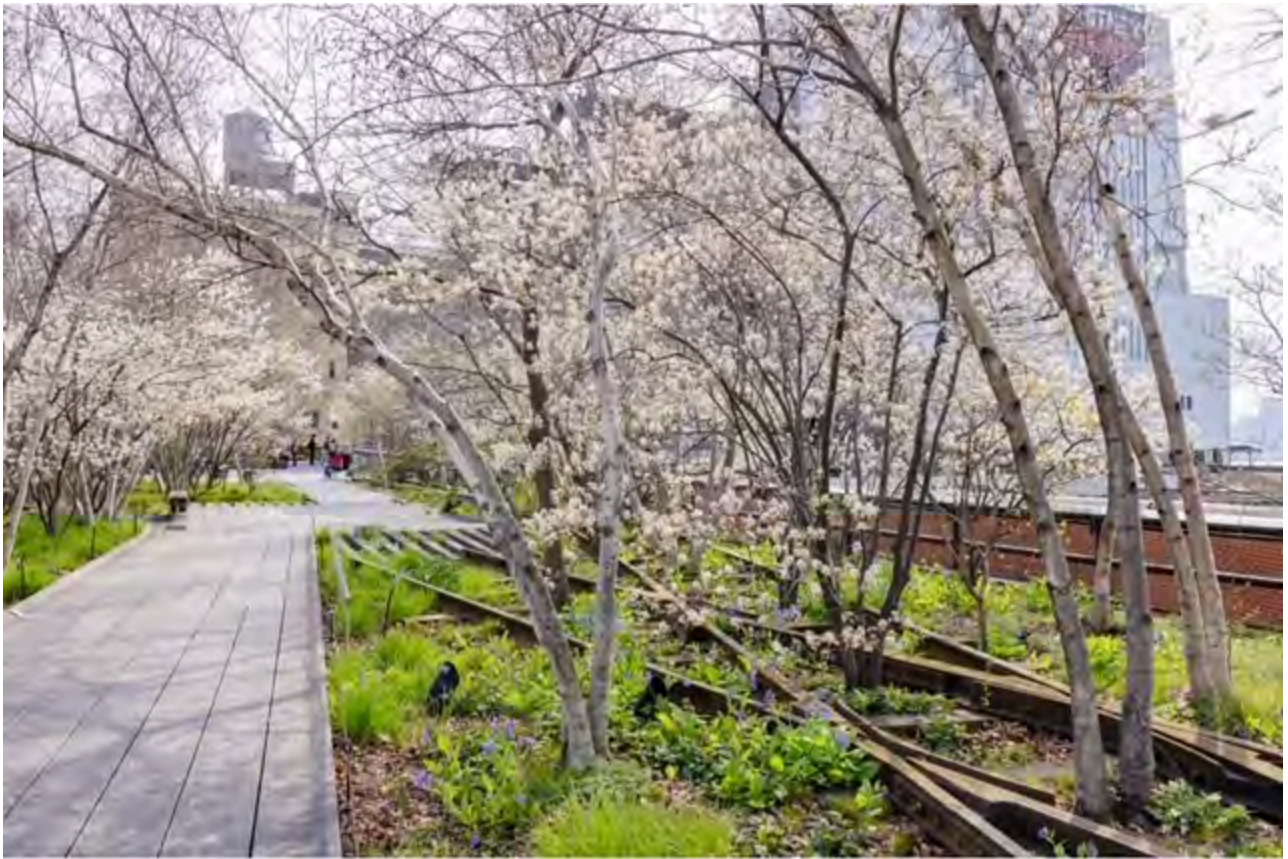
Submitted by: Ricardo del Río Chavira

### I. AESTHETICS.

a)What will be the aesthetic impact on homeowners who's property is located near or within view of a Value Analyzed world-class 21 mile Del Mar Man Indigenous Predecessor Scenic Corridor from Sorrento Valley to Oceanside including costal access akin to the New York City High Line that supplants the data verified(1.[SANDAG 2023 State of the Commute Rail Ridership](#)) underperforming government-subsidized diesel-powered rail line from Sorrento Valley to Oceanside featuring gigantic portals?

b) What would be the aesthetic impact of removal of the entire rail berm bisecting Los Peñasquitos Lagoon and restoring the lagoon aesthetically in such a manner recognizable to Del Mar Man-our Indigenous predecessor, then declaring, naming, honoring the 21 mile Value Analyzed segment as Del Mar Man-Indigenous Predecessor Scenic Corridor and replacing it with a proven Value Analyzed (1) more accessible electric light rail system along the I-5 corridor featuring costal access?

c) What would be the aesthetic impact of supplanting the (1) Value Analyzed underperforming government-subsidized diesel-powered rail line from Sorrento Valley to Oceanside, honoring Del Mar Man and our Indigenous predecessors , and replacing it with a (1) proven, more accessible Value Analyzed electric light rail system along the I-5 corridor featuring more stops with costal access to a Value Analyzed world-class 21 mile Del Mar Man Indigenous Predecessor Scenic Corridor akin to the New York City High Line?



### [New York City High Line](#)

d) What certified or accredited agency or firm will evaluate the degree of benefits; Value Analyze or adverse effects on the scenic vista created by supplanting the (1) underperforming subsidized diesel-powered rail line and creating a 21 mile Value Analyzed world-class Del Mar Man Indigenous Predecessor Scenic Corridor akin to New York City's High Line as opposed to the currently proposed gigantic north and south portals on the existing visual character or quality of the site and its surroundings and replacing it with a proven (1) more accessible electric light rail system along the I-5 corridor featuring coastal access?

e) [New York City High Line](#): In addition to five million people a year who visit the 1.7 mile long High Line, it has attracted another devoted following: a fan base that includes warblers and other migratory birds, 33 native bee species and various butterflies, including painted ladies. Extrapolate the *cultural value* of a 21 mile Value Analyzed world-class Del Mar Man Indigenous Predecessor Scenic Corridor.

### III. AIR QUALITY.

a) What are the current air quality readings near the currently proposed LOSSAN northern and southern portals and to what degree will the future diesel-powered tunnel result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard

(including releasing emissions which exceed quantitative thresholds for ozone precursors)?

b) Are there comparable existing diesel-powered portals which serve as models for the public to evaluate/view?

c) What would be the impact on Air Quality by supplanting the (1) underperforming government-subsidized diesel-powered rail line and replacing it with a proven (1) more accessible electric light rail system along the I-5 corridor featuring coastal access to a world-class 21 mile Value Analyzed Del Mar Man Indigenous Predecessor Scenic Corridor akin to New York City's High Line?

#### IV. BIOLOGICAL RESOURCES:

a) How would removal of the rail berm bisecting Los Peñasquitos Lagoon as well as removal of the (1) underperforming Value Analyzed diesel-powered rail line from Sorrento Valley to Oceanside have substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

b) How would removal of the rail berm bisecting Los Peñasquitos Lagoon as well as removal of the (1) underperforming government-subsidized diesel-powered rail line from Sorrento Valley to Oceanside have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

c) How would removal of the rail berm bisecting Los Peñasquitos Lagoon as well as removal of the (1) underperforming government-subsidized diesel-powered rail line from Sorrento Valley to Oceanside have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

#### VI. GEOLOGY AND SOILS.

a) What are the current seismic/vibration readings along the proposed diesel-powered tunnel corridor in terms of actual elevation and/or distance and depth in relation to all residential structures?

b) Does the Certifying Agency project potential adverse effects including vibration and/or seismic ground shaking caused by all diesel-powered rail service throughout the currently proposed tunnel corridor?

c) Would sedimentary sandstone subjected to large scale boring degrade and become unstable as a result of the diesel-powered project, and potentially result in on- or-off-site landslide, lateral spreading, subsidence, liquefaction?

d) What would be the potential impacts on Geology and Soils by replacing the current (1) underperforming government-subsidized diesel-powered rail line from Sorrento Valley to Oceanside with a proven Value Analyzed (1) more accessible electric light rail system along the I-5 corridor featuring costal access to a Value Analyzed 21 mile world-class Del Mar Man Indigenous Predecessor Scenic Corridor akin to New York City's High Line?

## VII. GREENHOUSE GAS EMISSIONS.

a) What are the current diesel-powered greenhouse gas emissions at the proposed northern and southern portal locations?

b) Will the nature of the currently proposed portals concentrate the diesel-powered generated greenhouse gas emissions directly that may create a significant impact on the environment and to living beings?

c) What would be the potential impacts on diesel-powered Greenhouse Gas Emissions by replacing the current (1) Value Analyzed underperforming government-subsidized diesel-powered rail line from Sorrento Valley to Oceanside with a proven Value Analyzed (1) more accessible electric light rail system along the I-5 corridor featuring costal access to a Value Analyzed 21 mile world-class Del Mar Man Indigenous Predecessor Scenic Corridor?

## VIII. HAZARDS AND HAZARDOUS MATERIALS.

a) What is the emergency response plan and scope of emergency evacuation associated with a **low-incidence/high-impact** unforeseeable or foreseeable upset and accident conditions involving the release of hazardous materials into the environment expose people or structures to a significant risk of loss, injury or death?

b) Would the public be better served in terms of safety and value from reducing hazards by transitioning from an (1) Value Analyzed underperforming government-subsidized diesel-powered rail to shipping of military material and hazardous materials from marine terminal to marine terminal in the same manner use to supply Hawaii?

c) To what degree is (2) [VOICE OF O.C. Trains vs. Beaches – \\$ 1 Billion BNSF Baloney BY LAURIE GIRAND Apr 29, 2024](#) an accurate prorata Value Analysis of the economic impact of diesel-powered freight on the San Diego region?

## XII. NOISE.

a) What are the current noise/vibration readings near the proposed northern and southern portals as well as along the diesel-powered tunnel corridor?

b) To what degree will the future tunnel corridor result in a cumulatively considerable net increase in noise/vibration?

c) What will be the degree of exposure to residences/people along the diesel-powered tunnel corridor from generation of excessive groundborne vibration or ground-borne noise



levels?

- d) What is the projected permanent increase in ambient noise levels throughout the entire project vicinity above levels existing without the project?
- e) What would be the potential impacts on Noise by replacing the current (1) Value Analyzed underperforming government-subsidized diesel-powered rail line with a proven (1) more Value Analyzed accessible electric light rail system along the I-5 corridor featuring costal access to a Value Analyzed 21 mile world-class Del Mar Man Indigenous Predecessor Scenic Corridor akin to New York City's High Line?

### XIII. POPULATION AND HOUSING.

- a) Would the proposed double track rail configuration from Sorrento Valley to Oceanside include commercial and residential rezoning in order to induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure) in the same manner as NCTD has proposed along the Sprinter Rail Line?
- b) How will the effort to address the pressing need for affordable housing in San Diego County including the potential construction of affordable housing units at the Del Mar Fairgrounds by 2030 influence the proposed special events platform, or small station designed to serve the Del Mar Fairgrounds?
- c) How would a Value Analyzed 21 mile world-class Del Mar Man Indigenous Predecessor Scenic Corridor stimulate the population featuring a wide variety of accessible world-class cultural and sporting events akin to the New York City High Line?

### XIV. PUBLIC SERVICES.

- a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:  
Fire protection? Police protection? Other public facilities?
- b) What would be the adverse impact of supplanting the existing (1) Value Analyzed underperforming diesel-powered rail line from Sorrento Valley to Oceanside with a world-class Del Mar Man Indigenous Predecessors Scenic Corridor akin to New York City's High Line featuring costal access from a proven (1) electric light rail system along I-5?

### XVI. TRANSPORTATION/TRAFFIC.

- a) To what degree does (1) [SANDAG State of the Commute Report](#) and (2) [VOICE OF O.C. Trains vs. Beaches – \\$ 1 Billion BNSF Baloney BY LAURIE GIRAND Apr 29, 2024](#) have in establishing policy measures of Value Analysis and effectiveness for the

performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

b) Can the marine terminals associated with LOSSAN as identified by the United States Department of Defense Strategic Rail Corridor (Camp Pendleton and the Port of San Diego) be more efficiently; in greater capacity and safety be served through Value Analysis in the same manner as Hawaii is served?

c) What would be the adverse impact of supplanting the existing (1) Value Analyzed underperforming diesel-powered rail line from Sorrento Valley to Oceanside with a Value Analyzed 21 mile world-class Del Mar Man Indigenous Predecessors Scenic Corridor akin to New York City's High Line featuring costal access from a proven (1) electric light rail system along I-5?

#### XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.

a) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly ?

b) What would be the adverse impact of supplanting the existing (1) Value Analyzed underperforming diesel-powered rail line from Sorrento Valley to Oceanside with a Value Analyzed 21 mile world-class Del Mar Man Indigenous Predecessors Scenic Corridor akin to New York City's High Line featuring costal access from a proven (1) electric light rail system along I-5?

c) What would be the benefit; the value of supplanting the existing (1) Value Analyzed underperforming diesel-powered rail line from Sorrento Valley to Oceanside with a Value Analyzed 21 mile world-class Del Mar Man Indigenous Predecessors Scenic Corridor akin to New York City's High Line featuring costal access from a proven (1) electric light rail system along I-5 in terms of cultural and economic stimulation through out the region?

(1) [2023 State of the Commute | SANDAG Open Data Portal](#)

(2) [Girand: Trains vs. Beaches – \\$ 1 Billion BNSF Baloney](#)

Respectfully submitted

RdRC

Sent from my iPad



## SDLRR Project NOP

Justin Chelos [REDACTED]

Fri 6/21/2024 1:07 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

SDLRR Project,

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Additionally, this shifts the impact to Solana Beach instead of Del Mar, where the issue resides and should be dealt with.

Should you have any questions, feel free to email me.

Best,

Justin Chelos  
Solana Beach Resident

## SDLRR Project NOP

Sarah Chi [REDACTED]

Wed 6/19/2024 10:07 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANAlignment@cosb.org <LOSSANAlignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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Mr. Pesce,

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Respectfully,  
Sarah Chi

## Opposition to Alternative A

Victor Chung [REDACTED]

Wed 7/17/2024 6:28 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.

SANDAG,

I oppose Alternative A. It has the longest potential construction timeline and disruption in rail services. At double the cost ( in the billions) of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A is not an appropriate plan for this community . Please focus on more viable Alternatives.

Victor Chung

S. Cedros Avenue

## SDLRR Project NOP

Cynthia Claxton [REDACTED]

Mon 6/17/2024 3:18 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

It is also important to note that SANDAG did not adequately engage with Solana Beach and its residents on Alternative A. This is not right! We residents have the right to be consulted on a matter that so directly impacts our city.

Sincerely,

Cynthia Claxton

## SDLRR Project NOP

amy clemens [REDACTED]

Tue 6/18/2024 7:43 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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### **I Oppose Alternative A for the Following Reasons:**

**Known Costs** – estimated at \$4.14 billion dollars, Alternative A is approximately twice the cost of Alternatives B and C.

**Economic Impacts to Our Local and Regional Economy** — Unlike B & C, Alternative A will dramatically impact Fairgrounds operations and sales tax revenue generated by the Fairgrounds (\$680 million annually) as well as local businesses (unknown \$\$).

**Environmental Impacts** – Alternative A will result in higher impacts during construction to air quality (Solana Beach residents and businesses and the Del Mar Fairgrounds), wetlands, open space, and sensitive natural resources (in and around the San Dieguito Lagoon, Steven's Creek and Del Mar Fairgrounds).

**Length of Construction** – Construction of Alternative A is estimated to take up to twice as long as Alternatives B & C (as much as 14 years).

**Enormity of Direct and Indirect Impacts** — Due to the close proximity of construction a far greater number of homes and businesses will be adversely impacted by Alternative A as compared to Alternatives B & C.

**Disruption of Rail Service** — Alternative A poses unacceptable service and economic impacts to both passenger and freight rail service, our military, and the Port of San Diego, and will cost our region billions of dollars in lost revenue.

Sincerely,  
Amy Clemens

---

**From:** Dave Clemons [REDACTED]  
**Sent:** Saturday, June 15, 2024 2:51 PM  
**To:** LOSSANcorridor <LOSSANcorridor@sandag.org>  
**Cc:** LOSSANalignment@cosb.org; Lesa Heebner <lheebner@cosb.org>; Jewel Edson <jedson@cosb.org>; Kristi Becker <kbecker@cosb.org>; jmacdonald@cosb.org; David Zito <dzito@cosb.org>  
**Subject:** SDLRR Project NOP

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Thank you for the opportunity to weigh in on the track relocations through Solana Beach and Del Mar. Of the 3 options under consideration, my recommendation is Alternative **B – B is Best**. Alternative B takes advantage of the planned double tracking / new lagoon trestle coming in mid-decade, and has the shortest tunneling effort.

However, you might also consider a modification to Alternative A that adds further benefits the 3 existing alternatives do not. In the mid-twentieth century, there was a “wye” track south of the fairgrounds and San Dieguito River used for some fair, races and local industry business (please see Figure 1 below).





Figure 1. Fairground Wye Track South of Fairgrounds and San Dieguito River – Looking Southeast

After crossing the lagoon and the San Dieguito River, and turning left, the route continued eastward, south of the City of Del Mar’s public works area. Remnants of the earlier tracks are still visible on Google Maps (please see Figures 2a through 2e below).





Figures 2a – 2e. Remnants of Earlier Wye Tracking East of Trestle and South of San Dieguito River

A modification to Alternative A would follow this earlier wye turn south of the fairgrounds and San Dieguito River, then proceed further eastward parallel to San Dieguito Drive. It could continue east at grade level until I-5 or wherever best to turn right and tunnel through Del Mar Public Parkland, joining the baseline Alternative A routing. However, tunneling would preferably begin at or near the Del Mar public works area and be underground before crossing the roundabout at Jimmy Durante Blvd.

This modified design would provide the benefits of Alternative A but leave the tracks at existing grade through Solana Beach and the western side of the fairgrounds, reducing tunnel distance requirements. It would also take advantage of the planned double tracking / new lagoon trestle coming in mid-decade. A further, very significant benefit would be the continuity of rail service during construction because the rail work would all take place east of and separate from the existing rail line through Del Mar and the lagoon.

Thanks for your consideration,

Dave Clemons

[REDACTED]  
Solana Beach, CA 92075  
[REDACTED]



## SDLRR Project NOP

Dave Clemons [REDACTED]

Wed 6/19/2024 11:58 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>;Lesa Heebner <lheebner@cosb.org>;Jewel Edson <jedson@cosb.org>;Kristi Becker <kbecker@cosb.org>;jmacdonald@cosb.org <jmacdonald@cosb.org>;David Zito <dzito@cosb.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

*The following is an update to a recommendation and potential adjustment to Route "A" for LOSSAN Train Track Relocation provided June 15.*

Thank you for the opportunity to comment on the track relocations through Solana Beach and Del Mar. Of the 3 options under consideration, my recommendation is **Alternative B**. Alternative B takes advantage of the planned double tracking / new lagoon trestle / fairgrounds platform coming in a few years, and has the shortest tunneling effort. However, you should also consider an adjustment to Alternative A that adds further benefits the 3 proposed alternatives may not. In the mid-twentieth century, there was a "wye" track south of the fairgrounds and the San Dieguito River used for some fair, races and local industry business (please see Figure 1 below).

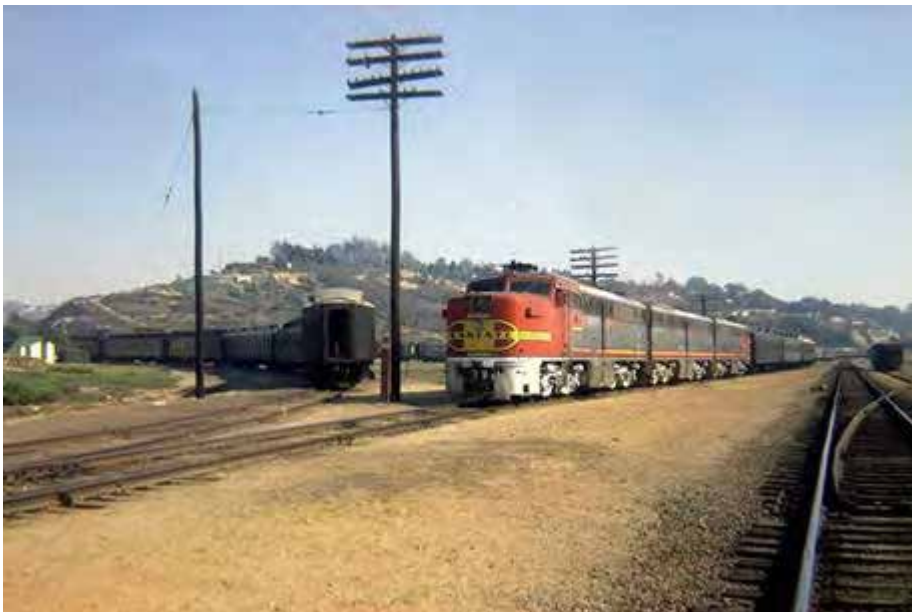


Figure 1. Fairground Wye Track South of Fairgrounds and San Dieguito River – Looking Southeast

After crossing the lagoon and the San Dieguito River, and turning left, the route continued eastward, south of the City of Del Mar's public works area. Remnants of the earlier tracks are still visible on Google Maps (please see Figures 2a through 2e below).



Figures 2a – 2e. Remnants of Earlier Wye Tracking East of Trestle and South of San Dieguito River

An adjustment to Alternative A would follow this earlier wye turn south of the fairgrounds and San Dieguito River, then proceed further eastward parallel to San Dieguito Drive. Tunneling could begin at or near the Del Mar public works area and be underground before crossing below the roundabout at Jimmy Durante Blvd. But the maximum 2 percent grade for freight trains would require quadruple the distance available between the trestle and the roundabout to complete the tunneling. Therefore, a tunnel there is not feasible.

However, a southeasterly 2 percent climb to a **bridge** near the roundabout could easily clear Jimmy Durante Blvd within the distance available ( $1,150 \text{ horiz feet} \times 2\% = 23 \text{ feet}$ ; 14-16 feet vertical height required). A continued, **elevated dual-track bridge** running parallel to San Dieguito Drive could then proceed eastward toward I-5 before turning right and joining the baseline Alternative A routing.

This adjusted design would leave the tracks at existing grade through Solana Beach and the western side of the fairgrounds, reducing Alternative A tunnel distance requirements, **probably by half**. It would also take advantage of the planned double tracking / new lagoon trestle / fairgrounds platform coming in a few years. Further, very significant benefits would include the **continuity of rail service** during construction because the rail work would all take place east of and separate from the existing rail line through Del Mar and the lagoon, and **continuity of fairgrounds and race activities** because construction would occur south of the San Dieguito River.

Thanks for your consideration,

Dave Clemons

[REDACTED]

Solana Beach, CA 92075

[REDACTED]



## Request to Include a Modified Alternative in the LOSSAN Train Track Relocation NOP

Dave Clemons [REDACTED]

Wed 6/26/2024 10:36 PM

To:LOSSANcorridor <lossancorridor@sandag.org>

Cc:LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>;Lesa Heebner <lheebner@cosb.org>;Jewel Edson <jedson@cosb.org>;Kristi Becker <kbecker@cosb.org>;jmacdonald@cosb.org <jmacdonald@cosb.org>;David Zito <dzito@cosb.org>

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

*The following is an update to a recommended adjustment to Alternative A for LOSSAN Train Track Relocation provided June 15 and 19.*

Thanks for your attendance, presentation and discussion at the Solana Beach City Council meeting June 26.

This proposal is an adjustment to Alternative A, an **elevated rail track route** adjacent to San Dieguito Lagoon called “**A-EL.**” You’ll see that it meets many of the project objectives and provides additional benefits beyond the existing Alternatives A, B, or C – and will likely be better received by Del Mar and Solana Beach than A, B, or C have been. This routing is totally separate from Alternatives B and C, but I call it an adjustment to Alternative A because it uses the southern half of the original A routing. You may want to call it **Alternative L** to better differentiate it from Alternative A..

[Alternative A-EL Route Summary](#) (please see [Figure 1](#))

Starting at the northern end, the rail line leaves Solana Beach and crosses under Via de la Valle as it does today, but with the new double tracking as it approaches the new fairgrounds seasonal platform and the new bridge over the San Dieguito River – all 3 new elements are planned to be accomplished in the next few years (to the tune of \$254M). After crossing the bridge, **Alternate A-EL begins** with a 45-degree left turn (at the former wye) southeastward through and south of the City of Del Mar’s public works yard. There is inadequate distance to tunnel from the bridge to below Jimmy Durante Blvd but there is enough distance for a maximum 2-percent climb (limited by freight trains) to pass **over** Jimmy Durante south of the roundabout. [The southeasterly 2-percent climb to a **bridge** near the roundabout could easily clear Jimmy Durante Blvd within the distance available (1,150 horiz feet x 2% = 23 feet; 14-16 feet vertical height required).] A continued, **elevated, dual-track bridge** running parallel to San Dieguito Drive would then proceed southeastward toward I-5, before turning south and entering a tunnel portal in the north-facing hillside west of I-5 and north of Del Mar Heights Rd. There it would join the baseline Alternative A routing.

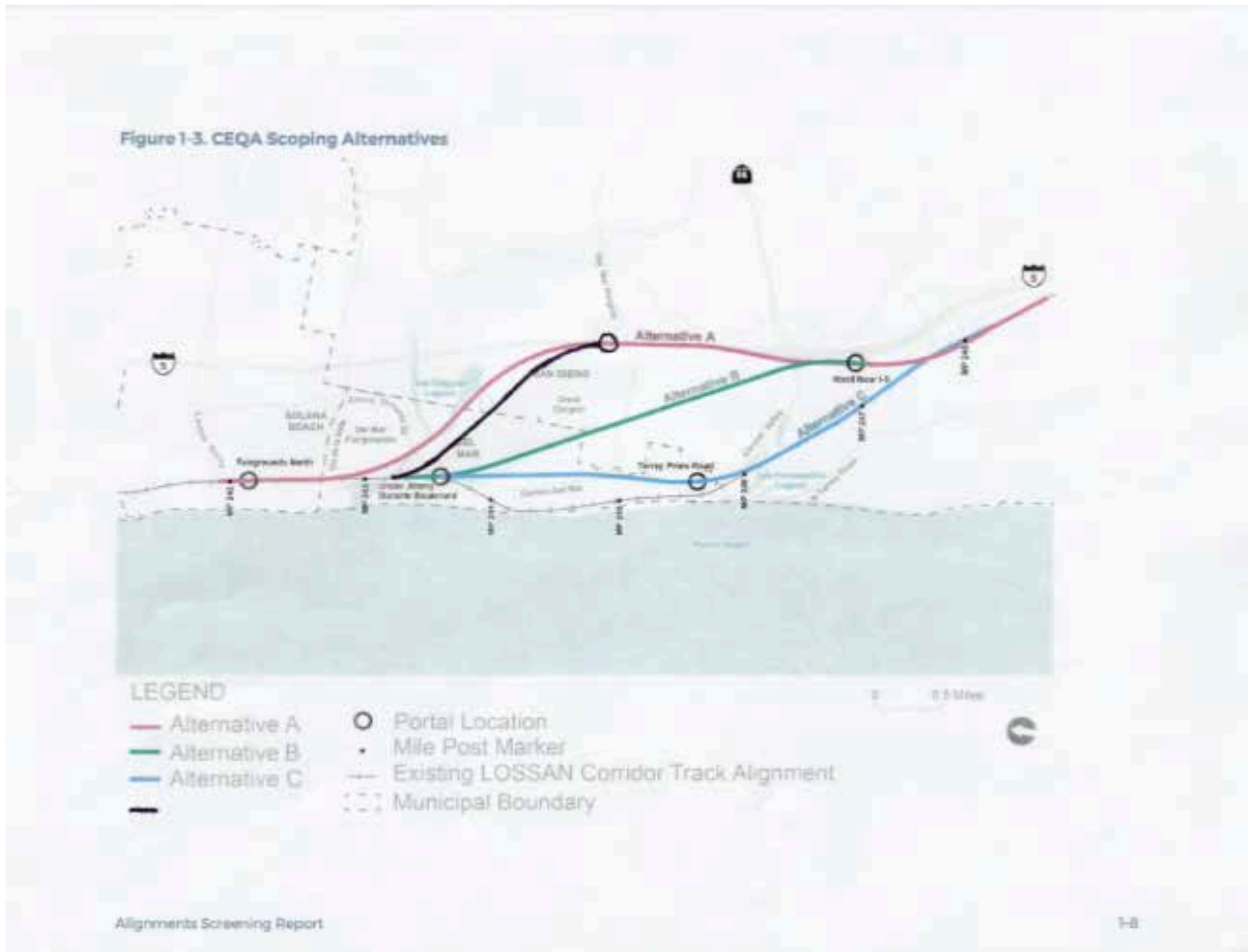


Figure 1. Alternative A-EL overlaid with Alternatives A, B and C.

This elevated track proposal has not yet been evaluated in any of the study’s documented reports. But there were 2 of similar interest:

1. A “North Portal Over Jimmy Durante” option examined an elevated track that began in the southern parking lot of the fairgrounds, bridged over the river and Jimmy Durante, and entered a tunnel portal east of Jimmy Durante (para 3.6.2 of the Alternatives Study). This option was found to be less practical than others due to “significant construction challenges to maintain railroad operations and impacts on the Del Mar Fairgrounds.” Further evaluation was not recommended.
2. Outreach Alignment Number P8 also had a north portal at the “Old Railroad Wye”. This option was eliminated for not meeting engineering feasibility (“insufficient distance to achieve the necessary 2-percent grade required between the bridge and where the portal location was proposed.”)

Alternative A-EL avoids the problems of these options by moving the portal from the Fairgrounds to a hillside near I-5 and north of Del Mar Heights Rd.

## Alternative A-EL Satisfaction of Project Objectives

I ran Alternative A-EL against the project objectives found in Table 4-1 of the SANDAG Alignments Screening Report of May 31, 2024, and the initial results are shown in Table 1. Three are evaluated as yet “unknown”:

1. Three are evaluated as yet “unknown”:

- The upcoming Environmental Impact Analysis will determine impacts to biological and cultural resources, but will likely be similar to the other alternatives
- All the alternatives are also likely to be similar in meeting the goals of the Regional and CA State Rail Plans
- It’s feasible to build an elevated rail line that can support passing freight trains, but that needs to be confirmed.

Table 1. The project objectives and engineering feasibility of Alternative A-EL.

<b>Project Objectives</b>	<b>Meets?</b>
<b>Improve rail service reliability by relocating the existing railroad tracks away from the eroding coastal bluffs in Del Mar</b>	Yes
<b>Maintain passenger rail service to the existing train stations serving Solana Beach and Sorrento Valley and accommodate direct rail access to 22nd District Agricultural Association (Del Mar Fairgrounds)</b>	Yes
<b>Minimize impacts in the surrounding communities during and after construction</b>	Yes
<b>Avoid and/or minimize impacts on biological, cultural, and recreational resources</b>	Unknown
<b>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</b>	Unknown
<b>Improve coastal access and safety by eliminating at-grade railroad crossings and minimizing other pedestrian-rail points of interaction</b>	Yes
<b>Meets Engineering Feasibility</b>	Unknown
<b>Advanced for Further Evaluation</b>	<b>Recommended</b>

All other project objectives are met and discussed further below.

### Key Benefits of Alternative A-EL

The key benefits of Alternative A-EL are:

1. Relocates railroad tracks away from the eroding coastal bluffs in Del Mar
2. Maintains rail service to existing stations serving Solana Beach and Sorrento Valley and continues accommodation of direct rail access to 22<sup>nd</sup> District Agricultural Association (Del Mar Fairgrounds)
3. Minimizes impacts in the surrounding communities during and after construction  
3A. Leaves the tracks at existing grade through Solana Beach

- 3B. Does not discard the upcoming investment in double-tracking from south Solana Beach to the lagoon, the new fairgrounds platform and the new San Dieguito bridge
- 3C. Does not require tunnel portals at either “Fairgrounds North” (Solana Beach - Alternative A), “Under Jimmy Durante Blvd” (Del Mar - Alternatives B and C), or at “Torrey Pines Road” (Del Mar - Alternative C)
- 3D. Allows **continuity of rail service during construction** (beyond eventual rail service continuity to the existing stations) because the rail work would take place east of and separate from the existing rail line
- 3E. Allows **continuity of 22<sup>nd</sup> District Agricultural Association (Del Mar Fairgrounds) activities** because construction would occur south of the San Dieguito River – not the proposed disruption through or under the fairgrounds caused by Alternative A
- 3F. Allows continuation of the plan for affordable housing at the Fairgrounds
- 4. Improves coastal access and safety by eliminating at-grade railroad crossings and minimizing other pedestrian-rail points of interaction.

In addition to the above project objectives met by Alternative A-EL, there are additional benefits:

- 5. Reduces Alternative A tunnel distance requirements by **more than half**
- 6. Elevates rail service near the San Dieguito Lagoon in anticipation of potential, future sea-level rise.

Thanks for your consideration,

Dave Clemons

[REDACTED]  
Solana Beach, CA 92075  
[REDACTED]

**From:** [Dave Clemons](#)  
**To:** [LOSSANcorridor](#)  
**Subject:** SDLRR Project NOP  
**Date:** Tuesday, July 23, 2024 9:07:42 AM  
**Attachments:** [Alt A-EL Summary.docx](#)

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**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Attn: Tim Pesce

Hi. I've forwarded comments on the rail realignment study and wondered if there were feedback or questions I might answer from the design team. For your convenience I've added to this request my current summary of the alternative proposal.

Thank you,  
Dave Clemons

This proposal is a modification to Alternative A of the LOSSAN Train Track Relocation NOP, called “**A-EL**.” It is an **elevated rail track route** next to and through San Dieguito Lagoon that joins the baseline Alternative A routing near I-5.

### Alternative A-EL Route Summary

Starting at the northern end, the rail line leaves Solana Beach and crosses under Via de la Valle as it does today, but with the new double tracking as it approaches the new fairgrounds seasonal platform and the new bridge over the San Dieguito River – all 3 new elements are planned to be accomplished in the next few years (to the tune of \$254M). After crossing the bridge, **Alternate A-EL begins** with a 45-degree left turn southeastward through and south of the City of Del Mar’s public works yard. There is inadequate distance to tunnel from the bridge to below Jimmy Durante Blvd but there is enough distance for a maximum 2-percent climb (limited by freight trains) to pass **over** Jimmy Durante south of the roundabout. The southeasterly 2-percent climb to a **bridge** near the roundabout could easily clear Jimmy Durante Blvd within the distance available ( $1,150 \text{ horiz feet} \times 2\% = 23 \text{ feet}$ ; 14-16 feet vertical height required). A continued, **elevated, dual-track viaduct** running parallel to San Dieguito Drive would then proceed southeastward toward I-5, before turning south and entering a tunnel portal in the north-facing hillside west of I-5 and north of Del Mar Heights Rd. There it would join the baseline Alternative A routing. Please see Figure 1.

The viaduct runs south of San Dieguito Drive east of Jimmy Durante Blvd until the drive becomes windy and turns southerly; then it will need to cross the lagoon on its southeasterly run. The long bridge-like structure does not require extensive excavation or tunneling, provides good visibility for drivers, and can allow a relatively clear view of the surrounding landscape. [The few impacted homeowners could decide if they’d rather look above or below the viaduct.] Viaducts can span long distances and can feature architectural design elements. They can minimize the need for land acquisition and disruption of local ecosystems. A European viaduct is shown in Figure 2. Alternative A-EL’s application would be much shorter in height and could repeat four or five times through the length of the lagoon.



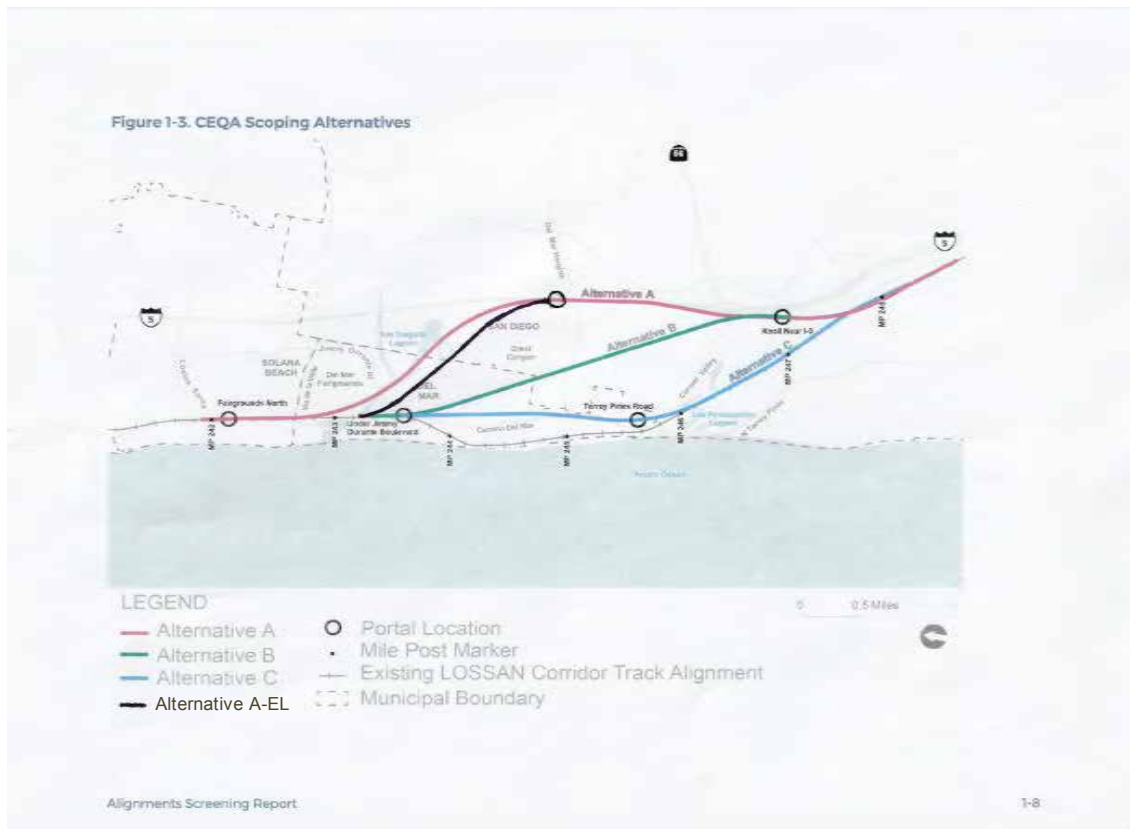


Figure 1. Alternative A-EL overlaid with Alternatives A, B and C.



Figure 2. A candidate viaduct design for the lagoon span.

### Alternative A-EL Satisfaction of Project Objectives

Alternative A-EL satisfies the project objectives found in Table 4-1 of the SANDAG Alignments Screening Report of May 31, 2024, as shown in Table 1. Three are evaluated as yet “unknown”:

- The upcoming Environmental Impact Analysis will determine impacts to biological and cultural resources, but will likely be similar to the other alternatives
- All the alternatives are also likely to be similar in meeting the goals of the Regional and CA State Rail Plans
- It’s feasible to build an elevated rail line that can support passing freight trains, but that needs to be confirmed.

Table 1. The project objectives and engineering feasibility of Alternative A-EL.

<b>Project Objectives</b>	<b>Meets?</b>
Improve rail service reliability by relocating the existing railroad tracks away from the eroding coastal bluffs in Del Mar	Yes
Maintain passenger rail service to the existing train stations serving Solana Beach and Sorrento Valley and accommodate direct rail access to 22nd District Agricultural Association (Del Mar Fairgrounds)	Yes
Minimize impacts in the surrounding communities during and after construction	Yes
Avoid and/or minimize impacts on biological, cultural, and recreational resources	Unknown
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	Unknown
Improve coastal access and safety by eliminating at-grade railroad crossings and minimizing other pedestrian-rail points of interaction	Yes
Meets Engineering Feasibility	Unknown
Advanced for Further Evaluation	Recommended

All other project objectives are met and discussed further in the next section.

## Key Benefits of Alternative A-EL

The key benefits of Alternative A-EL are summarized below:

1. Relocates railroad tracks away from the eroding coastal bluffs in Del Mar
2. Maintains rail service to existing stations serving Solana Beach and Sorrento Valley and continues accommodation of direct rail access to 22<sup>nd</sup> District Agricultural Association (Del Mar Fairgrounds)
3. Minimizes impacts in the surrounding communities during and after construction
  - 3A. Leaves the tracks at existing grade through Solana Beach
  - 3B. Does not discard the upcoming investment in double-tracking from south Solana Beach to the lagoon, the new fairgrounds platform and the new San Dieguito bridge
  - 3C. Does not require tunnel portals at either “Fairgrounds North” (Solana Beach - Alternative A), “Under Jimmy Durante Blvd” (Del Mar - Alternatives B and C), or at “Torrey Pines Road” (Del Mar - Alternative C)
  - 3D. Allows **continuity of rail service during construction** (beyond eventual rail service continuity to the existing stations) because the rail work would take place east of and separate from the existing rail line
  - 3E. Allows **continuity of 22<sup>nd</sup> District Agricultural Association (Del Mar Fairgrounds) activities** because construction would occur south of the San Dieguito River – not the proposed disruption through or under the fairgrounds caused by Alternative A
  - 3F. Allows continuation of the plan for affordable housing at the Fairgrounds
4. Improves coastal access and safety by eliminating at-grade railroad crossings and minimizing other pedestrian-rail points of interaction.

In addition to the above project objectives met by Alternative A-EL, there are additional benefits:

5. Reduces Alternative A tunnel distance requirements by **more than half**
6. Elevates rail service through the San Dieguito Lagoon in anticipation of potential, future sea-level rise.

## SDLRR Project NOP”

missclum@gmail.com [REDACTED]

Mon 6/17/2024 7:50 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

“I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.”

Naomi clum

[REDACTED]  
Solana beach

SDLRR

Gary Coad [REDACTED]

Mon 7/15/2024 5:27 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

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I live in Solana Beach and I care about the train track realignment issue. After reading all of the information available, I feel that Alternative A is not a good solution to the train track realignment issue and would be detrimental to Solana Beach and its citizens ...

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money...

Gary Coad

SDLRR

Gary Coad [REDACTED]

Mon 7/15/2024 5:32 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

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My family and I have lived in Solana Beach since 1976 and we care about the train track realignment issue. Alternative A is not a good solution to the train track realignment issue and would be detrimental to Solana Beach and its citizens ...

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money...

S. Patric Coad



## SDLRR Project NOP

art artcohen.org [REDACTED]

Tue 6/18/2024 11:00 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

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### **I Oppose Alternative A for the Following Reasons:**

**Known Costs** – estimated at \$4.14 billion dollars, Alternative A is approximately twice the cost of Alternatives B and C.

**Economic Impacts to Our Local and Regional Economy** — Unlike B & C, Alternative A will dramatically impact Fairgrounds operations and sales tax revenue generated by the Fairgrounds (\$680 million annually) as well as local businesses (unknown \$\$).

**Environmental Impacts** – Alternative A will result in higher impacts during construction to air quality (Solana Beach residents and businesses and the Del Mar Fairgrounds), wetlands, open space, and sensitive natural resources (in and around the San Dieguito Lagoon, Steven's Creek and Del Mar Fairgrounds).

**Length of Construction** – Construction of Alternative A is estimated to take up to twice as long as Alternatives B & C (as much as 14 years).

**Enormity of Direct and Indirect Impacts** — Due to the close proximity of construction a far greater number of homes and businesses will be adversely impacted by Alternative A as compared to Alternatives B & C.

**Disruption of Rail Service** — Alternative A poses unacceptable service and economic impacts to both passenger and freight rail service, our military, and the Port of San Diego, and will cost our region billions of dollars in lost revenue.

Art Cohen

[REDACTED]  
Solana Beach

**From:** [Perry Cole](#)  
**To:** [LOSSANcorridor](#)  
**Subject:** SDLRR Project NOP  
**Date:** Wednesday, June 19, 2024 5:35:43 PM

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CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Alternative A is also fatally flawed by negatively impacting the already very congested Interstate 5 and the Carmel Valley Areas.

The railroad corridor has long been part of Del Mar. Del Mar property owners and businesses have long had the railroad considered in their property valuations. It is inappropriate to shift the economic and other impacts totally to other communities. Alternative A should never have been short listed to one of three options. It's obvious SanDag has only been meeting with only Del Mar residents.

No taxpayer or other money should be spent evaluating Alternative A.

Thank you for the opportunity to comment.

Perry Cole  
[REDACTED]

## Del Mar/Solana Beach rail construction

James Coleman [REDACTED]

Tue 6/18/2024 10:04 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To whom it may concern,

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

-Dr. James Coleman, PhD

# Amtrak Track Relocation

Rachel Collins [REDACTED]

Sat 6/22/2024 11:46 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I strongly oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, it is an irresponsible plan.

Alternative A does not warrant the expenditure of any additional taxpayer money. Solana Beach took the responsible action of lowering the train tracks in 1999 and should not bear the burden now for Del Mar.



Rachel Collins

REALTOR®

[REDACTED]  
coastalrealestatesandiego.com

**WIRE FRAUD WARNING:** “If you receive an email / text providing wire instructions or requesting personal financial information that appears to come from me or any Compass representative, do not respond, send or wire any funds. Instead, call me immediately. Be advised such instructions may be fraudulent. To ensure authenticity contact the escrow/title company to verify the authenticity of the wire instructions. Do not call the number provided with the wire instructions. There have been instances of wire fraud in connection with real estate transactions, observe this protocol to protect yourself.”

## Questions about Scoping Meeting 6/18

Colpo, Isabella [REDACTED]

Mon 6/17/2024 4:13 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

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Hi SANDAG Staff,

I was wondering if there was an option for virtual attendance of the LOSSAN Scoping Meeting held tomorrow, 6/18. If so, please let me know where and how I can access virtual attendance.

Best,

Bella

## Alternative A

Kelly Conley [REDACTED]

Sun 7/7/2024 11:41 AM

To: LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc: LOSSANAlignment@cosb.org <LOSSANAlignment@cosb.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hello,

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

best,  
Catharine Conley  
[REDACTED]  
Solana Beach



## SDLRR Project NOP

Moira Conzelman [REDACTED]

Thu 6/20/2024 11:22 AM

To: LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc: [REDACTED]

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear SANDAG, Attention Tim Pesce,

This email is in opposition of further consideration of Alternative A. Please remove it before any further work on the EIR is done.

At double the cost of the other alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds, and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Thank you and best regards,

Moira Conzelman

[REDACTED]  
Solana Beach, CA 92075



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## SDLRR Project NOP

Brian Cooke [REDACTED]

Mon 6/17/2024 10:40 AM

To:LOSSANcorridor <lossan corridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

SANDAG:

I am a Solana Beach resident and I JUST found out about Alternative A option for the rail realignment. Out of the dozen-plus original routes, I'm not sure how this even made the cut to the final 3.

I don't even think Option A (along I-5) warrants consideration in the EIR study for the following reasons:

1. **Twice the cost:** This is a major expenditure and going from over \$2B to \$4B is not the highest and best use of funds that are in dire need throughout our region.
2. **Fairgrounds:** It is my understanding that the fairgrounds would be closed for races/fair for 5-10 years! This would have devastating consequences for our local economy and many businesses would be unable to recover.
3. **Common Sense:** The common sense solution is a tunnel through Del Mar (either B or C). This causes the least disruption, the least environmental damage, and will incur the lowest costs.

Please don't waste time & money (and local anxiety) by including option A in the EIR.

Thank you,  
Brian Cooke  
Solana Beach

**From:** [Jill Cooper](#)  
**To:** [LOSSANcorridor](#)  
**Subject:** Alternative A makes no sense!  
**Date:** Tuesday, June 18, 2024 1:18:31 PM

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**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

**I Oppose Alternative A for the Following Reasons:**

Known Costs – estimated at \$4.14 billion dollars, Alternative A is approximately twice the cost of Alternatives B and C.

Economic Impacts to Our Local and Regional Economy — Unlike B & C, Alternative A will dramatically impact Fairgrounds operations and sales tax revenue generated by the Fairgrounds (\$680 million annually) as well as local businesses (unknown \$\$).

Environmental Impacts – Alternative A will result in higher impacts during construction to air quality (Solana Beach residents and businesses and the Del Mar Fairgrounds), wetlands, open space, and sensitive natural resources (in and around the San Dieguito Lagoon, Steven's Creek and Del Mar Fairgrounds).

Length of Construction – Construction of Alternative A is estimated to take up to twice as long as Alternatives B & C (as much as 14 years).

Enormity of Direct and Indirect Impacts — Due to the close proximity of construction a far greater number of homes and businesses will be adversely impacted by Alternative A as compared to Alternatives B & C.

Disruption of Rail Service — Alternative A poses unacceptable service and economic impacts to both passenger and freight rail service, our military, and the Port of San Diego, and will cost our region billions of dollars in lost revenue.

Please remove Alternative A from consideration. It's a non-starter for all of the above reasons.

Sincerely,  
Jill Cooper

[REDACTED]  
Solana Beach, CA

--

New e-mail for Jill:

[REDACTED]

## SDLRR Project NOP

Jill Cooper [REDACTED]

Fri 7/19/2024 3:55 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>;LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To the folks at SANDAG:

Please stop any further consideration of Alternative A.

Alternative A is double the cost of Alternative B, has the longest construction time, has higher economic and environmental impacts, and will disrupt rail service. It should be taken off the table. Please consider Dave Clemons's plan to ELEVATE the tracks through the Del Mar Fairgrounds, which is surely less costly and better for the environment.

But for now, please throw out Alternative A. It's a bad idea.

Jill Cooper

[REDACTED]  
Solana Beach, CA  
[REDACTED]

## "SDDLRR Project NOP"

Linda Cooper [REDACTED]

Fri 7/19/2024 11:11 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>;LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

July 18, 2024

Regarding: The LOSSAN Rail Realignment Project:

As longtime residents of Solana Beach, we are concerned about the very devastating consequences of Alternative A to our community and the region.

Consequences include serious economic and environmental impacts to Solana Beach, the Fairgrounds and the San Dieguito Lagoon. These concerns as well as the longer construction time and higher costs Alternative A do not sound like a smart alternative.

Alternative A is estimated to be almost double the costs of both Alt. B and C, and the longest estimated construction time, up to 14 years. The disruption and cost to the area would be tremendous.

Lastly, the disruption to rail service will impact both passenger and freight service, costing billions of dollars in lost revenue.

Surely, Alternatives B and C would be a far better choice. Please focus on more viable Alternatives.

Respectfully,

Linda and Rod Cooper

*Linda Cooper*

## SDLRR Project NOP

[REDACTED] [REDACTED]  
Tue 6/18/2024 1:02 PM

To: LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc: LOSSANAlienment@cosb.org <LOSSANAlienment@cosb.org> [REDACTED]  
[REDACTED] >

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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To Whom It May Concern:

I am the owner of Meridian Tennis Club in Solana Beach (550 Via de la Valle, directly across from the Fairgrounds; cross streets Via de la Valle & Stevens). I strongly oppose Alternative A. Engagement in this route will directly impact my business and my clients. I also have clients who have businesses in Solana Beach who were directly affected by the lowering of the tracks. The dust and noise from that construction caused them to lose business and risk closure of their business. Alternative A will be much worse. I'm certain that we will experience noise, dust, vibration, traffic disruption, increased greenhouse gas emissions and air pollution that will be disruptive, to say the least. This route cannot be considered as the length of this route is long and the tunneling through the Fairgrounds will be immense. I will not be able to sustain any closures. Additionally, the effect on residents and businesses will be untenable.

Alternatives B and C will not require the same extended closures as the routes are more direct, much shorter and far less intrusive.

Please do NOT consider keeping Alternative A as an option.

Sincerely,

Matt Copland, Owner

Meridian Tennis Club  
[REDACTED]

Solana Beach, CA 92075



## Removal of Alternative A

Armando Cordova [REDACTED]

Tue 6/18/2024 1:55 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear Sir or Madam

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Sincerely,

Armando Cordova,Ph.D.

Resident of Solana Beach

**From:** [Jeff Cours](#)  
**To:** [LOSSANcorridor](#)  
**Subject:** Public Comment on LOSSAN Rail Realignment Project  
**Date:** Monday, June 24, 2024 9:12:46 PM  
**Attachments:** [Comments on Notice of Preparation of a Draft Environmental Impact Report for the LOSSAN Rail Realignment Project.pdf](#)

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Please find a public comment attached for the LOSSAN Rail Realignment Project's Notice of Preparation.

Thanks very much,  
Jeff Cours

# Comments on Notice of Preparation of a Draft Environmental Impact Report for the LOSSAN Rail Realignment Project

Jeff Cours

The Notice of Preparation of a Draft Environmental Impact Report<sup>1</sup> specifies several project objectives for the LOSSAN Rail Realignment Project and supplies three alternative designs. These comments focus primarily on Alternative A, the “I-5 Alignment”.

## Construction of Cut-and-Cover Tunnel

Alternative A, the I-5 Alignment, would significantly impact several of the project objectives, particularly in its use of a cut-and-cover tunnel south of the Solana Beach station.

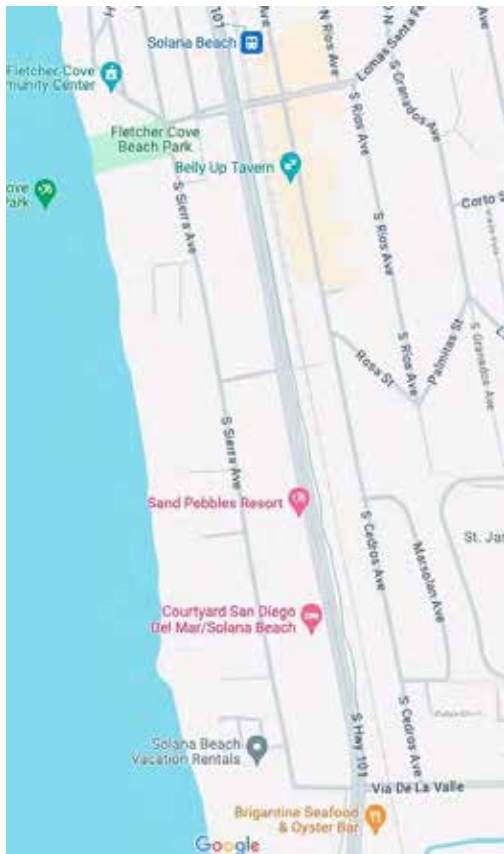
A cut-and-cover tunnel requires excavation down from the surface (in contrast to a bored tunnel, which is dug underground). Alternative A specifies that the cut-and-cover segment of the tunnel would follow the existing rail line south of the Solana Beach station, which means it would be necessary to excavate the existing tracks.



<sup>1</sup> Notice of Preparation of a Draft Environmental Impact Report, June 4, 2020, <https://www.sandag.org/projects-and-programs/featured-projects/del-mar-bluffs-and-lossan-rail-improvements/-/media/F0B1AF782C5A46BE89F766CF1D8B136F.ashx> (the “Notice”).

One of the project objectives is to “[m]aintain passenger rail service to the existing train stations serving Solana Beach and Sorrento Valley.”<sup>2</sup> The San Dieguito to Sorrento Valley Double Track Del Mar Tunnels Alternatives Analysis Report<sup>3</sup> similarly describes one of the evaluation criteria as “[the alternative] [m]inimizes impacts on existing railroad operations during construction.”

The most likely approach to meeting this objective with Alternative A is to install a temporary rail track, probably parallel to the existing track, so that rail service can continue during the excavation of the existing railway’s right-of-way. SANDAG could construct this temporary track to the east or the west of the existing rail line.<sup>4</sup>



To the east of the existing rail line is South Cedros Avenue and the Cedros Design District, a thriving set of businesses including the well-known Belly Up Tavern, boutiques, art galleries, breweries, and high-density housing (which is vital for coastal communities).

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<sup>2</sup> Notice at 6.

<sup>3</sup> San Dieguito to Sorrento Valley Double Track Del Mar Tunnels Alternatives Analysis Report, August 2023, <https://www.sandag.org/-/media/SANDAG/Documents/PDF/projects-and-programs/featured-projects/loss-an-rail-improvements-del-mar-bluffs/del-mar-bluffs-stabilization/lossan-sdsvdt-alternatives-analysis-2023-09-01.pdf>

<sup>4</sup> Image from Google Maps, <https://www.google.com/maps/@32.986966,-117.2725477,16z?entry=ttu>, showing the current rail line, South Highway 101 to the west, and South Cedros Avenue to the east.



Sending a temporary rail line through the Cedros Design District would dramatically increase right-of-way impacts and fail to “minimize impacts in the surrounding communities during and after construction.”

To the west of the existing rail line is the Coastal Rail Trail and Highway 101.

The Coastal Rail Trail has won several awards for its design<sup>5</sup> and features art, poetry, and interesting plants.<sup>6</sup>

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<sup>5</sup> See Schmidt Design Group, “Solana Beach Coastal Rail Trail,” <https://www.schmidt-design.com/project/solana-beach-coastal-rail-trail/>

<sup>6</sup> E.g. Cool San Diego Sights, “A walk down Solana Beach’s Coastal Rail Trail,” <https://coolsandiegosights.com/2019/09/24/a-walk-down-solana-beachs-coastal-rail-trail/>; Hidden San Diego, “Solana Beach Coastal Rail Trail,” <https://hiddensandiego.com/things-to-do/places/solana-beach-coastal-rail-trail>.





The archways at the Via de la Valle trailhead have become emblematic of Solana Beach.<sup>7</sup> For example, when Ting Internet installed fiber optic cable in Solana Beach, they presented many of their new customers with travel tumblers engraved with an image of these arches.

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<sup>7</sup> *E.g.* The Canyoneers, Coastal Rail Trail: Encinitas and Solana Beach, San Diego Reader, Oct. 30, 2019, <https://www.sandiegoreader.com/news/2019/oct/30/roam-coastal-rail-trail-encinitas-and-solana-beach/> (“If you are planning on ending your trip at the Solana Beach Coaster Station, be sure to first complete the walk to Via De La Valle to see Betsy Schultz’s mosaic arches that illustrate highlights of Solana Beach’s history.”).





Running temporary tracks along the western edge of the existing rail line would likely destroy part or all of this trail, including its iconic arches.

The temporary tracks themselves would mostly likely occupy the eastern lanes of Highway 101.



Putting train tracks on the east lanes would force all automobile traffic to share the two west lanes and force bicyclists who ride the 101 into tight proximity with cars. This congestion would impede access to local businesses and to Solana Beach City Hall.

Temporary tracks here would also block access to--or more likely demolish--the Brigantine restaurant, a Del Mar landmark since 1977.<sup>8</sup>



As a result, constructing a cut-and-cover tunnel along the existing rail route with a temporary line to the west would cause significant “impact[] in the surrounding communities during and after construction” as well as to “biological, cultural, and recreational resources of national, state, or local significance.”<sup>9</sup>

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<sup>8</sup> See Martin S. Lindsay, “The Survivors: San Diego’s Oldest Restaurants and Bars,” Classic San Diego, March 26, 2022, updated January 20, 2024, <https://classicsandiego.com/san-diegos-oldest-restaurants-and-bars/>.

<sup>9</sup> Notice at 6.

# Tunnel Under San Dieguito Lagoon

As Alternative A's route continues South, the proposed alternative calls for a bored tunnel running the length of the San Dieguito Lagoon.

SANDAG undertook restoration of the San Dieguito Lagoon partly to mitigate the environmental effects of other projects such as widening the I-5 corridor.<sup>10</sup> Obviously the EIR would need to carefully consider the environmental impact of constructing and operating the tunnel on the San Dieguito wetlands and wildlife.



Furthermore, San Diego is a seismically active area, and much of the rock near the coast is sedimentary, such as sandstone or mudstone. SANDAG may wish to carefully investigate the hydrogeology of this area, particularly with regard to the maintainability of a tunnel that runs such a long distance beneath a body of water that will experience sea level rise in the coming years.

<sup>10</sup> E.g. San Dieguito Lagoon Restoration Project Phase II, <https://keepsandiegomoving.com/SanDieguitoLagoon/SDLagoon-intro.aspx> ("The San Dieguito Lagoon Restoration Project Phase II is being done in conjunction with Caltrans to implement highway and railroad improvements as part of the Interstate 5 North Coast Corridor Program.")

## SDRR Project NOP

Cours Judy [REDACTED]

Sun 6/16/2024 9:21 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

As a resident of Solana Beach, I take great interest in the three alternative routes proposed for realignment of the north coastal rail system to avoid further damage and probable danger poised by the present route.

When I view Alternatives A and C, both proposed routes seem unnecessarily long, which could add additional expense to an already expensive realignment project.

Alternative A is particularly perplexing. There are double rails presently running through Solana Beach and the present rail line is not disruptive to the city's business district. The diagram published by SANDAG indicates the "red" line would demolish the present system in Solana Beach, tunnel directly under Cedros Avene, the main shopping center of the city, and somewhere around the western end of the fair grounds begin to turn southeast to eventually parallel Interstate 5.

Alternative B appears to use the existing double tracked rail line going through Solana Beach, crossing over Via De La Valle and entering a portal near Jimmy Durante Blvd north of the city of Del Mar. Then tunnel in a relatively straight line southeast to a Knoll near I-5, avoiding the San Dieguito Lagoon (which I may point out has recently been completely refurbished).

Alternative B seems to be the most direct route, and using the existing rail line, bypassing the lagoon inlet, and locating the tunnel portal under Jimmy Durante Blvd makes the most efficient use of funding.

**Judy Cours**

[REDACTED]  
Solana Beach CA 92075-1715

[REDACTED]

## SDLRR Project NOP

Skip Cox [REDACTED]

Wed 7/17/2024 11:02 AM

To:LOSSANcorridor <lossan.corridor@sandag.org>

You don't often get email from [REDACTED] m. [Learn why this is important](#)

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Alternative A – YES!

Alternative B – No.

Alternative C \_ DEFFINITELY NO, NO, NO!!!!!!!

W.H. Cox, II  
Del Mar, CA  
[REDACTED]

Sent from [Mail](#) for Windows

## SDLRR Project NOP

Andrew Crocker [REDACTED]

Mon 6/17/2024 9:50 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

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To Whom it may concern:

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Additionally, with the threat of rising sea levels a tunnel system below the fairgrounds is a recipe for disaster.

Thank you,

Andrew Crocker  
Solana Beach, CA Resident and Business Owner



## FW: SDLRR Project NOP

Beth Crocker [REDACTED]

Mon 6/17/2024 10:25 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

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To Whom it may concern:

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Additionally, with the threat of rising sea levels a tunnel system below the fairgrounds is a recipe for disaster.

Thank you,

Elizabeth Crocker  
Solana Beach, CA Resident and Business Owner

## Realignment of tracks

Karen Curl [REDACTED]

Mon 6/17/2024 1:54 PM

To:LOSSANcorridor <lossan@sandag.org>

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I have repeatedly read the accounts of residents of the city of Del Mar who do not want any of the realignment to go through Del Mar proper and suggest that a route along the freeway would be the best option. This is very upsetting to those of us who live in homes in the blocks surrounding the I-5 who already have to shut our doors and windows and use white noise machines to sleep with the incessant noise of truck and car traffic along that corridor. The noise level has increased dramatically over the years as the volume of traffic has increased. I understand that this option is also considerably more costly. There is also a freeway widening project happening- how wide will the road have to be to put the extra lanes plus a train through? Thanks for listening!

## SDLRR Project NOP

Victoria Cypherd [REDACTED]

Wed 6/26/2024 2:47 PM

To:LOSSANcorridor <lossan@sandag.org>

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Dear SANDAG staff,

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Thank you in advance for your consideration of ALL impacted regional residents and not just a few voices from the City of Del Mar.

Victoria Cypherd  
Solana Beach

## SDLRR Project NOP

Carol Dahlberg-Bohl [REDACTED]

Sun 7/14/2024 1:17 PM

To: LOSSANcorridor <LOSSANcorridor@sandag.org>; LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

Cc: [REDACTED]

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear SANDAG,

**We Oppose Alternative A for many Reasons.** The higher cost, the longer construction time, the higher economic and environmental impact, and its disruption to rail service. Alternative A dose NOT make sense on many levels. **Alternative C, under the city of Del Mar makes the most sense.** It is the shortest path, least expensive, less disruptive to rail service, and uses existing rail lines that are already in place. In addition to the new bridge across San Dieguito Lagoon, that is funded and scheduled to be built.

As a long time Solana Beach resident at [REDACTED], we will be impacted on many levels.

The environmental impact from the dust, dirt, noise, trucks and diesel fumes will greatly affect our health and quality of life for 10+ years.... The loss of housing and low income house in Solana Beach has not been discussed. The financial effect of shutting down the fair grounds for 2 years. What will happens to the low income housing scheduled to be built on fair ground property. Will that be lost and allow the developers to build low income housing and MEGA Resort on North bluff property in Del Mar? (This is a whole other issue, but also a great effect on Solana Beach residents). The safety issue with under water tunnel in an earthquake zone, where option B and C would not be impacted the same way. Building a train stop 80-100 feet below ground versus a platform at ground level.

**For many reasons we Oppose Alternative A,** and hope SANDAG will remove Alternative A from the LOSSAN Rail realignment project proposal. **We support Alternative B & C.**

Thank you,

Carol Dahlberg-Bohl  
Ben Bohl

[REDACTED]  
Solana Beach, CA. 92075

## SDLRR Project NOP

Luci Danielson [REDACTED]

Tue 6/25/2024 10:42 AM

To: LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc: LOSSANAlignment@cosb.org <LOSSANAlignment@cosb.org>

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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Attention: Tim Peace...

I have just learned of the Alternate A plan for the rail relocation plan. After reading the available material, I am adamantly against the Alternate A plan that disrupts Solana Beach for what sounds like up to 12 years of unbearable construction. It is also exponentially more costly than the other alternatives B or C.

I have been researching the numbers for train ridership and find that the cost to do what you are planning to do with any of the plans, is exorbitant compared to the numbers of passengers that may benefit. Ridership has been declining over the last several years and apparently there is no reason that it would increase with any of the alternate plans. Especially if the trains are shut down during construction. Those who ride now will have other solutions to get where they are going by the time any alternative is complete.

Take into account not just the daily one-way rides which are low, but many of those are duplicate people who are taking the train round trip, up to 5 days a week. So if you are talking loss of a train for those people to use, you could consider instead an alternate source of transportation. For example, buses could be at the San Clemente stop, or the one north of there, and bus the riders down to their destinations.

Knowing that San Clemente is often shut down due to eroding cliffs, it will do no good to spend the billions of dollars and up to 12 years of disruption, and loss of revenue from the Track/Fair grounds... when the trains may not always be able to get through San Clemente due to erosion based on past history, to access our southern route.

And, anything that San Clemente has done to shore up their cliffs, appears to have done more harm to more citizens through the loss of beach access than it has to provide train transportation to a few.

Also, consider what train riders are using the transportation for then consider alternate sources of transportation. And, what percent of the riders are tax paying citizens?

My belief is many riders take the train to enjoy the ocean views. Will these same people even want to ride a train through tunnels? I personally would not due to being claustrophobic and fear of the tunnel collapsing or being flooded.

In addition, the Track and the Fair, amongst other events annually held that property, will no doubt need

to be closed down due to construction for that period of time. That is financially damaging to our city by the loss of that income. Once those events disappear for that many years, they will never recuperate and that will be a great loss to San Diego, Del Mar, and Solana Beach and our businesses that benefit from those events.

I have also learned that the Military states that Alternate A actually endangers our national security. That is much more important than providing train tunnel alternatives.

At minimum, my input is do not go with Alternate A. That is much more damaging to tax payer finances, loss of revenue, loss of homes, and environmental impact than the other alternatives.

Or, scrap the plans for trains altogether. We really don't need to go through this at all due to the benefit to so few. Has there been a cost/ benefit study yet based on real numbers of riders? Not trips, but riders. Let's put our tax payer money to better use. There are more pressing issues. For example, fix the horrible potholes we deal with on a daily basis. Or a multitude of other issues.

Respectfully submitted,  
Luci Danielson

[REDACTED]  
Solana Beach, CA 92075  
[REDACTED]

Sent from my iPad



## SDLRR Project NOP

Peter Dansky [REDACTED]

Wed 6/19/2024 7:14 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

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We oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Isabel and Peter Dansky

[REDACTED]  
Solana Beach, CA 92075

**From:** [Debbie Day](#)  
**To:** [LOSSANcorridor](#)  
**Subject:** SDLRR Project NOP / No to Alternative A  
**Date:** Tuesday, June 18, 2024 2:28:29 PM  
**Attachments:** [Picture \(Device Independent Bitmap\) 1.jpg](#)

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I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Debbie Day  
Solana Beach since 2013

[REDACTED]  
Solana Beach, CA 92075

**Debbie Day**  
**EVP and GM, APD**

[REDACTED]



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**From:** [Joel Dean](#)  
**To:** [LOSSANcorridor](#)  
**Subject:** Re: Del Mar train tunnel  
**Date:** Monday, July 1, 2024 4:43:35 PM  
**Attachments:** [image001.png](#)  
[image004.png](#)  
[image002.png](#)  
[image005.png](#)  
[image003.png](#)  
[image006.png](#)

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Thank you very much for the report. It is very comprehensive. After reviewing the alignments you have answered my questions. I support your efforts and decisions to date.

On Mon, Jul 1, 2024 at 3:09 PM LOSSANcorridor <[LOSSANcorridor@sandag.org](mailto:LOSSANcorridor@sandag.org)> wrote:

Good afternoon,

Thank you for providing us with your response to the LOSSAN Rail Realignment Notice of Preparation. We have attached the recently released “Alignments Screening Report”, which details the various alignments considered and how SANDAG’s project team advanced alignments A, B, and C through to the Notice of Preparation (NOP) released on 6/4/2024. We recommend viewing section 4-2 and Figure 2-4 to see which alignments were proposed and why those were not chosen to study further.

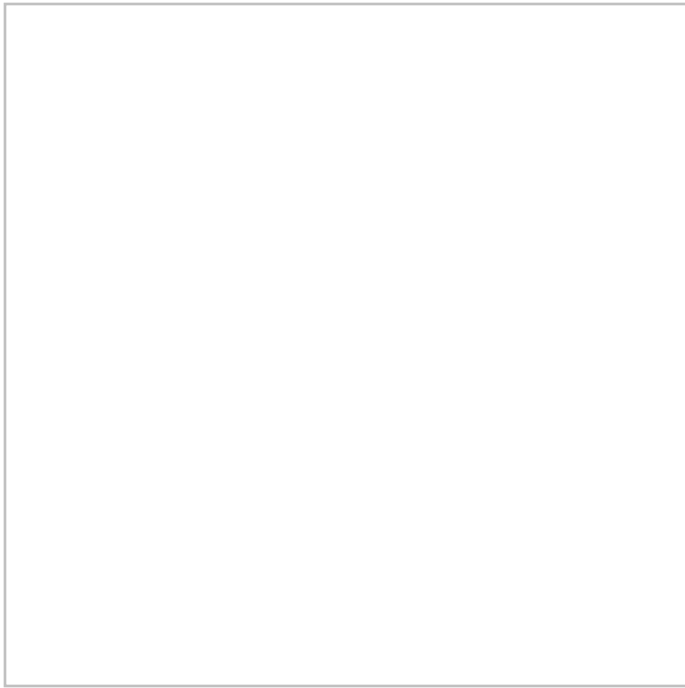
If you have any further questions, please email [lossancorridor@sandag.org](mailto:lossancorridor@sandag.org) or call our hotline at 858.549.RAIL.

Sincerely,

**The SANDAG LOSSAN Team**

LOSSAN Hotline: (858) 549-RAIL

[401 B Street, Suite 800, San Diego, CA 92101](#)



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

-----Original Message-----

From: Joel Dean [REDACTED]

Sent: Sunday, June 23, 2024 7:33 AM

To: PIO <[pio@sandag.org](mailto:pio@sandag.org)>

Subject: Del Mar train tunnel

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Has consideration been given to locating the tunnel at the current right of way?

## SDLRR Project NOP

Paul Dean [REDACTED]

Mon 6/17/2024 1:45 PM

To:LOSSANcorridor <lossancorridor@sandag.org>

Cc:LOSSANalignment@cosb.com <LOSSANalignment@cosb.com>

[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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SANDAG:

I am writing this Email to express my opposition to SANDAG's Alternative A of the LOSSAN Rail Realignment. I was shocked and outraged when reading the San Diego Union Tribune's story regarding the three realignment alternatives. During all the previous discussions and proposals regarding the tunnel locations, Alternative A's portal in the CENTER OF SOLANA BEACH was never mentioned. To learn of this alternative by reading the paper is very disappointing to say the least.

I am in total agreement with Councilwoman Jewel Edson's reasons for opposing Alternative A, including the additional tax payer cost incurred by the added length of the tunnel, the negative economic and environmental impacts on the local community and Fairgrounds. To subject the citizens of Solana Beach to the unnecessary nuisance caused by implementation of Alternative A is beyond all logical reasoning.

Paul Dean

Fwd: SANDAG Board of Directors meeting June 28, Item 15, written public comment

deftos [REDACTED]

Thu 6/27/2024 3:42 PM

To: LOSSANcorridor <LOSSANCORRIDOR@sandag.org>

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----- Forwarded message -----

From: **deftos** [REDACTED]

Date: Wed, Jun 26, 2024 at 12:50 PM

Subject: SANDAG Board of Directors meeting June 28, Item 15, written public comment

To: <[clerkoftheboard@sandag.org](mailto:clerkoftheboard@sandag.org)>

SANDAG Board of Directors,

Regarding agenda Item 15 for the June 28 Board of Directors meeting, if there is a motion by any SANDAG Board Member to remove any alignment from the SDLRR Notice of Preparation, this must be resoundingly rejected. Your staff has determined that all of the alternatives in the NOP should be evaluated in the EIR. You have sent notice to the public and numerous agencies that you intend to do just that. The purpose of CEQA and the EIR process is to inform you of the environmental effects of your decisions before you make those decisions. A request to remove any alternative from consideration before the EIR process is complete is a request for you to make a decision without the information necessary to make that decision. Indeed, if a Board Member makes such a request, they should be required to recuse themselves from further decision-making on the matter. To make such a request is to make a decision before all the facts are available. This is a clear example of predjudgement, one of the hallmarks of biased decision-making. Biased decision-makers compromise the integrity of the decision-making process and the public's confidence in your decisions.

Thank you for your consideration,  
Michael Deftos



## Questions for LOSSAN NOP

deftos [REDACTED]

Wed 7/10/2024 6:53 PM

To:LOSSANcorridor <LOSSANCORRIDOR@sandag.org>

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Questions for the LOSSAN NOP:

1. What level of engineering design is required for the draft EIR (10%, 30%, 100%)?
2. Will the draft EIR include a precise determination of the tunnel diameter?
3. Will the draft EIR include a precise determination of the tunnel spacing at the portals?
4. Will the draft EIR include a precise determination of the required tunnel cover including at the portals?
5. Will the draft EIR include a precise determination of the level of flood protection required for the track bed including the required track bed elevation?
6. What level of anticipated sea level rise will be factored into determining the precise level of flood protection required for the track bed?
7. Is a 100-year time horizon considered sufficient for determining the level of protection from flooding and sea level rise?
8. Will the draft EIR include a precise determination of the hydrologic effects of the replacement of both the Camino Del Mar Bridge and the San Dieguito River Bridge?
9. Will the draft EIR include a precise description of the design of floodgates required at any portal within the FEMA floodplain?
10. Will the draft EIR include a plan to deal with flooding of the tunnel in case the protections against flooding fail?
11. Will the draft EIR include an analysis of the environmental impact of possible flooding of the tunnel?
12. Is a 100-year estimated lifespan for the infrastructure considered sufficient for the engineering of portals and a tunnel under residential properties? What is anticipated to happen to the tunnel when the infrastructure eventually outdates its engineered lifespan?
13. Will the draft EIR include a precise determination of the number and location of property takes for each of the analyzed alternatives?

I believe precise answers to all of these questions are necessary to inform decision-makers of the potential environmental impact of the proposed project.

Thanks,  
Michael Deftos

[REDACTED]  
Del Mar

## LOSSAN CORRIDOR NOP Public Comment

deftos [REDACTED]

Wed 7/17/2024 9:47 PM

To:LOSSANcorridor <LOSSANCORRIDOR@sandag.org>

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

SANDAG LOSSAN Project Team,

The North Portal Under JDB involves locating the track bed and portal in the 100-year FEMA floodplain of the San Dieguito River. This floodplain is also susceptible to sea level rise. The 2023 SANDAG report relied on the 2018 California Coastal Commission Sea Level Rise Policy Guidance to determine the amount of sea level rise to factor in. Despite projecting the project will be complete in 2035, it used the medium-high risk aversion sea level rise prediction for 2100 for the La Jolla gauge (7.1 feet), which would only be 65 years from completion of the project, not 100 years as is typical for infrastructure projects. It then states that “[d]uring preliminary engineering, these assumptions should be re-evaluated taking into consideration any new state sea level rise guidance adopted since the time of this report.”

The Draft State of California Sea Level Rise Guidance: 2024 Science and Policy Update was subsequently released for public review. For critical infrastructure projects, it recommends extreme risk aversion to sea level rise and that “[e]xtreme risk aversion projects should be resilient to high end sea level scenarios, when feasible.” For the La Jolla gauge, the high end sea level rise projection for 2040 (approximately 100 years after projected project completion in 2035) is 10.9 feet. This is 3.8 feet higher than the 7.1 feet used in the SANDAG 2023 report.

**Table 12. Sea Level Scenarios for La Jolla.**

Median values of Sea Level Scenarios, in feet, for each decade from 2020 to 2150, with a baseline of 2000. All median scenario values incorporate the local estimate of vertical land motion.

Year	Low	Int-Low	Intermediate	Int-High	High
2020	0.2	0.2	0.3	0.3	0.3
2030	0.3	0.4	0.4	0.4	0.5
2040	0.4	0.5	0.6	0.7	0.8
2050	0.5	0.7	0.8	1.0	1.3
2060	0.6	0.8	1.1	1.6	2.0
2070	0.7	1.0	1.4	2.3	3.0
2080	0.8	1.2	1.8	3.1	4.1
2090	0.9	1.4	2.4	3.9	5.3
2100	0.9	1.6	3.1	4.8	6.6
2110	1.0	1.8	3.8	5.7	7.9
2120	1.1	2.0	4.4	6.4	9.0
2130	1.2	2.2	4.9	7.1	9.9
2140	1.2	2.4	5.5	7.6	10.9
2150	1.3	2.6	6.0	8.2	11.8

If this level of protection against combined sea level rise and flooding is required for regulatory compliance, the SDR bridge, trackbed, floodwalls, and portal would have to be higher than indicated in the 2023 report. In addition, the effects on river hydrology caused by the replacement of both the CDM Bridge and SDR bridge has not been studied, and this might impact the required height of the SDR Bridge, track bed, floodwalls, and portal.

As currently proposed, the track bed gently (<2%) descends after the replacement SDR Bridge and would be protected from flooding to the elevation of the 100-year floodplain plus 7.1 feet to account for possible sea level rise (14.7+7.1 feet at SDRB, 17+7.1 feet where track exits floodplain to the south). The portal would be below the floodplain and must be protected from flooding by floodgates. Given the maximum 2% grade and the constraint to tie into the replacement SDR Bridge, if the required level of flood protection is higher than assumed in the 2023 report, the portal must be raised as well.

If the exact height of the SDR Bridge, track bed, floodwalls, and portal is not known when the draft EIR is issued, the draft EIR will be fatally flawed since without this information it will not be possible to determine the full effect of the project on the environment.

Locating the North Portal under JDB and the track bed north of it in a FEMA floodplain susceptible to sea level rise is unwise. Only considering a 100-year lifetime for the engineering design of a project involving a train tunnel under residential properties with a portal in the floodplain is not sufficient. To do so is to repeat the mistakes that led to the problem in the first place, and to do so when there is now knowledge regarding the threat of climate change and sea level rise to coastal infrastructure.

In addition, it is worth pointing out that essentially the entire Fairgrounds is in a FEMA floodplain that is also susceptible to sea level rise. The inclusion of a seasonal events platform for the Fairgrounds should not be an objective of the project. Investing in the long-term existence of a fairground and horse

racing track in a coastal lagoon and floodplain susceptible to sea level rise is not wise public policy and especially should not drive the selection of the railway route.

SANDAG should consider an alternative route that tunnels under the FEMA floodplain of the San Dieguito River that does not include a seasonal events platform for the Fairgrounds. The tunnel could continue northward under the ROW of Highway 101 and connect to the existing Solana Beach Station laterally. The existing track in the Solana Beach Trench could be repurposed for light rail to the Fairgrounds if the currently proposed events platform is constructed.

Thanks for your consideration,  
Michael Deftos

## LOSSAN Corridor NOP

deftos [REDACTED]

Thu 7/18/2024 9:20 PM

To:LOSSANcorridor <lossancorridor@sandag.org>

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

LOSSAN Corridor Project Team,

For all of the reasons spelled out in the comment letter from the Los Penasquitos Lagoon Foundation (via Sheppard Mullin), you should not select Alt C as the preferred alignment in the draft EIR. It would cause the most adverse environmental effect on the Los Penasquitos Lagoon and miss the opportunity to correct the environmental harm caused by the current railway alignment to the lagoon.

Thanks for your consideration,  
Michael Deftos

## LOSSAN Corridor NOP comment

deftos [REDACTED]

Thu 7/18/2024 10:02 PM

To:LOSSANcorridor <LOSSANCORRIDOR@sandag.org>

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SANDAG LOSSAN Project Team,

The range of alternatives in the NOP is inadequate because it does not consider a North Portal alternative that keeps the railway infrastructure out of the San Dieguito River floodplain, a floodplain that is also susceptible to sea level rise. An alternative that includes a tunnel under the San Dieguito River and Floodplain after a tunnel under/adjacent to I-5, under Crest Canyon, or, less desirably, under the City of Del Mar, that does not include a new underground events platform at the Fairgrounds should be considered. The tunnel could continue northward under the ROW of Highway 101 and connect to the existing Solana Station laterally. The existing track in the Solana Beach Trench could be repurposed for light rail to the Fairgrounds from Solana Station if the currently proposed events platform is constructed. This alignment would optimally fulfill all six of the objectives of the project. Notably, it would be least disruptive to the community, have the least impact on railway operations during construction, have no impact on the Fairgrounds during construction, have minimal impact on Del Mar and Solana Beach both during and after construction and have the least adverse environmental effects on the San Dieguito Lagoon. All of the infrastructure would be outside of the floodplain which is also susceptible to sea level rise. The tunnel under the floodplain would not be affected by sea level rise and riverine flooding, ensuring the resilience of the railway against the most extreme effects of sea level rise long into the future.

Thanks for your consideration,

Michael Deftos



## Comment re; Rail Realignment

Darius [REDACTED]

Sun 6/9/2024 12:02 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

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Dear Sandag:

I still think it's a serious mistake not to at least study a route that runs close to I15. Northbound, the line would head northeast from somewhere around Miramar and head along the I15 corridor to Corona. That makes much more sense to me, and here's why:

- 1) There's no point in solving the Del Mar bluff problem without also solving the San Clemente bluff problem. We will have rising sea levels into the foreseeable future, so we need to be planning ahead. These problems need to be dealt with as a single problem. Piecemeal solutions are shortsighted. This is a bigger issue than just the Del Mar bluffs. The state needs to be involved. And if losing that rail line is also a national security issue, as I've heard it is, then perhaps the federal government needs to be involved as well.
- 2) If the Amtrak trains ran through Escondido and perhaps Temecula, all the way to Corona, we would then be tying in the Inland Empire more effectively as well, and that's a fast-growing region that needs connections.
- 3) As I understand it, Southern California's main freight hub is in Barstow. So, this route would also be taking that into consideration. Freight trains could continue straight north from Corona to the Barstow freight hub. This would cut travel times for freight service while also taking those heavy trains off our delicate coastal bluffs.
- 5) The California High-speed Rail line, if and when it does get built (and it should, because it's brilliant and we need to reduce air traffic), will be running along the I15 corridor, through Escondido. So, if we're really planning for the future, why wouldn't we want to take this into consideration and make that route the main rail corridor, for both high-speed rail, traditional passenger rail, and freight service?
- 6) Since the population has increased in North San Diego County over the past few decades, the train tracks have been a complicated matter for the thousands of people who live along the rail corridor from Del Mar to Oceanside, as well as the thousands of tourists who visit the beaches. The rail line cuts off beach access, and I'm surprised the CA Coastal Commission has not recognized this as a problem. In my neighborhood, Leucadia, and all of these communities along the tracks, we have to illegally climb over a fence to get to the shops across the street or to the beach. The alternative is walking about a mile out of the way. So, the tracks also cause some people to walk less, taking a car instead due to the greater distance. In this way, the tracks also undermine local walkability. Further, suicides along this stretch are common; that's the result of having a major railroad line running through residential neighborhoods.
- 7) As for future commuter rail in coastal North County, I love the Coaster, was one of its earliest riders/adherents, and would hate to see it lost. However, in the future, extending the SD Trolley line north from UCSD to Oceanside would just make more sense. Then we'd have light rail running through these

coastal communities instead. We already have the Sprinter, which would then connect the coastal cities, via light rail, to Escondido and points north and east.

Yes, I'm sure there are loads of obstacles to making such a change, but I suspect these obstacles would be less daunting than the ones we'd face by tunneling our way out of the bluff erosion problems. There's just more land to the east, and less density. And so I suspect this route would cost much less than something along I5 or the tunnels plan.

So, I hope you will be studying the I15 option as well, as I believe it's the most forward-looking one. True, it's a long-term vision. But isn't that what urban and transportation planning are all about?

Many thanks for hearing me out!

Very best,  
Darius Degher, Encinitas

--

*Darius*



## SandDag - Railroad Alignment

marta dennis [REDACTED]

Thu 7/18/2024 8:58 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

It is critical that SANDAG listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon Foundation and Torrey Pines Community Planning Board, Alternative C should be dropped from further consideration. Alternative C is clearly not in the best interests of the environment or the community and it is a waste of taxpayer resources to study an alternative which obviously makes no sense to pursue.

I am strongly apposed to this alternative decision which will detrimental to our citizens and greatly to our environment. SANDAG had many years to take this situation into the drawing board - even before many existing homes and businesses were built.

NO ON THIS DECISION !!!

## Comments on the DEIR for the LOSSAN Rail Realignment Project

Faye Detsky-Weil [REDACTED]

Fri 7/12/2024 10:21 PM

To:LOSSANcorridor <lossan@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

It is obvious that the train never should have been placed on the CA coastline. Freight does not belong on the coast. It is a danger to all riders, residents and the coastline. Running along the coast, the Surfliner/Amtrak isn't able to serve many potential riders. Ideally, the trains should be moved farther inland than the I-5 corridor.

Homes were built in Del Mar, Del Mar Hills, and Del Mar Heights long before the suggestion of moving the trains off the bluffs. Alternative B does not work because it displaces people from their homes after so many years. It isn't right to "undercut" residents and landowners in these areas. Having trains running under your property, even if 250 feet down, causes concern for safety, stability due to vibrations, and air and noise pollution. This option also negatively affects the Torrey Pines Preserve and lagoon.

While Alternative C appears to be a better option than Alternative B due to the tunnel's shorter length, it still presents an invasive, environmental problem affecting the Torrey Pines lagoon. The south portal would be very close to homes, as well.

The only option that makes any sense is the **Alternative A** tunnel under I-5. This option provides property owners and residents with the most assurances and peace of mind since the route does not involve tunneling under people's homes. In addition, the placement of the south portal would not negatively affect the Torrey Pines Lagoon or the residents and homeowners near Carmel Valley Road. It is better for the environment and the established neighborhoods.

Solana Beach residents and property owners are concerned that the creation of the north portal in Alternative A will be too disruptive. There is no doubt that the entire project will be disruptive during development. However, the end result can provide Solana Beach with the possibility of a park or additional land for other use.

Alternative A benefits the Fairgrounds by enabling attendees to have direct access by train. This also reduces traffic in the area.

While Alternative A is estimated to cost more, the lawsuits that could be brought by property owners over choosing Alternatives B or C could be even more costly in time, delays and money.

Alternative A is the best option of the three!

*Faye Detsky-Weil (She/Her/Hers)*

Commissioner, City of San Diego Human Relations Commission (HRC)

Member, County of San Diego Aging and Independence Services (AIS) Advisory Council

State-Registered Volunteer Medicare Counselor for Health Insurance Counseling & Advocacy Program ([HICAP](#)) at [Elder Law & Advocacy](#)

[REDACTED]  
Del Mar, CA 92014-3524  
[REDACTED]

Alternative A is a non starter.

heidi dewar [REDACTED]

Mon 6/17/2024 5:24 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Please don't waste more time and money considering Alternative A. It is more expensive and will cost local communities dearly in lost revenue and affordable housing units for years to come. Please say no to A,

Thank you,

Heidi Dewar, PH.D,

[REDACTED] Solana Beach, CA 92075

## Comments on the San Diego LOSSAN Rail Realignment Project

DGH [REDACTED]

Fri 7/19/2024 3:05 AM

To: LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc: [REDACTED]

📎 3 attachments (3 MB)

Alternate Solution to LOSSAN Rail Realignment.pdf; CAL-HSR Statewide\_System\_Map.pdf; CAL-HSR LA to Anaheim Map.jpg;

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION:** This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.

### Comments on the San Diego LOSSAN Rail Realignment Project

As a resident and owner in the Del Mar Terrace beach community, I would like to submit my deep felt concerns and comments on the San Diego LOSSAN Rail Realignment Project and proposed rail alternative routes. I would also like to submit an alternative solution below that may resolve many of the issues and concerns that the varied San Diego North Coastal Beach Communities may have with the currently proposed routes.

### Response to the proposed LOSSAN Rail Realignment Alternatives:

#### No on Alternative Route C:

- No on Double Tracking the Rails thru the sensitive Los Penasquitos Lagoon habitat.
- No on the increased train shaking, vibrations, noise, and horns.
- No on the increased train traffic and speeds from the two-way rail double tracks.
- No on the proposed extensive bridge structure on the western side spanning thru the middle of the lagoon.
- No on a second rail track that will be even closer to houses and businesses along Carmel Valley Rd.
- No on the increased height and width of the double track rail berms thru the middle of the lagoon.
- No on the increased impact on the local residence, businesses, and Torrey Pines State Beach community.

#### Yes on Alternative Routes A or B:

- Removes the trains and rail tracks from the middle of the sensitive Los Penasquitos Lagoon habitat.
  - No more shaking, vibrations, noise, and horns from the trains along the tracks thru the lagoon.
  - Removes the trains impact on the local Del Mar Terrace residences, businesses, and Torrey Pines State Beach.
  - Dramatically reduces the impact on the sensitive lagoon with a southern train tunnel portal next to I-5 along Sorrento Valley Rd.
  - The Southern Tunnel portion going underneath the eastern edge of Los Penasquitos Lagoon and Carmel Valley Rd alleviates much of the impact to this areas businesses, traffic, and residences.
  - Possibilities of turning the rail berms into a nature trail thru the lagoon (Rails to Trails Project).
  - Greater appreciation for the views and natural habitat of Los Penasquitos Lagoon, the birds, and jumping fish.
-



## **Alternative Solution to the LOSSAN Rail Realignment**

### **Move the Los Angeles to San Diego LOSSAN Rail Route Over to the Middle of the I-5 Freeway Corridor**

- Move the Los Angeles to San Diego LOSSAN rail line over to the I-5 Freeway corridor from Camp Pendleton down thru the middle of I-5 all the way to San Diego.
- Integrate and combine the regional rail planning and project designs of the Los Angeles to San Diego LOSSAN Rail Realignment Project and the California High Speed Rail (CAL-HSR) - Los Angeles to San Diego Section into one alternative rail route down the middle of the I-5 corridor.
- Combine the funding of the LOSSAN Rail Realignment Project with the CAL-HSR Phase 2 Section from Los Angeles to San Diego.
- Have the governmental agencies of SANDAG and California High Speed Rail Authority working together on the same alternative rail route from Los Angeles to San Diego running down the I-5 corridor and combining the LOSSAN Rail line with CAL-HSR Phase 2 – Los Angeles to San Diego section.
- A combined LOSSAN and CAL-HSR Rail line down the middle of I-5 could connect up with the future High Speed Rail station in Anaheim (from Phase 1 of CAL-HSR).
- Expedite and prioritize this alternative CAL-HSR Los Angeles to San Diego Section due to the urgent requirements for removing the train tracks off the bluffs and other urgent coastal rail issues.
- Prioritize this alternative CAL-HSR route down the coastal I-5 corridor from Los Angeles/Anaheim to San Diego over some other alternate route out thru the less populated east counties of Riverside and San Diego.
- This I-5 corridor alternative removes rail lines away from sensitive coastal habitat areas and coastal beach communities in north San Diego County.
- Greatly reduces train noise and vibrations, horns, and other impacts on the coastal beach communities and businesses.
- It removes environmental impacts on the coastal habitats, and removes the impacts and mitigation requirements on the beach communities.
- Putting the LOSSAN rail line down the middle of the I-5 public transit corridor removes any eminent domain right-away issues and requirements on the beach communities.
- It removes all the catastrophic dangers at train crossings with pedestrians and auto traffic.
- Removes all delays or slow downs due to train crossing areas.
- Removes all dangers of any pedestrian traffic walking along the rail tracks thru the coastal beach communities.
- It will greatly expand and more fully utilize the Park n' Ride stations for both rail and freeway traffic along I-5 further reducing pollution and auto transit.
- Straightening the rail line along the I-5 corridor will increase rail speeds and decreases rail transit times.
- Decreases the number of train slow downs and the need for horns and bells ringing.
- Increases train safety and decreases scheduling delays.
- It would provide a faster more efficient and direct freight transit route with uninhibited transport with no slowing or concerns due to cross traffic.
- With swift moving public trains running down the middle of the freeway speeding by lanes of cars stuck in freeway traffic jams, this will greatly encourage higher utilization of the public rail transit system while reducing auto commutes, traffic jams, and pollution.
- It's easier to centralize the electrification of the rail lines along the I-5 corridor versus running all the electrical distribution lines needed thru each beach community with the existing rail route thru Coastal North County San Diego.

- This I-5 Freeway corridor rail alternative will future proof San Diego Counties public transit needs: from increased population and density; coastal sea level rise, floods, and other disasters; and provides high speed transit both locally and between distant California cities.
- It would provide a modernized public transit system like many large international cities and countries around the world, including large metropolitan cities like LA and Chicago have done.

# CALIFORNIA HIGH-SPEED RAIL STATEWIDE SYSTEM

Proposed Statewide Alignment



**LEGEND**

- Phase 1
- Phase 2
- HSR Stations

**LOS ANGELES UNION STATION**

Burbank-Los Angeles Section

SoCal LMF - 15th St. Option

SoCal LMF - 26th St. Option

**NORWALK/  
SANTA FE SPRINGS  
STATION OPTION**

**FULLERTON STATION  
OPTION**

**ARTIC**

**LEGEND**

- HSR At-Grade Alignment
- HSR Elevated Alignment
- HSR Below-Grade Alignment
- - - Existing Metrolink Routes
- - - County Boundary
- HSR Stations
- HSR Intermediate Station Options
- HSR Light Maint. Facility Options
- Other HSR Project Section



## Move the Los Angeles to San Diego LOSSAN Rail Route Over to the Middle of the I-5 Freeway Corridor

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- Prioritize this alternative CAL-HSR route down the coastal I-5 corridor from Los Angeles/Anaheim to San Diego over some other alternate route out thru the less populated east counties of Riverside and San Diego.
- This alternative removes rail lines away from sensitive coastal habitat areas and coastal beach communities in north San Diego County.
- Greatly reduces train noise and vibrations, horns, and other impacts on the coastal beach communities and businesses.
- It removes environmental impacts on the coastal habitats, and removes the impacts and mitigation requirements on the beach communities.
- Putting the LOSSAN rail line down the middle of the I-5 public transit corridor removes any eminent domain right-of-way issues and requirements on the beach communities.
- It removes all the catastrophic dangers at train crossings with pedestrians and auto traffic.
- Removes all delays or slow downs due to train crossing areas.
- Removes all dangers of any pedestrian traffic walking along the rail tracks thru the coastal beach communities.
- It will greatly expand and more fully utilize the Park n' Ride stations for both rail and freeway traffic along I-5 further reducing pollution and auto transit.
- Straightening the rail line along the I-5 corridor will increase rail speeds and decreases rail transit times.
- Decreases the number of train slow downs and the need for horns and bells ringing.
- Increases train safety and decreases scheduling delays.
- It would provide a faster more efficient and direct freight transit route with uninhibited transport with no slowing or concerns due to cross traffic.
- With swift moving public trains running down the middle of the freeway speeding by lanes of cars stuck in freeway traffic jams, this will greatly encourage higher utilization of the public rail transit system while reducing auto commutes, traffic jams, and pollution.
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- This I-5 Freeway corridor rail alternative will future proof San Diego Counties public transit needs: from increased population and density; coastal sea level rise, floods, and other disasters; and provides high speed transit both locally and between distant California cities.
- It would provide a modernized public transit system like many large international cities and countries around the world, including large metropolitan cities like LA and Chicago have done.

## SDLRR Project NOP

Roberta Diamond [REDACTED]

Mon 6/17/2024 6:12 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.

We oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Steven's Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Stephen and Roberta Diamond

[REDACTED]  
Solana Beach, Ca. 97075

Sent from my iPad



## SDLRR Project NOP

pwdbicycle@aol.com [REDACTED]

Mon 6/17/2024 12:14 PM

To:LOSSANcorridor <lossanccorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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Solana Beach Mayor Lesa Heebner says it well:

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

-----  
Alternative A is far worse than Alternatives B and C. While Alternatives B and C would also pose a risk in earthquake-prone California, they are lesser evils. Be sure to scrap Alternative A, but please come up with a better way to get train passengers from North County to Downtown San Diego. How about rails that parallel Interstate 5? Drivers stuck in traffic will see the nearby train going much faster and will be motivated to stop clogging up our freeways.

Paul Dickstein  
Solana Beach

## Opposition to Alternative A | Not good for Solana Beach

Heather Dinsmore [REDACTED]

Thu 6/27/2024 2:40 PM

To:LOSSANcorridor <lossan.corridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

SANDAG,

Thank you for the presentation in Solana Beach last night and for the opportunity to share feedback.

We oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done.

At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Thanks,

Heather & Ryan Dinsmore

[REDACTED]  
Solana Beach, CA 92075  
[REDACTED]

## SDLRR Projectnop

Liz Dinsmore [REDACTED]

Fri 6/21/2024 3:27 PM

To:LOSSANcorridor <lossancorridor@sandag.org>

Cc:lossanalignment@cosb.org <lossanalignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.”

Thank you,

Liz Dinsmore

[REDACTED]  
Solana Beach, Ca. 92075

## sdlrr project nop

Diana DJD [REDACTED]

Mon 7/15/2024 10:43 AM

To:LOSSANcorridor <lossan@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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I oppose any further consideration of your Alternative A.

I grew up in this area and the serious economic and environmental impacts of Alternative A to Solana Beach, Stevens Creek, the Del Mar Fairgrounds, and under the San Dieguito Lagoon are out-of-control and unwarranted threats to this area. Kindly remove it from further consideration.

Thank you, Diana

## SDLRR Project NOP

[REDACTED]  
Fri 7/12/2024 8:27 PM

To:LOSSANcorridor <lossancorridor@sandag.org>

Cc:LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To: SANDAG Officials and Representatives:

Thank you for your recent presentation to Solana Beach City Council and our assembled residents regarding the Rail Realignment Project. We wish you success in determining the best route for this important task.

I am sure your studies will find that Route "A", which begins construction in the center of Solana Beach, is the most disruptive, most expensive and least desirable of the three alternatives. Our entire population knows the rail tracks passing through Solana Beach are more than two blocks from the ocean bluffs with no danger of tumbling into the ocean for many centuries, if ever. Also, we know the rail tracks in Del Mar are directly on top of the ocean bluffs, only a few feet from the edge and present an immediate danger of falling into the ocean, maybe tomorrow. My impression is that SANDAG's Route "A" attempts to placate angry, fearful Del Mar residents by transferring Del Mar's problem onto Solana Beach.

Based on your presentation, my impression is that Route "C" will be the quickest, least expensive and preferred choice.

Thanks and regards,  
Bob Dorney  
A Solana Beach Resident

## SDLRR Project NOP

Tue 7/16/2024 2:51 PM

To:LOSSANcorridor <lossancorridor@sandag.org>

Cc:LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To: SANDAG Officials and Representatives:

We appreciate your June, 2024 presentation to the Solana Beach City Council about the proposed Railroad Realignment.

I am very opposed to Route "A" for the following reasons:

- 1) Major disruption to Solana Beach
- 2) Unnecessary expense when there is an alternative

The Solana Beach railroad tracks are many blocks from the ocean bluffs. The problem with the railroad tracks is in Del Mar not Solana Beach. Unfortunately, the tracks were constructed on the bluffs directly above the ocean and are a hazard in Del Mar not Solana Beach. Please do not punish Solana Beach with years of disruption, noise, pollution and loss of revenue from businesses in that area. Our beautiful Coastal Rail Trail landscaping and pathways are sacred to us in Solana Beach. I witness many people walking along that area every day. I am a member of SeaWeeders (Solana Beach Garden Club). I join other members every two weeks to help weed, plant, and care for a portion of the coastal rail trail landscaping. What a travesty to have that beloved part of our city invaded for years. Property surrounding our railroad tracks should not be destroyed when other options are available. Please don't destroy it.

Route "C" is the best choice for Solana Beach and Del Mar.

Sincerely,  
Karen Dorney  
Solana Beach Homeowner



**From:** [Pat Dougherty](#)  
**To:** [LOSSANcorridor](#)  
**Cc:** [Lesa Heebner](#); [LOSSANcorridor](#)  
**Subject:** only B and C  
**Date:** Sunday, June 23, 2024 5:05:07 PM

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You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

As a fairly long time resident (30 years) of Solana Beach, we have endured the “grade separation” along with the new train station, as well as 24-7 improvements to the San Elijo Lagoon with beepers through the night for months, not weeks. We literally had to buy another house elsewhere due to the noise just hundreds of feet from our house on Seabright Lane.

We also have our office building abutting the tracks on Cedros just south of Lomas Santa Fe, and we are definitely not in support of proposal A. Although, I have to admit, at times I am not sure whether the City leaf blowers or “A” is worse. However, the leaf blowers are just one day a week. The proposed “A” approach akin to 50 leaf blowers daily for 4-7 years is not an option at my 77 years of age.

Respectfully,

Pat

## SDLRR Project NOP

Dan Dragland [REDACTED]

Wed 6/19/2024 2:07 PM

To:LOSSANcorridor <lossan@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To whom it may concern:

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Thank you,

Dan Dragland

[REDACTED]  
Solana Beach  
[REDACTED]

Sent from my Verizon, Samsung Galaxy smartphone  
Get [Outlook for Android](#)

## SDLRR Project NOP

John Driscoll [REDACTED]

Fri 7/19/2024 12:31 PM

To:LOSSANcorridor <lossancorridor@sandag.org>

Cc:LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.

Hello,

The proposal of Alternative A is a slap in the face to Solana Beach residents. It will displace low income families, destroy Solana Beach's economy for a decade, and disturb an already frail lagoon ecosystem. Please remove the proposal before any more taxpayer money is spent on this EIR which costs as much as B and C combined.

A simple alternative is to take the train east from south of the fairgrounds directly to the I-5, head south above-ground, and connect as planned in Sorrento Valley.

Alternative A is unacceptable and I look forward to a solution that incorporates the interests of all stakeholders, not just Del Mar homeowners.

Thank you,

John Driscoll  
Solana Beach Resident

## SDLRR PROJECT NOP

Joseph Driscoll [REDACTED]

Tue 7/9/2024 3:46 PM

To:LOSSANcorridor <lossancorridor@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

OPPOSITION TO ALTERNATIVE A. We oppose any further consideration of your Alternative A -- please remove it before any further study or work or expenditures on Alternative A are done. Not only is it double the cost of Alternative B or Alternative C, it will cause very serious damage and irreversible environmental impacts on Solana Beach, the Fairgrounds, and the entire San Dieguito Lagoon. Alternative A does not warrant the expenditure of any additional taxpayer time or money. Any alternative should remain at-grade level and not bored or cut-and-covered.

Joseph and Diana (Solana Beach residents)

## SDLRR Project NOP

Joseph Driscoll [REDACTED]

Mon 7/1/2024 7:28 PM

To:LOSSANcorridor <Lossan@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

SANDAG, I am extremely opposed to your NOP and especially Alternative A, because of its overall impact on the area in Solana Beach and Del Mar - also, I don't believe that any tunnel or further lowering or Cut-and-Cover of the train track is good at all or is it at all appropriate - it is wrong for our community, wrong for the environment, and wrong because it will destroy a beautiful and natural inlet from the Pacific Ocean.

Instead of any tunnel or lowering of the train (which has already been done in Solana Beach), simply keep the train West of the Del Mar Fairgrounds, then take the train south of the Del Mar Fairgrounds over to I-5, head south along I-5 for a short 1-2 mile distance without any tunnel, and reconnect above ground in Sorrento Valley.

It is unbelievable and incredible to me that this has not been the very first choice (after years of meetings in Del Mar), due to its much shorter timing, greatly reduced cost, and overall ease of construction. Also, this would not necessitate closing the Fairgrounds to both the County Fair and two Horse Race seasons each year and ruining our economy for multiple years. .

JE Driscoll

## SDLRR Project NOP

clara drose [REDACTED]

Tue 6/18/2024 7:01 PM

To: LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc: [REDACTED]

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

"I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money."

Clara Drose Resident of

[REDACTED]  
Solana Beach, CA 92075  
[REDACTED]



## Re: UPDATE: SDLRR Project NOP

clara drose [REDACTED]

Thu 7/18/2024 6:18 PM

To: LOSSANcorridor <LOSSANcorridor@sandag.org>; clara drose <claradrose@gmail.com>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

CORRECTION:

ALTERNATIVE C appears to be the least invasive.  
Please correct your records.

Alternative A or B are more damaging to our economy.

Thanks

Clara Drose  
Real Estate Agent

[www.PacificCoastalProperties.com](http://www.PacificCoastalProperties.com)

On Thu, Jul 18, 2024 at 6:12 PM clara drose [REDACTED] wrote:

Please remove Alternative A and C.

Alternative B seems the least invasive to all cities involved.

Clara Drose  
Real Estate Agent  
DRE 01822916

[www.PacificCoastalProperties.com](http://www.PacificCoastalProperties.com)

On Tue, Jun 18, 2024 at 7:00 PM [REDACTED] wrote:

"I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money."

Clara Drose Resident of  
[REDACTED]  
Solana Beach, CA 92075  
[REDACTED]

## SDLRR Project NOP

Kathleen Drummond [REDACTED]

Sat 6/15/2024 4:29 PM

To:LOSSANcorridor <lossancorridor@sandag.org>

Cc:LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To whom it may concern:

Construction of the Alternative A I-5 Alignment proposed by SANDAG would unfairly -- and unnecessarily -- disrupt businesses, tourism and daily life for the residents of Solana Beach, whose leaders had the foresight to lower the rail tracks through our town back in the 1990s.

Furthermore, it represents by far the most costly of the currently proposed realignment options.

B and C are better, cheaper, short-term solutions for LOSSAN. In the long run, however, wouldn't SANDAG better serve the region by teaming with Orange County and railway stakeholders on a comprehensive plan to relocate the tracks inland and away from our receding, crumbling coastline?

Kathleen Drummond

[REDACTED] Solana Beach, CA 92075

No on A

Penelope Dudek [REDACTED]

Fri 7/19/2024 5:07 PM

To:LOSSANcorridor <lossan@sandag.org>

[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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I wish to register strong opposition to Alternative A.

It is too expensive, it is too disruptive, it is illogical and unfair. It is an immature reaction to the citizens of Del Mar.

Thank you, Penelope Dudek

Sent from my iPhone

## SDLRR Project NOP

David Dugger [REDACTED]

Sat 6/29/2024 12:37 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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David Dugger Comments on LOSSAN Rail Realignment project as was discussed at Solana Beach (SB) CITY council meeting on 6/26/24

My overall conclusion to the meeting IS that I am opposed to options A and B for consideration of the rail realignment. I present the following bullet points (not in a ranked order) as my issues with both options A and B.

- Concern 1:

The San Diego County SANDAG budget for fiscal year 2024 is \$1.3 billion.

Concern: The currently preliminary proposed cost for option A is over \$4 billion in 2024. This figure will go up as there are other costs that have not been calculated based on unknown facts, i.e., cost of eminent domain purchases, infrastructure utility realignment, etc. As has been proven many times throughout California, the actual final costs of major infrastructure project regularly double the cost of projects (many times vastly exceeds initial projections, i.e., Central Valley bullet train.) A local example is the cost overrun for the Purewater project in San Diego that discovered major flooding at the Morena pump station driving the project cost up tens of millions of dollars. The project proposals for option A and B substantially raise many concerns based on unknowns that inevitably crop up in such major infrastructure projects. It could be a major rock formation impeding easy boring of the tunnels, groundwater issues causing flooding, or other unforeseen obstacles. One of your presenters at the SB meeting stated they supervised the major upgrade to the 145 freeway in Orange County. I am sure he can tell stories of unexpected costs that cropped up as that huge project progressed (something that was above ground and was easier to scope in planning to the potential pitfalls.) Even if the project does not double in cost, it will have cost overruns. The honest truth is that this project is a San Diego County SANDAG budget buster. The smallest city (population 3882) is proposing to spend almost four years worth (again based on the stated 4 billion 2024 figure) of the total SANDAG budget (\$1.3 billion in 2024) for the whole county. San Diego County has a population of 3.276 million (2022 latest number to be published.) Roughly breaking this down to the residents of the county, 3.272 million residents will be asked to sacrifice for the almost four thousand residents of this coastal community so they are not disrupted by train noise, vibration, train exhaust, loss of some business, as well as other perceived impacts.

As a side note: All of us on the train corridor, including Solana Beach with our trench, experience noise (easily hear the freight trains at night), vibrations (residents on Cedros Ave.) and, of course, exhaust. Residents in Oceanside, Carlsbad, Encinitas all must regularly experience this fact of modern living. Trains are noisy, rumbling, polluting necessities of living on the north coast of San Diego County. We want less traffic on our freeways, and trains are our only public transit option. We need the freight that is shipped to and from our communities in order to decrease polluting truck traffic on our freeways. Del Mar is the only community on our coast that is demanding that its residents be insulated from any train disruptions to their lives. This small community needs to look to their neighbors to the north to realize that this is a reality we all must support.

This huge discrepancy in equal distribution of SANDAG dollars is outrageous. The vast majority of county residents are going to have to sacrifice necessary SANDAG funds/projects to insulate Del Mar residents. Just on the coast (my limited perspective), we have two glaring freeway

issues that need funds to mitigate major traffic issues. The first is the transition from the 78 freeway to southbound 5 freeway in Oceanside. The second is a transition to the eastbound 56 from south bound 5 in Del Mar. Both these areas need flyover transitions to facilitate movement to their respective freeways for commuters. The backups and dangerous negotiations necessary to enter these two freeways need to be addressed sooner rather than later. But that is only a taste of identified transit needs. The south and east counties probably have countless needs as well. SANDAG is for the betterment of county residents, be it by vehicle, public transit, bike paths, walkways, etc. How can we as a county allow this one small bottleneck in our transit system to become such a financial priority to the detriment of the rest of the county? Option B, I feel, also falls within this criteria of being too expensive based on the length of the boring necessary to accomplish tying back to the Sorrento Valley rail line.

The only option that makes sense is Option C. Financially this will still be very expensive for county residents, but even if it doubles, will not approach the cost of option B, much less the irresponsible Option A.

- Concern 2:

During follow up discussion by SB city council members, a few questions popped up that I felt were not thoroughly pursued. One, the tunnel exhaust (which Del Mar has cited as a huge citizen issue) would be vented at the pedestrian bridge located over the tracks in SB as it re-emerges from the covered portion of the project. This train exhaust venting would, at a guesstimate, be the accumulation of about 3.5 miles of train tunnel (I'm giving this estimate as the halfway point of the 7-mile tunnel system, it could be more or less based on elevations.) The citizens of SB would be the recipients of a concentration of train exhaust that would disproportionately affect the residents on the east hillside and beyond in south Solana Beach (basing this on the usual onshore flow of wind.) Del Mar seems fine with this venting if it is not within their city. Our residents will be subjected to a dangerous concentration of particulates (especially diesel smoke.) It was not asked, but is the requirement that all trains, freight included, be electric to use this corridor? I think the answer will be that California is transitioning to electric trains, but it will not be mandated until much further in the future. So, our carbon-based trains will likely be spewing particulates for the initial use of the tunnel's functional life.

On this same topic, there is a proposed train station in Project A at the Del Mar fairgrounds. Based on the discussion at the SB city council meeting, this station would most likely be at the elevation of eighty feet below ground. Elevators, stairs, and ramps were briefly discussed as options to transition to the surface and down to the platform. My assumption is that this train station would be treated like a subway station with a platform for entering/exiting the train. This below ground train station will be open to the tunnel/s at both ends (scoping information will tell us later if it will be separate stations for northbound and southbound trains.) From the Option A PowerPoint slide, it looks like the tracks will be side-by-side at this station. This means that both southbound tunnels from the station will be venting exhaust into the station from their perspective tunnels. The obvious question becomes, how do we protect the visitors to the fairgrounds' substation from this concentrated and trapped exhaust at the station/s? Venting the exhaust at the fairgrounds would subject the fairground visitors above and residents in the river valley to the same problems that SB will have with the venting near Lomas Santa Fe Drive. It is hard to fathom creating a train station that is subject to concentrated exhaust, even with major venting.

- Concern 3

Option A would have the track be substantially lowered to go under the lagoon. We were informed the tracks would be around eighty feet at the fairground train station but if the bored tunnel is 32 feet (number I think I heard is the width/height of the individual tunnels), then the logical assumption is that the tunneling will have to be deeper to accommodate the lagoon and groundwater that sits below the lagoon (no lagoon tunnel depth was mentioned.) My question concerns one of the criteria of efficiency of this project. An essential criterion for the project is to make sure the trains proceed as efficiently as possible up and down the coast to facilitate more commuter/non vehicle usage. The targeted time frame from Oceanside to San Diego was around 33 minutes. Kudos to this concept. Longer train commutes defeat the advantages of dislodging commuters from our freeways.

One issue with option A is that with this detour inland to the 5 freeway under the lagoon is that the trains will have to curve inland and then make a second curve to follow the 5 freeway thus requiring the train to slow because of two curves. My second issue with option A is that because the train has to dive under the lagoon it has to then ascend up a grade to be able to tie into the Sorrento Valley exit portal. As anyone who travels by train to San Diego experiences, the grade from the Sorrento Valley station southbound to the top of the hill near Carol Canyon is dramatically slowed by the incline. Option A has curves that prompt slowing of the train and has a built-in grade incline that will further slow the train.

The answer is Option C. The tunneling has only one curve to loop over the Los Penasquitos Lagoon. Equally important the tunneling does not require diving the train under a lagoon. The train stays much closer to grade level entering and upon exiting thus allowing a much faster transit time adhering to the targeted time frame of 33 minutes down the coast.

- Concern 4

I realize that during the scoping period of this project that project details will be “fleshed out.” My question concerns the boring of two 32-foot tunnels and the widening of the tracks in Solana Beach (option A). This tunneling/widening of approximately seven miles will create a phenomenal amount of soil/substrate from the construction. I have no background in excavation and thus have no hard facts on soil/substrate quantities, but I am going to postulate that this will be an epic amount of soil/substrate material that has to be removed from the project. I predict (again with absolutely no facts to support this) that there will be multiple thousands of truck trips to remove the soil/substrate. The obvious questions are:

1 Where will this material be deposited?

2 How long of a trip will it require to truck it to the deposit site?

3 Will it potentially be placed on train cars to be deposited out of the county?

4 Will electric trucks be required to avoid the huge amount of air pollution that would be generated?

Again options A (7 miles) and B (approximately 5 miles) both will create a huge amount of bored out material that will need to be displaced somewhere. Option C still has bored out material but for a little over one mile. Seven and five miles of material versus 1.5 miles is another reason option C must be adopted.

In conclusion, I would like to register my opposition to options A and B because of exorbitant costs associated with extensive tunneling and extensive amounts of soil/substrate from the tunneling that will need to be relocated off site. In addition, I am opposed to option A for the venting of exhaust from the tunnels into the fairground at the transit station and Solana Beach areas. I am also opposed to option A because the proposed tracks will require two curves and a grade that will slow the train down, thus defeating the desired objective of on-time delivery of passengers from Oceanside to San Diego. The only option that mitigates the issues stated above is option C. Option C is still extremely expensive for San Diego County residents and will still have negative impacts with exhaust and soil/substrate relocation, but it is the most sensible of the three options being currently proposed.

I thank you for the opportunity to express my concerns by eliciting comments on this project.

Sincerely,

David Dugger

Solana Beach



## SDLRR Project NOP

Denise Dugger [REDACTED]

Thu 7/11/2024 9:29 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:lossanalignment@cosb.org <lossanalignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear SDLRR Project Decision Makers,

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Sincerely,

Denise B. Dugger  
Solana Beach Resident

## Opposition to C

Chad Dunham [REDACTED]

Wed 7/17/2024 12:06 PM

To: LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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To whom it may concern,

As a long time resident of Del Mar I am in strong opposition to Alternative C. As urged by Los Penasquitos Lagoon Foundation and Torrey Pines Community Planning Board, Alternative C should be dropped from further consideration. Alternative C is clearly not in the best interests of the environment or the community and it is a waste of taxpayer resources to study an alternative which obviously makes no sense to pursue.

Best,

Chad Dunham  
[REDACTED]

## SDLRR Project NOP

d dunlop [REDACTED]

Sat 7/20/2024 7:18 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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**Dear Officials,**

As a native Californian and a 34 year home owner resident in our beloved city Solana Beach, I strongly oppose Alternative A.

Alternative-A at \$4.14 BILLION, or \$ One Million dollars x 2000 more, or 1) double the cost, and longest construction timeline of the other Alternatives, 2) the serious economic consequences to the region and 3) to the State of California already in an economic disaster; 3) and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon,

Alternative A does not pass economic or common sense test. With the longest construction 14 year timeline, this is way beyond the life expectancy of the current Del Mar bluffs route.

Please focus on more viable Alternatives. We know from experience and can count on cost overruns, over the 14 years build time, due to tunneling complexities and proximity to bodies of water, and sources of seasonal waters. For example Carlsbad trestle track cost over-runs of 26%, or \$42.5 million, for a new total \$165 million.

Hundreds to thousands of years of Indigenous villages were actively in these tidal zones food sources areas. There exists a strong likelihood during boring to cut through indigenous village sites, burial sites, and ritual sites. Uncovering these ancient sites and artifacts could completely block or significantly delay boring and underground construction. Do your research, modern residents of last 100 years, were not the original residents.

Route-A is the longest new route, most complex, most costly, with the highest risks, and highest likelihood of occurrence. And will significantly impact, the rights of quiet enjoyment of Solana Beach residents and businesses and seasonal tourists; disruption to existing rail commercial and military train cargo delivery; and will likely trigger a dramatic downturn in Solana Beach and Fair tourism for 10+ years.

Alt-C (see attached Google Earth Image): a much simpler, above ground, and much lower cost route, less impactful to homes and families - 1) Use existing trestle track route over estuary (red), 2) then eastbound new trestle and low cost ground track along Del Mar City Operations property, (blue), 3) along fair grounds parking/pedestrian trail/driving range (blue), 4) turn southbound (blue). 5) All within the North America Freight carrier minimum track radius of 410 feet. (Blue) 6) far less residential impact, 7) Adds to the Fair venues, the nostalgic train visual and sound 8) allows for a new Del Mar/Fair grounds train-stop platform.

Due to CrowdStrick global servers outage, this was the soonest I could send an email.



Thank you for listening  
With respect  
Daniel Dunlop

## LOSSAN rail realignment

AT&T Mail [REDACTED]

Fri 6/21/2024 11:52 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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Dear Sirs,

I attended the June 18, 2024 LOSSAN rail realignment meeting.

Three alternatives were presented with equal attention, which is misleading.

Proposed Alternative C is nearly \$2 billion less than Proposed Alternative A and \$1 billion less than Proposed Alternative B.

NO costs were included aloud in the public hearing.

The costs for each Alternative should be included in the verbal discussions at each forum.

Who is going to finance this project? This is a vital question that was not answered.

Proposed Alternative C is by far the least expensive and disrupts the least amount of lands and populace.

I vote for Proposed Alternative C.

Thank you,

Ken Dunn

**From:** [James Edson](#)  
**To:** [LOSSANcorridor](#)  
**Cc:** [LOSSANAlignment@cosb.org](#); [Lesa Heebner](#); [Kristi Becker](#); [Dave Zito](#); [Jewel Edson](#); [jmcdonald@cosb.org](#)  
**Subject:** SDLRR Project NOP  
**Date:** Tuesday, June 18, 2024 5:54:29 PM

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**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

As a concerned resident and business economist, I would like to express my consternation regarding the potential routes presently being considered for relocating the train tracks off the Del Mar bluffs. I find it perplexing that Alternative A is even under consideration as it seems to defy reason and all rational criteria for selection.

Alternative A was included in the Notice of Preparation (NOP) for the Environmental Impact Report (EIR) for the LOSSAN Corridor Rail Realignment without sufficient due diligence. Alternative A surfaced without any outreach to affected stakeholders — including Solana Beach residents and other vital regional organizations including the Port of San Diego, NCTD, LOSSAN, rail freight carriers, etc. A hurried, flawed and incomplete study does not provide a solid basis for Alternative A to be a viable contender, especially when considering its plethora of undesirable shortcomings and consequences.

Costing an estimated (and astronomical) \$4 billion, Alternative A is more than twice as expensive as Alternatives B and C. This is a crushing economic burden taxpayers should not shoulder. Furthermore, the financial strain is not isolated to the project's construction costs. Alternative A would cause severe economic hardship to the region through potential reductions in sales tax revenues generated by the Fairgrounds (\$680 million annually), negative impacts on local businesses, and potential job losses.

In addition to excessive and unwarranted costs, Alternative A portends grim environmental ramifications. From compromising air quality to threatening sensitive natural resources and wetlands around locations such as the San Dieguito Lagoon, Steven's Creek, and the Del Mar Fairgrounds, the likely environmental damage is too significant to ignore. Furthermore, Alternative A's projected 14 year construction period could be nearly double that of the other alternatives, prolonging the inconvenience to local residents and further disrupting local businesses and rail services.

In contrast, Alternatives B and C align more sensibly with most stakeholders'



requirements and expectations. They avoid excessive tunneling, do not demand a full lowering of the tracks back to the Solana Beach station, and they safeguard the already approved and fully funded construction of a double track bridge over the San Dieguito Lagoon. Both Alternatives B and C offer a more cost-efficient, time-effective, and environmentally-friendly solution. Unlike Alternative A, neither Alternatives B or C will impose negative externalities on a neighboring city.

To wrap up, Alternative A does not deserve further consideration. Alternative A fails economically, operationally and environmentally. It imposes excessive fiscal demands on taxpayers, adversely affects the environment, and threatens significant disruption on local communities, businesses and rail dependent stakeholders.

Taxpayers expect a more rational, feasible, and respectful alternative. We need to proceed expeditiously and without the unnecessary distraction posed by Alternative A. Our public funds should be expended judiciously and not wasted in pursuit of a reckless and wrong-headed train route. Only, Alternatives B and C deserve consideration.

Sincerely,  
James Edson



Solana Beach, CA 92075

## SDLRR Project NOP

Monique [REDACTED]

Wed 6/19/2024 1:20 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANAlignment@cosb.org <LOSSANAlignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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Dear Tim Pesce,

I am writing to inform you that I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Sincerely,

Monique Erman

Solana Beach Mother, Homeowner, Tax Payer, Voter

**From:** [REDACTED]  
**To:** [LOSSANcorridor](#)  
**Subject:** FW: Train tunnelling info- LOSSAN Realignment  
**Date:** Friday, August 2, 2024 4:35:13 PM  
**Attachments:** [2024 07 13 Conversation Pierre Jacques Escaron on Rail tunneling.docx](#)

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You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hello- I am forwarding the attached comments on behalf of my family member, see below and attached- thank you- Melissa

Melissa Escaron

Senior Transportation Program Analyst

California Coastal Commission

[REDACTED]

---

**From:** Pierre Escaron [REDACTED]

**Sent:** Wednesday, July 17, 2024 1:22 AM

**To:** Escaron, Melissa@Coastal [REDACTED]

**Cc:** 'Pat Escaron [REDACTED]

**Subject:** Train tunnelling info

Hi Melissa

Recently I talked to my brother Jacques who was in the business of building railroad high speed tracks for the French national rail network SNCF. And he had to negotiate many difficult situations.

I have attached some of his input.

Stay in touch

Hugs

Pierre

2024 07 13

Conversation with Jacques Escaron on Railway tunneling

This relates to the tunneling project for the rerouting of the rail line from the shore to tunnels under Del Mar.

He does not have specific depths to recommend below which rail traffic is unnoticeable.

Consideration is traffic speeds, around 100km/hr or high speed 300km/hr

Sometimes the geography dictates the tunnel depth. Example in Vouvray the track elevation was between 2 limits: vineyards covered hills, with some habitations, and the flood conditions of the Loire river.

Some solutions for rail

- Grind the rails for perfect straightness and train tracking.
- For short distance amendments, build a concrete foundation, install rubber suspension pads, use heavy ties (concrete, depleted uranium)
- Walls, surface can be varied, reflective, absorbent, upgradable

The main strategic points:

- Always make good recordings of the environment before the project, some nuisances may increase but others decrease.
- Always in your project **build the minimum that is needed but plan buildable improvements**, so that if the outcry is too loud you can build improvements and show action.

## SDLRR Project NOP

Pierre Escaron [REDACTED]

Thu 6/13/2024 6:24 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

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Thank you for the opportunity to comment on the subject project.  
After review of the proposed alternatives I favor option B

- It provides an easy tunnel entrance in an unoccupied knoll with enough space for adequate protection for nature and residences
- Tunnel to be at a depth making disturbance to residences above imperceptible. Shock absorbing solutions exist which would minimize vibrations
- It allows the removal of the tracks from across the Los Penasquitos Lagoon
- It removes all tracks and RR crossing downtown Del Mar
- It minimizes line curvature allowing for steady train speed and reduce track wear
- It reconnects easily with existing line at Fair Grounds

Option A advantage

- Could be the start of a transition to a future alignment of a high speed rail line to orange county within the easement of the 5 Fwy

Given the significance of Rail transport for the San Diego port and Navy infrastructure, the importance of passenger traffic to the LA area, the "Do Nothing" option is impossible to consider on the scale of the coming decades. The only solution would then be the construction of a strong shore structure with wave energy absorption along the currently exposed track section

Best regards,

Pierre Escaron

# SDLRR Project NOP

Karin Esser [REDACTED]

Thu 7/18/2024 5:39 PM

To: LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc: lossanalignment@cosb.org <lossanalignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To the SANDAG Board Members:

The inclusion of Alternative A as a solution for the rail alignment away from the crumbling bluffs in Del Mar has raised some concern in Solana Beach.

## 1. FISCAL RESPONSIBILITY

The most incomprehensible proposal for the rail alignment is version A. Not only does it cost twice as much as B and C, it will also take twice as long to be finished. (Estimated cost of \$4.14 billion for version A versus \$2.28 billion for B and \$1.85 billion for C.) This means that the fairgrounds as well as Solana Beach businesses are unfairly impacted. The fairground's estimated **annual** loss of income for version A is \$800 million. Tourists will stay away. That means financial losses for all three parties involved. Solana Beach businesses on Cedros Avenue went bankrupt when the railroad was lowered the first time around. Considering cost cuts in Sacramento as well as in Washington, D.C., the cheapest version C seems to be the best version.

## 2. ENVIRONMENTAL RESPONSIBILITY

'Cut and cover' methods for again lowering the railroad tracks in Solana Beach will erode the existing retaining walls, cause air pollution and endanger the parking area behind the businesses on Cedros as well as the low income housing near Via de la Valle which Solana Beach cannot lose. Noise levels, fumes and dust will keep customers away from the Cedros shopping destination and the beloved Belly Up Tavern. To deeply tunnel under Stevens Creek and the San Dieguito Lagoon will need the approval of the Coastal Commission. Building equipment will block fairground space and noise pollution and construction vibration will spook sensitive race horses. Of all three versions the sensitive coastal environment will be the most negatively impacted with version A. Again, versions B and C are the cheaper and timelier solution.

## 3. EMOTIONAL IMPACT

Solana Beach citizens worked hard to become a city and make it a desirable place to live. Like in Del Mar volunteers give their time and money for social causes and beautification projects. The Rail Trail is one such example. More than two decades after its construction the citizens are still paying for it with their property tax bills. It would be a devastating loss if Betsy Schultz's iconic arches, which tell the story of Solana Beach, would fall victim to the proposed A version. You cannot transplant these ceramic sculptures. They would crack. You also cannot replace the well designed and colorfully planted Rail Trail that is still attractive 20 years later.





*The rail trail on an overcast day and Betsy's Arches below*



Del Mar is known to do it their own way as in the case of their sea level rise plan. Do Del Martians really want to jeopardize their share of much needed low income housing at the fairground property by tying up the construction of the railroad tunnel for more than a decade?

Sincerely, *Karin Esser*





The railroad came through Solana Beach in 1882.

The Pacific coast highway was constructed out of wood planks through the dunes in 1891.

The earliest Solana Beach houses built in 1912.



## Rail Proposal

Charles Ettari [REDACTED]

Tue 6/18/2024 12:08 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANAlignment@cosb.org <LOSSANAlignment@cosb.org>

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.

We oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money

Charles and Marlene Ettari

## Del Mar Train Rerouting

Edward Evans [REDACTED]

Mon 7/15/2024 9:12 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Good Morning,

I would prefer no railroad through Del Mar. How much money will need to be spent to replace the tracks in Del Mar and San Clemente? The funds could be used for more important projects such as affordable housing. The railroad should have its southern portal at San Clemente. The railroad is seldomly used. I have lived in San Diego County and Del Mar for over 40 years and have only used the railroad twice. Obviously, any estimate is going to underestimate the actual cost of the project so it can be approved. That is the case of the bullet train fiasco in California. I think Del Mar councilman, Dan Quirk, has the correct idea in converting the train right-of-way into a nature trail and where possible be developed like the Highline in New York.

Edward Evans

Del Mar resident

## Alternative A

Nancy Evans [REDACTED]

Sun 6/23/2024 10:08 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANAlignment@cosb.org <LOSSANAlignment@cosb.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Thank you.

Nancy Evans  
Solana Beach



comment

Ruth Evans [REDACTED]

Mon 6/17/2024 8:12 PM

To:LOSSANcorridor <lossancorridor@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

The only reasonable solution is to go under the lagoon. Del Mar cannot be ruined. Thank you, Ruth and Ed Evans [REDACTED], Del Mar, CA 92014

## new rail realignment

Nancy Farina [REDACTED]

Tue 7/16/2024 8:08 AM

To:LOSSANcorridor <Lossan@sandag.org>

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.

To whom it may concern,

There is no way any of these directions for the realignment that are good.

They should just reinstate the original location deep into the core of the beach along Del Mar. Or a complicated tram to take you from Point A reserved lagoon area on Carmel Valley road, put a station in to go to point B by the fair grounds or some where along there. As there up on border of Solana beach and Del Mar. The thought of disturbing the homes and 10 year process, ruining the area with trackers and trucks, dirt, dust, 50 underground trains daily, and eminent domain is not good. and the bad outweighs the good.

to say the least. They did this in Atlanta Airport with trams and so forth to connect the AP gates. A few more minutes but works.

Forget this nonsense of digging up community

Nancy Farina

Home owner in CV  
[REDACTED]

**From:** [william farrell](#)  
**To:** [LOSSANcorridor](#)  
**Subject:** Fwd: Scope of geotechnical studies  
**Date:** Thursday, June 20, 2024 9:30:54 AM

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**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear Sir

There is concern in the community about the ground shaking caused by train traffic through the tunnels of the three realignment concepts. Would this disturb residents? Could it precipitate small landslides in adjacent canyons?

There must be models of earth vibrations from trains, both in and out of tunnels. The geology is relatively well known. It would be informative to present maps showing calculations of shaking on adjacent properties, and to compare it to the shaking caused by normal flow of vehicle traffic on neighborhood streets.

There may be data relating to ground vibrations caused by the trains on the current bluff alignment.

The Marriott presentation on June 18 was outstanding. All speakers were excellent, and the ancillary services (translators, court reporters, open mics) comprehensive.

Thank you

W. E. Farrell  
[REDACTED], Del Mar 92014

## Rail re-routing issue in Del Mar

Kristan Fazio [REDACTED]

Sun 7/7/2024 4:09 PM

To: LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc: LOSSANAlignment@cosb.org <LOSSANAlignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To Whom It May Concern,

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

I am surprised that this is even a consideration, given the railroad problem originates in Del Mar, this option wasn't properly vetted before appearing as a possibility, and it is ultimately economically unsound.

Please let me know if you need anything further from me. I appreciate you hearing the voices of reason coming from the community!

Kristan Fazio  
[REDACTED]

**From:** [Mfeatherby](#)  
**To:** [LOSSANcorridor](#)  
**Subject:** SDLRR Project NOP  
**Date:** Monday, June 10, 2024 1:03:27 PM  
**Attachments:** [Del Mar Realignment.docx](#)

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You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

My response to your request for public comment is below in the Word document. I thank you for the opportunity to weigh in on this immense project.

Dear Sir,

I have mentioned my ideas in the past to a few SANDAG members and I welcome the chance to reach other members. Briefly, I'm a railway, bridge and tunnel enthusiast with a scientific, technical and engineering background who has been following this project the best I can and has put a lot of thought into it.

Cost does not seem to enter into the equation in the selection or even ranking of a route and tunneling is by far the most expensive option, usually essential and reserved only for large densely populated cities like London, LA, NY and Boston. Del Mar does not come under that category. I am apolitical (which probably puts me at a disadvantage!) and I concentrate almost exclusively on approaches that make the most sense in the circumstances and are technically and economically the best in meeting all or most of the requirements.

My first option, a few years ago, was to leave the tracks where they were and expend all the effort on properly stabilizing the bluffs against erosion and failure for the long term. This could have been done without affecting the appearance of the bluffs but it would allow only for a single track.

My second option that I am promoting here is to build a bridge/viaduct running essentially parallel to the existing track around Del Mar which takes the stresses off the bluffs and allows for double-tracking. Looking at the NOP list for environmental impacts etc., this beats all the other options hands-down as well as being more direct, cheaper and quicker to get the tracks off the bluffs. One SANDAG member has agreed with me on the merits of this idea but said that the CCC would absolutely not allow it. This is utterly disgraceful if that is the case, that a bunch of political hacks with no particular expertise on the subject (as far as I can tell) can arbitrarily shut down the best option available. Such an action should be met with a vigorous challenge.

However it seems that the CCC has set a precedent in its rigid Rules and Regulations by permitting miles of 'soldiers' along the beach. This line of immense concrete slabs is embedded in the beach at the base of the bluffs, presumably for the benefit of local graffiti artists. Therefore it is reasonable that a similar exception should be made for an elegant, architectural structure built behind the slabs. It could be tinted to blend in with the bluffs and could frame the



natural appearance of the bluffs. Some people look upon these bluffs with awe and admiration and this framing would draw their eyes up away from those ugly gray slabs. Such a bridge would greatly benefit international commerce and millions of passengers, taxpayers, tourists and the local population.

Although the picture below does not accurately depict what I have in mind, a little imagination will go far in illustrating my approach. This ‘Del Mar Loop’ (bridge or viaduct) would seamlessly bypass the city at the same elevation as the existing track or slightly lower. It could more closely hug the side of the bluffs than was possible with the Australian bridge which has to endure much harsher weather and geological conditions. Fewer columns would be needed as the curves would be far gentler around the bluffs. The columns would nestle up against the base of the bluffs and the footings would be invisible under the sand. Most of the bridge components can be prefabricated off-site and brought in for assembly.



Based on the Sea Cliff Bridge in NSW Australia (from a Zoli Sivert photograph)

I could fill several pages with the advantages of such a viaduct and the enormous disadvantages (with many unknowns) of implementing any of the other options. I'm willing to do that if anyone is willing to look and listen but not if my ideas are going to be summarily dismissed out of hand because the idea came from an outsider and might impugn the work of the organization. For now I'll just hit the obvious high points and ask some questions that I haven't seen answered. There is a lot to overlook and ignore if one of these three options is still chosen.

Higher speed to completion and lower costs would come from the much shorter direct route taken and because the bridge components could be installed in parallel (depending on the number of teams) whereas you can only dig at one or both ends of a bored tunnel. Digging out, hauling away and disposing of the thousands of tons (and cubic yards) of spoils have a huge carbon footprint in themselves before the carbon cost of concrete for the tunnel linings is even considered. Where would all the spoils go? Will the environmentalists allow it? How will the hazards of tunneling be mitigated? Electric vehicles and low carbon concrete would only add to the costs and not result in a better, safer product.

Again, I believe this option would beat all the other designs in every metric. I would welcome a chance to compare each item in the NOP list head to head as well as the other metrics. All the unique unresolved problems and obstacles already being addressed with each SANDAG option (such as permissions and eminent domain), as well as those pesky unknown ones, would immediately go away if the bridge/viaduct is adopted. It is an inevitable result of common sense and logic.

Local residents would most likely favor my option if they had the chance. The first alignment option presented by SANDAG was ill-conceived and the public showed their dissatisfaction at this option and tunnels in general. These subsequent options on the table have become more elaborate, extreme and expensive – and quite unnecessary. I imagine it would be difficult for some to do an about-face and a change in direction at this late date but too much is at stake.

This approach is also ideal for the Miramar Loop. Train travel is painfully slow on this potentially dangerous section of track. A graceful double-tracked viaduct arcing around this area would dramatically speed up the traffic in a safe manner and also reduce the wear and tear on the rolling stock that has to screech around the current tortuous path. LOSSAN could get two classic viaducts for (less than?) the price of one tunnel that would greatly improve and benefit their system. What's not to like?

Respectfully,

Michael Featherby Ph.D.

## SDLRR Project NOP

Ann Feeney [REDACTED]

Wed 7/10/2024 1:52 PM

To:LOSSANcorridor <lossan@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I am a resident of Del Mar, and have concerns about all 3 proposed alignments. I am opposed to any eminent domain, and wish that the north portal of alignments B and C were further north and away from the northern Del Mar Bluffs. Alignment A has many problems so I am not in favor of eminent domain in Solana Beach either, nor of removing part of the Coastal Rail Trail in Solana Beach. I also am opposed to alignment C bisecting the lagoon, and making the tracks even wider and taller to accommodate the doubletracking. Not having any impact on either lagoon is very important.

I am in favor of SANDAG exploring the possibility raised by Mayor Tony Kranz of putting all of the tracks from Oceanside to Sorrento Valley near I-5. (Ideally, if this happened, light rail for passenger traffic could go up the coast in the future). Also, moving freight to an inland location (I-5 or I-15) and having light rail for passenger service only up the coast would be well worth considering.

Thank you

**From:** [Brian Feingold](#)  
**To:** [LOSSANcorridor](#)  
**Subject:** SDLRR Project NOP  
**Date:** Monday, June 17, 2024 5:15:49 PM

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You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

SANDAG:

I am a Solana Beach resident and I recently recieved a mailer and learned about the Alternative A option for the rail realignment. Out of the dozen-plus original routes, I'm not sure how this even made the cut final cut. I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

I don't even think Option A (along I-5) warrants consideration in the EIR study for the following reasons:

1. **Twice the cost:** This is a major expenditure and going from over \$2B to \$4B is not the highest and best use of funds that are in dire need throughout our region.
2. **Fairgrounds:** It is my understanding that the fairgrounds would be closed for races/fair for 5-10 years! This would have devastating consequences for our local economy and many businesses would be unable to recover.
3. **Common Sense:** The common sense solution is a tunnel through Del Mar (either B or C). This causes the least disruption, the least environmental damage, and will incur the lowest costs.

Please don't waste time & money (and local anxiety) by including option A in the EIR.

Thank you,  
Brian Feingold  
Solana Beach Resident

**From:** [Kathy Ferguson](#)  
**To:** [LOSSANcorridor](#)  
**Cc:** [lossanalignment@cosb.org](mailto:lossanalignment@cosb.org)  
**Subject:** SDLRR Project NOP  
**Date:** Tuesday, June 18, 2024 4:23:20 PM

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You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

**I Oppose Alternative A for the Following Reasons:**

1. Most costly alternative as compared to B & C
3. Environmental Impacts to Solana Beach residents, businesses, Del Mar Fairgrounds, and all the nearby sensitive habitats
4. Construction estimated to take up to twice as long as B & C
5. A far greater number of homes and businesses will be adversely impacted as compared to Alternatives B & C.

For these reasons and more, I Oppose Alternative A!

Kathy Ferguson

[REDACTED]  
Solana Beach, CA

## Alternative C Opposition

shelby ferson [REDACTED]

Wed 7/17/2024 9:39 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

*To whom it may concern -*

*It is critical that SANDAG listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon Foundation and Torrey Pines Community Planning Board, Alternative C should be dropped from further consideration. Alternative C is clearly not in the best interests of the environment or the community and it is a waste of taxpayer resources to study an alternative which obviously makes no sense to pursue.*

Best,

Shelby Ferson



## SDLRR Project NOP

Marco Fiorello [REDACTED]

Fri 7/19/2024 2:05 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

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**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

SANDAG,

As a 40-year homeowner in Solana Beach, I oppose Alternative A for the LOSSAN Rail Alignment project. At double the cost, greater implementation time, higher economic and environmental impact of Alternatives B and C, it is not a cost-effective solution.

**Marco Fiorello**

[REDACTED]  
**Solana Beach CA 92075**

## New rail route

Ray Fisher [REDACTED]

Mon 6/17/2024 9:26 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I vehemently oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A makes no sense and does not warrant the expenditure of any additional taxpayer money.

Consideration of Alternative A was conducted without clearly informing Solana Beach residents about it. This in itself is reprehensible!

Dr. Raymond K. Fisher

## SDLRR Project NOP

Sally Fisher [REDACTED]

Mon 6/17/2024 7:16 PM

To:LOSSANcorridor <lossan@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I vehemently oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Consideration of Alternative A was conducted without clearly informing Solana Beach residents about it. This in itself is reprehensible!

Sally Fisher

## Del Mar Bluffs Train Realignment opposition to Alternative A

sund [REDACTED]

Mon 6/17/2024 8:55 AM

To:LOSSANcorridor <lossan@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hello

I am writing to let you know that I oppose further consideration of Alternative A for the realignment of the Rail Tracks off the Bluffs in Del Mar. While I do agree that the tracks must come off the bluffs Alternative B and C are the 2 options that should be considered due to timing, cost and ease. Please remove Alternative A before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Del Mar, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Thank you for your hard work and time.

Dana Flach

[REDACTED]  
[REDACTED] Solana Beach CA 92075

---

**From:** Kelly Flowers [REDACTED]  
**Sent:** Friday, June 21, 2024 12:56 PM  
**To:** LOSSANcorridor <LOSSANcorridor@sandag.org>  
**Subject:** Opposition to Alternative A

You don't often get email from [REDACTED] [Learn why this is important](#)

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To Whom It May Concern,

I enthusiastically oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Thank you,

Kelly Flowers  
Mortgage Loan Specialist  
Barrett Financial Group  
[REDACTED]



**BUILDING LEGACIES...  
ONE LOAN AT A TIME**

**Kelly Flowers**  
LOAN SPECIALIST

☎ [REDACTED] 9  
[REDACTED]  
✉ Kelly@flowersfinance.com  
📍 NMLS # 2356021

## SDLRR Project NOP

Troy Flowers [REDACTED]

Sun 6/30/2024 11:14 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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To whom it may concern,

I strongly oppose any further consideration of Alternative A. Please remove it before any further work on the EIR is done. The fact it is almost twice the cost of Alternative B and nearly triple the cost of Alternative C, should put it at the bottom of the pile at best. The serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money." Please discontinue any further expenditure or consideration of Alternative A.

Thank you,

--

Troy Flowers



**From:** [Rik and Carol Floyd](#)  
**To:** [LOSSANcorridor](#)  
**Subject:** SDLRR Project NOP  
**Date:** Tuesday, June 18, 2024 3:06:20 PM

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You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear SANDAG:

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Thank you,

Carol Floyd, current Solana Beach resident for 30 years

## SDLRR Project NOP

John and Lynette Flynn [REDACTED]

Thu 6/27/2024 12:51 AM

To:LOSSANcorridor <lossancorridor@sandag.org>

Cc:LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear Ladies and Gentlemen:

As Solana Beach residents since 1987, we strongly oppose further consideration of Alternative A for the San Diego LOSSAN Rail Realignment Project. At double the cost of the other alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money. It is unfair to the Solana Beach community to present an alternative that would impact many businesses and homes in the community for 7 to 12 years. Please remove Alternative A before any further work on the EIR is done.

Respectfully,  
Lynette and John Flynn  
Solana Beach

## SDLRR Project NOP

John Fontanesi [REDACTED]

Tue 6/18/2024 2:08 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

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### **I Oppose Alternative A for the Following Reasons:**

Known Costs at an estimated \$4.14 billion twice the estimates for alternatives B and C.

The length of construction is also estimated to be twice as long as alternatives B and C which means the economic impact will be much worse for local businesses as well as unacceptable service disruption to both passenger and freight rail service, our military, and the Port of San Diego.

The environmental impact of Alternative A, because of the routing and length of construction, will more severely impact our local wetlands and sensitive natural areas such as the San Dieguito Lagoon, Steven's Creek and Del Mar Fairgrounds.

Alternative A will also affect far more homes and local businesses.  
means far greater numbers of homes will be impacted

Therefore I strongly oppose Alternative A and hope you will consider choose either choose Alternative B or C.

John Fontanesi, Ph.D.  
University of California, San Diego  
School of Medicine

[REDACTED]

**From:** [Kimberly Foster](#)  
**To:** [LOSSANcorridor](#)  
**Subject:** Opposition to Alt. A  
**Date:** Tuesday, June 18, 2024 9:24:44 PM

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**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To Whom It May Concern,

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Thank you,

Kimberly

Owner, [REDACTED], Solana Beach, CA 92075.  
Sent from my iPhone

## SDLRR Project NOP

Dave Fox [REDACTED]

Tue 6/18/2024 2:43 PM

To: LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc: [REDACTED] lossanalignment@cosb.org <lossanalignment@cosb.org>; lheebner@cosb.org <lheebner@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hello,

My wife and I are residents of Solana Beach living on South Rios with our 2 young kids. We are very close to the area that will be impacted by Alternative A. We oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money..

Thank you,

Dave

**DAVE FOX**

ATTORNEY AT LAW

[REDACTED]  
Solana Beach, CA 92075

[REDACTED]  
[www.foxlawapc.com](http://www.foxlawapc.com)

**FOX** LAW<sub>APC</sub>  
PERSONAL INJURY • CLASS ACTIONS

## No on C - Rail- realignment Del Mar Bluffs

dolores frace [REDACTED]

Sat 7/20/2024 9:28 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.

NO-on option C

You will be destroying our beautiful Torrey Pines lagoon and the consequences Will be massive.

It doesn't make any sense you will be making it worse.

Think about it. The future generations will thank you.

God bless.

Sent from my iPhone



## Del Mar Train Tracks.

Trent France [REDACTED]

Wed 7/17/2024 12:32 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To whom it concerns,

It is critical that SANDAG listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon Foundation and Torrey Pines Community Planning Board, Alternative C should be dropped from further consideration. Alternative C is clearly not in the best interests of the environment or the community and it is a waste of taxpayer resources to study an alternative which obviously makes no sense to pursue.

Thank you.

**Trent France**

Principal

Lee & Associates | North San Diego County

D 760.929.7838

[REDACTED]  
[tfrance@lee-associates.com](mailto:tfrance@lee-associates.com)

[View My Listings](#)



[REDACTED]  
Carlsbad, CA 92008



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## Re: SDLRR Project NOP

Kerry Francis [REDACTED]

Thu 6/20/2024 9:06 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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

Our family has been in Solana Beach since the 70's and our condo ownership at Del Mar Beach Club since 1978. We enjoy our time with our friends and family there.

We have been aware that the railroad tracks must come off the bluff in Del Mar. We are now aware of the three Alternatives proposed by SANDAG.

We are incredulous that you are actually considering Alternative A; especially given it's significant cost (higher than the other Alternatives by a LOT), the economic impact to Solana Beach, the Fairgrounds, and environmental impacts.

We oppose further consideration of Alternative A; at double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money. We ask that it be removed from consideration now. Thank you for your consideration.

Kerry Francis  
Robin Francis  
David Francis  
Nancy Francis

[REDACTED], Solana Beach, Ca.

Kerry L. Francis  
[REDACTED]

## Please do not use Alternative A proposal

Susan French [REDACTED]

Sat 6/22/2024 6:07 AM

To:LOSSANcorridor <lossan.corridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear Sir or Madam,

We are home owners in Solana Beach, CA, and are disturbed and shocked to read about Alternative A to the Notice of Preparation for the Draft Environmental Impact Report relating to the San Diego LOSSAN Rail Realignment Project.

To the best of our knowledge, we had no idea about the Alternative A proposal until the past few days, which seems to indicate a lack of transparency in the process surrounding the rail realignment proposals.

Moreover, on its face, Alternative A (which we believe was generated and proposed by Del Mar residents and NOT by SANDAG), makes absolutely no sense, for the following reasons:

1. It is the longest of the three alternative alignments with significantly higher costs (approximately \$4.4+ billion, which may well increase as construction is underway);
2. It will impact and disrupt rail operations;
3. It will require tunneling under the San Dieguito Lagoon, which will likely have disruptive impacts and effects to the water and wildlife in the lagoon;
3. It will disrupt the Fairgrounds operations;
4. It will severely disrupt businesses in Solana Beach, especially those along Cedros Avenue for an estimated 7-10 years (will those businesses be compensated for the business disruption, similar to an eminent domain type proceeding?)

For these reasons, we are urging that Alternative A be dropped immediately so that time will not be wasted on this absurd proposal. Efforts for the rail realignment should be directed to feasible alternatives and not to Alternative A, which under any rational review is simply not viable, practicable, or workable.

Thank you.

Susan and Scott French

[REDACTED]  
Solana Beach 90275

## SDLRR Project NOP

Andrea Freund [REDACTED]

Sun 6/16/2024 9:22 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hi there,

I am a current Solana Beach resident and homeowner. I am writing to formally communicate my objection to Option A among the 3 proposed rail relocation options. Option A, unlike Options B & C, is not only significantly more expensive, but also requires construction within Solana Beach. Although I recognize the importance of relocating the rail line due to erosion, Del Mar residents have continuously objected to proposed solutions that require construction to occur within the confines of Del Mar proper (e.g., Options B & C). I respect that Del Mar residents do not want to endure the inconvenience of construction in their backyards, but shifting that inconvenience onto Solana Beach residents sends a very clear message that our community matters less.

The proposed path for Option A runs directly through both a commercial and residential area in Solana Beach. Indeed, a new apartment complex recently opened directly across from the rail line and a number of new businesses are opening in the area. The impact of the construction, including noise, pollution, and possible traffic delays puts those businesses at risk and would significantly lower the quality of life of those residents. Moreover, the construction of the rail will be along the newly extended Coastal Rail trail, a popular path for runners, walkers, and bikers; the negative impact of the construction on this vibrant community space cannot be overstated.

Finally, while Del Mar residents had the repeated opportunity to engage in planning and discussion of the 3 routes, Solana Beach officials and its residents have not been party to this process. So to propose a solution that would significantly impact us is inconceivable and offensive.

Thank you for your consideration,

Andrea Freund  
Solana Beach, CA

## SDLRR Project NOP ATTENTION Tim Pesce

Gayle Valentino [REDACTED]

Tue 6/18/2024 7:50 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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"I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Thank you,

Gayle and Arnold Friedman  
Solana Beach Residents

## SDLRR Project NOP

Martin Frischknecht [REDACTED]

Thu 6/20/2024 2:57 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To whom it may concern,

As a resident of Solana Beach, I strongly oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Thank you,  
Martin Frischknecht



## Opposition to Studying Alternative C

Ross Fulton [REDACTED]

Wed 7/17/2024 9:05 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I am writing to voice my opposition to even studying alternative C. It is critical that SANDAG listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon Foundation and Torrey Pines Community Planning Board, Alternative C should be dropped from further consideration. Alternative C is clearly not in the best interests of the environment or the community and it is a waste of taxpayer resources to study an alternative which obviously makes no sense to pursue.

Sent from my iPhone. Please excuse any typos.

## SDLLR Project NOP Opposition to Alternative A

Kristen Gaarder <[REDACTED]>

Tue 6/18/2024 7:53 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

### **I Oppose Alternative A for the Following Reasons:**

**Known Costs** – estimated at \$4.14 billion dollars, Alternative A is approximately twice the cost of Alternatives B and C.

**Economic Impacts to Our Local and Regional Economy** — Unlike B & C, Alternative A will dramatically impact Fairgrounds operations and sales tax revenue generated by the Fairgrounds (\$680 million annually) as well as local businesses (unknown \$\$).

**Environmental Impacts** – Alternative A will result in higher impacts during construction to air quality (Solana Beach residents and businesses and the Del Mar Fairgrounds), wetlands, open space, and sensitive natural resources (in and around the San Dieguito Lagoon, Steven's Creek and Del Mar Fairgrounds).

**Length of Construction** – Construction of Alternative A is estimated to take up to twice as long as Alternatives B & C (as much as 14 years).

**Enormity of Direct and Indirect Impacts** — Due to the close proximity of construction a far greater number of homes and businesses will be adversely impacted by Alternative A as compared to Alternatives B & C.

**Disruption of Rail Service** — Alternative A poses unacceptable service and economic impacts to both passenger and freight rail service, our military, and the Port of San Diego, and will cost our region billions of dollars in lost revenue.

Thanks.

Kristen Gaarder Solana Beach

Sent from my iPhone

## SDLRR Project NOP

Noah Gaarder-Feingold [REDACTED]

Mon 6/17/2024 9:35 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Best,  
Noah Gaarder-Feingold, Esq.  
Del Mar Resident

---

**From:** Terry Gaasterland [REDACTED]  
**Sent:** Saturday, June 29, 2024 8:52 AM  
**To:** Omar Atayee <Omar.Atayee@sandag.org>; Danny Veeh <Danny.Veeh@sandag.org>; Mario Orso <Mario.Orso@sandag.org>  
**Subject:** Solana Beach train track trench width?

Some people who received this message don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hi Danny, Omar, and Mario,

**Could you please share with me any information that has been shared with Mayor Heebner on alterations to the existing Solana Beach train track trench that may be needed to accommodate the NOP's alignment A?**

My understanding is that the trench needs to be widened for the double-tracking that is already planned. **Does the trench need to be further widened (beyond what is needed for double-tracking the 3000+ linear feet from Dahlia to Via de La Valle) to accommodate alignment A with its downward grade? Or for the construction of alignment A?**

Lesa Heebner has been saying to many that alignment A will destroy the southern half of Solana Beach and take more land along the Rail Trail on the west and land from homes and businesses on the east of the trench.

**Will the trench need to be wider than the current Right Of Way for either the double-tracking or the downward grade?  
Or do we not know the answers to these questions yet since the environmental and technical studies have not yet happened?**

I would like to be able to answer correctly when people ask me, *is what Lesa Heebner is saying true?*

Mayor Heebner speaks authoritatively and attributes the information to SANDAG staff.

Thank you.

Terry

**Terry Gaasterland**

***Del Mar, CA 92014***

-----  
Deputy Mayor, City of Del Mar

[tgaasterland@delmar.ca.us](mailto:tgaasterland@delmar.ca.us)

-----  
Professor of Computational Biology and Genomics

Chair, Bioinformatics & Systems Biology Graduate Program

Member, Institute for Genomic Medicine

University of California San Diego & Scripps Institution of Oceanography

-----  
[Redacted]

## SDLRR Project NOP

Craig Gallagher [REDACTED]

Tue 6/18/2024 10:12 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Attention Tim Pesce

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Thank you,

Craig Gallagher

[REDACTED]  
Solana Beach



## Fwd: SDLRR Project NOP

Craig Gallagher [REDACTED]

Thu 6/20/2024 6:57 AM

To: LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc: LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

**From:** Craig Gallagher [REDACTED]

**Date:** June 18, 2024 at 10:12:41 AM PDT

**To:** LOSSANcorridor@sandag.org

**Subject:** **SDLRR Project NOP**

Attention Tim Pesce

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Thank you,

Craig Gallagher

[REDACTED]  
Solana Beach

## SDLRR Project NOP

Deborah Gallagher <[REDACTED]>

Tue 6/18/2024 10:05 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Attention: Tim Pesce

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Thank you for your attention to this,

Deborah Gallagher

[REDACTED]  
Solana Beach

## SDLRR Project NOP

debgall3@gmail.com [REDACTED]

Thu 6/20/2024 6:53 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:lossanalignment@cosb.org <lossanalignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Attention: Tim Pesce

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Thank you for your attention to this,

Deborah Gallagher

[REDACTED]  
Solana Beach

## "SDLRR Project NOP"

JWG [REDACTED]

Tue 7/16/2024 4:39 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

James W. Garrett

[REDACTED]  
Solana, Beach, CA 92075

July 16, 2024

SANDAG

SANDAG.org/railrealignment

RE: Alternative A

I am a long-time property owner in the Del Mar Beach Club complex in the southerly-most portions of the City of Solana Beach.

I am vehemently opposed to the proposed "Alternative A" plan for the relocation/reconstruction of the railroad right-of-way through the southerly half of the City of Solana Beach. While it is difficult to argue that it is imperative that the coastal rail line extending along the bluff tops of Del Mar be re-routed to a location that doesn't jeopardize bluff stability, Alternative A is not the solution.

After studying the SANDAG San Diego LOSSAN Rail Realignment Project Alignments Screening Report Executive Summary it is evident that Alternative A dramatically affects Solana Beach, shifting significant impacts from the City of Del Mar to the Del Mar Fairgrounds (owned and operated by the State of California 22nd District Agricultural Association), and the southerly/coastal portions of the City of Solana Beach.

The inordinate expense associated with Alternative A (forecast in 2022 at over \$4 billion) is well beyond reason and should be weighed heavily in determining the viability of this option. By comparison Alternatives B and C are proposed to cost \$2.28 billion and \$1.85 billion, respectively. The accompanying peripheral economic costs associated with Alternative A are inordinately disruptive and egregious impacts that will be borne by Solana Beach residents and businesses alike over an extended period of time estimated at 7 to 12 years

Significant duplicative costs would be incurred as Alternative A would require the Via de la Valle vehicle bridge to be re-built, the loss of the region's \$30 million investment (in 1999 dollars) of lowering the tracks in Solana Beach, the demolition of the soon to be built \$254 million San Dieguito Bridge and Seasonal Platform, and unknown millions associated with the Coastal Rail Trail and the Via de la Valle Vehicle Bridge.

The potential for significant ecological and environmental damage to the San Dieguito River and Lagoon is far greater with Alternative A than either of the other options. Such intrusions and potential for catastrophe cannot be ignored.

In conclusion, that Alternative A has even been included in the potential solutions to the Del Mar bluff problem is unconscionable and should be eliminated.

I appreciate the opportunity to provide input to SANDAG regarding this significant issue.

Respectfully submitted,

James W. Garrett

## SDLRR Project NOP

Kristen Garrett [REDACTED]

Thu 6/20/2024 7:59 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To Whom it May Concern,

I am writing to express my strong opposition to further consideration of Alternative A in the Environmental Impact Report (EIR). I urge you to remove Alternative A from consideration before any further work on the EIR is done.

At double the cost of the other alternatives, Alternative A presents serious economic consequences for our region. Allocating taxpayer money to a more expensive option when more cost-effective alternatives are available is imprudent and unjustifiable.

Moreover, Alternative A poses significant environmental impacts to several key areas, including Solana Beach, Stevens Creek, the Fairgrounds, and the San Dieguito Lagoon. These potential environmental damages threaten the ecological integrity and the community's quality of life.

Given the combination of high costs and detrimental environmental impacts, Alternative A does not warrant the expenditure of any additional taxpayer money. I strongly request you remove it from further consideration.

Thank you for your attention to this matter. I trust you will make a decision that reflects fiscal responsibility and environmental stewardship.

Sincerely,  
Kristen Garrett



## SDLRR Project NOP

Sandy Gereaux [REDACTED]

Tue 6/18/2024 11:33 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANAlignment@cosb.org <LOSSANAlignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Attn: Tim Pesce

Please do not consider Alternative A, as both Alternatives B and C are more direct, shorter, and far less expensive routes that utilize less-intrusive, less-polluting bored tunnels in 90% of their configurations.

Many businesses surrounding this route will be adversely impacted. I play tennis in Solana Beach (hence, this business will be severely affected) and many of my social activities are also in this area.

At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Thank you for your consideration.

Sandy Gereaux, Carmel Valley

## SDLRR Project NOP

Sandy Gereaux [REDACTED]

Thu 6/27/2024 1:03 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANAlignment@cosb.org <LOSSANAlignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Attn: Tim Pesce

I attended the LOSSAN presentation in Solana Beach last night, as well as your presentation in Carmel Valley last week.

It is obvious that not only were the Solana Beach council members rightfully disturbed by the lack of inclusion but also the fact that serious environmental and economic effects were not even considered. I cannot understand how SANDAG is bringing this to the public for input when you have so many crucial unanswered questions yourselves. The public should not be put in a position to make choices when the SANDAG presentation is obviously deceiving and where it is clear that all these considerations are flawed, but particularly Alternative A. You must gain the trust of all the communities affected, and so far, this is a dismal failure.

Prior to the Carmel Valley meeting, I wrote to SANDAG, with Alternative C as my choice. However, after witnessing the exchange from last night's meeting and listening to the recommendation from Dave Clemons, I am writing again. I am interested in the recommendation from Dave Clemons, Alternative EL.

Please consider this recommendation in place of the current Alternative A so that this could go through the scrutiny of the EIR. This option could bring the communities of Del Mar and Solana Beach together (along with Carmel Valley and Sorrento Valley) to work towards a solution that could have the least impact on all our communities.

Respectfully,

Sandy Gereaux  
Carmel Valley

## SDLRR Project NOP

Brad Gessner [REDACTED]

Tue 7/16/2024 2:51 PM

To:LOSSANcorridor <lossancorridor@sandag.org>

Cc:loSSanalignment@cosb.org <loSSanalignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I oppose Alternative A. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts on Solana Beach, Steven Creek, the Fairgrounds and San Dieguito Lagoon, Alternative A does not make any sense. Please focus on more viable alternatives.

Brad Gessner

[REDACTED]  
Solana Beach, CA 92075

[REDACTED]

## OPPOSITION TO ALTERNATIVE A BY SOLANA BEACH RESIDENT

maureen gibbons [REDACTED]

Sun 6/23/2024 8:50 AM

To:LOSSANAlignment@cosb.org <LOSSANAlignment@cosb.org>;LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I oppose further consideration of Alternative A.

Alternative A is **double** the cost of the other alternatives. Taxpayers should not be burdened with these excessive additional costs.

The City of Solana Beach and its residents will suffer significant economic consequences due to the extreme disruption caused by this plan. It will impact our small businesses and result in a loss of revenue at the fairgrounds and racetrack.

Alternative A will have severe environmental impacts on Solana Beach, Stevens Creek, the Fairgrounds, and the San Dieguito Lagoon.

I urge you to remove Alternative A from consideration before any further work on the EIR is done.

Sincerely,

Maureen Gibbons  
Homeowner and Permanent Resident

[REDACTED]  
Solana Beach, CA 92075  
[REDACTED]

## LOSSAN Rail realignment Alt A

Kelly Giesing [REDACTED]

Fri 7/12/2024 10:15 AM

To:LOSSANcorridor <lossancorridor@sandag.org>

Cc:LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hello,

I am writing to express my objection to proceeding with evaluation of Alternative A. Alt A would shift the majority of the impacts to Solana Beach residents and businesses, and appears to be a result of politically well connected Del Mar residents. Solana Beach proactively lowered the tracks within our City, while Del Mar has fought against any improvements, which has exacerbated the urgent need to move the tracks. Alt A has the longest tunnel, greatest construction complexity, and highest cost. Construction within the San Dieguito lagoon has a very high risk of added construction costs and delays (above and beyond those already anticipated) due to soft soil and high groundwater levels. The community cannot accept such a blatant attempt to select a much poorer project due to primarily political reasons.

--

Kelly  
[REDACTED]

## SDLRR project NOP

ruth gilboa [REDACTED]

Wed 7/10/2024 4:26 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.

Hello!

We are complete against alternative A, it is very bad for all of Solana Beach!!

Ruth and Martin Gilboa

Solana Beach residents

Sent from my iPhone



## SDLRR Project NOP

cathy gill [REDACTED]

Mon 6/17/2024 5:58 PM

To:LOSSANcorridor <lossan@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

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“I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.”

Cathy Gill

[REDACTED]  
Solana Beach, CA 92075

## SDLRR Project NOP

DAN GILL [REDACTED]

Tue 6/18/2024 4:15 PM

To:LOSSANcorridor <lossancorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

“I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.”

*DAN GILL*

*MOBILE* [REDACTED]

## SDLRR Project NOP

DAN [REDACTED]

Wed 6/26/2024 2:39 PM

To:LOSSANcorridor <lossancorridor@sandag.org>;LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

“I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.”

Dan Gill  
Solana Beach. CA

## SDLRR Project NOP

frank@thegillco.com [REDACTED]

Mon 6/17/2024 8:56 PM

To:LOSSANcorridor <lossancorridor@sandag.org>

Cc:LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To whom it concerns,

I am a Solana Beach resident property owner & Del Mar Business owner of 30+ years. I'm very much interested in the well being of both communities and have personally been active in both while raising my family here. Understandably the subject LOSSAN Rail Realignment project needs attention however the severe impact outlined in the 3 proposals is unsettling at the least. Alternative A seems on the verge of ludicrous with the proposed cost of time, money & disruption. Therefore I submit my recommendation to eliminate this proposal altogether and focus on the other Alternatives B or C which at this time I would lean toward B as the better choice.

Thank you for your consideration of my input.

Sincerely,

Frank Gill

Resident & Business Owner

[REDACTED] Solana Beach & [REDACTED], Del Mar

## SDLRR Project NOP

Nita Gill [REDACTED]

Sun 6/23/2024 6:04 PM

To:LOSSANcorridor <lossancorridor@sandag.org>

Cc:LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I am a long time resident of Solana Beach and recently learned of the proposal to bore bore a tunnel for the railroad that would seriously affect Solana Beach for many years, removing the problem for Del Mar and putting it on Solana Beach. Yet Solana Beach and its residents were not part of this planning.

I strongly oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, a longer time to construct and with serious economic consequences to the region, as well as many negative environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Plus I can't help but question the wisdom of having the train run through a tunnel 70 feet below the earth in an area where seismic activity is to be expected from time to time. Also that can't possibly be good for the health of our lagoon.

Please count me as strongly objecting to alternative A.

***Nita Gill***

[REDACTED]

## Del Mar bluff SDLRR Project NOP

Cindi Gilliland [REDACTED]

Mon 6/24/2024 3:49 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANAlignment@cosb.org <LOSSANAlignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear SANDAG,

Please remove Option A from the list of possible solutions to the train tracks on the bluffs of Del Mar. It doesn't make sense to consider an option that is double the cost of the other two options, especially when it will disrupt highly sensitive ecological areas and potentially decimate the economy of tiny Solana Beach for as long as a decade. The crumbling of the bluffs is an issue Del Mar needs to address, and fobbing the expense and disruption of dealing with it off onto their less privileged neighbors to the north is unacceptable. Please don't waste taxpayers' money further investigating this ill-conceived option.

Thank you,

Cindi Gilliland

[REDACTED]  
Solana Beach



## SDLRR Project NOP

Patra Glavin [REDACTED]

Wed 6/19/2024 8:18 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear SANDAG team,

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Sincerely,

Patra Glavin

[REDACTED]  
Solana Beach, CA 92075

**From:** [REDACTED]  
**To:** [LOSSANcorridor](#)  
**Subject:** SDLRR Project NOP [NO on Alternative C]  
**Date:** Friday, July 19, 2024 10:24:08 AM

---

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

**Please REJECT Alternative C.**

It is the only project that will permanently, irreparably and materially injure the surrounding residential community and precious natural resources.

While all the local communities will (and should) share the temporary adverse impacts associated with construction of the project, double tracking and elevating the infrastructure across the middle of the Los Penasquitos Lagoon will permanently degrade this precious and vital resource, and the substantial, 24/7, perpetual increase in noise and vibration will adversely affect public health and materially diminish the quality of life for the surrounding residential areas as well as visitors to the adjacent businesses, beaches and natural preserves.

The potential for condemnation of family homes inherent in Alternative C alone should make it unacceptable. Together with the possibility of hundreds of other homeowners in the Del Mar Terrace pursuing inverse condemnation actions for direct injury to their property resulting from ongoing, permanent, and excessive noise and vibration, and related health impacts, the potential unknown costs of Alternative C make it untenable.

Please reject Alternative C; and instead pursue Alternatives A or B, the only ones that will provide the region with the benefits of undergrounded, upgraded and modernized rail service without irreparably destroying a vital natural resource and permanently damaging a residential community.

Thank you for your consideration,

**Daniel J. Gleason | Gleason & Gleason**  
[REDACTED]

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 Please consider the impact to the environment before printing this email.

# SDLRR Project NOP

Pam Gleason [REDACTED]

Thu 7/11/2024 8:00 AM

To:LOSSANcorridor <lossan.corridor@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To Whom it May Concern,

**NO on Alternative C!**

## **Environmental Impact**

I realize you will be conducting environmental impact research; however, I am shocked that an elevated double tracked high speed train is even being considered to run through the Los Penasquitos Lagoon. I also find it interesting that this part of Alternative C is quickly glossed over in every newspaper article written about the alternatives as well as the Sandag presentations- all that is mentioned is that the train simply exits the tunnel on Carmel Valley Road. The unique and precious wildlife, flora, flood protection and other natural resources in the lagoon will be substantially and irreparably damaged. Why would we even consider permanently and negatively impacting, and potentially destroying, one of the few natural beauties and resources of this type we have left?

## **Noise Pollution/Public Health Issue**

As it stands, trains running through the lagoon already add to the noise pollution in the area. It was bad enough once Miramar closed and those of us who either live in Del Mar Terrace or visit the area to enjoy the beautiful views must contend with incessant military helicopters flying directly overhead at all hours of the day and night, but added to that is the noise and vibration from the trains. A double tracked elevated high-speed train will substantially increase the noise and vibration in the area, becoming a public health issue as it disrupts sleep and causes similar adverse health effects. The additional noise and vibration from both the construction and permanently from additional trains will further diminish the quality of life for visitors and homeowners. Imagine those visitors who want to enjoy a meal or coffee at the local restaurants along Carmel Valley Road, or a hike along the beach or lagoon, will now be looking across the lagoon at unsightly elevated train tracks and subjected to high-speed train noise at greater frequency.

## **Eminent Domain**

Alternative C threatens the greatest number of homes at the entrance to Del Mar, but even more so as it exits at Carmel Valley Road. It is interesting that Sandag and cohorts claim this alternative is the least expensive; however, the number of lawsuits I can imagine you will face with this alternative will not only be costly but will cause incredible delays. I doubt this was factored into your cost analysis and I am curious to know if the cost you quote to the public includes the elevated double-tracking through the lagoon.

There appears to be a very vocal contingent in Solana Beach headed by their mayor to oppose Alternative A without any real facts to substantiate their claims. Sandag and others appear to have chosen to bury the fact that Alternative C includes an elevated double-tracked train through the Los Penasquitos Lagoon. While residents and visitors of both Del Mar and Solana Beach will be impacted to some degree on a temporary basis by any of the 3 proposals (noise, traffic, etc.), which temporary burdens we all should expect to share for some period of time, only Alternative C will result in permanent and material diminution of the environment in and around the Penasquitos Lagoon, the quality of life of residents and visitors, and property values of the Del Mar Terrace area (in addition to the loss through condemnation of numerous family homes).

Sincerely,  
Pam Gleason

## SDLRR Project NOP

nick glembotski [REDACTED]

Fri 7/19/2024 6:16 PM

To:LOSSANcorridor <lossancorridor@sandag.org>

Cc:lossanalignment@cosb.org <lossanalignment@cosb.org>

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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I oppose Alternative A. At double the cost of other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not pass the common sense test. Please focus on more viable Alternatives.

## SDLRR Project NOP

MARSHALL GLICK [REDACTED]

Tue 6/18/2024 5:06 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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I am a homeowner in Solana Beach ([REDACTED]). I am strongly against Alternative A of the SDLRR Project NOP, which alternative would not only cost more than twice as much to complete as Alternatives B and C, but also take so much longer to complete. I believe that Alternative A would also have a much greater negative environmental impact the Solana Beach and surrounding populations.

Thank you for considering my views.

Very truly yours,

Marshall A. Glick

[REDACTED]



## SANDAG-LOSSAN realignment under Del Mar - COMMENT

David Godfrey [REDACTED]

Fri 6/28/2024 8:53 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

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I was going to attend your “SANDAG-LOSSAN realignment under Del Mar” meeting last week. After some thought I decided that it was probably a waste of time considering all of the players involved and how this process has evolved. I have lived in this area for approaching 50 years and followed closely the developments towards moving the train track off the bluffs.

After all this time we seem to have reached the point where there is no action to solve the issue, rather it has become an exercise in posturing.

SANDAG keeps posturing to give the impression they are doing something.

The County and State posture for any solution provided they don't have to pay.

The City of Del Mar postures that a tunnel under the city will be dangerous – which is just a NIMBY reflect.

Consultants posture for more consulting contracts.

People posturing about diesel fumes, when, if you believe Sacramento, this project will not be complete before the trains are supposed to be electric.

Lawyers for all sides posture – as they do.

The Coaster and Amtrak posture that everything is fine the way it is.

The environmentalists are posturing that the bluffs will crumble into the sea and will no doubt posture that any tunnel has a negative impact.

And the money that achieves nothing keeps flowing and the posturing goes on and on.

The only community that does not appear to be posturing is the City of Solana Beach. They are fighting off Del Mar wanting to push any of the difficult construction to anywhere except near them – see NIMBY above.

Meanwhile NOTHING has been accomplished.

I put forward the following:

1. The Eisenhower Tunnel (1973) in Colorado is 1.7 miles long through solid rock at 11,000 feet and took five years to build.
2. The Gotthard Base Rail Tunnel (2016) in Switzerland is 35.5 miles long, also through solid rock and took 18 years to complete.
3. The dual rail Channel Tunnel (1994) linking England and France is 31.5 miles long through an undulating layer of the chalk seabed, it took six years to build.
4. The Fehmarnbelt Fixed Link (2028) is a road and rail link immersed in a trench 130 feet underwater linking Germany and Denmark. Planned completion 5 years.
5. The Guadarrama Tunnel (2007) a dual rail tunnel through rock in Spain is 18 miles long at 4,000 feet. Completed in 5 years.

I specifically omitted the California High Speed Train, the largest infrastructure project in the US. A \$77 billion aimless rail network to nowhere, 12 years in the making and a completion date at least 10 years out. Is this what we are trying to emulate?

What have we as a community accomplished in the last 15 years? Nothing that has substantially changed the situation.

From Via de la Valle to Carmel Valley we are looking at a tunnel that is about 4 miles long through hard sandstone and siltstone. The latest tunneling machines can efficiently cut and line tunnels with speed and at a depth that will not affect the delicate glassware of the people in Del Mar.

Our country is replete with huge successful and difficult infrastructure projects (the Interstate system, Hoover Dam, Golden Gate Bridge, Hudson Yards, the Hudson River Tunnel) so, this is comparatively trivial. I most likely will not live to see the outcome of this. Let's stop the posturing and make sure the valuable rail link between San Diego and Orange County is not disrupted.

David Godfrey  
Del Mar (the bit that is within the City of SD)

**From:** [Steve Goetsch](#)  
**To:** [LOSSANcorridor](#)  
**Cc:** [Lesa Heebner](#); [lossanalignment@cosb.org](mailto:lossanalignment@cosb.org)  
**Subject:** Comments on EIR for LOSSAN Rail Realignment project  
**Date:** Wednesday, June 26, 2024 11:56:18 AM  
**Attachments:** [Letter regarding Proposition A.doc](#)

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Please accept the attached letter as my comments on this project

Steven Goetsch  
San Diego, CA

[REDACTED]

# Steven J. Goetsch, Ph.D.

[REDACTED]  
Solana Beach, CA 92075

June 26, 2024

RE: LOSSAN Rail Realignment

My wife and I have lived in Solana Beach since 1999. I have been active in local government for many years, including serving as the first Chair of the Clean and Green Committee (2008 to 2011), as well as the Public Safety Commission (8 years), the Park Commission and the Climate Action Commission (2016). Solana Beach was home to Native Americans 9,000 years ago and began to be settled by American citizens at least 150 years ago. On at least three occasions, prior to the proposed catastrophic LOSSAN Alternative A railroad tunneling project, citizens of Solana Beach have had to intervene to stop hopelessly misguided transportation plans affecting our community as proposed by state and regional authorities.

According to the Solana Beach Civic and Historical Society, the California Division of Highways proposed a thoughtless and cruel plan to construct a limited access highway along the existing roadbed of the Coast Highway from Oceanside to the San Diego harbor. A committee of citizens from Solana Beach and other communities organized to oppose this plan. They pointed out that it would require the demolition of thousands of existing homes and businesses. The plan was later withdrawn.

A few years later the Division of Highways proposed an even more preposterous plan. They suggested creating an elevated highway in the shallow coastal waters along North San Diego beaches from Oceanside to the San Diego harbor. This would have required surfers and swimmers to swim under a massive elevated highway to access the ocean. A retired Navy pilot flew a small plane along San Diego County about one mile inland from the beach and photographed a better roadbed which eventually was adopted as Interstate Highway 5 and our magnificent coastline was saved.

The Division of Highways became the California Department of Transportation (CalTrans) and the San Diego Association of Governments (SANDAG) assumed regional responsibility for transportation. A SANDAG report on needed improvements in the North Coastal Corridor chaired by Solana Beach Mayor Marion Dodson was later perverted, twisted and weaponized into a gigantic proposal to “blow out” Interstate Highway 5 up to 16 lanes from La Jolla to Camp Pendleton. The Committee Against Freeway Expansion (CAFÉ) was formed in my home and spread throughout North San Diego County in 2009 to 2010. We lobbied successfully to limit the size and scope of

the project and divert a substantial portion of funds to projects OTHER than pouring concrete to expand the freeway.

In the late 1990s the City of Solana Beach stepped up and completed two unique projects. The railroad track from north to south (1.7 miles) through the entire city was lowered enough to provide grade separation so that traffic on Lomas Santa Fe was not stopped dozens of times per day. The project also provided a second rail track through nearly the entire city (a major goal of the LOSSAN project). Solana Beach is the first and only city to complete either of these projects (grade separation and double tracking) along the entire San Diego to Los Angeles corridor. And the City of Solana Beach then followed up by creating the Coastal Rail Trail just west of the railroad track. Again, the City of Solana Beach was the first community to complete the agreed upon Oceanside to San Diego Harbor walking and bicycle trail. Neither of these projects was easy to endure or inexpensive. Once again, Solana Beach lead the way.

Now a series of public hearing, held entirely in Del Mar (to date) proposes a fatuous, unaffordable and otherwise absurd project to excavate a railroad tunnel, bypassing the vulnerable slopes of Del Mar, where ALL the pain and suffering of the entire multiyear project would be borne entirely by Solana Beach. Del Mar residents would not even be inconvenienced slightly by this boondoggle. How thoughtful of our neighboring city of 3,882 residents to propose inflicting the entire burden of freeing up a beautiful future walking and bicycling trail in Del Mar on their neighboring city of 12,802 people! For reasons I cannot comprehend residents of Del Mar seem terrified by the prospect of tunneling under their city. Hundreds of modern tunneling projects are ongoing right now in cities like Sacramento, Los Angeles, Washington DC, Fort Wayne, St. Louis, New York City, Pittsburgh and Austin. The Boring Company is constructing 25 miles of tunnels with 18 stations right now in Las Vegas.

The proposed route A offers totally unacceptable burdens to the City of Solana Beach, the 22<sup>nd</sup> Agricultural District and the citizens of San Diego County. The projected cost is enormous and will be difficult to afford even with a combination of federal, state and regional funds. Selection of the most expensive option simply because citizens of the smallest city in San Diego County have an irrational fear of tunnels is unacceptable. Perhaps the Del Martians should spend more time thinking about the inevitability of sea level rise and what the consequences will be in the 21<sup>st</sup> Century.

I strongly urge that the San Diego LOSSAN Rail Realignment drop Alignment A from further consideration.

A handwritten signature in cursive script, appearing to read "Steven J. Goetsch".

Copy to: Mayor Lesa Heebner, City of Solana Beach



## SDLRR Project NOP- Idea

N.Goglin [REDACTED]

Fri 6/14/2024 9:15 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

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**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear Mr. Pesce,

Kudos to the new SANDAG project. If you'd like added community support and even funding, it would be very beneficial to show a use plan for what the removed tracks area would turn into along the coast. Ie..if it were turned into a beautification and environmental project with widened walking and biking trails, benches etc. the community would benefit significantly, as would the environment. And those Del Mar and Solana Beach residents who may not currently be happy with the disruption might view the project differently.

Alternative A, though more costly looks like the best long term and least disruptive option and best for future use.

Regards,  
Nancy Goglin

## SDLRR Project NOP

Steve Goldberg [REDACTED]

Tue 6/18/2024 8:55 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

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As a long time business owner in Solana Beach, 29 years, I adamantly oppose Alternative A for the rail project to reroute the train from the cliffs in Del Mar. The economic impact, the increased cost over B and C options, the length of construction, the disruption of rail service. This is a ridiculous proposal.

Steve Goldberg

## SDLRR Project NOP

Diane Goldberger [REDACTED]

Mon 6/17/2024 9:02 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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We STRONGLY OPPOSE further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region and many environmental impacts to Solana Beach, Stevens Creek, the GFairgrounds and San Dieguito Lagoon. Alternative A does not warrant the expenditure of any additional tax payer money!

Diane and Lawrence Goldberger

[REDACTED]  
Del Mar, CA 92014 (Really citizens of Solana Beach)

## Fwd: SDLRR Project NOP

Diane Goldberger [REDACTED]

Tue 6/25/2024 8:13 PM

To: LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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----- Forwarded message -----

From: **Diane Goldberger** [REDACTED]

Date: Tue, Jun 25, 2024 at 3:01 PM

Subject: SDLRR Project NOP

To: <[LOSSANalignment@cosb.org](mailto:LOSSANalignment@cosb.org)>

Dear Sirs and Madams:

I STRONGLY OBJECT TO ALTERNATIVE A as proposed for the realignment of the railroad tracks.

- (1) Why would anyone choose a plan that costs more than the other 2 plans in this time of exploding government deficits?
- (2) Plan A was presented by the citizens of Del Mar without input from the citizens of Solana Beach. Is that how a responsible government agency acts?
- (3) Having the Fair disrupted for 7-10 years is unacceptable. So many of our young teenagers work at the Fair for summer income.
- (4) Although time will tell, Plan A would seem to have a huge environmental impact on San Dieguito Lagoon and Stevens Creek, both of which have just undergone years of extensive and expensive restoration.
- (5) Solana Beach stepped up and had a train station embedded in the heart of its business area when Del Mar no longer wanted a station there. Why now should Solana Beach have to incur the most disruption to its main business area because Del Mar does not want to be bothered?

NO, NO AND NO ON PLAN A.

Thank you for your attention.

Diane Goldberger  
[REDACTED]

Del Mar, CA 92014

Really a citizen of Solana Beach since 1977.

## Alternative A

Larry Goldberger [REDACTED]

Tue 6/25/2024 8:02 PM

To:LOSSANcorridor <lossan@sandag.org>

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Sent from my iPad

As a long time resident of Solana Beach I am writing in opposition to Alternative A.

This proposal was added to the discussion by Del Mar nimbys who do not want ant disruption to their city.

There was NO discussion or input from Solana Beach.

The cost is more than twice the other two proposals!!

The environmental impact to the San Dieguito lagoon and destruction of portions of the Coastal trail are absurd after all the years to develop these areas for the local citizens and visitors.

The economic and social impact of closing the fairgrounds for multiple years should eliminate this proposal all by itself.

Please let reason rule in the debate over this important issue.

Sincerely yours

Lawrence Goldberger

[REDACTED]

Del Mar

Solana Beach resident since 1977

## SDLRR Project NOP

Yvonne Gollin [REDACTED]

Wed 6/19/2024 8:06 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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I am a resident of Solana Beach.  
Do not consider Alternative A  
See below

### **I Oppose Alternative A for the Following Reasons:**

Known Costs – estimated at \$4.14 billion dollars, Alternative A is approximately twice the cost of Alternatives B and C.

Economic Impacts to Our Local and Regional Economy — Unlike B & C, Alternative A will dramatically impact Fairgrounds operations and sales tax revenue generated by the Fairgrounds (\$680 million annually) as well as local businesses (unknown \$\$).

Environmental Impacts – Alternative A will result in higher impacts during construction to air quality (Solana Beach residents and businesses and the Del Mar Fairgrounds), wetlands, open space, and sensitive natural resources (in and around the San Dieguito Lagoon, Steven's Creek and Del Mar Fairgrounds).

Length of Construction – Construction of Alternative A is estimated to take up to twice as long as Alternatives B & C (as much as 14 years).

Enormity of Direct and Indirect Impacts — Due to the close proximity of construction a far greater number of homes and businesses will be adversely impacted by Alternative A as compared to Alternatives B & C.

Disruption of Rail Service — Alternative A poses unacceptable service and economic impacts to both passenger and freight rail service, our military, and the Port of San Diego, and will cost our region billions of dollars in lost revenue.

**From:** [ryan gonzales](#)  
**To:** [LOSSANcorridor](#)  
**Subject:** SDLRR project NOP  
**Date:** Sunday, June 23, 2024 2:06:22 PM

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Dear sir/madam:

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

I support open option B or C over option A.

Thank you,

Ryan and Jamie Gonzales  
[REDACTED]  
Solana Beach, CA 92075

Sent from my iPhone



## re-routing of tracks

Susan Goodell [REDACTED]

Wed 6/19/2024 4:01 PM

To:LOSSANcorridor <lossan@sandag.org>

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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Hello,

I have been following this development of the re-alignment of the tracks.

At the meeting last night, Tuesday, June 18, 2024 there was mention of the importance of community input and an example was given of the input changing the route of state route 56 due to concerns of environmental impact. I found that to be encouraging.

So, considering environmental impacts, it seems very contradictory to even consider the tracks going over the main part of Los Penasquitos Lagoon. There is so much wildlife there to be observed on a daily basis, at high, medium or low tides. PLEASE consider the massive negative environmental impact of putting ANY tracks through or over that lagoon, and in particular double tracks. Also, since there is global melting of the ice on the planet, causing sea levels to rise, that is another reason to move the tracks as far away as possible from the coast.

Thank you very much for consideration of these vital points.

Susan Goodell  
Del Mar, CA

## SDLRR Project NOP

Tue 7/16/2024 1:06 PM

To:LOSSANcorridor <lossan@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Regarding the just published July 16, 2024 City of Del Mar Comments on the NOP of a Draft EIR for the LOSSAN Rail Alignment, we agree with the majority of the comments. We note the following:

- The proposed Routes B, C have significant potential negative economic and 'quiet enjoyment of life' impact not only in Del Mar, but in the case of Route B for NorthWest San Diego residences:
  - Likely loss of homeowner's property valuation for an extended period of time;
  - Subject nearby business and homeowners to construction noise and the impact of yet unknown construction detritus with potential environmental and health consequences.
  - Once constructed the tunnel routes would likely be carrying flammable cargos, munitions for military bases, or chemicals for industrial use, all of which could be subject to explosive accidents, fires or worse.
  - Perhaps, the most significant environmental negative impact is Route B's impact on Del Mar and San Diego residential homeowners abutting Crest Canyon an ecological preserve and home to numerous wildlife species including Great Horned Owls, Red Tailed Hawks and other birds. Numerous species such as rabbits, coyotes, squirrels and reptiles and even insects such as bees and butterflies need protection. This is why Crest Canyon and Torrey Pines are nature preserves.

To be specific, there is little doubt that the boring, detritus, construction & construction noise, and would disrupt the ecological systems of Crest Canyon Preserve. All of the animal types have keen senses of smell, sight and hearing and construction of the tunnel even significantly below ground and tremors resulting will be felt by these animals and birds. The effects of these impacts cannot be adequately projected, nor the severity of these impacts understood adequately today. Most likely some, or all of the below negative impacts would be felt:

- Some animal types will be driven away from their habitats;
- Some animal and reptiles will suffer loss of their food types due to other species leaving;
- The environmental impact of a loss of food chain will create disruptions and potential extinction of some food chain participants.
- No matter what is said today the detritus from the construction will affect not only the human inhabitants of the area, but all of the species living therein.

For these reasons and the rationale so fully described in the Del Mar Comments to the NOP, and as a stakeholder in the above EIR, we reject the use of Crest Canyon Option B, as a proposed route.

Regards,

Terry and Lee Gopadze

[REDACTED]  
Del Mar, CA 92014

*Terry Laszlo-Gopadze*

*The Spirit of a Woman: Stories to Empower and Inspire*

[www.womens-spirit.com](http://www.womens-spirit.com)

# Del Mar Tunnel

NARAYAN GOPINATHAN [REDACTED]

Tue 7/2/2024 2:45 PM

To:LOSSANcorridor <lossan.corridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear LOSSAN Agency,

I am reaching out to give public comment about the proposed tunnel under Del Mar. I am glad that [SANDAG has narrowed the options to three options](#). I would support Alternative B. Alternative A would require much more long and costly tunneling, making the project take more time and money to complete. Alternative C would require less tunneling, but it would retain the current alignment through the Penasquitos marsh. This current alignment is single track and causes adverse ecological impacts by cutting through the marsh. It also would be tougher to install catenary there. For that reason, I would support Alternative B to enable electric double track and wetland restoration.

It will certainly take many years and billions of dollars to move the track, which is the only real long term solution. In the short term, we have to protect the existing line and our beaches from coastal erosion and sea level rise. I attended a seminar at UCI where they said that the main cause of the erosion we have seen so far has been sediment starvation, not sea level rise. This means that simply dumping sand into the beach from railcars in Del Mar and San Clemente could be a viable option to protect the rail corridor, as well as the rest of our beaches in Southern California.

Finally, I have one bigger idea that is not currently under consideration. Since sediment starvation is impacting our coastline, I am wondering whether Lake Hodges Dam could be removed. Lake Hodges Dam is [decaying and nonfunctional](#), and so the current plan is to rebuild it. We might consider instead removing the dam to let loose any sediment trapped behind it, and thus shore up the shoreline and our rail corridor.

Best regards,

Narayan Gopinathan

--

Narayan Gopinathan (he/him)

Institute of Environmental Sustainability, UCLA

## Del Mar tunnel alternative A

harleygordon [REDACTED]

Mon 6/17/2024 10:34 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

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**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

June 17,2024

Dear SANDAG Geniuses:

As you are hopefully aware, it is not your only responsibility to cater to the whims, and loudest voices of our Nextdoor neighbors to the south, the good people of Del Mar. Why would you even consider an option that would double the cost of this already expensive project, and bring so much economic harm to surrounding communities, such as Solana Beach. The section of tracks that run through our town already were lowered with great benefits. Don't tamper with that, PLEASE!!

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.”

Please be thoughtful and reasonable rather than reckless and irresponsible.

With all due respect,

Harlan Gordon

[REDACTED]  
Solana Beach, CA

"SDLRR Project NOP,

Kristine Gotta [REDACTED]

Thu 6/20/2024 2:14 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Please choose the route that will be the least expensive and quickest to build.

Thank you,

Kris Gotta.

terrible plan A on RR corridor

Peter Gourevitch [REDACTED]

Mon 6/17/2024 10:39 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I am shocked that you are considering Plan A for the Railroad corridor. It is much more expensive, much more disruptive, much more environmental damaging. It favors a few people in Del Mar. I live in Solana Beach. You did not ask us. I am shocked.

[REDACTED]  
[REDACTED]  
Solana Beach, Ca 92075

Peter Gourevitch  
Distinguished Professor Emeritus  
School of Global Policy and Strategy  
University of California, San Diego

[REDACTED]  
La Jolla, CA 92093-0519  
[REDACTED]  
[REDACTED]

*Who Lived, Who Died?*

<https://www.diopress.com/projects/who-lived-who-died?>



## SDLRR Project NOP

Erin Graff Zivin [REDACTED]

Tue 6/18/2024 2:19 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANAlignment@cosb.org <LOSSANAlignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To Whom It May Concern:

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Erin Graff Zivin

Resident of Solana Beach

## SDLRR Project NOP

Joshua Graff Zivin [REDACTED]

Tue 6/18/2024 2:21 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANAlignment@cosb.org <LOSSANAlignment@cosb.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To Whom It May Concern:

I am writing to strenuously oppose further consideration of Alternative A. As an environmental economist by profession and someone who has served several government agencies, I cannot see any logic that merits this plan relative to the others. This plan appears to double the cost of the other Alternatives, with serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon. Alternative A does not warrant the expenditure of any additional taxpayer money. Please remove it before any further work on the EIR is done.

Sincerely,  
Josh Graff Zivin

-----

**Joshua Graff Zivin**

Director, Cowhey Center on Global Transformation

Pacific Economic Cooperation Chair in International Economic Relations

School of Global Policy & Strategy and Department of Economics

University of California, San Diego

[REDACTED]

Co-founder, amplisal.io

## SDLRR Project NOP

[REDACTED]  
Tue 6/18/2024 11:45 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:'Jill Cooper' [REDACTED];jedson@cosb.org <jedson@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear Rail Corridor Realignment Committee,

I understand there is a project scoping meeting is tomorrow, Tuesday, June 18 at the San Diego Marriott Del Mar. I am not able to attend as I only learned of this meeting today and am traveling out of town. I would like my concerns noted on behalf of the community members of Solana Beach.

**I oppose Alternative A plan for the following reasons:**

1. It was not sufficiently studied nor was appropriate stakeholder outreach performed.
2. It has substantial impacts on Solana Beach and SANDAG did not engage Solana Beach (staff, City Council or residents) or other regional stakeholders before including Alternative A in the Notice of Preparation (NOP) for the Environmental Impact Report (EIR) for the LOSSAN Corridor Rail Realignment.
3. It is far more costly to taxpayers (\$4.14 billion dollars, twice the cost of B&C).
4. It impacts more natural resources and ecosystems (in and around the San Dieguito Lagoon, Steven's Creek and Del Mar Fairgrounds) than Plans B & C.

Kind Regards,  
Donna

Donna Granholm, MPH, MSW  
Granholm Consulting, Inc.

[REDACTED]  
Solana Beach, CA 92075  
[REDACTED]

**Future Out of Office: 21-30 June 2024**

## Opposition to Alt A

Debbie Grannick [REDACTED]

Tue 7/16/2024 6:56 AM

To:LOSSANcorridor <lossan.corridor@sandag.org>

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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to the decision makers...

Higher cost, longer completion time, and the destruction of a city and its revenue for possibly over 10 years sounds like a path paved with insanity.

Additionally, I want to offer another perspective.

Albeit, somewhat selfish, but I know my situation mirrors so many others' that "selfish" may be an unfair label.

I have worked since I was 15. I am nearly 62. I still work (by necessity) 5 days a week as a pharmacist. I went through a difficult divorce in 2013, having to pay out a husband who rarely had worked, nor took care of family or household responsibilities. After my divorce, I purchased a 2 bedroom condo for myself and 2 sons.

It was a beach close place of respite for us. I envisioned my new home as an eventual ideal place for my retirement and a legacy home for my sons.

My sons are now independent adults. I am on the threshold of being able to par down my work schedule and hope to fully retire within 5 years.

However, if this Alt A passes, I will likely never see the peaceful beach close retirement I have dreamed of. My homes' quiet sea close location will be disrupted by noise, traffic, and waste pollution.

There will be no peaceful walks to the beach. The Cedros arts district and most if not all walkable businesses near me will be destroyed and shut down.

The stunning rail trail will be in ruins.

The Del Mar Fairgrounds will be rendered useless for years to come. Revenue for our cities will be lost and countless memories for millions of people will never materialize.

My home will lose value as will countless others.

I very likely will not live long enough to see any of the destruction reversed, and enjoy any part of my retirement that involves living in my beloved Solana Beach.

Sincerely,  
Debra Grannick  
Solana Beach

Sent from my iPhone

**From:** [Jared Gray](#)  
**To:** [LOSSANcorridor](#)  
**Subject:** SDLRR project NOP  
**Date:** Tuesday, June 18, 2024 2:13:05 PM

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You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

**I Oppose Alternative A for the Following Reasons:**

**Known Costs** – estimated at \$4.14 billion dollars, Alternative A is approximately twice the cost of Alternatives B and C.

**Economic Impacts to Our Local and Regional Economy** — Unlike B & C, Alternative A will dramatically impact Fairgrounds operations and sales tax revenue generated by the Fairgrounds (\$680 million annually) as well as local businesses (unknown \$\$).

**Environmental Impacts** – Alternative A will result in higher impacts during construction to air quality (Solana Beach residents and businesses and the Del Mar Fairgrounds), wetlands, open space, and sensitive natural resources (in and around the San Dieguito Lagoon, Steven’s Creek and Del Mar Fairgrounds).

**Length of Construction** – Construction of Alternative A is estimated to take up to twice as long as Alternatives B & C (as much as 14 years).

**Enormity of Direct and Indirect Impacts** — Due to the close proximity of construction a far greater number of homes and businesses will be adversely impacted by Alternative A as compared to Alternatives B & C.

**Disruption of Rail Service** — Alternative A poses unacceptable service and economic impacts to both passenger and freight rail service, our military, and the Port of San Diego, and will cost our region billions of dollars in lost revenue.

## SDLRR project NOP

Jared Gray [REDACTED]

Tue 6/18/2024 9:26 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

*I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.*



# SDLRR Project NOP - IMPORTANT and URGENT

Dan Grider [REDACTED]

Sun 6/30/2024 7:19 AM

To: LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc: LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear Tim Pesce:

We strongly oppose further consideration of Alternative A. Immediately, please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many long-term environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not [REDACTED] per money.

Thank you for your thoughtful consideration,

Dan & Gayle Grider

[REDACTED]  
Solana Beach, CA 92075

--

[REDACTED]  
Adjunct Professor, *National University*  
College Pathways Counselor, *Casa de Amistad*  
College Advisor, *West Coast College Guidance*

*Grider Photography*

[REDACTED]

# SDLRR Project NOP

Dan Grider [REDACTED]

Mon 7/15/2024 10:49 AM

To: LOSSANcorridor <LOSSANcorridor@sandag.org>; LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

Cc: Gayle Grider [REDACTED]

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To Whom It May Concern:

This email is a follow-up to our first email opposing Alternative A and is intended to let you know we still adamantly oppose Alternative A. Alternative A poses a significant threat to our Solana Beach community. The potential for excessive and irresponsible spending and the risk of widespread business closures in Solana Beach and nearby communities is alarming! In essence, Alternative A introduces more problems than it can solve, making it unsuitable to the Del Mar train tracks problem.

From our limited perspective, Alternative A appears to be a very last-minute option introduced in a very covert and deceptive manner.

We strongly oppose Alternative A because it would result in an extremely negative and damaging impact on 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. The prolonged impact on Solana Beach businesses would likely result in the closure of 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.

Alternative A should be withdrawn immediately! Taxpayer funds should not be wasted further by including it in the EIR/EIP review.

Thank you for your serious consideration of this very important matter.

Regards,

**Dan Grider**

Homeowner and Concerned Citizen

[REDACTED]  
Solana Beach, CA 92075

--

[REDACTED]

Adjunct Professor, *National University*  
College Pathways Counselor, *Casa de Amistad*  
College Advisor, *West Coast College Guidance*

[REDACTED] *ider Photography*

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

## SDLRR Project NOP

Steve Groezinger [REDACTED]

Mon 6/24/2024 3:45 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear SANDAG

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Steve Groezinger

[REDACTED]  
[REDACTED]

## Rail Feedback

KEVIN GROLD [REDACTED]

Tue 6/11/2024 3:42 PM

To:LOSSANcorridor <lossan@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

For the time, the cost and the time and cost overruns. I think getting rid of the train is a much better solution. It could be a nice bike path along the coast.

Freight can be shipped into our harbor.

People can be transported in a fleet of non-polluting buses every 10 seconds and it can happen in 6 months. The cost would be one-hundredth of making a tunnel...and a tunnel would only solve Del Mar.

that is my feedback. thanks for asking. the train is outdated and too costly.

I think people should consider new fresh ideas instead of stubbornly trying to jam old ideas (such as the train) into the future.

Kevin Groid  
Del Mar, CA

**From:** [Geertje Grootenhuis](#)  
**To:** [LOSSANcorridor](#)  
**Subject:** Letter: LOSSAN Rail Realignment  
**Date:** Wednesday, July 17, 2024 7:49:30 AM  
**Attachments:** [SANDAG Letter GG.pdf](#)

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You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hello SANDAG staff,

Please find my comments, in the form of a letter, regarding the LOSSAN Rail Realignment attached. Let me know if there is anything else you need from me. I appreciate the opportunity to provide input on this important matter.

Sincerely,  
Geertje Grootenhuis

Dear SANDAG,

I live in a multi-generational household on Jimmy Durante Boulevard at the proposed north portal entrance for Alternatives B and C. I am a proud Del Mar resident, I love living in San Diego County, and my family and I are dedicated to staying well-informed and involved in local politics. We clearly understand the importance of the railway realignment and the significance of the project for San Diego and the entire region of Southern California. As someone who has lived in the Netherlands, a country with fantastic public transit systems, the expansion and improvement of public transit infrastructure in San Diego is something that I passionately support. I have witnessed the effects of climate change, rising sea levels, and bluff erosion on the existing train tracks, and I fully support the need to move the tracks away from the eroding bluffs. However, I have several concerns regarding the LOSSAN project.

First and foremost, the project is short-sighted and lacks regional, visionary thinking. I urge SANDAG to consider other project alternatives, specifically re-aligning the LOSSAN corridor on the Interstate 5 median throughout San Diego County. With the population in San Diego County projected to increase significantly in the next decade, a creative approach to LOSSAN realignment can improve quality of life, sustainability, and equity within our entire region. Instead, I fear the current alignment options face serious risks due to exacerbated NIMBYISM in a small wealthy alcove of the County and corporate interests (i.e. Del Mar Fair officials are already threatening to withhold public housing development in the case of a train tunneling under their domain.) The money required for any of the three alignment alternatives, ranging from \$1.85 to \$4.14 billion, would be much better spent on a rail realignment project along the I-5 corridor that would go a greater distance and benefit more cities. For example, the recently completed Mid-Coast Trolley Blue Line Extension project built 11 miles of track along the I-5 corridor at a comparable cost of \$2.1 billion. In summary, why spend nearly \$2 billion on a complicated train tunnel in two wealthy cities whose residents, politicians, and businesses will fight tooth and nail for the project not to go through; when we could instead spend that money to re-align a larger stretch of railway along the I-5, which would benefit more cities and people? Passenger train stations could be relocated to Interstate 5, offering opportunities to convert existing rail corridors into coastal trails and parks. Increased light rail options, buses, bike lanes, and other last-mile transit could take passengers into the individual cities of San Diego County, leading to a revolution in public transit in our County. San Diego has an opportunity to prove itself as a visionary leader in the public transit revolution that this country so desperately needs.

Modern rail projects like [Brightline West](#) are showing that utilization of existing highway infrastructure is the best way to build and re-design rail projects in this car-centric country. People are used to the noise, maintenance, emissions, and existing travel corridors occupied by Interstate highways - aligning rail routes within the medians of these existing features would result in far less public opposition than projects routed through environmentally sensitive and residential areas. Not to mention, we are witnessing ongoing, decade-long efforts to widen Interstate 5 throughout North County which could facilitate such a realignment. Other arguments for aligning the entire rail corridor with the interstate include:



- Far fewer environmental impacts and less threats to sensitive coastal ecosystems.
- Mitigation of future climate risks associated with sea level rise, flooding, and climate change in other sensitive coastal areas that the train currently runs through.
- Cost efficiency due to less land acquisition, grading/tunneling, and opportunities to tie-in to existing utility lines. According to Table 6-7 in the Alignments Screening Report, the costs for alternatives A, B, and C range from \$1.85 billion to \$4.14 billion. Compare these costs to the Mid-Coast Trolley Blue Line Extension project, a project which covered a much larger distance of 11 miles along the I-5 corridor, costing \$2.1 billion.
- Greater potential to secure investment and involvement from the private sector, for example the company Brightline, which has successfully installed a new intercity rail route from Orlando to Miami in Florida and is currently working on constructing a new rail route between Los Angeles and Las Vegas.
- Streamlined permitting, fewer delays, and faster construction (including night construction).
- Reduced disruption to residential and commercial areas.
- An opportunity to stand out as a world leader in multi-modal transportation arteries!

Still, we recognize that a relocation to the median of Interstate 5 would require a complete overhaul of the entire existing rail network in San Diego County. Accordingly, we acknowledge that the forthcoming project EIR may be focused only on the three alternatives noted in the NOP. In terms of the three alternatives, we urge that SANDAG outline clear and achievable methods by which they can pull off this tunnel-based project considering the following:

1. Funding: Per the San Dieguito to Sorrento Valley Double Track Del Mar Tunnels Alternatives Analysis Report, \$300 million in funding has been secured for the preliminary engineering and environmental phases, which includes partially funding the final design and ROW phases over five years. However, "Project funding sources for full funding of the final design, ROW, and construction phases of the project have not currently been identified." The document does list "potential" federal, state, and local funding sources but fails to concretely outline how it proposed to secure funding to see the project through to completion. Importantly, what would happen in the event of a shift to a more conservative state/federal administration, which could shift state/federal funding related to public transit and railway infrastructure? The alternatives analysis also mentions that total estimated construction costs alone would be close to \$1.5 billion. And this is simply the estimated cost - the reality is that construction, along with every other phase of this monstrous project, would far exceed estimated costs. Outlining clear funding sources and the implications that this project would have from a tax and debt perspective, are paramount. Running out of funds on such a significant project is simply not an option.
2. ROW/private property acquisition planning, costs, and schedule: This is a pivotal part of the project that again must be considered in any future analyses for the project. It is hard

to imagine how long the project might get held up in lawsuits over this single issue. Del Mar and Solana Beach residents will fervently fight against any attempt to take their homes for a railway they already find to be under-utilized from both a passenger and freight perspective. If acquisition of private and commercial properties at any/all of the portal locations is somehow negotiated, the costs will be in the billions of dollars, as noted in the alternatives analysis. In the EIR there must be a more concrete and transparent approach to outlining which properties will be impacted, how SANDAG plans to negotiate acquisition (while anticipating intense litigation), how ROW acquisition will be funded, and how it will impact the local residents and the character of these communities.

3. Construction impacts to the local communities: Seven (likely many more) years of construction will lead to unimaginable impacts to the local communities of Del Mar and Solana Beach for a very long time. Traffic, aesthetics (both during construction and in the finished project), air quality, hazardous material and the risk of contamination of our waterways all need to be clearly outlined and considered for each alternative.
4. The involvement of the military and the US government in planning the project: It has been very unclear how much involvement or project interest the military or federal government has in the project. It would be ideal to disclose all parties with interest in the project and the mechanisms through which they have authority over project outcomes.
5. Another key component of project impacts which we hope to see clearly discussed in the EIR are the unique ecology and geology of Solana Beach, Del Mar and its precious lagoons. We also hope that serious consideration will be given to sea level rise and climate change resilience; to have this project be flooded by oceanwater in the future would be an absolute failure.

Given our review of the potential alignments in project documents up to this point, it is important to note that we see clear benefits for Alternative A, which has a northern portal within an already subterranean rail alignment, completely hidden out of sight from vehicle traffic and most pedestrians. Below, we list some of the many benefits we see to Alternative A which we believe make it the least significantly impactful to the local environment:

- Alternative A tunnels underneath far fewer residential and commercial zones than Alternatives B and C. Fewer residents and businesses would be subject to the potential impacts from vibration and soil movement/subsidence during tunneling and operation. This is, by far, the safest, most logical choice for a tunnel alignment.

- Alternative A would place the northern portal within an already subterranean rail alignment, completely hidden out of sight from vehicle traffic and most pedestrians. Alternative A's southern portal location, adjacent to I-5 and further inland from the iconic bluffs of Torrey Pines State Park, is also far less publicly visible to vehicle and pedestrian traffic than the Alternative C portal at Carmel Valley Road and 101. Alternative A is clearly the least impactful to the aesthetics and character of these unique coastal communities.
- Alternative A presents a very unique opportunity to restore and enhance wetland habitats of the San Dieguito and Los Penasquitos Lagoons. These lagoons are home to numerous special-status plant and wildlife species protected under the City's MSCP and state and federal Endangered Species Acts. Alternative A is the only alignment which would facilitate removal of *all* existing rail bridges and berms in these extremely sensitive and rare habitats. Getting rid of this archaic infrastructure presents an opportunity to restore the lagoons to a more pristine, unaltered state. This aligns with several ongoing restoration projects and goals for the City of San Diego.
- Alternative A provides, by far, the best coastal access for the public! The existing railway between Jimmy Durante and the 101 severely limits legal and safe beach access for North Del Mar residents and visitors. Alternative A will get rid of tracks in this area, offering a chance for the City of Del Mar to transform the old tracks into a park with public access to the coast. This would also allow for the iconic Coast to Crest trail to facilitate safe, legal access to the beach.
- Alternative A is clearly the best alternative in terms of avoiding derailment-related disasters and chemical spills as it has the longest underground routing and avoids sending trains over archaic lagoon bridges and berms. This essentially eliminates the chance of catastrophic accidents or exposure to hazards/hazardous materials for both residents and the sensitive lagoons.
- Alternative A has the longest underground route, meaning that it most effectively shields residents from noxious and toxic diesel fumes associated with passenger and freight trains.
- Alternative A avoids sending noisy trains over the San Dieguito Lagoon bridge and through the residential area of North Del Mar to enter a potentially noise-amplifying portal. Instead, Alternative A keeps train noise entirely within the already subterranean Solana Beach rail alignment, which has already proven to significantly reduce train noise.
- Alternative A allows access to an underground train station for the fairgrounds, which has been a goal of the City and County for a very long time.
- Alternative A presents an opportunity to develop a futuristic, advanced tunnel which runs underneath wetland habitat and has an underground rail station at the Fair. It could set the tone for future rail enhancement projects in California and help the state be a role model for rail infrastructure throughout the nation. Think about the Chunnel between the UK and France - Alternative A offers an opportunity to showcase a smaller, but similar project, the first of its kind in the nation.

In summary we urge SANDAG to clearly address the project concerns we have listed in this letter while considering the option to revamp the project scope to a broader realignment along the I-5 corridor.

Sincerely,

Geertje Grootenhuis  
Del Mar Resident

**From:** [Iris Grootenhuis](#)  
**To:** [LOSSANcorridor](#)  
**Subject:** SDLRR Project NOP  
**Date:** Wednesday, July 17, 2024 3:35:26 PM

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You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear SANDAG,

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First and foremost, the project is short-sighted and lacks regional, visionary thinking. I urge SANDAG to consider other project alternatives, specifically re-aligning the LOSSAN corridor on the Interstate 5 median throughout San Diego County. With the population in San Diego County projected to increase significantly in the next decade, a creative approach to LOSSAN realignment can improve quality of life, sustainability, and equity within our entire region. Instead, I fear the current alignment options face serious risks due to exacerbated NIMBYISM in a small wealthy alcove of the County and corporate interests (i.e. Del Mar Fair officials are already threatening to withhold public housing development in the case of a train tunneling under their domain.) The money required for any of the three alignment alternatives, ranging from \$1.85 to \$4.14 billion, would be much better spent on a rail realignment project along the I-5 corridor that would go a greater distance and benefit more cities. For example, the recently completed Mid-Coast Trolley Blue Line Extension project built 11 miles of track along the I-5 corridor at a comparable cost of \$2.1 billion. In summary, why spend nearly \$2 billion on a complicated train tunnel in two wealthy cities whose residents, politicians, and businesses will fight tooth and nail for the project not to go through; when we could instead spend that money to re-align a larger stretch of railway along the I-5, which would benefit more cities and people? Passenger train stations could be relocated to Interstate 5, offering opportunities to convert existing rail corridors into coastal trails and parks. Increased light rail options, buses, bike lanes, and other last-mile transit could take passengers into the individual cities of San Diego County, leading to a revolution in public transit in our County. San Diego has an opportunity to prove itself as a visionary leader in the public transit revolution that this country so desperately needs.

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- Mitigation of future climate risks associated with sea level rise, flooding, and climate change in other sensitive coastal areas that the train currently runs through.
- Cost efficiency due to less land acquisition, grading/tunneling, and opportunities to tie-in to existing utility lines. According to Table 6-7 in the Alignments Screening Report, the costs for alternatives A, B, and C range from \$1.85 billion to \$4.14 billion. Compare these costs to the Mid-Coast Trolley Blue Line Extension project, a project which covered a much larger distance of 11 miles along the I-5 corridor, costing \$2.1 billion.
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- Streamlined permitting, fewer delays, and faster construction (including night construction).
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outline clear and achievable methods by which they can pull off this tunnel-based project considering the following:

1.

Funding: Per the San Dieguito to Sorrento Valley Double Track Del Mar Tunnels Alternatives Analysis Report, \$300 million in funding has been secured for the preliminary engineering and environmental phases, which includes partially funding the final design and ROW phases over five years. However, "Project funding sources for full funding of the final design, ROW, and construction phases of the project have not currently been identified." The document does list "potential" federal, state, and local funding sources but fails to concretely outline how it proposed to secure funding to see the project through to completion. Importantly, what would happen in the event of a shift to a more conservative state/federal administration, which could shift state/federal funding related to public transit and railway infrastructure? The alternatives analysis also mentions that total estimated construction costs alone would be close to \$1.5 billion. And this is simply the estimated cost - the reality is that construction, along with every other phase of this monstrous project, would far exceed estimated costs. Outlining clear funding sources and the implications that this project would have from a tax and debt perspective, are paramount. Running out of funds on such a significant project is simply not an option.

2.

ROW/private property acquisition planning, costs, and schedule: This is a pivotal part of the project that again must be considered in any future analyses for the project. It is hard to imagine how long the project might get held up in lawsuits over this single issue. Del Mar and Solana Beach residents will fervently fight against any attempt to take their homes for a railway they already find to be under-utilized from both a passenger and freight perspective. If acquisition of private and commercial properties at any/all of the portal locations is somehow negotiated, the costs will be in the billions of dollars, as noted in the alternatives analysis. In the EIR there must be a more concrete and transparent approach to outlining which properties will be impacted, how SANDAG plans to negotiate acquisition (while anticipating intense litigation), how ROW acquisition will be funded, and how it will impact the local residents and the character of these communities.

3.

Construction impacts to the local communities: Seven (likely many more) years of construction will lead to unimaginable impacts to the local communities of Del Mar and Solana Beach for a very long time. Traffic, aesthetics (both during construction and in the finished project), air quality, hazardous material and the risk of contamination of our waterways all need to be clearly outlined and considered for each alternative.



4.

The involvement of the military and the US government in planning the project: It has been very unclear how much involvement or project interest the military or federal government has in the project. It would be ideal to disclose all parties with interest in the project and the mechanisms through which they have authority over project outcomes.

5.

Another key component of project impacts which we hope to see clearly discussed in the EIR are the unique ecology and geology of Solana Beach, Del Mar and its precious lagoons. We also hope that serious consideration will be given to sea level rise and climate change resilience; to have this project be flooded by ocean water in the future would be an absolute failure.

Given our review of the potential alignments in project documents up to this point, it is important to note that we see clear benefits for Alternative A, which has a northern portal within an already subterranean rail alignment, completely hidden out of sight from vehicle traffic and most pedestrians. Below, we list some of the many benefits we see to Alternative A which we believe make it the least significantly impactful to the local environment:

- Alternative A tunnels underneath far fewer residential and commercial zones than Alternatives B and C. Fewer residents and businesses would be subject to the potential impacts from vibration and soil movement/subsidence during tunneling and operation. This is, by far, the safest, most logical choice for a tunnel alignment.
- Alternative A would place the northern portal within an already subterranean rail alignment, completely hidden out of sight from vehicle traffic and most pedestrians. Alternative A's southern portal location, adjacent to I-5 and further inland from the iconic bluffs of Torrey Pines State Park, is also far less publicly visible to vehicle and pedestrian traffic than the Alternative C portal at Carmel Valley Road and 101. Alternative A is clearly the least impactful to the aesthetics and character of these unique coastal communities.
- Alternative A presents a very unique opportunity to restore and enhance wetland habitats of the San Dieguito and Los Penasquitos Lagoons. These lagoons are home to numerous special-status plant and wildlife species protected under the City's MSCP and state and federal Endangered Species Acts. Alternative A is the only alignment which would facilitate removal of *all* existing rail bridges and berms in these extremely sensitive and rare habitats. Getting rid of this archaic infrastructure presents an opportunity to restore the lagoons to a more pristine, unaltered state. This aligns with several ongoing restoration projects and goals for the City of San Diego.

- Alternative A provides, by far, the best coastal access for the public! The existing railway between Jimmy Durante and the 101 severely limits legal and safe beach access for North Del Mar residents and visitors. Alternative A will get rid of tracks in this area, offering a chance for the City of Del Mar to transform the old tracks into a park with public access to the coast. This would also allow for the iconic Coast to Crest trail to facilitate safe, legal access to the beach.
- Alternative A is clearly the best alternative in terms of avoiding derailment-related disasters and chemical spills as it has the longest underground routing and avoids sending trains over archaic lagoon bridges and berms. This essentially eliminates the chance of catastrophic accidents or exposure to hazards/hazardous materials for both residents and the sensitive lagoons.
- Alternative A has the longest underground route, meaning that it most effectively shields residents from noxious and toxic diesel fumes associated with passenger and freight trains.
- Alternative A avoids sending noisy trains over the San Dieguito Lagoon bridge and through the residential area of North Del Mar to enter a potentially noise-amplifying portal. Instead, Alternative A keeps train noise entirely within the already subterranean Solana Beach rail alignment, which has already proven to significantly reduce train noise.
- Alternative A allows access to an underground train station for the fairgrounds, which has been a goal of the City and County for a very long time.
- Alternative A presents an opportunity to develop a futuristic, advanced tunnel which runs underneath wetland habitat and has an underground rail station at the Fair. It could set the tone for future rail enhancement projects in California and help the state be a role model for rail infrastructure throughout the nation. Think about the Chunnel between the UK and France - Alternative A offers an opportunity to showcase a smaller, but similar project, the first of its kind in the nation.

In summary we urge SANDAG to clearly address the project concerns we have listed in this letter while considering the option to revamp the project scope to a broader realignment along the I-5 corridor.

Sincerely,

Iris Grootenhuis  
Del Mar Resident

--

**Iris Grootenhuis**

Pronouns: She/her/hers



**From:** [Roelof Grootenhuis](#)  
**To:** [LOSSANcorridor](#)  
**Subject:** SDLRR Project NOP  
**Date:** Sunday, July 14, 2024 10:34:51 AM

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**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear SANDAG Team,

Our family lives on Jimmy Durante Blvd at the proposed north portal entrance for Alternatives B and C.

We clearly understand the importance of the railway realignment and the significance of the project for San Diego and the entire region of Southern California. Any of the alternatives would facilitate enhanced rail traffic and open the door to more passenger train service, benefitting the region and hopefully reducing freeway and road congestion. However, we are very concerned that the project is riddled with faults and inconsistencies which will make it close to impossible to be actually realized.

Regardless of which alignment is decided to have the least significant environmental impacts, we feel that making any of these alignments a reality will be a multi-decade fiasco of endless project delays, NIMBYistic arguments, funding struggles resulting in major debt, and a horrendous construction experience for residents and visitors of Solana Beach and Del Mar. In light of these, we urge SANDAG to outline clear and achievable the methods by which they can pull off this project in light of the following:

1. Funding: Per the San Dieguito to Sorrento Valley Double Track Del Mar Tunnels Alternatives Analysis Report, \$300 million in funding has been secured for the preliminary engineering and environmental phases, which includes partially funding the final design and ROW phases over five years. However, "Project funding sources for full funding of the final design, ROW, and construction phases of the project have not currently been identified." The document does list "potential" federal, state, and local funding sources but fails to concretely outline how it proposed to secure funding to see the project through to completion. Also, what would happen in the event of a change of administration, leading to potentially changing federal policies related to public transit and railway infrastructure? The alternatives analysis also mentions that total estimated construction costs alone would be close to \$1.5 billion. And this is simply the estimated cost - the reality is that construction, along with every other

phase of this monstrous project, would far exceed estimated costs. Outlining clear funding sources and the implications that this project would have from a tax and debt perspective, are paramount. Running out of funds on such a significant project is simply not an option.

2.

ROW/private property acquisition planning, costs, and schedule: This is a pivotal part of the project that again must be considered in any future analyses for the project. It is hard to imagine how long the project might get held up in lawsuits over this single issue. Del Mar and Solana Beach residents will fervently fight against any attempt to take their homes for a railway they already find to be under-utilized from both a passenger and freight perspective. If acquisition of private and commercial properties at any/all of the portal locations is somehow negotiated, the costs will be in the billions of dollars, as noted in the alternatives analysis. In the EIR there must be a more concrete and transparent approach to outlining which properties will be impacted, how SANDAG plans to negotiate acquisition (while anticipating intense litigation), how ROW acquisition will be funded, and how it will impact the local residents and the character of these communities.

3.

Construction impacts to the local communities: Seven (likely many more) years of construction will lead to unimaginable impacts to the local communities of Del Mar and Solana Beach for an extended amount of time. Traffic, aesthetics (both during construction and in the finished project), air quality, hazardous material exposure risk, and the risk of contamination of our waterways all need to be clearly outlined and considered for each alternative.

4.

The involvement of the military and the US government in planning the project: It has been very unclear how much involvement or project interest the military or federal government has in the project. It would be ideal to disclose all parties with interest in the project and the mechanisms through which they have authority over project outcomes.

5.

Another key component of project impacts which we hope to see clearly discussed in the EIR are the unique ecology and geology of Solana Beach, Del Mar and its precious lagoons. We also hope that serious consideration will be given to sea level rise and climate change resilience; to have this project be flooded by ocean water in the future would be an absolute failure.

Given our review of the potential alignments in project documents up to this point, it is important to note that we see clear benefits for Alternative A, which has a northern portal within an already subterranean rail alignment, completely hidden out of sight from vehicle traffic and most pedestrians. Below, we list some of the many benefits we see to Alternative A which we believe make it the least significantly impactful to the local environment:

- Alternative A would place the northern portal within an already subterranean rail alignment, completely hidden out of sight from vehicle traffic and most pedestrians. Alternative A's southern portal location, adjacent to I-5 and further inland from the iconic bluffs of Torrey Pines State Park, is also far less publicly visible to vehicle and pedestrian traffic than the Alternative C portal at Carmel Valley Road and 101. Alternative A is clearly the least impactful to the aesthetics and character of these unique coastal communities.
- Alternative A has the longest underground route, meaning that it most effectively shields residents from noxious and toxic diesel fumes associated with passenger and freight trains. Alternatives B and C would expose local residents to more train exhaust.
- Alternative A, by undergrounding through the most sensitive habitats of the alignment, significantly reduces the chances of catastrophic impacts to biological resources associated with a derailment. It also presents a very unique opportunity to restore and enhance wetland habitats of the San Dieguito and Los Penasquitos Lagoons. These lagoons are home to numerous special-status plant and wildlife species protected under the City's MSCP and state and federal Endangered Species Acts. Alternative A is the only alignment which routes entirely underground and avoids these extremely sensitive and rare habitats. It provides an opportunity to remove the existing rail bridges and restore the lagoons to a more pristine, unmodified state, which aligns with several ongoing restoration projects and goals for the City of San Diego. Similarly, Alternative A's northern portal would not impact any biological resources since it would be built into an existing subterranean rail alignment. The southern portal would daylight into some native habitat associated with the easternmost portion of Los Penasquitos Lagoon, but the benefits of working toward full restoration of these iconic lagoons via old rail bridge removal would far outweigh the minor impacts of the southern portal.
-

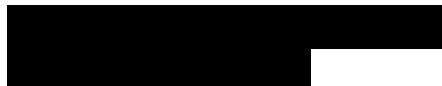
Alternative A is clearly the best alternative which would avoid future toxic chemical spills as it has the longest underground routing, completely avoiding the chance for derailment and exposure to hazards/hazardous materials for both residents and the sensitive lagoons.

- Alternative A provides, by far, the best coastal access for the public. The railway which currently is between Jimmy Durante and the 101 severely limits the beach access for North Del Mar residents and visitors. Alternative A will get rid of tracks in this area, offering a chance for the City of Del Mar to transform the old tracks into a park with public access to the coast.
- Alternative A avoids sending noisy trains over the San Dieguito Lagoon bridge and through the residential area of North Del Mar to enter a potentially noise amplifying portal. Instead Alternative A keeps train noise entirely within the already subterranean Solana Beach rail alignment, which has already proven to significantly reduce train noise.
- Alternative A allows access to an underground train station for the fairgrounds, which has been a goal of the City and County for a very long time.

The bottom line is that Alternatives B and C would be excessively financially and operationally cumbersome and extremely disruptive, changing the entire character of Del Mar in the process. It seems unjustifiable and quixotic to pursue such drastic and extreme options when there would be ways to accomplish the same outcome using public land and running alongside the I-5 corridor. Clearly, Alternative A is the most realistic of the three currently proposed alternatives, and should be pursued further should the project move forward.

Sincerely,

Roelof Grootenhuis





**From:** [Marjolein Grootenhuis](#)  
**To:** [LOSSANcorridor](#)  
**Subject:** Feedback and concerns related to the San Diego LOSSAN Rail Realignment alternative routes  
**Date:** Thursday, July 18, 2024 10:07:04 PM  
**Attachments:** [MarjoleinLetterDel Mar.pdf](#)

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Dear SANDAG,

Please see the attachment.  
Thank you.

Del Mar, July 2024

Dear SANDAG,

Since 2016 we live in a multi-generational household on [REDACTED] at the proposed north portal entrance for Alternatives B and C.

First, I want you to know what our house means to us. We bought this house because it fitted our needs at that time: my husband Peter was just diagnosed with ALS: a motor-neuron disease that paralyzes you completely within 3-5 years on average. He would need a wheelchair in the foreseen future and the house had all the possibilities to make it a complete ADA approved home with some simple measures. Our 3 grown children & 1 partner moved back in with us to take care of Peter as he was declining rapidly. He passed away in 2019. Needless to say: our home represents so much more than just a house.

Terry Gaasterland ( current Deputy Major of Del Mar) stated in an interview with KUSI Paul Rudy on June 26 2024 that in order to build the north portal on **Alternatives B & C** 7.4 acres will become 'Full Take'/Eminent Domain. There are on average 5 houses per acre. This means a loss of 35 houses, **just for the north portal (the south portal would need an additional 7-12 acres of homes)**. Given the geographical position of the north portal it is highly likely that our home will be Eminent Domain.

Our home is designed by Herbert Turner (1926-2010). A locally famous architect who since 1957 designed and built over 50 residential and commercial real estate properties in Southern California, mostly in Del Mar. Our house was the last house he designed and built, he lived in it himself. There was an Art Gallery dedicated to Herbert Turner at the Del Mar Fairgrounds (Southfair Complex) and there is a book written about him ("Turner, A Creative Odyssey, The Art and Architecture of Herbert B. Turner", by Micheal Gosney). Regional museums feature exhibitions regularly that showcase his work, e.g. the Oceanside Museum of Art. Del Mar is known for its unique homes and architectural design, it is one of the aesthetic characteristics of our village. Making our home and other houses in Del Mar Eminent Domain would take away the charm and uniqueness of Del Mar.

Secondly, I want to share with you the concerns and proposals me and my family have regarding the railway realignment. Being a proud Del Mar resident I love living in San Diego County with my family. We are dedicated to staying well-informed and involved in local politics. We clearly understand the importance of the railway realignment and the significance of the project for San Diego and the entire region of Southern California. Any of the alternatives would facilitate enhanced rail traffic and open the door to more passenger train service, benefitting the region and hopefully reducing freeway and road congestion. However, we are very concerned that the project is riddled with faults and inconsistencies which will make it close to impossible to be realized. Regardless of which alignment is decided to have the least significant environmental impacts, we feel that making any of these alignments a reality will be a multi-decade fiasco of endless project delays, NIMBYistic arguments, funding struggles resulting in

major debt, and a horrendous construction experience for residents and visitors of Solana Beach and Del Mar.

In light of these concerns, we urge SANDAG to consider other project alternatives, like **completely re-aligning the LOSSAN corridor to the Interstate 5 median throughout San Diego County**. Modern rail projects like [Brightline West](#) are showing that utilization of existing highway infrastructure is the best way to build and re-design rail projects in this car-centric country. People are used to the noise, maintenance, emissions, and existing travel corridors occupied by

Interstate highways - aligning rail routes within the medians of these existing features would result in far less public opposition than projects routed through environmentally sensitive and residential areas. Not to mention, we are witnessing ongoing, decade-long efforts to widen Interstate 5 throughout North County which could facilitate such a realignment. Passenger train stations could be relocated to Interstate 5, freeing up valuable real estate in downtown centers and offering opportunities to convert existing rail corridors into coastal trails and parks; light rail and other transit could take passengers throughout the individual cities of San Diego County, leading to a revolution in public transit in our County.

Other arguments for aligning the entire rail corridor with the interstate include:

- \*Far fewer environmental impacts and less threats to sensitive coastal ecosystems
- \* Cost efficiency due to less land acquisition, grading/tunneling, and opportunities to tie-in to existing utility lines
- \*Streamlined permitting, fewer delays, and faster construction (including night construction)
- \* Reduced disruption to residential and commercial areas
- \*An opportunity to stand out as a world leader in multi-modal transportation arteries!

Still, we recognize that a relocation to the median of Interstate 5 would require a complete overhaul of the entire existing rail network in San Diego County. Accordingly, we acknowledge that the forthcoming project EIR may be focused only on the three alternatives noted in the NOP. In terms of the three alternatives, we urge that SANDAG outline clear and achievable methods by which they can pull off this tunnel-based project considering the following:

**1. Funding:** Per the San Dieguito to Sorrento Valley Double Track Del Mar Tunnels Alternatives Analysis Report, \$300 million in funding has been secured for the preliminary engineering and environmental phases, which includes partially funding the final design and ROW phases over five years. However, "Project funding sources for full funding of the final design, ROW, and construction phases of the project have not currently been identified." The document does list "potential" federal, state, and local funding sources but fails to concretely outline how it proposed to secure funding to see the project through to completion (also, what would happen in the event of a change of administration, leading to potentially changing federal policies related to public transit and railway infrastructure?). The alternatives analysis also mentions that total estimated construction costs alone would be close to \$1.5 billion. And this is simply the estimated

cost - the reality is that construction, along with every other phase of this monstrous project, would far exceed estimated costs. Outlining clear funding sources and the implications that this project would have from a tax and debt perspective, are paramount. Running out of funds on such a significant project is simply not an option.

**2. ROW/private property acquisition planning, costs, and schedule:** This is a pivotal part of the project that again must be considered in any future analyses for the project. It is hard to imagine how long the project might get held up in lawsuits over this single issue. We, Del Mar and Solana Beach residents will fervently fight against any attempt to take our homes for a railway we already find to be under-utilized from both a passenger and freight perspective. If acquisition of private and commercial properties at any/all of the portal locations is somehow negotiated, the costs will be in the billions of dollars, as noted in the alternatives analysis. In the EIR there must be a more concrete and transparent approach to outlining which properties will be impacted, how SANDAG plans to negotiate acquisition (while anticipating intense litigation), how ROW acquisition will be funded, and how it will impact the local residents and the character of these communities.

**3. Construction impacts to the local communities:** Seven (likely many more) years of construction will lead to unimaginable impacts to the local communities of Del Mar and Solana Beach for a very long time. Traffic, aesthetics (both during construction and in the finished project), air quality, hazardous material and the risk of contamination of our waterways all need to be clearly outlined and considered for each alternative.

**4. The involvement of the military and the US government in planning the project:** It has been very unclear how much involvement or project interest the military or federal government has in the project. It would be ideal to disclose all parties with interest in the project and the mechanisms through which they have authority over project outcomes.

5. Another key component of project impacts which we hope to see clearly discussed in the EIR are the unique ecology and geology of Solana Beach, Del Mar and its precious lagoons. We also hope that serious consideration will be given to sea level rise and climate change resilience; to have this project be flooded by oceanwater in the future would be an absolute failure.

Given our review of the potential alignments in project documents up to this point, it is important to note that we clearly see **Alternative A** as the best option. Below, we list some of the many benefits which we believe make it the least significantly impactful to the local environment:

**\*Alternative A tunnels underneath far fewer residential and commercial zones than Alternatives B and C.** Fewer residents and businesses would be subject to the potential impacts from vibration and soil movement/subsidence during tunneling and operation. This is, by far, the safest, most logical choice for a tunnel alignment.

**\* Alternative A would place the northern portal within an already subterranean rail alignment, completely hidden out of sight from vehicle traffic and most pedestrians.** Alternative A's southern portal location, adjacent to I-5 and further inland from the iconic bluffs of Torrey Pines State Park, is also far less publicly visible to vehicle and pedestrian traffic than the Alternative C portal at Carmel Valley Road and 101. Alternative A is clearly the least impactful to the aesthetics and character of these unique coastal communities.

**\*Alternative A presents a very unique opportunity to restore and enhance wetland habitats of the San Dieguito and Los Penasquitos Lagoons.** These lagoons are home to numerous special-status plant and wildlife species protected under the City's MSCP and state and federal Endangered Species Acts. Alternative A is the only alignment which would facilitate removal of all existing rail bridges and berms in these extremely sensitive and rare habitats. Getting rid of this archaic infrastructure presents an opportunity to restore the lagoons to a more pristine, unaltered state. This aligns with several ongoing restoration projects and goals for the City of San Diego.

**\*Alternative A provides, by far, the best coastal access for the public!** The existing railway between Jimmy Durante and the 101 severely limits legal and safe beach access for North Del Mar residents and visitors. Alternative A will get rid of tracks in this area, offering a chance for the City of Del Mar to transform the old tracks into a park with public access to the coast. This would also allow for the iconic Coast to Crest trail to facilitate safe, legal access to the beach.

**\* Alternative A's northern portal in the existing subterranean alignment would make it more difficult for unauthorized access to the new tunnels.** Pedestrians carry out unauthorized crossing of the railroad tracks south of the San Dieguito River Railroad Trestle every day and it is unlikely to stop after the more southern portal for Alternative B or C is completed. Getting rid of the tracks in this area and putting them underground would make it far less likely that unauthorized access of the new tunnels occurs. Additionally, it is an unfortunate reality that San Diego (even coastal North County) has a serious problem with unhoused populations. In Del Mar, we have witnessed firsthand the utilization of storm drains as shelter by unhoused folks. The subterranean northern portal of Alternative A would be much less accessible for unhoused people who may attempt to find shelter in the tunnels. This is the safe and humane option.

**\*Alternative A is clearly the best alternative in terms of avoiding derailment-related disasters and chemical spills** as it has the longest underground routing and avoids sending trains over archaic lagoon bridges and berms. This essentially eliminates the chance of catastrophic accidents or exposure to hazards/hazardous materials for both residents and the sensitive lagoons.

**\*Alternative A** has the longest underground route, meaning that it most effectively shields residents from noxious and toxic diesel fumes associated with passenger and freight

trains.

**\* Alternative A avoids sending noisy trains over the San Dieguito Lagoon bridge and through the residential area of North Del Mar to enter a potentially noise amplifying portal.** Instead, Alternative A keeps train noise entirely within the already subterranean Solana Beach rail alignment, which has already proven to significantly reduce train noise.

**\* Alternative A allows access to an underground train station for the fairgrounds, which has been a goal of the City and County for a very long time.**

**\* Alternative A presents an opportunity to develop a futuristic, advanced tunnel which runs underneath sensitive wetland habitat and has an underground rail station at the Fair.** It could set the tone for future rail enhancement projects in California and help the state be a role model for rail infrastructure throughout the nation. Think about the Chunnel between the UK and France - Alternative A offers an opportunity to showcase a smaller, but similar project, the first of its kind in the nation.

**\* Alternative A** may not be the cheapest or easiest option, but it is certainly the one that **will offer the most long-term benefits to residents while protecting the ecological treasures of coastal San Diego.** Massive projects like this should not be cheap or easy – they should provide holistic benefits to taxpayers and be extremely well designed. In summary we urge SANDAG to clearly address the project concerns we have listed in this letter while considering the strong benefits to Alternative A, should the project move forward.

Sincerely,

Marjolein Grootenhuis-Puls  
Del Mar Resident

## Plans for train tunnel in Solana Beach

Janice Grossnickle [REDACTED]

Sat 7/6/2024 8:21 AM

To:LOSSANcorridor <lossancorridor@sandag.org>;LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

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It was such a surprise to hear of the new plan to tunnel the train through the Fairgrounds and Solana Beach. From what I hear this was not discussed in earlier meetings, is more expensive and will make it harder for Del Mar to build low income housing. Whose idea was this and why was it added so late? I would like a response please.

Janice H. Grossnickle

[REDACTED] Solana Beach, CA 92075



## Rail realignment

Jane Grushkin [REDACTED]

Sat 6/29/2024 4:45 PM

To: LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc: Joel Grushkin [REDACTED]

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I oppose the rail realignment route Alternative A through Solana Beach. Please remove it before further work on the EIR is done.

Here are some of the reasons:

It's the costliest route at \$4.14 billion plus verses \$2.28 and \$1.85 billion for alternatives B and C

There will be homes disrupted and negative fiscal impact to our city.

Please consider Alternatives B and C

Thank you,

Jane Grushkin (Solana Beach resident for 47 yrs)

Sent from my iPad

## SDLRR Project NOP

Carrie Gunn [REDACTED]

Tue 6/18/2024 1:24 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

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Dear Tim Pesce:

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Thank you,  
Carrie Gunn  
Resident of Solana Beach

## SDLRR Project NOP

Kalia Guthrie [REDACTED]

Tue 6/18/2024 8:03 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

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**I am a resident of Solana Beach. My address is [REDACTED]. Solana Beach, CA.**

**I Oppose Alternative A for the Following Reasons:**

Known Costs – estimated at \$4.14 billion dollars, Alternative A is approximately twice the cost of Alternatives B and C.

Economic Impacts to Our Local and Regional Economy — Unlike B & C, Alternative A will dramatically impact Fairgrounds operations and sales tax revenue generated by the Fairgrounds (\$680 million annually) as well as local businesses (unknown \$\$).

Environmental Impacts – Alternative A will result in higher impacts during construction to air quality (Solana Beach residents and businesses and the Del Mar Fairgrounds), wetlands, open space, and sensitive natural resources (in and around the San Dieguito Lagoon, Steven's Creek and Del Mar Fairgrounds).

Length of Construction – Construction of Alternative A is estimated to take up to twice as long as Alternatives B & C (as much as 14 years).

Enormity of Direct and Indirect Impacts — Due to the close proximity of construction a far greater number of homes and businesses will be adversely impacted by Alternative A as compared to Alternatives B & C.

Disruption of Rail Service — Alternative A poses unacceptable service and economic impacts to both passenger and freight rail service, our military, and the Port of San Diego, and will cost our region billions of dollars in lost revenue.

Please let me know if there's anything I can do.

-Kalia Guthrie

Sent from my iPhone

## Rail Realignment

Don Hagen [REDACTED]

Fri 7/12/2024 3:15 PM

To:LOSSANcorridor <lossan corridor@sandag.org>

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

As you consider options for the Rail Realignment Project, I want to share my strong opposition to Option A because of its exorbitant projected cost, the severe economic impact and the unnecessary disruption it will cause. As a Solana Beach resident, I'm outraged that Option A materialized without input from residents of the community it would impact the most.

I strongly support the **elimination of Option A** and exploration of modifications to the other proposed alternatives as well as developing sensible new alternatives that best address the fiscal and quality of life of our communities.

Thank you,

Don Hagen

[REDACTED]

Solana Beach, CA 92075

## SDLRR Project NOP

Wendy Hagen [REDACTED]

Wed 7/10/2024 11:53 AM

To:LOSSANcorridor <lossancorridor@sandag.org>

Cc:LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>;Don Hagen <donhagen@aol.com>;John Steel <john.m.steel211@gmail.com>

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**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hello - as you consider options for the Rail Realignment Project, I want to share my strong opposition to Option A because of its exorbitant projected cost, the severe economic impact and the unnecessary disruption it will cause. As a Solana Beach resident, I'm outraged that Option A materialized without input from residents of the community it would impact the most.

I strongly support the **elimination of Option A** and exploration of modifications to the other proposed **alternatives as well as developing sensible new alternatives that best address the fiscal and quality of life of our communities.**

Thank you,

Wendy Hagen

[REDACTED]  
Solana Beach, CA 92075

[REDACTED]

## Drop Alternative C

Erica Halpern [REDACTED]

Fri 7/19/2024 3:37 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear SANDAG - **I am writing to express my strong opposition to Alternative C. Please drop this alternative from consideration going forward** and only explore Alternatives A or B, or other alignments that avoid crossing through the Los Penasquitos Lagoon.

Alternative C would destroy the Los Penasquitos Lagoon, a precious natural preserve at the foot of the most iconic location in San Diego - Torrey Pines State Natural Reserve. It is unimaginable that anyone would pick this location for an industrial corridor for a two-track, high speed train and all the accompanying infrastructure, fencing, wiring, noise, and pollution. It's hard to imagine a worse route for this train track.

This lagoon is considered so fragile that humans are not allowed to enter it, even on a kayak. If it's that easily damaged by people, it's definitely not the place for a double-tracked, high speed train. It is full of protected species and a wide array of birds whose habitat can be easily disturbed. On almost any day, 5-foot tall Blue Herons are visible, in addition to the iconic snowy egrets. The natural landscape and scenic vistas are irreplaceable and should be protected for generations to come.

Please abandon consideration of Alternative C. It is the worst imaginable choice.

Erica Halpern

## SDLRR Project NOP

William Halsey [REDACTED]

Tue 6/18/2024 10:44 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

We have lived in Solana Beach since 1975, very much enjoying our home.

Although the train and moving tracks off the bluff are very important, we cannot believe the projections of the SDLRR projects.

Work on option A cannot go forward. Another option must be chosen.

Thank you.

BILL Halsey  
[REDACTED]



## Input to the NOP re: the LOSSAN Rail Realignment

Kerri\_KH [REDACTED]

Thu 7/18/2024 7:54 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:Jason Halsey [REDACTED]

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hello,

We appreciate you taking the time to ask for and review input from the public. Please consider the following:

The significant physical and environmental change of the proposed rail line options B & C, directly impact the community of Del Mar in its entirety and potentially divides the community. What are the social and economic impacts to the residents and businesses? E.g. business and city finances, property values, community displacement, tourism, growth and subsequent business/property/sales taxes for the city and state.

Effects and impacts of the following during construction/operations throughout the project from assessment stages through completion, maintenance and future service, including:

- Safety, wellbeing and displacement of local business workers, residents and visitors.
- Noise
- Vibration
- Air pollution
- Water pollution
- Hazardous materials risk
- Tunneling
- Ventilation
- Drainage
- Waste
- Traffic, rerouting
- Work hours
- Derailment
- Rail accidents
- Repairs
- Maintenance construction
- Fire, Flood and Earthquake
- Emergency and disaster response and remediation
- Social, Economic and Liability impacts resulting from emergency/disaster

Other related considerations:

- Subsequent impacts to neighboring towns?
- The impact of closures of the connecting Orange County corridor on this project?
- What is the plan and impacts for the removal of the existing tracks?
- What is the alternative transportation for freight and passengers during construction?
- Has water ways transportation been considered as an alternative to railways?

Thank you,

Kerri and Jason Halsey

[REDACTED]  
Del Mar, 92014

## SDLRR Project NOP

Theresa Hanisko [REDACTED]

Tue 6/18/2024 9:31 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hello,

I strongly oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Further, I believe Solana Beach citizens and businesses will have grounds to take legal action if this option is pursued.

Thank you for considering other less expensive options for our community.

Best,

Theresa Hanisko

[REDACTED]  
Solana Beach 92075

## SDLRR Project NOP

Kelly H [REDACTED]

Tue 6/18/2024 3:09 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hello, I am writing to express my concerns about the proposed options for moving the tracks in Del Mar.

I am surprised that Alternative A is even under consideration. The impacts of this option are tremendous. Millions of dollars in revenue will be lost and the impacts to Solana Beach, the fairgrounds, Stevens Creek and the San Dieguito Lagoon render this alternative unviable.

Please remove Alternative A from the list of options. It does not make any sense given it is more than double the cost and will have huge impacts on the region for years to come.

Thank you,  
Kelly Harless, Solana Beach

**From:** [Linda Hart](#)  
**To:** [LOSSANcorridor](#)  
**Cc:** [LOSSANAlignment@cosb.org](mailto:LOSSANAlignment@cosb.org)  
**Subject:** SDLRR Project NOP  
**Date:** Wednesday, June 19, 2024 3:18:32 PM

---

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Both Alternatives B and C are more direct, shorter, less intrusive, less polluting, and far less expensive than what is involved in boring such long lengths of tunnels!

Linda Hart

[REDACTED]

Solana Beach, California 92075

# LOSSAN Rail Realignment Public Comment

Vahan Charly Hartooni [REDACTED]

Wed 6/19/2024 12:36 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:contact@ridesd.org <contact@ridesd.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear SANDAG,

My name is Vahan Hartooni, I'm a resident of University Heights in San Diego, and I regularly take the Surfliner to LA. I support Alternative B&C, but I do not support Alternative A. That plan will cost more money that could be spent on other transit improvement projects that riders sorely need. At the June 18th meeting, it appeared clear to me that SANDAG does care about transit riders, but also does not want to disrupt the lives of residents. Tunnels are designed to not be disruptive while providing a clear direct path. I'm confident SANDAG is aware of this, so I implore y'all to not be swayed by bad faith public comments that cast fear, uncertainty, and doubt on Alternative B's tunnels.

Another factor of these public comments that I hope SANDAG is considering is the socio-economic. It is no secret that Del Mar residents have privileges that are not afforded to most of San Diegans. SANDAG is putting effort to meet with Del Mar residents, but are similar efforts being made to reach out to LOSSAN riders and receive their input? When I think about the concessions that Alternative A is making for Del Mar residents, I can't help but think about the concessions that weren't provided by CalTrans to City Heights residents for the 15 freeway project. Despite [a large community outpouring in support of a freeway cover](#), all it took was a smaller number of opposition by non-City Heights residents to allow the freeway to be built without a cover.

I'm glad that SANDAG is thinking seriously about the future of the LOSSAN corridor and taking action to make it more reliable for all of us. I hope to see these improvements soon.

Best,  
Vahan

## Options A and B and C--Questions

Carla Echols-Hayes [REDACTED]

Sun 6/16/2024 5:28 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

**1. Option A construction at junction of cut & cover and tunnel--**would the required 7-10 acres for construction staging and retrieval of the tunnel boring machine be located on the Fairgrounds? Are there any alternative staging areas?

- If the 7-10 acre construction staging area is on the Fairgrounds, would that activity interrupt Fair operations and events, including the Fair, horse-racing and KABOO?
- Could construction be halted for 6 weeks for the Fair, horse racing season in summer and fall, and other large-scale events?
- If construction needed to be continuous and the Fairgrounds events paused, how long would the Fairgrounds be closed for this phase of the project?

**2. Option A adverse financial effects--**why is Option A the most expensive option at \$4.1B, and has SANDAG taken into account the losses to local and regional economies and city revenue sources from shutting down the Fair over multiple years, as well as horse racing and large scale events?

- Economic multipliers to the region from Fairground year-round events are estimated at \$625million by the 22nd DAA. Would businesses directly impacted by stopping Fairgrounds events such as restaurants, lodging, small shops in both Solana Beach and Del Mar be entitled to mitigation from business disruption?
- If horse racing ceases, the 22nd DAA would be required to repay the ~\$30million bond holders, as stopping racing would be an event of default. Would the 22nd DAA be entitled to mitigation for stopping racing to cover that bond repayment?
- Would the State of California be entitled to mitigation in the case that ceasing all Fair activities results in the 22nd DAA going bankrupt?
- Businesses in Solana Beach located on Camino Del Mar would be disrupted for how long from Option A? Would they be entitled to mitigation due to construction disrupting businesses due to Camino Del Mar being blocked for long periods of time, thereby impeding traffic, parking, etc.?
- Sales tax revenue from the Fairgrounds totals something like \$2million/year to the City of Del Mar. Would the City be entitled to mitigation from interruption of that revenue due to Option A?

**3. Option A--how long would construction take total for option A (estimated range)?** Duration in Solana Beach? Duration on the Fairgrounds?

- **Option B--**what's the estimated amount of time for construction?
- **Option C--**what's the estimated amount of time for construction

4. **Option A construction in Solana Beach**--would the proposed cut-and-cover require re-trenching all the tracks to accommodate the cut and cover gradual tunnel -- retaining walls etc.--from the train station to Via de la Valle?

- What's the estimated cost of re-trenching and reinforcing the trench sides from the train station to Via de la Valle?
- How long would this construction take?
- Would all of the existing double tracks past the Solana Beach train station need to be replaced, including the tracks that were installed in 1999?
- If a park or houses were installed on top of the cut-and-cover, how would anyone access it without destroying the rail trail that the county paid for (\$8million) or purchasing private property as an access right-of-way?
  - Would the cut-and-cover be designed for the excess weight of multiple-story housing? How many stories?
  - How deep would the cut-and-cover be under housing? Would there be noise, fumes, vibration and pollution from the trains?
  - How would potential housing home owners access parking or their homes?
- How would Option A affect the bridge at Via de La Valle and Camino del Mar?
- Would Option A affect houses either on S. Cedros or Via de La Valle in Solana Beach and in Del Mar?

5. **Option A effect on the already funded event platform at Fairgrounds and rebuilding San Dieguito Bridge**--How much is the total project cost for the events platform and bridge replacement?

- How would Option A --which would not start until 2030--affect those projects?
- Would Option A require re-digging in the San Dieguito Lagoon for the events platform or the bridge or both?
- Does the \$4.1B cost estimate for option A include demolishing the newly built events platform and bridge replacement, and presumably replacing the bridge?
- Why is Option A even being considered, since it's three times the expense of Option C and has already been rejected on the basis of cost and disruption?

6. **Option A tunnel under San Dieguito Lagoon**--what kinds of protection will be implemented for the lagoon, wildlife, and earthquake safety?

- How will boring under the lagoon affect the overall environmental health of the water and wildlife?
- What protections would be in place for the lagoon environment?
- How would the tunnel be engineered for earthquake safety (per BART tunnel under the Bay--had to be redesigned as a flexible tube that lies on the ocean floor) and is the lagoon deep enough for engineering for 100% earthquake safety, especially freight carrying hazardous materials?

7. **Option B eminent domain for houses**--approximately how many housing structures would be affected by Option B?

- How many household backyards would be affected by the tunnel or the construction staging acreage at the north end? The south end?
- What's the construction duration estimate?



- Would the tunnel at 300' beneath houses result in noise, vibrations, fumes, and pollution from the trains?

8. **Option C eminent domain for houses**--approximately how many housing structures would be affected by Option C?

- How many household backyards would be affected by the tunnel of the construction staging acreage at the north end? The south end?
- What's the construction duration estimate?
- What's the depth of the tunnel and would it result in noise, vibrations, fumes and pollution from the trains?
- How does Option C affect the lagoon? Traffic at Torrey Pines State Beach and from Del Mar through Torrey Pines State Park?

9. **Options A B C all have serious CEQA and residential and financial flaws--what happens if NO Project is chosen?**

**Thank you for answering these questions within a week.**

**Best. Carla Hayes**

**[REDACTED] Solana Beach, CA 92075**

## Fwd: Letter from Coalition for safer trains

Carla Echols-Hayes [REDACTED]

Tue 6/18/2024 1:52 PM

To: LOSSANcorridor <LOSSANcorridor@sandag.org>

📎 1 attachments (215 KB)

Coalition for Safer Trains ltr.pdf;

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

The "Coalition for Safer Trains" represents ONLY Del Mar residents. This group claims to represent Solana Beach, which is completely untrue as our elected representatives are completely opposed to Option A. The Fairgrounds Board of Directors and the CEO, Carlene Moore, have openly and clearly stated their opposition to Option A during Fairgrounds Board meetings, as well as in writing. This means that this "Coalition" is misrepresenting itself as presenting Fairgrounds opinions.

In fact, as Fairgrounds Board of Director Don Mosier stated at the February or March 2024 meeting, this "Coalition" is simply a "loud, very small group of entitled Del Mar citizens" (not an exact quote and in the public record as at a Fairgrounds recorded meeting.)

Based on the amount of misinformation and outright lies told in the attached piece from the "Coalition," Don Mosier was right. They represent no one except self-interested property owners in N. Del Mar.

Best regards, Carla Hayes

[REDACTED]  
Solana Beach

----- Forwarded message -----

From: [REDACTED]

Date: Tue, Jun 18, 2024 at 1:30 PM

Subject: Letter from Coalition for safer trains

To: Jewel Edson [REDACTED] Lesa Heebner [REDACTED]

Cc: Carla Echols-Hayes [REDACTED]

Lesa and Jewel,

See attached. This group states in their letter to SANDAG that they represent the opinions of citizens of Del Mar, San Diego Fairgrounds, and Solana Beach. The letter questions options B & C and recommends option A.

Sent from my iPhone



<https://safertrain.org/>

June 18<sup>th</sup>, 2024

Dear SANDAG LOSSAN Project Team,

The Coalition for Safer Trains represents Del Mar, and San Diego, Fairgrounds and Solana Beach. We would like you to include our comments on tunneling in your NOP responses, considering SANDAG's Options B and C propose tunneling under the entire length of Del Mar, and taking between 35-50 homes by eminent domain.

As this is a huge tunneling project, we wanted to state the following issues:

1. Shallow tunnels in densely populated urban areas are close to and under residential homes and businesses, and municipal pipelines and other underground infrastructure.
2. Ground surface settlement (GSS) due to tunnelling can cause damage to those Infrastructures surrounded. **How is SANDAG going to prevent this in options B and C?**
3. Deep tunnels are constructed within stiff rock generally, which means the stratum is relatively stable and settlement of ground is limited. Compared with deep tunnels, tunnels in shallow depths,

are **always** surrounded by soft soil (Torrey Sandstone). In urban areas, the resulted settlement of ground cannot be neglected. In other words, the construction of a tunnel in urban regions is more complicated than in less populated areas. **How is SANDAG going to stop ground slippage and settlement with Options B and C?**

4. Tunnel excavation disturbs the original stress state of ground inevitably, as a result, ground settlement is induced. **How is SANDAG going to address this?**
5. The settlement of the ground poses a threat to nearby structures and infrastructures. **How is SANDAG going to address this?**
6. To minimize the risk of damage, accurate prediction of maximum GSS is critical to control it within tolerance. **What is the tolerance measurement?**
7. Tunneling-induced GSS is influenced by three factors mainly, including ground properties, tunnel geometry as well as excavation and support methods. **How is SANDAG going to address the tunneling challenges for the topography challenges for the entire length of Del Mar?**
8. Ground properties are the characteristics of soil and rock around the tunnel, the parameters depend on the constitutive models used, and particular ones are friction angle, cohesion, unit weight. (SANDAG is proposing Cut and Cover Tunnel and Twin Boring Machines to tunnel across the length of Del Mar, where there are huge factors to consider such as earthquake, sinkholes, rain and irrigation drainage flowing down the hill, and running into the tunnel infrastructure). **Is SANDAG going to create and present models of tunnel designs based on the EIR and geological challenges of the Torrey Sandstone and water drainage issues?**
9. Tunnel geometry reflects the shape and location of the tunnel, generally including tunnel depth, tunnel diameter, distance between tunnel and nearby structures. Some researchers adopt ground water table in the classification of tunnel geometry as well. **SANDAG needs to provide these details as it pertains to tunneling under Del Mar, for Options B and C. Will SANDAG**

**also include ground water tables and their impact to all three options?**

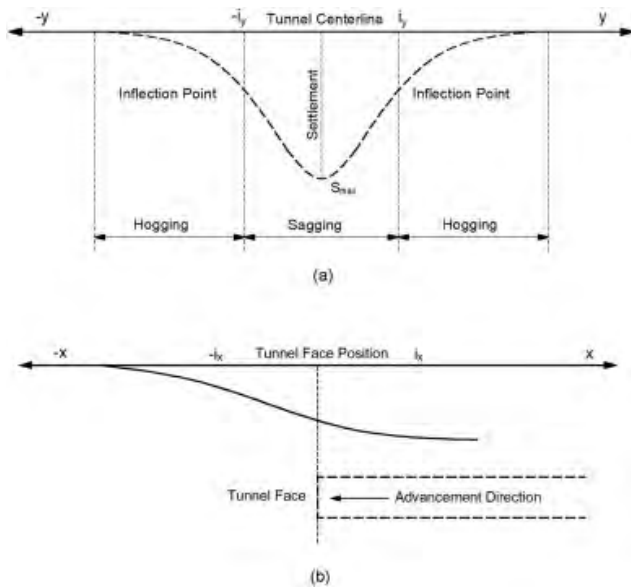
10. There are various tunneling construction methods; For tunnel excavation and support method, already applied approaches include drill and blast method with anchor shotcrete support, mechanical excavation method with steel beam support, shield tunneling method with lining, etc. Tunnel Boring machine (TBM) and liner are regarded as common construction approach of tunnels in urban areas. But there are many parameters of TBM, such as thrust, torque, penetration rate, advance rate, rotation speed, face pressure, pitching angle, grouting pressure, grouting filling volume, specific energy and so on. As a result, choosing appropriate parameters for performing GSS prediction is a challenge. **How is SANDAG going to address these issues?**

11. According to [Ocak and Seker \(2013\)](#), analysis of short-term ground settlement caused by tunnelling is based on the assumption that the soil is in undrained condition. **The Soil composition in Del Mar is moist and has water run off due to the topography downward slope, rain and irrigation. How is SANDAG going to address this?** Commonly, it happens within a few weeks after excavation. For long-term settlement, which is due to creep, stress redistribution and consolidation of soil, it may take several months to a few years to reach a stabilized stage ([Ocak and Seker, 2013](#)). In general, short-term GSS is contributed by construction methods mainly while long-term GSS depends on soil features and tunnel geometry. **How is SANDAG going to address these geological issues both in the near term during and after construction, and then years later when homes are affected? Please respond.**

*Sources: (Chen et al., 2019, Chen et al., 2019; Kim et al., 2001; Moghaddasi and Noorian-Bidgoli, 2018; Pourtaghi and Lotfollahi-Yaghin, 2012; Zhang et al., 2020, Zhang et al., 2020, Zhang et al., 2020). (Chen et al., 2019; Zhang et al., 2020; Hajihassani et al., 2020; Ocak and Seker, 2013; Pourtaghi and Lotfollahi-Yaghin, 2012).*

(Chen et al., 2019; Ahangari et al., 2015a, Ahangari et al., 2015b; Darabi et al., 2012; Hasanipanah et al., 2016; Kim et al., 2001; Moghaddasi and Noorian-Bidgoli, 2018; Zhang et al., 2017, Zhang et al., 2017).  
 (Chen et al., 2019; Hasanipanah et al., 2016; Moghaddasi and Noorian-Bidgoli, 2018).

According to Ocak and Seker (2013),



Tunnelling-induced ground deformation model. (a) transverse settlement trough and (b) longitudinal settlement trough

We appreciate your review and responses to these questions from the Coalition for Safer Trains. Please respond in writing to Angelina Neglia, at [REDACTED]

Kind Regards,

Angelina Neglia  
**Coalition for Safer Trains**

CALtash 2024 Recipient, for Advocating for People with Disabilities.  
2024 Nominee for Catherine Blakespear's "women who Inspire in our Community"



**From:** [Carla Echols-Hayes](#)  
**To:** [LOSSANcorridor](#)  
**Subject:** SDLRR Project NOP—Questions regarding Option A  
**Date:** Saturday, June 22, 2024 10:26:28 AM

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**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hi!

The proponents of Option A in Del Mar claim that the cut and cover along the Solana Beach trench could support a park with grass and plants and watering or even multi-unit affordable housing.

1. How much weight is the “cover” engineered to support? Could a park with grass and bushes with water be located on top of the cover safely? What about 2-story housing? And where would the foundations be located?
2. The cut and cover trench would continue under VDLV as far as the southern end of the Fairgrounds, which currently is paved and provides a road and parking. Would the cover be engineered to withstand the weight of paved road and heavy vehicles?
3. How many houses on S. Cedros and VDLV be affected by Option A and for how many years? Would any housing on VDLV and S. Cedros be affected on either side of VDLV? And would the VDLV bridge be demolished and rebuilt?
4. Why is Option A even being considered as it's enormously more expensive than the other options and was discarded years ago as too costly and too disruptive? It seems a total waste of taxpayer dollars.

Best, Carla Echols-Hayes

[REDACTED]  
Solana Beach

Ps my house would not be affected by any train options being considered

## Fwd: SDLRR Project NOP

Jim Healy <[REDACTED]>

Wed 6/19/2024 8:27 AM

To: LOSSANcorridor <lossan corridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

----- Forwarded message -----

From: **Jim Healy** [REDACTED]

Date: Tue, Jun 18, 2024 at 11:15 AM

Subject: SDLRR Project NOP

To: <[lossan corridor@sandag.org](mailto:lossan corridor@sandag.org)>

### **I Oppose Alternative A for the Following Reasons:**

**Known Costs** – estimated at \$4.14 billion dollars, Alternative A is approximately twice the cost of Alternatives B and C.

**Economic Impacts to Our Local and Regional Economy** — Unlike B & C, Alternative A will dramatically impact Fairgrounds operations and sales tax revenue generated by the Fairgrounds (\$680 million annually) as well as local businesses (unknown \$\$).

**Environmental Impacts** – Alternative A will result in higher impacts during construction to air quality (Solana Beach residents and businesses and the Del Mar Fairgrounds), wetlands, open space, and sensitive natural resources (in and around the San Dieguito Lagoon, Steven's Creek and Del Mar Fairgrounds).

**Length of Construction** – Construction of Alternative A is estimated to take up to twice as long as Alternatives B & C (as much as 14 years).

**Enormity of Direct and Indirect Impacts** — Due to the close proximity of construction a far greater number of homes and businesses will be adversely impacted by Alternative A as compared to Alternatives B & C.

**Disruption of Rail Service** — Alternative A poses unacceptable service and economic impacts to both passenger and freight rail service, our military, and the Port of San Diego, and will cost our region billions of dollars in lost revenue.

Sincerely, James P Healy

## SDLRR Project. NOP

Jim Healy [REDACTED]

Wed 7/17/2024 2:31 PM

To:LOSSANcorridor <lossancorridor@sandag.org>

Cc:LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I oppose Alt A. At double the cost of the other alternative, the serious economic consequences to the region and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not pass the common sense test. Please focus on the other two viable alternatives.

Sincerely,

Jim Healy

[REDACTED]  
Solana Beach, CA 92-75

## SDLRR Project NOP

Leslie Kannenberg [REDACTED]

Tue 6/18/2024 8:10 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To whom it may concern,

As a homeowner and resident of Solana Beach, I writing to express my opposition of Alternative A for the LOSSAN Rail Reassignment Project. Please remove it before any further work on the EIR is done. Alternative A has nearly double the cost of the other Alternatives, as well as serious economic consequences in both Solana Beach and Del Mar. The Fairgrounds and San Dieguito Lagoon are valuable resources to our community. I strongly oppose our taxpayer money being allocated to support this project.

Sincerely,  
Leslie Heguy  
Solana Beach community member

## SDLRR Project NOP

Vincent Heguy [REDACTED]

Mon 6/17/2024 6:57 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

As a homeowner and resident of Solana Beach, I am writing to express my opposition to Alternative A for the LOSSAN Rail Reassignment Project. Please remove it before any further work on the EIR is done. Alternative A has nearly double the cost of the other Alternatives, as well as serious economic consequences in both Solana Beach and Del Mar. The Fairgrounds and San Dieguito Lagoon are valuable resources to our community. I strongly oppose our taxpayer money being allocated to support this project.

Sincerely,

Vincent Heguy

Board Member of Las Brisas HOA and Solana Beach community member

## SDLRR Project NOP

Sarah Wiley [REDACTED]

Fri 6/21/2024 2:39 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hi

I've resided in Solana Beach for over 43 years. My husband and I are very committed to this community and have served in various capacities on the school board and a number of nonprofit organizations. We are committed to the welfare of our unique community.

Plan A would be a disaster for Solana Beach. Lowering the tracks as set forth in Plan A would be a lengthy, disruptive, unaffordable process. Our community would be irreparably damaged. For this reason,

**I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.**

Please eliminate this proposal Plan A from consideration at your earliest convenience. Keeping it as an option is unthinkable for any rational public purpose. You should be more focused on refining other options rather than proceeding with Plan A.

Best regards,

Sarah Henriksen

[REDACTED]  
Solana Beach, CA 92075

## SDLRR Project NOP

C Hill [REDACTED]

Tue 6/18/2024 7:39 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Cynthia Hill

[REDACTED]  
Solana Beach



## SDLRR Project NOP

Charles Hilton [REDACTED]

Tue 6/18/2024 4:47 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:Charles Hilton [REDACTED]

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ATTN Tim Pesce

Hi Tim,

My wife and I have been residents of Solana Beach since July 15, 1972. We have lived at [REDACTED] for the duration. Needless to say we have witnessed enormous change.

The question on the table these days is by which route we get trains from Solana Beach to San Diego safely, spending the least money, and causing the least disruption with completion dates most reasonable. There are three alternatives to be considered, A,B and C. I am writing to strongly protest the inclusion of alternative A.

It is an insult for me to list the arguments against A when you and your SANDAG colleagues need only to review the facts again and see for yourselves that A is more disruptive, costs much more and is likely to take the longest to complete. A is not a viable choice; it makes no sense.

Thank you for your attention.

Sincerely yours,

Charles "Bud" Hilton

## Option A rail corridor

Bobbie Hilton [REDACTED]

Tue 6/18/2024 2:40 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

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To whom it may concern:

I am completely opposed to option A for the solution to the rerouting of the railroad. It is not only almost twice as expensive as the other two options it would take years longer to construct. The impact to the environment would be much worse than the other two options as well. Solana Beach has already spent millions of dollars to lower our railroad tracks and build a beautiful rail trail along the tracks. It would all be destroyed. I can't believe this solution is even being considered. Please use common sense and let the consideration of this option go no further.

Sincerely, Roberta Hilton

50+ year home owner and resident of Solana  
Beach

Sent from my iPad

## SDLRR Project NOP

Bobbie Hilton [REDACTED]

Wed 7/17/2024 2:47 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

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I have lived in Solana Beach for 50+ years and I have never heard of a proposal from a government agency that was more of a waste of tax payers money than Alternative A of the rail realignment project. Where is your common sense. Alternative A would cost twice as much as the other proposals and take the longest amount of time to complete. To say nothing of the serious economic consequences to the region and the many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon. Please focus on more viable Alternatives.

Sincerely, Roberta Hilton

Sent from my iPad

## Public Comment Input: SANDAG LOSSAN Rail Realignment

Jean Balgrosky Hinshaw [REDACTED]

Wed 7/17/2024 3:54 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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To SANDAG,

I am writing to voice my strongest opposition to Alternative C of the San Diego LOSSAN Rail Realignment. We are long-time residents of Del Mar and are deeply dismayed that Alternative C is even being considered. This alternative would be an environmental disaster, also creating extremely negative short- and long-term health effects and consequences for residents of this and surrounding areas from permanent toxic fumes, noise, construction waste and on-going operation of such an alternative, creating devastating impact to the environment including the air, water, and soil.

It makes strategic sense to consolidate transportation infrastructure, in this case, alongside the I-5 travel corridor for operational efficiency and to minimize environmental impact, away from the sea which will eventually overwhelm Alternative C. All machinery and mechanical items close to the ocean quickly corrode and break. Ask anyone who lives there the impact of constant moist salt air on mechanical, machine, and technology infrastructure.

It is critical that SANDAG listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon Foundation and Torrey Pines Community Planning Board, Alternative C should be dropped from further consideration. Alternative C is clearly not in the best interests of the environment or the community and is a waste of taxpayer resources to study an alternative which obviously lacks strategic or practical merit to pursue. These resources could be used for greater benefit to taxpayers on other projects.

As a CIO, I am familiar with large-scale infrastructure projects. The estimated cost of this alternative is imprecise and grossly underestimated, based on round-number guesses and untested assumptions, any one of which could balloon the cost and/or prove the project wholly infeasible, not taking into full account the year-over-year, on-going maintenance of Alternative C *in perpetuity*. This leaves the distinct possibility and increases the probability that the project would fail and be ultimately abandoned, leaving destroyed a beloved community and unique environment in its path. It is a high probability that this project, favored in part because of a purported "lower cost", would actually be many times the estimated cost; thus the "lower cost" alternative argument is false. Additionally, this argument does not take into account the cost and heartache to the people living in this peaceful, unique, cherished neighborhood, and compensation to them for destroying their homes and community. Any step in the direction of Alternative C would mean this natural treasure of unique topography and rare plant species would be gone forever.

I recommend in the strongest possible terms that SANDAG turn its focus to other, more inland alternatives and solutions to address this transportation need; do not repeat errors of the past that have led us to this point, i.e., placing major transportation infrastructure on the edge of an expanding and invasive shoreline of the rising Pacific Ocean. We need to bolster the bluff, not

weaken it with massive drilling, vibrations, weight, and forever operations of a tunnel and train. It is our only stronghold to a rising ocean. As geologists tell us, "WATER ALWAYS WINS".

Go inland for a solution.

Jean Balgrosky Hinshaw

## Opposition to Tunnel

Melissa Hinshaw [REDACTED]

Fri 7/19/2024 8:30 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

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It's imperative that Alternative C is no longer in consideration as a solution to this problem. It's not in the best interest of residents from a community standpoint or a financially responsible standpoint.

Please take this into consideration,  
Melissa Hinshaw

**It is critical that SANDAG listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon Foundation and Torrey Pines Community Planning Board, Alternative C should be dropped from further consideration. Alternative C is clearly not in the best interests of the environment or the community and it is a waste of taxpayer resources to study an alternative which obviously makes no sense to pursue.**

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Please consider another route.

Seth Hinshaw [REDACTED]

Fri 7/19/2024 10:31 AM

To:LOSSANcorridor <lossancorridor@sandag.org>

Cc:LOSSANcorridor <lossancorridor@sandag.org>

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**It is critical that SANDAG listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon Foundation and Torrey Pines Community Planning Board, Alternative C should be dropped from further consideration. Alternative C is clearly not in the best interests of the environment or the community and it is a waste of taxpayer resources to study an alternative which obviously makes no sense to pursue**

**It would be a real mistake to do this.**

**Regards**

**Seth Hinshaw**



**From:** [Jim Holcomb](#)  
**To:** [LOSSANcorridor](#)  
**Subject:** SANDAG.org/railrealignment; To whom it may concern  
**Date:** Tuesday, June 18, 2024 2:18:08 PM

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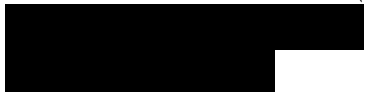
My name is James Holcomb, my wife Russetta and me live [REDACTED] Solana Beach CA 92075. We moved here in 2015 and are permanent residents. We love our city and it's quiet, low-key nature and way of life.

Thus we oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Thank you for considering our comments...Jim and Russetta Holcomb

~~~~~

*Jim Holcomb*  
*Chairman/Founder*  
*RotoCo LLC*  
*Roto-Rooter Plumbers & Restoration*  
*Service: [800-491-ROTO](tel:800-491-ROTO) (7686)*



[www.RotoRooter.com](http://www.RotoRooter.com)

~~~~~

***NOW DOING FLOOD CLEAN UP!***  
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***SAFETY IS PERSONAL WITH US!***

“Happy are those who dream dreams and are ready to pay the price to make them come true” — Leon J. Suenens

## SDLRR Project NOP

CLAUDINE E HORNE [REDACTED]

Wed 7/17/2024 8:28 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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> To whom it may concern:

>

> I oppose alternative A. At double the cost of the other alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the fairgrounds and the San Dieguito Lagoon, alternative does not pass the common sense test. Please focus on more viable alternatives.

>

> Thank you,

> Claudine Horne

> Solana Beach Resident & Solana Beach business owner

## SDLRR Project NOP

Melodie Hovland [REDACTED]

Sun 7/14/2024 4:50 PM

To:LOSSANcorridor <lossancorridor@sandag.org>

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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A much better route would be parallel to I-5 ABOVE GROUND for as long as it is possible. I think it would be best to avoid tunnels. Very labor intensive to dig tunnels.

Sent from my iPhone

Melodie

**From:** [Beverly How](#)  
**To:** [LOSSANcorridor](#)  
**Subject:** SDLRR Project NOP Attn:Tim Pesce  
**Date:** Tuesday, June 18, 2024 3:34:59 PM

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You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

This is to inform you that as a homeowner in Solana Beach I oppose Alternative A. Please remove it from consideration. It will have a extremely negative environmental and economic impact on Stevens Creek, the Fairgrounds, San Dieguito Lagoon and Solana Beach for many years to come. Please consider only Alternative B or C.  
I OPPOSE ALTERNATIVE A.

Beverly How

[REDACTED]  
Solana Beach 92075

**From:** [Bill Howden](#)  
**To:** [LOSSANcorridor](#); [Bill Howden](#)  
**Subject:** SDLRR Project NOP  
**Date:** Tuesday, June 18, 2024 3:02:18 PM

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You don't often get email from [REDACTED]. [Learn why this is important](#)

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Attn:

At <https://www.sandag.org/projects-and-programs/featured-projects/del-mar-bluffs-and-lossan-rail-improvements/lossan-rail-realignment>, your web site references three design alternatives: Designs A, B, and C.

In the diagram on this page, the north portal for Design A is labelled "Fairgrounds North." The portal is shown to be well inside Solana Beach. I believe it would have been more accurate to label it "Solana Beach."

Your website directs the reader to an August 2023 report where Section 3.3 lists four "Design Alternatives." Design A from the website page referenced above does not appear to match any of the report design alternatives. It is closest to report alternative 3.3.4 (Interstate 5). In Section 3.6 of the report, "Other Potential Portal Locations," there are 6 possible modifications. Website page Design A is closest to report design Interstate 5, as modified by 3.6.1 (North Portal at Fairgrounds), but even this does not match. The North Portal at Fairgrounds modification has the north portal in the fairgrounds, not in Solana Beach. In fact, this section of the report emphasizes the need to minimize the effect on the existing Solana Beach tracks—contrary to what is being specified in website page Design A.

Apart from the procedure that produced it, I think that website page Design A is extremely problematic: tearing up the Solana Beach tracks, tunneling under wetlands, making the project much bigger than it needs to be, etc.. I believe the obvious, direct, common-sense solutions are Designs B and C.

Sincerely, Bill Howden

[REDACTED]  
Solana Beach, Calif

## SDLRR Project NOP

Julie Howe [REDACTED]

Mon 6/24/2024 5:48 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional tax payer money.

Sincerely,

Julie and Bruce Howe

[REDACTED]  
Solana Beach, CA 92075

Sent from [Mail](#) for Windows

## SDLRR Project NOP

Ellie Huck [REDACTED]

Mon 7/8/2024 7:20 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hello,

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Should you have any questions, feel free to email me or call me at [REDACTED]

Thank you,  
Ellie Huck  
Solana Beach Resident



## SDLRR Project NOP

Daniel Huddleston [REDACTED]

Thu 7/11/2024 7:48 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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I believe that any realignment of the railway between Torrey Pines and Solana Beach is a fool's errand. While viable infrastructure is a necessary element of a prosperous community this project is not worth the estimated 2-5 billion dollars.

As a Solana Beach resident on Cedros Avenue I enjoy the convenience and ease of traveling to both the Santa Fe Depot in San Diego as well as Orange County and the City of Los Angeles. That being said, my suggestion is simply throw away any plans to realign the railway. In 5, 10, 20, 30 years the bluff along Del Mar will fall into the ocean during some rain storm, with no train on it. At that time, it would be a sad day, but we'd get over it eventually.

I do have a couple alternatives.

I understand that constructing a retaining wall in front of the Del Mar bluffs is not the same as reconstructing the bluffs in front of coastal homes in Solana Beach, Encinitas and San Clemente, but it seems to me for a billion dollars there would be an engineering firm that could design and build a retaining wall for the Del Mar bluffs. There is no part of the Southern California coastline that is natural. The majority (entire?) of the 100 to 200 miles is artificial, rebuilt or restored. That being said, I am sure for a billion dollars we could reinforce the bluffs in an environmentally friendly manner. And if it is not feasible, then let the tracks fall in the ocean and be done.

If constituents must have a railway, then my last alternative would be to build a rail trestle in/along the San Elijo Estuary between the communities of Cardiff and Solana Beach. We already destroyed that lagoon and rebuilt it once for the Interstate 5 bridge realignment. Upset the San Elijo lagoon one more time by running the railway through it, and restore it one final time. Train service could be maintained for the entire construction. The communities of Solana Beach and Del Mar and the Del Mar Fairgrounds could even purchase an old engine, and couple cars, from the NCTD and operate a short train service between Cardiff and the Fairgrounds for special events at the Fairgrounds (County Fair,

Horse Races, concerts, etc) using the old station and/or building another station near the Brigantine restaurant on the border of Del Mar/Solana Beach.

Personally, my preferred choice would be to do nothing.

Sincerely,

Daniel Huddleston



resident of Solana Beach since 2017

## Rail Realignment

Eileen Huffman [REDACTED]

Tue 7/16/2024 6:04 PM

To:LOSSANcorridor <lossan@sandag.org>

 1 attachments (41 KB)

Del Mar Heights Plan B oppose Mtg 618.pdf;

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CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.

Dear  
LOSSANcorridor@sandag.org  
SANDAG.org/railrealignment  
Attn: Tim Pesce,

Del Mar Heights has serious concerns for their citizens, the health & wellbeing of numerous residents & visitors, all of whom may be affected by proposed Train Realignment near & under their neighborhoods. Many of us have lived, worked & volunteered in San Diego &/or Del Mar Heights area for over 50 years. Please analyze the following issues on the attached page 2.

Please confirm that you received this communication.

Sincerely,  
Eileen Huffman

[REDACTED]  
Del Mar, CA. 92014  
(Del Mar Heights, San Diego)

[REDACTED]

Train realignment concerns 6/18/'24.

Analysis needed:

Effects of Train Traffic over decades on Del Mar Cliffs' erosion:

It's basic & essential that an analysis of the effects of the train system itself on cliff erosion occurs & includes:

- 1 Vibrations: from train movements, every direction: downwards, sideways, in every possible angle 180 degrees.
- 2 Lengths of those vibrations in every direction need to be identified.
- 3 Frequency of trains: # trains/day & night.
- 4 Weights of passenger trains.
- 5 Weights of cargo trains, both unloaded & loaded.
- 6 Accumulation of those forces over time, days, months, years, decades on cliff erosion.
- 7 Money (over 100 million) & time allocated to Del Mar Cliff repairs.

Train Relocation analysis:

Plan B – under Del Mar Heights (DMH), Torrey Pines State Park Natural Reserve Extension & surrounding large number of homes.

Same analysis (as mentioned above) of Del Mar Cliff erosion – Except with additional analysis:

- Instead of analyzing vibrations just 180 degrees downward & horizontal from trains, now those vibrational forces need to be evaluated a full 360 degrees around in every direction outward from the tunnels & trains.
- Width of train tunnels (100-120 ft) & height that may extend vibrations even further outward in every direction.
- Soils, compaction, erosion potentials of all soil types @ all elevations, including surface soil erosion.
- Frequency of both passenger & cargo trains per Day, Month, Year, Decades.
- Add massive loud machines in tunnels with their additional vibrational & noise forces & air pollution.
- Noise pollution from train horns, frequency of horns. Sounds funnel up canyons to residents from north & south.
- Potential explosions. Freight & cargo components: toxic potential, fuels, chemical, nuclear, ammunition.
- Effects on:
  - humans, human health & home structures,
  - protected animals, birds, nesting, flora, fauna, wildlife in the virgin protected Nature Reserve
  - canyon walls: 2 in Torrey Pines Natural Reserve (south), 2 in Crest Canyon (north) = 4 already fragile unstable canyon walls. Will these 4 canyon walls look like the damaged DM Cliff in months, a year, 5 years, a decade...? Will California & the Federal governments' budgets be able to repair 4 canyon walls with 4 times the price of multi-millions of dollars being allocated now for the ongoing repair of Del Mar Cliff erosion?
  - the natural native geological structures In the Torrey Pines State Natural Reserve
  - the most exquisite pristine highly prized Torrey Pine Trees
  - air quality with air/toxic fumes/noise pollution that effect hikers, human health of babies, parents, seniors, pets, physically challenged, who are all presently living near, & walking around the quiet Nature Preserve on adjacent flat walkable streets

Better choice:

Plan A – under freeway I-5, or under & east of I-5, (not beside nor above I-5):

- 1 Soil is already highly compacted & stabilized from years of professional grading, pavement materials, weight of road materials & years of weighted cars, trucks, & cargo.
- 2 Density of ongoing compacted soils & materials is more stable & less likely to cause erosion.
- 3 Location is further inland from fragile coastal & canyons that are prone to numerous landslides up & down the Pacific Ocean/Land interfaces.
- 4 Directly above I-5 air space: No homes, no vulnerable humans walking & breathing, no State Park Natural Reserve,
- 5 Relatively straight from the south proposed Sorrento Valley portal northward
- 6 Any future repairs: easily accessed from existing State maintenance systems.

Summary:

\*Analyze: vibrational effects on DM cliff erosion, 4 canyon walls in Torrey Pines State Natural Reserve Extension (south) & Crest Canyon (north), & air/fumes/chemical/noise pollution on health of humans, nature & wildlife.

\*Please consider deleting Plan B, replacing it with Plan A, under I-5 &/or east of & under of I-5.

**From:** [Sandra Hutton](#)  
**To:** [LOSSANcorridor](#)  
**Subject:** SDLRR Project NOP  
**Date:** Tuesday, June 18, 2024 12:58:40 PM

---

You don't often get email from [REDACTED] [Learn why this is important](#)

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As a home owner on S Cedros imagine my surprise when I received the pamphlet showing one of the three routes under consideration will include the tunnel entrance/exit almost right behind my home. Why would this be the first notification when the Del Mar residents who live next the track have been heavily involved for months? From my understanding SANDAG has not engaged with the Solana Beach council either If there's been no engagement how do we know a complete study including the environmental, financial, and the construction time has been completed. OPTION A is the longest which would make the project not only much longer in duration but much pricier. Has there been consideration for the financial impact to the Fairgrounds and the surrounding business that rely on the County Fair, horse racing and other events such as concerts? How would this impact traffic at Villa de la Valle, one of the key coastal access points? Then there is the disruption to the freight and passenger trains which would be as significant as OPTION C which would tunnel under homes along the bluff. It seems that the only choice should OPTION B as it is the shortest and least disruptive to homes and business. I understand the need to move the tracks from the eroding bluffs but I am perplexed how the proposed routes were developed without considerable input from ALL those impacted. Not just Del Mar. I implore you to either go back to the drawing board or at a minimum remove the "pink" route from consideration. I will be attending the briefing tonight at the Marriott. Thank you

**From:** [Marny Jaastad](#)  
**To:** [LOSSANcorridor](#)  
**Cc:** [LOSSANAlighment@cosb.org](mailto:LOSSANAlighment@cosb.org)  
**Subject:** SDLRR Project NOP  
**Date:** Tuesday, June 18, 2024 4:00:35 PM

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I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Marny Jaastad  
Solana Beach resident

[Sent from Yahoo Mail for iPhone](#)



Fw: Question about ROM estimates shown on Page 92 of SANDAG's Alignments Screening Report dated May 31, 2024

Anna Millar [redacted]

Thu 6/13/2024 10:09 AM

To: Anna Millar <Anna.Millar@sandag.org>

From: gregjabin@gmail.com [redacted] >

Sent: Thursday, June 13, 2024 7:16 AM

To: Danny Veeh <Danny.Veeh@sandag.org>; Sheila Garcia <Sheila.Garcia@sandag.org>

Cc: 'agevanthor' [redacted] 'Ian Galton' [redacted] >

Subject: Question about ROM estimates shown on Page 92 of SANDAG's Alignments Screening Report dated May 31, 2024

Sensitivity: Personal

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hi Danny, I trust you're getting ready for the upcoming scoping meeting at the Del Mar Marriott on Tuesday. I have a question I was planning on asking at the public comments section, and decided to send it to you in advance of the meeting.

I've copied Table 6-7 on page 92 of SANDAG's 95-page [Alignments Screening Report](#) dated May 31, 2024 and highlighted the three finalist alignments, as follows:

**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.

What's interesting is that back in 2017, when SANDAG estimated the cost of the Camino del Mar Alignment (aka the Western Alignment) and now known as Alignment 3 / Alternative A, the rough cost was estimated at \$2.5 Billion. But on this updated table, this same alignment shows a much reduced cost of only \$1.85 Billion... a very substantial reduction of \$650 Million, or 26%.

I see the note below this table which states "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."

That's all swell, but it certainly leaves a lot of questions unanswered. Can you elaborate on the "project refinements and implementation of standard cost categories" that led to this massive reduction in cost? Again, it's all possibly great news, but it raises some questions about where these savings are coming from, and how could the original estimates be so much higher than originally stated.

Thanks Danny.

# 2017 Summary Comparison: Cost and Description



Issue Area	Alternative Alignment				
	Camino Del Mar	Crest Canyon Higher Speed	Crest Canyon	I-5	I-5 East
<b>Total Cost (2017 \$B)</b>	<b>\$2.5</b>	<b>\$3.0</b>	<b>\$3.1</b>	<b>\$3.5</b>	<b>\$3.3</b>
Total Length (mi)	5.0	4.8	4.9	5.3	5.2
Tunnel Length (ft)	10,200	13,200	12,700	13,400	11,600
Type	Cut/cover	Twin bored	Twin bored	Twin bored	Twin bored
Depth (ft)	10-70	Up to 270	Up to 250	Up to 120	Up to 120
<b>Travel Time (minutes)</b>	<b>6</b>	<b>3.2</b>	<b>3.7</b>	<b>5.4</b>	<b>5.3</b>

Source: Conceptual Engineering and Environmental Constraints for Double Track Alignment Alternatives Between Del Mar Fairgrounds and Sorrento Valley, SANDAG, December 2017

Sincerely,

Greg Jabin



SDLRR Project NOP

gregjabin@gmail.com

Fri 6/14/2024 2:25 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [redacted]. [Learn why this is important](#)

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Question about ROM estimates shown on Page 92 of SANDAG's Alignments Screening Report dated May 31, 2024

Hi Danny, I trust you're getting ready for the upcoming scoping meeting at the Del Mar Marriott on Tuesday. I have a question I was planning on asking at the public comments section, and decided to send it to you in advance of the meeting.

I've copied Table 6-7 on page 92 of SANDAG's 95-page [Alignments Screening Report](#) dated May 31, 2024 and highlighted the three finalist alignments, as follows:

**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.

What's interesting is that back in 2017, when SANDAG estimated the cost of the Camino del Mar Alignment (aka the Western Alignment) and now known as Alignment 3 / Alternative A, the rough cost was estimated at \$2.5 Billion. But on this updated table, this same alignment shows a much reduced cost of only \$1.85 Billion... a very substantial reduction of \$650 Million, or 26%.

I see the note below this table which states "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."

That's all swell, but it certainly leaves a lot of questions unanswered. Can you elaborate on the "project refinements and implementation of standard cost categories" that led to this massive reduction in cost? Again, it's all possibly great news, but it raises some questions about where these savings are coming from, and how could the original estimates be so much higher than originally stated.

Thanks Danny.

# 2017 Summary Comparison: Cost and Description

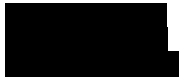


Issue Area	Alternative Alignment				
	Camino Del Mar	Crest Canyon Higher Speed	Crest Canyon	I-5	I-5 East
<b>Total Cost (2017 \$B)</b>	<b>\$2.5</b>	<b>\$3.0</b>	<b>\$3.1</b>	<b>\$3.5</b>	<b>\$3.3</b>
Total Length (mi)	5.0	4.8	4.9	5.3	5.2
Tunnel Length (ft)	10,200	13,200	12,700	13,400	11,600
Type	Cut/cover	Twin bored	Twin bored	Twin bored	Twin bored
Depth (ft)	10-70	Up to 270	Up to 250	Up to 120	Up to 120
<b>Travel Time (minutes)</b>	<b>6</b>	<b>3.2</b>	<b>3.7</b>	<b>5.4</b>	<b>5.3</b>

Source: Conceptual Engineering and Environmental Constraints for Double Track Alignment Alternatives Between Del Mar Fairgrounds and Sorrento Valley, SANDAG, December 2017

Sincerely,

Greg Jabin  
Vice Chair, Torrey Pines Community Planning Board  
Member, TPCPB Rail Subcommittee



## SDLRR Project NOP

[REDACTED] >

Tue 6/18/2024 10:27 PM

To: LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc: 'Michael Halpern' [REDACTED]; 'Adam Gevanthor' [REDACTED]; 'Ian Galton'

[REDACTED]

You don't often get email from [REDACTED]. [Learn why this is important](#)

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*To be read at the LOSSAN Track Alignment Scoping Meeting on Tuesday, June 18, 2024:*

Hello, my name is Greg Jabin and I'm the Vice Chair of the Torrey Pines Community Planning Board (TCPB) and member of the TCPB's Rail Subcommittee.

The initial SANDAG LOSSAN report back in 2017 presented five alternative alignments, four of which located the southern portal in a sensitive habitat area just east of Portofino Drive, north of Carmel Valley Road. This was unacceptable to the TCPB and the community members we represent.

Along with our friends from the Los Peñasquitos Lagoon Foundation (LPLF) and the Torrey Pines Conservancy (TPC), we lobbied SANDAG to locate the southern portal instead at either the I-5 Knoll location or near Pump Station 65.

We are all very pleased that in SANDAG's LOSSAN Notice of Preparation (NOP), two of the three finalist alignments have as a southern portal the I-5 Knoll location.

On behalf of these three organizations and the community members and constituents we represent, Thank You for listening to us and seeing the merit of our arguments.

This demonstrates to us that SANDAG is operating with an open mind.

Note that these three organizations (TCPB, LPLF and the TPC) all continue to push for the adoption of either Alternative A or Alternative B, as only these two alignments remove the majority of the train tracks from the sensitive Los Peñasquitos Lagoon, and utilize the I-5 knoll location for the southern portal. Thank you.

Sincerely,

Greg Jabin  
Vice Chair, Torrey Pines Community Planning Board  
Member, TCPB Rail Subcommittee

[REDACTED]

## Feedback on Option C for Lossan Trail Railroad realignment

Nina Jackson [REDACTED]

Mon 7/15/2024 1:41 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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Tim Pesce,

As a Del Mar resident I am writing to express my dissatisfaction with Option C for the Lossan Trail Railroad realignment proposal

- The train would enter the underground portal at Del Mar Car Care, causing loud venting sounds and the removal of properties via eminent domain
- The new trains would be high speed up to 110 MPH (very loud) and require fencing and walls for safety, while ruining access to the beach for the local residents of Sea View and Sea Village (atleast 300 homes)
- It would be harmful to Los Penasquitos Lagoon and its wildlife habitat
- It would impact tidal flow patterns and vector/ mosquito control
- It would negatively impact our property values by reducing or taking away our ocean views all together
- It would be 7+ years of non-stop construction traffic on Carmel Valley Road, with over 100,000 truckloads of excavated materials traveling on Carmel Valley Road around the clock- impacting sleep patterns and quality of life for over 300 families

As alternatives, I suggest Option A, as it impacts less residents, or no train service south of Solana Beach

Nina Jackson

[REDACTED]

## email oto oppose option C

Joan Jacobs [REDACTED]

Fri 7/19/2024 9:43 AM

To: LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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**Hi,**

I am writing in as a Del Mar resident.

It is critical that SANDAG listen to the strong opposition to Alternative C. As urged by the Los Penasquitos Lagoon Foundation and the Torrey Pines Community Planning Board, Alternative C should be dropped from further consideration. Alternative C is clearly not in the best interests of the environment or the community, and it is a waste of taxpayer resources to study an alternative that obviously makes no sense to pursue.

Continuing to explore Alternative C is not only a misuse of taxpayer funds but also a decision that would cause significant harm to our community, environment, and residents' rights.

Best regards,

Joan & Brent Jacobs

[REDACTED]  
Del Mar, CA 92014



## Important: Opposition to SANDAG Alternative C

Olivia Jacobs [REDACTED]

Fri 7/19/2024 9:21 AM

To: LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hi,

I am writing as a concerned resident of Del Mar.

It is crucial for SANDAG to recognize the strong opposition to Alternative C. The Los Penasquitos Lagoon Foundation and the Torrey Pines Community Planning Board have both urged that Alternative C be removed from consideration. This option is not beneficial to the environment or the community, and it is an irresponsible use of taxpayer funds to continue studying an alternative that is clearly flawed.

Persisting with Alternative C would not only waste public money but also cause significant damage to our community, environment, and residents' rights.

Sincerely,  
Olivia Jacobs

**From:** [Shirl Jacobsen](#)  
**To:** [LOSSANcorridor](#)  
**Subject:** SDLRR Project NOP  
**Date:** Sunday, June 23, 2024 8:38:20 PM

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[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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I am writing to voice my opposition to alternative A. This is a ludicrous plan for the following reasons:

- 2 times more expensive than the other plans
- 2 times longer in time to complete the project and twice the distance of B and C
- Having to remove a brand new bridge that has not been built yet, but will be before the train starts. It is fiscally irresponsible to even think this might be OK.
- The need to stop the activities at the fairgrounds and racetrack for 7 to 10 years. Solana Beach and Del Mar rely on the money that comes in for these venues. Due to the extreme length of time to build this route, restaurants, and other establishments would probably have to close their doors, since the revenue would dry up.

Alternatives C is clearly the shortest, cheapest and fastest route.

My recommendation is to remove the train tracks altogether and dead end at San Clemente or wherever the tracks become problematic. I doubt if it would be missed that much.

Shirley Jacobsen  
Resident of Solana Beach

This note is probably voice typed - excuse errors please.

## SDLRR Project NOP

Eric Janes [REDACTED]

Wed 7/17/2024 8:59 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

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I oppose Alternative A. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not pass the common sense test.

Please focus on more viable Alternatives.

Eric Janes

[REDACTED]

## SDLRR Project NOP

Eric Janes [REDACTED]

Wed 7/17/2024 9:00 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I oppose Alternative A. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not pass the common sense test.

Please focus on more viable Alternatives.

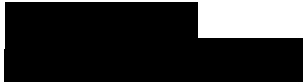
eric janes | architect

-

the RADD company

Architecture | Design | Development

Solana Beach, CA



## SDLRR Project NOP

Roxann Janes [REDACTED]

Mon 6/17/2024 2:33 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

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“I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.”

--

Roxann K. Janes  
[REDACTED]

## Re: News Update: SANDAG identifies 3 alternative routes, 4 potential portals in Rail Realignment Notice

Alison Jenks [REDACTED]

Tue 6/4/2024 1:56 PM

To: LOSSANcorridor <LOSSANcorridor@sandag.org>; editor@delmarsandpiper.ccsend.com  
<editor@delmarsandpiper.ccsend.com>

You don't often get email from [REDACTED] [learn why this is important](#)

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Hi, where is an overlay showing the specific streets and homes/businesses impacted by each of these routes? That is a very important piece of information to provide the community. Thank you!

---

**From:** Del Mar Sandpiper <editor@delmarsandpiper.ccsend.com>

**Sent:** Tuesday, June 4, 2024 11:49 AM

**To:** alisonjenks@hotmail.com [REDACTED]

**Subject:** News Update: SANDAG identifies 3 alternative routes, 4 potential portals in Rail Realignment Notice

### June 4, 2024 NEWS UPDATE: SANDAG Releases Notice Identifying Three Rail Realignment Alternatives, Kicking off Environmental Review

Today, SANDAG released a **Notice of Preparation** identifying three alternate routes it proposes to study under environmental law, opening a 45-day "scoping" period for public comment.

This "scoping" process will determine the scope and focus of the environmental review that is expected to result in a final environmental report in 2026.

Most notably, the Notice identifies **three alignment routes** SANDAG proposes to study, and **four potential portal locations** associated with those alignments. The two North Portal locations are labeled as

"Under Jimmy Durante Boulevard" and "Fairgrounds North." The South Portal locations are "Torrey Pines Road" and "Knoll Near I-5." Written comments are due by July 19, and 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.

The Notice includes descriptions and graphics detailing each of the proposed routes and portals, along with background information, the project description and objectives, and information about how to submit comments in writing, online, and at the public scoping meeting.

More information is on [\*\*SANDAG's LOSSAN Rail Realignment webpage.\*\*](#)

READ THE NOTICE OF PREPARATION

DEL MAR SANDPIPER

Del Mar Sandpiper | 1155 Camino Del Mar #436 | Del Mar, CA 92014 US

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## Input re: Del Mar Train Tunnel

Alison Jenks [REDACTED]

Tue 7/16/2024 11:02 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>;ddruker@delmar.ca.us <ddruker@delmar.ca.us>;  
tgaasterland@delmar.ca.us <tgaasterland@delmar.ca.us>;dquirk@delmar.ca.us <dquirk@delmar.ca.us>;  
tmartinez@delmar.ca.us <tmartinez@delmar.ca.us>;dworden@delmar.ca.us <dworden@delmar.ca.us>  
Cc:Alison Jenks [REDACTED]

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To the representatives of SANDAG and Del Mar City Council,  
I understand the community feedback phase ends this week. My husband and I attended the community meeting last month at the Marriott, spoke with SANDAG representatives, and have read the disclosed materials on the website. SANDAG hasn't provided enough information at this time to close the community input phase.

We need real information on: actual ridership in Del Mar to San Clemente area, the full projected tunneling costs including worst case scenarios and inflation, the plans to address the San Clemente area, and most importantly the details of all 3 proposed rail routes - actual locations, possible eminent domain, environmental impacts, safety, noise, the location of air ventilation shafts in private property throughout the routes, etc. etc.

Our views:

1. We need an immediate start/completion of independent cost-benefit analyses for both the Del Mar tunnel project and the overall 60-mile segment of rail from downtown San Diego through Del Mar to San Clemente.
2. We oppose any tunnel underneath private homes or businesses in Del Mar.
3. We oppose any eminent domain seizure of homes, businesses, or private property in Del Mar.

Please know we are an engaged community and will defend our property and rights.

Respectfully,  
Alison Jenks

**From:** [Carol Jensen](#)  
**To:** [LOSSANcorridor](#)  
**Subject:** SDLRR Project NOP  
**Date:** Tuesday, June 18, 2024 1:55:42 PM

---

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**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

We strongly oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money. Should you have any questions, feel free to email or call us at:

[REDACTED]  
[jensenrickw@gmail.com](mailto:jensenrickw@gmail.com)

[REDACTED]  
650 492 1281 (Rick)

Thank you,

The Jensen's

[REDACTED], Solana Beach

## Opposition to Alternative A

CHRISTINE JOHNSON [REDACTED]

Sat 7/13/2024 12:26 PM

To:LOSSANcorridor <lossancorridor@sandag.org>

Cc:lossanalignment@cosb.org <lossanalignment@cosb.org>

Hello,

I am writing because I OPPOSE Alternate A.

It seems that, at **double the cost** of the other alternatives and the serious economic consequences to the area, it's an alternative that should **not** be considered. And, with the environmental impacts to the Fairgrounds, Stevens Creek, San Dieguito Lagoon and Solana Beach added to the economic consequences, Alternative A does not pass the common sense test.

Please focus on more viable Alternatives.

Warmest regards,

**Christine**

Christine Johnson

[REDACTED]  
Solana Beach, CA 92075

[REDACTED]

**From:** [Jan Johnston](#)  
**To:** [LOSSANcorridor](#)  
**Cc:** [LOSSANAlignment@cosb.org](mailto:LOSSANAlignment@cosb.org)  
**Subject:** SDLLR project NOP  
**Date:** Friday, June 21, 2024 2:34:45 PM

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You don't often get email from [REDACTED]. [Learn why this is important](#)

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I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Thank you,

Jan Johnston

Sent from my iPhone

## SDLRR Project NOP

Adrienne Jones [REDACTED]

Mon 6/17/2024 2:12 PM

To:LOSSANcorridor <lossan@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

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The more appropriate subject line would be SDLRR Project NOPE!

As a resident of Solana Beach, I'm horrified by the prospect of Alternative A. We did the right thing with our tracks years ago. Done deal. And now that a few Del Mar residents have decided to throw Solana Beach into the mess, we have a say. And that would be NOPE!

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Regards,

Adrienne Barnett Jones

## SDLRR PROJECT

tim jones [REDACTED]

Tue 6/18/2024 7:37 AM

To:LOSSANcorridor <lossancorridor@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

As a Solana Beach resident I am vehemently opposed to ALTERNATIVE A. The only community that had the foresight to bury their track sub street level would be penalized by Alternative A. NO TO ALTERNATIVE A!!!!

## SDLRR Project NOP

Ji Young Jung [REDACTED]

Wed 7/17/2024 5:27 PM

To:LOSSANcorridor <lossancorridor@sandag.org>

Cc:lossanalignment@cosb.org <lossanalignment@cosb.org>

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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Hello,

I am a resident of Solana Beach (S Cedros) and I oppose Alternative A. It is double the cost of other alternatives with longer constructions times and serious environmental consequences. Please focus on more viable and cost effective options.

Ji Young Jung



## SDLRR Project NOP

Dyan Kadry [REDACTED]

Mon 6/17/2024 1:54 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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Dear Sirs:

“I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.”

Thank you

Dyan Kadry, Solana Beach

## SDLRR Project NOP

Bobbi Karnes [REDACTED]

Thu 7/18/2024 11:53 PM

To:LOSSANcorridor <lossan@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear SANDAG,

Public input has been requested related to the rail realignment plans. As a member of the public I find it difficult to make an intelligent opinion since we have so little information about the details. Representatives from one area make some statements about the project and people from another area state that those facts are not true. All of the plans would create problems in some area. If the facts I have read are all true, then Alternative A seems like it should be eliminated. If it would impact directly or indirectly businesses and homes along S. Cedros for 7 years or more, that is unacceptable. Since it also will cost much more than the other plans and take longer to build, I think it should be rejected.

Sincerely,

Barbara Karnes

A Solana Beach resident since 1972

**From:** [Salpi Kassardjian](#)  
**To:** [LOSSANcorridor](#)  
**Subject:** SDLRR Project NOP"  
**Date:** Tuesday, June 18, 2024 6:34:51 PM

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CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.”

Salpi Kassardjian  
Solana Beach resident.

Sent from my iPhone

**From:** [Gale](#)  
**To:** [LOSSANcorridor](#)  
**Subject:** SDLRR Project NOP  
**Date:** Wednesday, June 19, 2024 7:01:55 AM

---

You don't often get email from [REDACTED]. [Learn why this is important](#)

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**I strongly oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.**

**Gale Keel  
Solana Beach**

## SDLRR Project NOP: comments

Drew Keeling [REDACTED]

Fri 7/19/2024 6:27 PM

To:LOSSANcorridor <lossan@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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To SANDAG

(Also submitted to this "share your feedback" page: <https://engage.sandag.org/lossan-rail-realignment> )

July 19, 2024

Dear SANDAG and NOP planning staff:

I am pleased that SANDAG is extensively preparing for the rail realignment project between Sorrento Valley and Solana Beach, and seeking public input on designing and conducting the required Environmental Impact Report (EIR), and I would like to offer my comments on the "alternative routes and related environmental concerns" as called for here: <https://engage.sandag.org/lossan-rail-realignment>

I would like to suggest that the coming analysis of environmental impacts be undertaken in a broad, comprehensive, and long term context. And, that it encompass positive as well as negative impacts, not only of the three alternative realignments, and logical extensions of them, but also of a "business-as-usual" scenario of no realignment.

Such an approach would, for example, encompass scenarios where the loss of track due to repeated and increasingly significant erosion events on the Del Mar bluffs (with no route realignment) could not only heavily reduce current positive impacts along the whole rail corridor (on greenhouse gas emissions, air quality, public services, etc) but also substantially curtail future positive impacts from the future expansion of rail services and better integrated transportation systems (that is envisaged in regional and state plans). As detailed below, I particularly advocate that considering impacts of, and on, future expanded rail travel service, also include possible installation of new train stations: a seemingly obvious example being in Del Mar itself (it had a station already, from the 1880s, until it was closed in the 1990s for questionable reasons).

Such future expansion of rail services is vital for two inter-related reasons:

(i) reversing overdependence on roads and freeways (especially prevalent in southern California) and  
(ii) reducing the growing harm from climate change (global, but already having serious local effects in San Diego County: notably the beach bluff erosion which is a major reason for this whole realignment project in the first place).

After it was fully opened in 1888, the Los Angeles-San Diego rail corridor dominated coastal passenger transportation for some decades. Which would be desirable now because rail traffic, per passenger-mile, has a fraction of the carbon footprint of road traffic. In the mid-to-late 20th century, however, southern California moved in an opposite direction. When I was a child growing up in 1960s Del Mar, El Camino Real -between the Penasquitos and San Dieguito lagoons- was a winding two lane road. Now, by one rating at least, that corridor has the widest highway in the world with (depending on computations) somewhere between 10 and 22 lanes. It is already a daunting task to attempt significant reversal of a century of transportation development biased towards high carbon emissions. But the fundamental

cornerstone of such high priority future "greening" of local transportation is itself jeopardized if the current rail corridor is not protected by moving it off unsustainable coastal bluffs.

The new (or restored) Del Mar train station that I am suggesting is not part of any of the three current standard alternatives that are to be the focus of the new EIR.

I would, however, point out that it could be an "add-on" to a new tunnel and rerouting (certainly for alternative C, probably for B, though probably not for A). I suppose if this kind of amendment happens, it would occur during a process of changes and refinements leading up to the final decision on a realignment plan.

As conceived of here, such a station would be *in addition* to a possible new seasonal stop at the Del Mar Fairgrounds.

More than a few of us in Del Mar have had experience traveling or living in Europe, where passenger rail travel is more extensive and more developed than in California. For example, in Switzerland, where railroad tunnels are widely used, and nearly every town of more than a few thousand inhabitants has rail service, usually provided through a modern, centrally located train station integral to the public infrastructure and local economy of the community.

Based on such examples, one might imagine adding a new train station in Del Mar (as part of either the Alt-B or Alt-C realignments) in one of three locations:

- (i) just north of the proposed Jimmy Durante "portal"
- (ii) underground, near the intersection of 15th and Camino Del Mar
- (iii) in the general vicinity of the prior Santa Fe/ Amtrak station on Coast Blvd.

All these positionings have precedents in European train stations, which are not infrequently underground, or (in hilly regions) located near tunnel portals.

The first location would seem to be the most readily compatible with the existing Alt-C plan (at least as described in the August 2023 "Del Mar Tunnels Alternatives Analysis" report). The other two station locations might require modest adjustment to the elevation, grading, routing or "bored tunnel" segments of the Alt-C alignment, as described in that report. The Alt-A route does not go near any of those three locations, nor would it be compatible -as far as I can see- with a train station oriented towards serving the City of Del Mar. If the Alt-B route is chosen (on other grounds), then I suppose that project could be augmented by a Del Mar train station at location (i), though not locations (ii) or (iii).

Having described a (currently only hypothetical) new / restored train station in Del Mar, in some detail, I hasten to add that I would not anticipate the EIR study assessing or even addressing such an "add-on," except insofar as ensuring that the scope and extent of the EIR be broad enough to include provision for the future environmental benefits of potentially "accommodating" that kind of "additional rail service," and the (more minor) environmental drawbacks of such expanded service.

In summary, I recommend that this EIR include

1. Impacts broadly viewed in long term context
2. Positive, as well as negative, impacts, including those resulting from a "no realignment" scenario, taking into account not only the likely ensuing reductions to existing rail services but also the slowdown or curtailment of (planned) future expansion of rail services.
3. Impacts of logical possible near term, or immediate add-on, extensions of rail service, especially of new stations, and especially of a station built in close conjunction with the new tunnel. By expanding rail service and traffic, this additional station would presumably have mostly positive environmental impacts,

but one would probably want to mention small negative impacts on costs, on disruptions from additional construction, and the need for additional parking (although any new visitors arriving by rail -to a new station near the northern portal of the tunnels of alternatives B or C -and then walking to the nearby beach, Del Mar Plaza or L'Auberg hotel, who would otherwise have arrived by car, would free up parking spaces).

Drew Keeling  
Del Mar, California



## june 18 mtg rail realignment

Cathy Kell [REDACTED]

Thu 6/6/2024 1:30 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

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hey folks

any chance there may be a zoom option for this mtg?

thanks for your time

cathy

## SDLRR Project NOP

Kathleen Keller [REDACTED]

Sun 6/30/2024 5:58 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANAlignment@cosb.org <LOSSANAlignment@cosb.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

As a resident of Solana Beach, I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Since time is of the essence to complete this rail line, it makes absolutely no sense to choose Alternative A. We all know that the current tracks along the Del Mar bluffs are going to fail, eventually. The longer the delays, the more likely this disaster will cause loss of life. Alternative A is not only more expensive, it will take longer to complete. So why even consider it?

What will the defense be to the multi-million-dollar lawsuits when a train full of people falls into the ocean because of the delay in completion? Are you going to say that lives weren't important — or even considered — when you chose Alternative A?

Do the right thing NOW. Reject Alternative A!

Sincerely,  
Kathleen M Keller

# Proposed Train Corridor Re-Alignment

Caren Kelley [REDACTED]

Wed 7/17/2024 7:11 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hello,

I am a homeowner at [REDACTED] in Del Mar and also an area business owner. Please listen to the input of the community. It is critical that SANDAG listen to the strong opposition to **Alternative C**. As urged by Los Penasquitos Lagoon Foundation and Torrey Pines Community Planning Board, **Alternative C** should be dropped from further consideration. **Alternative C** is clearly not in the best interests of the environment or the community and it is a waste of taxpayer resources to study an alternative which obviously makes no sense to pursue.

Thank you,  
Caren

**Caren Kelley**

[REDACTED]  
[REDACTED]  
[REDACTED]

www.equestrianre.com

[REDACTED]  
San Diego, CA 92130

[REDACTED]

LUXURY &  
EQUESTRIAN  
GROUP

COMPASS

**From:** [Kerridge, Carol](#)  
**To:** [LOSSANcorridor](#)  
**Subject:** Comments Regarding Rail Lines on the Del Mar Hillside  
**Date:** Tuesday, June 18, 2024 8:57:45 PM  
**Attachments:** [ELEPHANT.docx](#)

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Dear SANDAG Staff,

Many thanks for the Scoping Meeting Presentation that you organized tonight (June 18<sup>th</sup>, 2024). I'm sending my comments (please see attachment) outlining my concerns that I've never heard your team discuss.

I look forward to hearing your response.

Sincerely,

Carol Kerridge

Del Mar

I believe that as we begin to work together for a more intensive study of the tunnel project, we need to include a focus on the area of safety and wellness not just for our residents directly affected, but the entire hillside, our community, and the passengers and cargo on the trains.

I think there is AN ELEPHANT IN THE ROOM!...

I understand that when the idea of the tunnel project was first brought forward around 10 years ago, the proximity of the effects of Global Warming were not as apparent. In Del Mar, we felt the bluff was secure for a while, sure we knew the train would need to be moved off the bluff in the future...but never imagined it would happen in our lifetimes. No one envisioned that Global Warming would come so fast and have such a possible debilitating effect on our town.

Several years ago, as a Community Emergency Response Team volunteer, we focused on preparing ourselves and neighbors should an event such as earthquakes, flood, or wildfires occur. Little did we know or expect that these issues would become so very relevant today as important elements in our coastal weather patterns begin to change.

Our hillside of over 2700 households (that's within the City of DM and our friends in Del Mar Heights) is now under intense scrutiny. While we know from local well-known geologists (such as Dr Pat Abbott), the composition of our bluff and our hillside are similar...we question now how well our hillside can hold a huge double tracked railroad with the weight of freight trains. I wonder about that question when I sadly observe how our bluffs have eroded from runoff and undercutting from the stormy coastal storms and are needing to be fortified to support the trains. We are also beginning to see some of these storm runoff problems in our neighborhood canyons, alleys, and gardens. We need more sandbags now! We hope and wish that the larger bluff failures in our town like Anderson Canyon and the hillside above Camino Del Mar were caused by just runoff from storms, but now, the writing is on the wall.

In recent Climate Change symposiums held here in Del Mar, we've learned from our Keynote speakers, all prominent Scripps Institute of Oceanography scientists

(who all agree) that we need to prepare for much more unpredictable volatile coastal weather. This includes major coastal atmospheric river storms which may cause Sea Level Rise, high winds, wave damage and flooding; along with those risks, the conditions may change causing extreme warming, extensive drought, and strong, more frequent Santa Anas. Combined with the heat, there is a strong possibility of major wildfires due to the air containing more CO<sub>2</sub> which makes fires more combustible. Our guest scientist speakers all agree that these climate related changes are occurring much faster than they previously predicted.

So how do these changes affect the placement of a double tracked tunnel within our hillside which is planned to accommodate 90 passenger train trips and 11 freight train trips in one day. The military authorities will not promise that as they move freight, they will refrain from transporting hazardous materials or nuclear waste. These trips are proposed to run under our homes.

Given the high probability of damaging strong storms, where will the runoff be absorbed in the ground with a huge tunnel buried underground. Will the storm water flow downhill to the homes below? Will the hillsides weaken and possibly cause mudslides like we have witnessed in La Jolla, Anderson Canyon, Camino Del Mar, Palos Verdes, San Clemente, and throughout So CA.? Actually, we are at risk of this happening risk without an underground tunnel.

As if that weren't enough concern, FEMA in their National Risk Index for Natural Hazards considers our region to be at the highest risk for earthquakes and mudslides in the United States (99 percentile). Along with that information, the CA. Earthquake Authority considers this region a very high risk for earthquakes due to our proximity to the Rose Canyon Fault located just a few miles off the shore of Del Mar. They also concur that we are at a high risk for mudslides and wildfires.

Has anyone discussed this with the Department of Defense or the Department of Transportation...particularly as they propose to transport passengers and military equipment, and at times to be transporting hazardous materials including nuclear waste under homes?

After thoroughly investigating the particulars of possibly putting a tunnel of this size anywhere under our hillside, I think it will be mandatory to re-review the decision after seriously looking at all of the possible risks we are facing.

I believe the railroad needs to be moved to a safer location north and inland. SANDAG needs to change its course.

Carol Kerridge RN MPH

Del Mar

[REDACTED]

[REDACTED]



## Updated Concerns for Rail Realignment

Kerridge, Carol [REDACTED]

Thu 7/18/2024 11:01 AM

To:LOSSANcorridor <lossan.corridor@sandag.org>

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear SANDAG Rail Realignment Staff,

I am grateful for your thoughtful consideration of inviting each member of our community to give our thoughts on this huge Del Mar undertaking.

As I'm sure you are aware, that putting a tunnel under a built-out potentially fragile coastal hillside while at the same time hearing warnings from local climate scientists, along with local, regional, and statewide authorities that we need to be prepared for volatile unpredictable coastal storms... is a huge, complicated, and possibly high-risk task.

I have seen no mention of possible volatile unpredictable coastal storms for our area mentioned in the Environmental Section of the NOP.

I believe the Environmental Section of this NOP is sorely lacking vital information.

I believe that as we begin to work together for a more intensive study of the Del Mar tunnel project proposed by SANDAG, we need to include a focus on the area of safety and wellness not just for our residents directly affected, but the entire hillside, our community, and the passengers and cargo on the trains.

I think there is AN ELEPHANT IN THE ROOM! That is...multiple risks of possible PUBLIC HEALTH DISASTERS for our hillside and community.

I understand that when the idea of the tunnel project was first brought forward around 10 years ago, the proximity of the effects of Global Warming were not as apparent. In Del Mar, we felt the bluff was secure for a while. Sure, we knew the train would need to be moved off the bluff in the future...but never imagined it would happen in our lifetimes. No one envisioned that Global Warming would come so fast and have such possible debilitating effects on our town, our region, our state, and the entire globe so quickly.

Several years ago, as a Del Mar Community Emergency Response Team (CERT) volunteer, which I was the lead volunteer of approximately 30 trained resident CERTs, we focused on preparing ourselves and neighbors should an event such as earthquakes, floods, or wildfires occur. Little did we know or expect that these issues would become so very relevant today as important elements in our coastal weather patterns begin to change.

Our hillside of over 2700 households (that's within the City of DM and our friends in Del Mar Heights) is now under intense scrutiny as a double tracked railroad tunnel (or two single tracks) is/are considered to be placed under this hillside. While we know from local well-known geologists (such as Dr Pat Abbott), the composition of our bluff and our hillside are similar...we question now how well our hillside can hold a huge double tracked railroad with the weight of freight trains. I wonder about that question when I sadly observe how our bluffs have eroded from runoff and undercutting from the stormy coastal storms and are needing to be fortified to support the trains. We are also beginning to see some of these storm erosion and runoff problems in our neighborhood canyons, alleys, and gardens. We need more sandbags now, there is more flooding in our gardens! We hope and wish that the many sink holes though out our

town and the larger bluff failures in our town like Anderson Canyon, the hillside above Camino Del Mar were caused by just runoff from storms, but now, as the power of the storms is starting to increase, many of us feel that the writing is on the wall.

We thankfully have not yet experienced major storms, however in recent Climate Change symposiums held here in Del Mar, we've learned from our Keynote speakers, all prominent Scripps Institute of Oceanography (SIO) scientists (who all agree) that we need to prepare for much more unpredictable volatile coastal weather. Ralph Keeling PhD, the Principal Investigator for the Atmospheric Oxygen Research Group at Scripps, a Del Mar resident and the son of Dave Keeling the scientist who first described Global Warming, warned us in our November Symposium that, "when we see real climate impacts, it will be too late to try to resolve them". This includes volatile coastal atmospheric river storms, increasing sea level rise, high winds, wave damage and flooding; along with those risks, the conditions may change causing extreme warming, extensive drought, and strong, more frequent Santa Anas. Dr. Keeling continues by saying, "combined with the increasing temperature, there is a strong possibility of major wildfires due to the air containing more CO2 which makes fires more combustible". Our guest scientist speakers all agree that these climate related changes are occurring much faster than they previously predicted. Dr Mark Merrifield, who heads the SIO Center for Climate Change Impacts and Adaptation, warned that for now, our sea level rise measurements are about average with most global regions, but the predictions for the future show that sea level rise will continue to become problematic. He also told us that "coastal storm events will become more extreme".

So how do these changes affect the placement of a double tracked (or 2 single track) railroad tunnel within our hillside which is planned to accommodate 90 passenger train trips and 11 freight train trips in one day? The military authorities will not promise that as they move freight, they will refrain from transporting hazardous flammable materials or toxic or nuclear waste. These trips are proposed to run under our homes.

Given the high probability of damaging strong Atmospheric River coastal storms, where will the runoff be absorbed in the ground with a huge tunnel buried underground. Will the storm water flow downhill to the homes below? Will the hillsides weaken and possibly cause mudslides like we have witnessed in La Jolla, Anderson Canyon, Camino Del Mar, Palos Verdes, San Clemente, and throughout So CA.? Will we experience larger and deeper sink holes and flooding in our neighborhoods? Actually, we are at risk of this happening without an underground tunnel.

As if that weren't enough concern, FEMA in their National Risk Index for Natural Hazards considers our Southern California region to be at the highest risk for earthquakes and mudslides in the United States (99 percentile). Along with that information, the California Earthquake Authority considers our region a very high risk for earthquakes due to our proximity to the Rose Canyon Fault located just a few miles off the shore of Del Mar. They also concur that we are at a high risk for mudslides and wildfires.

Has anyone discussed this with the Department of Defense or the Department of Transportation...particularly as they propose to transport passengers and military equipment, and at times to be transporting hazardous flammable materials including toxic and nuclear waste under homes?

After thoroughly investigating the particulars of possibly putting a railroad tunnel of this size anywhere under our hillside, or anywhere near the coast of California, I think it will be mandatory to re-review the decision after seriously looking at all possible risks we are facing. In her book, "California Against the Sea...Visions for Our Vanishing Coastline", author Rosanna Xia, a LA Times environmental reporter, gives a thorough investigation of the already existing multiple problems that California coastal cities are experiencing along with interviews with many scientists and engineers predicting warnings of high storm and flooding risks for all California coastal cities.

I believe the railroad needs to be moved to a safer location north and inland to reduce risks for Del Mar residents, residents for all coastal towns, and for passengers and cargo being transported on the proposed trains.

SANDAG needs to change its course, please!

Carol Kerridge RN MPH

## SDLRR Project NOP

Trish Kimper [REDACTED]

Mon 6/17/2024 1:11 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.

Dear Sirs,

It has come to our attention that the under-grounding of the RR tracks on the bluffs of Del Mar has suddenly become a Solana Beach problem!! Our mayor, Lesa Heebner, detailed all the ridiculous environmental, business and home owner impact, not to mention the train service and Fairgrounds activities for YEARS! PLUS, there has never been an environmental impact report, nor any SANDAG meeting with Solana Beach residents and businesses!! The costs are way over and above the other options.

Please consider shutting this option A completely down! Way too over the top!

Thank you,

Patricia Kimper  
Donald Kimper

## SDLRR Project NOP

Jim King [REDACTED]

Thu 7/4/2024 10:53 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

 1 attachments (15 KB)

Train Track Letter.pdf;

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To Whom It May Concern-

I would like to comment on Alternative A for the proposed realignment of the railroad tracks through Del Mar.

I am a Solana Beach native, my family has owned property on South Cedros Ave. since 1950. We continue to own this property.

Alternative A sounds like a bad April Fools joke. It would be double the cost of the other 2 alternatives, destroy much of the Coastal Rail Trail and civic improvements that Solana Beach has spent many years working on, seriously harm businesses on South Cedros during the years of construction, and probably shut down the San Diego County Fair and Del Mar horse races for several years. Alternative A would be a disaster economically for the area.

Please drop Alternative A from further consideration, and do not waste any more taxpayers' money on it. Del Mar residents and SANDAG should be ashamed to suggest harming their neighbors in this way.

Sincerely,

Jim King

## SDLRR Project NOP

Teri King [REDACTED]

Tue 6/18/2024 11:45 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

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“I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.”

I am a property owner along Cedros Avenue in Solana Beach. This is an incredible proposal that is unacceptable.

Teri King  
[REDACTED]



## SDLRR Project NOP

Kim Kleber [REDACTED]

Tue 6/18/2024 12:16 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

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I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts, and extended construction schedule, Alternative A does not warrant the expenditure of any additional taxpayer money.

Excessive Cost: Alternative A is approximately TWICE THE COST of Alternatives B and C.

Economic Impact: Unlike alternatives B&C, Alternative A will dramatically impact the Fairground Operations as well as sales tax revenue generated, along with unknown impact on local businesses.

Environmental Impacts: Higher impact to wetlands, open space and sensitive natural resources in and around the San Dieguito Lagoon.

Length of Construction: Alternative A is TWICE AS LONG as alternatives B and C.

## Rail Corridor

Phillip Klein [REDACTED]

Mon 7/8/2024 7:23 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>;LOSSANAlignment@cosb.org <LOSSANAlignment@cosb.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

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To Whom,

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Thank you,

Phillip Klein, Solana Beach resident

## SDLRR Project NOP

Heather Klicman [REDACTED]

Wed 6/19/2024 7:58 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:Heather Klicman [REDACTED]

You don't often get email from [REDACTED]. [Learn why this is important](#)

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Dear Tim Pesce,

I oppose further consideration of Alternative A. Please remove Alternative A before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Please count my input.

Best regards,

Heather Klicman

[REDACTED]

Del Mar, CA 92014

[REDACTED]

**From:** [Chuck Knight](#)  
**To:** [LOSSANcorridor](#); [Chuck Knight](#)  
**Subject:** SDLLR Project NOP  
**Date:** Friday, July 19, 2024 12:08:13 PM  
**Attachments:** [EIR Comments 7.18.2024 - PDF.pdf](#)

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You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Attention: Mr. Tim Pesce

Mr. Pesce,

Please find attached my comments regarding the SDLLR Project NOP.

Thank for the opportunity to participate in the review of this very consequential project design.

Please confirm receipt of this email.

Respectfully Submitted,

Leslie Charles Knight (Chuck)

[REDACTED]

## SDLLR Comments

Subject: Notice of Preparation of a Draft EIR (6.04.2024)

Submitted by: Leslie Charles Knight (Chuck)

Date: 7.18.2024

SANDAG  
401 B Street, Suite 101  
San Diego, CA 92101

Attention: Mr. Tim Pesce

Mr. Pesce

**Introduction:** My wife and I live in Solana Beach at the Solana Beach and Tennis Club. We own a Condo Unit that my wife purchased in 1975 as an original owner. We own another residence in San Diego, but we have lived “full time” in Solana Beach for the last three years. I have been an active HOA Board Member in our community, and I am actively involved in the “Community Organizations of South Sierra Avenue” (COOSSA). At a recent COOSSA Board meeting we were made aware of “Subject” referenced above.

Briefly, I am a 73-year-old retired person with a bachelor’s degree in mathematics, graduating with Distinction in 1973 from Harvey Mudd College. My entire 45 years career has been focused on General Engineering Construction, and Heavy Civil Engineering projects. I have worked on the Construction Contractor’s side of the industry as well as the Owner’s / Public Agency’s side including national residential land developers, Cal-Trans and government agency work. Throughout my career I have been involved with and / or managed roughly \$300 to \$400 million of work. I have a keen passion for this type of challenging project. While I have no construction experience with large diameter tunneling, I am familiar with the concepts and challenges of this technology. I do have an extensive background in earth moving, concrete structures / retaining walls and some limited railroad work. I have extensive experience with engineering design review, value engineering as well as the constructability of engineering designs.

**Background / Statement:** I have reviewed the document referenced above several times. I have driven the route a few times. Also, I have studied GOOGLE EARTH mapping specifically with respect to existing “double – track” and “single track” configurations of the railroad route from the City of Solana Beach (COSB) station to the Sorrento Valley Station. I also live within “ear – shot” of the train tracks that run along the west side of Cedros Avenue.

I have reviewed the three routes being considered including Alternatives “A”, “B” and “C” as well as the existing LOSSAN Corridor Track Alignment.

Page 2:

**Background / Statement: (cont.)**

**Statement:**

***“I oppose further consideration of Alternative “A”. Please remove this alternative from consideration before any further work on the EIR is done. This Alternative is double the cost of the other Alternatives, has serious economic consequences to the region, and has many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds, the San Dieguito Lagoon and impacts to Regional Transportation. The other critical concern is one of National Security due to the extended interruption / “shut – down” of this designated “Strategic Security Corridor”, linking USMC Camp Pendleton with the Naval and Marine Corps infrastructure adjacent to San Diego Bay and the Miramar MCAS. Alternative “A” does not warrant the expenditure of any additional taxpayer money.”***

**Additional Discussion:**

- 1. COSB Community Involvement:** While my information may be anecdotal, I am of the understanding that SANDAG’s discussions with City of Del Mar citizens and their representatives were the genesis of Alternative “A”. These parties raised strong objections to tunneling beneath the City of Del Mar (CODM). While I certainly understand their concerns, as soon as SANDAG started to seriously consider developing Alternative “A”, I feel that SANDAG was remiss in not immediately notifying the COSB and the 22<sup>nd</sup> Agricultural District. In my opinion, transparency and equal community input are essential to effective government.
- 2. Coastal Commission:** I respect the Coastal Commission, but at times I think they should be more pragmatic with their decision making. All citizens of our communities love and respect our environment; however the protection of the local coastline should not take precedent over the impacts and well - being of our communities. These railroad improvements will have tremendous direct and indirect costs and “quality of life” impacts to our communities.
- 3. Approximate Costs and Construction Durations:** From the limited cost and timeline information that I am familiar with, the rough “Direct” costs for “A” are \$4.18 billion, for “B” are \$2.28 billion and for “C” costs are \$1.88 billion! With respect to construction durations, the additional construction duration for Alternative “A” would be between 5 – 10 years! These estimates do not include the “Indirect” costs of lost revenue, the inevitable change order work for a project of this complexity, and potential construction delays. **For these reasons alone, Alternative “A” should be immediately abandoned.**

**Construction Design Comments:**

- 1. Tunneling:** All three of the designed routes will involve highly technical construction technology, especially large diameter tunnel boring. I have little practical experience with the tunnel boring technologies. However, I do know the bore pits for these operations require extensive excavation, shoring and “at grade” disturbance. The maximum length of an individual bore may determine the total number of bore pits required. Large diameter tunnel boring in a populated urban setting will be a very challenging operation effecting all three Alternatives.

**Construction Design Comments: (cont. )**

- 2. Alternative “A” “Overlapping Design”:** Alternative “A” poses a fundamental and unique construction problem. The “A” design shows extensive excavation and tunneling in the same track alignment as the existing railroad tracks. This condition exists from Lomas Santa Fe Drive extending just south of Via de la Valle, where the new alignment veers to the east into the new proposed alignment routed through the fairgrounds. **This overlap of the existing and new track alignment will involve lowering the existing grade substantially. In my opinion, this condition will effectively stop railroad operations while this lengthy section of the project is being built.** This fact is another compelling reason why the work on Alternative “A” should be abandoned. As noted earlier, closing this railroad route is a National Security issue and will halt all AMTRAK, Coaster passenger travel as well as trains carrying freight and military equipment through the region. All alternatives will interfere existing railroad operations at the various “match lines” where the new routes tie into the existing alignments. However, these match line” tie – ins will be for a much shorter duration. Alternative “A” has the only lengthy overlap.
- 3. Low Income Housing:** As a resident of COSB living on S. Sierra Avenue between Border Street (Via de la Valle) and Lomas Santa Fe, I am very aware of the CODM Low Income Housing requirement mandated by the State of California. The CODM citizens and government have been resisting this mandate for a long time. I believe a portion of the vacant property along the coastline just south of Border Street is being considered for this Low-Income Housing. An alternative to this property has been studied located at the Del Mar Fairgrounds. I believe the CODM was strongly in favor of this idea, since it moved the proposed Low - Income Housing away from the Coastline. In today’s news, I read that the manager of the Fairgrounds, the 22<sup>nd</sup> Agricultural District”, has withdrawn their offer to negotiate with the CODM, because of the proposed Alternative “A” design. To my knowledge the 22<sup>nd</sup> Agricultural District was not involved in the discussions between CODM and SANDAG. Another fundamental oversight in my opinion.
- 4. Utility Locations:** Any responsible design must include a thorough mapping of all wet and dry utilities. Certain large diameter water aqueducts, trunk sewer lines, drainage boxes / structures, large high pressure gas mains and 69 kV (or greater) high voltage transmission facilities are very expensive to relocate and / or convert to underground systems.
- 5. Twin Track Alignments:** In reviewing the project area, the railroad tracks change from twin - tracks to single - tracks and vice - versa a few times within the project footprint. South of the work area, a single-track alignment extends to the Sorrento Valley Station and becomes a twin - track just north of this station. A substantial amount of new track - bed and track will need to be constructed in the work area and south area, to realize the goal of a continuous twin – track design along the LOSSAN corridor. Since I live close to the tracks, I can hear the trains as they pass. While a twin - track route would be preferable, I think it would be prudent to perform a thorough “train traffic frequency” review to validate the actual need for a continuous twin – track route. There may already be plenty of capacity for current and projected future rail traffic.



**Page 4:**

**Construction Design Comments: (cont. )**

**6. Existing Track Route:** As this process was reviewed, I believe there is ample construction technology to improve, reinforce and sustain the viability of the existing track route indefinitely. This will depend on the true need for a continuous double track system and will require extensive coastal work with the cooperation approval of the California Coastal Commission. This work could be done while being respectful and sensitive to our coastline and the environment, and would help to protect the existing beautiful residences along the coastline. Many of these homes may have significant historical value since many were built decades ago. The utilization of this existing route would mitigate the huge environmental and community challenges, at a fraction of the overall cost. As mentioned, I greatly respect the efforts and mission statement of the California Coastal Commission, but in this instance, they should approach this topic in a more pragmatic, open - minded and realistic community approach. The benefit of the many should take precedent to the demands of the few.

Your review and consideration of these statements would be greatly appreciated. As the project moves forward, and as noted above, I believe there is a viable path forward to benefit the wishes of all parties involved without the enormous challenges to the “continuity of life” in these serene Coastal Communities. I would be happy to discuss these suggestions and the overall project in general. Please contact me at any time. Thank you.

Respectfully Submitted,

Chuck Knight

[REDACTED]  
[REDACTED]

cc: City of Solana Beach  
COOSSA

**From:** [Rudd Knutzen](#)  
**To:** [LOSSANcorridor](#)  
**Cc:** [LOSSANalignment@cosb.org](mailto:LOSSANalignment@cosb.org)  
**Subject:** "SDLRR Project NOP" Attn: Mr. Tim Pesce  
**Date:** Thursday, July 18, 2024 11:22:53 PM  
**Attachments:** [SANDAG RAIL REALIGNMENT 0718-24 V3.pdf](#)

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You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear Mr. Pesce,

Attached is my letter regarding the SDLRR Project NOP.

Respectfully,

Rudd Knutzen  
Solana Beach Resident

July 18, 2024

San Diego Association of Governments  
Mr. Tim Pesce  
401 B Street, Suite 800  
San Diego, CA 92101

Dear Mr. Pesce,

As a resident of Solana Beach for 25 years, I am writing to express my opposition to the SDLRR Project NOP. After listening to the Solana Beach City Council meeting where your staff first presented plans A, B, and C, my concerns about government planning were only heightened.

The questions posed by the council and citizens were respectful, thoughtful, and logical. However, the responses from your staff were generally inadequate and lacked essential detail. The negative impacts of the proposed Option A on our community would be both economic and environmental. I suspect that similar objections have been raised regarding Options B and C. Have you considered any other options?

Upon learning of your current NOP options, I researched existing public transportation corridors and the multimodal sharing of such infrastructure. One example is the I-10 freeway from Los Angeles to San Bernardino which is shared with heavy rail service. .

Let's consider the I-5 freeway. Rail construction along the I-5 could proceed without disrupting current rail service. Moving the rail to the I-5 corridor could theoretically improve safety. Controlled rail corridors have significantly fewer pedestrian and auto/rail fatalities. Currently, the railroad traverses many populated areas with easy access to the rails. Separation is a clear deterrent to both accidental and intentional pedestrian deaths. Additionally, consolidating rail with the I-5 would allow for the conversion of the current rail right of way into bike and pedestrian pathways. If the I-5 consolidation is not feasible, there must be other suitable realignment options.

During the council meeting, a citizen from Solana Beach presented a fourth option, referred to as option D, with far less environmental and economic impact. His proposal was insightful, practical, and much more cost-effective. Was his plan ever considered by your planning staff? Plan D would likely take far less time to construct and present fewer engineering challenges.

Another concerned citizen proposed routing heavy freight rail inland through Orange County and south through Escondido to San Diego. This could allow the coastal rails to

be repurposed for light rail service, or trolleys as designated in metro San Diego, connecting from La Jolla to the Sorrento Valley station.

As a concerned citizen myself, I ask that you revisit the entire project with a fresh perspective. If you will, be creative and consider each segment of each plan as if it were being built within a few blocks of your own home. Expand your vision to include the broader region and the projected lifetime of the asset.

And therefore, I strongly urge you to reject the current Options A, B, C., and consider additional solutions.

Thank you for your consideration,

Sincerely,

J.R. Knutzen  
Solana Beach Resident

Cc: [LDSSANalignment@cosb.org](mailto:LDSSANalignment@cosb.org)

## SDLRR Project NOP

Rita [REDACTED]

Fri 7/19/2024 10:36 PM

To:LOSSANcorridor <lossan@sandag.org>

Cc:LOSSANalignment@cosb.org <lossanalignment@cosb.org>;kevin koentopp [REDACTED]

You don't often get email from [REDACTED]. [Learn why this is important](#)

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To whom it may concern,

I was recently made aware of Alternative A in regard to the LOSSAN Rail Realignment project. I was shocked and saddened to see an alternative considered that would adversely affect that greatest number of people. Any project that affects the Fairgrounds so adversely that it may have to cancel the fair, the horse races, including the economically lucrative Breeder's Cup, and other events held throughout the year seems foolhardy. These events could be impacted for years and may never recover if cancelled for several years. The economic impact on participants of these events as well as local businesses would be great.

Of course, it goes without saying, that an alternative costing roughly double of the other 2 alternatives while also having the longest construction time, would be the weakest proposal. The environmental impact also appears to be the greatest with this alternative, affecting Solana Beach, Stevens Creek and the San Diegito Lagoon.

I am hopeful that the folly of Alternative A will be obvious and therefore, resources will be utilized to study the most viable Alternatives of B and C.  
Thank you for your attention.

Respectfully,

Rita Koentopp

**: SANDAG's proposed train tunnel routes**

John Kohler [REDACTED]

Wed 7/17/2024 5:46 PM

To: LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

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**Date: 7/17/2024**

**To: Mr. Timothy Pesce**

**SANDAG**

**401 B Street, Suite 800**

**San Diego, CA 92101**

**Email: [LOSSANcorridor@sandag.org](mailto:LOSSANcorridor@sandag.org)**

**From: John & DiAnn Kohler**

[REDACTED]  
**Del Mar, CA. 92014**

**Subject: SANDAG's proposed train tunnel routes**

**It is critical that SANDAG listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon Foundation and Torrey Pines Community Planning Board, Alternative C should be dropped from further consideration. Alternative C is clearly not in the best interests of the environment or the community and it is a waste of taxpayer resources to study an alternative which obviously makes no sense to pursue.**

Sincerely,

John & DiAnn Kohler

## Train Track relocation ideas

VG K [REDACTED]

Wed 6/5/2024 5:36 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hello,

My family has been living not far from the Torrey Pines beach for nearly 30 years. We are regular visitors of the beach taking walks between North Torrey Pines Beach and Del Mar. We have seen many cases of the cliffs erosion and collapse, even witnessing a collapse just about 100 yards away.

First comment is regarding the current construction of the fence. Not sure how useful it is to slow down the cliff degradation since most of the collapsing takes place at a height way above the fence. The best the fence can do is possibly reduce the spreading of debris.

In addition, the wall looks rather ugly and the wooden blocks are not properly installed to last as evident from prior installations where the blocks are coming off. Ideally the wooden block width should be the same as the size of the gap between vertical I-beam flanges secured by the screws. In the current construction the block width is much smaller and it is held by the screws propped only in a few places from behind. Once wood around screws starts to degrade the blocks will come off and, eventually, fall off. The current and previous fences at least need vertical wooden blocks of appropriate width to fill the gap between horizontal blocks and the flange inside the posts to prevent that from happening.

The cliff erosion is a natural process and unlikely to be stopped altogether, only, possibly, slowed. The railroad will sooner or later be affected so the solution can be either temporary (existing route reinforcement) or permanent (relocation).

1) Reinforcement approach (may work for another 100Y or longer considering the erosion rate).  
- Install sections of metal truss-style bridges supported by pillars in critical places. Add more over time as needed. The bridges will be at the same level as the current tracks. Even if the cliff goes away partially or completely the bridges will continue to support the tracks.  
The main cons is that it will remain one way only as the current one, and some time in the future another solution will be required ( but may be by then the railroads become obsolete)  
Possible advantage is relatively low cost spread over time.

2) For the permanent solution I like one of the current ideas to bypass via I-5 freeway with reconnection in some open place to the north around Fairbanks or farther around Cardiff. The railroad can be at the bottom level whereas the freeway moved to the level above. It looks to be a costly but permanent solution. It will also allow two-way rail traffic in that section if necessary.

3) I don't like the tunnel option because it will likely affect communities above the tunnel during construction and, possibly, after.



Thank you for the opportunity to provide comments.

I'm a PhD in Physics and Mathematics, not structural engineering. My suggestions are based solely on common sense and long term observations of the cliffs erosion between North Torrey Pines beach and Del Mar.

Dr.Kolinko, PhD (retired)

## SDLRR Project NOP

Christos Komninakis [REDACTED]

Tue 6/18/2024 12:25 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANAlignment@cosb.org <LOSSANAlignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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Dear Sirs,

I am writing to express my strong opposition to further consideration of Alternative A in the SANDAG plan for the rail rerouting. Please remove it before any further work on the EIR is done, as it does not make any sense: it costs much more and impacts the entire area (not just Solana Beach where my family and I live) much more than the other recommended routes.

At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money. It just doesn't make sense.

Sincerely,

Christos Komninakis

Solana Beach resident

[REDACTED], Solana Beach, CA 92075

## Del Mar Bluff Rail Realignment

Dayna Koontz [REDACTED]

Fri 6/28/2024 4:57 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Please do not move the rail line under the Coast Highway. There are far too many homes and businesses located here. The construction and operation of a rail line under the many homes will be devastating. Please move the line along I-5. This will have the least disruption to residents and businesses.

Thank you,  
Dayna Koontz

## SDLRR Project NOP

Tanya K [REDACTED]

Tue 6/18/2024 9:48 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:fredkornoff@gmail.com [REDACTED]

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.

Hello,

Please be advised as property owner in Solana Beach for over 25 years I strongly oppose further consideration of Alternative "A". Please remove it before any further work on the EIR is done. At double the cost of the other alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Steven's Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative "A" does not warrant the expenditure of any additional tax payer money.

Solana Beach Property Owners

Jean Kornoff

Fred Kornoff

## Opinion

Damien Kovner [REDACTED]

Sun 6/23/2024 8:59 AM

To:LOSSANcorridor <lossan@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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Hello DAMIEN KOVNER here.

I am a resident of Encinitas and a life long resident of beautiful San Diego. I have a vested interest in the future here as we all do. I would like to voice my support and advocacy for **The Surf Line Trail Project**, as proposed by Dan and Steve Quirk. I agree the rail line corridor should be moved entirely to a more suitable, ecologically safer, societally safer route.

Thank you, Damien Kovner.

**From:** [Hannah Stern](#)  
**To:** [LOSSANcorridor](#)  
**Subject:** FW: Concept Drawing  
**Date:** Friday, August 2, 2024 4:48:03 PM  
**Attachments:** [Del Mar Rail.pdf](#)

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**From:** Krahel, Kyle [REDACTED]  
**Sent:** Friday, August 2, 2024 2:34 PM  
**To:** Hannah Stern [REDACTED]  
**Subject:** FW: Concept Drawing

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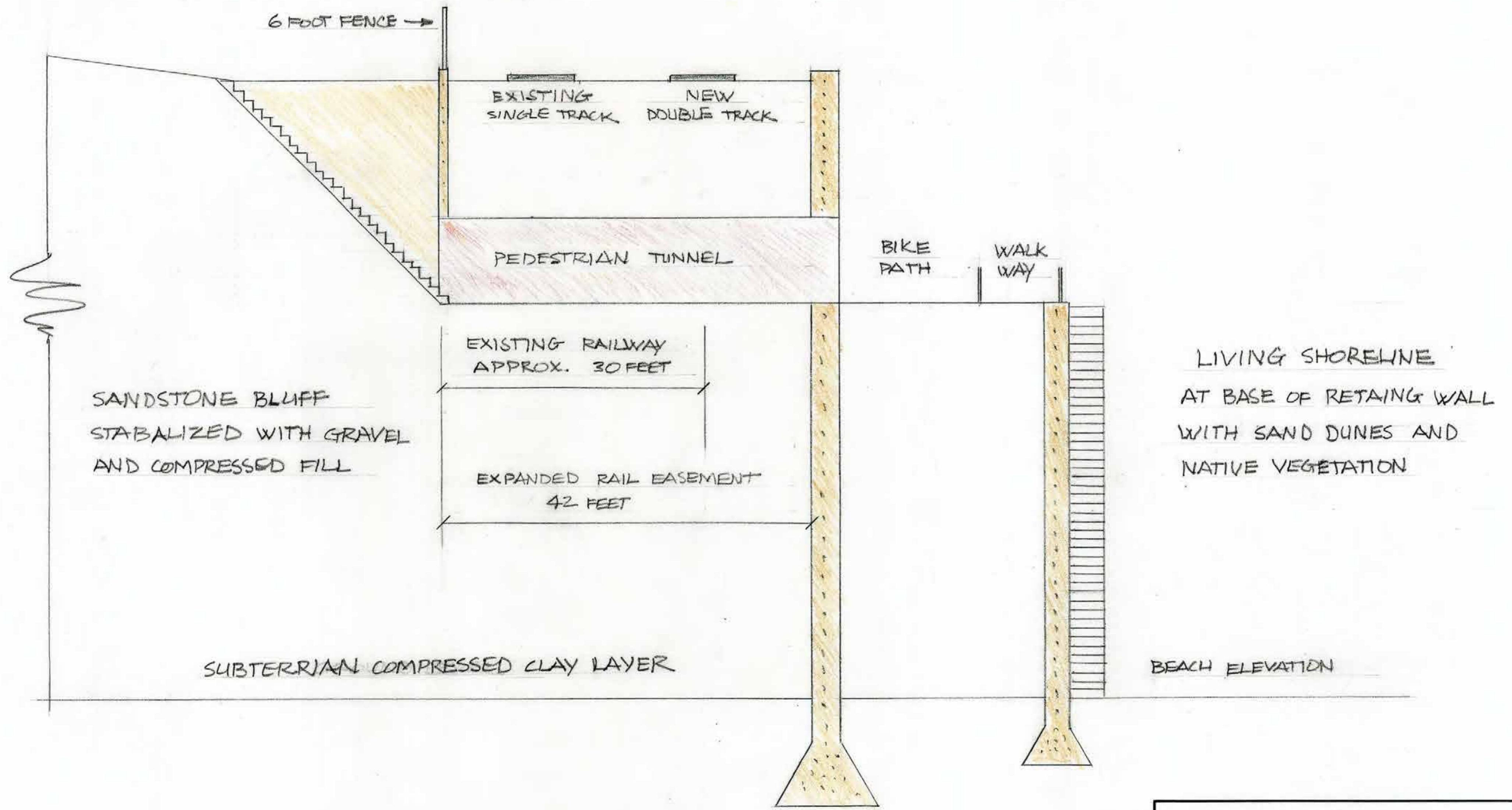
**From:** Fortunate Son [REDACTED]  
**Sent:** Wednesday, July 10, 2024 7:31 AM  
**To:** Krahel, Kyle [REDACTED]; Louis [REDACTED]; Steve Maschue [REDACTED]  
**Subject:** Concept Drawing

Hi Guys,

I just finished drafting this rough drawing of our Concept. Would like get an architect or artist to do a rendering to promote the concept.

See all this afternoon, Dirk

# DEL MAR RAILWAY RESILANCY CONCEPT



CROSS SECTION @ PUBLIC ACCESS		
SCALE: 1/8"=1'	APPROVED BY:	DRAWN BY D.A.
DATE: JULY 24		REVISED
REINFORCED CONCRETE RETAINING WALL		
		DRAWING NUMBER



## Moving train tracks from bluffs, for to Tim Pesce

Grazyna Krajewska [REDACTED]

Fri 6/21/2024 11:07 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANAlignment@cosb.org <LOSSANAlignment@cosb.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hi,

I would like to suggest that you consider carefully how you spend the public money and remove from consideration the very expensive and very long alternative A. You already can see that it is not good, no further study needed.

Out of B and C actually B, Crest Canyon Alignment, looks better because it is most direct and far enough from the bluffs so it would not need to be moved again in the next 100 years.

Regards

Gazyna

**ATTN: Tim Pesce. SDLRR Project NOP**

Mitchell Kronenberg [REDACTED]

Thu 7/4/2024 1:06 PM

To: LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc: C., Hilde [REDACTED]

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hello

My comments on the SANDAG Notice of Preparation

Do the responsible agencies include Del Mar, Solana Beach, and San Diego?

Will the environmental impact report (EIR) explain why alternatives not in the top 3 were rejected?

Will the EIR provide specific information on traffic mitigation and the impact of night work (related to categories 12 and 16 on environmental impacts)?

What is the completion date for the EIR? Will SANDAG work with federal state agencies in parallel?

Sincerely

Mitchell Kronenberg and Hilde Cheroutre

[REDACTED]  
Del Mar CA 92014  
[REDACTED]  
[REDACTED]

## SDLRR Project NOP

kaija k [REDACTED]

Tue 6/18/2024 11:49 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANAlignment@cosb.org [REDACTED]

You don't often get email from kaija.kudirka@gmail.com. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Sincerely,

Kaija Kudirka

[REDACTED], Solana Beach, CA 92075

**From:** [Paul Kudirka](#)  
**To:** [LOSSANcorridor](#)  
**Subject:** SDLRR Project NOP  
**Date:** Wednesday, June 19, 2024 8:07:48 AM

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I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Sincerely,  
Paul Kudirka

[REDACTED] [Solana Beach, CA 92075](#)

**From:** [Victoria Kudirka](#)  
**To:** [LOSSANcorridor](#)  
**Cc:** [LOSSANAlignment@cosb.org](mailto:LOSSANAlignment@cosb.org)  
**Subject:** SDLRR Project NOP  
**Date:** Tuesday, June 18, 2024 8:57:41 PM

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You don't often get email from [REDACTED]. [Learn why this is important](#)

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I am writing to voice my strong opposition to Alternative A. Alternative A should be removed from consideration before any further work on the EIR is done for multiple critical reasons:

- 1) Alternative A costs twice as much as any of the other alternatives, without even considering the loss of the region's \$30 million investment of previously lowering the tracks in Solana Beach, the \$254 million San Dieguito Bridge and Seasonal Platform, and unknown millions for the Solana Coastal Rail Trail and the Via de la Valle Vehicle Bridge.
- 2) Alternative A will have catastrophic economic impact on the region, including shutting down major port transportation and regional/state economies. Add to this the \$237 million/year generated from the Fair that will not be spent and the \$680 million/year in annual activities from the Fairgrounds that will not be spent...times 5—10 years.
- 3) Alternative A will have devastating environmental impact on Solana Beach, Stevens Creek, the Fairgrounds, and the San Dieguito Lagoon
- 4) Alternative A will endanger national security by ceasing operations on one of the military's strategic rail corridors.

It is irresponsible and reckless to have presented Alternative A in this context. It does not warrant the expenditure of any taxpayer money. Please remove this alternative before any further work on the EIR is done.

Victoria Kudirka

[REDACTED]  
Solana Beach, Ca 92075

## "SDLRR Project NOP"

Carl Kuhlen [REDACTED]

Thu 7/4/2024 12:24 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>;LOSSANAlignment@cosb.org <LOSSANAlignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear Sir or Madam:

Alternate "A" appears to be simply a "Not In My Backyard" proposal brought forth by a group of Del Mar homeowner who feel they have the wealth and political connections to dictate that the more attractive Alternates "B" and "C" be abandoned, so that the new route will not have a impact on their community or their property values. Shifting the impact to an adjoining city is not the answer.

No one wants the project in their backyard, but Solana beach residents are correct in objecting to Alternate "A" just on the economic and time table estimates provided. \$2,000,000,000 more money, a longer route, and 3 to 5 years more than the 7 years projected for Alternates "B" and "C". Plus added miles of tunnel below the lagoons.

As such, the agencies involved with approving the project owe ALL taxpayers, property owners, and businesses impacted, a financially and environmentally sound project route.

Please remove Alternate "A" from consideration before any more time and money is spent on it.

## SDLRR Project NOP

ckuhlen@yahoo.com [REDACTED]

Fri 7/19/2024 8:13 AM

To:LOSSANcorridor <lossan.corridor@sandag.org>

Cc:LOSSANAlignment@cosb.org <lossan.alignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear SANDAG,

As a Solana Beach resident, I recently became aware of the three rail alternatives chosen for further EIR study, including the preposterous selection of Alternative A which should be removed before any further work on the EIR is done. Both Alternatives B and C are more direct, shorter, and far less expensive routes that utilize less-intrusive, less-polluting bored tunnels in 90% of their configurations. In contrast, Alternative A is double the cost and poses serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon.

How do you justify spending an extra \$2 billion of taxpayer money on Alternative A? No taxpayer (outside of those residing in the City of Del Mar) would consider spending an unnecessary extra \$2 billion to be a prudent use of their resources. And what about the Fairgrounds (which, by the way, unanimously opposes Alternative A)? Shut it down for ~10 years? Close to 900,000 people visited the San Diego County Fair this year -- that's millions of people missing out and hundreds of millions in lost revenue for the Fairgrounds. The Fairgrounds barely survived two years of Covid shutdown -- how are they supposed to survive a decade? And what about the horse races, an icon and anchor of horse racing in Southern California? Being closed for 10 years will again deprive millions of racing fans of visiting the races, and could well be the end of horse racing in California. Finally, there are the impacts on Solana Beach, where tunneling would begin and where the confiscation (i.e., eminent domain) of numerous properties and businesses along the route would be required. Del Mar's leaders have clearly said they are opposed to any route that involves eminent domain, but that's not true; they only oppose it in their city, not in Solana Beach.

I'm sorry the tracks have to be removed from their current location on the Del Mar bluffs, but that's no excuse to shift the burden to someone else (e.g., Solana Beach, the Fairgrounds). There are hundreds rail line-adjacent properties in Del Mar that will benefit immensely in terms of property value and noise reduction with the eventual removal of the tracks from the bluffs. Their fellow Del Mar neighbors should bear the burden of their good fortune, not those residing in Solana Beach.

Please immediately remove Alternative A from further EIR consideration -- it's the only sensible thing to do.

Best regards,  
Christian V. Kuhlen, MD, JD



**From:** [mari kwee](#)  
**To:** [LOSSANcorridor](#)  
**Cc:** [LOSSANalignment@cosb.org](mailto:LOSSANalignment@cosb.org)  
**Subject:** "SDLRR Project NOP"  
**Date:** Saturday, June 22, 2024 5:15:47 PM

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Dear SANDAG (ATTN: Tim Pesce),

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Sincerely,

Mari Kwee

Solana beach resident and property owner in affected area ([REDACTED]), Solana Beach)

Owner [REDACTED] Del Mar 92014

Alain Lafforgue [REDACTED]

Wed 7/24/2024 10:20 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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Dear Sandag board,

Please avoid alternative C for the sake of nature and our fragile wooden homes !

Alain Lafforgue

...

## SDLRR Project NOP

Emily Suchecki [REDACTED]

Tue 7/16/2024 7:26 PM

To:LOSSANcorridor <lossancorridor@sandag.org>

Cc:lossanalignment@cosb.org <lossanalignment@cosb.org>

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.

To whom it may concern:

I live in the best city of Solana Beach. I frequent Del Mar often. I have only ever ridden the train one time, to Encinitas for a 5K I ran.

I am writing because I am opposed to Option A for the train realignment. I was shocked to see that this is even being considered as it is double the cost and time to build. I understand the concern for the Del Martians who do not want the train to run under their main street, but that does not mean that SB should bear this burden.

Please remove Option A from consideration.

Thank you,

Emily Lally

[REDACTED], Solana Beach CA 92075

## SDLRR Project NOP

Jamie Lally [REDACTED]

Tue 7/16/2024 7:27 PM

To:lossanalignment@gmail.com <lossanalignment@gmail.com>;LOSSANcorridor <lossancorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To Whom it may Concern,

My name is Jamie Lally and I have been a Solana Beach resident for the past 9 years.

When I heard about Option A I was extremely opposed to the notion.  
I love Del Mar and understand what they are going through.

Solana Beach has already taken care of its Train Track issues.  
We should and will not be forced by a few wealthy Del Mar Elites to take on their own track issues.

Option A was only created to spare a few "Ultra Wealthy Individuals" and cast this issue onto their neighboring communities.  
It even costs double the amount of the other options which is ridiculous.

I know I voice the option of all my neighbors here in Solana Beach too!

Thank you for your consideration.

Jamie Lally

[REDACTED] Solana Beach, CA 92075

## SDLRR Project NOP

[REDACTED]  
Fri 7/19/2024 3:16 PM

To:LOSSANcorridor <lossancorridor@sandag.org>

Cc:LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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To Sandag, The Alternative A for the rail project would be the most expensive by far, the most disruptive to two communities not one, and cause actual and potential limitations to the Del Mar Fairground's future than either of the other two Alternatives.

Please DO NOT pursue Alternative A for those reasons, and for all the other impacts noted by Solana Beach Mayor and Councilmembers and citizens.

Dottie Lambrou

Barbara Ave. Solana Beach

## SDLRR Project NOP

Mon 6/17/2024 11:42 AM

To:LOSSANcorridor <lossancorridor@sandag.org>

Cc:LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I'm a resident of Solana Beach and have reviewed the three proposals for the LOSSAN Rail Realignment. I believe that Alternative A would be the longest stretch and most costly of the 3 alternatives. Also, to disrupt the Grade Separation currently functioning very well in Solana Beach would cause the greater disturbances to the surrounding homes, businesses, and environment in that area from the Portal Location of Solana Beach to either of the Alternatives B & C.

It appears to me that Alternative C would be the shortest (perhaps least expensive) and Alternative B causing the least disturbance to Del Mar residents. Therefore, I submit my recommendation for Alternative B and I am AGAINST Alternative A for the reasons cited above.

Respectfully Submitted:

Peter Lambrou

[REDACTED] Solana Beach

## SANDAG - Realignment Alternatives Response

Ryan Lanni [REDACTED]

Wed 7/17/2024 10:34 AM

To:LOSSANcorridor <lossan@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To Whom it may concern,

It is critical that SANDAG listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon Foundation and Torrey Pines Community Planning Board, Alternative C should be dropped from further consideration. Alternative C is clearly not in the best interests of the environment or the community and it is a waste of taxpayer resources to study an alternative which obviously makes no sense to pursue.

*Sincerely,*

*Ryan Lanni*



## SDLRR Project NOP

Alexis Larcher [REDACTED]

Thu 6/27/2024 11:42 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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### **My family Opposes Alternative A and here is why:**

Known Costs – estimated at \$4.14 billion dollars, Alternative A is approximately twice the cost of Alternatives B and C.

Economic Impacts to Our Local and Regional Economy — Unlike B & C, Alternative A will dramatically impact Fairgrounds operations and sales tax revenue generated by the Fairgrounds (\$680 million annually) as well as local businesses (unknown \$\$).

Environmental Impacts – Alternative A will result in higher impacts during construction to air quality (Solana Beach residents and businesses and the Del Mar Fairgrounds), wetlands, open space, and sensitive natural resources (in and around the San Dieguito Lagoon, Steven's Creek and Del Mar Fairgrounds).

Length of Construction – Construction of Alternative A is estimated to take up to twice as long as Alternatives B & C (as much as 14 years).

Enormity of Direct and Indirect Impacts — Due to the close proximity of construction a far greater number of homes and businesses will be adversely impacted by Alternative A as compared to Alternatives B & C.

Disruption of Rail Service — Alternative A poses unacceptable service and economic impacts to both passenger and freight rail service, our military, and the Port of San Diego, and will cost our region billions of dollars in lost revenue.

--

**Lexie Larcher**  
[REDACTED]

## SANDAG Item on the meeting last night at Solana Beach

K Lare [REDACTED]

Thu 6/27/2024 6:22 PM

To: Mario Orso <mario.orso@sandag.org>; Keith Greer <keith.greer@sandag.org>; Peter Casellini <peter.casellini@sandag.org>  
Cc: Laura Schaefer [REDACTED]; Terry Gaasterland [REDACTED]; Shirli Weiss [REDACTED]  
[REDACTED]; LOSSANcorridor <lossan corridor@sandag.org>; Eddie Lare [REDACTED]

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Thank you all for the work you are doing and for taking the time to show up for the meeting yesterday in Solana Beach. Your time in trying to inform and answer questions is appreciated. It seems that the train alignment process has become one focused right now on who is impacted and all of it before the work has begun to do a deep dive analysis on the options to determine actual impacts not perceived or rumored impacts.

Please do not allow changes now to a process already put in motion because of a cry from one faction. If you do that for Solana Beach then why not do it for the City of Del Mar and then for the residents of the next city impacted by changes in the railway. There is no doubt that residents of any town would rather the train and its tracks move out of their city, but the reality is we all need to work together to find the best possible solution that impacts the fewest residents. I hope that you will not bow to pressure to change a published written process and instead let it play out.

Your responses to the questions last night seemed to be genuine and we look forward to welcoming you to a meeting in Del Mar to discuss the questions that the residents have and allow an open discussion about the known facts. This is a challenging process and depending on the route it can impact many residents and in some cases it may reduce home values which are most peoples largest asset.

Thank you again for your work and I look forward to meeting you in person at the next resident meeting.

Karen Lare  
Del Mar Resident

## detailed map of proposed train routes

K Lare [REDACTED]

Tue 7/2/2024 8:57 PM

To:LOSSANcorridor <lossan@sandag.org>

Cc:Eddie Lare [REDACTED]

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hello we have a home i Del Mar Woods and it looks like it will be impacted by one of the train rail routes. Do you have a more detailed map of the option that will go "along Camino Del Mar"?

Thank you - our home is at 290 Surfview Court Del mar CA.

Karen Lare

## Re: Virtual Meeting Request

Karen Lare [REDACTED]

Fri 7/12/2024 3:25 PM

To: LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc: Shirli Weiss [REDACTED]

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I invited Shirli Weiss to join - most of our questions I believe will center on the route and depth of the tunnels that can be expected underneath the south end of Del Mar. And some other questions about how you handle compensation for a condominium complex, and what type of assurances the HOA gets about cracking foundations, etc. that may take place because of the freight trains going underneath. We both have homes in the Del Mar Woods complex. The address is [REDACTED] for the condominium complex.

The maps that I have been sent to date do not give enough detail, but it looks like they will go underneath a three-story condo complex and underneath pool and underground parking garages so looking to understand the depth of the tunnels as they go underneath this area.

I will get with Shirli and see what additional questions she might have.

Karen  
Karen Lare

On Jul 12, 2024, at 1:04 PM, LOSSANcorridor <LOSSANcorridor@sandag.org> wrote:

Hi Karen,

We just received a notification that our meeting invitation with you was accepted by other individuals. Can you provide us with more information as to how many additional people you forwarded this meeting invitation to and what questions they have for the project team so we can adequately prepare for the meeting? Please note: the project team can only accommodate a 30-minute meeting at this time due to other commitments. It is recommended that if other members of the community have questions about the project, they set up an individual meeting with the project team to ensure that all their questions are heard.

Sincerely,

**The SANDAG LOSSAN Team**

LOSSAN Hotline: (858) 549-RAIL

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



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**From:** LOSSANcorridor <LOSSANcorridor@sandag.org>  
**Sent:** Friday, July 12, 2024 10:41 AM  
**To:** K Lare [REDACTED] LOSSANcorridor <LOSSANcorridor@sandag.org>  
**Subject:** RE: Virtual Meeting Request

We just sent out an invitation with a Microsoft Teams link for the meeting next Tuesday. If you have any further questions or concerns, please let us know!

Sincerely,

**The SANDAG LOSSAN Team**

LOSSAN Hotline: (858) 549-RAIL  
401 B Street, Suite 800, San Diego, CA 92101



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**From:** K Lare [REDACTED]  
**Sent:** Friday, July 12, 2024 10:26 AM  
**To:** LOSSANcorridor <[lossan corridor@sandag.org](mailto:lossan corridor@sandag.org)>  
**Subject:** Re: Virtual Meeting Request

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

That is perfect - thank you.

Karen

On Friday, July 12, 2024 at 10:02:16 AM PDT, LOSSANcorridor <[lossan corridor@sandag.org](mailto:lossan corridor@sandag.org)> wrote:

Good morning, Karen,

The project team can meet with you from 1:30-2:00 on Tuesday, 7/16. Please confirm that this works for you and we will send out a Microsoft Teams link and calendar invite for the meeting.

Sincerely,

**The SANDAG LOSSAN Team**

LOSSAN Hotline: (858) 549-RAIL

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



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**From:** K Lare [REDACTED]  
**Sent:** Friday, July 12, 2024 9:49 AM  
**To:** LOSSANcorridor <[lossancorridor@sandag.org](mailto:lossancorridor@sandag.org)>  
**Subject:** Re: Virtual Meeting Request

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Thank you yes I would prefer Monday next week anytime between 1-5 or Tuesday between 11:00 and 4:00 or Thursday between 10 and 4. Are there any openings any of those days?

Karen

On Thursday, July 11, 2024 at 02:22:12 PM PDT, LOSSANcorridor <[lossancorridor@sandag.org](mailto:lossancorridor@sandag.org)> wrote:

Good afternoon, Karen,

We noticed that you recently submitted a request for a virtual meeting with SANDAG's LOSSAN Rail Realignment project team. We appreciate your interest in this project! Members of our project team have availability to meet for 30 minutes to discuss and answer any questions you may have about the project. Are there any dates or times of day that work best for you?

Sincerely,

**The SANDAG LOSSAN Team**

LOSSAN Hotline: (858) 549-RAIL

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



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## Comment on LOSSAN NOP

K Lare [REDACTED]

Fri 7/19/2024 10:02 AM

To:LOSSANcorridor <lossancorridor@sandag.org>

Cc:Eddie Lare [REDACTED]

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hello I am a long time resident of Del Mar and would like to make a few comments on the NOP.

1. SANDAG should consider moving the trains away from the populated communities and put them along the I-5
2. SANDAG should revise the criteria they used for selecting the 3 current routes to be more realistic about the people and communities they are impacting
3. We are lucky enough to have two environmentally sensitive lagoons in our area - SANDAG should choose a route to remove all traces of train tracks from them as much as possible. These lagoons help sequester carbon, they feed the wildlife and will help our communities over time with sea level rise more than any other mitigation that the residents can do.
4. Portals in neighborhoods are destructive. Seriously, how would you like to live close to one? Bad idea.
5. SANDAG should come to the conclusion that they need to think more broadly and come up with better routes that will work for all.
6. SANDAG needs to study the impacts of vibrations using freight trains not passenger trains. Many studies only look at passenger trains. The heavy freight trains are the issue. Homeowners and their property will be impacted by a train going under them.
7. Portals and tracks need to be on public land and away form private land.
8. There are very real health ramifications for people living near portals and high use train areas. Take this seriously it is not just a NIMBY issue.

Thank you for your consideration.

Karen Lare

[REDACTED]  
Del Mar CA 92014

## SDLRR Project NOP

Jennifer Lasky [REDACTED]

Fri 7/19/2024 7:32 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Good Morning -

As a business operating in Solana Beach, I strongly oppose Alternative A that would have a devastating impact on the Solana Beach business and residential community. We look forward to the rejection of Alternative A and further options with less of an extreme impact to coastal communities.

Thanks,

--

**Jennifer Lasky**

Sr. Field Marketing Manager - West

[REDACTED]

[www.ting.com](http://www.ting.com)



## "SDLRR Project NOP"

Janis Lasprogata [REDACTED]

Thu 7/18/2024 8:43 AM

To: LOSSANcorridor <lossan corridor@sandag.org>

Cc: Rod Scheele [REDACTED]

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hello,

I reside in Del Mar Beach Club in Solan Beach.

I strongly oppose Alternative A for project SANDBAG.

Please count my voice in your decision making.

Thank you,

Janis Lasprogata

---

**From:** Del Mar Beach Club <dmbc@dmbchoa.org>

**Sent:** Friday, July 12, 2024 12:41 PM

**To:** [REDACTED]

**Subject:** Sandag Rail Realignment Project Public Comment Deadline

Dear Friends and Neighbors,

Only one week left for you to submit your public comment on this important project. Thank you to everyone who has submitted a public comment. If you haven't already submitted your comment, please do so! The deadline to submit is Friday, July 19th. There are three ways you can submit. Mail your comments to SANDAG, at 401 B Street, Suite 800, San Diego, CA 92101, ATTN: Tim Pesce. Email your comments to SANDAG at [lossan corridor@sandag.org](mailto:lossan corridor@sandag.org) with the subject line "SDLRR Project NOP" and please copy the City at [LOSSANalignment@cosb.org](mailto:LOSSANalignment@cosb.org). You can also submit your comment online through SANDAG's comment portal.

# SDLRR Project NOP

Jake Laurie [REDACTED]

Tue 6/18/2024 2:13 PM

To: LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To Whom it May concern, ATTN: Tim Pesce

"I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money."

Best regards,

--

**Jake Laurie**

Owner – Head of Design

"COME HOME TO EXCELLENCE"

[REDACTED]  
Solana Beach, CA 92075

[Website](#) | [Instagram](#)



**From:** [Caryn Laveman](#)  
**To:** [LOSSANcorridor](#)  
**Subject:** SDLRR Project NOP  
**Date:** Sunday, June 23, 2024 2:13:11 PM

---

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

**I Oppose Alternative A for the Following Reasons:**

Known Costs – estimated at \$4.14 billion dollars, Alternative A is approximately twice the cost of Alternatives B and C.

Economic Impacts to Our Local and Regional Economy — Unlike B & C, Alternative A will dramatically impact Fairgrounds operations and sales tax revenue generated by the Fairgrounds (\$680 million annually) as well as local businesses (unknown \$).

Environmental Impacts – Alternative A will result in higher impacts during construction to air quality (Solana Beach residents and businesses and the Del Mar Fairgrounds), wetlands, open space, and sensitive natural resources (in and around the San Dieguito Lagoon, Steven’s Creek and Del Mar Fairgrounds).

Length of Construction – Construction of Alternative A is estimated to take up to twice as long as Alternatives B & C (as much as 14 years).

Enormity of Direct and Indirect Impacts — Due to the close proximity of construction a far greater number of homes and businesses will be adversely impacted by Alternative A as compared to Alternatives B & C.

Disruption of Rail Service — Alternative A poses unacceptable service and economic impacts to both passenger and freight rail service, our military, and the Port of San Diego, and will cost our region billions of dollars in lost revenue.

Thank you,

Caryn Laveman

Solana Beach Homeowner

## SDLRR Project NOP

Christopher LaVine [REDACTED]

Thu 7/4/2024 6:17 AM

To:LOSSANcorridor <lossancorridor@sandag.org>

Cc:LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.

Hi all -

Thank you so much for all your efforts, having been involved in these projects in the past I know it is often a thankless role.

Secondly, I wanted to respectfully share that I oppose further consideration of Alternative A and recommend that it be removed before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

There will always be a group frustrated by the outcome of a decision like this, however Alternative A so egregiously impacts Solana Beach negatively that it should be removed from the set of options to review.

Appreciate your consideration,  
Christopher LaVine

## SDLRR project NOP

Katie LaVine [REDACTED]

Tue 6/18/2024 9:20 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.

Hi,

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money

Thank you,  
Katie LaVine

Sent from my iPhone



## SDLRR Project NOP

Elaine Lawrence [REDACTED]

Sat 7/13/2024 5:06 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>;LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

Cc:Gerry Lawrence [REDACTED] Elaine Lawrence [REDACTED]

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I wish to register my strong opposition to Alternative A in the rail realignment project. Among my concerns with Alternative A are the environmental impacts including air quality and the negative impact to open spaces including the Rail Trail in Solana Beach.

The estimated cost of MORE than \$14 billion is also of grave concern in addition to the lengthy timeframe to complete Alternative A.

I believe the other alternatives, other than Alternative A, make more sense from an environmental and fiscal perspective.

Sincerely,

Elaine S. Lawrence

[REDACTED] Solana Beach, CA 92075

--

Elaine Lawrence

## Re: SDLRR Project NOP

Gerry Lawrence [REDACTED]

Sun 7/14/2024 9:15 AM

Cc:LOSSANcorridor <LOSSANcorridor@sandag.org>;LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I wish to register my strong opposition to Alternative A in the rail realignment project. Among my concerns with Alternative A is that it will take twice as long and cost twice as much as Alternatives B and C. Also, Alternative A has the most residential and commercial impact by happening in two communities rather than one.

This is another instance of Del Mar trying to push off their problems onto the residents of Solana Beach.

Sincerely,

Gerard W. Lawrence

[REDACTED] Solana Beach, CA 92075

On Sat, Jul 13, 2024 at 5:05 PM Elaine Lawrence [REDACTED] wrote:

I wish to register my strong opposition to Alternative A in the rail realignment project. Among my concerns with Alternative A are the environmental impacts including air quality and the negative impact to open spaces including the Rail Trail in Solana Beach.

The estimated cost of MORE than \$14 billion is also of grave concern in addition to the lengthy timeframe to complete Alternative A.

I believe the other alternatives, other than Alternative A, make more sense from an environmental and fiscal perspective.

Sincerely,

Elaine S. Lawrence

[REDACTED] Solana Beach, CA 92075

--

Elaine Lawrence

## SDLRR Project NOP

Sherry Layne [REDACTED]

Tue 6/18/2024 12:11 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Mr. Pesce:

In response to the SANDAG Notice of Preparation:

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Sherry Layne

[REDACTED]  
Solana Beach, CA

## Feedback on rail realignment

Ian Lazarus [REDACTED]

Wed 6/19/2024 12:39 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.

To whom it may concern:

I wish to voice my opposition to the rail realignment option that would parallel I-5.

This option would run the rail through a dense residential area. More residents would be affected, and harmed, by this option than the other two options being considered.

Additionally, this area is only recently able to take advantage of the opportunity to add additional units on residential lots, a critical solution to the housing crisis in the state. This region is playing "catch up" with other parts of the state and is already behind the targets set by the state for the construction of new affordable housing units.

A project involving the movement of a rail system to this area, whether above or underground, would inevitably affect the ability of homeowners to add these additional housing units. Permits would be delayed for environmental analysis as it would have to be determined if these units can coexist with the rail development. Solutions to the housing crisis would be delayed and, inevitably, significantly comprised. People seeking shelter 24/7 would be neglected in favor of a rail system occasionally carrying passengers a few times per day.

The economic impact of this option would far outweigh the benefits.

Respectfully,

Ian R. Lazarus

## SDLRR Project NOP

Timothy Lee [REDACTED]

Fri 7/19/2024 11:50 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hi,

My name is Timothy Lee. I live with my wife and step-son in Solana Beach and am writing to express my opposition to Alternative A. I am in agreement with others in Solana Beach who see that Alternative A is double the cost of the other Alternatives, with serious economic consequences for the region and many environmental impacts on Solana Beach, Stevens, Creek, the Fairgrounds, and the San Dieguito Lagoon. I worry that Alternative A was put forth as a way for Del Mar to export the costs of this project onto our community in Solana Beach. Alternative A does not pass the common sense test. Please focus on more viable Alternatives.

I appreciate your attention to this matter and look forward to hearing about more viable Alternatives in the near future.

Thanks,  
Timothy Lee

---

**From:** Nathaniel C. Luders [REDACTED]  
**Sent:** Tuesday, June 25, 2024 9:55 AM  
**To:** PIO <pio@sandag.org>  
**Subject:** Del Mar realignment

Some people who received this message don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Good morning,

As a former student of SDSU and frequent traveler within the region I just want to voice my support for the project (I've heard there was opposition and I just can't fathom why someone would do that). Both the efficient realignment and electrification of the project. Having safe, clean, and efficient rail travel should be an obvious priority to any of us living along our beautiful and vulnerable California coastline.

Thanks,


Nathaniel Lee-Luders

SANDAG, Attn: Tim Pesce, 401 B Street, Ste 800, San Diego, CA 92101

aleeper [REDACTED]

Wed 6/12/2024 5:07 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

 2 attachments (1 MB)

MTS Trolley Lines - Lower SD Portion Map CONDENSED 2.pdf; MTS Trolley Lines - Upper SD Portion Map CONDENSED 2.pdf;

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

### **PLEASE SEE ATTACHMENTS**

I have thought about the San Diego Trolley System as a whole and have some expansion ideas that I think would finish off the system (for the most part)! In the pictures that I have attached to this email are those ideas for future trolley lines. However, with these new line extensions there are a few footnotes that I would like to add!

The first of these footnotes is in regards to the Green Line Extension. If the Correctional Facility in Santee could be moved further east (like say Jacumba, like it was in the far eastern part of the county when it was originally built), Santee (and along the San Diego River to Lakeside) would be wide open for a lot of affordable housing which we desperately need. With this expansion, however, the Green Line along Cuyamaca Road would have to be tunneled underneath the street in order for it to be double-tracked (since Cuyamaca Road is not wide enough for a double-track on its surface).

The second significant note is in regards to the Blue Line Extension to the Del Mar Fairgrounds (which is a high-traffic destination point to the north, and a parking lot going south). This line, along with the regular rail line (Amtrak, The Coaster, and regular freight trains), would have to be tunneled under Camino Del Mar, in Del Mar, do to the lack of space along the beach front bluffs, which is already a big issue.

The next footnote would be in regards to the North/South Gold Extension Line that has a lot of support from people who want a North/South Extension Line along Interstate-805. Crossing over Mission Valley like I-805 does is not realistic. In addition, placing it along the line that I have layed out on my map, the line would be able to stop at San Diego State West where Snapdragon Stadium is not located. Also, with the addition of the High-Profile Monorail Line, the El Cajon Blvd. and University Blvd. sections between Balboa Park and where the Gold Line would be built (mostly overhead along Collwood Blvd. and much of 54th Street) could be covered with dedicated bus lines (like brackets). And, between the Gold Line Extension along the I-15 and the current Blue Line, Clairemont Mesa and Kearny Mesa would also be covered with dedicated bus lines (like brackets).

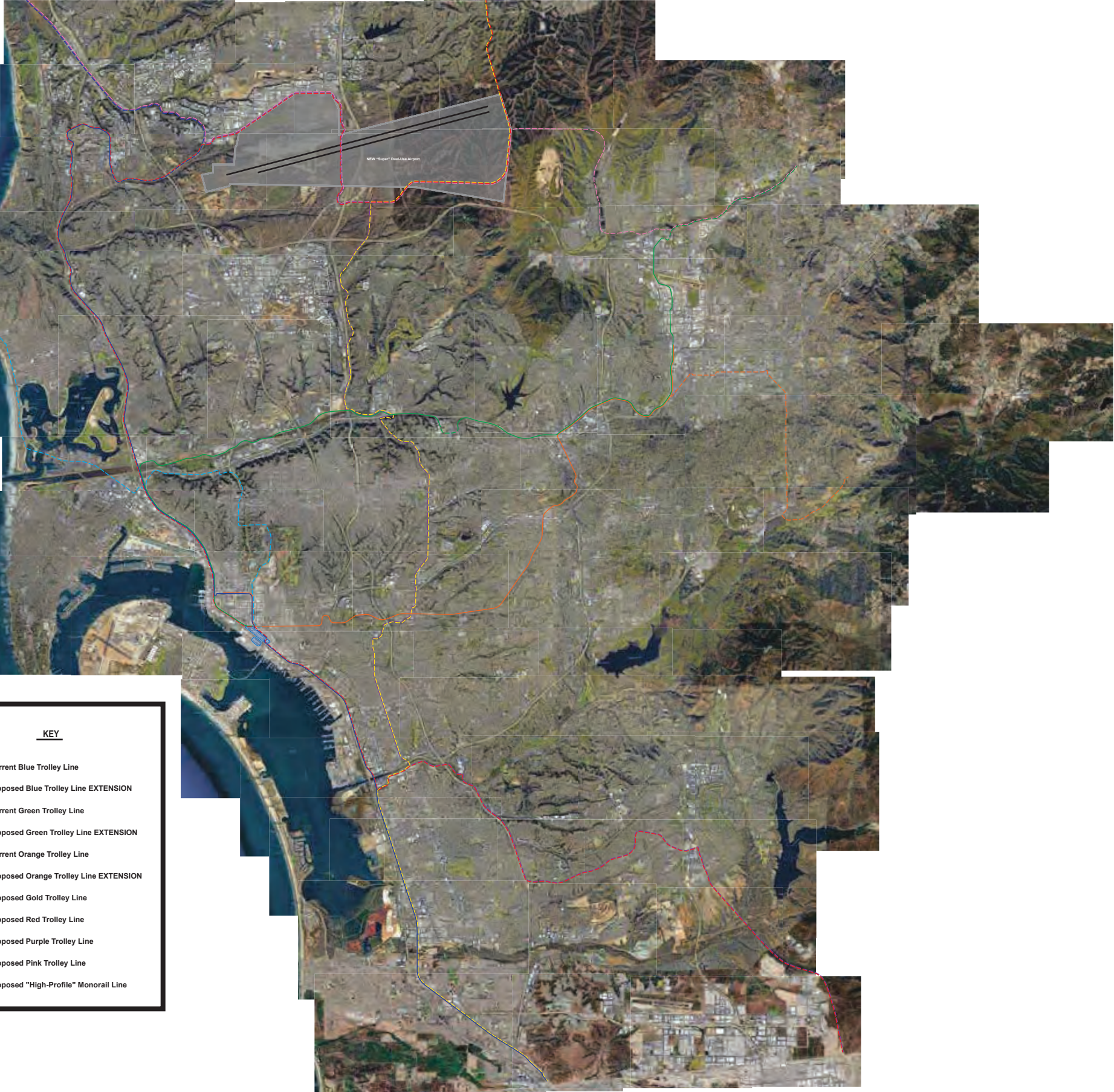


The final footnote would be that after these lines would be added, most all of our high-traffic destination points would be connected with the Trolley System, which would make a much more interconnected city. This would also create a "backbone" for all of the bus lines, and other modes of transportation, to be run off of. And it would reach into most all of the many neighborhoods in our metropolitan area.

An additional footnote would be that it would be nice if the Orange Line Extension to the back end of El Cajon could make it to The Sycuan Casino (as an additional high-traffic destination point)!

San Diego Native Resident,

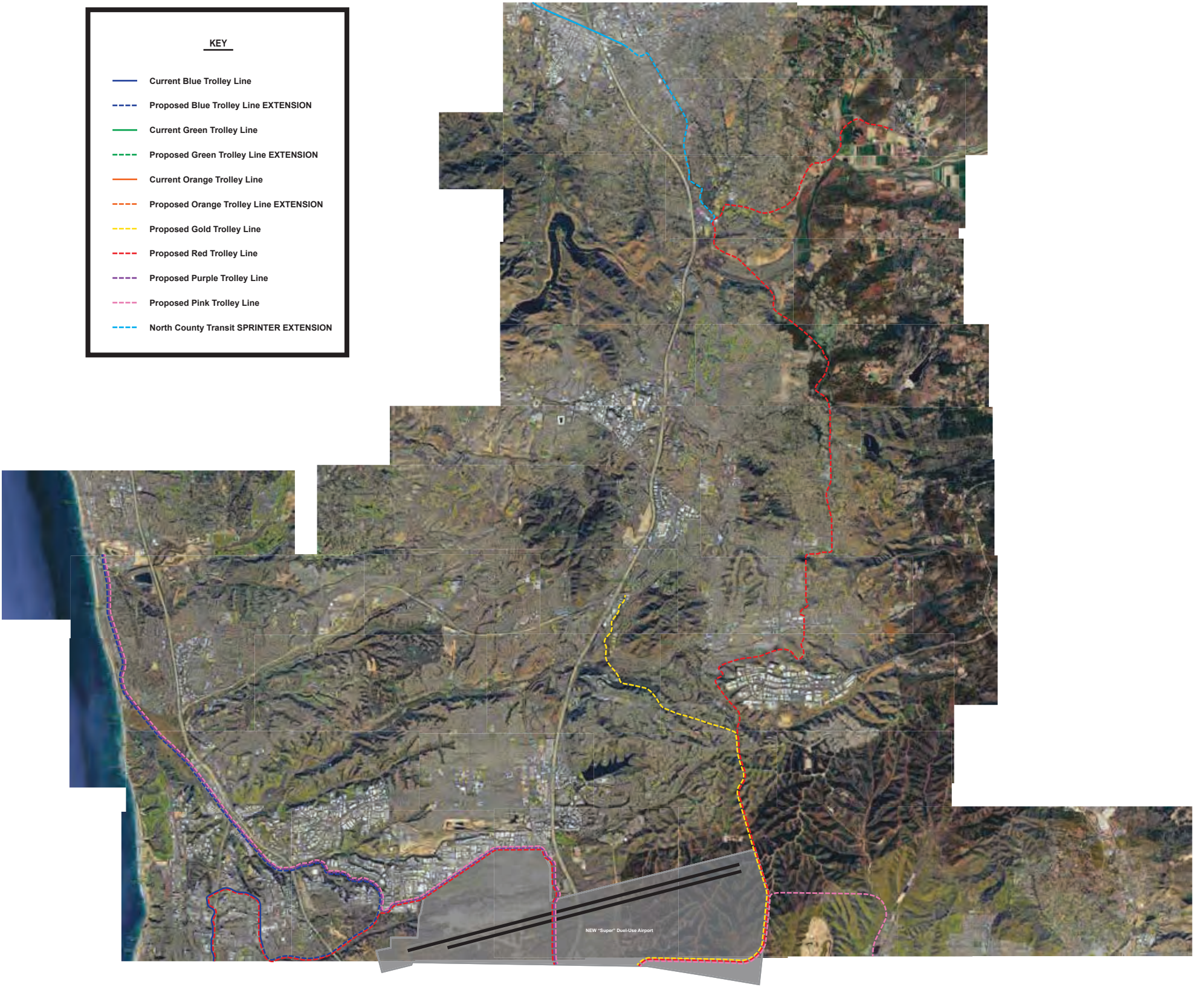
Andrew M. Leeper





**KEY**

- Current Blue Trolley Line
- - - Proposed Blue Trolley Line EXTENSION
- Current Green Trolley Line
- - - Proposed Green Trolley Line EXTENSION
- Current Orange Trolley Line
- - - Proposed Orange Trolley Line EXTENSION
- - - Proposed Gold Trolley Line
- - - Proposed Red Trolley Line
- - - Proposed Purple Trolley Line
- - - Proposed Pink Trolley Line
- - - North County Transit SPRINTER EXTENSION



## SDLRR Project NOP

Emily Lefler [REDACTED]

Wed 6/26/2024 12:48 PM

To:LOSSANcorridor <lossan@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear SANDAG LOSSAN Team,

I am **firmly against** the continued consideration of Alternative A for the SANDAG rail realignment. This option should be removed immediately before any further work on the EIR is done. Alternative A is not only twice as expensive as the other alternatives, but it also threatens severe economic consequences for our region. Furthermore, it would cause substantial environmental damage to Solana Beach, Stevens Creek, the Fairgrounds, and the San Dieguito Lagoon. It is a waste of taxpayer money to pursue this option any further.

I am **firmly against** the continued consideration of Alternative A for the SANDAG rail realignment. This option should be removed immediately before any further work on the EIR is done. Not only is Alternative A twice as expensive as the other alternatives, but it also poses severe economic risks to our region. The environmental damage it would inflict on Solana Beach, Stevens Creek, the Fairgrounds, and the San Dieguito Lagoon is unacceptable.

Moreover, Alternative A would create significant noise and mess, disrupting the community and local wildlife. The fairgrounds would need to be shut down, causing further economic and social disruption. The Coastal Rail Trail would also be adversely affected, compromising a vital recreational and transportation resource for residents and visitors alike and negating our community's financial investment in this project.

It is clear that Alternative A is **not** a viable option. Pursuing this option further is a waste of taxpayer money and a detriment to our community.

Best regards,

Emily Lefler  
[REDACTED]

## Feedback on the proposed alternatives routes

Lenihan, Ellen [REDACTED]

Sat 6/8/2024 1:42 PM

To: Clerk of the Board <clerkoftheboard@sandag.org>; LOSSANcorridor <lossan corridor@sandag.org>

[Some people who received this message don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.

I would like to give you community input conceptual alignments or rail routes to relocate the train tracks away from the Del Mar bluffs. My input in the project  
Is that tracks be rerouted through the Del Mar fairgrounds - the farrest north east route which will merge or align with I 5 freeway north of Del Mar heights  
This route is my preference !!!!!  
I do not approve the the other two routes!!!  
Ellen lenihan

Sent from my iPhone

## Support for Realignment

Guthre Leonard [REDACTED]

Thu 7/18/2024 1:46 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hello,

My name is Guthre Leonard and I am a regular user of the Pacific Surfliner, and I love the ability to choose a quiet, relaxing, environmentally and economically beneficial form of transportation. As a passenger, I have been plagued by every type of delay, from freight trains to Metrolink breakdowns to bus bridges. Therefore, I must express my support for rail alignment option B. Option B allows an increase in speed which can increase ridership by competing with car trips to Los Angeles and above. I urge you not to allow the loud voices of a town with a population under 4,000 to impact a train that carries over 3 million passengers per year. Choose the option that prioritizes all Californians, not just a few of the wealthiest. Choose option B.

Thank you,  
Guthre Leonard



## Comments re SANDAG rail realignment

Wed 6/19/2024 7:09 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:dworden@delmar.ca.us <dworden@delmar.ca.us>;tmartinez@delmar.ca.us <tmartinez@delmar.ca.us>;  
tgasterland@delmar.ca.us <tgasterland@delmar.ca.us>;ddruker@delmar.ca.us <ddruker@delmar.ca.us>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To Whom it May concern:

We live in the City of Del Mar along the western side of Crest Canyon

Regarding the recent information shared by Sandag about the three rail alignments under consideration for environmental review, we'd like to share our comments and concerns.

The Public Portals option (Alt B) route seems to be very close to the Crest Canyon option from 2021, at least the segment along Crest Road. We were not in favor of it then, and are not in favor of it now. This option impacts the most Del Mar residents. Perhaps there would be no houses in Del Mar taken by eminent domain, but there will be tunneling under our homes in Del Mar.

The land on the ridge of the Crest Road side of the canyon, across from our house, is sandstone, not unlike the bluffs on which the train resides now. Please don't attempt to solve one problem by potentially creating another in the future.

We don't claim to be engineers or a scientists, but we are homeowners who are one of many concerned about the options on the table. But undergrounding through Del Mar with Alt B should not be the solution.

Having read about San Clemente in the news, and having seen firsthand the results of bluff collapses there, it is clear that the tracks currently running through San Clemente also need to be moved. I believe a solution that is being considered is to route those tracks over to the I-5 corridor.

Looking at the big picture, instead of looking only at segment "fixes", it would be more prudent, efficient and cost effective to route the trains east to the "I-5 transportation corridor" starting north of San Clemente and continuing south along that corridor past Del Mar.

Regards,

Bertha and Robert Leone

[REDACTED] Del Mar



## SDLRR PROJECT NOP

David Levine [REDACTED]

Tue 6/18/2024 7:53 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANAlignment@cosb.org <LOSSANAlignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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“I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.”

Sincerely,

David Levine MD

Solana Beach Resident

## No option A

Matt Lewry [REDACTED]

Mon 6/17/2024 4:16 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To whom it may concern,

I am a resident of Solana Beach at [REDACTED] and I am writing to let you I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money. The problem originates in Del Mar and a tunnel directly under the street in Del Mar is the best most cost effective option.

Matt

[REDACTED]

## SDLLR Project NOP

Barry Lieberman [REDACTED]

Tue 6/18/2024 2:43 PM

To:LOSSANcorridor <lossan.corridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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While I am not a resident of California, I travel from Nevada to spend much of my summer in Solana Beach, attending the Del Mar Fair with my grandchildren and the Del Mar Thoroughbred Club for its meet. I contribute substantially to the businesses in Solana Beach and Dell Mar. It is ridiculous that Alternative A is even on the table as a solution to the relocation of the train tracks off the bluff. in Del Mar. Alternative A will be massively disruptive to operations at the Del Mar Fairgrounds and will leave me no alternative but to stop coming to Solana Beach for the summer. The massive cost of the project with Alternative A compared to alternatives B and C is reason enough to reject Alternative A, but you should also know that choosing alternative A will have a massive financial impact on the businesses I frequent with my family during the summer, so in addition to the unfathomable cost and time needed to complete Alternative A, the financial impact on businesses in Solana Beach needs to be considered by SANDAG. Alternative A needs to be Immediately removed from consideration because of its huge cost and the obvious ruinous financial impact on the City of Solana Beach..

Sincerely,

Barry Lieberman, Esq.

## SDLRR Project NOP

J Bird [REDACTED]

Fri 7/19/2024 5:10 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I oppose Alternative A. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not pass the common sense test.

Please focus on more viable Alternatives.

It is a serious question as to WHY Alternative A is even being considered by SANDAG...with so many irreversible negative consequences to our neighborhoods, the exorbitant cost, long-term environmental impacts to sensitive areas, far-reaching fiscal ramifications and the longest time-line.

After all the years of discussions and meetings, SANDAG must focus on either Alternative B or Alternative C.

Thank you.

J Lipscomb  
Solana Beach

## Rail relocation

judithdbay [REDACTED]

Fri 6/21/2024 4:15 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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Please consider not relocation in Solana Beach Del Mar is pushing it on us. It's a problem there not in our city.

Thank you

J Livingston, [REDACTED] 92075.

Sent from my iPhone

Judy Livingston

# LOSSAN

Mary Ann Loes [REDACTED]

Fri 6/28/2024 7:01 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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Tim,

Just recently a new idea has aired itself involving an alternative route to the routes called A, B, and C. It has great merit and it needs a chance to be vetted to the surrounding communities and to the people who live in them, as well as your committee. It was submitted by Dave Clemons (route L). I'm hoping that it can be an idea that is further explored to the point that it could be an option on your chart thank you.

Mary Ann Loes  
Solana Beach

From: Debbie Lokand [REDACTED]  
Sent: Friday, June 21, 2024 11:24 AM  
To: LOSSANcorridor <lossancorridor@sandag.org>  
Subject: Rail realignment

[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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I attended the meeting Thursday at the Marriott. I have a few comments that should be included in ALL FUTURE PUBLIC MEETINGS:

1. When the A,B,C options are presented it should state the COST OF THAT OPTION AND THE LENGTH OF THAT OPTION. No mention of the " along Route 5 said it is the longest and HIGHEST COST.
2. Who is financing the project OR if financing is still UP FOR DETERMINATION. THIS IS A HUGE HUGE factor! When I questioned the Caltrans people they were fumbling around with an answer" Well we are not really sure, supposedly the Federal Government will be a partner" REALLY? What amount is confirmed from anyone?
3. When I sat down the guy next to me said " I GUESS EVERYONE AGREES THE #1 option is the best". I said there is no #1 option they are A,B AND C". I'm a realtor and understand that who's home is going to be disturbed/demolished/ affected is the 'elephant in the room'. Also the information from the CALTRANS representative said, " well actually it is NOT going under route 5 it will be WEST OF IT. This needs to be documented as the homes/condos, complexes just west of 5 are multi-family complexes. The routes show just a line, which is directly overlapping 5. IS THAT ACCURATE? .
4. All future maps should show the route with each route changing color when it is through a residence, and a different color on the route when it is just cliff/land or non occupied land. Since it is down to possibly these 3 options, Caltrans should be notifying those possibly impacted residences with literature saying 'YOUR HOME MAY BE ALONG EMINENT DOMAIN AND MAY BE IMPACTED/DEMOLISHED/ AFFECTED IF THIS CHOICE IS CHOSEN". Del Mar residents keep saying " I dont want a train underneath my home" WELL NO ONE DOES."
5. When the options A,B,C are presented, it should also ESTIMATE HOW MAY PROPERTIES/FAMILIES/RESIDENCES " COULD "BE AFFECTED( AND WHETHER THEY ARE SINGLE FAMILY OR MULTIFAMILY) THIS IS A HUGE DETERMINING FACTOR of who's residence will be



destroyed, removed or impacted. The fewer homes the better, most people will agree.

IT IS TIME THAT THE MAPS REPRESENT A MORE ACCURATE TO SCALE DEPICTION OF HOW WIDE/LONG THIS TUNNEL WILL BE( especially as it goes through homes) AND ALSO MARK MORE ACCURATELY WHERE THE TRAIN IS NOW(clearly marked as the established PROBLEM area), AS WE ARE TRYING TO CORRECT THE RAIL ALONG THE CLIFF AND “ MINIMIZING THE IMPACT SHOULD BE MENTIONED AS BEING AN IMPORTANT DETERMINING FACTOR. This of course would make the shortest route a very important factor.

Please incorporate these items in future information as get down to specifics so the entire community is aware of what may happen to their community. DEL MAR PEOPLE ARE ON BOARD BUT THE CARMEL VALLEY AND SOLANA BEACH COMMUNITY NEED TO AS WELL.

## Who will be paying for rail realignment?

Deb Lokanc [REDACTED]

Wed 6/26/2024 9:23 AM

To:LOSSANcorridor <lossan@sandag.org>

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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Please respond . What are the Sandags estimated cost for routes AB and C?  
Sent from my iPhone

## SDLRR Project NOP

ann lopez [REDACTED]

Sat 6/29/2024 4:37 AM

To:LOSSANcorridor <lossan@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear Sirs,

Thank you for inviting input from the public regarding this very large project that will impact so many people as well as our beloved environment. **Please choose Option A** because it will not displace people from their homes and because it will preserve our canyon. Placing the rail along the established transportation corridor of I5 is the most logical option.

Sincerely,  
Ann M Lopez

## SDLRR Project NOP/ Choose Option A please

ann bartsch [REDACTED]

Fri 7/19/2024 1:32 PM

To:LOSSANcorridor <lossan@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear Sirs,

Thank you for requesting input regarding the rail alignment. I live in the area that is likely to be impacted. I pray that you **choose Option A** because it follows the I-5 freeway, an established route for vehicles and traffic. It will not impact our neighborhood homes and it will preserve our canyon.

Thank you for your consideration.

Sincerely,  
Ann M Lopez

## OPPOSITION TO RAILWAY ALTERNATIVE A - FROM SOLANA BEACH RESIDENT

Romy [REDACTED]

Tue 6/18/2024 11:23 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:David Loseke [REDACTED]

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To Whom It May Concern:

I am a Solana Beach resident and my address is: [REDACTED], Solana Beach, CA 92075.

**I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.**

*Romy Selati Loseke*

[REDACTED]

**From:** [Pierre Lotzof](#)  
**To:** [LOSSANcorridor](#)  
**Subject:** Del Mar train construction  
**Date:** Tuesday, June 18, 2024 5:21:10 PM

---

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.

I am writing to voice my opposition to Alternative A in the Del Mar train reconstruction project  
The cost as proposed is prohibitive and as a Solana Beach resident it would place unfair duress on our community  
Since the residents of Del Mar would benefit the most from moving the rail lines from the bluff I think they should absorb most of the pain that goes with the project  
Unfortunately they have the most money and are pushing Alternative A as it's the least inconvenient to them  
I hope there are smart people at SANDAG and that prudence/ logic remains  
Solana Beach residents have already endured their fair share of pain when the rail lines were lowered a few years ago  
Thank you for your understanding  
Pierre Lotzof  
Sent from my iPhone

## Alternative A

Pierre Lotzof [REDACTED]

Thu 6/20/2024 7:44 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.

The answer to this proposition is a resounding NO

Solana beach residents have been through enough already when the lines were lowered a few years ago. It also makes no sense to destroy new infrastructure and the cost fir Alternative A is more expensive than the others

Del Mar residents stand to gain the most from the moving of the tracks- they shoujd feel the most pain

Thank you

P Lotzof

Sent from my iPhone



## SDLRR Project NOP

Jim Lundquist [REDACTED]

Sun 6/23/2024 7:19 AM

To:LOSSANcorridor <lossan@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

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I believe an additional alternative should be studied as part of the DEIR:

The acquisition of the western most properties alongside the railroad right-of-way and relocating the tracks further inland. This alternative could also include a bike path on the western side of the right-of-way.

This alternative could:

- be the most cost effective
- moving the tracks 50 feet inland would give the region another 100 years of rail service as a loss of 6" per year
- preserve the ocean views for train travelers
- increase public access to the beach and ocean with the path as an option

Thank you.

## SDLRR Project NOP

[REDACTED]  
Tue 6/18/2024 1:49 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I am writing to express my strong opposition to Rail Corridor Realignment Alternative A for the following reasons:

1. **Known Costs:** The estimated cost of Alternative A stands at \$4.14 billion dollars, which is approximately twice the cost of Alternatives B and C.
2. **Economic Impacts:** Unlike Alternatives B and C, Alternative A will dramatically impact the operations of the Fairgrounds and the sales tax revenue generated by the Fairgrounds (approximately \$680 million annually). Additionally, local businesses will also be affected, although the exact impact remains unknown.
3. **Environmental Impacts:** Alternative A will result in higher environmental impacts during construction. These impacts include air quality concerns for Solana Beach residents and businesses, as well as effects on wetlands, open spaces, and sensitive natural resources around the San Dieguito Lagoon, Steven's Creek, and Del Mar Fairgrounds.
4. **Length of Construction:** Construction of Alternative A is estimated to take up to twice as long as Alternatives B and C, potentially spanning 14 years.
5. **Enormity of Direct and Indirect Impacts:** Due to its proximity to residential and commercial areas, Alternative A will adversely affect a far greater number of homes and businesses compared to Alternatives B and C.
6. **Disruption of Rail Service:** Alternative A poses unacceptable service and economic impacts to both passenger and freight rail service, our military, and the Port of San Diego. The resulting disruptions could cost our region billions of dollars in lost revenue.

In light of these concerns, I urge you to reconsider Alternative A and explore more sustainable and economically viable options.

Thank you for your attention to this matter.

Sincerely,

-rl

Ron Lustig

[REDACTED]  
Solana Beach, CA 92075  
[REDACTED]

## SDLRR Project NOP

Ginny Lydick [REDACTED]

Fri 7/12/2024 11:34 AM

To:LOSSANcorridor <lossan.corridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To whom it my concern,

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Sincerely,

Virginia Lydick

[REDACTED]  
Solana Beach, CA 92075

## SDLRR Project NOP

[REDACTED]

Mon 6/17/2024 6:50 PM

To:LOSSANcorridor <lossancorridor@sandag.org>

Cc:LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

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 Lyle

Del Mar

[REDACTED]

## Re: A Citizen's View of the Realignment Routes and Process

Jill MacDonald [REDACTED]

Fri 6/21/2024 4:57 PM

To: LOSSANcorridor <lossan corridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Please acknowledge receipt.

On Jun 18, 2024, at 4:34 PM, Jill MacDonald [REDACTED]

To SANDAG Staff:

I am a resident of Solana Beach but lived in Del Mar for almost 20 years before moving to Solana Beach seven years ago, so I am familiar with the geography of both cities. As a civically engaged citizen, and a member of the Solana Beach City Council, I have been paying attention to the SANDAG planning process for relocating the rail line in Del Mar.

I attended one meeting in person where SANDAG presented the possible realignment routes (in the Torrey Pines planning area, convened only after residents of San Diego complained to their elected representative that they were being sidelined by the process) and have watched several recorded meetings of SANDAG presenting to the Del Mar City Council. The typical scenario has been that SANDAG staff members appear in person and present plans, and residents of Del Mar yell and threaten law suits.

At the very end of this process a Del Mar resident initiated alternative (now labeled as Alternative A) was added to an array of already confusing routes. Alternative A was designed by Del Mar residents to bypass Del Mar entirely. To make this possible the route requires a cut and cover tunnel through the central business district of the City of Solana Beach, a tunnel under Via de la Valle, a new vehicular bridge on Via de la Valle, and disruption to the San Diego Fairgrounds for years as construction proceeds.

### **How did Route A become one of the three final alternatives proposed to be studied by SANDAG?**

In other words, how does a small group of residents in the smallest city in San Diego County influence the outcome of a multi-billion dollar construction project with regional environmental and economic impacts?

Based on the published map of the routes, it seems likely that SANDAG staff members don't even know where Solana Beach is, as Route A is identified as starting in "Fairgrounds North," an area that does not exist as a geographical location and does not have any relationship to the Fairgrounds which are south of Via de la Valle in the City of Del Mar. The location identified in the map as Fairgrounds North actually is in the middle of an established residential/commercial area in Solana Beach.

SANDAG has never held a public hearing in Solana Beach and never presented any of the possible routes to the Solana Beach City Council, the City staff of Solana Beach, or Solana

Beach residents. Rather, staff of SANDAG has repeatedly made claims that all public input has been heard and recorded despite never including Solana Beach in the process. The complete lack of public participation by the 13,000 residents of the City of Solana Beach in a planning process that resulted in a possible route starting in the central business district of Solana Beach is a lack of due process.

The City of Solana Beach has spent decades and many millions of taxpayer dollars to mitigate the impacts of the trains that run through our small coastal city. In Solana Beach the train tracks are double tracked through most of the City, and were lowered decades ago to be well below grade to eliminate at grade crossings, speed up train times, reduce air and noise pollution, and mitigate the effects on the many houses and businesses that line both North and South Cedros and Highway 101. This is the core of our central business district, home to over 60 naturally affordable homes, and the gateway to our main beach access at Fletcher Cove. After the tracks were lowered decades ago, Solana Beach built bridges over the tracks and created our beautiful Coastal Rail Trail to utilize the public space created by lowering the tracks and giving everyone a place to walk, run and bike from one end of Solana Beach to the other.

### **We have done our part!**

All that foresight and public funding is in danger of being upended by a very small group of wealthy Del Mar residents, willing to spend their own money to create a website and print door hangers to spread misinformation, and then find an "engineer" to come up with an alternative route that bypasses the City of Del Mar in its entirety, moving all the negative impacts of the relocation of the rail route to the City of Solana Beach and the City of San Diego.

That misstatements and outright propaganda disseminated by this group of Del Mar residents via social media and printed material have been conflated to represent everyone in the City of Del Mar, and is now in danger of being conflated by SANDAG as the environmentally superior and least disruptive alternative to moving the train tracks off the bluff top in Del Mar. Cost be damned as long as it isn't in Del Mar.

### **This is astonishing.**

Alternative A must be opposed by all reasonable and rational citizens, not only because of the length of the tunnel, at least double the construction costs and the major environmental impacts, but also because of the lack of due process for the residents most affected.

Alternative B seems the best choice as it is the most direct route and is far less costly and less disruptive, especially to the recently reconstructed San Dieguito Lagoon and the Los Penasquitos Lagoon. I have lost faith in the process, as rationality has given way to behind the scenes maneuvering by a vocal few within the City of Del Mar.

If sanity prevails, B is best.

Jill MacDonald

## Rail Realignment

Jill MacDonald [REDACTED]

Tue 6/25/2024 2:18 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

[LOSSANcorridor@sandag.org](mailto:LOSSANcorridor@sandag.org)  
[LOSSANalignment@cosb.org](mailto:LOSSANalignment@cosb.org)

Before moving to Solana Beach seven years ago, I lived in Del Mar for almost twenty years, so I am familiar with the geography of the region. As a civically engaged citizen, and a member of the Solana Beach City Council, I have been paying attention to the SANDAG planning process for relocating the rail line in Del Mar.

I have watched several recorded public meetings of SANDAG presenting possible realignment routes over many months (and years) to the Del Mar City Council. The typical scenario was that SANDAG staff members appeared in person and presented plans, and residents of Del Mar yelled and threatened lawsuits. Since the City of Solana Beach was not involved in those realignment routes, it wasn't on my radar that the ranting of people in Del Mar would have any effect on Solana Beach.

Then, at the very end of this process a Del Mar resident initiated alternative (now labeled as Alternative A) was added to an array of already confusing routes. Alternative A was designed by Del Mar residents to bypass Del Mar entirely. To make this possible the route requires a cut and cover tunnel through the Central Business District of the City of Solana Beach, a tunnel under Via de la Valle, a new vehicular bridge on Via de la Valle, a tunnel under the San Dieguito Lagoon, and disruption to the San Diego County Fair for years as construction proceeds.

### **How did Route A become one of the three final alternatives proposed to be studied by SANDAG?**

In other words, how does a small group of residents in the smallest city in San Diego County influence the outcome of a multi-billion-dollar construction project with regional environmental and economic impacts?

I recently became aware that this alternative, now labeled Alternative A, was the subject of a private Zoom meeting where six staff members of SANDAG were joined by five private citizens of Del Mar.

None of these residents are elected or appointed officials. Their addresses were not disclosed, but all believed that their homes would be impacted by Alternatives B or C. One identified herself as an attorney. One identified himself as an engineer. One of them has repeatedly spread misinformation to other residents, a fact that was the subject of a warning by a SANDAG staff member who was on the call.

At the end of the Zoom meeting a different SANDAG staff member encouraged these residents of Del Mar to submit their proposal for a route bypassing the City of Del Mar. This became, in June, one of three routes selected by SANDAG, now labeled as Alternative A.



Route A is identified by SANDAG as starting in "Fairgrounds North," a location that does not exist on any official map and is entirely within the City of Solana Beach. How did an area in the center of the incorporated City of Solana Beach get labeled as part of the State Fairgrounds? Is SANDAG confused about how to find Solana Beach on a map? Or was this name part of a campaign by a group of private citizens in Del Mar who thought that by using a pseudonym to identify the location of the north portal to a tunnel, it might escape scrutiny?

Let's correct this misinformation: the area identified on the map as Fairgrounds North actually is in the middle of a residential/commercial area in the heart of Solana Beach.

SANDAG has never held a public hearing in Solana Beach and never presented any of the possible routes to the Solana Beach City Council, the staff of the City of Solana Beach, or Solana Beach residents. Rather, staff of SANDAG has repeatedly made claims that all public input has been heard and recorded despite never including Solana Beach in the process. The complete lack of public participation by the 13,000 residents of the City of Solana Beach in a planning process that resulted in a route starting in the central business district of Solana Beach is a lack of due process.

Solana Beach has spent decades and many millions of taxpayer dollars to mitigate the impacts of the trains that run through our small coastal city. In Solana Beach the train tracks are double tracked through most of the City and were lowered decades ago to be well below grade to eliminate at grade crossings, speed up train times, reduce air and noise pollution, and mitigate the effects on the many houses and businesses that line both North and South Cedros and Highway 101. This is the core of our central business district, home to over 60 naturally affordable homes, and the gateway to our main beach access at Fletcher Cove. After the tracks were lowered, Solana Beach built bridges over the tracks and built our beautiful Coastal Rail Trail to utilize the public space created by lowering the tracks and giving everyone a place to walk, run and bike from one end of Solana Beach to the other.

### **We have done our part!**

All that foresight and public funding is in danger of being upended by a very small group of wealthy Del Mar residents, willing to spend their own money to create a website and print door hangers to spread misinformation, and then find an "engineer" to come up with an alternative route that bypasses the City of Del Mar in its entirety, moving all the negative impacts of the relocation of the rail route to the City of Solana Beach and the City of San Diego.

The misstatements and outright propaganda disseminated by this group of Del Mar residents have been conflated to represent everyone in the City of Del Mar, and now is in danger of being conflated by SANDAG as the environmentally superior and least disruptive alternative to moving the train tracks off the bluff top in Del Mar. Cost and consequences be damned as long as it isn't in Del Mar.

### **This is astonishing.**

Alternative A must be opposed by all reasonable and rational citizens, not only because of the length of the tunnel, at least double the construction costs and the major environmental impacts to both residents and businesses in Solana Beach, but also because there has been no outreach to the residents most affected.

After talking to many people in Del Mar, the City of San Diego and Solana Beach, Alternative B seems the best choice as it is a much shorter route than A and is far less costly and less

disruptive, especially to the recently refurbished San Dieguito Lagoon and the Los Penasquitos Lagoon.

Sadly, I am losing faith in the process, as rationality has given way to behind the scenes maneuvering by a vocal few within the City of Del Mar.

Jill MacDonald  
Solana Beach City Council  
District 4

**From:** [Jennifer MacDougall](#)  
**To:** [LOSSANcorridor](#)  
**Cc:** [LOSSANAlignment@cosb.org](mailto:LOSSANAlignment@cosb.org)  
**Subject:** SDLRR Project NOP  
**Date:** Sunday, June 23, 2024 8:24:29 PM

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You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hello,

I am a resident of Solana Beach, and attended the June 18 SANDAG meeting, where SANDAG shared the overarching NOP/EIR goal that, in order to move forward in the process, Alternatives must comply with the project criteria.

Simply put, Alternative A does not meet those criteria. At twice the cost and tunnel length, and the dramatic impact on the businesses and train station of Solana Beach, Alternative A does not minimize community impacts, preserve wetlands, avoid environmental impacts, or result in minimal impact to public transportation. At twice the cost of the other alternatives, it does not meet the overall feasibility test.

It is impossible to see how Alternative A was brought forward and it is obvious that SANDAG did not engage with critical Alternative A stakeholders including residents of Solana Beach, such as myself — as well as NCTD, LOSSAN, BNSF, DOD, Port of SD, etc.).

I urge you to cancel the NOP, and bring back an entirely new NOP without Alternative A (or with an amended Alternative A that begins south of Via de la Valle in order to avoid the obvious non-compliance with the project criteria known to be present in Alternative A).

-Jennifer MacDougall

## SDLRR Project NOP

P. LYNN MACEY [REDACTED]

Mon 6/17/2024 10:51 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.

To whom it may concern:

I oppose Alternative A. It is an unreasonably expensive, time-consuming approach that will only add to complaints about local governments never being able to solve problems more efficiently.

As a caregiver for my elderly father who lives in Solana Beach, I am constantly trying to deal with the city's growing traffic problems, and Alternative A would only make things worse.

Alternatives B and C are more reasonable answers that will be far less invasive.

Please do not consider Alternative A. When you're dealing with the elderly, you realize that time is at a premium, and there is no reason to consider solutions that can't be executed more reasonably.

Sincerely,

P. Lynn Macey

[REDACTED]  
Encinitas, CA 92024

Sent from my iPhone

## SDLRR Project NOP

Macleod, Donald [REDACTED]

Mon 6/17/2024 6:21 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:Andi (andi.macleod@gmail.com) [REDACTED]

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

The addition of Alternative A to the solutions being considered for rail relocation is most unwelcome in Solana Beach. I hope you will remove it before any further work on the EIR is done! It should be excluded on grounds of cost alone. And with the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A offers nothing to warrant the its hugely greater cost to all concerned-- notably including those of us in Solana Beach, who have naturally not anticipated being burdened by the challenges of the Del Mar relocation..

Don MacLeod  
Emeritus Professor of Psychology  
McGill Hall  
UCSD

[REDACTED]

**From:** [Macleod, Donald](#)  
**To:** [LOSSANcorridor](#)  
**Cc:** [Andi \(andi.macleod@gmail.com\)](mailto:andi.macleod@gmail.com)  
**Subject:** FW: rail relocation; neglected options  
**Date:** Sunday, June 23, 2024 6:05:15 PM

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear SANDAG representatives,

The NOP meeting was pleasantly conducted, but was disappointing in providing hardly any real information or analysis of the alternatives, or of how they evolved. I dare say the discussion will advance rapidly in weeks to come.

For now, I and others rely on SANDAG's web pages,

<https://www.sandag.org/-/media/SANDAG/Documents/PDF/projects-and-programs/featured-projects/lossan-rail-improvements-del-mar-bluffs/del-mar-bluffs-stabilization/lossan-sdsdvt-alternatives-analysis-2023-09-01.pdf>.

and The SANDAG "Notice of Preparation" of June 3, 2024, useful for its fuller account of Options A, B and C:

<https://www.sandag.org/-/media/SANDAG/Documents/PDF/projects-and-programs/featured-projects/lossan-rail-improvements-del-mar-bluffs/lossan-realignment/sd-lossan-rail-realignment-nop-2024-06-03.pdf>

I was intrigued to see that the first (2023) report has an "I-5 option", shown by a graphic on page 49. It isn't featured at all in the current (2024) "Notice of Preparation". Like the current Option A, the 2023 I-5 Option curves inland after exiting Solana Beach southward, and rather than proceeding south through Crest Canyon (as Option B does), it continues south-east in a relatively short (but still miles long) tunnel that opens north and east of Crest Canyon. The tunnel runs under I-5 and Del Mar Heights Rd before re-emerging near Carmel Valley Road. But this alignment differs from Option A in remaining at or above grade as it skirts the Racetrack and runs alongside the San Dieguito Lagoon (instead of diving under the San Dieguito river as Option A does). So it can follow the existing track's elevation south of Solana Beach. This avoids the difficult lowering of the Solana Beach track, and it also requires a tunnel far shorter than current Options A or B.

**I wonder why this mostly grade-level option was not retained instead of introducing Option A alongside B and C.** When I asked an engineer at the meeting, he thought it might have been seen as unacceptable to the Fairground interests. If so, I don't see why that should rule it out (it can surely curve around the racetrack). That said, both this 2023 I-5 Option and the current Option A seem wildly extravagant by comparison with Option B (and Option C). And all 3 options seem wildly extravagant by comparison with **consigning the coastal line to history rather than relocating it**. This last option has been persuasively and comprehensively defended by Dan Quirk and his brother, <https://thesurflinetrail.org>.

Don

## SDLRR Project NOP

Maggie Magee [REDACTED]

Thu 6/20/2024 9:50 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

As a resident of Solana Beach which would be very negatively affected by Alternative A for the railroad, I oppose further consideration of Alternative A.

Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

-Jane M Magee

[REDACTED] homeowner



## SDLRR Project NOP

[REDACTED]  
Wed 7/17/2024 9:42 AM

To: LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc: [REDACTED]

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear SANDAG,

Alternative A has got to be the worst option, with closing down the fairgrounds and causing disruption to Solana Beach! As a resident in Solana Beach, I can't imagine why this is being considered. I also understand that the City of Solana Beach council was not involved, and there were no outreach programs in Solana Beach, even though it will affect our city the most!? Is this true?

FYI, I am a Santa Fe Irrigation district board member and I am a commercial real estate professional with 32 years experience in San Diego and completely understand traffic flows, current infrastructure and business corridors more than most people.

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Ron Magnaghi  
SFID Board Member  
[REDACTED]  
Del Mar, CA 92014

## SDLRR Project NOP

Ruth Magnuson [REDACTED]

Mon 6/17/2024 10:11 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Please disregard the opinions of those Del Mar residents who think they are the only people whose opinion matters and that the rest of the world be damned.

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Thank you,

Ruth Magnuson

[REDACTED]  
Solana Beach CA

## SDLRR Project NOP

Linda Maher [REDACTED]

Mon 6/17/2024 2:34 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

June 17, 2024

SANDAG

401 B Street

Suite 800

San Diego, CA 92101

Re: SDLRR Project NOP

As a long time resident of Solana Beach I strongly oppose further consideration of Alternative A.

Please remove it before any further work on EIR is done.

**Alternative A is double the cost of the other alternatives**, has serious economic consequences to the region, many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon.

Millions of dollars have already been spent to lower the tracks through Solana Beach. Alternative A does not warrant the expenditure of additional taxpayer money at double the cost of the other alternatives.

Please remove Alternative A from further consideration.

Thank you for your consideration.

Sincerely,

Linda T. Maher

.

## SDLRR Project NOP"

gracinda gracinda.com [REDACTED]

Tue 7/16/2024 10:51 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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Attn: Tim Pesce

I am writing to express my profound dismay upon learning about the proposed realignment of the train route to Solana Beach. It is shocking and deeply concerning that SANDAG has held numerous meetings with Del Mar without involving the city of Solana Beach in these discussions, especially when considering alternatives that could significantly impact our community.

As a resident of Solana Beach, I strongly oppose this proposal, which has the potential to devastate our city. I urge SANDAG to immediately reconsider and abandon any plans that involve Solana Beach.

I trust that SANDAG will act responsibly by engaging with all affected parties, including Solana Beach, to ensure transparency, fairness, and the preservation of our community's interests.

Best,  
Gracinda Maier  
Solana Beach Resident

## SDLRR PROJECT NOP

Patty [REDACTED]

Tue 6/18/2024 3:45 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.

To whom it may concern:

"I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money."

Homeowners Dale and Patricia Main

[REDACTED]  
Solana Beach, Ca

Sent from my iPhone

## SDLRR Project NOP

Louise Mainella [REDACTED]

Tue 6/18/2024 9:30 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money. The businesses along highway 101 and Cedros Ave.

Louise Mainella



## SDLRR Project NOP

Louise Mainella [REDACTED]

on behalf of  
[REDACTED]

Tue 6/18/2024 9:31 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money. The businesses along highway 101 and Cedros Ave.

Paul Mainella  
[REDACTED]

Solana Beach, CA 92075

## Train track realignment

Rich Maki [REDACTED]

Fri 7/19/2024 5:03 PM

To:LOSSANcorridor <lossan@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear Sir/Madam,

I am a resident of Del Mar and while I understand that rail line needs to be moved off the bluff I am opposed to tunneling under Del Mar. There remain many unanswered questions regarding putting a tunnel under Del Mar as has been proposed in plans B and C. I think in the long run approving plan A would be less disruptive to the people of Del Mar and the surrounding communities.

Thank you for considering my thoughts.

Sincerely,

Rich Maki

[REDACTED]  
Del Mar, Ca 92014

## SDLRR Project NOP

Judith Malody [REDACTED]

Tue 6/18/2024 11:56 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

**Attention: Tim Pesce**

I **oppose** the further consideration of **Alternative A**. Please remove it before any further work on the EIR is done. It doubles the cost of the other Alternatives, it has serious economic consequences to the region, and the many environmental impacts to Solana Beach, Steven Creek, the Fairgrounds and the San Dieguito Lagoon. **Alternative A** does not warrant the huge extra expenditure of any additional taxpayer money.

Judith Malody

[REDACTED]  
Solana Beach  
858.705.4964

## SDLRR Project NOP

Diana Mandia [REDACTED]

Tue 6/18/2024 3:46 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To Whom It May Concern:

Thank you for posting the Notice of Preparation of a Draft Environmental Impact Report dated June 4, 2024. As a Solana Beach property owner, I oppose further consideration of Alternative A. At double the cost of other Alternatives- along with the serious economic and environmental impact to Solana Beach, the Fairgrounds and lagoon- Alternative A should be removed as an option for further consideration. Additionally, I find it alarming that Solana Beach residents have not been given ample opportunity for comment or feedback on this matter. Will local feedback sessions be held in Solana Beach as they were in Del Mar?

Have the short and long term impact of Alternative A to the fair, race track, and the Solana Beach downtown business district been considered?

Sincerely,  
Diana Mandia

# SDLRR Project NOP

Tawne Markley [REDACTED]

Fri 7/12/2024 11:18 AM

To: LOSSANcorridor <lossan@sandag.org>; LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To whom it may concern:

Please note that I am very concerned about Alternative A, therefore I oppose further consideration of this terrible Alternative to the Rail Realignment project. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Regards,

Tawne Markley  
Property owner in Solana Beach

--



**Tawne Markley**

Broker Associate  
Allison James Estates & Homes



## rerouting of train tracks

Larry Marmon [REDACTED]

Mon 6/17/2024 9:42 AM

To:LOSSANcorridor <lossan@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

I believe that the residents of Solana Beach were not properly included in the vetting of the alternatives and that the one being put forth creates extreme economic, ecological and lifestyle burdens on the residents of Solana Beach.

Larry Marmon

## Rail improvements should not effect Solana Beach

Wendy Maron [REDACTED]

Sat 6/15/2024 2:25 PM

To:LOSSANcorridor <lossancorridor@sandag.org>;LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hello,

I would like to add comment to the proposed rail improvements and it's effect on Solana Beach. Del Mar has an issue and they are trying to make it our problem so that they protect their community but in the meantime inconvenience and destroy ours. Please do not let them do ths!

We strongly object!!!!

Thank you,  
Wendy



Video of this weeks realignment meeting.

Susan Maronde [REDACTED]

Fri 6/21/2024 11:53 AM

To:LOSSANcorridor <lossan@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hello,

Was this weeks meeting recorded? i could not attend and interested in the new proposal.

Thank you!

## Public Comment to Notice of Preparation of Draft EIR for the LOSSAN Rail Realignment Project

i m [REDACTED]

Fri 7/19/2024 4:58 PM

To:LOSSANcorridor <lossan@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Good afternoon,

Regarding the subject project and Notice of Preparation (NOP) dated June 4, 2024 I just have one comment at this moment. SANDAG needs to ensure compliance with the required AB-52 consultation process, which requires lead agencies to coordinate tribal matters with local tribes before releasing environmental documents. I did not see any references to tribal consultation in the NOP. Please ensure tribal consultation occurs in a timely manner.

Respectfully,

Jesus Israel Marquez  
Solana Beach Resident

[REDACTED]

## SDLRR Project NOP

martinlodijack [REDACTED]

Mon 6/17/2024 2:14 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear Sir:

I oppose Alternative A to rail realignment by tunneling thru Solana Beach. It would cause serious economic consequences to the region and huge environmental impacts. No more money spent on Alternative A it is a very bad solution.

Lois Martin  
Solana Beach

## SDLRR Project NOP

Robert Martin [REDACTED]

Mon 6/17/2024 6:18 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

SANDAG

I am a resident and property owner in Solana Beach. Have been since 1984. I have studied the track realignment alternatives that are being considered for this project. Alternative A is a costly and poorly conceived option. More expensive, time consuming and economically damaging to the communities than the other alternatives. It should not even be considered as an option and any moves forward with instituting it should stop.

Instituting this plan will lead to an economic and societal disaster. I also hear this plan doesn't meet all the necessary criteria for this type of development.

I oppose any further consideration of Alternative A. The others are large and smarter.

Thank you for your time

Robert Martin

[REDACTED]  
Solana Beach

## SHARON MASEK comments on underground trains in relation to existing residential structures

Sharon Masek [REDACTED]

Tue 6/18/2024 8:36 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I live at [REDACTED] and would like to submit comments on the proposed routes for the underground train track through Del Mar.

The noise and vibration caused by train travel will affect residential structures above the subterranean tracks. According to the City of San Diego CEQA noise threshold, any increase above 3 Db is perceptible to the human ear. Therefore, any increases in noise due to train travel should not exceed 3 Db.

I could not find any threshold for vibration for the City of San Diego. According to the California Department of Transportation, humans cannot detect vibrations below .01 PPV (inches per second), therefore train travel should not exceed this level in the completed train tunnel. The effects of train travel on vibration will vary with the type of train and the speed at which the train travels. Because of this, impacts on overlying homes need to be analyzed for each type of train.

If mitigation measures cannot keep the increase in noise below 3 Db and/or the vibration level below .01 PPV, train routes that do not travel under homes should be selected.

Thank you.

Sharon Masek

--

Sharon Masek  
[REDACTED]

# SDLRR Project NOP

lauriemassas@gmail.com [REDACTED]

Tue 7/9/2024 4:46 PM

To: LOSSANcorridor <lossan corridor@sandag.org>

Cc: 'Todd Massas' [REDACTED]

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To Whom It May Concern,

We are writing to comment on the Notice of Preparation for the San Diego Regional Rail Corridor Alternatives (NOP 2024-06-03). As long-term residents, homeowners, and commercial property and business owners in Del Mar, we are deeply invested in ensuring that the chosen alternative supports our community's economic health, environmental integrity, and overall quality of life. Our long-standing connection to this community drives us to advocate for a solution that will benefit both current and future generations. We strongly urge SANDAG to adopt Alternative A and to carefully reconsider the feasibility and impact of Alternatives B and C as soon as possible. Two of your Project Objectives are:

- **“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.”**

With that in mind, we ask that Alternatives B and C be withdrawn as options.

## **Key Concerns with Alternatives B and C:**

### **1. Economic Impact:**

- **Business Disruption:** Extensive construction activities under Alternatives B and C will disrupt local businesses through noise, dust, and restricted access. This disruption will likely result in a significant loss of revenue and could lead to the closure of some businesses, which are vital to our local economy.
- **Property Values:** The close proximity of a new rail line could devalue commercial properties. The anticipated increase in noise and vibration could deter customers and tenants, diminishing the commercial viability of affected properties.
- **Insurance Challenges:** The increased risks associated with Alternatives B and C may make it harder and more expensive for businesses and property owners to obtain adequate insurance coverage. This added financial burden could further strain local businesses already facing the challenges of construction disruption and property devaluation.

### **2. Environmental Concerns:**

- **Coastal Erosion:** Construction near the coastal areas may exacerbate coastal erosion, posing long-term as well as permanent risks to both natural and built environments. This erosion could lead to increased maintenance costs and further environmental degradation.
- **Habitat Disruption:** Alternatives B and C risk disrupting natural habitats and disturbing the ecological balance of Del Mar. These areas are crucial for local wildlife and play a significant role in attracting tourists who value our natural environment.

### **3. Community Impact:**

- **Aesthetic and Quality of Life:** The construction and presence of a new rail line through scenic areas will degrade the natural beauty of Del Mar. This impact can reduce tourism and negatively affect the quality of life for residents.
- **Community Opposition:** The community strongly opposes Alternatives B and C. Disregarding this opposition could lead to extended conflicts and undermine the community's trust in SANDAG's commitment to their well-being.

## Advantages of Supporting Alternative A:

### 1. Economic Stability:

- **Minimal Business Disruption:** Upgrading the existing rail alignment, as proposed in Alternative A, would involve minimal disruption to current businesses and residential areas. This approach ensures that economic activities can continue with little interference, supporting the stability and growth of local businesses.
- **Property Value Preservation:** By maintaining the existing rail infrastructure, property values are likely to remain stable, preserving the commercial appeal of the area.
- **Insurance Accessibility:** Alternative A's approach, which focuses on upgrading existing infrastructure rather than introducing new alignments, is likely to be less disruptive and may not present the same level of risk that could complicate insurance coverage for businesses and property owners.

### 2. Environmental Benefits:

- **Lower Environmental Impact:** Alternative A is expected to have a smaller environmental footprint compared to the new alignments proposed in Alternatives B and C. It avoids unnecessary disturbance to natural habitats and minimizes the risk of exacerbating coastal erosion.
- **Sustainability:** Focusing on upgrading existing infrastructure aligns with sustainable development principles, which is essential for the long-term health of our community and environment.
- **Pollution:** Alternative A locates the portals away from residents and commercial zones.

### 3. Community Alignment:

- **Broad Support:** Alternative A enjoys broader community support. This alignment with community preferences is crucial for ensuring the smooth implementation of the project and maintaining trust between SANDAG and the residents.
- **Public Land vs. Private Land:** Alternative A minimizes the need for taking private property.
- **Preservation of Aesthetics:** By upgrading the current rail infrastructure, we can preserve the natural beauty and charm of Del Mar, which are key to its identity and attractiveness.

In summary, adopting Alternative A presents the best path forward for balancing infrastructure improvement with economic, environmental, and community considerations. We urge SANDAG to prioritize this alternative, reflecting a commitment to the well-being of Del Mar's residents and businesses.

Sincerely,

Laurie & Todd Massas

Laurie Massas

██████████  
████████████████████





## SDLRR Project NOP

Christopher Maulik [REDACTED]

Tue 6/18/2024 4:35 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANAlignment@cosb.org <LOSSANAlignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I recently heard about the Alternative A for tunneling of railroad tracks starting in Solana Beach. **I fully oppose** this wasteful solution. It comes at a much higher financial cost than other solutions and does not warrant any further investigation. I also highly urge you to consider Solana Beach residents and their opinions in this matter. Thank you.

.....  
Christopher Maulik, DMD, MDS  
Beach Orthodontics

[REDACTED]  
Del Mar, CA 92014

[www.BeachOrtho.com](http://www.BeachOrtho.com)

## SDLRR Project NOP

Andy Mayer [REDACTED]

Mon 6/17/2024 3:20 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:Andy Mayer [REDACTED]

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hello,

My name is Andy Mayer and I am a long-time resident of Solana Beach.

I would like it known that I strongly oppose further consideration of Alternative A. Please remove "A" before any further work on the EIR is done.

Alternative A does not warrant the expenditure of any additional taxpayer money as it would be double the cost of the other Alternatives, would result in serious economic consequences to the region, along with many many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon.

Thank you for your consideration.

Yours,

Andy Mayer

[REDACTED]  
Solana Beach, CA 92075

## SDLRR Project NOP

Mariel Frechette Mayer [REDACTED]

Mon 6/17/2024 8:35 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]

[Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Solana Beach should not have to bear the consequences of Del Mar's inability to agree on a solution for their own railroad route.

Thank you for your time,  
Mariel Mayer

Attention Tim Pesce

pmayer1025 [REDACTED]

Tue 6/18/2024 10:49 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To whom it may concern:

The plans currently being considered for the rail corridor in Del Mar should not affect Solana Beach, who have already tackled issues for the county and built appropriate infrastructure for the rail line. The cost of Plan A is crazy expensive and will have a major deleterious effect on the region.

The effects on Solana Beach would ruin our economics as a city for 5 to 7 years and require even deeper trenching and environmental impact to the region.

***SANDAG did not engage with Solana Beach on Alternative A, yet they held Workshops and Office Hours in Del Mar for many months. If not for the loud and persistent voices of some Del Mar residents, Alternative A would never have been included. Solana Beach residents and other stakeholders were not informed or consulted. This was not right! It's time for SANDAG to hear from voices outside of Del Mar!***

As a property owner in the effected area we have a right to hear our voice heard for decisions that would effect our property and community.

Paul C. Mayer  
and Kimberly A. Mayer

[REDACTED]  
Solana Beach CA 92075

Sent from my iPhone

## SDLRR Project NOP

Trevor Mayer [REDACTED]

Mon 6/17/2024 10:07 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hello,

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done.

At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.


Regards,  
Trevor Mayer  
Solana Beach Resident

## SDLRR Project NOP

Trevor Mayer [REDACTED]

Thu 7/11/2024 6:16 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

 1 attachments (93 KB)

SB Chamber SANDAG Letter updated 7\_3\_24.docx;

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hello,

As a Solana Beach resident I firmly oppose Alternative A of the SANDAG Rail Realignment.

Attached is a letter outlining key points behind the opposition.

Best regards,  
Trevor



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](mailto:director@chambersb.com)  
858-755-4775

## SDLRR Project NOP

Erin McBriar [REDACTED]

Tue 6/18/2024 2:13 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To whom it may concern,

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Warmly,

Mathew and Erin McBriar Solana Beach Residents

## Comments post June 18th public Public Scoping Meeting

Sean McD [REDACTED]

Wed 6/19/2024 11:45 PM

To:LOSSANcorridor <lossan@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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Dear Dear SANDAG LOSSAN Project Team,

I need to read more of the plan but with what I've looked at so far and from the public metering I have come up with a few questions. My interest in the rail realignment is due to having grown up in Del Mar and my parent's house being in Del Mar.

If the tunnel is under a building or home how can the following incidents affect the structure and its inhabitants at varying depths of a tunnel (30-300ft ) along the routes: vibration/rumble, land subsidence, hydrological, fire (industrial chemical and other), chemical spills?

What are the sound, air quality, and aesthetic impacts of tunnel air vents? Is there an estimate available for how far apart the air vents will be placed?

What are the near and long-term hydrological and environmental impacts on the San Dieguito and Los Penisquito Lagoons? Will their flow and appearance change? Will its ability to support wildlife and biodiversity be diminished?

I went into the meeting yesterday thinking option A was not one I would consider deeply since it was the most expensive option, but after hearing others' concerns and passion/anxieties, I currently feel it could be an alright option out of the choices given.

The next two paragraphs are less succinct but still relevant to the project. It's getting late and I don't want to miss the 6/19/2024 window for comments so please pardon the run-on nature of the following comments.

Since the rail realignment will affect beach access I would like to comment on the bluffs and beach access. In their current state, the bluffs in Del Mar are culturally valuable to what I would consider part of the concept of "California". The bluffs, with tracks and no fences, have both perceived and real risks to navigate. Soft edges blend into natural landscape features is an aesthetic that is disappearing in urban California. The current aesthetic and attitude towards the bluffs teach a history of human and natural impacts: infrastructure with erosion, and disturbed habitats with minimally managed herbaceous growth. From working in outdoor education I have a deep appreciation for how the perception of risk and the practice of encountering perceived natural risks is important for adults and kids to learn social, emotional, and environmental lessons. The current bluffs have a soft transition between urban and natural environments which is valuable for having people feel more connected to nature and developing awareness. Additionally, **aesthetics are indicative of values**. Aesthetics communicate what our values are and the ones we want to strive for. I believe or at least hope, **it's**

**possible to provide accessibility and to be inclusive while designing with the aesthetics needed for perceived risk and softer boundaries between us and nature.** (Star Wars knows what's up. railings everywhere is not the future.) **It is culturally important to maintain more organic and engaging edges to urban and semi-natural spaces;** The off-trail portions of Seaside Cliffs in La Jolla and Santa Brabra's Douglas Family Preserve are other similar examples of the aesthetic and local cultural understandings of bluff spaces. From these, examples I feel confident that other people seem to see value in minimal hardscaping and less distinct boundaries. I wish you the best in your studies and designs!

I'm going to comment on a somewhat relevant topic of the I5 corridor. This may be a pipe dream. **In the long term 50-250 years, would a rail or at least bus rapid transit along the I5 make sense for regional planning needs?** I just spent an hour in traffic on the 5 between UCSD and the Del Mar fairgrounds. There are more than like 16 lanes of freeway there, with a single or double track line at some point. Sith the malls/commercial zoning near the freeway exits my naive assumption is that there is potential for higher density with less friction compared to the existing coastal stations. I hope, people can consider rallying behind not wanting to have the traffic levels and sprawl of LA be the norm in San Diego.

Thank you for your time,  
Sean McDowell

## SDLRR Project NOP

Kerily McEvoy [REDACTED]

Mon 6/17/2024 8:52 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

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**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To whom it may concern -

As a resident and home owner in Solana Beach, CA I strongly oppose further consideration of Alternative A as described in your "Notice of Preparation" for further study in an Environmental Impact Report (EIR). For the following reasons, I request that Alternative A is REMOVED from consideration before any further time and money is spent on the EIR:

- 1) Alternative A has a price tag significantly higher than the other 2 Alternatives, showing almost double the cost without even considering the loss of the region's \$30 million investment (in 1999 dollars) of lowering the tracks in Solana Beach, the \$254 million San Dieguito Bridge and Seasonal Platform, and unknown millions for our Coastal Rail Trail and the Via de la Valle Vehicle Bridge.
- 2) Alternative A has significant impact during construction to our neighborhood, as well as the economic impact to the region of shutting down the Fairgrounds, Racetrack and other services during the 7-12 year construction period.
- 3) Alternative A as described already seems to have significantly more complicated construction requirements and the impact on our sensitive lagoon and Stevens Creek watershed area.
- 4) SANDAG has not included the Solana Beach community in the creation of these Alternatives despite holding multiple meetings and workshops with Del Mar residents.

I am sending in my comments in case I can not attend the meeting tomorrow night (June 18th) as I was only recently made aware of the existence of Alternative A. I hope to be there.

Thank you for your consideration.

Kerily McEvoy  
homeowner and 10+ year resident  
[REDACTED]  
Solana Beach, CA

## SDLRR Project NOP

Ryan McGrath [REDACTED]

Sun 6/16/2024 2:45 PM

To:LOSSANcorridor <lossancorridor@sandag.org>;LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To whom it may concern.

My name is Ryan McGrath and I am a resident of Solana Beach. I want to express my concern and opposition to Alternative A of the San Diego Lossan realignment alternatives. The City of Solana Beach had the foresight to trench the railroad tracks through the City years ago. Solana Beach residents should not be adversely impacted again by an alternative railroad route through our City.

Alternative A is the most costly alternative. As a tax payer, I am opposed to the most costly alternative.

Alternative A has a portal location in Solana Beach that would adversely affect our residents. I am against alternative A as the construction between Cedros and Highway 101 will have significant negative impacts to the residents and businesses in that area.

Alternative A has the longest construction schedule. Construction will have significant negative impacts to the residents and businesses of Solana Beach. I am against the longest construction schedule to minimize these impacts.

If you have any questions, please do not hesitate to call me on my cell at [REDACTED].

Thank you,

Ryan McGrath



## SDLRR Project NOP

Jean Mcgregor [REDACTED]

Thu 6/27/2024 2:20 PM

To:LOSSANcorridor <lossancorridor@sandag.org>

Cc:lossanalignment@cosb.org <lossanalignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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Dear SANDAG,

Two of my neighbors and I went to your meeting at the Del Mar Marriott last week and we were caught by Channel 7 news speaking up for Solana Beach. But I also thought I should write to you and our mayor told us to write something like this. "I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. (*waste of money and time*) At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money." This is a fair argument and see my further comments below.

"While there is a Seasonal Platform in Alternative A, it's 7-stories below ground vs at grade. Just imagine train loads of people relying on elevators to get to the surface!" When I saw this, I realized I wouldn't ever be able to use the train again if that happens because of my severe claustrophobia and I'm not alone.

Loss of revenue from the fair, race track and other events at the fairgrounds will be enormous. I haven't seen how much there will be with Alternatives B and C, but they can't be nearly as high as with A.

My neighbors on Highland Ct are within earshot of the fairgrounds and Via de la Valle so the disruption in terms of noise and traffic will be horrendous.

Solana Beach went through a lot of cost and disruption to lower the tracks and build the rail trail. Del Mar hasn't done anything and technically, this is their problem. They also get all the benefits of the fairgrounds and we get the noise and traffic. I want to be a good neighbor, but Del Mar hasn't been so far.

All that aside, the dramatically higher cost and disruption to the environment and the 13,000 residents of Solana Beach vs. 4000 in Del Mar of Alternative A compared to B and C make this a no-brainer.

Thank-you for your consideration, Jean McGregor

ps. I'm hoping my neighbors that I bcc'd on this feel free to openly plagiarize any of this that they agree with and write to you also.

## Re: Calling your bluff

Jean Mcgregor [REDACTED]

Sun 6/30/2024 2:24 PM

To [REDACTED]

Cc: LOSSANcorridor <LOSSANcorridor@sandag.org>; lheebner@cosb.org <lheebner@cosb.org>

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Holy smokes, I didn't think was possible to get any better.

On Sun, Jun 30, 2024, 1:41 PM Alan Strang [REDACTED] > wrote:

Dear SANDAG,

You asked for input on the three alternatives for dealing with the train tracks on the receding bluffs in Del Mar. I am pleased to be helpful and provide you with a draft letter you might wish to send to the residents of Del Mar if you were to choose Alternative A.

“Dear Del Mar resident,

You will be delighted to hear that we have selected Alternative A for the rerouting of the coastal rail route away from Del Mar. We shall be spending \$1,066,460.59 for each resident of Del Mar to achieve this but we shall be taking away those nasty trains and their tracks, increasing your property values substantially. That's unfair, you may say, because we bought our properties knowing the rail tracks were there. Don't worry about that. It's only government money and we know best what's good for you.

Don't worry about the 12,802 residents of Solana Beach and the hundreds of millions already invested in infrastructure there that will be wasted.

Don't worry. That's what the economists call sunk costs. It's bureaucratic jargon for DGAF.

Don't worry about the need for eminent domain to take away parts of people's homes and reduce their property values. They should have thought about that when they bought property in Solana Beach rather than Del Mar.

Have we done an extended cost benefit analysis to justify our choice, you may ask.

Don't worry, that's so old fashioned. We have done a rough back of the envelope calculation which shows all you need to know.. The last census tells us that the 1,822 households in Del Mar have a total current property value of \$6.695 billion and the 5,436 households in Solana Beach had a total current property value of \$11.513 billion. If taking the tracks away from Del Mar raises your property values by 10%, you will get a windfall gain of \$669 million. If at the same time, it also lowers the property values by 10% in Solana Beach, they will get a windfall loss of \$1.153 billion. We know what's equitable and good for you.

PS please send us any suggestions you may have for spending more on beautification once we have removed the tracks.

Don't worry, be happy

In SANDAG we trust,

Bureau C. Rat”

Alan Strang

## Add to LOSSAN mailing list

Teri McHugh [REDACTED]

Mon 6/17/2024 3:18 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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Please send all mailers and information to me through email or USPS. Our mailing address is:

[REDACTED]  
Del Mar, CA 92014

We own the property at [REDACTED]. Thank you!

Teri McHugh  
[REDACTED]

## Opposition to Alt "A" of railroad track realignment for Del Mar

McKinley, Erin [REDACTED]

Tue 6/18/2024 12:46 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I actively oppose alternative "A" of the railway realignment for the following reasons:

1. It is twice as expensive as the other two alternatives. It is economically irresponsible.
2. Multi-year impact to both the fairgrounds and the races will not only create massive economic impact but will dismantle core community gatherings our neighborhood depends upon. You can't shut something down for multiple years and have an expectation it will survive... we are barely out of COVID and barely regaining our footing in these important local events... why choose an alternative that dismantles that when there are other options?
3. The City of Del Mar needs to take on their fair share... this is just like how they are trying to push affordable housing out of their City and onto the fairgrounds... they are again shirking their responsibility to participate in projects for the good of the overall region. Stop letting Del Mar off the hook... they aren't special.

I understand that EIRs must study alternatives... but they should be REALISTIC alternatives... not gimmicks that are simply there to let Del Mar off the hook.

### **Erin McKinley**

Vice President | San Diego

Land Advisory Group

[REDACTED]  
[REDACTED]

[REDACTED] | San Diego, CA 92122 | USA

[in](#) [X](#) [v](#) [@](#) [f](#) [View Privacy Policy.](#)



## SDLRR Project NOP

Don McKinney [REDACTED]

Tue 6/18/2024 10:41 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:Linda Keyes [REDACTED]

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

We oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Donald McKinney and Linda Keyes  
675 E Solana Circle  
[REDACTED] Beach, ca 92075

Sent from my iPhone

## I oppose alternative A for the LOSSAN corridor!

Marilee McLean [REDACTED]

Tue 6/18/2024 7:50 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hello,

I do vehemently oppose alternative A for the LOSSAN corridor!

AS I understand it there was very little transparency or communication with Solana Beach in the creation of this option---

and yet the route will disrupt Solana Beach and its citizens *immensely!* How could that happen so underhandedly?

please abandon "A" as an alternative for the sake of fairness, common sense and economic sanity!

Thank you,

Marilee McLean

[REDACTED]  
Solana Beach

(and I would oppose this alternative even if I didn't live in Solana Beach!

officially my position can be summarized as the following:

**"I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money."**



## SDLRR Project NOP

Shawn Mcmenamin [REDACTED]

Wed 6/19/2024 10:04 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.

As a Solana Beach residence, I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money. Please do the responsible and logical thing. Eliminate Alternative A!

Thanks,

Shawn J McMenamin  
[REDACTED]

## SDLRR Project NOP

Shawn Mcmenamin [REDACTED]

Tue 6/25/2024 12:19 PM

To:LOSSANcorridor <lossan.corridor@sandag.org>

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.

As a Solana Beach residence, I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money. Please do the responsible and logical thing. Eliminate Alternative A!

Thanks,

Shawn J McMenamin  
[REDACTED]

## SDLRR Project NOP

Shawn Mcmenamin [REDACTED]

Thu 7/25/2024 6:16 AM

To:LOSSANcorridor <lossancorridor@sandag.org>

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

As a Solana Beach residence, I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money. Please do the responsible and logical thing. Eliminate Alternative A!

Thanks,  
Shawn J McMenamin  
[REDACTED]

## Fwd: Feedback on the proposed alternative routes and concerns & ELECTRIC vs Diesel

Alice McNally [REDACTED]

Fri 6/7/2024 2:34 PM

To: LOSSANcorridor <lossan@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Begin forwarded message:

**From:** Alice McNally [REDACTED]

**Subject: Feedback on the proposed alternative routes and concerns & ELECTRIC vs Diesel**

**Date:** June 7, 2024 at 2:28:53 PM PDT

**To:** LOSSANcorridor@sandag.org

1. My vote goes to Route C, as it is the shortest and least expensive.

2. NO Diesel. ELECTRIFIED only.

. Our Planet is in a Climate crisis and it is happening now. Diesel puts us so far from our goal we may not survive.

. San Diego had its first electric electric railway in 1892-1949, using 600 volt DC cars, thanks to the brilliance of John D. Speckles. It was called the San Diego Electric Railway. It had 5 routes: the Fifth St to Logan Heights line, First St. and D St lines, the Depot and Ferry lines and the K St shuttle. There were 165 miles of electrified track.

The company also engaged in limited freight handling with the San Diego and Arizona Railway (SD&A) from 1923-1929.

China takes first place in Electric freight trains with 62,000 miles of electrified railway, followed by India with over 60,000 miles, Russia's 54,000.

Switzerland has nearly all of their railway lines electrified and Luxembourg had 96.7% electrified by 2021.

Japan, France, Germany, the UK, Canada, Chile and Cuba all have electrified rail.

It is criminal that Sandag is even considering diesel, when electrification is a more environmentally friendly alternative to diesel or steam power?

Why is Sandad behind the curve and endangering our planet?

Alice McNally  
[REDACTED]

Del Mar, CA 92014




## Electric Trains are cheaper and cleaner than Diesel !

Alice McNally [REDACTED]

Tue 6/18/2024 3:30 PM

To: BuildNCC [REDACTED]; LOSSANcorridor <lossan@sandag.org>

 1 attachments (209 KB)

Electric is Cheaper than Diesel.pages;

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.

Dear Sandag, Lossan Team

Alice McNally

[REDACTED]  
Del Mar, CA 92014

Climate change is real and Time is Running Out!

Diesel adds to our carbon footprint. Electric buys us time.

Electric trains are less expensive to run than diesel.

Diesels, carry more weight around with them, which uses more fuel. Electric is cleaner, when idling, due to the more energy efficient locomotives.

When running Electric emits 20-35% less carbon, per mile.

Breaking energy can be captured and returned to the rail.

Electric trains accelerate faster, are lighter, cleaner, quieter and create less vibration so not to disturb residents.

California and the US should all be electric.

The cost of not doing so, is fatal to our planet.



## Re: Electric Trains are cheaper and cleaner than Diesel !

Alice McNally [REDACTED]

Tue 7/9/2024 3:58 PM

To: BuildNCC [REDACTED] LOSSANcorridor <lossan corridor@sandag.org>

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Climate change is real and Time is Running Out!

Diesel adds to our carbon footprint. Electric buys us time.

Electric trains are less expensive to run than diesel.

Diesels, carry more weight around with them, which uses more fuel. Electric is cleaner, when idling, due to the more energy efficient locomotives.

When running Electric emits 20-35% less carbon, per mile.

Breaking energy can be captured and returned to the rail.

Electric trains accelerate faster, are lighter, cleaner, quieter and create less vibration so not to disturb residents.

California and the US should all be electric.

The cost of not doing so, is fatal to our planet.

On Jun 18, 2024, at 3:30 PM, Alice McNally [REDACTED] wrote:

Dear Sandag, Lossan Team

<Electric is Cheaper than Diesel.pages>

Alice McNally


[REDACTED]  
Del Mar, CA 92014

**FW: Electric Trains are cheaper and cleaner than Diesel !**

BuildNCC [REDACTED]

Fri 6/21/2024 8:28 AM

To: LOSSANcorridor <LOSSANcorridor@sandag.org>

 1 attachments (209 KB)

Electric is Cheaper than Diesel.pages;

---

**From:** Alice McNally [REDACTED]

**Sent:** Tuesday, June 18, 2024 3:30 PM

**To:** BuildNCC <buildncc@keepsandiegomoving.com>; LOSSANcorridor <lossan corridor@sandag.org>

**Subject:** Electric Trains are cheaper and cleaner than Diesel !

[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.

Dear Sandag, Lossan Team

Alice McNally

[REDACTED]  
Del Mar, CA 92014

Climate change is real and Time is Running Out!

Diesel adds to our carbon footprint. Electric buys us time.

Electric trains are less expensive to run than diesel.

Diesels, carry more weight around with them, which uses more fuel. Electric is cleaner, when idling, due to the more energy efficient locomotives.

When running Electric emits 20-35% less carbon, per mile.

Breaking energy can be captured and returned to the rail.

Electric trains accelerate faster, are lighter, cleaner, quieter and create less vibration so not to disturb residents.

California and the US should all be electric.

The cost of not doing so, is fatal to our planet.

## Opposition to Alternative A

Kristina Mendez [REDACTED]

Wed 7/3/2024 10:04 AM

To:LOSSANcorridor <lossan.corridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

This would be an ecological disaster. Please do not destroy any more of California's resources. Our waterways are precious. Please also provide the public with actual data on how many people utilize this service and why it cannot be above ground in an already developed area. In the Bay Area, there are trains that run on platforms in the middle of the freeway and next to the freeway. The trolley already does this as well.

Also, have you consulted with indigenous communities to identify whether this land is even available for construction?

--

Kristina Mendez, Ph.D.  
CA Licensed Clinical Psychologist  
PSY32985  
Pronouns: She/Her/Ella


*I acknowledge that the Kumeyaay people are the original and rightful caretakers of the land I work and reside on. I am committed to a lifetime of decolonizing myself and psychology practice to do my part in mending the harm caused to indigenous communities. To learn about the rightful caretakers of the land you work and reside on, you can visit <https://www.whose.land/en/>*

## SDLRR Project NOP

S M [REDACTED]

Tue 7/16/2024 7:41 PM

To: LOSSANcorridor <LOSSANcorridor@sandag.org>  
Cc: LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

 1 attachments (14 KB)

Dear Members of SANDAG.docx;

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear SANDAG Board Members,

**I oppose Alternative A.** The environmental and economic impact to Solana Beach would be unfair and irresponsible. The environmental impact to Solana Beach homeowners and businesses would present huge air quality issues. Why would you choose Alternative A that is double the cost of the other Alternatives and would force Solana Beach residents and business owners to endure unnecessary hardship due to the greedy and unthoughtful Alternative A?

I don't understand why you didn't consult and collaborate with our city before you proposed Alternative A. Not only would it cost our region billions of dollars of lost revenue to tunnel from Lomas Santa Fe south under Via De La Valle, Stevens Creek, and the Del Mar Fairgrounds and San Dieguito Lagoon, it would forever change the landscape of our beloved and quaint Solana Beach.

Please put yourselves and your families in your Solana Beach neighbors and business owner's shoes. Would you agree to Alternative A in your backyard when there are better Alternatives like B and C? Would you agree to Alternative A if you and your children must endure the dangerous impact to your air quality every day? Will you picture the impact on your and your family's daily life, as you are forced to bear the burden of decisions made by people who don't live in Solana Beach?

Would you want 14 years of construction in your backyard and throughout your community? Can you see that your day-to-day living would be negatively impacted? You would say to yourselves, like we are saying, "How could our SANDAG board members and city of Del Mar betray us?"

I know and respect my Solana Beach community and have talked with many neighbors, friends, and local businesses in Solana Beach and not one person wants Alternative A, nor do they believe it is a fair, kind, honest, neighborly, or a viable option for Solana Beach.

Please do the right thing, be kind, consider others who will be gravely impacted by Alternative A, and do unto others as you would have them do unto you by opposing Alternative A.

Thank you,

Shelley Menshek  
7/15/2024

Dear SANDAG Board Members,

**I oppose Alternative A.** The environmental and economic impact to Solana Beach would be unfair and irresponsible. The environmental impact to Solana Beach homeowners and businesses would present huge air quality issues. Why would you choose Alternative A that is double the cost of the other Alternatives and would force Solana Beach residents and business owners to endure unnecessary hardship due to this greedy and unthoughtful Alternative A?

I don't understand why you didn't consult and collaborate with our city before you proposed Alternative A. Not only would it cost our region billions of dollars of lost revenue to tunnel from Lomas Santa Fe south under Via De La Valle, Stevens Creek, and the Del Mar Fair grounds and San Dieguito Lagoon, it would forever change the landscape of our beloved and quaint Solana Beach.

Please put yourselves and your families in your Solana Beach neighbors and business owner's shoes. Would you agree to Alternative A in your backyard when there are better Alternatives like B and C? Would you agree to Alternative A if you and your children must endure the dangerous impact to your air quality every day? Will you picture the impact on your and your family's daily life, as you are forced to bear the burden of decisions made by people who don't live in Solana Beach?

Would you want 14 years of construction in your backyard and throughout your community? Can you see that your day-to-day living would be negatively impacted? You would say to yourselves, like we are saying right now, "How could our SANDAG board members and city of Del Mar betray us?"

I know and respect my Solana Beach community and have talked with many neighbors, friends, and local businesses in Solana Beach and not one person wants Alternative A, nor do they believe it is a fair, kind, honest, neighborly, or a viable option for Solana Beach.

Please do the right thing, be kind, consider others who will be gravely impacted by this Alternative, and do unto others as you would have them do unto you by opposing Alternative A.

Thank you,

Shelley Menshek  
7/15/2024

## Living next to the tracks for 30 years

David Meza [REDACTED]

Fri 7/12/2024 7:41 PM

To:LOSSANcorridor <lossan.corridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hello,

My situation is not personal and I can easily relocate, just looking at this from what I know to be true. I have lived near the corner 101 and Via de la Valle for 30 years and I have either ran or hiked along the del mar bluffs for thousands of miles over the years and have seen the erosion and effects of the tide changes. I know for a fact there is an immediate need for action at the point just south of powerhouse park. Even with the work being done currently to stabilize that section. Its too narrow and completely dangerous.

Having looked at all the alternatives, again because of the need for action, I suggest keeping the route as is, except buying some of the properties near that narrow section and move the track 50-100 feet eastward, cost effective, and buys time. Most importantly, keeping it a single track, minimizing the stress on the bluff. Its very clear SANDAG is determined to double track at all costs, and this is reckless for safety in small town, tourist heavy, beautiful Del Mar.

Back to the alternatives. Having driven and trained all through Europe recently, there are amazing tunnels everywhere. As a lifelong San Diegan, and knowing our earthquake background, It would creep me out to have to travel through a tunnel, especially under the river mouth, and I'm sure I'm not the only person that would feel that way. I am pretty sure there is not one transportation tunnel in San Diego. Therefore Alternative C is the better idea except, not a tunnel but a lowered track beneath camino del mar, somehow. Ideally a big turn east at the fairgrounds is even better, also without a tunnel. SANDAG is also very determined to increase the speed of train travel which is also reckless.

I have tried to educate myself to what's being transported on the rails, as for cargo, its something thats not being mention to the public. its important to understanding this to make the correct decision for such an expensive possible project. I do not see very much military equipment in the freight trains. Again I live 60 feet from the top of the passing trains. We need to see the waybills of cargo. As for the passenger trains, coaster is somewhat full at certain times and amtrak is no where near capacity. Initially my thought was in agreement with more trains, less big rigs and cars on the freeway, but the reality is, the majority of cargo and people will always use the freeway.

Unfortunately, the train track should never have been located where it is in the first place, but now we have to make to correct decisions to accommodate citizens and cities. I attended one of the first meeting at the Del Mar city hall, and the representatives of SANDAG were there along with a hand full of their lawyers. I was in stunned disbelief when they were telling us that the tunneling squirrel's were a major contributor to the bluff erosion, certainly not the tonnage of iron vibrating down the track. Its this kind of nonsense that I haven't returned for another public meeting. It is critical we all make honest logical decisions.

Thanks,  
David Meza  
[REDACTED]



Del Mar - 333Alternative C

Carolyn Michaels [REDACTED]

Tue 7/16/2024 8:16 PM

To:LOSSANcorridor <lossan@sandag.org>

You don't often get email from carlylmichaels@aol.com. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

**It is critical that SANDAG listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon Foundation and Torrey Pines Community Planning Board, Alternative C should be dropped from further consideration. Alternative C is clearly not in the best interests of the environment or the community and it is a waste of taxpayer resources to study an alternative which obviously makes no sense to pursue.**

**Carolyn Levy Michaels**

## SDLRR Project NOP

Betsy Milich [REDACTED]

Fri 7/19/2024 2:47 PM

To:LOSSANcorridor <lossan.corridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I urge SANDAG to look very carefully at the plans to bore into the residential areas of the City of Del Mar. As a longtime resident of this amazing coastal town I'm deeply concerned about the effects of construction and ultimately double tracking with a significant increase of military supply trains and freight trains.

The environment will be harmed, residents will lose their homes, dangerous materials will pass under hundreds of homes, and the landscape will be forever compromised. In other words we are looking at noise, pollution that cannot be mitigated enough to be acceptable, at-risk tracks with no way to handle derailments or explosions, views destroyed, dying commerce, loss of livelihoods, and a historical coastal treasured town forever modified in a way that will cause much more damage than benefit.

I concur that the tracks must be moved off of the Del Mar bluffs, but ruining a community using SANDAG'S preferred northern portal is both shortsighted and *irreversible*. If this plan is approved it will be a sad day for Del Mar's thousands of annual visitors as well as the residents whose lives have been run over by a powerful government entity.

Sincerely,  
Betsy Milich

FW: lossan

Danny Veeh <danny.veeh@sandag.org>

Fri 6/21/2024 2:20 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

**Danny Veeh** (he/him/his)

Rail Planning Program Manager

**619.699.7317** office

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

**SANDAG** | Pursuing a brighter future for all



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

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

---

**From:** Brian Milich [REDACTED]

**Sent:** Friday, June 21, 2024 1:51 PM

**To:** Danny Veeh <danny.veeh@sandag.org>

**Cc:** Betsy Milich [REDACTED]; Brian Milich [REDACTED]

**Subject:** lossan

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Danny—I was unable to attend the scoping meeting on Tuesday and wanted to know if I could talk with you briefly about the Lossan Project.

As you may recall, I previously discussed with you some of the details of the north portal and tunnel alignment and depth under the alternatives at that general location.

Please let me know if you have availability for a call sometime later next week or the following week.

Thank you.

Brian

**Brian Milich**

Senior Vice President / Community Development



Pacific Ventures Management LLC

[REDACTED]



[www.pacv.com](http://www.pacv.com)

## RE: Follow-Up

Brian Milich [REDACTED]

Sat 6/29/2024 2:18 PM

To: Sam Roberts <Sam.Roberts@sandag.org>; Danny Veeh <danny.veeh@sandag.org>

Cc: LOSSANcorridor <LOSSANcorridor@sandag.org>; Betsy Milich [REDACTED] Brian Milich [REDACTED]

📎 1 attachments (4 MB)

Item\_15\_Att\_2\_-\_Screening\_Report.pdf;

Some people who received this message don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Sam and Danny—assuming that next Wednesday at 2:00 works for a call on the LOSSAN project, we'd like to be most efficient with your time and wanted to let you know some of the questions and topics that we would like to discuss with you.

Our immediate questions have to do with how the tunnel alignments and north portal location(s) could or will impact the property at 1870 Seaview Avenue.

We assume that by now the portal location impacts on properties is generally understood by SANDAG. We would also assume that property impacts of the tunnel alignments and depths are also (at least generally) known. Specifically, I did note that the attached report indicates that the Jimmy Durante north portal will impact residential properties, but that the Camino del Mar north portal would only impact commercial properties. We'd like to know more about the north portal alignment and location selection.

We also understand that Camino del Mar will be raised depending upon alignment selected—do you have any preliminary plans that would show the proposed changes to Camino del Mar?

With regard to soils, I did not find discussion in the report about soils suitability for the tunnel boring—is there a document that you could direct me to in advance of our meeting that discusses the soils suitability topic?

I want to thank you both in advance for meeting with us—it is very much appreciated.

Brian

**Brian Milich**  
Senior Vice President / Community Development



Pacific Ventures Management LLC

[REDACTED] Newport Beach, CA 92660

[www.pacv.com](http://www.pacv.com)



# 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: <a href="https://casetext.com/regulation/california-code-of-regulations/title-14-natural-resources">https://casetext.com/regulation/california-code-of-regulations/title-14-natural-resources</a>
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 re ned ve 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 re ne 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 <sup>1</sup>	South Los Peñasquitos Lagoon
P9	Fairgrounds	Portofino Drive
P10-A	Fairgrounds	Knoll Near I-5
P10-B	Fairgrounds	Sorrento Valley

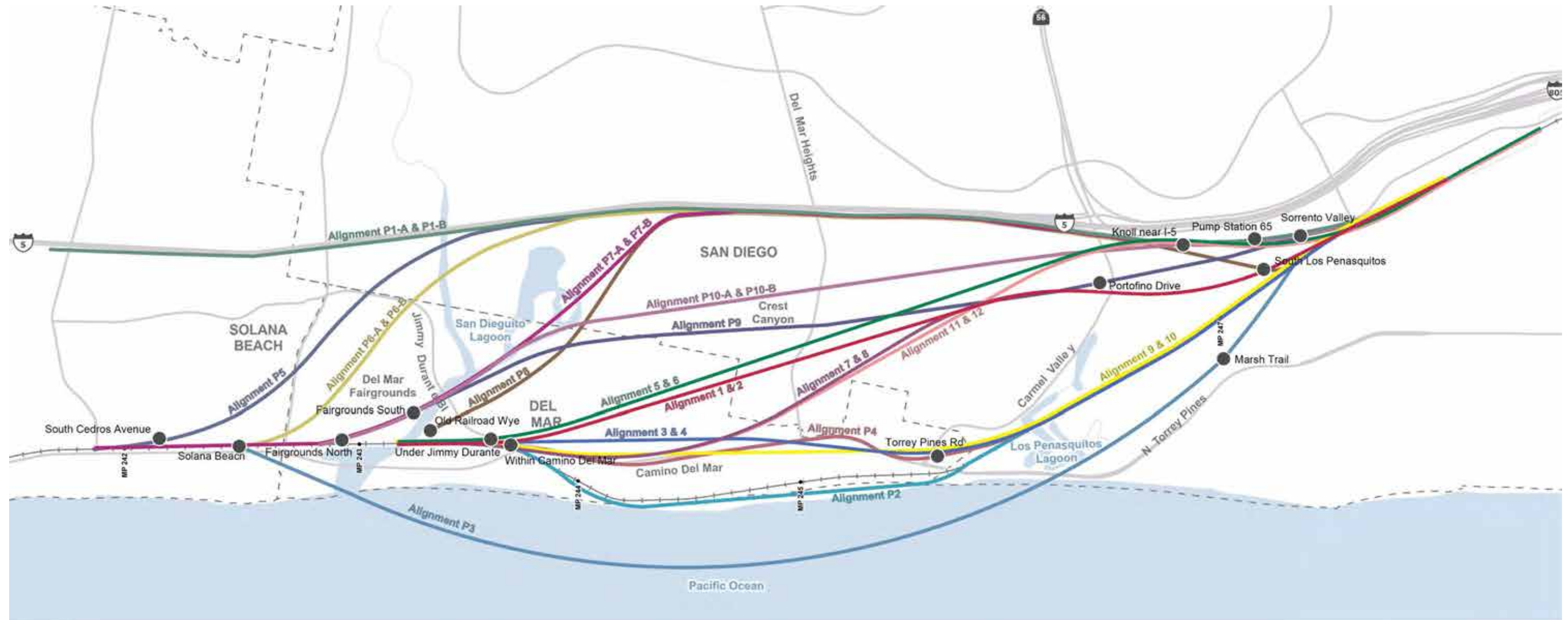
Notes:

<sup>1</sup>A 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



LEGEND

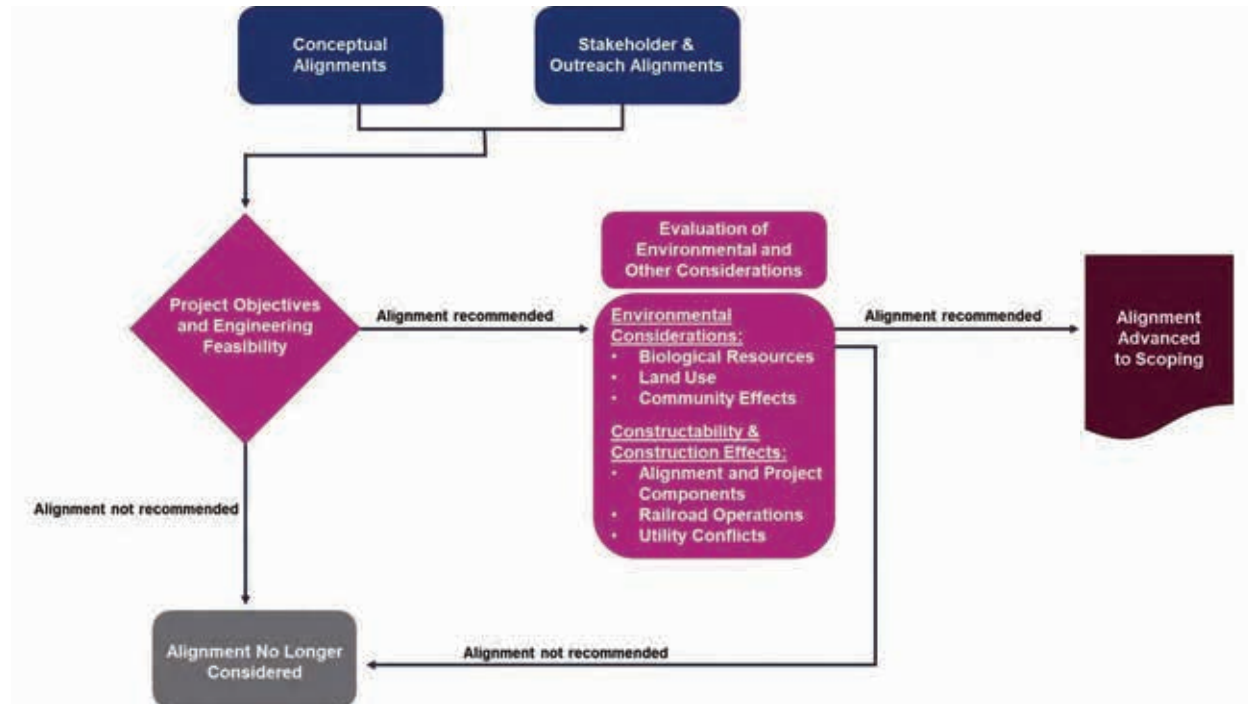
- |                   |                       |                         |  |
|-------------------|-----------------------|-------------------------|--|
| Alignment 1 & 2   | Alignment P1-A & P1-B | Alignment P7-A & P7-B   | ● Portal Location                          |
| Alignment 3 & 4   | Alignment P2          | Alignment P8            | • Mile Post Marker                         |
| Alignment 5 & 6   | Alignment P3          | Alignment P9            | --- Municipal Boundary                     |
| Alignment 7 & 8   | Alignment P4          | Alignment P10-A & P10-B | — Existing LOSSAN Corridor Track Alignment |
| Alignment 9 & 10  | Alignment P5          |                         |  |
| Alignment 11 & 12 | Alignment P6-A & P6-B |                         |  |

0 2,000 Feet

## 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 criteria, 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	<b>Yes</b>
	2	Under Jimmy Durante Boulevard	Portofino Drive	6	Yes	No <sup>1</sup>
	3	Under Jimmy Durante Boulevard	Torrey Pines Road	6	Yes	<b>Yes</b>
	4	Under Jimmy Durante Boulevard	Torrey Pines Road	6	Yes	No <sup>1</sup>
	5	Under Jimmy Durante Boulevard	Knoll Near I-5	6	Yes	<b>Yes</b>
	6	Under Jimmy Durante Boulevard	Knoll Near I-5	6	Yes	No <sup>1</sup>
	7	Within Camino Del Mar	Portofino Drive	6	Yes	<b>Yes</b>
	8	Within Camino Del Mar	Portofino Drive	6	Yes	No <sup>1</sup>
	9	Within Camino Del Mar	Torrey Pines Road	6	Yes	<b>Yes</b>
	10	Within Camino Del Mar	Torrey Pines Road	6	Yes	No <sup>1</sup>
	11	Within Camino Del Mar	Knoll Near I-5	6	Yes	<b>Yes</b>
	12	Within Camino Del Mar	Knoll Near I-5	6	Yes	No <sup>1</sup>
Stakeholder and Outreach Alignments	P1-A	Not identified	Knoll Near I-5	1	Unknown <sup>2</sup>	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 <sup>3</sup>	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	<b>Yes</b>
	P7-B	Fairgrounds	Sorrento Valley	4	Yes	<b>Yes</b>
P8	Old Railroad Wye <sup>4</sup>	South Los Peñasquitos Lagoon	4	No	No	
P9	Fairgrounds	Portofino Drive	4	Yes	<b>Yes</b>	
P10-A	Fairgrounds	Knoll Near I-5	4	Yes	<b>Yes</b>	
P10-B	Fairgrounds	Sorrento Valley	4	Yes	<b>Yes</b>	

Note: <sup>1</sup>Based 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.

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

<sup>3</sup>Despite 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.

<sup>4</sup>A 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 <sup>1</sup>	<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: <sup>1</sup>The 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 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

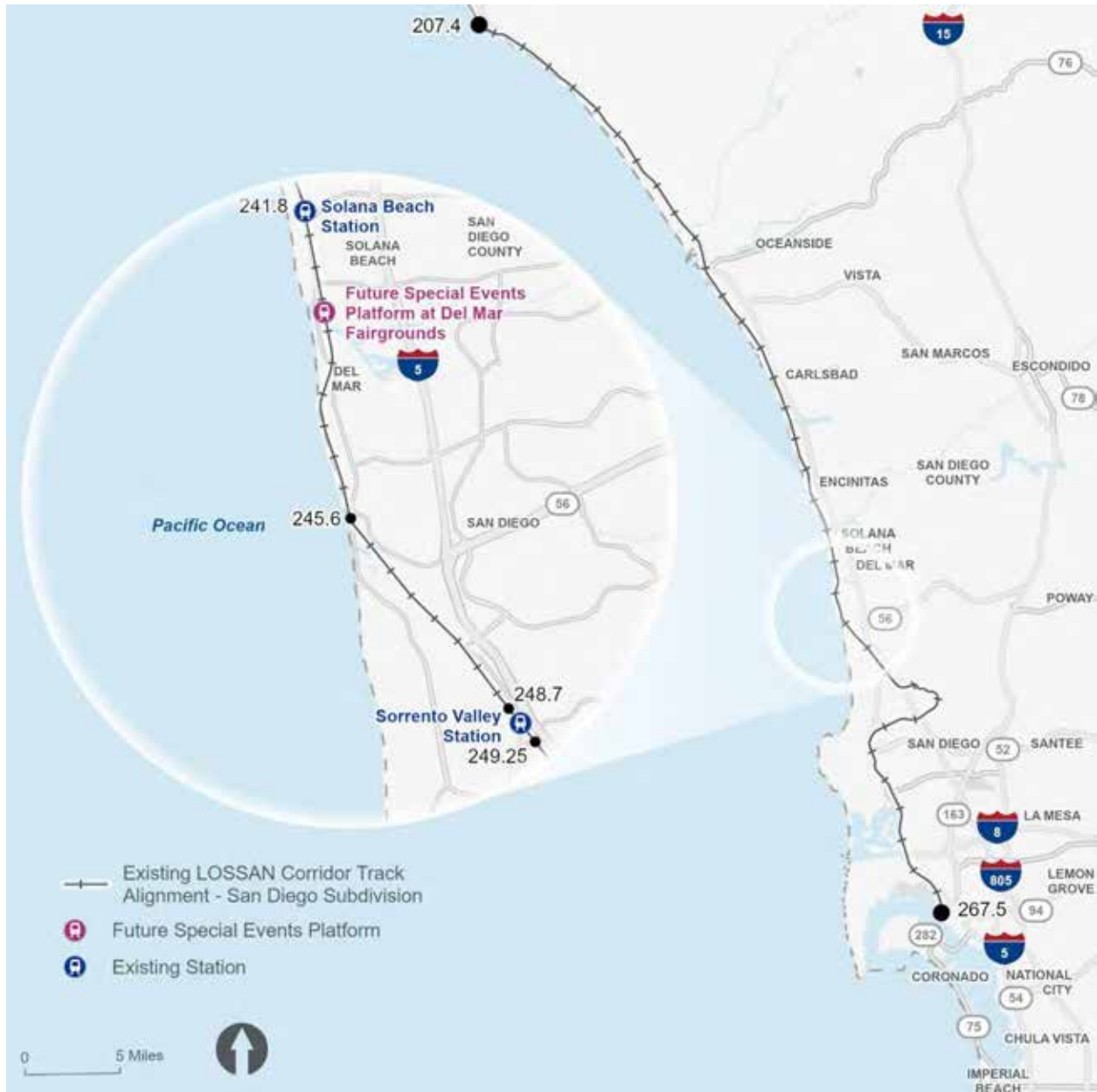


service; minimize impacts in the surrounding communities and on biological, cultural, and recreational resources; and improve coastal access and safety. Project objectives also include helping meet the goals of the 2021 Regional Plan and the 2018 California State Rail Plan. As described in the 2021 Regional 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

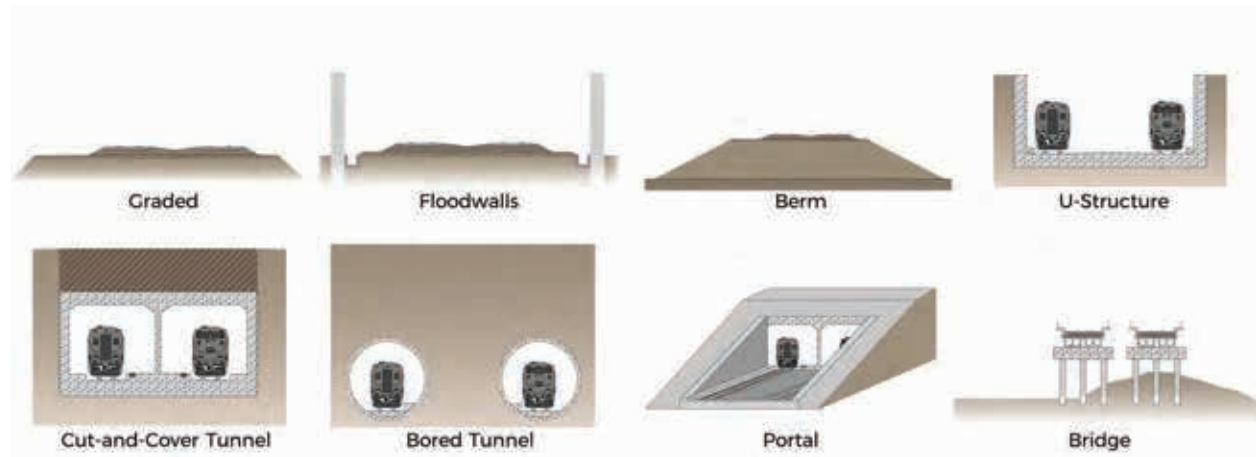
The alignments in this report consist primarily of tunnels with additional bridge, U-structure, and/or graded sections, as needed. Table 2-1 provides a summary of alignment components, and Figure 2-2 illustrates each component. For construction of the tunnels, both single-bore and twin-bore configurations 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**



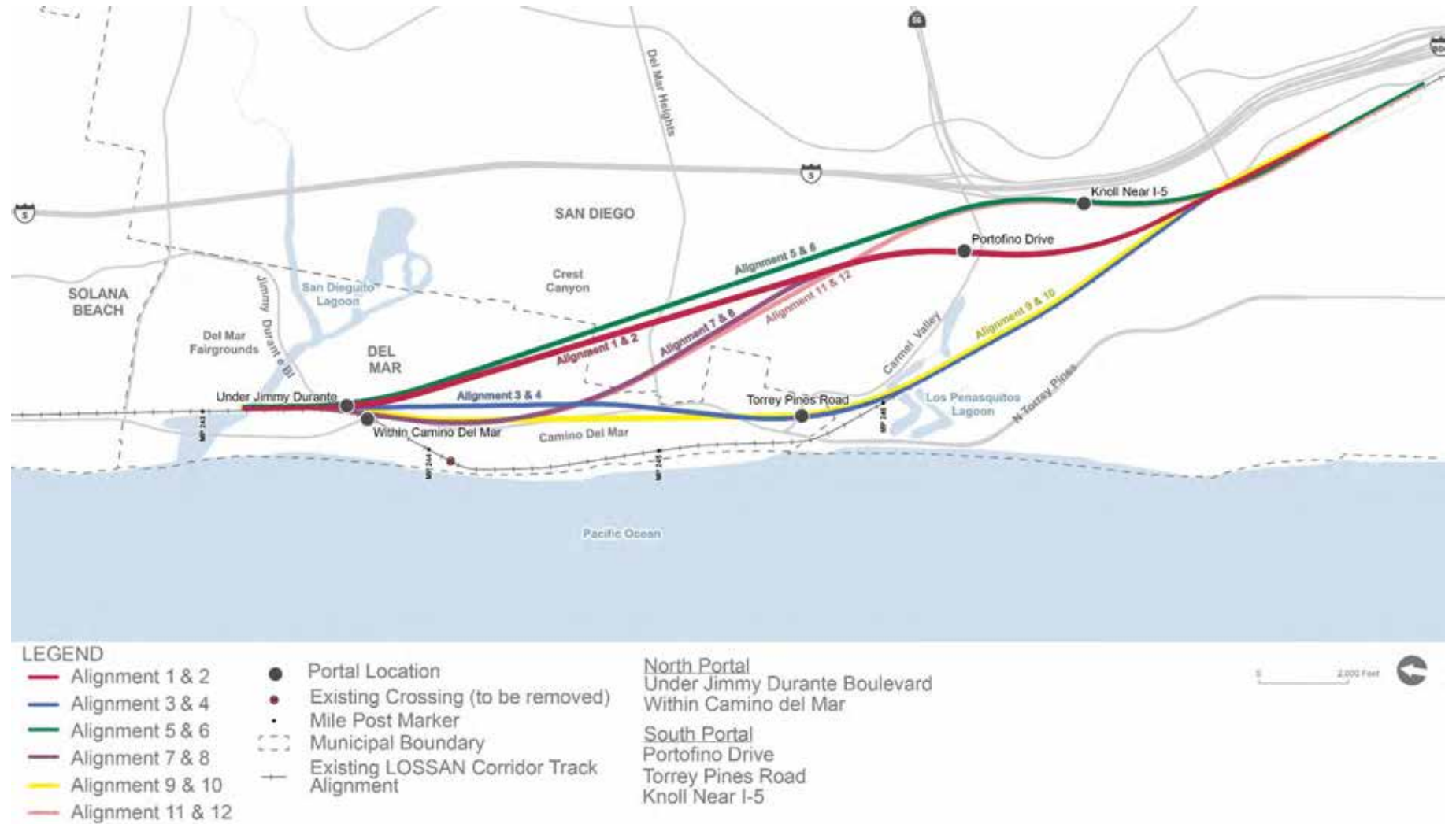
## 2.3 Conceptual Alignments

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 <sup>1</sup>	South Los Peñasquitos Lagoon
P9	Fairgrounds	Portofino Drive
P10-A	Fairgrounds	Knoll Near I-5
P10-B	Fairgrounds	Sorrento Valley

Notes:

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

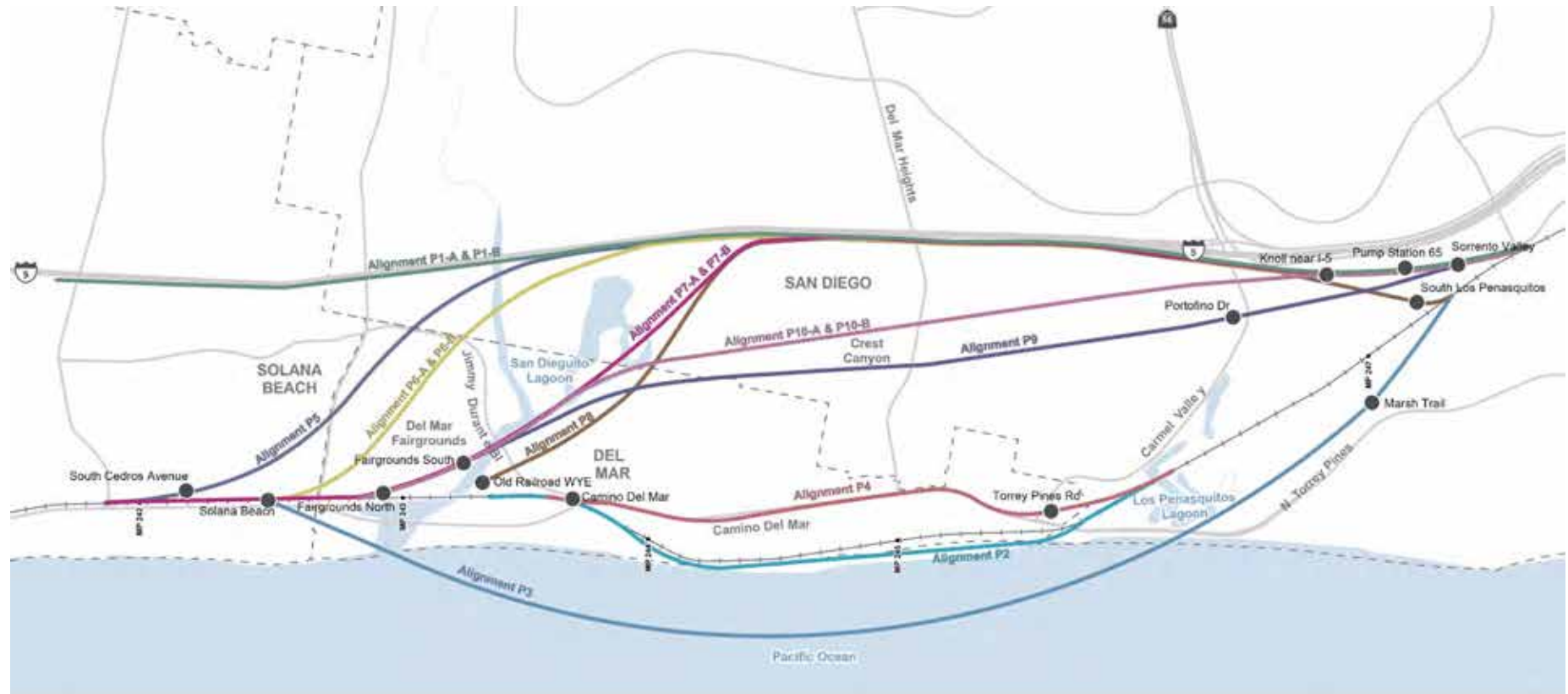
N/A = not applicable—the alignment was proposed as a bridge and does not include underground portions that would require portals. Not identified = a specific location for a northern portal was not noted.

**Figure 2-4. Outreach Event Proposed Concepts**





**Figure 2-5. Stakeholder and Outreach Alignments**



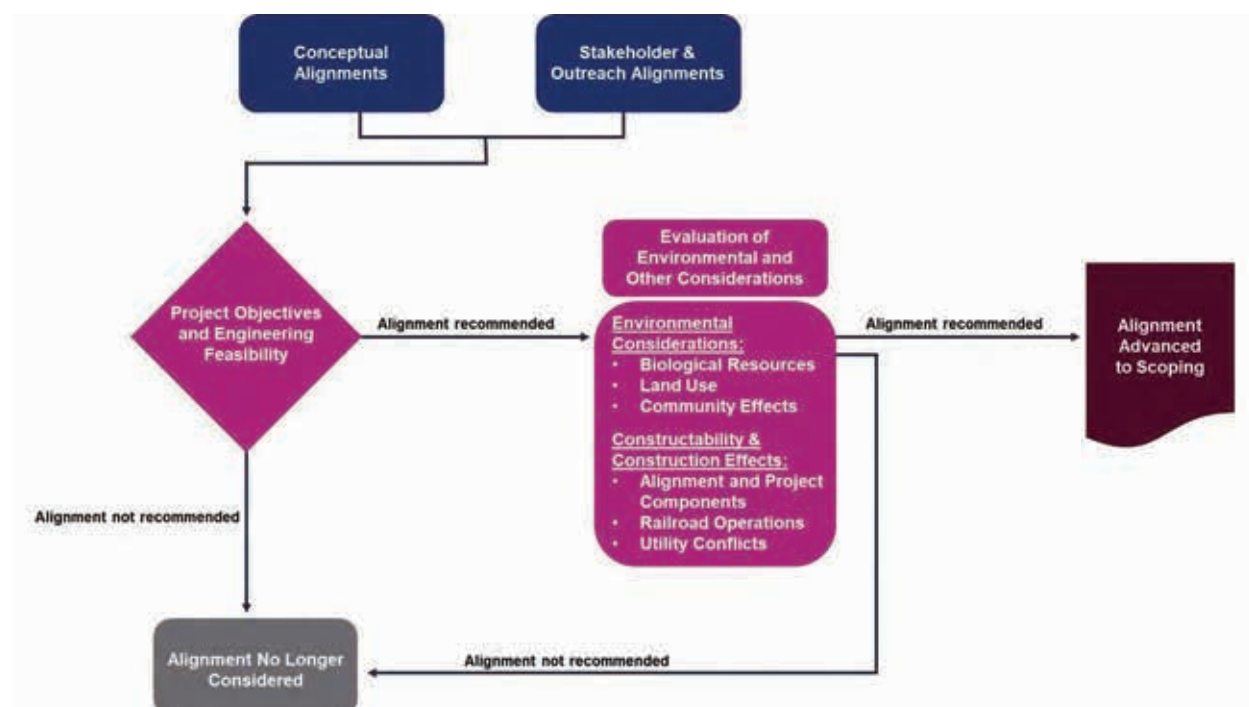
**LEGEND**

- |                         |                           |  |                     |                       |
|-------------------------|---------------------------|--|---------------------|-----------------------|
| — Alignment P1-A & P1-B | — Alignment P6-A & P6-B   | ● Portal Location                          | <u>North Portal</u> | <u>South Portal</u>   |
| — Alignment P2          | — Alignment P7-A & P7-B   | • Mile Post Marker                         | South Cedros Avenue | Portofino Drive       |
| — Alignment P3          | — Alignment P8            | ⋮ Municipal Boundary                       | Solana Beach        | Torrey Pines Road     |
| — Alignment P4          | — Alignment P9            | — Existing LOSSAN Corridor Track Alignment | Fairgrounds North   | Knoll Near I-5        |
| — Alignment P5          | — Alignment P10-A & P10-B |  | Fairgrounds South   | Pump Station 65       |
|                         |                           |  | Camino Del Mar      | Sorrento Valley       |
|                         |                           |  | Old Railroad WYE    | South Los Peñasquitos |
|                         |                           |  |                     | Marsh Trail           |

### 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

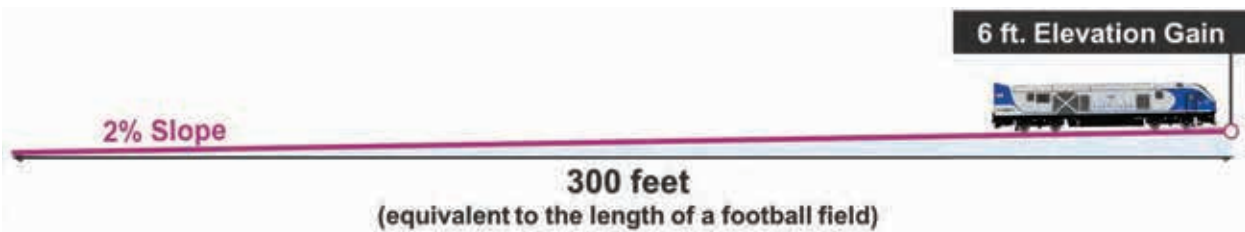
Each alignment was assessed based on its ability to meet the following project objectives:

- 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 <sup>1</sup>	<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: <sup>1</sup>The 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 definitions<sup>1</sup>, 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

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<sup>1</sup>Per 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 site<sup>2</sup> 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

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<sup>2</sup> 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, shooies (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.

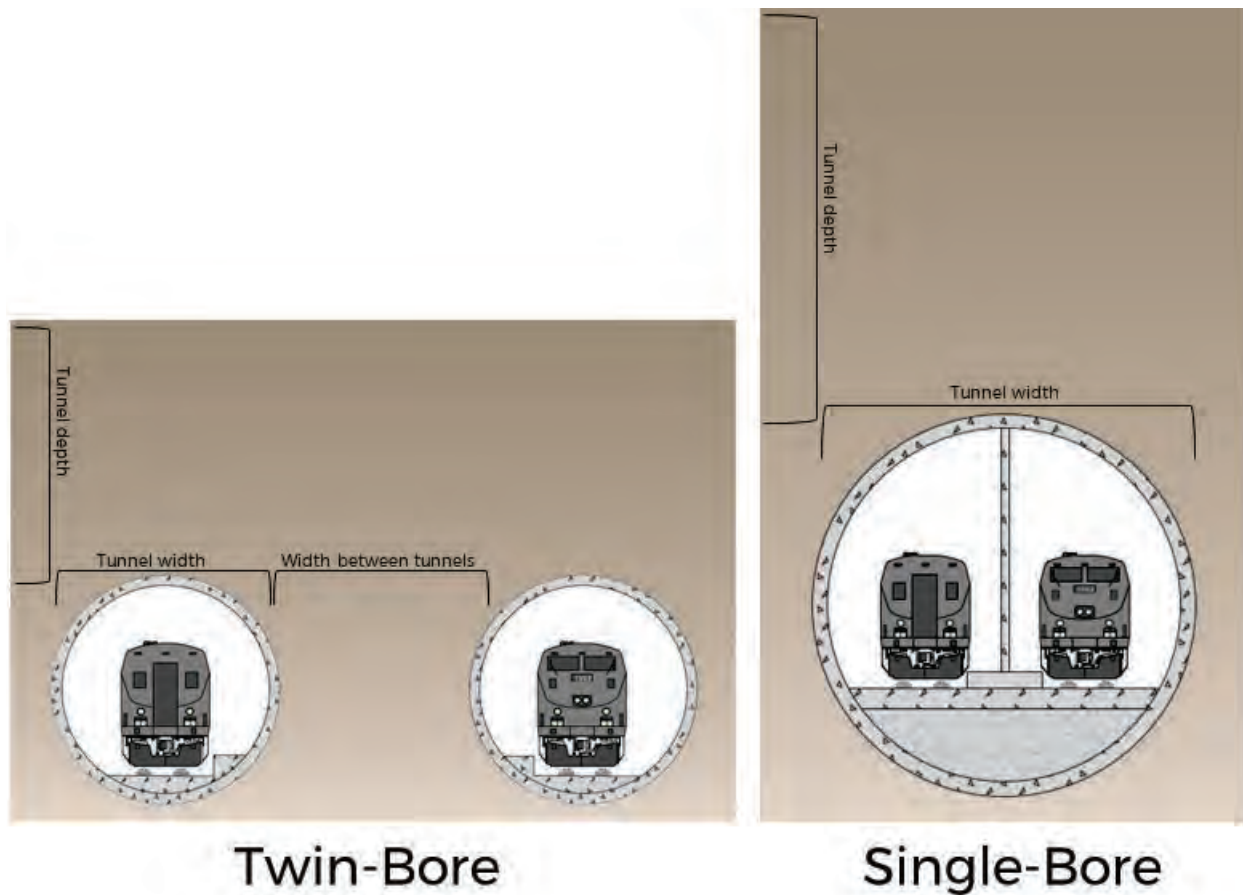
A key differentiator between single-bore and twin-bore tunnels (Figure 4-1) is the minimum depth required beneath the earth's surface to enter or exit the portal structure. The larger-diameter single-bore configuration would require a much longer transitional structure to provide a minimum of one-diameter 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						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 Solana Beach and 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	Improve coastal access and safety by eliminating at-grade railroad crossings and minimizing other pedestrian-rail points of interaction		
P1-A	Not identified	Knoll Near I-5	Yes	No	Unknown <sup>1</sup>	Unknown	Unknown	Unknown	Unknown	No
P1-B	Not identified	Sorrento Valley	Yes	No	No	Unknown	Unknown	Unknown	Unknown	No
P2	N/A	N/A	No	Yes	No	No	No	No	Yes	No
P3	Solana Beach	Marsh Trail	Yes	No	No	No	Yes	Yes	No	No
P4	Camino Del Mar	Torrey Pines Road	Yes	Yes	Yes	Yes	No	Yes	Yes	No
P5	South Cedros Avenue	Pump Station 65	Yes	No	No	No	No	Yes	Yes	No
P6-A	Fairgrounds	Knoll Near I-5	Yes	Yes	No	No	No	Yes	Yes	No
P6-B	Fairgrounds	Sorrento Valley	Yes	Yes	No	No	No	Yes	Yes	No
P7-A	Fairgrounds	Knoll Near I-5	Yes	Yes	No	No	Yes	Yes	Yes	<b>Yes</b>
P7-B	Fairgrounds	Sorrento Valley	Yes	Yes	No	No	Yes	Yes	Yes	<b>Yes</b>
P8	Old Railroad Wye <sup>2</sup>	South Los Peñasquitos Lagoon	Yes	Yes	Yes	No	No	Yes	No	No
P9	Fairgrounds	Portofino Drive	Yes	Yes	No	No	Yes	Yes	Yes	<b>Yes</b>
P10-A	Fairgrounds	Knoll Near I-5	Yes	Yes	No	No	Yes	Yes	Yes	<b>Yes</b>
P10-B	Fairgrounds	Sorrento Valley	Yes	Yes	No	No	Yes	Yes	Yes	<b>Yes</b>

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

<sup>2</sup>A 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



LEGEND

- Alignment P7-A
- Alignment P7-B
- Alignment P9
- Alignment P10-A
- Alignment P10-B

- Portal Location
- Mile Post Marker
- Municipal Boundary

- North Portal
- Fairgrounds North
- South Portal
- Portofino Drive
- Knoll Near I-5
- Sorrento Valley

0 2,000 Feet



# 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 <sup>1</sup> (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: <sup>1</sup>The 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 <sup>1</sup>
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: <sup>1</sup>Only 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 Portoño 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 Portoño 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 Portoño 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 Portoño 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 Portoño 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 (Portoño 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 Portoño Drive. The majority of construction traffic is anticipated to use Carmel Valley Road and Portoño 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 shooby 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 (Portoño Drive) would be located at the intersection of Portoño 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 shooshy 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 shoody 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 speeds<sup>3</sup> 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.

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<sup>3</sup> 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 foodwalls, 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 shoofl to maintain existing rail service. However, if construction is not phased as described, a shoofl 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 shoofl 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 shoofl during construction.
- Temporary control points would be installed to support shoofl operations.
- Design speeds along the shoofl 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 shoofl of approximately 4,000 feet would be constructed to support construction of the new alignment while maintaining single-track operations.
- Variations of temporary shoofls may be required during construction to support phased construction.
- Alternatively, the temporary shoofl 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 shoofl.
- Design speeds along the shoofl 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 shoofl.
- A temporary shoofl would also be required to support construction of the proposed foodwalls, 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 <sup>1</sup> (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: <sup>1</sup>The graded length includes the berm.  
 ROW = right-of-way

**Figure 5-1. Stakeholder and Outreach Alignments Advanced**



**LEGEND**

- |  |                 |  |                    |                   |
|--|-----------------|--|--------------------|-------------------|
|  | Alignment P7-A  |  | Portal Location    | North Portal      |
|  | Alignment P7-B  |  | Mile Post Marker   | Fairgrounds North |
|  | Alignment P9    |  | Municipal Boundary | South Portal      |
|  | Alignment P10-A |  |                    | Portofino Drive   |
|  | Alignment P10-B |  |                    | Knoll Near I-5    |
|  |                 |  |                    | Sorrento Valley   |



## **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 <sup>1</sup>
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: <sup>1</sup> Only 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 Porton 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 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 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:

- **Porto no 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 speeds<sup>4</sup> along the shoory 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 shoory 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 shoory of approximately 4,000 feet would be constructed to support construction of the new alignment while maintaining single-track operations.
- Variations of temporary shoories may be required during construction to support phased construction.
- Alternatively, the temporary shoory 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 shoory.
- Design speeds along the shoory 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 shoory.
- A temporary shoory would be required to support construction of the proposedoodwalls, which would impact the existing track.
- Bridge 247.7 may require phased reconstruction to maintain rail service.

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<sup>4</sup> 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 shoo y would also be required to support construction of the proposed foodwalls, 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 shoo y 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 shoo y during construction. The shoo fl 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 shoo y 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 shoo y 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 shoo y 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 shoo y 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.	<b>Yes Alignments (1, 3, 5, 7, 9, 11)</b>
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.	<b>Yes</b>
P7-B	The alignment would meet four of the six project objectives and would be feasible from an engineering standpoint.	<b>Yes</b>
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.	<b>Yes</b>
P10-A	The alignment would meet four of the six project objectives and would be feasible from an engineering standpoint.	<b>Yes</b>
P10-B	The alignment would meet four of the six project objectives and would be feasible from an engineering standpoint.	<b>Yes</b>

## 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 Porto no 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 Porto no 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 Porto no 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 Porto no 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 <sup>1</sup> (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: <sup>1</sup>Non-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 Pe asquitos 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 Pe asquitos 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 P-10-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 <sup>1</sup>
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: <sup>1</sup>Only 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 <sup>1</sup> (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: <sup>1</sup>The 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

- Porton 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 shoo y 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 shoo y 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 shoo y of approximately 6,000 feet. These alignments would require the longest shoo y and single-track operation to support construction when compared to the other alignments near the north portal sites.
  - For all alignments, the temporary shoo y would temporarily remove double-track operation for a length equivalent to that of the shoo y during construction.

- Design speeds<sup>5</sup> 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.

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<sup>5</sup> 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 Portoño 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 Portoño 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 Porto no 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 Porto no 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 (Porto no 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 Porto no Drive, contains the



second-largest area of sensitive vegetation communities and non-transportation land uses. Additionally, significant opposition to the south portal site at Portonno 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



LEGEND

- Alternative A
- Alternative B
- Alternative C
- Portal Location
- Mile Post Marker
- Existing LOSSAN Corridor Track Alignment
- Municipal Boundary

0 0.5 Miles



## SANDAG Rail Realignment - Alternative A Adverse Impact to Solana Beach

Barb Miller [REDACTED]

Wed 6/19/2024 8:03 AM

To:LOSSANcorridor <lossan@sandag.org>

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**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I'm a Solana Beach home owner and I strongly oppose SANDAG's Alternative A proposal. Please remove Alternative A from consideration before any further work is done on the EIR. Alternative A causes serious prolonged economic disruptions and adverse environmental impacts to Solana Beach, Steven's Creek, the Fairgrounds, and San Dieguito Lagoon. Additionally, Alternative A will cost twice as much as Alternatives B and C. Alternative A does not warrant the expenditure of any additional taxpayer money.

Thanks for your consideration,

Barbara Miller  
[REDACTED]

Solana Beach CA

[Sent from Yahoo Mail for iPad](#)

## LOSSAN Rail Realignment Public Scoping Meeting

Kathie Flynn Misselhorn [REDACTED]

Mon 6/17/2024 2:04 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

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To Whom It May Concern:

I am a Solana Beach resident. I oppose further consideration of Alternative A. This has a significant negative impact on Solana Beach, economically and environmentally.

Thank you for this consideration.

Kathie Flynn Misselhorn  
Solana Beach, CA92075

## SDLRR Project NOP

Marty Mitchell [REDACTED]

Fri 6/21/2024 10:05 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

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I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Thanks,  
Marty Mitchell  
Solana Beach Resident

## Railrealignment alternative A

Adrian Mok [REDACTED]

Fri 7/19/2024 8:45 PM

To:LOSSANcorridor <lossan@sandag.org>

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Mr Tim Pesce,

We attended the July event at Del Mar and understand the importance of the rail realignment from cliff in Del Mar.

Here is our comments for this project:

1. The rail passed the Del Mar area from Torrey pine beach thru the Del Mar coast before the whole Del Mar "downtown" was developed to the current status. Definitely before Del Mar incorporated in 1985.

Alternate C Is the most logical and cheapest, shortest & less environmental impact since it is underground of Camino Del Mar. That street is mostly commercial with small group of occupants within some residential properties. No excuse to move out of the area & impact other residential properties.

2. We have 23 houses in the Del Mar Estate located along the Racetrack View Drive along I-5 freeway. We sincerely expect your project alternate A will not tunneling under or closed to our small neighborhood. If your plan affect our residence in this street (your map is not showing location of our street but you have posted geotechnical testing in our street) please provide more advance information so we can file legal complains like city of Solana beach & Del Mar Fairground.

We don't think your rail alignment should affect the lagoon & our private properties !

Sincerely,

Adrian & Linda Mok

[REDACTED] Del Mar ca 92014

Sent from my iPhones

## SDLRR Project NOP

Tue 6/25/2024 8:09 AM

To: LOSSANcorridor <lossancorridor@sandag.org>

Cc: 'LOSSANalignment@cosb.org' <LOSSANalignment@cosb.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I oppose further consideration of Alternative A. Your lack of communication to the residents of Solana Beach and failure to provide full disclosure gives me great concern at the integrity of your studies. This alternative needs to be completely removed from any further discussion.

The three alternatives offered provide some type of solution, it seems that the most attractive is the longest, most expensive, most disruptive, and most appealing to the residents of Del Mar as it is parallel to I5 rather than under residential properties, is Alternative A, P7A, I5 alignment. This alternative as per your document "...would have the greatest construction complexity of the various north portal locations." It also states that this alignment would require the construction of a new special events platform at the site of the Del Mar Fairgrounds. In your document it is noted that this has been funded and of course will be part of the upgrade with this alternative. The special events platform should in no way be a consideration in the development and upgrading of the railroad lines away from the bluff. It is a NICE to have, not a necessity.

While there is no good solution to the project of realigning the railroad tracks away from the bluffs in Del Mar. Every community and its inhabitants, human and wildlife become a victim of the solution, whether it is a loss of a home due to eminent domain, loss of monetary income to retail businesses being impacted on closed streets or the loss of open space during construction.

Alternative A P7A I5 Alignment meets only four of the six of the project objectives, while Alternative B I5 Alignment, and Alternative C Alignment 3 Camino Del Mar meet all six of the objectives. At least that is my understanding based on your documentation and my cross-reference of each of the alignments with the alternatives you stated in your document. If this is not accurate, clarification would be helpful.

What compensation will be provided to local businesses and communities as a direct loss of revenue from this overpriced, extensive build, that will result in detours through neighborhoods, the closure of business, and the overall mental fatigue of individuals during a potential seven-to-ten-year project build.

The annual county fair that starts in June and the two horse racing seasons, July and November, bring in millions of revenue dollars to surrounding communities. Alternative also destroys home values, and results in the loss and/or closure of business on Cedros Street in Solana Beach. What compensation is being provided to the Solana Beach business and residents impacted by the most complex and lengthy alternative?

Solana Beach does not need additional railroad construction to compensate for bluff failure and should not be punished because the city of Del Mar wants to reduce the impact to its residents. While it impacts all of us, it should not burden surrounding cities at the cost of not burdening the city in which the need is the greatest.

Your document references the tunneling will be under the 100-year flood plain and authorities will be utilizing advanced weather forecasting technology to determine what impacts this may have on the type of construction that will be utilized. Technology has a difficult time predicting weather conditions during the week, not sure how technology will be predicting weather patterns over the next 100 years, especially as man changes technology to assist in combatting climate change.

What I did not see in your document is what type of emergency plans are in place for potential derailments, or earthquake disruptions. Will the freight trains using the rails only be carrying environmentally friendly freight? If not, are you able to provide additional information about the freight that is carried? What are the reinforcements for earthquake protection? Seismic activity in the San Diego area continues to increase and it would be helpful to know what type of earthquake construction will be in place to minimize any disruption of the train line.

Environmentally Alternative A is claimed to be no more harmful to wildlife and sensitive vegetation than the other alternatives, however it is more disruptive as you noted, by the amount of material that will need to be removed by the digging and tunneling on this route. Not sure how you make a claim that it is no more



harmful, when obviously the underground digging will result in the removal of more material, which helps the lagoon eco-system. I may have missed in your documentation what the Coastal Commission thought of the alternatives, if I did, I would appreciate it if you could point that out.

With the removal of the underground material, boring tunnels, digging under residences, what type of construction is in place to prevent sink holes? It seems more and more I hear about sink holes happening on freeways and in communities in San Diego, but I see nothing regarding this in your document.

In reviewing your lengthy and confusing document my statement is to remove Alternative A from your options. The lengthiest, most expensive, and most prone to cost overruns is a waste of my portion of tax dollars that you believe is some type of free money that you can use at a whim. I would state that if Del Mar so chooses to force Alternative A, that the city of Del Mar pay for the difference in cost of using this alternative, to the most cost effective least intrusive option. Within that cost Del Mar should consider additional funds for the loss of revenue for businesses and neighboring cities.

Alternative A is too flawed to advance and need to be removed from all consideration. The consequences on all levels are far too great!

Elaine Monaco - Solana Beach Resident

## SDLRR Project NOP

Lisa Montes [REDACTED]

Mon 6/17/2024 12:16 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

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To Whom It May Concern:

I am Lisa Montes, a fourth generation resident of Solana Beach, with strong historical ties to Solana Beach, Del Mar and Encinitas. My Mother was born in Solana Beach in 1929 and my Father was born in Encinitas in 1926. My paternal grandfather, Jose Montes, served as the railroad foreman for the Del Mar train station, as well as Encinitas. My grandparents lived in Del Mar in the 1940's and many of my aunts and uncles attended Del Mar Elementary. I also serve as Museum Curator for the Solana Beach Heritage Museum and Docent for the Alvarado House, located at the SD County Fairgrounds.

I am writing this letter to you about the SDLRR Project, with strong opposition for Alternative A, as it is costlier and will have serious economic consequences not only to Del Mar and Solana Beach, but to our region as a whole. Additionally, the environmental impacts to the Stevens Creek, the Fairgrounds and the San Dieguito lagoon would be enormous and we as a community cannot jeopardize our environment. I also request that Alternative A be eliminated from any further consideration, because of all of the listed reasons.

I would be happy to offer input publicly on this issue. Please do not hesitate to contact me.

Sincerely,

Lisa Montes  
[REDACTED]

## SDLRR Project NOP

Darcie Moore [REDACTED]

Tue 6/18/2024 3:54 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANAlignment@cosb.org <LOSSANAlignment@cosb.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

*Darcie L. Moore*

[REDACTED]  
*Solana Beach, CA 92075*

## SDLRR projectNOP

Jane Morton [REDACTED]

Tue 6/18/2024 8:35 AM

To:LOSSANcorridor <LOSSANcorridor@Sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To Sandag regarding the train track realignment:

**Please take a STOP when considering Alternative A.** Solana Beach has never been involved, their thought sought out, no information sessions at our City Hall. Take a stop and make those informative things available to Solana Beach, the City that is most affected.

I have seen maps, and kept looking for a full explanation of why the work needed was referred to as "Via de la Valle, when it seems to be indicated that the construction will have large effects almost to Lomas Santa Fe. Though perhaps correct as Via de la Valle may be the very specific connecting point, it is disingenuous to no indicate where the construction can begin.

Jane Morton



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# Public Comment Rail Realignment

Felicity Mudgett [REDACTED]

Sat 6/22/2024 3:51 PM

To:LOSSANcorridor <lossan@sandag.org>

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**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear Madam/Sir:

I attended the June 18, 2024, meeting at the Del Mar Marriott and have questions and concerns as a homeowner who may be affected by Choice "B" of the proposed rail realignment. I feel SANDAG should very soon explain the implications that "tunneling under the Del Mar Heights area" will mean for homeowners in that area. It looks like Choice B will run directly under my home, or perhaps it will run west of my home. Unfortunately, the graphic is not helpful in that regard.

I have general questions/comments, and also questions/comments from the SANDAG website, the [Real Estate and Lossan Rail Realignment](#) monograph, and [Board Policy No 21](#).

## Please would you explain/comment/acknowledge the following general questions/comments -

Traffic:

How will this project affect traffic? Which streets will be closed, for how long, during what times of the day? What about alternate routes? Number of trucks per day transiting our neighborhood? Storage of materials, where? Noise and dust abatement?

Tunneling:

Exactly which houses and adjacent/nearby houses are currently considered to be tunneled under? Will construction affect all the houses above the line of the tunnel, and how wide, or just just the "ends" of the tunnel? The graphic from the meeting seems to imply Choice B would run under Recuerdo Drive (my house), as far as I can infer, whereas the description in the Alignment Screening Report (outdated in some regards but informative otherwise), seems to indicate that the tunneling would bisect Del Mar Heights Road at Crest Canyon, ie., not under my house. (Alignments 9, 10-A, 10-B).

Or are the Choice "B" tracks to run through Crest Canyon Open Space Preserve between Del Mar Heights road and Racetrack View Drive (avoiding Durango, Recuerdo, Mercado Drives)? In that case, what would be demolished of the Preserve? What would be planted over? There is a loss of value to the home values of nearby homes losing the Open Space Preserve and replacing it with concrete. Please comment.

Assuming tunneling under homes does not affect them, what about rumblings of multiple trains per day, freight trains going 90 mph for example, multiple trains per day over years, and general geological integrity from disturbed earth anywhere near where the tunnels have been bored?

Long term effects: What if a house that is structurally sound now, then has construction underneath, then has trains rumbling underneath, then that house develops structural issues six months, or sewer issues, soon after or even ten years later, how will the homeowner be recompensed? How will that process work? What guarantee do we have? Who will warrant the work?

Vibrations: Despite SANDAG's "best efforts to mitigate vibrations" after the tunnels are constructed, what if rumblings are heard/sensed/felt/bothersome to the homeowner - will the homeowner be recompensed and how would that process work?

Eminent Domain and Long Term Capital Gains:

If a home is ED'd and the homeowner is paid "fair market value" for their house, that homeowner will immediately have to pay long term capital gains, an expense they would not have incurred for decades to come or maybe even in their lifetime. This would be a sizable bill which de facto mean that precludes a homeowner from relocating to similar FMV home because that homeowner will have less cash to work with after they paid their LTCG tax. In effect, ED forces homeowners, through no fault of their own to move to a lesser home (!) - if they can even find one. Can SANDAG arrange for the LTCG (state and Fed) to be deferred, as if the primary residence were an investment property, say, and it were sold in a 1031 Exchange?

Decision making process:

Are there any commercial entities influencing this decision in any way whatsoever? If so, who are they?

Is SANDAG taking bids/proposals for the tunneling job? Or have the companies involved already been chosen? Was there an open bid?

Have any of those companies made any contributions in any regard to any persons or entities in charge with making the decision about this project?

What guarantees does SANDAG and the taxpayer get that the project will be completed on time and on budget?

Notices:

Will SANDAG create an email list with updates? They should. When you do, please include mine: f.scott.mudgett@gmail.com.

Please email me and mention the phrase “skiddly-do” to prove you actually read these comments.

---

I include below a copy/paste from the project from the SANDAG website and I’ve inserted my comments/questions. Please respond/comment:

“Preliminary engineering and environmental studies will need to be completed to identify the full range of benefits. At a minimum, the project will protect the rail line from landslides, erosion, and seismic activity along the Del Mar bluffs, and secure the long-term reliability of transit service through our region. We also expect the realignment to facilitate coastal access and create new recreation (**What new recreation opportunities?**) and building opportunities (What building opportunities? **Construction companies aren’t the community?**)

How much will the project cost and how will it be funded?

The total cost to deliver the project is anticipated to be \$3 to \$4 billion. (**Are cost overruns in consideration? What guarantees do the taxpayers have that the project will be completed on time and in budget?**) Initial planning and design phases have been funded by \$300 million from the State of California. Once an alignment has been chosen, multiple sources of government funding—including local, state, and federal—will help us complete the project.

SANDAG aims to complete a cost-benefit analysis during the environmental phase. (**Can we access to the cost-benefit analysis?**)

How were the alignment options chosen and which one will be built?

The alignment options have not yet been chosen. (**When will they be? How long after that will you notify affected homeowners?**) Using information from various studies, we are currently considering various alignment options. Read through the project timeline above for more detail on the process.

No decision has been made on which proposed alignment will be built. All practical alternatives are still being considered and will be studied during the formal environmental review process under CEQA and NEPA which began in June 2024.

Will tunneling be required?

Due to the topography of the existing terrain and the 2% maximum slope design requirement, meeting this slope requirement would likely be challenging to accommodate with an entirely at-grade or above-grade option. (**That depends on how deep the proposed tunnel is projected to be. If it’s 300 feet deep, that’s more than 100 feet over the I5. How deep are the tunnels proposed to be? In order to consider tunneling the depth of the tunnels must be known. And if that’s known and an engineer is involved then you should know how homes will/won’t be affected by tunneling underneath them.**) Although many potential alignment options are still being evaluated, tunneling would ensure the long-term reliability of the rail line. (**Even considering + sink holes + sandstone + earthquakes....? Del Mar Heights is not built on bedrock.**) By replacing the current single track with a double-tracked, underground route, we can achieve the necessary performance and safety goals.

Will the tunnel cause vibrations, noise, or damage to homes?

During the environmental phase, we will study the potential impact of construction and train traffic on residents. A team of experts will evaluate noise and vibration reduction methods that will work best in this specific situation. Our goal is to deliver a solution that minimizes vibration and noise. (**Notably - did not answer the question. Which implies it will. What if the homeowner only notices a little rumbling 12 times a day and their home sustains structural damage from rumblings manifesting only 3 years later, then what?**)

What if SANDAG needs to acquire property for the project?

The realignment project is part of a larger program of improvements on the LOSSAN Corridor. It is still too early to know what property interests might be required. To learn more about this process, please visit our [Real Estate and LOSSAN Rail Realignment](#) page. (**Again, notably - did not answer the question. Which means it will. How have you considered where the tunneling will be and how the construction is to be done without having any idea what homes would need to be eminent domained?**)

How has the public been involved in this project?

SANDAG presented preliminary results of the planning study to several community planning groups, the Del Mar City Council, and other technical boards between 2020 and 2023. Feedback from public meetings has influenced the alternatives evaluated in the study. (**How? Feedback of business owners not wanting their businesses to be disrupted, presumably, made tunneling under the coast road not an option. And yet, the government owns the coast road and that property would not have to be bought. The implication is that a business is more important or valued than a homeowner?**)”

---

I include below a copy/paste from the [Real Estate and Lossan Rail Realignment](#) monograph and inserted my questions/comments. Please respond:

“What is the process if SANDAG needs to acquire property for the LOSSAN Rail Realignment Project?”

Disclaimer: This information is not, nor is intended to be, legal advice, and is only intended to provide a general description of the acquisition process. This information is not, and is not intended to be, an announcement of an intent to acquire any private property.

## Planning and Environmental Review

SANDAG is planning the LOSSAN Realignment Project (“Project”) as part of a larger program of improvements on the LOSSAN Corridor. The Project is still in the early planning phase, **(Is this an out-dated form?)** and it is too early in the planning process to know what property interests might be required if the Project is environmentally cleared. **(When will it be environmentally cleared?)** SANDAG is engaging in early public outreach in connection with conceptual alignments, and is continuing to evaluate concepts that may be selected as project alternatives for analysis that will be studied during the formal environmental review process under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

The formal environmental review process will commence with the publication of a Notice of Preparation (NOP) **(How does one get on the email list for this Notice?)** of a Draft Environmental Impact Report (EIR). **(How does one get on the email list for this Notice?)** Following the NOP, SANDAG will continue to seek public comment on the alternatives proposed for analysis in the Draft EIR. During environmental review, SANDAG will consider property impacts associated with each of the project alternatives evaluated. SANDAG will attempt to minimize impacts to private properties and right of way acquisitions in developing alternatives. Thus, when a property interest is identified in a draft environmental or other planning document, it does not necessarily mean that SANDAG will need to acquire that property or property interest. **(But when will the homeowners be notified, how will they be notified? Will homeowners opinions on how they will be/are affected be taken into consideration?)**

## Final Design

The acquisition process would not typically begin until after environmental clearance and further design, when the project location is determined, and the required property interests are confirmed.

The real property interests that SANDAG might need to acquire for the Project could be permanent or temporary, could consist of an entire property or a portion of the property, and could involve surface, subsurface, and/or aerial rights. **(When will the homeowners be notified, how will they be notified?)** For the construction and operation of trains in a tunnel, subsurface tunnel easements could be required. Subsurface tunnel easements typically do not require owners and occupants to relocate from the property, but the same procedural requirements apply for the acquisition of subsurface easements as for any other property interest. **(Please explain in more detail the process for acquiring “subsurface tunnel easements”).**

## Acquisition Process

Property owners’ rights are protected by the federal and State Constitutions, applicable State and federal laws and regulations, and SANDAG’s Board Policies. SANDAG’s [Board Policy No. 21](#) **(Appended at end of this note.)** contains information regarding the acquisition of property interests. Under that policy, all property owners must be dealt with fairly and equitably in the acquisition of lands or interests therein required by SANDAG.

## Notice of Decision to Appraise

If it is determined that a specific property or property interests may be required for the Project, SANDAG would hire an independent licensed appraiser to determine the just compensation for the property interest. This means that property owners should receive the fair market value, as defined under California law, for the property or property interest. If SANDAG needs only a portion of a property, SANDAG would also be required to pay severance damages if the Project causes a decrease in value to the remainder of the property. (I.e., a decrease in value due to vibrations/structural damages?)

The property owner would receive a notice of the decision to appraise the property **(how far in advance?)** and would be provided with an opportunity to accompany the independent appraiser during the property inspection.

## Offer of Just Compensation and Negotiation Period.

After establishing just compensation based on the appraised value, **(“appraised value” could be a contentious term.)** SANDAG would then present an offer to the property owner based on the full appraised value. If the property owner desires to hire an appraiser, SANDAG would reimburse the owner for reasonable appraisal costs, up to \$5,000. During the “negotiation period”, SANDAG would continue to discuss potential ways to mitigate or minimize impacts to property owners. If SANDAG and the property owner agree on the purchase price and other terms and conditions, the parties may enter into a purchase and sale agreement.

In addition to the offer of just compensation, businesses may be eligible for damages for loss of goodwill if the claims are compensable under state law. Eligible property owners and tenants who are required to relocate as a result of an acquisition may also be entitled to relocation benefits under state and federal relocation laws and regulations. This information would typically be provided along with the offer of just compensation.

## Hearing on a Resolution of Necessity

State law authorizes SANDAG to acquire private property through eminent domain where the SANDAG Board of Directors (“Board”) adopts a Resolution of Necessity, and finds that the property is required for the Project, the public interest and necessity require the Project, and the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury. SANDAG seeks to first enter into voluntary purchase agreements with property owners and strives to resolve an owner’s concerns to the extent that is reasonably **(“reasonably” is a contentious term.)** feasible before moving forward with a hearing on a Resolution of Necessity. A hearing on a Resolution of Necessity is a public hearing, and the property owner has a right to appear and be heard. The Board has the ultimate discretion to determine whether to adopt a Resolution of Necessity, after consideration of the evidence presented at the hearing. The issue of compensation is not part of the hearing.

## Eminent Domain Action

If the Board adopts a Resolution of Necessity, SANDAG continues to try to resolve the proposed acquisition with the property owner during the eminent domain process. If the parties cannot agree to terms on the acquisition, a jury would typically determine the just compensation. **(So it would go to court and the homeowner would have to pay legal fees to get “just” compensation?)**

---



I include below a copy/paste from about the project describing various aspects of the project from the BOARD POLICY NO. 21 and inserted my questions/comments. Please respond:

“ACQUISITION OF REAL PROPERTY INTERESTS AND RELOCATION ASSISTANCE

The purpose of this policy is to encourage and expedite the acquisition of real property by agreements with owners, to avoid litigation and relieve congestion in the courts, to assure **consistent treatment for owners (Transparent? Will we know what other homeowners got?)** in the public programs, and to promote public confidence in public required to relocate as a result of projects constructed by SANDAG for the benefit of the public.

Section 14085 et seq. of the California Government Code states that whenever any public entity is to receive state or federal funds for the purposes of project planning, design, rights-of-way, construction, acquisition, or improvement of exclusive public mass transit guideways (and their related fixed facilities, power systems, passenger facilities, vehicles, and equipment), it shall prepare plans for the complete project that are applicable to the type of project, and transmit them to the Department of Transportation for its review and approval of policies, procedures, and performance standards, prior to the implementation of the project or the project phases affected. This policy is intended to cover the following components of Section 14085: acquisition of rights-of-way and other related real properties; and relocation assistance. Additionally, Government Code sections 7260-7276, require public entities such as SANDAG to provide relocation assistance to displaced persons and to implement a relocation assistance program.

Procedures

1. Acquisition of rights-of-way and other related real properties will be prosecuted within the following policy parameters:

1.1 All property owners will be dealt with fairly and equitably (“**fairly**” is a **debateable term.**) in the acquisition of lands or interests therein required by SANDAG.

1.2 Settlements will be based on estimates of **b** as supported by current appraisal practices. (**3 most “similar” recently sold properties? Neighbors have been improving their homes, adding ADU’s, second floors, etc., but they haven’t sold their properties therefore, even though my house is “worth” more, it doesn’t count because these other houses haven’t been sold. OR use average of Realtor.com, Zillow & Redfin OR 3 independent appraisers?**)

1.3 SANDAG shall pay for expenses which the owner(s) must incur for title and escrow fees incidental to conveying real property to SANDAG. (**But what about deferred capital gains, what about a deferment similar to 1031 Exchange?**)

1.4 SANDAG shall make reasonable efforts to acquire expeditiously by negotiation the required property interests.

1.5 Condemnation will be utilized where negotiations have reached an impasse or there is a requirement to meet time restraints imposed by funding sources or construction schedules.

1.6 The Relocation Assistance Program will be fairly administered **to ensure that all owners receive any and all benefits to which they are legally entitled.** (“**Legally**” but not **morally** or **justly** entitled?)

2. The following guidelines shall be utilized by SANDAG or its agents to ensure fair and equitable treatment of all property owners affected by SANDAG acquisitions as set out in Government Code Section 7267 et seq., as it may be amended from time to time:

2.1 The real property interests to be acquired shall be appraised and the fair market value established before the initiation of negotiations and the property owner shall be given the opportunity to accompany the appraiser during his inspection on the property. The property owner may request an independent appraisal to be conducted at SANDAG expense for an amount not to exceed \$5,000. (Government Code Section 7267.1 and 7267.2) (**And what if my appraiser’s number is different than SANDAG’s? SANDAG’s motives are obviously to minimize costs.**)

2.2 SANDAG or its agents shall make a prompt offer to the property owner for the full estimate of market value established by the Executive Director or his or her designee. SANDAG or its agents also shall provide the property owner with a written statement of, and summary of the basis for, the amount established as just compensation. The summary shall contain the following elements:

2.2.1 The owner’s name and address.

2.2.2 Zoning and present use of the property.

2.2.3 Highest and best use of the property.

2.2.4 Consideration to be paid by SANDAG.

2.2.5 Total property area and amount to be acquired.

2.2.6 Market value of the property to be acquired and a statement as to how the value was established, i.e., **market data approach, income approach, or cost approach.** (**Define these? What, does SANDAG use all three of these then choose the lowest figure?**)

2.2.7 Amount of damages or a statement indicating that there are no compensable damages. (Government Code Section 7267.2)

2.3 SANDAG shall make reasonable efforts to acquire by negotiation the real property interests required so as to reduce the need for litigation. SANDAG shall strive at all times to assure consistent treatment of property owners involved in public improvement projects and to promote public confidence in SANDAG’s acquisition practices.

(Government Code Sections 7267 and 7267.1a)

2.4 SANDAG shall schedule the construction or development of a public improvement, insofar as it is practicable, so that **no person** lawfully occupying real property **shall be required to move** from a dwelling or business, **assuming a replacement dwelling is available**, without at least 90 days written notice from the SANDAG. (Government Code Section 7267.3)

2.5 Should rental property become vacant, SANDAG may rent the vacated premises prior to acquisition.

2.6 **The threat of condemnation shall not be used to coerce a property owner into agreement.** (Government Code Section 7267.5 and 7267.6)

2.7 SANDAG **will offer to acquire the entire property if the owner so desires where the acquisition of a portion of the property would leave the remaining portion in such shape or condition as to constitute an uneconomic remnant.** (“**Uneconomic remnant**” is **one the underneath side of a house is bought where there are vibrations, impugned structural liabilities, causes the above-house to be less desirable and therefore less valuable to a prospective buyer of the house above later on.**)(Government Code Section 7267.7)

3. Relocation assistance is a program that has been established by federal and state law to provide help to individuals, families, businesses, farm operations, and nonprofit organizations required to relocate as a result of a public improvement project. Its primary objective is to assist all project displacees to the end that they do not suffer disproportionate injury as a result of projects constructed for the benefit of the public as a whole.

3.1 Relocation assistance shall be in accordance with Section 7260-7276 of the State Government Code, as it may be amended from time to time.

3.2 **No person will be required to relocate due to a proposed construction project until a “replacement facility” has been made available which meets the following standards:**

3.2.1 Decent, safe, and sanitary.

3.2.2 Fair housing.

3.2.3 In areas not generally less desirable than the property to be acquired in regard to public utilities or public and commercial facilities.

3.2.4 **Within the financial means of the displacee.**

3.2.5 Reasonably accessible to the displacee's place of employment, public services, and commercial facilities.

3.2.6 **Adequate to accommodate the displacee. (And pets?)**

3.2.7 **In an equal or better neighborhood.**

3.2.8 **Available on the market to the displacee.**

**(Impossible to get all these bolded items at the same time in Del Mar Heights.)**

3.3 In lieu of a replacement facility, the eligible owner or occupant may agree to accept a cash settlement as provided by state law.

3.4 Moving and related payments will be paid as provided by state law.

3.4.1 **Individuals, businesses, and nonprofit organizations occupying the property to be acquired at the time of the first written offer to purchase and move as a result of SANDAG's acquisition, will be eligible for reimbursement of moving expenses. (Moving is expensive too - moving expenses should be reimbursed as well.)**

3.4.2 **Residential occupants** will receive either the actual reasonable costs involved in moving family and personal property up to a maximum of 50 miles, or a payment based on a schedule relating to the size of their present dwelling, **not to exceed \$500. (Impossible to move for \$500.)**

3.4.3 Businesses, farms, and nonprofit organizations will be entitled to reimbursement for (1) actual reasonable costs involved in moving the operation and personal property up to a maximum of 50 miles, (2) actual reasonable expenses incurred in searching for a replacement property, and (3) actual direct losses of tangible property.

3.5 Instead of accepting an actual moving expense payment, a business owner may be paid an amount equal to the average annual net earnings of the farm or business for the last two years prior to relocation. The payment may not be less than \$2,500 or more than \$10,000. A business may qualify for an In Lieu Payment if the agency determines that the business cannot be relocated without a substantial loss of the existing dollar volume of business and it is not a part of a business having an additional establishment. A part-time individual or family occupation in the home that does not contribute materially to the income of the displaced owner is ineligible for an In Lieu Payment.

**(2)** 3.6 The Board hereby adopts the Department of Housing and Community Development relocation assistance regulations set forth in Title 25, Division 1, Chapter 6, Subchapter 1 of the California Administrative Code, except as supplemented herein, as SANDAG's Relocation Assistance Program for all projects that must have such regulations apply pursuant to Government Code section 7267.8.

**(2)** 3.7 Pursuant to section 6152 of Title 25 of the California Administrative Code, the provisions for review commencing with section 6150 shall be supplemented as follows:

3.7.1 In the case of complaints dismissed for untimeliness or for any other reason not based on the merits of the claim, SANDAG shall furnish a written statement to the complainant stating the reason for the dismissal of the claim as soon as possible but no later than two (2) weeks from receipt of the last material submitted by the complainant or the date of the hearing, whichever is later.

3.7.2 Except to the extent the confidentiality of material is protected by law or its disclosure is prohibited by law, the Board shall permit the complainant to inspect all files and records bearing upon his claim or the prosecution of the complainant's grievance. If a complainant is improperly denied access to any relevant material bearing on the claim, such material may not be relied upon in reviewing the initial determination.

3.7.3 The principles established in all determinations by SANDAG shall be considered as precedent for all eligible persons in similar situations regardless of whether or not a person has filed a written request for review. All written determinations shall be kept on file and available for public review.

3.7.4 Any aggrieved party has a right to representation by legal or other counsel at his expense at any and all stages of the proceedings set forth in these sections.

3.7.5 If a complainant, other than the owner of a displaced advertising sign, seeks to prevent displacement, SANDAG shall not require the complainant to move until at least twenty (20) days after it has made a determination and the complainant has had an opportunity to seek judicial review. In all cases, SANDAG shall notify the complainant in writing twenty (20) days prior to the proposed new date of displacement.

3.7.6 Where more than one person is aggrieved by the failure of SANDAG to refer them to comparable permanent or adequate temporary replacement housing, the complainants may join in filing a single written request for review. A determination shall be made by SANDAG for each of the complainants.

3.8 **Before any project may be undertaken which involves the displacement of people, SANDAG or its agents shall complete a Replacement Housing Study (when will this be available for us to review?)** to determine the needs of the relocatees and the availability of replacement housing. The SANDAG studies shall serve to assure that orderly relocation can be accomplished and that realistic and adequate plans are developed for relocating all displaced persons.

3.9 Comparable replacement dwellings will be available or provided for each displaced person within a reasonable amount of time. Such assurance is a part of the SANDAG Relocation Assistance Program study process and must be specifically given on every project requiring displacement.

3.10 **Relocation advisory services** will be provided (**how will displacees be notified of this service?**) to assist persons in relocating into safe, decent, and sanitary housing that meets their needs and is within their financial means.

The same will be provided for displaced business and farm operators to aid them in finding suitable replacement locations to continue operations. Assistance is required throughout the acquisition phase of the project and starts at the time SANDAG begins acquiring properties on a project.

3.11 No person lawfully occupying real property shall be required to move from a dwelling, assuming a decent, safe, and sanitary replacement dwelling is available, or to move a business or farm operation, without at least 90 days written notice from SANDAG, prior to the date the move is required.

3.12 SANDAG shall follow generally the procedures outlined in the following Caltrans guides:

Right-of-Way; Relocation Assistance Handbook; and How to Make Relocation Studies and Plans

3.13 All cash payments to owners or occupants for any purpose shall be formally reported to the Board as to amount, rationale, and applicable code or statute.”

I look forward to your acknowledgement of this submission, and your response.

Sincerely,

F. Scott Mudgett

A solid black rectangular redaction box covering the signature area.

## SDLRR Project NOP

Chris Muehling [REDACTED]

Sun 6/16/2024 12:12 PM

To:LOSSANcorridor <lossancorridor@sandag.org>;LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

Cc:Chris Muehling [REDACTED]

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hello Mr. Tim Pesce,

I write to you in regards to the SDLRR Project NOP and the three alternatives (A, B & C). It appears to me that the main goal of this enormous project is to move the railroad tracks that are located within the city of Del Mar away from the bluffs, which is understandable. *That being said, I feel that Alternative A is **NOT** the best route to take for the following reasons.*

The City of Solana Beach's railroad track placement is **not** the issue as these tracks were placed in an ideal spot, where it is aesthetically pleasing as well as environmentally friendly. Solana Beach and the city's railroad tracks are not the problem and therefore, Solana Beach residents and/or businesses should be spared the potential issues of moving/replacing/recreating the railroad tracks within our city limits.

Unfortunately, the City of Del Mar's railroad placement choice was not as forward thinking as Solana Beach and this poor choice has lead to an enormous problem. Since the track placement is **ONLY** a problem in city of Del Mar, the brunt of any issues that will arise when moving these tracks should mainly be shouldered by the City of Del Mar (i.e. the relocation of the tracks to another spot should be within the City of Del Mar as well as the construction inconvenience, potential loss of business, any potential displacement of homes/residents and the list goes on).

The bottom line is that the City of Del Mar should fix the problem(s) that they created and not burden other cities because of their poor planning.

Thank you for your time and please consider Alternative B or C and not Alternative A.

Best regards,

Chris & Ann Muehling

## Highly Supportive for Alternative A for Rail Realignment

David Mullarkey [REDACTED]

Wed 7/17/2024 9:13 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:tmartinez@delmar.ca.us <tmartinez@delmar.ca.us>;ddruker@delmar.ca.us <ddruker@delmar.ca.us>;

tgaasterland@delmar.ca.us <tgaasterland@delmar.ca.us>;dquirk@delmar.ca.us <dquirk@delmar.ca.us>;

tmartinez@delmar.ca.us <tmartinez@delmar.ca.us>;dworden@delmar.ca.us <dworden@delmar.ca.us>;Kim Mullarkey

[REDACTED]

You don't often get email from [REDACTED]. [Learn why this is important](#)

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Dear LOSSAN Team,

We are highly supportive of Alternative A for the rail realignment. Thank you for your work.

Dave and Kim Mullarkey

[REDACTED]

Del Mar, CA 92014

## SDLRR Project NOP - Fully Support Alternative A

David Mullarkey [REDACTED]

Wed 7/17/2024 8:58 PM

To:LOSSANcorridor <lossan corridor@sandag.org>

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Dear LOSSAN Team,

As a homeowner in 92014, I am highly supportive of Alternative A.

Dave

---

**David S. Mullarkey**

[REDACTED]  
[REDACTED]  
Email: [dsmullarkey@gmail.com](mailto:dsmullarkey@gmail.com)

## SDLRR Project NOP

Beth Munce [REDACTED]

Mon 6/17/2024 11:25 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

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Have you at all consulted with the Solana Beach Community on your Alternatives? Alternative A is foolish to even put forward, for cost alone.

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money

--

**BETH MUNCE**

[REDACTED]



## SDLRR Project NOP

Brian Munce [REDACTED]

Wed 6/19/2024 4:13 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To whom it may concern,

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Sincerely,

Brian Munce

Solana Beach Resident/Tax Payer

## Rail realignment

Susan Murfin [REDACTED]

Fri 7/19/2024 2:08 PM

To:LOSSANcorridor <lossan@sandag.org>

[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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To Whom It May Concern,

My name is Susan Murfin, I live at [REDACTED] Solana Beach

This proposal to go though the south end of SB is probably the worst idea I've heard in the 49 yrs I've lived here! It makes no sense whatsoever to pay triple the amount than the original proposal in DM, not to mention take way business revenue by subjecting Cedros to long term upheaval! That's small business people's livelihood and tax for the city.

There are so many reasons NOT to do this plan B.

I respectfully ask you to just use some common sense and throw this idea into the waste bin.

Susan Murfin

## SDLRR Project NOP

Elizabeth Murphy [REDACTED]

Thu 7/4/2024 8:58 AM

To:LOSSANcorridor <lossancorridor@sandag.org>

Cc:LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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I attended the recent Solana Beach City Council and agree with my fellow SB residents. Option A is too costly both in money, length of time and disruption to the City of SB.

Option B or C is a better fit for Solana Beach and Del Mar. Leaning more toward option B.

Kindest regards,  
Elizabeth Murphy  
Home owner in SB  
Sent from my iPhone

## Proposed train alignment designs

Kathy Murphy [REDACTED]

Fri 7/12/2024 1:38 PM

To:LOSSANcorridor <lossan@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I am ONLY in support of the design submitted by Dave Clemons.  
I strongly OPPOSE all the other 3 designs.

PLEASE consider Dave Clemons' design.

Thank you!

Kathleen Murphy

[REDACTED]  
Solana Beach, CA 92075

Solana Beach Resident - Taylor Murphy

Taylor Murphy [REDACTED]

Thu 6/20/2024 10:13 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hello,

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done.

At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Taylor Murphy

**From:** [Mika Nagamine](#)  
**To:** [LOSSANcorridor](#)  
**Cc:** [LOSSANalignment@cosb.org](mailto:LOSSANalignment@cosb.org)  
**Subject:** Comment on LOSSAN Rail Realignment  
**Date:** Saturday, July 6, 2024 10:18:26 PM  
**Attachments:** [Comments on Notice of Preparation-LOSSAN Rail Corridor.pdf](#)

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You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I have attached to this message my comments on the LOSSAN Rail Realignment, NOP.  
Please let me know if you have any questions.

Mika Nagamine

## Comments on Notice of Preparation: LOSSAN Rail Realignment Project

Mika Nagamine

I would like SANDAG to reconsider or withdraw Alternative A for LOSSAN Rail Realignment because this plan, particularly the use of cut-and-cover tunnel construction north of the fairgrounds within the Solana Beach area, seriously and negatively impacts the natural habitat along the Coastal Rail Trail, including critically endangered mature Torrey Pine trees.

The Coastal Rail Trail starts from the area where the red arrow is pointing in the picture below, and continues toward the north along the 101.

Alternative A specifies the use of a cut-and-cover segment of the tunnel. This construction process would necessitate the excavation of the existing tracks and surrounding areas including the Coastal Rail Trail and also far east lane of northbound highway 101.

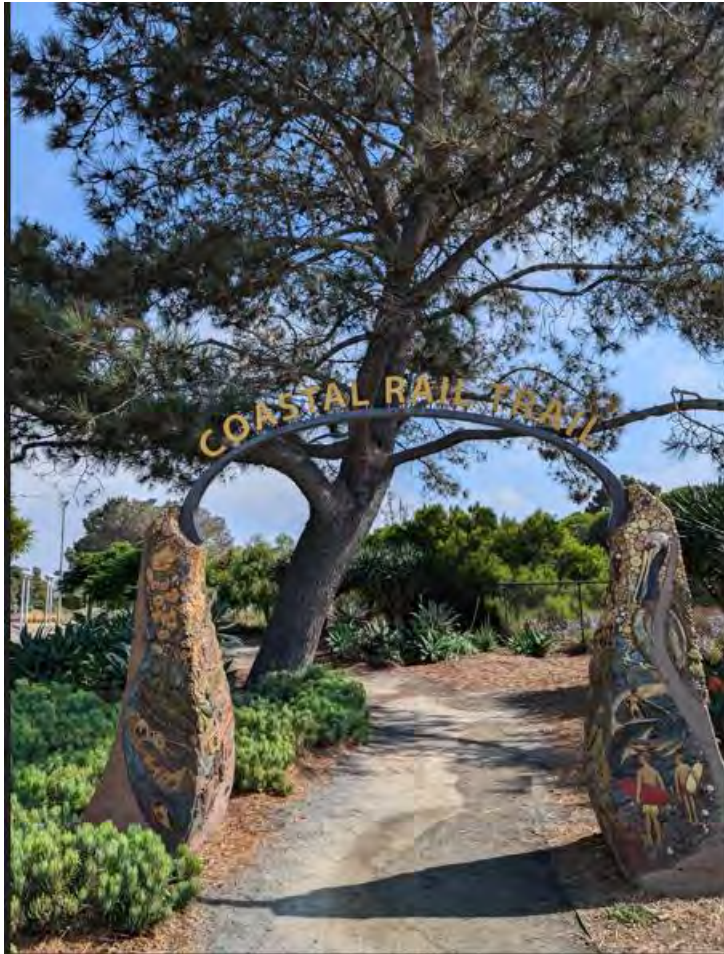


Now, I will take you through a little tour along the Coastal Rail Trail (starting the next page). Let's look at the plants in this area.



Here is the entrance area where the red arrow is pointing. You are seeing a magnificent mature pine tree. This is, I believe, Torrey Pine, a critically endangered tree. If you meander through the trail, you will see 6 additional pine trees. All of them, I believe, are Torrey Pine trees: 2 mature ones, 2 medium sized ones, and 2 young ones.

The Alternative A construction could destroy the trees and also the artwork on the gate.



Passing the Torrey Pines, you are walking north along the trail. You will notice a few native plants such as California Fuchsia and California Poppy, and 3 large oak trees. Solana Beach Climate Action Commission encourages the City to plant California native plants. Alternative A might destroy these plants currently growing along the trail, which can go against the commission's focus.



**California Fuchsia**



**California Poppy**

You might also notice an interesting shape of tree below. This is Dragon Tree. It is not a California native tree but, according to San Diego Zoo (<https://animals.sandiegozoo.org/plants/dragon-tree>), "the tree is categorized as Vulnerable on the International Union for Conservation of Nature Red List of Threatened Species." There are about 20 dragon trees here and I am concerned that the Alternative A construction would damage or destroy these internationally vulnerable trees.





**Dragon Tree (*Dracaena draco*)**

Moving along the trail, you can see a small community garden.



In this garden, you see Monarch butterflies and their caterpillars on a milkweed. Solana Beach City takes immense pride in the commitment to monarch conservation and habitat preservation (<https://www.cityofsolanabeach.org/en/news/embracing-monarch-awareness-creating-vibrant-haven-pollinators>). In addition, U.S. Fish & Wildlife Service is examining and considering to declare the Monarch butterfly as an endangered species (<https://www.fws.gov/initiative/pollinators/monarchs>). Alternative A construction would damage this 20-year-old community garden, which directly goes against the City's commitment to preservation and protection of the butterfly.



We are now walking along the double rail tracks. We notice that there are not many trees, plants, and shaded places here, compared to the areas along the single rail we were just walking. Because the double rails take more space, there is no room for trees and plants to grow along the trail. A lack of biodiversity is noticeable.





Finally, we arrive at Lomas Santa Fe street, and look back the trail from the bridge crossing the current railway.

We see a point that the single rail becomes double rails. I am concerned that any future plans SANDAG might develop for expanding the single rail to double rails could destroy the Coastal Rail Trail and the habitat for many endangered / potentially endangered species. This possibility may need to be closely monitored and prevented from happening.



**From:** [Mika Nagamine](#)  
**To:** [LOSSANcorridor](#)  
**Subject:** Comment for Del Mar Track  
**Date:** Friday, July 19, 2024 5:41:00 PM  
**Attachments:** [Comments on Notice of Preparation2.docx](#)

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You don't often get email from [REDACTED]. [Learn why this is important](#)

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Hi -

I have attached to this message my comment on the Notice of Preparation: LOSSAN Rail Realignment. This is actually my second comment. Please let me know if you have any questions.

Mika Nagamine

## Comments on Notice of Preparation: LOSSAN Rail Realignment 2

Mika Nagamine

This is my second comment.

I estimated the GHG emission below during the tunnel construction based on “Approximate Volume of Excavated Material and Truck Trips for Disposal of Construction Material” and “Approximate Number of Truck Trips for Disposal of Construction Material”. These are provided by SANDAG in the document, "Alignments Screening Report, May 31, 2024". I also used a method estimating GHG emission by trucks that is presented by Environmental Defense Fund (<https://business.edf.org/insights/green-freight-math-how-to-calculate-emissions-for-a-truck-move/#:~:text=Step%201:%20Determine%20the%20total,grams%20in%20a%20metric%20ton.>), and an on-line tool for estimating GHG emission during a tunnel construction that is presented by civils.ai (<https://civils.ai/carbon>).

### Estimated Total GHG Emission through Tunnel Construction and Truck Trips

Alignment	Alternative	Truck Trips: Estimated GHG Emission (Metric Tons)	Tunnel Construction: Estimated GHG Emission (tonnes) for full construction cycle	Total GHG Emission (metric tons)
P7-A	A	14,702	28,899	43,601
5	B	6,163	19,695	25,858
3	C	3,420	11,184	14,604

Alternative A seems to emit the largest amount of CO<sub>2</sub> during the construction: the amount of GHG emission is almost 3 times larger than Alternative C and 1.7 times larger than Alternative B. GHG emission by Alternative B is about 1.8 times larger than Alternative C.

Any options, particularly Alternative A, seem to emit large amounts of GHG during the construction, which does not help San Diego County to reach its Zero emission goal. In addition, the northside of Via De La Valle Road that is not far from the construction sites has businesses and multi-family residential areas. Thus, emitting large amounts of GHG over a few years during the construction should ideally be avoided. However, I also understand that the railway needs to be moved to protect the local economy and reduce VMT in the future. Therefore, we may consider selecting the alternative routes that can be constructed with emitting a smaller amount of GHG during the construction, which are either Alternative B or C.



Just to look at GHG emission, Alternative C seems to be ideal, but I would include Alternative B as well, as an option simply because SANDAG representatives mentioned in the LOSSAN Rail Realignment Public Scoping Meeting that Alternative C causes the largest environmental damage during the construction.

**From:** [LOSSANcorridor](#)  
**To:** [REDACTED]  
**Cc:** [LOSSANcorridor](#)  
**Subject:** RE: Quick call to clarify something  
**Date:** Wednesday, June 12, 2024 5:43:35 PM  
**Attachments:** [image007.png](#)  
[image008.png](#)  
[image009.png](#)  
[image010.png](#)  
[image011.png](#)  
[image012.png](#)

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Good afternoon, Angelina,  
The project team is unable to meet this Friday due to preparation for the upcoming scoping meeting on June 18<sup>th</sup>. We hope to see you there!  
Please let us know if you have any further questions or concerns.

Sincerely,  
**The SANDAG LOSSAN Team**  
LOSSAN Hotline: (858) 549-RAIL  
401 B Street, Suite 800, San Diego, CA 92101

 | *Pursuing a brighter future for all*



Learn about our [commitment to equity](#)  
SANDAG [office hours](#) are Tuesday – Friday and every other Monday from 8 a.m. – 5 p.m.

---

**From:** angelina neglia [REDACTED]  
**Sent:** Wednesday, June 12, 2024 12:58 PM  
**To:** Danny Veeh <[Danny.Veeh@sandag.org](mailto:Danny.Veeh@sandag.org)>  
**Cc:** shirli weiss [REDACTED] Karin Carey [REDACTED]  
**Subject:** Quick call to clarify something

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hi Danny,  
I hope you are well...As we are going thru the NOP we had only a couple of questions for clarification. Would you be able to do a call with us sometime this friday??? If so can you please let us know some optional times...We appreciate it,

Thanks,

Angie

Angelina Neglia  
Healthcare/Educational Advocate



CALTash 2024 Recipient, Advocating for People with Disabilities  
2024 Nominee, Senator Blakespear's "Women Who Inspire" in our Community

---

**From:** Angelina Neglia [REDACTED]  
**Sent:** Friday, July 12, 2024 12:03 PM  
**To:** Keith Greer <Keith.Greer@sandag.org>; Danny Veeh <Danny.Veeh@sandag.org>  
**Cc:** John Spelich <jwspelich@gmail.com>; mark rittenbaum [REDACTED] Camilla Rang [REDACTED] shirli weiss [REDACTED] Karin Carey [REDACTED] Dave Carey [REDACTED]  
**Subject:** question for you

Some people who received this message don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hello to you both,

I hope you are both well, as I am sure this is a busy time for you all.....I have a few questions.

Can you both tell me why in the NOP for Option A from SANDAG, you proposed a cut and cover tunnel, portal and staging area, on the northwest end on the Fairgrounds property...?? Is SANDAG using your ROW for this, where the bridge and berm is located now...and I understand you also own the ROW down the east side of the bridge?? Can you please clarify this please?

In reading the NOP maybe I missed it, is SANDAG still examining our Option A to lower the train into the SB trench then transition to a bored tunnel going under Via de la Valle, under the river around the fairgrounds under the lagoon to the I-5? And possibly put the 6+ acre park across the top of the trench?

In speaking to the Fairgrounds board, the fairgrounds doesn't want this construction on their property...so why was this included..? Are you going to examine the Option A we proposed with tunnel opening in the trench which you are excavating to double track ?? This leaves the Fairgrounds alone, and doesn't put infrastructure on land in the floodplain...Can you please clarify this. I appreciate it.

Thanks again,

Angie

Angelina Neglia  
Healthcare/Educational Advocate



CALTASH 2024 Recipient, Advocating for People with Disabilities

2024 Nominee, Senator Blakespear's "Women Who Inspire" in our community

## SDLRR Project NO

Chris Nelson [REDACTED]

Thu 6/27/2024 11:22 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hello,

I recently attended SANDAG's presentation to the Solana Beach City Council regarding the rail realignment project. I appreciate SANDAG taking the time to share the details of the project. After listening to the information presented, however, I want to express my objection to Alternative A.

My wife and I recently purchased our home in Solana Beach with the intention of starting our family here; as the next generation of Solana Beach families, we were drawn to the community and commercial spaces that make this community feel so vibrant, including Cedros Design District and the Coastal Rail Trail, both of which run directly alongside the tracks. According to SANDAG, in order to maintain rail access to Solana Beach under Alternative A, these public spaces would be subject to construction and possible destruction. The negative impact of that to the community cannot be overstated. These areas are home to countless runners, walkers, bikers, and businesses. One need only stop by on a weekend afternoon to see the extent to which our community makes use of these spaces, from the stalls lining the farmer's market on Cedros Avenue to the residents and tourists who cycle leisurely down the trail (if you are unaware, Solana Beach has an incredibly large biking population, with no less than eight bike shops along the current rail line in our city alone).

While I have deep empathy for the individuals whose private property would be impacted by Alternatives B & C, destroying community spaces would have a far greater negative impact. Solana Beach has over three times the population of Del Mar, and yet would bear the brunt of the community impact under Alternative A. To minimize harm, SANDAG must consider the size of the impacted population (which includes not only Solana Beach residents, but all the visitors who make use of our public spaces as well). Not to mention, as many of the commentators at the City Council meeting noted, this would be the second time in recent history that Solana Beach, its businesses, and its residents are subjected to significant construction to support the rail.

Finally, it should be noted that in addition to the negative community impact, Alternative A also does not align with the objectives stated by SANDAG. During the presentation, it was noted that SANDAG hopes to reduce travel time from Oceanside to downtown San Diego to 33 minutes by eliminating curves in the rail that cause the trains to slow down. Yet Alternative A introduces a significant S-curve that seems to be in direct opposition to that objective. That, when considered alongside the significantly greater cost of Alternative A relative to B/C, makes it the least efficient option.

Taken together, Alternative A is neither efficient nor equitable in its potential negative impact. I strongly urge SANDAG to remove it from consideration.

Thank you,  
Chris Nelson

## SDLRR Project NOP

Michael Newhouse [REDACTED]

Tue 6/25/2024 7:44 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Sirs:

While we recognize SANDAG is subject to many conflicting pressures with virtually every decision it makes, I am baffled that Alternative A for the realignment of the north county rail line would even be considered. Each alternative has major negative aspects and complications. No one will be spared difficulties. The enormous economic disruptions, the barely imaginable expenditures both public and private, the environmental havoc and the degradation in transportation alternatives for a decade or more seem to demand that Alternative A be eliminated from consideration. To finance an EIR that even considers Alternative A seems to us a waste of resources that could be spent on a better solution.

Every area within our communities has had to confront disruptive and difficult choices and I can understand that there will be movements to send some challenging problems down the line. Solana Beach tackled the sub surfacing of the rail bed which was quite disruptive. Like many hardships, there are no easy answers but there are better answers available.

Michael Newhouse

Rose Lochmann

[REDACTED]  
Solana Beach, CA 92075

## SDLRR Project NOP

JerryCarol Nezat [REDACTED]

Fri 7/12/2024 11:21 AM

To:LOSSANcorridor <lossancorridor@sandag.org>;LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To whom it may concern:

Please note that I am very concerned about Alternative A, therefore I oppose further consideration of this terrible Alternative to the Rail Realignment project. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Regards,

Warner J. and Carol Nezat

Property owners in Solana Beach



## SDLRR Project NOP

Victoria Nezat [REDACTED]

Fri 7/12/2024 11:20 AM

To:LOSSANcorridor <lossancorridor@sandag.org>;LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To whom it may concern:

Please note that I am very concerned about Alternative A, therefore I oppose further consideration of this terrible Alternative to the Rail Realignment project. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Regards,

Vickie Nezat

Property owner in Solana Beach

## SDLRR Project NOP

Jeffrey Nguyen [REDACTED]

Thu 6/13/2024 9:57 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Good morning Tim Pesce,

My name is Jeffrey and I am a student at UCSD. I am very much in favor of this project moving forwards. While I haven't dug deep into the differences between the three options, I would like to input that it could be good how each option will fare with the implementation of future high speed rail connecting from LA to San Diego. It is to my understanding that current options for HSP are looking to convert existing track to meet their standards. If the reroute is build and can already handle HSP, this will be a huge step forwards.

I personally don't take the Surfliner or Coaster very often, but I do make my way up to Oceanside to take the Metrolink into Los Angeles to explore almost weekly. They have the student adventure pass program which I have been taking full advantage of this last school year. I think that it's great to encourage young people to take transit as this skill and habit is something many will take into their adult life. I personally am taking public transit as a large consideration for when I move out of San Diego.

I wish you the best in this project.

Sincerely,  
Jeffrey Nguyen

## SDLRR Project NOP

Tina Nguyen [REDACTED]

Mon 6/17/2024 11:58 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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“I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.”

Tina Nguyen  
Solana Beach Resident  
[REDACTED]  
Saratoga West

## SDLRR Project NOP

Tina Nguyen [REDACTED]

Thu 7/18/2024 2:28 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

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I oppose Alternative A. At double the cost of the other Alternatives., the serious economic consequences to the regio, and many environmental impacts to Solana Beach. Stevens Creek , the Fairgrounds, and the San Dieguito Lagoon. Alternative A does not pass the commonsense test. Please focus on more viable Alternatives.

Tina Nguyen  
Solana Beach Resident  
[REDACTED]  
Saratoga West

**From:** [karen.nicholas](#)  
**To:** [LOSSANcorridor](#)  
**Subject:** No on Alternative A  
**Date:** Tuesday, June 18, 2024 1:34:41 PM

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You don't often get email from [REDACTED]. [Learn why this is important](#)

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Sandag should hear Solana Beach voices!

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.”

Karen Nicholas

**From:** [Lisah Nicholson](#)  
**To:** [LOSSANcorridor](#)  
**Subject:** Solana beach railway  
**Date:** Tuesday, June 18, 2024 1:38:16 PM

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**Oppose Alternative A for the Following Reasons:**

Known Costs – estimated at \$4.14 billion dollars, Alternative A is approximately twice the cost of Alternatives B and C.

Economic Impacts to Our Local and Regional Economy — Unlike B & C, Alternative A will dramatically impact Fairgrounds operations and sales tax revenue generated by the Fairgrounds (\$680 million annually) as well as local businesses (unknown \$\$).

Environmental Impacts – Alternative A will result in higher impacts during construction to air quality (Solana Beach residents and businesses and the Del Mar Fairgrounds), wetlands, open space, and sensitive natural resources (in and around the San Dieguito Lagoon, Steven's Creek and Del Mar Fairgrounds).

Length of Construction – Construction of Alternative A is estimated to take up to twice as long as Alternatives B & C (as much as 14 years).

Enormity of Direct and Indirect Impacts — Due to the close proximity of construction a far greater number of homes and businesses will be adversely impacted by Alternative A as compared to Alternatives B & C.

Disruption of Rail Service — Alternative A poses unacceptable service and economic impacts to both passenger and freight rail service, our military, and the Port of San Diego, and will cost our region billions of dollars in lost revenue.

Regards,  
Lisah N.

## Alternative A

Lindi Nicol [REDACTED]

Tue 6/18/2024 12:51 PM

To:LOSSANcorridor <lossan@sandag.org>

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At the cost of double the amount of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito lagoon. Alternative A does not warrant the expenditure of any additional taxpayer money.

Should you have any questions feel free to email me.

Lindi Nicol  
[REDACTED]



## SDLRR Project NOP

DOMINIQUE NIELANDER [REDACTED]

Fri 7/19/2024 4:50 PM

To:LOSSANcorridor <lossancorridor@sandag.org>

Cc:LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear SANDAG Representatives,

I'm writing today in OPPOSITION OF ALTERNATIVE A as a viable option, when evaluating the three alternative alignments, due to its significant cost of approximately \$4.4 billion more compared to the other options. At a time when our government is struggling to provide basic services to its residents, it is not prudent use of funds.

In addition it is the longest of the three alternative alignments and it will impact directly, or indirectly, businesses and homes along S. Cedros for 7 to 10 years, it will disrupt Del Mar Fairgrounds operations, as well as disrupt passenger and commercial rail operations.

Thank you for your consideration.

Sincerely,

Dominique Nielander

[REDACTED]

Solana Beach, CA 92075

## SDLRR Project NOP

Janet Nielsen [REDACTED]

Mon 6/17/2024 11:28 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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Hello,

I have lived in Solana Beach for over 30 years and have just become aware of Alternative A for the rail tunneling project.

I would like you to know that I oppose any further consideration of Alternative A; it should be removed before any further work on the EIR is done. It is DOUBLE the cost of the other two alternative, not to mention the serious economic consequences to the region and the environmental impacts to the city of Solana Beach, Stevens Creek and the San Dieguito Lagoon. Additionally, the negative cost impact to the Fairgrounds is enormous. Alternative A does not warrant the expenditure of ANY additional taxpayer money.

Thank you.

Janet Nielsen

[REDACTED]  
Solana Beach, CA 92075

**From:** [REDACTED]  
**To:** [LOSSANcorridor](#)  
**Cc:** [LOSSANAlignment@cosb.org](mailto:LOSSANAlignment@cosb.org)  
**Subject:** Del Mar Train Track Movement  
**Date:** Sunday, June 23, 2024 11:29:33 AM

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I am a Solana Beach resident for over 33 years. I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Sincerely, Mark Nims

## PROJECT NOP

Naomi Nussbaum [REDACTED]

Fri 7/12/2024 2:24 PM

To:LOSSANcorridor <lossancorridor@sandag.org>

Cc:lossenalignment@cosb.org <lossenalignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

PLEASE NO TUNNELING THROUGH OR IN SOLANA BEACH.

Thanks,

Naomi B. Nussbaum

**From:** [Donald Nuzzo](#)  
**To:** [LOSSANcorridor](#)  
**Subject:** The Rail Realignment  
**Date:** Sunday, June 23, 2024 1:43:45 PM

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Sandag,

Here's my recommendation and wish...

I live very close to the tracks in SOLANA BEACH and am very familiar with the Coaster and Amtrak trains.

I know about 25 years ago a proposal was put before the Del Mar council to run the tracks under Camino Del Mar (101) but this was rejected due to selfishness and nearsightedness.

Running the tracks under anywhere other than 101 would be pure foolishness. VERY little would have to be done at either (exit) end compared to the other options which would wreak havoc on the communities.

The simple (though not easy... none of it is easy) process is to shut down HALF of 101 through Del Mar (Turning 101 into 2 lanes instead of 4) while the digging commences. Digging an OPEN trench like the one that passes my house in SOLANA BEACH. Once a single track is established and contained (buried) then reestablish 2 lanes over the completed track And then commence to dig the other half (assuming there will be two train tracks that is).

No property owners will have tracks running under their home. The 22nd Agricultural District will not be shut down.

This is the SHORTEST route.

Thanks for listening

Don Nuzzo

## SDLRR Project NOP

Wed 7/10/2024 1:54 PM

To:LOSSANcorridor <lossan@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear SANDAG Personnel:

I oppose further consideration of Alternative A, which is twice the expense (a projected cost in the current economy of 4.1 billion) than that of Alternatives B and C, 2.3 and 1.9 billion, respectively.

Alternative A is also more extensive in length, complexity, and construction time (a projected 5-12 years), imposing serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon.

How about taking the extra two billion saved by utilizing Alternatives B or C and replenishing the beach sand along the bluff in Del Mar simultaneously during the construction of Alternatives B or C? Solana Beach performed successful sand replacement in 2024, and at the cost of \$16 million dollars, sand replacement in Del Mar could be done 125 times.

Can the current tracks last another twelve years on the eroding bluffs during the 12-year construction projection of Alternative A?

Alternative A does not warrant the expenditure of any additional taxpayer money. Please remove it before any further work on the EIR is done.

P.S. The number of young riders voicing their experience with train use and their preference for the faster and less expensive Alternative B at the SANDAG LOSSAN Public Meeting on June 18, 2024, was impressive.

Danny Oliver  
Professional Geologist & TAXPAYER  
PIC Environmental Services  
Solana Beach, CA

## SDLRR Project NOP

Wed 7/10/2024 1:41 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>;LOSSANAlignment@cosb.org <LOSSANAlignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear SANDAG Personnel:

I oppose further consideration of Alternative A, which is twice the expense (a projected cost in the current economy of 4.1 billion) than that of Alternatives B and C, 2.3 and 1.9 billion, respectively.

Alternative A is also more extensive in length, complexity, and construction time (a projected 5-12 years), imposing serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon.

How about taking the extra two billion saved by utilizing Alternatives B or C and replenishing the beach sand along the bluff in Del Mar simultaneously during the construction of Alternatives B or C? Solana Beach performed successful sand replacement in 2024, and at the cost of \$16 million dollars, sand replacement in Del Mar could be done 125 times.

Can the current tracks last another twelve years on the eroding bluffs during the 12-year construction projection of Alternative A?

Alternative A does not warrant the expenditure of any additional taxpayer money. Please remove it before any further work on the EIR is done.

P.S. The number of young riders voicing their experience with train use and their preference for the faster and less expensive Alternative B at the SANDAG LOSSAN Public Meeting on June 18, 2024, was impressive.

Shelley Oliver  
Solana Beach Resident and Voter



## Re-route of rail tracks

[REDACTED]  
Tue 6/18/2024 12:39 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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"I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money."

Thank you

## SDLRR Project NOP

Karen Ortiz-Becerra [REDACTED]

Fri 7/19/2024 9:47 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hi,

My name is Karen Ortiz Becerra. I live in Solana Beach and am writing to express my opposition to Alternative A. At double the cost of the other Alternatives, with serious economic consequences for the region and many environmental impacts on Solana Beach, Stevens, Creek, the Fairgrounds, and the San Dieguito Lagoon, Alternative A does not pass the common sense test. Please focus on more viable Alternatives.

I appreciate your attention to this matter and look forward to hearing about more viable Alternatives in the near future.

Thanks,  
Karen Ortiz Becerra

## SDLRR Project NOP

Patricia O'Shaughnessy [REDACTED]

Mon 6/17/2024 8:46 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To Whom It May Concern:

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Please stop trying to move Del Mar issues to Solana Beach. Keep Del Mar issues in Del Mar.

Thank you,  
Patricia O'Shaughnessy  
[REDACTED]

## SDLRR Project NOP

Steve [REDACTED]

Tue 6/18/2024 10:31 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANAlignment@cosb.org <LOSSANAlignment@cosb.org>

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I agree the railroad tracks must come off the bluff in Del Mar. Its an extremely difficult problem, and we know either a bored tunnel or a cut-and-cover tunnel.will be required. Del Mar's squeaky wheel residents recently proposed alternative A, residents who do not want a tunnel in their City. Their ridiculous solution is to remove it from Del Mar and placed it in Solana Beach. This tunnel would require lowering our railroad trench so it can eventually be deep enough to go underneath the San Dieguito Lagoon. Starting at Lomas Santa Fe, at a 2% grade, it would deepen, creating a cut-and-cover tunnel from the Belly Up, under Via de la Valle and to the Midway area in the Fairgrounds before transforming to a bored tunnel. · Alternative A will take 7—12 years to build during which Solana Beach will experience noise, dust, vibration, traffic disruption, increased GHG emissions and air pollution from trucks carrying away the demolished walls and dirt of our existing trench. · It is highly doubtful passenger (Coaster and Amtrak) or freight trains will be able to operate south of Solana Beach during the 7—12 years of construction. · In addition to demolishing the investment already made to lower the tracks in Solana Beach, it will likely destroy the south half of our Coastal Rail Trail, including Betsy Shultz' iconic arches, and/or... · ...it is likely that construction crews would need to take 50-feet or so of each of the properties east of the trench for construction purposes, endangering 60+ naturally occurring affordable multi-family homes on S. Cedros. · Alternative A would also require the Via de la Valle vehicle bridge to be re-built. · Stevens Creek would need to be diverted and/or pumped to prevent flooding during heavy rain storms within the FEMA designated floodplain in Solana Beach and inside the proposed tunnel.

Basically a BAD idea to avoid a real solution, such as proposals B or C.--

Stephen I. Ostrow

Attorney at Law

[REDACTED]  
Solana Beach, CA 92075

[REDACTED]

Please note change of office address

## SDLRR Project NOP

Mike O'Tousa [REDACTED]

Sat 6/8/2024 12:37 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

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**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hello,

The LOSSAN Rail Realignment is a long overdue project which has only increased in urgency since it's neglect. It's great that it is now receiving attention and planning

However, Rail Realignment is only a partial step forward to alleviating bottlenecks on the LOSSAN Corridor, bottlenecks that will only increase in frequency and negative impact. Without prompt completion of double tracking and trenching of the rail tracks through the Corridor in the North County area of San Diego, rail traffic will still suffer from delays, bottlenecks and increased safety concerns, particularly for automobile and pedestrian traffic. Bottlenecks that will increase truck and other traffic on I-5 further hindering commitments to a cleaner environment and reduction in greenhouse gases.

Negative economic impact on tourism will increase and become an increasingly contentious point to cities and businesses.

It seems important to address both rail projects at the same time, and presumably cost effective as well.

Thank you,  
Michael O'Tousa  
Carlsbad 92008

**RE: Request for comments : INTERJURISDICTIONAL REVIEW -- NOP Draft EIR for the San Diego-Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Realignment SDLRR Project**

Ottens, Alexander <AJOttens@sandiego.gov>

Thu 6/20/2024 2:06 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from ajottens@sandiego.gov. [Learn why this is important](#)

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Hi,

I'm trying to figure out which water mains in the City of San Diego service area might be affected by each of the proposed options. Does anyone at SANDAG have GIS files of the routes that I could use for this?

Thanks,  
Alex Ottens

---

**From:** Phung, Tung <TPhung@sandiego.gov>

**Sent:** Thursday, June 20, 2024 1:30 PM

**To:** Ottens, Alexander <AJOttens@sandiego.gov>

**Subject:** FW: Request for comments : INTERJURISDICTIONAL REVIEW -- NOP Draft EIR for the San Diego-Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Realignment SDLRR Project

Hi Alex,

Please review the attached document. I'd also like a map of our existing water pipelines within the proposed rail realignment area.

Thanks, Tung

---

**From:** Singavarapu, Shravani Gupta <[ShravaniS@sandiego.gov](mailto:ShravaniS@sandiego.gov)>

**Sent:** Thursday, June 20, 2024 9:25 AM

**To:** Nguyen, Huy <[HTNguyen@sandiego.gov](mailto:HTNguyen@sandiego.gov)>; Phung, Tung <[TPhung@sandiego.gov](mailto:TPhung@sandiego.gov)>

**Subject:** Request for comments : INTERJURISDICTIONAL REVIEW -- NOP Draft EIR for the San Diego-Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Realignment SDLRR Project

Hi Team,

Can you please review the attached document and let me know if you have any comments to add by July 10, 2024.

The project description can be seen in the below email. Thank you.

Regards,  
**Shravani Gupta Singavarapu** (she/her)  
Associate Planner

Phone: (858) 292-6433

---

**From:** Marquez, Zaira <[ZMarquez@saniego.gov](mailto:ZMarquez@saniego.gov)>

**Sent:** Wednesday, June 5, 2024 11:07 AM

**To:** Abalos, Raynard <[RAbalos@saniego.gov](mailto:RAbalos@saniego.gov)>; Abella-Shon, Michelle <[MShon@saniego.gov](mailto:MShon@saniego.gov)>; Ackerman-Avila, Christopher <[CAckermanAvi@saniego.gov](mailto:CAckermanAvi@saniego.gov)>; Ball, Laura <[LBall@saniego.gov](mailto:LBall@saniego.gov)>; Balo, Keli <[KBalo@saniego.gov](mailto:KBalo@saniego.gov)>; Berninger, Mark <[MBerninger@saniego.gov](mailto:MBerninger@saniego.gov)>; Bishop, Walter <[WBishop@saniego.gov](mailto:WBishop@saniego.gov)>; Campos, Luis <[LCampos@saniego.gov](mailto:LCampos@saniego.gov)>; Dayton, Myrna <[MDayton@saniego.gov](mailto:MDayton@saniego.gov)>; Fajardo, Jane-Marie <[JFajardo@saniego.gov](mailto:JFajardo@saniego.gov)>; Field, Andy <[AField@saniego.gov](mailto:AField@saniego.gov)>; Forburger, Kristen <[KForburger@saniego.gov](mailto:KForburger@saniego.gov)>; Galloway, Tait <[TGalloway@saniego.gov](mailto:TGalloway@saniego.gov)>; Gardiner, Maureen <[MGardiner@saniego.gov](mailto:MGardiner@saniego.gov)>; Geiler, Gary <[GGeiler@saniego.gov](mailto:GGeiler@saniego.gov)>; Ghossain, George <[GGhossain@saniego.gov](mailto:GGhossain@saniego.gov)>; Gonsalves, Ann <[AGonsalves@saniego.gov](mailto:AGonsalves@saniego.gov)>; Graham, Kaelynn <[KSGraham@saniego.gov](mailto:KSGraham@saniego.gov)>; Hajjiri, Samir <[SHajjiri@saniego.gov](mailto:SHajjiri@saniego.gov)>; Harry, James <[JHarry@saniego.gov](mailto:JHarry@saniego.gov)>; Hauser, Everett <[ERHauser@saniego.gov](mailto:ERHauser@saniego.gov)>; Hughes, Duncan <[DRHughes@saniego.gov](mailto:DRHughes@saniego.gov)>; Itkin, Irina <[Itkin@saniego.gov](mailto:Itkin@saniego.gov)>; Jarque, Anne <[AJarque@saniego.gov](mailto:AJarque@saniego.gov)>; Kilburg, Paul <[PKilburg@saniego.gov](mailto:PKilburg@saniego.gov)>; Kleis, Andrew <[AKleis@saniego.gov](mailto:AKleis@saniego.gov)>; Litchney, Seth <[SALitchney@saniego.gov](mailto:SALitchney@saniego.gov)>; Lowe, Elyse <[ELowe@saniego.gov](mailto:ELowe@saniego.gov)>; Malone, Rebecca <[RMalone@saniego.gov](mailto:RMalone@saniego.gov)>; McGinnis, Nicole <[NMcGinnis@saniego.gov](mailto:NMcGinnis@saniego.gov)>; Mckean, Lisa <[lmckean@pd.saniego.gov](mailto:lmckean@pd.saniego.gov)>; Nagelvoort, James <[JNagelvoort@saniego.gov](mailto:JNagelvoort@saniego.gov)>; Panther, Brian <[HPanther@saniego.gov](mailto:HPanther@saniego.gov)>; Purcell, Carrie <[CPurcell@saniego.gov](mailto:CPurcell@saniego.gov)>; Purdy, Jay <[JPurdy@saniego.gov](mailto:JPurdy@saniego.gov)>; Reeser, Kristy <[KReeser@saniego.gov](mailto:KReeser@saniego.gov)>; Rothman, Christine <[CRothman@saniego.gov](mailto:CRothman@saniego.gov)>; Schoenfisch, Brian <[BSchoenfisch@saniego.gov](mailto:BSchoenfisch@saniego.gov)>; Schultz, Louis <[LSchultz@saniego.gov](mailto:LSchultz@saniego.gov)>; Shearer-Nguyen, Elizabeth <[EShearer@saniego.gov](mailto:EShearer@saniego.gov)>; Smith, Dirk <[DDSmith@saniego.gov](mailto:DDSmith@saniego.gov)>; Stanco, Kelley <[KStanco@saniego.gov](mailto:KStanco@saniego.gov)>; Kalkirtz, Victoria <[VKalkirtz@saniego.gov](mailto:VKalkirtz@saniego.gov)>; Trom, Philip <[PTrom@saniego.gov](mailto:PTrom@saniego.gov)>; Vonblum, Heidi <[VonblumH@saniego.gov](mailto:VonblumH@saniego.gov)>; Schimpf, Brian <[bschimpf@pd.saniego.gov](mailto:bschimpf@pd.saniego.gov)>; Werner, Heather <[HWerner@saniego.gov](mailto:HWerner@saniego.gov)>; White, Alexis <[WhiteA@saniego.gov](mailto:WhiteA@saniego.gov)>; Frost, Alexander <[AFrost@saniego.gov](mailto:AFrost@saniego.gov)>

**Cc:** Malone, Rebecca <[RMalone@saniego.gov](mailto:RMalone@saniego.gov)>; Moore, Jordan <[JTMoore@saniego.gov](mailto:JTMoore@saniego.gov)>; Lombrozo, Ari <[ALombrozo@saniego.gov](mailto:ALombrozo@saniego.gov)>

**Subject:** INTERJURISDICTIONAL REVIEW -- NOP Draft EIR for the San Diego-Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Realignment SDLRR Project

**California Environmental Quality Act (CEQA)  
Notice of Preparation of a Draft Environmental Impact Report**

The City of San Diego has received a Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR) for the following project:

**Project Name:** San Diego-Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Realignment SDLRR Project

**Type of Document:** NOP of a Draft EIR. The NOP is attached and is available at the following link: [SDLRR-Notice of Preparation of a Draft Environmental Impact Report \(sandag.org\)](https://sandag.org/SDLRR-Notice-of-Preparation-of-a-Draft-Environmental-Impact-Report).

**Project Description:** The project 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.



**Originating Agency/Contact:** San Diego Association of Governments (SANDAG) / [LOSSANcorridor@sandag.org](mailto:LOSSANcorridor@sandag.org)

**Public Scoping Meetings:** 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.

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). Comments on this document are due to the City Planning Department’s Environmental Review Section by **Friday, July 12**, in order to provide comments to the agency by **Friday, July 19**.

Please review and comment as necessary on the NOP. The Environmental Review Section of the City Planning Department will coordinate any comments provided by other City departments on this document. In the interest of consistency, all City comments should be provided to the originating jurisdiction in a single letter.

Please provide any comments to Zaira Marquez ([zmarquez@sandiego.gov](mailto:zmarquez@sandiego.gov)) via email in a **WORD format no later than Friday, July 12**. We will then prepare a single City response using the input from other City departments. Please include “LOSSAN Rail Realignment SDLRR Project” in the e-mail subject line.

If you would like to be removed from this distribution list or know of someone who should be included on the list, please respond back indicating so.

Thank you,

**Zaira Marquez, RPA** (*she/her*)  
Associate Planner  
City Planning Department  
City of San Diego

T (619) 236-6576  
[sandiego.gov/planning](http://sandiego.gov/planning)

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**From:** [REDACTED]  
**To:** [LOSSANcorridor](#)  
**Cc:** [LOSSANAlignment@cosb.org](mailto:LOSSANAlignment@cosb.org)  
**Subject:** SDLRR Project NOP  
**Date:** Sunday, June 23, 2024 7:17:13 PM

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**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To Whom it may concern,

One of the primary concerns with Rail Route Alternate A is its significantly longer construction timeline and higher cost compared to Alternates B and C. Allocating additional funds for this route seems unjustifiable when more cost-effective alternatives exist. It is crucial to prioritize fiscal responsibility and ensure that taxpayer dollars are used efficiently, especially when viable alternatives are available at lower costs.

Furthermore, routing the rail through Solana Beach under Alternate A raises serious environmental and community impact concerns. The projected 7-12 years of construction activity for this route poses significant disruptions to train operations to and from Solana Beach, and the entire Cedros Avenue area will be affected by noise and congestion associated with these construction activities. Alternative routes that minimize environmental impact should be explored and favored over Alternate A.

In addition to cost and environmental impacts, the construction of Alternate A would necessitate the demolition of existing investments and infrastructure, such as the Via de la Valle vehicle bridge and Betsy Shultz's iconic arches, among others. These demolitions could have far-reaching negative effects on our quality of life, posing hazards to small businesses, residents, schools, and our tight-knit community in Solana Beach.

I urge you to reconsider supporting Rail Route Alternate A and advocate for exploring more cost-effective, environmentally responsible alternatives like Alternates B and C. These options promise to reduce construction impacts, preserve existing infrastructure, and safeguard the well-being of Solana Beach residents and businesses.

Thank you for considering my concerns on this important matter. I look forward to your response.

Sincerely,


Arghavan Pajouhandeh

## comments on the scope of the Draft EIR

Arthur Pammenter [REDACTED]

Tue 7/16/2024 6:49 AM

To:LOSSANcorridor <lossan corridor@sandag.org>

 1 attachments (27 KB)

Replace Southern California trains with VTOLs.docx;

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**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

The proposed realignment of the train tracks through North County communities is facing opposition to every alternative. The proposal will be overly expensive and time consuming. I am suggesting an alternative approach which will carry our region into the future rather than reverting to a legacy, outdated system. Attached please find my proposal to further develop an Advanced Air Mobility system in place of trains. San Diego is already in a partnership with NASA on this option and Archer Aviation has just signed an agreement with Southwest Airlines to develop a program that includes San Diego Airport. I propose we work to expand the scope of this AAM program to replace the train line from San Diego to Los Angeles and save \$4 Billion. Attached please find my proposal.

Arthur Pammenter, Ph.D.

www.Drartp.com

[REDACTED]

# **Replace Southern California trains with eVTOLs**

## **eVTOL – electric Vertical Take Off and Landing vehicle**

Rather than sticking to the status quo lets completely rethink how the San Diego to L.A. corridor can be serviced. We should use new emerging technology to replace this hundred years old legacy system. The imperative is to replace the rail line from San Diego to LA due to the erosion of the bluffs along the line in San Diego and San Clemente. Estimates to reconfigure the line are well over \$4 billion and probably double that by the time it is completed in 10+ years or so. Until then costly delays and repairs to the current rail line will be constant as the bluffs are eroding steadily and possibly faster each year due to the changing climate.

### **Advanced Air Mobility (AAM)**

As defined in the AAM Coordination and Leadership Act (P.L. 117-203, 136 Stat. 2227), October 17, 2022, “AAM is a transportation system that moves people and property by air between two points in the United States (U.S.) using aircraft with advanced technologies, including electric aircraft, or electric vertical takeoff and landing (eVTOL) aircraft, in both controlled and uncontrolled airspace.”

### **Proposal**

It is proposed that an AAM system replace the current legacy rail line from San Diego to Los Angeles. This new system will not only have multiple advantages over rail but it will also serve as a nucleus for a more comprehensive regional system that will transform transportation throughout Southern California.

### **Benefits**

- Cost Savings
- Eliminate divisive, costly and destructive construction
- Improved service
- Reduced travel time
- Reduce greenhouse gas emissions
- Eliminate potential derailments with consequent release of hazardous materials
- Implemented more quickly than tunneling to realign rail tracks
- Reduced community opposition
- Create new uses for the land currently used by rails
- Seedbed for regional transportation system

### **Feasibility**

#### **Federal Aviation Administration**

Transportation is constantly evolving, and each step forward yields new opportunities that fundamentally change how people and goods are being transported. A new era of aviation once only portrayed in movies or science fiction is taking off. Advanced Air Mobility (AAM) is an emerging aviation ecosystem that leverages new aircraft and an array of innovative technologies to provide the opportunity for more efficient, more sustainable, and more equitable options for transportation.

October 2023 marks the one-year anniversary of President Biden signing into law the **Advanced Air Mobility Coordination and Leadership Act** which directed the Secretary of Transportation to establish the Advanced Air Mobility Interagency Working Group. The purpose of the AAM IWG is to plan for and coordinate efforts to integrate advanced air mobility aircraft into the national airspace system, particularly passenger carrying aircraft, in order to grow new transportation options, amplify economic activity and jobs, advance environmental sustainability and new technologies, and support emergency preparedness and competitiveness.

The U.S. government has mobilized behind the eVTOL (Electric Vertical Take-Off and Land) industry. The F.A.A. aims to support operations of aircraft that use new means of propulsion at scale (1) in one or more places by 2028. Innovate28 (I28) is an FAA initiative that will culminate in integrated AAM operations with OEMs and/or operators flying between multiple origins and destinations at one or more locations in the U.S. by 2028. I28 will leverage public-private partnerships to identify key locations and use cases of interest to AAM industry stakeholders while promoting an all-hands-on deck approach to ensure the necessary steps are taken to enable these operations.

### **NASA**

The FAA is working closely with NASA which has a program called the Advanced Air Mobility National Campaign to test the concept (2). NASA is delivering data to guide the industry's development of electric air taxis and drones and to assist the Federal Aviation Administration in safely integrating these vehicles into the national airspace. This will set the stage for a flourishing industry by 2030.

### **Cost Savings**

Unlike helicopters, which use expensive fossil fuels to power their engines, eVTOLs are powered by electricity. As a result, eVTOL fleets are significantly more cost effective to operate than their conventional helicopter counterparts. They are also much quieter than helicopters and so are less disruptive to their surrounding environments. Beta Technologies, which is only one of at least eight companies developing next-generation aircraft, expects the vehicles to create new opportunities because they are quieter than helicopters and are expected to be 60 to 70 percent cheaper to operate.

SANDAG's proposed tunneling construction is projected to **cost over \$4 billion**. Cost overruns are inevitable as are delays due to opposition from affected communities and unforeseen difficulties in the process. People who will lose their houses to eminent domain laws will stand in the way. Those who own homes above the tunnel will oppose the project. Communities that lose significant revenue such as the loss of use of the Del Mar Fairgrounds will mount legal challenges.

An AAM system can utilize existing right of way property such as current train stations and parking lots to create small vertiports to service communities. The eVTOLs are projected to cost a relatively affordable \$1,000,000 each. Since they are powered by electricity their fuel costs will be far less than the diesel fuel currently used. The construction of the required infrastructure will be significantly more economical than the tunneling operation. There will be no cost to purchase homes that will be destroyed by construction. Legal fees will be reduced due to less community opposition.

### **Regional Service**

Replacing train stations with eVTOL stations would provide faster and more convenient service. Because eVtols take off and land vertically their landing pads require relatively little space. This means they can be placed in many locations, similarly to today's helicopters. eVTOLs are more flexible than trains so

point to point flights could operate like express trains do but there can also be service that stops at each station. The new stations could simply replace the old train stations using the same acreage. Or new stations in more strategically located points could easily be created. For instance, a stop could be created at the Del Mar Fairgrounds allowing easy connections for the Fairgrounds and the Del Mar racetrack.

This new system will initially replace the ten stops the current train services. Once it is in place and running other communities will want to link up with it since the benefits will be so obvious. This will inevitably create a wide transportation system throughout Southern California. This will benefit all inhabitants of Southern California and not just those few that ride the train to and from Los Angeles.

### **Convenience**

The current Pacific Surfliner schedule operates one train every two hours from San Diego to Los Angeles, a trip that takes three hours to complete. An AAM schedule could operate one flight every fifteen to thirty minutes, providing a much more flexible schedule for passengers. Since eVTOLs fly faster than a train travels the complete journey will be accomplished in much less time. Currently the train makes ten stops between these two cities. It will be possible to use custom point-to-point flights based on customer reservations that could be made even more quickly and include more locations.

### **Climate Impact**

Replacing trains for passenger service will **reduce carbon emissions** and aid in reaching the goal of saving our climate. Climate change increases risk to the safety, effectiveness, equity, and sustainability of our transportation infrastructure and the communities it serves. Rail's reliance on diesel fuel leaves a large challenge in reducing GHG emissions from the rail industry. Amtrak trains run on diesel, a highly polluting fuel. Trains on rails cause dust, debris, and exhaust particles from the train's engine to become airborne. These particles can include particulate matter, such as soot and smoke, and various gases, such as nitrogen oxides and sulfur dioxide.

Studies conducted by the California Air Resource Board and the University of Southern California have found people living near rail lines and rail yards have lowered life spans, increased asthma, heart and lung disease rates, and a risk of cancer because of the exposure to particulate matter that comes from trains. The maintenance of rail infrastructure and the construction of new train lines can have significant environmental impacts in the long run. In fact, one study found that railway infrastructure contributes an additional 141% of greenhouse gas emissions (4) over emissions from car passenger traffic.

### **Projected Availability**

The eVTOL space is rapidly developing. Several regions have contracted with various eVTOL manufacturers to begin service next year.

- Archer has signed contracts to develop service between five cities in the San Francisco region. It has also signed a contract with Southwest and United Airlines to begin an air taxi service for airports that they serve. This includes San Diego Airport.  
<https://www.reuters.com/business/aerospace-defense/southwest-airlines-archer-aviation-develop-operational-plans-flying-air-taxis-2024-07-12/>
- Joby Aviation announced that it had signed an agreement with Dubai's Road and Transport Authority (RTA) to launch air taxi services there as early as 2025.
- Wisk Aero, a subsidiary of Boeing, announced an accord it says will let its autonomous Advanced Air Mobility (AAM) service develop routes that connect points across the Greater Houston,

Texas, region, such as downtown Houston, the area's three major commercial airports, and the suburb of Sugar Land located southeast of the city.

### **Tunneling Time Line**

The proposed tunneling operation is **projected to take at least ten years** before it is ready and with the inevitable delays and cost overruns it is likely to take far longer. Coastal communities are already filing lawsuits to stop the project. The AAM system should be operational within those ten years or even sooner. The impediments for this system are far fewer than the hotly opposed train track relocation project.

### **NASA's Involvement and Support**

NASA's Advanced Air Mobility (AAM) research will transform our communities by bringing the movement of people and goods off the ground, on demand, and into the sky. This air transportation system of the future will include low-altitude passenger transport, cargo delivery, and public service capabilities. NASA is working with city and state governments to brainstorm the ways that air taxis and drones, and the infrastructure for this new transportation system, could be integrated into city planning. NASA is exchanging information with these governments to identify the best practices for how a local government could design this system.

<https://www.nasa.gov/centers-and-facilities/armstrong/nasa-is-creating-an-advanced-air-mobility-playbook-2/>

#### **NASA coordinating with City and State governments**

NASA is exchanging information with governments to identify the best practices for how a local government could design this system. Each city or state government involved will create a joint document with NASA using computer modeling software to describe how this could work in their locality.

#### **San Diego**

According to Jamie Turner ([jamie.m.turner@nasa.gov](mailto:jamie.m.turner@nasa.gov)) at NASA who is the Partner's liaison for the program, San Diego already has a formal Partnership with NASA to develop the above mentioned joint document to describe how an AAM can work here. The individual in charge of this Partnership appears to be Randy Wilde, ([RWilde@SanDiego.gov](mailto:RWilde@SanDiego.gov)) Senior Policy Advisor in charge of transportation, infrastructure, environment and climate. More information about the progress of this program has been requested from him.

NASA is also working with the following to develop joint documents to describe how eVTOLs can work in their locality:

- North Central Texas Council of Governments
- The Ohio Department of Transportation (ODOT),
- the City of Orlando Florida,
- Massachusetts Department of Transportation,
- Minnesota Department of Transportation

### **Passenger Load**

Currently eVTOLs have limited passenger capacity. While this should improve over time it may be necessary to augment the AAM program with greatly improved point to point bus service. Currently



Greyhound operates multiple bus trips between various locations between San Diego and Los Angeles. With minimal investment the bus experience can be significantly improved. Premium buses are very comfortable and offer multiple amenities. With few or no stops and using HOV and/or dedicated bus lanes in the point to point service the time to destination can be relatively quick. The eVTOL service would be considered a premium option with the improved point to point bus service being the standard option.

[https://www.mercedes-benz-bus.com/en\\_US/models/tourrider-premium-business/tourrider-premium.html](https://www.mercedes-benz-bus.com/en_US/models/tourrider-premium-business/tourrider-premium.html)

### **Replace trains to ship cargo**

The amount of cargo carried by train from San Diego to L.A. is minimal, only .04% of California's rail cargo. This could be reduced even more and whatever is absolutely necessary could be carried by trucks or freighters to L.A. According to NASA, in the future eVTOLs will also be able to carry cargo so this is another possibility. NASA and the Ohio Department of Transportation (ODOT) are exchanging information to advance autonomous cargo aircraft operations. NASA and Northrop Grumman are investigating the use of large Uncrewed Aircraft Systems (UAS) for cargo transportation between airports and/or other National Airspace System (NAS) access points.

### **Alternative uses for train line**

With the removal of the train tracks there are several potential uses of the space as well as additional benefits.

- Rails To Trails - Since 1986, Rails to Trails Conservancy supported the creation of tens of thousands of miles of rail-trails and multiuse trails nationwide by building and championing infrastructure, advocating for public funding for trails and active transportation, and inspiring more people to make trails part of their everyday lives.
- Reduced Disruption to Communities – The tunneling proposals call for homeowners to lose their precious homes through eminent domain. The Fairgrounds will be torn up and become unusable for years resulting in loss of considerable income.
- Potential for housing – the track line and surrounding space could be sites for housing for low income and homeless individuals and families.

### **Transportation System of the Future**

This new transportation system could be in place much faster and simpler than digging tunnels and creating havoc in the affected communities. It would be cheaper, quicker and more efficient than using the old, antiquated rail system. This line will also become the nucleus of a regional transportation system which will take Southern California through the rest of this century. California is the leader in technological acumen; we should not let Texas beat us to the punch in this new era. Why wait decades? Let's leap frog past trains into the new generation of transportation! The time is NOW!

### **Proposal**

SANDAG partners with NASA to create a joint document to describe how an Advanced Air Mobility System could work in Southern California to replace the need for a rail line from San Diego to Los Angeles. In addition, expand the agreement Archer Airlines have with Southwest Airlines to create an air taxi system in the San Diego Airport.

1. <https://www.faa.gov/sites/faa.gov/files/AAM-I28-Implementation-Plan.pdf>

2. <https://www.nasa.gov/mission/aam/>
3. 3 Challenges to Solve Before We can Commute By Air Taxi: <https://spectrum.ieee.org/evtol-2661135407>
4. <https://iopscience.iop.org/article/10.1088/2634-4505/ac1242>

## SDLRR Project NOP

Sharilyn Parr [REDACTED]

Mon 6/17/2024 12:13 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANAlignment@cosb.org <LOSSANAlignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

We oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Michael and Sharilyn Parr

[REDACTED]

## SDLRR Project NOP

Bryan Pate [REDACTED]

Tue 6/25/2024 4:39 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

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Attn: Tim Pesce

I've just learned of the details behind the suggested new route (I'm told it is called "Alternative A") for the train corridor that is going to be moving off of the Del Mar bluffs at some point in the future. I don't envy your position of having to deal with all of the individuals in Del Mar coming up with a wide range of schemes to avoid the obvious answer of putting the corridor directly under PCH. No one wants to deal with construction, and I know that Del Martians in particular dislike change and will raise every objection imaginable in order to avoid a perceived inconvenience to their lives and potential degradation of their property values. However, the reality is that if the train is going to go from San Diego to points north of Del Mar, then the optimal route to minimize construction costs, time of construction and economic disruption to the region means the train will need to go through Del Mar. The folks there may not be happy about it, but that's the reality of the situation.

The idea of selecting the newly proposed "Alternative A" instead of going under PCH is patently absurd. I have been told that someone is now working on an EIR being for that alternative. That appears to me to be a huge waste of taxpayer money. Appeasement of a tiny group of very well-funded, energized and ruthless individuals may feel like a good way to delay the pain of dealing with them, but does not justify the added cost and delay to what has already been an expensive and slow moving process. Please eliminate this "Alternative A" from consideration now and stop wasting money on an EIR and time on further evaluation of this supposed alternative route. It's easily going to be twice as expensive as any other option on the table and way more disruptive to the regional economy and a much larger group of people than running the corridor underground a hundred yards or so from where it is currently situated.

Please feel free to contact me if I can be of any assistance in getting this process back on a productive track.

Very respectfully,

Bryan

Bryan Pate  
CEO  
ElliptiGO, Inc.  
GIBBON North America, Inc.

[REDACTED]  
[elliptigo.com](http://elliptigo.com)  
[giboardus.com](http://giboardus.com)

## SDLRR Project NOP

elliott patrick [REDACTED]

Mon 7/15/2024 7:23 PM

To:LOSSANcorridor <lossancorridor@sandag.org>

Cc:lossanalignment@cosb.org <lossanalignment@cosb.org>

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To whom it may concern,

I oppose alternative A. At double the cost of the other alternatives the series economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the fairgrounds and the San Diego lagoon alternative A does not pass the common sense test. Please focus on more viable alternatives.

Thank you,  
Elliot

## SDLRR Project NOP

Barbara Patterson [REDACTED]

Fri 7/19/2024 3:12 PM

To:LOSSANcorridor <lossancorridor@sandag.org>

Cc:LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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I am writing to object to the plan proposed by some citizens of Del Mar to completely revise the original plans proposed for undergrounding the railroad tracks that run along the bluffs in Del Mar. Their proposal will cause significant delays, disrupt plans for 'affordable' housing at the fairgrounds and interfere with the annual state fair and racing season held on these grounds. I believe the project (as originally proposed) can be completed with minimum impact on the community of Del Mar, and that there is no need to start over, reviewing an entirely new plan. I'm confident the lawsuits yet to come will be enough of a problem for everyone involved.

Barbara Patterson

Solana Beach, CA

## SDLRR Project NOP

Bo b [REDACTED]

Tue 6/18/2024 7:31 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

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I recently became aware of the proposed "Alternative A" proposal which seems to be an egregious effort by the City of Del Mar and it's residents to foist all of the impacts of the planned railway realignment.

The proposed Alternative A should be tossed in the trash before additional EIR work is done given its outrageous cost (more than twice the cost of Alternative C and nearly twice the cost of Alternative B and extensive environmental and fiscal impacts to the communities.

Thank you,

Bob Patterson



**From:** [Kelli Pease](#)  
**To:** [LOSSANcorridor](#)  
**Cc:** [LOSSANAlignment@cosb.org](mailto:LOSSANAlignment@cosb.org)  
**Subject:** SDLRR Project NOP  
**Date:** Monday, June 24, 2024 10:35:56 AM

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**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Kelli Pease  
Solana Beach Resident

**From:** [rodpeck \(null\)](#)  
**To:** [LOSSANcorridor](#)  
**Subject:** Sandag rail realignment  
**Date:** Tuesday, June 18, 2024 1:40:58 PM

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I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.”

R. Peck

[REDACTED]  
Solana Beach, CA 92075

Sent from my iPhone

## SDLLR Project NOP

Katie Pelisek [REDACTED]

Tue 6/18/2024 9:51 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

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Help! I've been informed that all the amazing work that was done in Solana Beach years ago to lower the grade for the train tracks passing through our city is in jeopardy of being scrapped because Del Mar residents don't want the train track relocation project to impact their own community. Yes we need safe passage and the tracks must be relocated off the bluffs. But please don't move a problem from one city to another. Please solve this issue without costing taxpayers extra money and destroying our regional economy - Alternative A is not a viable alternative.

Sincerely,

Katie Pelisek

Sent from my iPhone

## SDLRR Project NOP

Elizabeth Penberth [REDACTED]

Thu 7/18/2024 11:46 AM

To:LOSSANcorridor <lossan@sandag.org>

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I have read the Analysis Report 2023 and attended several meetings on the LOSSAN Rail Realignment Project.

I am vehemently opposed to Proposal A. This proposal was dismissed in the report as being "impractical, as it would have required significantly deepening the existing trench through most of Solana Beach including a very costly lowering of the Solana Beach station. Additionally the Fairgrounds special events platform would need to be relocated in the tunnel, adding significant cost." Why is this proposal now being considered?

Proposal A is a monumental waste of resources and should be eliminated from consideration.

Proposal A would have a devastating affect on the City of Solana Beach and the Fairgrounds. It would destroy the existing rail corridor, impact the low cost housing adjacent to the tracks, negatively impact the Cedros Design District and destroy the Rail Trail on the Highway 101 corridor. The businesses and livelihoods of residents of Solana Beach would be destroyed due to the years-long disruption in the commercial district that would be felt throughout the city. It would essentially kill the City of Solana Beach.

Proposal A also threatens the essential economic and cultural contributions the Fairgrounds provides to the entire County of San Diego. Tremendous financial losses would result from years of closure.

Based on its grossly negative impact on resources and citizens, Proposal A should be eliminated from consideration.

Elizabeth Penberth

# City of San Diego California: San Dieguito to Sorrento Valley Double Track-Del Mar Tunnels Alternatives Analysis Report Review Notes

Stephen Pendergast [REDACTED]

Mon 7/1/2024 9:51 AM

To: LOSSANcorridor <lossan corridor@sandag.org>

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CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.

Stephen Pendergast has sent you a link to a blog:

I thought my notes on the tunnel alternative analysis report might be of interest to you

Blog: City of San Diego California

Post: San Dieguito to Sorrento Valley Double Track-Del Mar Tunnels

Alternatives Analysis Report Review Notes

Link:

<https://gcc02.safelinks.protection.outlook.com/?>

<https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fstateofthiscity.blogspot.com%2F2024%2F06%2Flossan-sdsvdt-alternatives-analysis.html&data=05%7C02%7Clossan corridor%40sandag.org%7C37ce431d679649f6aba908dc99ee1440%7C2bbb5689d9d5406b8d02cf1002b473e7%7C0%7C0%7C638554495046027560%7CUnknown%7CTWFpbGZsb3d8eyJWljiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C60000%7C%7C%7C&sdata=bkVnMWDptjm2qhkfif7I5diyAJrELiz5yOavesFD3Sc%3D&reserved=0>

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## San Dieguito to Sorrento Valley Double Track-Del Mar Tunnels Alternatives Analysis Report Review Notes



June 13, 2024



## San Dieguito to Sorrento Valley Double Track-Del Mar Tunnels Alternatives Analysis Report

Prepared for [San Diego Association of Governments](#) by HDR August 2023

The Alternatives Document here: <https://www.sandag.org/-/media/SANDAG/D...-09-01.pdf>

### Abstract

This Alternatives Analysis Report documents the analysis of conceptual alignment alternatives for relocating the existing singletrack alignment of the Los Angeles-San Diego-San Luis Obispo Rail Corridor through the City of Del Mar and City of San Diego. Five alignment alternatives were refined based on a previous conceptual engineering study and evaluated 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 looked at from a high level to demonstrate potential connection between various portal locations.

Initial Alternative Summary:

- CDM - A Tunnel under Camino Del Mar (a road) between the Del Mar Fairgrounds (Milepost 243) and the Los Penasquitos Lagoon.
- CCHS - A tunnel further west between the Del Mar Fairgrounds, under a good chunk of San Diego, all the way to MP 248.
- A tunnel still further west, with the southern end aligning with I-5 (with various points to place the opening as variants)
- A tunnel that hugs or is under I-5 for most of the way south.

The first two got forwarded to the next round of study.

## Summary of the Report

The key points from the San Dieguito to Sorrento Valley Double Track - Del Mar Tunnels Alternatives Analysis Report are:

- SANDAG is studying alternatives for relocating the existing single-track rail alignment of the LOSSAN corridor between MP 242.8 to 247.8 in Del Mar and San Diego from the coastal bluffs to a new double-track tunnel alignment. This will enhance safety, reliability and capacity.
- Five conceptual tunnel alignment alternatives were evaluated
  - Camino Del Mar (CDM),
  - Crest Canyon Higher Speed (CCHS),
  - Crest Canyon Above Carmel Valley Road
  - Crest Canyon Below Carmel Valley Road, and
  - Interstate 5 (I-5).
- CDM and CCHS were advanced to 10% conceptual engineering based on an alternatives evaluation process considering factors like travel time, costs, environmental impacts, right-of-way needs, etc.
- The 10% designs were then optimized to minimize impacts by reducing the tunnel diameter and modifying the track elevation in relation to sea level rise. Additional north and south portal locations were also assessed.
- The project will significantly improve rail operations by straightening curves to allow speeds up to 110 mph, eliminating a major single-track bottleneck, and planning for sea level rise impacts. Travel time savings of 1.8-4.5 minutes are estimated.
- The preliminary construction cost estimates are \$1.56 billion for CDM and \$1.48 billion for CCHS (2022 dollars). Construction is estimated to take up to 7 years.
- Next steps include selecting a preferred alternative, conducting preliminary engineering and environmental reviews, securing full funding, and amending rail operating agreements to allow the reduced tunnel size. Construction could be completed by 2035.

## Selection Criteria and Alternative Scores



The route selection criteria, their weightings, and the scores of the various alternatives are provided in Table 3-14 of the alternatives analysis report. The criteria and weightings were developed through a workshop process with the Project Development Team (PDT), which included representatives from SANDAG, NCTD, MTS, LOSSAN, SCRRA, Caltrans, FRA, and BNSF.

The PDT initially identified a list of potential criteria and then selected 11 criteria to use in evaluating the alternative alignments. Each agency represented on the PDT then independently ranked the criteria in order of importance from 1 to 11. The rankings were averaged to determine the overall weighting of each criterion, as shown in the "Weight" column of the table.

The evaluation criteria used in the alternatives analysis were a combination of quantitative and qualitative factors, with scores assigned based on a mix of technical analysis and engineering judgment by the Project Development Team (PDT). The report provides some additional information on how each criterion was defined and evaluated, as summarized below:

1. Travel time (14% weight): Quantitative measure of the estimated reduction in travel times through the project area, based on the proposed alignment geometry, grades, and station locations. Travel time estimates were developed using the rail operations modeling software Viriato.
2. Potential environmental impacts (9% weight): Qualitative assessment of the potential impacts on environmentally sensitive areas, mitigation requirements, permitting schedule, and reduction in greenhouse gas emissions. Scores were based on the PDT's prior experience with similar rail projects in the region.
3. Potential right-of-way (ROW) impacts (6% weight): Quantitative and qualitative assessment of the potential temporary and permanent impacts on public and private properties, acquisition costs, and schedule. Scores were based on a preliminary analysis of the affected properties along each alignment alternative.
4. Constructability and duration (7% weight): Qualitative assessment of the construction complexity, geotechnical risks, tunneling methods, and schedule implications of each alternative. Scores were based on the PDT's prior experience with similar projects and a comparison of the potential construction challenges.
5. Other community impacts (4% weight): Qualitative assessment of the potential impacts on local communities, including noise and vibration, visual impacts, and access to beaches and recreational areas. Scores were based on the PDT's knowledge of community concerns and a comparison of the alternatives.
6. Connectivity and travel demand (13% weight): Qualitative assessment of the potential for each alternative to provide connectivity to future mobility hubs and transit services, as identified in SANDAG's 2021 Regional Plan. Scores were based on a comparison of the alternatives in terms of their integration with the regional transportation network.

7. Safety improvements (15% weight): Qualitative assessment of the potential safety benefits of each alternative, such as the elimination of at-grade crossings and the reduction of flood risks. Scores were based on a comparison of the safety features and risk factors associated with each alternative.
8. Capital costs (8% weight): Quantitative measure of the estimated construction costs of each alternative, based on unit prices from the Federal Transit Administration (FTA) cost database and recent projects in the region. Scores were based on a comparison of the total capital costs, including right-of-way and mitigation.
9. Railroad operations during construction (5% weight): Qualitative assessment of the potential impacts on existing rail services during construction, based on the proposed phasing and track capacity. Scores were based on the PDT's review of conceptual phasing plans and a comparison of the alternatives.
10. Operational complexity post-construction (9% weight): Qualitative assessment of the long-term operational and maintenance requirements of each alternative, including tunnel systems, ventilation, and access. Scores were based on the PDT's prior experience with similar rail tunnels and a comparison of the alternatives.
11. Operations and maintenance costs (10% weight): Qualitative assessment of the potential differences in long-term operating and maintenance costs between the alternatives, considering factors such as tunnel systems, bridges, and drainage. Scores were based on the PDT's prior experience and a comparison of the alternatives.

While some of the criteria, such as travel time and capital costs, were evaluated using quantitative methods and data, others relied more heavily on qualitative assessments and engineering judgment, given the conceptual nature of the alternatives and the limited design information available at this stage of the project.

The scores assigned to each alternative for each criterion were determined through a consensus process by the PDT, drawing on their technical expertise, local knowledge, and prior experience with similar projects in the region. The use of a weighted scoring system allowed the PDT to consider a broad range of factors and to prioritize the criteria that were deemed most important for the project's goals and objectives.

It's important to note that the evaluation process documented in the alternatives analysis report represents an initial screening and comparison of the conceptual alternatives, and that more detailed technical studies and stakeholder input will be required in future project phases to refine the design, assess the impacts, and confirm the preferred alternative. The scoring and weighting of the criteria may also evolve as new information becomes available and as the project priorities are further defined through the environmental review and public involvement process.

The alternative alignments were then scored against each criterion on a scale of 1 to 5, with higher scores indicating better performance. The scores were assigned by the PDT through a consensus process, considering the relative advantages and disadvantages of each alternative.

Based on the weighted criteria and scores,

- the Crest Canyon Higher Speed alternative received the highest total score of 396,
- followed by the Crest Canyon Above Carmel Valley Road alternative with a score of 347.
- The Camino Del Mar (CDM) alternative ranked third with a score of 345.

The report notes that while the Crest Canyon Above Carmel Valley Road alternative scored second highest, the PDT decided to advance the CDM alternative instead, as it represented a distinct alignment option from the Crest Canyon alternatives and had only a slightly lower score.

The I-5 alternative received the lowest total score of 223, primarily due to its lower performance on criteria such as travel time, construction impacts, and capital costs.

## **Rejected Alternatives**

The report discusses three alternatives that were not advanced for further study at the 10% conceptual engineering level: Crest Canyon Above Carmel Valley Road, Crest Canyon Below Carmel Valley Road, and Interstate 5 (I-5). The key factors that led to these alternatives not being selected are:

- 1. Crest Canyon Above Carmel Valley Road:
  - Although it scored second highest in the alternatives evaluation, it was not selected because the Project Development Team decided to advance one Crest Canyon alternative and one non-Crest Canyon alternative. The Crest Canyon Higher Speed alternative scored higher and was selected instead.
  - Based on the conceptual engineering and preliminary analysis, this alignment could potentially impact the greatest number of private properties and have the highest right-of-way costs compared to the other alternatives.
- 2. Crest Canyon Below Carmel Valley Road:
  - Requires tunneling through a liquefaction zone
  - More complex operations and higher maintenance costs due to the need for a sump pump because of the vertical profile
  - Track profile at the south portal is below the 500-year flood elevation and 100-year flood elevation plus sea level rise, not meeting design criteria and raising safety

- concerns
- Second highest construction costs at approximately \$2.62 billion
- 3. Interstate 5:
  - Slowest travel times due to the length of the alignment and speeds limited to 80/60 mph
  - Would require reconstructing approximately 900 feet of the future San Dieguito double track bridge
  - Highest capital costs at approximately \$3.07 billion, significantly more than the other alternatives
  - Challenging construction phasing due to impacts on the San Dieguito Bridge, increasing risk to maintaining rail operations
  - Requires a Caltrans permit to tunnel parallel to and under I-5, with risk of delays

In summary, these alternatives were not advanced primarily due to higher costs, greater property impacts, more challenging construction, and/or reduced operational benefits compared to the CDM and CCHS alternatives.

### **Continuing Alternatives**

The two alternatives selected for further study at the 10% conceptual engineering level were the Camino Del Mar (CDM) and the Crest Canyon Higher Speed (CCHS) alternatives. Here's a summary of their key advantages and disadvantages:

#### **Camino Del Mar (CDM):**

- Advantages:
  - Tied for fastest travel time (1.8 to 4.5-minute savings compared to current alignment)
  - No impact on the proposed San Dieguito Bridge replacement
  - Maximizes use of the existing rail corridor within the lagoon
  - Lowest potential right-of-way costs/impacts
  - Eliminates the at-grade crossing at Coast Boulevard
  - Lowest capital costs at approximately \$2.39 billion
- Disadvantages:
  - Requires major realignment of Jimmy Durante Boulevard
  - Requires Carmel Valley Road to be re-routed or temporarily closed during construction
  - Requires bridge and berm construction adjacent to the live railroad through Los Peñasquitos Lagoon
  - Has the longest length of the alignments in the lagoon, providing fewer opportunities for lagoon rehabilitation

- Potential visual impacts due to the need to grade separate Jimmy Durante Boulevard
- Higher maintenance costs compared to others due to the longest length of bridge in the saltwater lagoon

### **Crest Canyon Higher Speed (CCHS):**

- Advantages:
  - Tied for fastest travel time (1.8 to 4.5-minute savings compared to current alignment)
  - No impact on the proposed San Dieguito Bridge replacement
  - Eliminates the at-grade crossing at Coast Boulevard
  - Second lowest capital costs at approximately \$2.52 billion
  - Minimizes impacts on the lagoon due to shorter length of alignment within the lagoon
- Disadvantages:
  - Requires major realignment of Jimmy Durante Boulevard
  - Potential visual impacts from the need to grade separate Jimmy Durante Boulevard
  - Property interests outside of the existing railroad right-of-way could be required, particularly at the north and south portal locations. The proposed south portal is located on an undeveloped parcel with an open space easement.

Both alternatives provide significant travel time improvements and eliminate the at-grade crossing at Coast Boulevard. However, they both require realignment of Jimmy Durante Boulevard and have potential visual impacts. The CDM alternative has lower costs but more impacts on the lagoon, while the CCHS alternative has slightly higher costs but fewer lagoon impacts and passes under more private property.

## **Next Steps**

The report outlines several next steps and future considerations for advancing the San Dieguito to Sorrento Valley Double Track project. The key next steps include:

1. Further evaluate the portal locations and refine the assumptions of the conceptual alternatives prior to selecting the alternatives to be carried forward into the preliminary engineering and environmental phase.
2. Conduct preliminary engineering tasks, such as:
  - Refining the single and twin bore tunnel configurations
  - Refining tunnel portal footprints and identifying opportunities to reduce impacts
  - Evaluating alternative delivery methods and determining the preferred contracting approach

- Developing draft construction phasing plans and schedules
- Conducting geotechnical investigations and collecting additional data on subsurface conditions, groundwater, and seismic risks
- Updating the Basis of Design Report and LOSSAN design criteria
- Preparing a bridge type selection report

3. Conduct environmental studies and reviews, including:

- Federalizing the project to begin the NEPA process and coordinating with the federal lead agency
- Conducting cultural resources, hazardous materials, and biological surveys
- Preparing habitat assessment maps and mapping the limits of waters of the U.S. and California Coastal Commission wetlands
- Developing a robust risk analysis

4. Engage stakeholders and the public to gather input and feedback on the project alternatives, potential impacts, and mitigation measures.

5. Secure full funding for final design, right-of-way acquisition, and construction phases of the project.

6. Amend the shared use agreement between BNSF, NCTD, and MTS to allow for the smaller tunnel clearance criteria proposed in the conceptual designs.

7. Complete final design, obtain necessary permits and approvals, and proceed to construction, with the goal of completing the project by 2035 as envisioned in SANDAG's 2021 Regional Plan.

These next steps will involve refining the project design, assessing environmental impacts, complying with regulatory requirements, securing funding, and engaging with stakeholders and the public to move the project forward.

## **Geology and Seismicity**

The alternatives analysis report used available geotechnical data and studies to assess subsurface conditions, groundwater, and seismic risks for the conceptual tunnel alignments. The report references two geotechnical reports prepared specifically for the project:

1. A geologic desk study and geologic reconnaissance performed by Leighton Associates for the Del Mar alternative tunnel alignments (Appendix E of the report).
2. A limited site investigation consisting of four borings, laboratory tests, in-situ tests, and

seismic Primary and Secondary (P and S) wave tests performed by Earth Mechanics Inc.

The geologic reconnaissance report by Leighton Associates identified the anticipated geologic setting, material engineering characteristics (such as erodibility, expansion potential, corrosivity, excavation difficulty, and slope stability), and potential seismic hazards along the alternative alignments. It noted that the alignments are situated within the Peninsular Ranges geomorphic province, characterized by uplifted terraces and coastal sedimentary rock.

Regarding groundwater, the report used data from the limited borings and anticipated that groundwater would be encountered just above the contact with the Delmar Formation, likely closer to sea level with tidal fluctuations. A high groundwater elevation of +10 feet above mean sea level and a low groundwater elevation of 0 feet below mean sea level were recommended for design.

The report also discussed potential ground behavior and risks during tunneling, such as ground settlement, tunnel boring machine (TBM) clogging potential, abrasive ground conditions, and the presence of geologic faults or fractures. It noted that additional geotechnical investigations would be needed to better characterize subsurface conditions and inform tunnel design and construction.

While these initial geotechnical studies provided a basis for assessing the general feasibility of the tunnel alternatives, the report acknowledges that more detailed surveys and analyses will be required in future project phases. The next steps outlined in the report include:

- - Determining the geologic subsurface conditions along the proposed tunnel alignments at depth
- - Collecting additional groundwater data using piezometers along the proposed tunnel alignment
- - Collecting data to document variability within subsurface geologic formations
- - Conducting additional investigations of mapped faults crossing the proposed alignment to determine impacts on tunnel design and construction
- - Performing additional in-situ testing to develop subsurface design parameters, including soil modulus and permeability values
- - Collecting additional shear wave velocity data to characterize the subsurface conditions for design and construction

In summary, while some initial geological and seismic surveys were conducted to assess the general feasibility of the tunnel alternatives, more detailed investigations are planned in future project phases to inform the selection of the preferred alternative and support the tunnel design and construction planning.



The alternatives analysis report acknowledges that the project area is located in a geologically unstable and seismically active region, which could affect the feasibility and design of the proposed tunnel alignments. The report discusses several geological and seismic considerations that were taken into account in the initial assessment of the alternatives:

1. **Geologic setting:** The proposed tunnel alignments are situated within the Peninsular Ranges geomorphic province, which is characterized by uplifted terraces and coastal sedimentary rock. The tunnels would primarily encounter the Torrey Sandstone and Delmar Formation, which consist of sandstone, siltstone, and claystone. The presence of faults, fractures, and variable rock conditions could impact tunnel construction and stability.
2. **Seismic hazards:** The project area is subject to potential seismic hazards, including strong ground shaking, fault rupture, liquefaction, settlement, and ground deformation. The report notes that these hazards would need to be mitigated through appropriate seismic design practices and adherence to applicable codes and standards.
3. **Ground behavior and risks during tunneling:** The report discusses several potential risks and challenges associated with tunneling in the project area, such as ground settlement, tunnel boring machine (TBM) clogging, abrasive ground conditions, and the presence of mixed face conditions or groundwater. These factors could affect the selection of tunneling methods, equipment, and support systems, as well as the need for ground improvement or other mitigation measures.
4. **Portal stability:** The proposed tunnel portal locations may be subject to slope instability, groundwater seepage, and the presence of weak or expansive soils. The report notes that slope stabilization measures, such as ground anchors or shotcrete, may be required to ensure the long-term stability of the portal areas.

While the initial geotechnical studies and assessments conducted for the alternatives analysis provide a basis for evaluating the general feasibility of the proposed tunnel alignments, the report emphasizes that more detailed investigations and analyses will be needed in future project phases to fully characterize the geological and seismic conditions and inform the selection of the preferred alternative.

Some of the key next steps and future considerations related to geology and seismic risks include:

- Conducting additional subsurface investigations, including borings, geophysical surveys, and laboratory testing, to better define the geologic conditions along the proposed tunnel alignments
- Performing detailed seismic hazard analyses to quantify the potential risks and develop appropriate design criteria and mitigation measures
- Evaluating the feasibility and suitability of different tunneling methods, support systems, and ground improvement techniques based on the anticipated ground conditions and

construction risks

- Assessing the long-term performance and maintenance requirements of the tunnels and portal structures, considering factors such as ground deformation, groundwater infiltration, and seismic loading

The specific impacts of the geological and seismic conditions on the feasibility and design of the proposed tunnels will depend on the results of these further studies and analyses. It's possible that some of the alternative alignments may prove to be more challenging or costly to construct than others based on the site-specific geological and seismic constraints. The selection of the preferred alternative will need to balance these technical considerations with other factors such as environmental impacts, right-of-way requirements, and community preferences.

Geological and seismic considerations were among the factors used in the evaluation and selection of the alternative tunnel alignments. However, based on the information provided in the alternatives analysis report, it appears that these considerations played a relatively limited role in the initial screening and ranking of the alternatives, as compared to other criteria such as travel time, environmental impacts, right-of-way requirements, and costs.

The report describes the process used by the Project Development Team (PDT) to develop and weight the evaluation criteria for the alternative alignments. The PDT selected 11 criteria, which were then ranked by each participating agency to determine their relative importance. The top-weighted criteria included:

1. Travel time (14%)
2. Safety improvements (15%)
3. Connectivity and travel demand (13%)
4. Operations and maintenance costs (10%)

*Geological and seismic factors were not explicitly listed among the 11 evaluation criteria, although they may have been implicitly considered under broader categories such as "constructability, construction impacts, and duration" (weighted at 7%) or "operational complexity" (weighted at 9%).*

The report does mention that the initial geotechnical studies and assessments, including the geologic reconnaissance and limited site investigations, were used to support the conceptual engineering and feasibility analysis of the alternative alignments. However, it's not clear from the information provided how much these geological and seismic considerations influenced the scoring and ranking of the alternatives in the evaluation matrix.

It's possible that the geological and seismic risks were considered to be relatively similar

across the alternative alignments at this conceptual level of analysis, based on the available data and the general characteristics of the project area. As noted in the report, more detailed geotechnical investigations and seismic hazard analyses will be needed in future project phases to fully assess the impacts of these factors on the feasibility, design, and construction of the preferred alternative.

In summary, while geological and seismic considerations were taken into account in the initial assessment of the alternative tunnel alignments, they do not appear to have been a primary driver in the selection process at this stage of the project. The evaluation and ranking of the alternatives relied more heavily on other criteria related to transportation benefits, environmental impacts, and costs. As the project moves forward, it will be important to give greater weight to the geological and seismic factors in the refinement and optimization of the preferred alternative, to ensure that the final tunnel design is safe, constructible, and resilient to the long-term geological and seismic risks in the project area.

## **Train Speed and Vibrations**

The alternatives analysis report discusses the anticipated train speeds and potential vibration impacts for the proposed tunnel alignments.

### **Train Speeds:**

The report states that the conceptual tunnel alignments were designed to accommodate maximum speeds of 110 miles per hour for passenger trains and 60 miles per hour for freight trains, where possible, based on the proposed track geometry and tunnel configurations. These higher speeds are intended to support the project's goals of reducing travel times and increasing capacity on the LOSSAN rail corridor.

The operational analysis in the report estimates that the proposed tunnel alignments could result in travel time savings of 1.8 to 4.5 minutes between Solana Beach and Sorrento Valley, compared to the existing alignment. The specific travel time savings would depend on the service scenario (all-stop or limited-stop) and the train technology (diesel-electric locomotive or zero-emission multiple unit).

### **Ground Vibration:**

The report includes a summary of a noise and vibration analysis conducted by Entech Consulting Group (Appendix F). The analysis found that the proposed tunnel alignments could have potential noise and vibration impacts on surrounding land uses at the portal locations, although the extent of these impacts is not quantified in detail.

The report notes that several design features could help mitigate potential noise and vibration impacts:

- The at-grade sections at the tunnel entrances would consist of U-walls and cut-and-cover structures, which could reduce noise and vibration levels.
- The track design would incorporate features such as acoustic absorption under the trainsets, tangent track with high-resilience fasteners, and smooth track surfaces to minimize noise and vibration.
- Tunnel ventilation systems at the portals would require attenuators, enclosures, and other abatement features to meet local noise ordinances.

The analysis also states that potential vibration levels and ground-borne noise are not anticipated to exceed Federal Transit Administration (FTA) and Federal Railroad Administration (FRA) threshold levels for trains operating below the ground surface (i.e., within the tunnels).

However, the report does not provide specific data on the intensity or frequency of ground vibrations that would be generated by train operations in the proposed tunnels. More detailed noise and vibration modeling and analysis would likely be conducted in future project phases to quantify the potential impacts and develop appropriate mitigation measures.

It's worth noting that the depth of the tunnels (ranging from 130 to 290 feet below ground surface for the conceptual alignments) could help attenuate ground-borne vibration from train operations, as vibration levels generally decrease with distance from the source. However, site-specific factors such as soil conditions, tunnel design, and the proximity and sensitivity of receptors would need to be considered in a more detailed assessment of potential vibration impacts.

## **Tunnels**

The alternatives analysis report provides some initial information on the characteristics and dimensions of the proposed tunnels for the CDM and CCHS alternatives, which were advanced to 10% conceptual engineering:

Camino Del Mar (CDM) Alternative:

- - Approximately 1.8 miles (9,950 feet) of twin bored tunnels
- - 33-foot internal diameter for each tunnel bore
- - 70-foot track center spacing between the two bores
- - Depths of up to 130 feet below existing ground to the top of the tunnel
- - Cross passages constructed every 800 feet between the two running tunnels for emergency evacuation

## Crest Canyon Higher Speed (CCHS) Alternative:

- - Approximately 2.6 miles (13,625 feet) of twin bored tunnels
- - 33-foot internal diameter for each tunnel bore
- - 70-foot track center spacing between the two bores
- - Depths of up to 290 feet below existing ground to the top of the tunnel
- - Cross passages constructed every 800 feet between the two running tunnels for emergency evacuation

After further design refinements to minimize impacts, the tunnel diameters were reduced to 28 feet, and the track center spacing was reduced to 56 feet for both alternatives.

The report notes that tunnel boring machines (TBMs) are considered the most appropriate excavation method for the majority of the tunnel alignments, given the anticipated ground conditions (primarily sedimentary rock of the Torrey Sandstone and Delmar Formations). The cross passages would be mined using sequential excavation method (SEM) techniques.

Regarding equivalent tunnels constructed in California, the report does not provide specific examples or details on construction time, equipment, and resources. However, there are several notable tunnel projects in California that could serve as reference points:

1. Devil's Slide Tunnels (San Mateo County, CA): This project involved the construction of two 4,200-foot-long, 30-foot-diameter tunnels for Highway 1. The tunnels were excavated through granite and sedimentary rocks using the New Austrian Tunneling Method (NATM). Construction began in 2007 and was completed in 2013.
2. Caldecott Tunnel Fourth Bore (Alameda and Contra Costa Counties, CA): This project added a fourth bore to the existing Caldecott Tunnel on Highway 24. The new bore is 3,389 feet long and 41 feet in diameter. It was excavated using a 52-foot-diameter earth pressure balance TBM through sedimentary and volcanic rocks. Construction began in 2010 and was completed in 2013.
3. Central Subway Tunnels (San Francisco, CA): This ongoing project involves the construction of 1.7 miles of twin-bore tunnels for the San Francisco Municipal Transportation Agency's Central Subway light rail extension. The tunnels are being excavated using two 21.5-foot-diameter earth pressure balance TBMs through a mix of soft ground and rock. Construction began in 2013 and is expected to be completed in 2022.

While these projects provide some context for tunnel construction in California, the specific time, equipment, and resources required for the San Dieguito to Sorrento Valley Double Track

tunnels will depend on various factors, such as the final tunnel dimensions, ground conditions, construction methods, and site constraints. More detailed planning and analysis will be needed in future project phases to develop accurate estimates of construction duration and resource requirements.

## **Impact on Fairgrounds and Jimmy Durante Blvd.**

The alternatives analysis report discusses the potential impacts on Jimmy Durante Boulevard and access to the Del Mar Fairgrounds for the Camino Del Mar (CDM) and Crest Canyon Higher Speed (CCHS) tunnel alternatives, which were advanced to 10% conceptual engineering.

For both alternatives, the proposed tunnel alignments would cross beneath Jimmy Durante Boulevard near the northern portal location. To accommodate this crossing and maintain adequate vertical clearance for the tunnels, the conceptual designs include raising the profile of Jimmy Durante Boulevard and constructing a roadway bridge over the tunnel approach.

Camino Del Mar (CDM) Alternative:

- The northern tunnel portal would be located just south of the intersection of CDM and Jimmy Durante Boulevard.
- Jimmy Durante Boulevard would be raised by up to 16 feet to pass over the cut-and-cover section of the tunnel approach.
- Retaining walls would be required along both sides of the raised roadway to minimize impacts on adjacent properties and maintain access to the existing railroad right-of-way during construction.
- The conceptual design maintains the existing width and horizontal alignment of Jimmy Durante Boulevard, although the report notes that further optimization of the roadway configuration and intersection layout may be considered in future project phases.

Crest Canyon Higher Speed (CCHS) Alternative:

- The northern tunnel portal would be located east of the intersection of CDM and Jimmy Durante Boulevard.
- Similar to the CDM alternative, Jimmy Durante Boulevard would be raised to pass over the cut-and-cover section of the tunnel approach.
- Retaining walls would be required along the raised roadway to minimize impacts on adjacent properties and maintain access to the existing railroad right-of-way during construction.
- The conceptual design maintains the existing width and horizontal alignment of Jimmy Durante Boulevard, with the possibility of further optimization in future project phases.

For both alternatives, the report acknowledges that *construction of the grade separation and roadway modifications at Jimmy Durante Boulevard would require careful phasing and traffic*

control to maintain access to the Del Mar Fairgrounds and minimize disruption to local circulation. The report notes that construction activities may be subject to seasonal restrictions to avoid impacts on major events at the fairgrounds and peak periods of coastal access.

The specific impacts on fairgrounds access and the duration of construction-related disruptions would depend on factors such as the final design of the grade separation, the construction methods and phasing, and the coordination with fairgrounds operations and other stakeholders. The report recommends that these issues be further evaluated and addressed in future project phases, including the development of detailed construction staging and traffic management plans.

It's worth noting that the alternatives analysis report also considered several other potential northern portal locations, including options within the fairgrounds property and over Jimmy Durante Boulevard, as part of a subsequent design refinement process. These options were evaluated at a conceptual level but were not advanced to the same level of engineering as the CDM and CCHS alternatives. The report notes that the portal location within the fairgrounds could potentially reduce impacts on Jimmy Durante Boulevard and local access but would require additional coordination with fairgrounds operations and may involve more extensive modifications to the existing rail infrastructure and special events platform.



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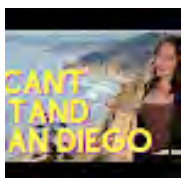
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June 01, 2024



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## Mira Mesa shopping center anchored by Home Depot sells for \$99M - The San Diego Union-Tribune

June 07, 2024



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**From:** [Albert Perdon](#)  
**To:** [LOSSANcorridor](#)  
**Subject:** Input: LOSSAN Notice of Preparation meeting today 6/18/24  
**Date:** Tuesday, June 18, 2024 6:03:55 PM  
**Attachments:** [Input to SANDAG NOP 20240618 LOSSAN Corridor.pdf](#)

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Please consider the input provided in the attached pdf file and include it in the reports provided to the public documenting the results of today's meeting..

Thank you.

Albert Perdon

De Luz

[REDACTED]

Input to SANDAG  
Regarding  
LOSSAN Coastal Rail Corridor  
Notice of Preparation

Input: The Notice of Preparation violates the provisions of CEQA and NEPA state and federal laws. The Notice identifies a limited number of alternative courses of action that do not include viable alternatives for investigation. The viable alternatives include alignments that do not require tunneling. This results in a failure to consider and document, for public review and policy-making, comparative costs and environmental impacts of potential viable courses of action.

SANDAG's process for public participation denies the affected population an opportunity to be informed and provide adequate input. To date, public participation has been largely limited to small group sessions in Del Mar. Few of the 3.4 million residents in San Diego County know about this project or understand the magnitude of the impacts, both positive and negative, that this project will create. Due to the high cost of the tunnel alternatives, the fact that there is no dedicated funding source identified or committed, and the potential that these costs and potential funding from San Diego County and other taxpayers will deny funding for other projects with potentially greater benefit at lower costs, and that voters in November 2008 approved Proposition 1A calling for construction of an 800-mile high-speed train and connected local transit system, and that funding for the Del Mar tunnel will jeopardize funding for the California High-Speed Train project and the environmental benefits it will produce, the Notice of Preparation must take these factors into consideration and fully inform the affected population that is impacted.

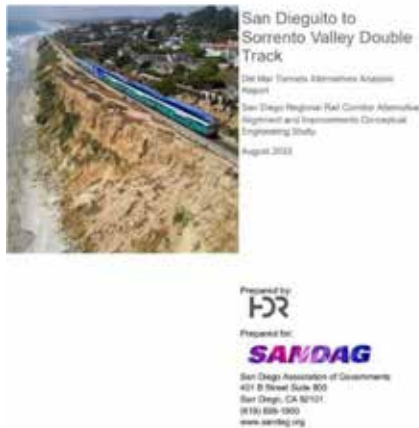
SANDAG has given public notice on its website that, "On June 4, SANDAG started environmental analysis of the project by releasing a [Notice of Preparation](#) (NOP). This informs the community that we plan to prepare an Environmental Impact Report (EIR).

SANDAG invited the public to "Join us tomorrow, June 18, from 6 to 7:30 p.m., to learn more about the potential alternative routes and the environmental process. The meeting will begin with a brief presentation, followed by opportunities to visit information stations and provide public comments. Attendees will have four options to share their comments: they can speak live on a microphone, speak directly to a court reporter, write comments on cards, or type comments into a laptop on SANDAG's online portal. Spanish interpretation will be provided.

The meeting location is the San Diego Marriott Del Mar, 11966 El Camino Real, San Diego, CA 92130.

## Prior studies and decision-making.

The image shown here identifies the prior study leading to the meeting today.



1.5 Previous Studies This section summarizes previous planning and environmental studies that have been undertaken to analyze the potential for realigning the San Diego Subdivision in the study area onto a new alignment away from the coastal bluffs, primarily located within tunnels through the cities of Del Mar and San Diego.

Two studies are summarized. The Los Angeles-San Diego Final Program EIR/EIS and Record of Decision published in 2007 records the decisions the U.S. Department of Transportation (U.S. DOT) made for proposed improvements to the LOSSAN Rail Corridor between Los Angeles and San Diego under the federal environmental review process at the initial programmatic phase of environmental review. A subsequent study published by SANDAG in 2017, Conceptual Engineering and Environmental Constraints for Double Track Alignment Alternatives Between Del Mar Fairgrounds and Sorrento Valley, 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 (HNTB 2017). The study included conceptual engineering and preliminary construction costs for each alignment option. 1.5.1 Los Angeles to San Diego Proposed Rail Corridor Improvements Program Environmental Impact Report/Environmental Impact Statement

In 2007, Caltrans and FRA released the Final Program EIR/EIS for LOSSAN Rail Corridor Improvements, which was followed by a Record of Decision released by U.S. DOT in 2009 (Caltrans San Dieguito to Sorrento Valley Double Track Del Mar Tunnels Alternatives Analysis Report August 2007 | 11 2007). The LOSSAN Program EIR/EIS provided the programmatic analysis and National Environmental Policy Act (NEPA) documentation under a tiered environmental review process that made initial decisions on a proposed suite of LOSSAN Rail Corridor infrastructure improvements between Los Angeles Union Station and San Diego to help meet existing transportation demands and address the expected growth in travel demand in the Southern California region resulting from a projected increase in population.

Within the project's study area, the Program EIR/EIS eliminated alternatives that considered use of the existing alignment through Del Mar, owing to the high construction and operational impacts and costs of improving the existing alignment, and carried forward alternatives proposing tunnel options that deviated from the existing alignment. Two tunnel options were carried forward in the Program EIR/EIS as preferred alternatives for further evaluation for the Del Mar area:

- CDM Tunnel Number 1: This alternative would relocate the San Diego Subdivision to a double tracked alignment via a tunnel underneath CDM. The tunnel would begin at Jimmy Durante Boulevard and daylight at Carmel Valley Road, where tracks would then connect with the existing LOSSAN alignment across Los Peñasquitos Lagoon. The existing rail track on the Del Mar bluffs would be removed from service.
- Tunnel under I-5: This alternative would relocate the San Diego Subdivision to a double tracked alignment via a tunnel that would run under I-5 and daylight along the southern bluffs of the San

Dieguito Lagoon. Tracks would reconnect with the existing LOSSAN Rail Corridor at-grade track near the Del Mar Racetrack. The existing rail track on the Del Mar bluffs would be removed from service. This option was developed and carried forward for further evaluation at the request of the U.S. Fish and Wildlife Service and the California Department of Fish and Game, which requested that alternatives be evaluated that would bypass the existing rail crossing of Los Peñasquitos Lagoon

## SDLRR Project NOP

James Perry [REDACTED]

Mon 6/17/2024 11:07 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:James Perry [REDACTED]

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I am a resident of Las Brisas in Solana Beach. We recently completed a major renovation project that has greatly enhanced the property for the residents and neighbors at the edge of Fletcher Cove. We simply love being on the coast of the most beautiful part of the world!

I have read about the proposed railroad project and agree wholeheartedly that such a project is critical for safety and future enjoyment of the cities along the coast in the North County. However, I oppose further consideration of Alternative A.

Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

I truly hope and expect that everyone involved will reach the best conclusion from a financial and efficiency standpoint. I appreciate your hard work on this and your consideration of these comments.

Thank you,  
James Perry

[REDACTED]  
Solana Beach, CA

## Rail Realignment Alternative A

David Petree [REDACTED]

Mon 7/1/2024 10:06 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>;LOSSANAlignment@cosb.org <LOSSANAlignment@cosb.org>

Cc:Mary Ann Petree [REDACTED]

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I have been a resident of Solana Beach for 47 years and I **oppose** Alternative A for the Rail Realignment through the city of Solana Beach.

David G. Petree  
Chairman/CEO  
AmeriCare Health & Retirement, Inc.

[REDACTED]  
Solana Beach, CA 92075  
[REDACTED]  
[REDACTED]



## Fwd: SDLRR Project NOP

James Phillips [REDACTED]

Sat 6/22/2024 6:00 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

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***I, James Phillips, and my wife, Renee McLeod, oppose Alternative A for the following reasons:***

*Known Costs – estimated at \$4.14 billion dollars, Alternative A is approximately twice the cost of Alternatives B and C.*

*Economic Impacts to Our Local and Regional Economy — Unlike B & C, Alternative A will dramatically impact Fairgrounds operations and sales tax revenue generated by the Fairgrounds (\$680 million annually) as well as local businesses (unknown \$\$).*

*Environmental Impacts – Alternative A will result in higher impacts during construction to air quality (Solana Beach residents and businesses and the Del Mar Fairgrounds), wetlands, open space, and sensitive natural resources (in and around the San Dieguito Lagoon, Steven's Creek and Del Mar Fairgrounds).*

*Length of Construction – Construction of Alternative A is estimated to take up to twice as long as Alternatives B & C (as much as 14 years).*

*Enormity of Direct and Indirect Impacts — Due to the close proximity of construction a far greater number of homes and businesses will be adversely impacted by Alternative A as compared to Alternatives B & C.*

*Disruption of Rail Service — Alternative A poses unacceptable service and economic impacts to both passenger and freight rail service, our military, and the Port of San Diego, and will cost our region billions of dollars in lost revenue.*

*James Phillips, Renee McLeod*

[REDACTED]  
*Solana Beach, CA 92075*

## SDLRR Project NOP

martha lilia phillips [REDACTED]

Wed 6/19/2024 7:48 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

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Hi, I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money. It is very disappointing to hear this has become a topic of consideration without involving the residents of Solana Beach.

Martha Phillips

[REDACTED], Solana Beach

Sent from [Mail](#) for Windows

## SDLRR Project

Joanne Pierce [REDACTED]

Sat 7/20/2024 5:34 PM

To:LOSSANcorridor <lossancorridor@sandag.org>

Cc:lossanalignment@cosb.org <lossanalignment@cosb.org>

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Plan A is outrageous with its very negative impact on the affordable housing community in Solana Beach and the extraordinarily high cost in comparison to plans B and C. My household of three registered voters agrees.

Joanne Franz Pierce, Solana Beach

## LOSSAN RAIL REALIGNMENT PROJECT CONCERNS

[REDACTED]  
Thu 7/18/2024 10:33 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>  
Cc:LOSSANNalignment@cosb.org <LOSSANNalignment@cosb.org>

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I am very disturbed to hear about the proposed Alternative A. I absolutely oppose Alternative A. My biggest concern is the serious environmental impact to the San Dieguito Lagoon. This lagoon as been improved and made a fabulous resource for wildlife and citizens to enjoy at considerable cost. My other reasons for opposing this are as follows:

1. Alternative A is estimated at \$4.14 billion which is over double the cost of B and C proposals
2. The financial impact to the Fairgrounds and Solana Beach local businesses particularly Cedros Ave
3. Disruption to rail service

I do not believe that other alternatives have been properly considered and this is being driven by Del Mar politics not by the interest **of all of us living in the North County**. Please focus on more viable and common sense options.

Shirley Platzer-Stocks

[REDACTED]  
Cardiff, CA 92007

## LOSSAN Corridor Alternatives

Dick Plush [REDACTED]

Thu 7/11/2024 12:57 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

📎 1 attachments (31 KB)

Letter to SANDAG - 9 Jul 24.docx;

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(Note: This letter is also attached as a MS Word document).

SANDAG

9 July 2024

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





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



## San Diego LOSSAN Rail Realignment

Ann Pogue [REDACTED]

Thu 7/11/2024 1:00 PM

To:LOSSANcorridor <lossancorridor@sandag.org>;LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

Cc:Ann Pogue [REDACTED]

[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.

I would like to respond to the the new to me Alternative A. I believe tunneling under the fairgrounds and lagoon is very expensive and will cause considerable disruption to both rail traffic and the fairgrounds for a long period. I believe this is a very poor use of taxpayers dollars.

If it is decided that Del Mar has the political muscle to stop rail traffic though their town - we in Solana Beach have taken the rail station when they wanted to get rid of it - then I would strongly suggest that you work with Orange County to see if the problems in San Clemente will force them to move to the I5 corridor - in which case that might work for SD county also but not under the lagoon!!!

Ann Poque

[REDACTED]  
Solana Beach, CA 92075

## SDLRR Project NOP

Kristen Pope [REDACTED]

Tue 6/18/2024 3:22 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:edson@cosb.org <edson@cosb.org> [REDACTED]

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear Rail Corridor Realignment Committee,

Due to health reasons & business obligations, we are both unable to attend today's meeting on Tuesday, June 18 at the San Diego Marriott Del Mar. That being said, we would like to voice our concerns regarding Alternative Plan A for the following reasons:

1. It was not sufficiently studied nor was appropriate stakeholder outreach performed.
2. It has substantial impacts on Solana Beach and SANDAG did not engage Solana Beach (staff, City Council or residents) or other regional stakeholders before including Alternative A in the Notice of Preparation (NOP) for the Environmental Impact Report (EIR) for the LOSSAN Corridor Rail Realignment.
3. It is far more costly to taxpayers (\$4.14 billion dollars, twice the cost of B&C).
4. It impacts more natural resources and ecosystems (in and around the San Dieguito Lagoon, Steven's Creek and Del Mar Fairgrounds) than Plans B & C.

Most Sincerely,  
Kristen & Sean Pope

## SDLRR Project NOP

Matt Posard [REDACTED]

Wed 6/5/2024 7:05 AM

To:LOSSANcorridor <lossan@sandag.org>

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.

Good morning,

I am a Del Mar resident and interested in more detail for the 3 proposed routes for the tunnel realignment project.

Would you please provide me a Birds Eye view of each proposed option with current streets overlaid on top of the route/tunnel maps? The current images do not reveal which homes or streets would sit on top of the tunnel route.

Thank you

Matt Posard

[REDACTED]  
Del Mar, CA

## Rail alignment NOP & Del Mar

Joseph Potocki [REDACTED]

Fri 7/19/2024 9:04 AM

To:LOSSANcorridor <lossan.corridor@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Good morning

I'm a long-term (25 + yrs) resident homeowner in Del Mar. My Property is in the beach colony area and is 4 lots from the existing train tracks.

We are against double tracking and tunneling through the city of Del Mar to accommodate this rail service which has and will continue to have significant decreases in ridership. However, as to the three alternatives being proposed alternative A makes the most sense because it will minimize: environmental impacts and: the significant and detrimental disruption, vibration, noise, adverse health impacts, property damage and harm to the residents. The other two alternatives present significant risk and harm to the residents and properties, including ours, in Del Mar. There have been multiple studies showing the detrimental and harmful impacts that would result if either alternative B or C were selected. As a practical matter alternative A will most likely avoid multiple lawsuits.

Regarding the NOP I note it fails to identify the proposed project or a range of reasonable alternatives. The NOP lacks details in this regard. Further ,it is unclear from the NOP where exactly the north portal would exist with alternatives B and C. The same is true for the South portal. The NOP also lacks any details about the impact and measures that will be taken relating to vibration, noise, impact to surrounding properties, pollution and potential health risk for the residents. An additional concern is that there appears to be an intent to use flood walls. However, it is unclear what impact the use of such walls would have on potential flooding. Also lacking is what environmental impact those flood walls will have to the area. Those details need to be provided and explained.

We look forward to answers to these questions and those presented by others regarding this NOP. Thank you.

JOSEPH P. POTOCKI



[REDACTED], San Diego, CA 92123

[cbtp-law.com](http://cbtp-law.com)

## SDLRR Project NOP

Sherry Proctor-Oonk [REDACTED]

Tue 6/18/2024 12:07 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Sherry Proctor

[REDACTED]  
Solana Beach



## Sandag Option A

Kristen Pruett [REDACTED]

Wed 6/26/2024 3:26 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANAlignment@cosb.org <LOSSANAlignment@cosb.org>

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.

Hi,

As a resident of Solana Beach I vehemently oppose the Option A that has been proposed. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money. This option should be removed from consideration.

If you wish to discuss further please contact me at [REDACTED].

Thank you,

Kristen

## SDLRR Project NOP

jean quinn [REDACTED]

Fri 7/19/2024 5:41 PM

To:LOSSANcorridor <lossancorridor@sandag.org>

Cc:LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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I vote NO

Thank you,  
Jean Quinn

[REDACTED]

## SDLRR Project NOP

Katherine Randall [REDACTED]

Tue 6/18/2024 9:48 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

As both a resident of Solana Beach and someone that has owned a business in Solana Beach for 12+ years **I Oppose Alternative A for the Following Reasons:**

**Known Costs** – estimated at \$4.14 billion dollars, Alternative A is approximately twice the cost of Alternatives B and C.

**Economic Impacts to Our Local and Regional Economy** — Unlike B & C, Alternative A will dramatically impact Fairgrounds operations and sales tax revenue generated by the Fairgrounds (\$680 million annually) as well as local businesses (unknown \$\$).

**Environmental Impacts** – Alternative A will result in higher impacts during construction to air quality (Solana Beach residents and businesses and the Del Mar Fairgrounds), wetlands, open space, and sensitive natural resources (in and around the San Dieguito Lagoon, Steven's Creek and Del Mar Fairgrounds).

**Length of Construction** – Construction of Alternative A is estimated to take up to twice as long as Alternatives B & C (as much as 14 years).

**Enormity of Direct and Indirect Impacts** — Due to the close proximity of construction a far greater number of homes and businesses will be adversely impacted by Alternative A as compared to Alternatives B & C.

**Disruption of Rail Service** — Alternative A poses unacceptable service and economic impacts to both passenger and freight rail service, our military, and the Port of San Diego, and will cost our region billions of dollars in lost revenue.

Katherine Randall

Katalyst PR  
[REDACTED]

## NOP Del Mar tunnel

Camilla Rang [REDACTED]

Tue 6/4/2024 11:42 AM

To:LOSSANcorridor <lossan corridor@sandag.org>

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear SANDAG,

I read your Notice of Preparation, thank you. I am of course saddened that the Solana Park option was not on it, but I guess Solana Beach was not interested. Their loss.

Route A is the best route for the people of Del Mar.

Route B might be acceptable if the tracks truly will go under Jimmy Durantee in a cut and covered trench/tunnel to avoid portals close to the houses. Could you clarify that please? The stretch on the map says "under Jimmy Durantee" and it is also green, which is the color for "cut and cover", but it is missing the black line marker so it is confusing.

Route C is an environmental absolute NoNo. Under no circumstances will we, nor the Coastal Commission let you go in and destroy/disturb Los Penasquitos lagoon by double tracking and increase the berm. It was disappointing to see how you left out that extremely important piece of information to instead make it look like a great and natural solution. Shame on you for that. Is that how you are going to present that Route to the Coastal Commission too, just like the way you tricked them with the new bridge over the river mouth of San Dieguito River/lagoon? Luckily, the people are now more aware of your shenanigans and we will make sure the Coastal Commission is aware this time. Route C should not even be an option and should never have been included in your NOP.

Sincerely,

Camilla Rang  
Del Mar

## Better information

Camilla Rang [REDACTED]

Thu 6/6/2024 10:42 PM

To:LOSSANcorridor <lossan corridor@sandag.org>

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear SANDAG,

Thank you for naming your three NOP in regards to the Del Mar tunnel. I just want you to know that your presentation needs to be clarified for people to give their informed opinion.

Route A: People need to know that the train will not go right through the lagoon but UNDER it. People are up in arms over this and very upset bcs they think you will run the rails through the protected lagoon.

It also has to be clarified that the trench south between Solana Beach train station and Via de la Valle is going to be widened and excavated regardless what route will be chosen due to the need for double tracking. As for now, SB thinks that Route A is the only one that will cause construction on SB grounds.

Route B: You have to show the portal. As it stands right now, it looks like the train will go trenched (and covered?) under Jimmy Durantee and no houses will be impacted or demolished. You should clearly state that Route B requires 30-50 demolished homes.

Route C: This one looks fantastic on paper, but, just as with Route A, you have "missed" to mention that Los Penasquito's lagoon will be excavated and double tracked and the the protected lagoon will be immensely disturbed.

There is only one route that makes sense and that will bother no one and even bring advantages and that is Route A, which will benefit Solana Beach that will finally get rid of the horrifying trench that is dividing their city and instead get a unifying park. It will be beautiful.

Sincerely,

Camilla Rang  
Del Mar

## Route A but with tunnel starting by Solana Beach train station

Camilla Rang [REDACTED]

Sun 6/9/2024 2:54 PM

To:LOSSANcorridor <lossan corridor@sandag.org>

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear SANDAG,

Route A is by far the best for people, birds, fish and the environment. The Fairground are afraid of losing money due to the staging of the construction equipment for the drilling of the tunnel. One way to solve that would be to start the actual tunnel already by Solana Beach train station. This way, the heavy drilling equipment for the tunnel will instead be stored and kept by the parking lot or close by area to the rail road station.

What is suggested now for Solana Beach in regards to Route A is a covered trench so that they can enjoy a park instead of a noisy train trench. But **instead of covered and excavated trench, start the tunnel already there, by SB train station** and everyone will be happy. It will make no difference what-so-ever for SB if what is now a trench becomes a covered trench or a (covered) tunnel. Those things are just words for us. As long as it's under ground, everyone is happy, and this way the Fairground will be happy too.

And since Warren Buffett is the only one making money off of this rail road, you should ask him to contribute economically.

Best,  
Camilla Rang  
Del Mar

Re: NOP Del Mar tunnel

Camilla Rang [REDACTED]

Tue 6/11/2024 5:27 PM

To:LOSSANcorridor <lossan corridor@sandag.org>

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

1/ Referring to your response above that you have not yet discussed a park above the cover of the covered trench in Solana Beach: there is nothing that stops you from doing that, right? It is possible, right? I really think it should be included.

2/ Since the transition between cut and cover for Route A (your map in your response) seems to be at approximately the same place as the tunnel would start for Route C, the same staging area for the boring tunnel equipment could be used to Route A as for Route C, I assume?

Sincerely,

Camilla Rang

## The three NOP tunnel options through Del Mar

Camilla Rang [REDACTED]

Thu 6/13/2024 7:26 PM

To:LOSSANcorridor <lossan corridor@sandag.org>

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear Sandag,

In regard to your NOP for the three tunnel route options A,B, and C through Del Mar, only A is acceptable.

Route B demolishes homes of our fellow neighbors, which is completely unacceptable. No more words needed.

Route C destroys our precious Los Penasquito's lagoon with a forever double track, which is also unacceptable. It is also a very shortsighted solution since the southern portal is very close to the ocean and we will be in the very same situation in 50+ years and the tunnel will once again have to rebuilt/moved.

Route A disturbs no one. It will go under part of the Fairground's parking, under the San Dieguito lagoon, under the freeway until it can meet the already there double tracks at the pump station at Sorrento Valley.

South Solana Beach will be whole and not divided by a double tracked busy trench. This is a win win situation. There is no cons with Route A except the price tag, but considering this is forever, for as long as we can foresee the future, it is worth every penny.

Sincerely,

Camilla Rang  
Del Mar



## The three tunnel options Del Mar, Solana Beach.

Camilla Rang [REDACTED]

Fri 6/21/2024 10:52 AM

To:LOSSANcorridor <lossan corridor@sandag.org>

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear SANDAG,

Why did you put into Route A the cut and cover tunnel, portal and staging area in the north west section of the fairgrounds...In a floodplain? Del Mar did **not** propose this! Our Option A called for the tunnel and portal to be lowered into the trench which you have to excavate anyway.

Please clarify that **all three Routes, A-C**, will require the SB trench to be double tracked, Please also clarify that no businesses on Cedros will be any more impacted with Route A than B-C.

Please clarify that No homes on the east side of the Trench will be taken by eminent domain. Please clarify that The Fairground businesses will not be more affected, or shut down, with Route A than B-C/

Please clarify that you can keep a rail line in service during the double tracking project in the SB trench.

Could the parking lot at the train station be used as staging area?

These clarifications are needed due to the many lies, misinformation, deception and hysteria in Solana Beach in regards to Route A.

Sincerely,  
Camilla Rang

## Fw: Item 15 on Sandag Board of Director meeting, 06.28.2024

Camilla Rang [REDACTED]

Thu 6/27/2024 4:22 PM

To: LOSSANcorridor <lossan.corridor@sandag.org>

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

----- Forwarded Message -----

**From:** Camilla Rang [REDACTED]

**To:** Mario.Orso@SANDAG.org <mario.orso@sandag.org>; keith.greer@sandag.org <keith.greer@sandag.org>; Peter.Casellini@sandag.org <peter.casellini@sandag.org>; Danny Veeh <danny.veeh@sandag.org>

**Sent:** Thursday, June 27, 2024 at 07:21:09 PM EDT

**Subject:** Item 15 on Sandag Board of Director meeting, 06.28.2024

Dear Lossan team,

You have a possible attempt to a coup on your hands coming up on this coming Friday at Sandag's Board of Director meeting, 06.28.2024, Item 15.

You presented the three NOP Options, A, B, and C on June 4 after years of considerations and studies to go further for the CEQA required Environmental Impact Report for the relocation of the tracks off Del Mar bluffs. You determined and announced publicly that these three options are sound and should be evaluated in the EIR. One of the alternatives, Route A, is the only route that does not require eminent domain, nor go under any homes.

Last week, Sandag's second vice chair, and Solana Beach's mayor, Lesa Heebner, sent out a fear mongering mass email full of false information in regards to Route A (I will call in and point these out). In her mass email, she urged her constituents to write to Sandag: **"I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done"**, based on the false and fear mongering information in her letter. She then forced Item 15 onto the upcoming agenda and is calling for action. I can only think of one action she will be trying to pull off - to remove Route A from the NOP.

This corrupt behavior must not be rewarded. Your Lossan group has worked hard and set for three options to be studied. It is completely inappropriate for the Sandag Board second vice chair, or anyone, to use her position within Sandag to try to stop one of the alignment options before it has even gone into environmental studies out of fear of what such a study will show. Let the further studies speak for themselves. Del Mar has not tried a coup to pull Route B from further investigation, despite we have 50 homes to lose on that Route. Instead, we have suggested more alternatives to be considered. However, if pulling one of the Routes is an option, as Solana Beach seems to think it is, we in Del Mar will pull option B.

You have to stand strong and stand up for continuing with the three options for EIR as was planned.

I am urging you to not fall for this trickery of Lesa Heebner and instead support the decisions of your own hard work - decisions that in fact already have been made and NOP sent out.

We Del Mar citizens are incredibly disappointed in Lesa Heebner starting a war with Del Mar by sending out mass emails full of completely false and baseless information and hateful statements against Del Mar citizens. We have always considered Solana Beach as our sister city and were completely taken aback and shocked.

A similar letter has gone out to all the Board of Directors.

Sincerely,  
Camilla Rang  
Del Mar

## Item 15, Sandag Board of Director meeting, 06.28.2024

Camilla Rang [REDACTED]

Thu 6/27/2024 4:42 PM

To: Mario Orso <Mario.Orso@SANDAG.org>; Keith Greer <keith.greer@sandag.org>; Peter Casellini <Peter.Casellini@sandag.org>; Danny Veeh <danny.veeh@sandag.org>; LOSSANcorridor <lossan corridor@sandag.org>  
Cc: Clerk of the Board <clerkoftheboard@sandag.org>

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear Lossan team,

Thank you for your presentation at the Solana Beach City Council meeting yesterday. We were many who followed it live on line. However, I was shocked and aghast that Solana Beach are under the impression that they can pull one of the options out of the already presented NOP even before it has gone into EIR. Is that a possibility? If so, we in Del Mar will request that Option B is pulled. We just did not know that that was an option we had. That means the only option left will be Route C - which the Coastal Commission with all likelihood will pull and then we are back to square 1.

There are many things you could not answer at the Solana Beach meeting and there are many things you have not been able to answer us in Del Mar either - such as which families are going to see their homes demolished with Route A and B, which is the most crucial question of them all. If Solana Beach can pull an option out of the NOP because you cannot answer how much noise it will be during construction in Solana Beach, we can surely demand that Route B is pulled because you cannot answer how many homes will be demolished.

Does the estimated cost for Route B include eminent domain? If not, you can easily add another \$500 million to Route B.

In regards to the trestle that has not yet been built and that - if built, will have to be taken down for Route A, how about just wait to build that trestle until a route has been decided?? Wouldn't that be the smartest thing to do? That way you will save another \$100+ million that can be deducted towards Route A. As you see, the cost between A and B is shrinking when reality sets in.

Let the three NOP options stand and go through the EIR's. Solana Beach is more than welcome to think up new options for the northern portal that will take the tunnel over to I-5 and not demolish any homes. We will continue that effort too and I hope you will too. Let's all work together and let Route A stand for a I-5 route with several alternative northern portals or entrances that we can figure out as the projects go along in their environmental reviews and we will all get the answers that we need with time.

Stand strong. Thank you for your hard work.

Sincerely,

Camilla Rang  
Del Mar

Re: Item 15, Sandag Board of Director meeting, 06.28.2024

Camilla Rang [REDACTED]

Thu 6/27/2024 4:47 PM

To: Mario Orso <mario.orso@sandag.org>; Keith Greer <keith.greer@sandag.org>; Peter Casellini <peter.casellini@sandag.org>;  
Danny Veeh <danny.veeh@sandag.org>; LOSSANcorridor <lossan.corridor@sandag.org>  
Cc: Clerk of the Board <clerkoftheboard@sandag.org>

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Correction to my just sent email of 06.27.24 at 4.45 pm.

In the sentence "There are many things you could not answer at the Solana Beach meeting and there are many things you have not been able to answer us in Del Mar either - such as which families are going to see their homes demolished with Route A and B..." it should be "... homes demolished with Route B and C..."

Sincerely,  
Camilla Rang  
Del Mar

On Thursday, June 27, 2024 at 07:42:53 PM EDT, Camilla Rang [REDACTED] wrote:

Dear Lossan team,

Thank you for your presentation at the Solana Beach City Council meeting yesterday. We were many who followed it live on line. However, I was shocked and aghast that Solana Beach are under the impression that they can pull one of the options out of the already presented NOP even before it has gone into EIR. Is that a possibility? If so, we in Del Mar will request that Option B is pulled. We just did not know that that was an option we had. That means the only option left will be Route C - which the Coastal Commission with all likelihood will pull and then we are back to square 1.

There are many things you could not answer at the Solana Beach meeting and there are many things you have not been able to answer us in Del Mar either - such as which families are going to see their homes demolished with Route A and B, which is the most crucial question of them all. If Solana Beach can pull an option out of the NOP because you cannot answer how much noise it will be during construction in Solana Beach, we can surely demand that Route B is pulled because you cannot answer how many homes will be demolished.

Does the estimated cost for Route B include eminent domain? If not, you can easily add another \$500 million to Route B.

In regards to the trestle that has not yet been built and that - if built, will have to be taken down for Route A, how about just wait to build that trestle until a route has been decided?? Wouldn't that be the smartest thing to do? That way you will save another \$100+ million that can be deducted towards Route A. As you see, the cost between A and B is shrinking when reality sets in.

Let the three NOP options stand and go through the EIR's. Solana Beach is more than welcome to think up new options for the northern portal that will take the tunnel over

to I-5 and not demolish any homes. We will continue that effort too and I hope you will too. Let's all work together and let Route A stand for a I-5 route with several alternative northern portals or entrances that we can figure out as the projects go along in their environmental reviews and we will all get the answers that we need with time.

Stand strong. Thank you for your hard work.

Sincerely,

Camilla Rang  
Del Mar

## Get the train to go along / under I-5 a la Tony Krantz model

Camilla Rang 

Sun 6/30/2024 4:14 PM

To:LOSSANcorridor <lossan@sandag.org>

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear Lossan,

listening into Sandag's board meeting on Friday, 06.28.2024, I want to voice my strongest support to the suggestion brought up by Encinita's mayor Tony Krantz, to continue the rail line along I-5, bypassing Solana Beach (and possibly the other coastal towns as well). It makes total sense. No more in-fighting between the towns and also, just like Tony Krantz said, that's where the train belongs - alongside I-5.

Sincerely,

Camilla Rang  
Del Mar

## The tunnel

Camilla Rang [REDACTED]

Tue 7/2/2024 10:11 PM

To:LOSSANcorridor <lossan.corridor@sandag.org>

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear Lossan,

A few questions:

1. Will the Fair have to close down during construction, and if so, for how many years for each route?
2. Will the Races have to be stopped during construction, and if so, for how many years for each route?
3. During Sandag's meeting with Solana Beach City Council, Sandag said that the tunnel will have to be 100 feet below the lagoon for Route A. To the Del Mar people, you have said the distance between a home and the tunnel only needs to equal one tunnel width for Route B. Which one is it? 100 feet or 30 feet (one tunnel width)?
4. Will homes in Solana Beach be taken by eminent domain with Route A?
5. During the Sandag presentation with Solana Beach City Council, Sandag said that they would need the complete ROW along South Cedros during construction to create Route A. That cannot possibly be true? Please explain why. Why not use the west side only where there is plenty of room?
6. How much of your ROW do you need along South Cedros for construction of the doublet racking (which will happen regardless of which route is chosen)?
7. How many homes will be taken by eminent domain, and where, for Route A, B, and C, respectively.
8. Do your estimated costs include the cost for eminent domain?
9. Why are you not putting the construction of the trestle on hold until we know what route will be chosen for the tunnel? The trestle will not be needed if any I-5 alignment is chosen and hundreds of millions of dollars will be wasted. Does it not make more sense to put that construction on hold?
10. Have you considered the suggestion by Tony Krantz to bypass Solana Beach altogether and run the rail all along I-5? This is clearly what is the best fit for the future instead of this patch work of Route A, B, and C.
11. Does Route C even have a chance to get through Coastal Commission with your complete destruction of Los Penasquito's lagoon? Have you taken into consideration the environment, ecology and avian organisations protests?

Sincerely,

Camilla Rang  
Del Mar



## The tunnel routes

Camilla Rang [REDACTED]

Thu 7/4/2024 6:21 AM

To:LOSSANcorridor <lossan corridor@sandag.org>

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear Lossan team,

when looking closer at the NOP map for Route A's northern portal position, it seems to be at a different location than the one that was suggested by Angelina Neglia's group. This new position seems to be much more disturbing for The Fairground businesses. Why did you move it? Could you please put back and include Angie's suggested portal location?

Sincerely,

Camilla Rang  
Del Mar

## NOP Del Mar tunnel questions

Camilla Rang [REDACTED]

Sat 7/6/2024 3:58 PM

To: LOSSANcorridor <lossan corridor@sandag.org>

Cc: City Clerk Mail Box <cityclerk@delmar.ca.us>

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear Sandag/Lossan corridor,

I sent in questions earlier, but have a few more.

1. Will all routes be studied with the same thoroughness?
2. Will the investigators keep close contact with you and suggest slight changes that may work better but still keep the same main route?
3. Will you extend the investigation of Route A to instead of going under the lagoon and into Solana Beach, stay along I-5 and circumvent Solana Beach altogether (Tony Krantz' suggestion at Sandag meeting 06.28)?
4. Will the route that was suggested at your presentation at Solana Beach City Council meeting in June, 2024, to run the rail road on a bridge over the lagoon over to I-5 be studied?
5. What will happen with the current rail road on the bluff once the tunnel has been built and trains rerouted to the new route? According to the old deed, the area, i.e. what is now your ROW, will go back to its rightful owners once the rail road is no longer used, which at this point I suppose is The City of Del Mar. Is this included in your realignment plans?
6. Yet another freight train carrying hazardous material derailed on Friday, July 5, in North Dakota. The rails had water on each side which complicated the clean-up. In case of a derailment in the tunnel under homes, what are your clean-up and rescue plans when toxic material spills in a tunnel where the toxic fumes will be more concentrated, and, I assume, therefor more flammable and explosive?
7. You provided noise impacts for homes for Route B and C, but none for A. What is the noise impact for homes for Route A?
8. Since the realignment is planned to last for 100 years, have Sea Level Rise been taken into consideration for the South Portal of Route C and the cross-lagoon tracks over Los Penasquito's lagoon?
9. As above, have Sea Level Rise been taken into consideration for the North Portal for Route B and C that are being bult on flood plain?
10. How will a tunnel under Camino del Mar (Route C) affect groundwater levels and flow for the bluff and all homes west of Camino del Mar? Will the changed water flow (water now being forced above or under the tunnel in more concentrated masses) destabilize the nearby bluff even more?
11. Can the construction vehicles and machinery for Route A in Solana Beach mainly be coming in via Coast Blvd in Del Mar to decrease as much disturbance as possible for Solana Beach?

12. Since impact on Solana Beach is included for Route A, will the impact on Solana Beach for the planned double tracking along South Cedros that will happen regardless, be included for Route B and C?

13. For the Cut-and-Cover in Solana Beach for Route A (the trench along South Cedros), does the trench have to be widened? Does it have to be widened for the double tracking without the Cut-and-Cover? Is perhaps straightening the side walls to more vertical angle than now be enough for double-tracking and also the Cut-and-Cover?

14. Can above cover be made stable enough to hold a park above? If not, what is the weight limit per square foot that the cover can withstand and what would that correspond to in layman talk? Can you please include this potential park in your plans? Please confirm.

15. Are the costs for the planned trestle over the San Dieguito River mouth, flood walls and flood protection and the double tracking included in Route B and C since none of it will be needed for Route A?

Sincerely,

Camilla Rang

Del Mar

## NOP questions Del Mar tunnel

Camilla Rang [REDACTED]

Sat 7/13/2024 5:18 PM

To:LOSSANcorridor <lossan.corridor@sandag.org>

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

1. Will all routes be studied with the same thoroughness and with safety as first priority?
2. Will the investigators keep close contact with you and suggest slight changes that may work better but still keep the same main route?
3. **Will you extend the investigation of Route A to instead of going under the lagoon and into Solana Beach, stay along I-5 and circumvent Solana Beach altogether and run the railroad along I-5, as suggested by Encinita's mayor Tony Krants at the SANDAG meeting as of 06.28.2024. This is clearly what is the best fit for the future instead of this patch work of Route A, B, and C.**
4. Will the route that was suggested by a Solana Beach citizen at SANDAG's presentation at Solana Beach City Council meeting I June, 2024, to run the rail road on a bridge over the lagoon over to I-5 be studied?
5. What will happen with the current rail road on the bluff once the tunnel has been built and trains rerouted to the new route? According to the old deed, the area, i.e. what is now your ROW, will go back to its rightful owners once the rail road is no longer used, which at this point I suppose is The City of Del Mar. Is this included in your realignment plans?
6. Yet another freight train carrying hazardous material derailed on Friday, July 5, in North Dakota. The rails had water on each side which complicated the clean-up. In case of a derailment in the tunnel, what are your clean-up and rescue plans when toxic material spills in a tunnel where the toxic fumes will be more concentrated, and, I assume, therefor more flammable and explosive?
7. You provided noise impacts for Route B and C, but none for A. What is the noise impact for homes for Route A?
8. Can the construction vehicles and machinery for Route A in Solana Beach mainly be coming in via Coast Blvd in Del Mar to decrease as much disturbance as possible for Solana Beach?
9. Since impact on Solana Beach is included for Route A, will the impact on Solana Beach for the planned double tracking along South Cedros, that will happen regardless, be included for Route B and C?
10. Since the realignment is planned to last for 100 years, have Sea Level Rise been taken into consideration for the South Portal of Route C and the cross-lagoon tracks over Los Penasquito's lagoon?
11. As above, have Sea Level Rise been taken into consideration for the North Portal for Route B and C that are being bult on flood plain?

12. For the Cut-and-Cover in Solana Beach for Route A (the trench along South Cedros), does the trench have to be widened? Does the trench have to be widened for the double tracking, that will happen regardless, for Route B and C? SANDAG conveyed to the Coalition for Safer Trains in numerous meetings to excavate the trench to double track you need to straighten the sides of the trench. Please confirm.

13. During the Sandag presentation with Solana Beach City Council, Sandag said that they would need the complete ROW along South Cedros during construction to create Route A. That cannot possibly be true? Please explain why. Why not use the west side only where there is plenty of room?

14. How much of your ROW do you need along South Cedros for construction of the double tracking, which will happen regardless, for Route B and C?

15. Can the cut-and-cover for Route A in Solana Beach be made stable enough to hold a park above? If not, what is the weight limit per square foot that the cover can withstand and what would that correspond to in layman talk? Can you please include this potential park in your plans? Please confirm.

16. Are the costs for the planned trestle over the San Dieguito River mouth, flood walls and flood protection and the double tracking included in Route B and C since none of it will be needed for Route A?

**17. Why are you not putting the construction of the trestle on hold until we know what route will be chosen for the tunnel? The trestle will not be needed if any I-5 alignment is chosen and hundreds of millions of dollars will be wasted. Does it not make more sense to put that construction on hold?**

18. Will the Fair have to close down during construction, and if so, for how many years for each route? Please define in detail because Option A has the portal in the Solana Beach Trench, and also SANDAG located a Portal at the North west section of the fairgrounds.

19. Will the Races have to be stopped during construction, and if so, for how many years for each route?

20. During Sandag's meeting with Solana Beach City Council, Sandag said that the tunnel will have to be 100 feet below the lagoon for Route A. To the Del Mar people, you have said the distance between a home and the tunnel only needs to equal one tunnel width for Route B. Which one is it? 100 feet or 30 feet (one tunnel width)? If the tunnel opening is in the Solana Beach Trench in Option A, then the train would be approximately 140 feet underground before it hits via de la Valle. If the Portal SANDAG proposes in Option A is located at the northwest section of the fairgrounds, how deep would the train be under the river?

21. Will homes in Solana Beach be taken by eminent domain with Route A?

22. How many homes will be taken by eminent domain, and where, for Route A, B, and C, respectively.

23. Do your estimated costs include the cost for eminent domain, litigation and cost increases for project due to delays?

24. When looking closer at the NOP map for Route A's northern portal position, it seems to be at a different location than the one that was suggested by Angelina Neglia's group. This new position seems to be much more disturbing for The Fairground businesses. Why did you move it? Could you please put back and include Angie's suggested portal location, as it is not located in the floodplain and utilizes the already existing SB trench, which is not in a floodplain. Please confirm you will also study the tunnel opening in the trench as proposed by the Coalition for Safer Trains.

**25. How will a tunnel under Camino del Mar (Route C) affect groundwater levels and flow for the bluff and all homes west of Camino del Mar? Will the changed water flow (water now being forced above or under the tunnel in more concentrated masses) destabilize the nearby bluff even more?**

26. Does Route C even have a chance to get through Coastal Commission with your complete destruction of Los Penasquito's lagoon? Have you taken into consideration the environmental, ecology and avian organizations protests?

Sincerely,

Camilla Rang  
Del Mar

## NOP Del Mar tunnel, Del Mar City Council meeting 07.16.2024

Camilla Rang [REDACTED]

Mon 7/15/2024 10:50 AM

To: LOSSANcorridor <lossan corridor@sandag.org>

Cc: City Clerk Mail Box <cityclerk@delmar.ca.us>

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear Del Mar City Council and Lossan group,

With the NOP presented and discussed, it is clear that there are more problems than can be solved with each and every one of the routes suggested. You need to take a step back and take a look at the big picture. Tony Krants, mayor of Encinitas, suggested at the last SANDAG meeting on June 28, 2024, to relocate the whole line to run along I-5, instead of this patchwork in and out of the coast.

To run the train along/under/between I-5 is the only thing that makes sense and where the train belongs. The Fairground would still get their event platform but on their eastern end instead of their western end.

We all need to push for this. Along I-5 is the ONLY thing that makes sense. Tony Krantz is a long time train fantast and he would not have suggested this if he had not thought it through properly. All towns will be happy not having a train cutting the town in two, and those towns interested can run shuttles from the I-5 train stations into the center of their towns. There would be no tunnel under homes or eminent domain and the train would be where it's supposed to be. This would also free up all towns along the way for a better public transportation that can handle more than a 2% steep grade (freight train limit).

Sincerely,

Camilla Rang  
Del Mar

## NOP Del Mar tunnel

Camilla Rang [REDACTED]

Fri 7/19/2024 5:21 AM

To:LOSSANcorridor <lossan@sandag.org>

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

LOSSAN Corridor Project Team,

For all of the reasons spelled out in the comment letter from the Los Penasquitos Lagoon Foundation (via Sheppard Mullin), you should not select Alt C as the preferred alignment in the draft EIR. It would cause the most adverse environmental effect on the Los Penasquitos Lagoon and miss the opportunity to correct the environmental harm caused by the current railway alignment to the lagoon.

Sincerely,

Camilla Rang  
Del Mar



## Consider train route along I-5, according to Tony Krantz' suggestion

Camilla Rang [REDACTED]

Fri 7/19/2024 5:14 PM

To:melanie.burkholder@carlsbadca.gov <melanie.burkholder@carlsbadca.gov>;cchavez@chulavistaca.gov <cchavez@chulavistaca.gov>;jduncan@coronado.ca.gov <jduncan@coronado.ca.gov>;tgaasterland@delmar.ca.gov <tgaasterland@delmar.ca.gov>;bwells@elcajian.gov <bwells@elcajian.gov>;tkrantz@encinitasca.gov <tkrantz@encinitasca.gov>;dwhite@escondido.org <dwhite@escondido.org>;jack.fisher@imperialbeachca.gov <jack.fisher@imperialbeachca.gov>;jackshu@cityoflamesa.us <jackshu@cityoflamesa.us>;rvasquez@lemongrove.ca.gov <rvasquez@lemongrove.ca.gov>;Lmolina@nationalcityca.gov <Lmolina@nationalcityca.gov>;rkeim@oceansideca.org <rkeim@oceansideca.org>;svaus@poway.org <svaus@poway.org>;mayortoddgloria@sandiego.gov <mayortoddgloria@sandiego.gov>;SeanEloRivera@sandiego.gov <SeanEloRivera@sandiego.gov>;rjones@san-marcos.net <rjones@san-marcos.net>;jmintos@cityofsanteeca.gov <jmintos@cityofsanteeca.gov>;lheebner@cosb.org <lheebner@cosb.org>;jedson@cosb.org <jedson@cosb.org>;kmelendez@cityofvista.com <kmelendez@cityofvista.com>

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear Sandag Board members,

Now that the three Route options have been presented in the NOP and we have seen all the environmental and human tragedies they all will create, each in different ways, I would like to send my strongest support for Tony Krantz' suggested route, to run the railway along I5 north of Sorrento Valley's "Knoll". I don't know for how long it can run along I-5, but this is the way to go.

Like Mayor Krantz said - "That is where the train belong". It is the only route that makes sense in regards to moving people and freight effectively.

If a NOP switch over to I-5, á la Tony Krantz, cannot be done (explain why) the route with the least human and ecological tragedies is Route A, but with a modified Northern portal than on the NOP and instead go back to the portal suggested by The Coalition for Safer Trains.

Route A is the only route of the three (A,B,C) that utilizes non-populated areas of this beachside community. It allows the route to be built with the lowest impact on residents and the least impact on businesses. It would allow businesses to remain open during construction and limits the impacts to private homes by routing the train under public lands where gaining the necessary right of way would be much simpler and less expensive. With consideration given to maintaining the horse racing schedule and fair schedule and staging done in a way to have the least impact on Solana Beach residents, this route is far superior to the other two routes in the impact on residents in Del Mar and San Diego and would limit the traffic flow disruptions for residents of all of the beach communities who use the routes through Del Mar for commuting to work or school or for access to restaurants and businesses.

A cost/benefit analysis can be done even with the incomplete cost projections currently used by SANDAG. While the SANDAG engineering team must, of course, be a source of information, the firm conducting the cost/ benefit analysis must be independent of rail interests and SANDAG. The project development team cannot conduct an objective cost/benefit analysis because it disproportionately reflects rail interests.

Sincerely,

Camilla Rang  
Del Mar

is the meeting on June 18th recorded/live/zoom?

Camilla Rang [REDACTED]

Sat 6/15/2024 1:36 PM

To:LOSSANcorridor <lossanccorridor@sandag.org>

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear Sandag,

I would love to go to your meeting in Del Mar on the 18th but cannot. Will the meeting be sent live? Recorded? Or - best of all - zoomed so that people like myself can speak?

Grateful for quick response.

Sincerely,

Camilla Rang  
Del Mar

## Opposition to Alternative A

jim ratzer [REDACTED]

Tue 6/18/2024 8:18 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

**I am a resident of Solana Beach.**

**I Oppose Alternative A for the Following Reasons:**

Known Costs – estimated at \$4.14 billion dollars, Alternative A is approximately twice the cost of Alternatives B and C.

Economic Impacts to Our Local and Regional Economy — Unlike B & C, Alternative A will dramatically impact Fairgrounds operations and sales tax revenue generated by the Fairgrounds (\$680 million annually) as well as local businesses (unknown \$\$).

Environmental Impacts – Alternative A will result in higher impacts during construction to air quality (Solana Beach residents and businesses and the Del Mar Fairgrounds), wetlands, open space, and sensitive natural resources (in and around the San Dieguito Lagoon, Steven's Creek and Del Mar Fairgrounds).

Length of Construction – Construction of Alternative A is estimated to take up to twice as long as Alternatives B & C (as much as 14 years).

Enormity of Direct and Indirect Impacts — Due to the close proximity of construction a far greater number of homes and businesses will be adversely impacted by Alternative A as compared to Alternatives B & C.

Disruption of Rail Service — Alternative A poses unacceptable service and economic impacts to both passenger and freight rail service, our military, and the Port of San Diego, and will cost our region billions of dollars in lost revenue.

Jim Ratzler

[REDACTED]  
Solana Beach, CA 92075

## SDLRR Project NOP

Vivek Raut [REDACTED]

Fri 6/28/2024 6:30 PM

To:LOSSANcorridor <lossancorridor@sandag.org>

Cc:LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hello,

I **strongly oppose** the alternative A proposed under the SANDAG's LOSSAN Rail Realignment project.

While I recognize the importance of realignment of the rail tracks near the bluffs, there is no need to open up and change the rail tracks that have been recently renovated in Solana Beach area. There can always be a better alternative that can use the existing infrastructure without further damaging the work that has been in a perfect condition. Secondly the realignment should only focus on the areas whether the re alignment is needed, not in the areas where the re alignment is already in place. The environmental financial and residential impact of proposed alternative A do not make sense. I encourage further developments of viable alternatives that use existing resources and infrastructure optimally.

## SDLRR Project NOP - Local Business Owner

Reagan Ashley Reid [REDACTED]

Wed 6/19/2024 9:38 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:lossanalognment@cosb.org <lossanalognment@cosb.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hello,

I strongly recommend **discontinuing any further evaluation of Alternative A**. It is imperative that this option be excluded from the Environmental Impact Report (EIR) process moving forward. Given that Alternative A incurs twice the expenses compared to other alternatives, coupled with its significant economic repercussions for the region and adverse environmental effects on Solana Beach, Stevens Creek, the Fairgrounds, and the San Dieguito Lagoon, it is clear that continuing to allocate taxpayer funds towards this option is unjustifiable.

## SDLRR Project NOP

[REDACTED]  
Tue 6/25/2024 10:13 AM

To:LOSSANcorridor <lossancorridor@sandag.org>

Cc:LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To all concerned;

I am not able to attend the "Special City council Presentation on June 26, 2024"... but would like to go on record to **STRONGLY OPPOSE** "Alternative A".

Solana Beach already went through realigning the train tracks and added double train tracks years ago.

The cost and disruptions to do this again is crazy.

The money should be focused on where the need is now. Not re-doing what has already been done.

Thank you,

Cheryl Reist

(No subject)

Wanda Reynolds [REDACTED]

Fri 7/19/2024 5:11 PM

To:LOSSANcorridor <lossan@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear Sir-Madam

My husband and I have lived in Del Mar for 24 years. We believe that the alternative A underground train track is the best choice. We do not want tunneling under Del Mar . Best to route the train tracks through the fairgrounds to meet up with the interstate 5.

Sincerely, Wanda Reynolds

449



SDLRR Project NOP for EIR.

Katheryn Rhodes [REDACTED]

Fri 7/19/2024 4:08 PM

To: Tim Pesce <timothy.pesce@sandag.org>; LOSSANcorridor <LOSSANcorridor@sandag.org>; Katheryn Rhodes [REDACTED]

1 attachments (273 KB)

20240719\_SANDAG\_SDLRR\_Project\_NOP\_for\_EIR\_PC\_Public\_Comments\_3-Pages.pdf;

Some people who received this message don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Attached please find my Public Comments for the San Diego LOSSAN Rail Realignment (SDLRR) Project, Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR).

Regards,

Katheryn Rhodes  
[REDACTED]

07/19/2024

SANDAG  
401 B Street, Suite 800,  
San Diego, CA 92101  
Attention: Tim Pesce  
[timothy.pesce@sandag.org](mailto:timothy.pesce@sandag.org)  
[LOSSANcorridor@sandag.org](mailto:LOSSANcorridor@sandag.org)

Subject: SDLRR Project NOP for EIR. 06/04/2024. <https://www.sandag.org/railrealignment>  
<https://www.sandag.org/-/media/F0B1AF782C5A46BE89F766CF1D8B136F.ashx>  
Public Comments for the San Diego LOSSAN Rail Realignment (SDLRR) Project.  
Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR).

References: 06/003/2024 Alignments Screening Report.  
<https://www.sandag.org/-/media/SANDAG/Documents/PDF/projects-and-programs/featured-projects/lossan-rail-improvements-del-mar-bluffs/lossan-realignment/sd-lossan-rail-realignment-screening-2024-06-03.pdf>

August 2023. LOSSAN Rail Realignment Alternatives Analysis,  
Del Mar Tunnels Alternatives Analysis Report, San Diego Regional Rail Corridor  
Alternative, Alignment and Improvements Conceptual Engineering Study, San  
Dieguito to Sorrento Valley Double Track.  
<https://www.sandag.org/-/media/SANDAG/Documents/PDF/projects-and-programs/featured-projects/lossan-rail-improvements-del-mar-bluffs/del-mar-bluffs-stabilization/lossan-sdsdvt-alternatives-analysis-2023-09-01.pdf>  
<https://www.sandag.org/-/media/SANDAG/Documents/PDF/projects-and-programs/featured-projects/lossan-rail-improvements-del-mar-bluffs/del-mar-bluffs-stabilization/lossan-sdsdvt-alternatives-analysis-appendices-2023-09-01.pdf>

Dear SANDAG:

Thank you for the opportunity to submit public comments on the NOP for the SDLRR DEIR.

I recommend my Alternative D, which is combination of Alternative A - Interstate I-5 Alignment from the Sorrento Valley station to the San Dieguito Lagoon; then a new at grade alignment along the south side of the San Dieguito Lagoon, and the northern terminus for the project would be the same as Alternatives B and C to transition back to the existing above grade railroad alignment. My Alternative D is Similar to Public Alignment P8 for the basic location, but without an underground bored hole. With no underground tunneling through the San Dieguito Lagoon, the Del Mar Fairgrounds, or towards Solana Beach. Reducing the scope, length, and costs for Alternative A dramatically.



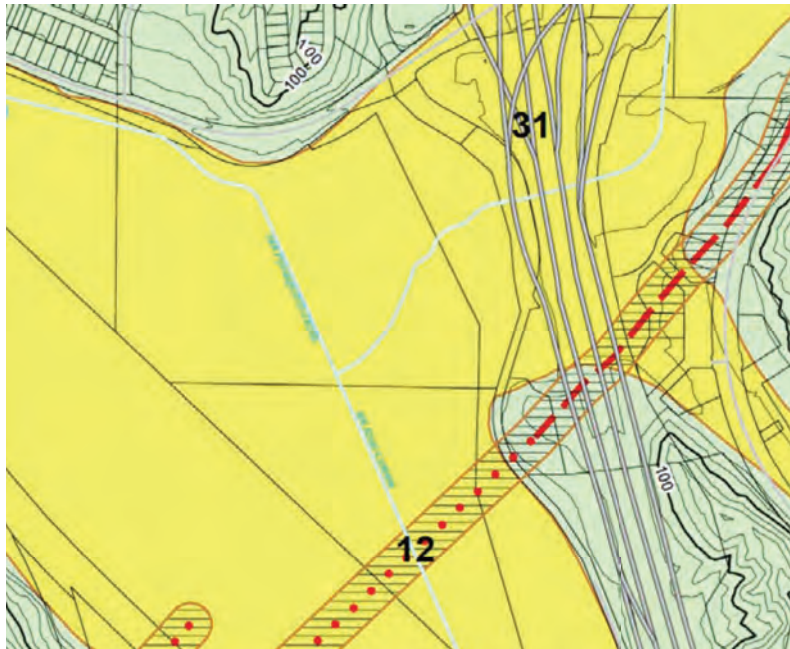
Alternative D in Red. Combination of Alternatives A, B, and C. No Tunneling under the San Dieguito Lagoon.

As envisioned Alternative A is too expensive. Tunneling under the San Dieguito Lagoon is unneeded. Alternative A gets rid of the “*Future Special Events Platform has been approved and fully funded but will be constructed as part of the San Dieguito Double Track Project.*”

**Potential Environmental Effects 6. Geology and Soils.**  
**Seismic Safety, Caltrans Seismic Advisory Board (SAB), Fault Rupture, and Liquefaction.**

Please contact Caltrans's Seismic Advisory Board (SAB) for free technical Seismic guidance and advice for approvals for publicly funded projects on liquefiable soils. Caltrans Seismic Engineers can give SANDAG free guidance and oversight on the scope of Geotechnical Investigation required to confirm or deny active faulting, and third party review and approving of engineering documents at no cost.

Even though not in an Alquist-Priolo (A-P) Earthquake Fault Zone, there are faults that are considered non-active by the State Geologist that cross the project site. The majority of the known non-active faults have never been investigated if they are active or not. Therefore are considered non-active by default, because they are not in a Special Studies or A-P Zone. During this EIR please investigate if the known and unknown faults are active, and do not just assume inactivity without scientific evidence. For example there is an assumed non-active fault that starts at Torrey Pines State Park, crosses the Los Penasquitos Lagoon, and crosses Interstate I-5, south of Carmel Valley Road as shown below. On Torrey Pines Road where the fault crosses the roadway is deformed. I do not know if the existing train track alignment in Sorrento Valley adjacent I-5 has been influenced by this assumed non-active fault, that shows signs of ongoing aseismic creep.



Los Penasquitos Lagoon. City of San Diego Seismic Safety Study (SD SSS) Grids 38 42.

<https://www.sandiego.gov/sites/default/files/geo38.pdf>

<https://www.sandiego.gov/sites/default/files/geo42.pdf>

**Potential Environmental Effects 11. Mineral Resources.**  
**Disposal Reuse of Tunnel Spoils for Sand Replenishment Projects in Del Mar beaches.**

Instead of considering the spoils from excavated material during drilling of tunnels as something to get rid of and transported and hauled off site in trucks, please consider using the existing natural Mineral Resources for Sand Replenishment projects on local Del Mar beaches within the Oceanside Littoral Cell. Instead of disposing of soil spoils offsite and trucking to an unknown location, please just truck the unused excavated material to the nearby beaches as part of a new Sand Replenishment project along the coast at the locations of the new retaining walls along the existing train tracks in Del Mar.

Thank you for the opportunity to provide public comments.

Regards,

Katheryn Rhodes



## NOP Comment Letter

mrichmd1@gmail.com [REDACTED]

Wed 7/17/2024 3:29 PM

To:LOSSANcorridor <lossan@sandag.org>

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Having been actively involved in this issue, I support the findings of the Los Penasquito Lagoon Foundation and their comment letter on Lossan Rail Realignment 4879-8722-9001 and the submission of the Torrey Pines Planning Group. My personal comments follow: My concern is that the NOP is not definitive enough in regards to the routes, consequences, and continuity with the entire Lossan Rail route. There is no plan for unintended consequences.

1. When will better maps be available to study all routes? Why was there so little detail on the three chosen routes? Why were most meetings held in Del Mar?
2. If there are unintended consequences such as excessive air pollution, excessive noise, crumbling foundations of homes, and lack of livability will SANDAG follow the example of the Chunnel and promise onsite mitigation? Will SANDAG do remedial projects such as the Chunnel did in the actual area of the problem?
3. Why is this project not aligned with plans for other areas such as San Clemente? With possible electrification in the future, why is freight not separated from passenger usage? There are many warehouses and tracks along I 15 that already unload cargo and move both by truck and train to their destination. The new projected high speed passenger rail follows the I5 from Escondido. The military bases from Camp Pendleton, Miramar, and 32<sup>nd</sup> Street Naval Base follow the 15. The port of San Diego can be accessed from 15. Why is this not practical? Deanna Rich

# Input to the NOP re: the LOSSAN Rail Realignment

jeffrey richards [REDACTED]

Fri 7/19/2024 4:05 PM

To:LOSSANcorridor <lossan@sandag.org>

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Hello,

We appreciate you taking the time to ask for and review input from the public. Please consider the following:

The significant physical and environmental change of the proposed rail line options B & C, directly impact the community of Del Mar in its entirety and potentially divides the community. What are the social and economic impacts to the residents and businesses? E.g. business and city finances, property values, community displacement, tourism, growth and subsequent business/property/sales taxes for the city and state.

Effects and impacts of the following during construction/operations throughout the project from assessment stages through completion, maintenance and future service, including:

- Safety, wellbeing and displacement of local business workers, residents and visitors.
- Noise
- Vibration
- Air pollution
- Water pollution
- Hazardous materials risk
- Tunneling
- Ventilation
- Drainage
- Waste
- Traffic, rerouting
- Work hours
- Derailment
- Rail accidents
- Repairs
- Maintenance construction
- Fire, Flood and Earthquake
- Emergency and disaster response and remediation
- Social, Economic and Liability impacts resulting from emergency/disaster

Other related considerations:

- Subsequent impacts to neighboring towns?
- The impact of closures of the connecting Orange County corridor on this project?
- What is the plan and impacts for the removal of the existing tracks?
- What is the alternative transportation for freight and passengers during construction?
- Has water ways transportation been considered as an alternative to railways?

Thank you,

Jeff and Susan Richards

[REDACTED]  
Del Mar, Ca 92014

## SDLRR Project NOP

Pam Richardson [REDACTED]

Tue 6/18/2024 12:15 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

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I have just been made aware of the change to Alternative A and the Scoping meeting regarding this matter tonight that will cause devastating and destructive impacts to Solana Beach. It is unconscionable that this change is being considered at this time, particularly given the lack of notice provided to Solana Beach residents.

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Thank you,

Pam Richardson

[REDACTED]  
Solana Beach, CA 92075

## SDLRR Project NOP

Tracy Richmond [REDACTED]

Mon 6/17/2024 4:28 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANAlignment@cosb.org <LOSSANAlignment@cosb.org>;Les a Heebner <lheebner@cosb.org>;Kristi Becker <kbecker@cosb.org>;Dave Zito <dzito@cosb.org>;Jewel Edson <jedson@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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Initially, it is difficult to understand how Alternative A is one of the three options being considered. It fails to meet some of the basic requirements set forth in the criteria for the selection of options. Consequently, it should be removed from consideration and only Alternatives B and C should even be considered.

Focusing on the only viable alternatives, B & C, it would appear that B is the best option even though it is slightly more expensive than C. The benefits of both Options B & C are that they would not require the lowering of the tracks all the way back to the station in Solana Beach and they would not require the absurd tunneling under the Fairgrounds and the San Dieguito Lagoon. Moreover, they would require the least amount of tunneling as well as the preservation of the to be constructed double track bridge across San Dieguito Lagoon.

Finally, I oppose any further waste of taxpayer money on the consideration of Alternative A. It is almost double the cost of the other two alternatives, would cause substantial economic harm to the region, as well as environmental impacts to not only the City of Solana Beach but to the regional assets of the Fairgrounds and the San Dieguito Lagoon.

I look forward to this project moving forward as expeditiously as possible without the distraction of Alternative A since it will merely slow the process down and waste precious public assets.

Thank you for your consideration.

Sincerely,

Tracy Richmond

[REDACTED]  
Solana Beach, CA 92075



## SDLRR Project NOP

ElandEI - Lisa and Leslie [REDACTED]

Thu 7/18/2024 9:53 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

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Common sense is not that common, we guess!

Alternative A does not provide a reasonable solution to the need to move the railroad tracks away from the coastal bluffs *AND* it unfairly targets and impacts the Solana Beach community.

Alternative A is costly, environmentally destructive and simply moves the negative impacts from Del Mar to their neighbor to the north. This is not Solana Beach's issue -- it is Del Mar's.

Back to the drawing board -- focus on relocation eastwards, along the I-5 corridor.

Lisa Risser and Leslie Berry

[REDACTED]  
Solana Beach

## SDLRR Project NOP

Nicole Rissman [REDACTED]

Tue 6/18/2024 11:50 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

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### **I Oppose Alternative A for the Following Reasons:**

**Known Costs** – estimated at \$4.14 billion dollars, Alternative A is approximately twice the cost of Alternatives B and C.

**Economic Impacts to Our Local and Regional Economy** — Unlike B & C, Alternative A will dramatically impact Fairgrounds operations and sales tax revenue generated by the Fairgrounds (\$680 million annually) as well as local businesses (unknown \$\$).

**Environmental Impacts** – Alternative A will result in higher impacts during construction to air quality (Solana Beach residents and businesses and the Del Mar Fairgrounds), wetlands, open space, and sensitive natural resources (in and around the San Dieguito Lagoon, Steven's Creek and Del Mar Fairgrounds).

**Length of Construction** – Construction of Alternative A is estimated to take up to twice as long as Alternatives B & C (as much as 14 years).

**Enormity of Direct and Indirect Impacts** — Due to the close proximity of construction a far greater number of homes and businesses will be adversely impacted by Alternative A as compared to Alternatives B & C.

**Disruption of Rail Service** — Alternative A poses unacceptable service and economic impacts to both passenger and freight rail service, our military, and the Port of San Diego, and will cost our region billions of dollars in lost revenue.

In short, do not shift a Del Mar project onto Solana Beach.

Thank you,  
Nicole Rissman

## Fwd: SDLRR PROJECT NOP and SANDAG BOARD MEETING JUNE 28 2024

Mark Rittenbaum [REDACTED]

Fri 6/28/2024 12:19 AM

To: Mario Orso <Mario.Orso@sandag.org>; Keith Greer <keith.greer@sandag.org>; Peter Casellini <Peter.Casellini@sandag.org>; LOSSANcorridor <LOSSANcorridor@sandag.org>

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Gentlemen,

As a Del Mar resident who attended and spoke at the Solana Beach Council meeting Wednesday evening, I can appreciate the pressures put upon you.

I would implore you to remain strong on the NOP process and to fully investigate the three stated alternatives. As a result of the process, I understand it is likely alterations to currently proposed routes and new routes will be explored.

While it's understandable that Council members and citizens in both Solana Beach and Del Mar have strong feelings about this matter, I am urging you to resist political pressure and let the NOP process continue as is, and to fully investigate all 3 alternatives. Neither Solana Beach Board representatives nor its citizens should be allowed to alter the process. Be assured that Del Mar residents have grave concerns about Alternatives B & C, and their devastating impacts on our community. Yet I understand that after over 10 years of study, they are included in the study and must be fully evaluated.

At last night's meeting, SANDAG reps were candid about not knowing the answer to many questions at this point and that more study of each alternative is needed. I would implore in the future to be stronger in counteracting misinformation.

The people of Del Mar will not relinquish their rights to a fair process.

Thank you for your dedication. We look forward to a fair process.

Sincerely,

Mark Rittenbaum  
Del Mar CA

## Fwd SDLLR Project NOP Comments/Questions to SANDAG- regarding Lossan Realignment Project

mark rittenbaum [REDACTED]

Wed 7/10/2024 12:26 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:mark rittenbaum [REDACTED]

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SANDAG  
401 B St  
Suite 800  
San Diego CA 92101  
Attn: Tim Pesce

Dear SANDAG Lossan Project Team,

I am writing to provide comments/questions regarding the Notice of Preparation of a Draft Environmental Impact Report dated June 4, 2024 ( NOP) for the Lossan Rail Realignment, as follows:

1. My understanding from Management presentations is that each alignment in the NOP will be compared against Project Objectives as developed by the Project Management Team, and that no particular weighting will be given to the objectives.

The Objectives, as currently proposed, are listed in the attached SANDAG slide.

SANDAG has noted it will primarily be relying on yet secured federal funding. Our federal policy as outlined by US Transportation Secretary, Pete Buttigieg is "Profit and expediency must never outweigh the safety of the American people. We at US DOT are doing everything in our power to improve rail safety, and we insist the rail industry do the same....."

(a)Please explain why safety is so narrowly defined in the objectives. The definition of safety be broad based including both during construction and train operation, and should not be limited as currently narrowly defined.

b) Please explain why safety, as more broadly defined, is not given the highest ranking in the objectives.

2.Any realignment has the potential to have significant adverse risks and consequences to affected communities; some more so than others. At SANDAG's Board meeting of June 28, 2024 several Board members expressed concerns on all 3 proposed routes and noted that all 3 proposed routes all unacceptable to either Solana Beach or Del Mar for exactly the same reasons . Please explain why effects on communities both during and after construction (including potential health risks), along with safety, are not of the highest priority particularly given the potential catastrophic risks and since all proposed

routes are double tracked and faster than the current route.

Please explain how effects on communities will be measured and evaluated.

Safety and effects on communities should be given the highest priority and weighting.

3) The Realignment is meant to have a 100 year life. Please explain why a project objective does not include the building of a durable alignment that will withstand the projected effects of climate change,. Please explain how alternatives B & C, which involve building on a flood plain will meet this objective. Please explain if you anticipate higher operating costs for operating in floodplain in alternatives B & C, and how such costs are taken into account in the cost/benefit analysis.

3) Project objective #5 is very broadly defined, not measurable and gives SANDAG tremendous leeway and justification for conclusions reached. This objective as drafted should be eliminated. Any new objective should be more narrowly re-stated and measurable.

4) Will Alternative A-EL which was presented by Dave Clemons at the Solana Beach SANDAG city council meeting of June 26,2024 be explored for feasibility?

5) Will an alignment along Interstate 5, by -passing or relocating the existing Solana Beach train station, such as proposed by Mayor Danny Kranz, be explored for feasibility.

6) Please explain how the Value Analysis proposed at the June 28, 2024 SANDAG board meeting will be performed, the stakeholders involved, SANDAG's role in the Analysis and how conclusions reached from this Analysis may effect the evaluation of currently proposed or new potential routes.

7) Please explain what additional public outreach will take place during the NOP and Environmental Impact Report ( EIP) time periods.

8) Please explain if SANDAG will seek to confirm or correct statements from citizens and public officials, rather than making no comment or stating "it cannot be determined at this time". Even if the answers are qualified (e.g. "based on current assumptions"), the public and SANDAG's Board are better served by answering the question. Examples of public statements that need clarification and correction and for which I seek clarification via this comment include: potential road closures and for how long , potential shut down of the fairgrounds ( what portions and for what length of time) , potential loss of homes/businesses via eminent domain to complete construction under each alternative, how many homes/businesses will a tunnel go under and how deep under a home will a tunnel be under each alternative.

Respectfully,

Mark Rittenbaum

Del Mar resident



## CEQA 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 train stations serving Solana Beach and Sorrento Valley and accommodate direct rail access to the 22nd Agriculture District/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 reducing travel times, increasing 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.

**From:** [mark.rittenbaum](#)  
**To:** [LOSSANcorridor](#)  
**Subject:** Re: Fwd SDLLR Project NOP Comments/Questions to SANDAG- regarding Lossan Realignment Project  
**Date:** Friday, July 19, 2024 12:46:29 PM

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Dear Project Team,

Please find additional comments to the NOP:

- 1) Please address and describe how businesses and residents will be indemnified/compensated for events of loss or damage by events caused by realignment construction and operation.
- 2) Please address whether industry best practices will be utilized during realignment construction and utilize an independent Tunnel Advisory Committee whereby all alignments are analyzed, evaluated and designed with input from independent industry leading experts and the formation of an independent advisory panel comprised of globally recognized geotechnical, earthquake, poise and tunnel engineering experts.

Respectfully,

Mark Rittenbaum


Sent from my iPhone

# Response to Notice of Preparation of Draft Environmental Report regarding Lossan Realignment

Mark Rittenbaum [REDACTED]

Fri 7/19/2024 8:25 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

 1 attachments (223 KB)

DMWoods comment letter to SANDAG NOP 7-19-24 final.pdf;

You don't often get email from [REDACTED] [Learn why this is important](#)

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Dear Lossan Team,

Attached please find a response to SANDAG from the Del Mar Woods Homeowners' Association, regarding the above. While I am not a resident of this Association, I wholeheartedly agree with its contents and conclusions in full. I urge SANDAG to reject Alternatives B and C, and include Alternative A with a new Portal location that addresses the affected communities concerns.

Furthermore, I urge SANDAG to hit the reset button on the NOP, which clearly has numerous concerns with all Alternatives expressed by both the public and SANDAG's Board. The current NOP does not address communities' concerns and has pitted affected communities against one another with similar objections and concerns. As part of a new NOP, criteria and objectives need to be reprioritized with protecting Public health and safety along with minimizing impacts on communities, given the highest priority. Alignments should also take into account the anticipated effects of climate change and should be environmentally responsible. Train speed and cost should not drive this project and its objectives. Going forward, I would also urge SANDAG to be fully transparent with its Board and the public, a part of which should be to clearly provide relevant information to all stakeholders in an easily identifiable and timely (and same time) fashion, and to corroborate or correct material statements made by the public.

Respectfully,

Mark Rittenbaum



**To: SANDAG**

**At: LOSSANcorridor@SANDAG.org**

**From: DEL MAR WOODS HOMEOWNERS' ASSOCIATION**

**Date: July 19, 2024**

**Re: SDLRR PROJECT NOP**

**Del Mar Woods Homeowners' Association Comments on Notice of Preparation of Draft Environmental Impact Report on Track Relocation ("NOP").**

**Dear LOSSAN SANDAG PROJECT DEVELOPMENT TEAM:**

The Del Mar Woods Homeowner's Association submits the following comments to the June 4, 2024, Notice of Preparation of the Draft Environmental Impact Report for the San Diego Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Realignment (SDLRR) Project (Project) located in the cities of Del Mar, Solana Beach and San Diego, California ("NOP").

## **I. INTRODUCTION**

This comment is submitted on behalf of the 126 families and other owner-members of Del Mar Woods Homeowners Association ("DMW"), whose mailing address is 265 Stratford Court Del Mar. DMW reserves the right to comment further on any revised NOP, draft EIR or EIS or final EIR or EIS. DMW thanks members of the SANDAG project development team for their time during a recent video meeting with Karen Lare, the President of its HOA.

### **Del Mar Woods Condominium Community Location**

DMW is a 126-unit condominium and townhome community located in the southwest corner of Del Mar, CA. Approximately 60 condominium homes are located between the southmost portion of Camino Del Mar, in Del Mar, looking west, and the southmost portion of Stratford Court in Del Mar, and approximately 60 units are located between the southmost portion of Stratford Court and the Del Mar Bluffs where the trains currently operate. To the direct north of the DMW HOA complex is the multi-family apartment complex of Los Arobles consisting of 97 rental housing units. East of DMW are homes along the east side of Camino Del Mar. South of DMW are more homes and a quiet reserved wooded area owned by Torrey Pacific Corporation. As a result of the multi-family housing in the southwest portion of Del Mar, the area is densely populated. The multi-family units were built in the 1970's and many of the residents therein are elderly but there are also families with young children.

## **II. COMMENTS ON THE SOUTH PORTALS IDENTIFIED IN THE NOP.**

There is insufficient information in the NOP to comment **fully** on the Portal Options (or on the NOP Route Options). For example, as to portals, the NOP lacks critical information regarding specific location, width, height of portal, or the width, depth underground and height of the tunnel, the size and location of ventilators, the location, acreage, size of ventilation related buildings referenced in SANDAG's 2023 Tunnel Analysis Report ("2023 SANDAG Report"), noise and vibration levels of construction and operation of the trains, staging area of construction or duration of construction. **Nonetheless, there is sufficient information for DMW to make initial comments.**

The South Portal Options are described in the NOP as follows:

#### **"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 [in Del Mar].** (emphasis added)

#### **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."

P. 8, NOP

**DMW strongly objects to the "Torrey Pines Road" south portal option.** The **Torrey Pines Road** portal option would be located near the intersection of Carmel Valley Road and Torrey Pines Road, which is at the southern tip of Camino Del Mar and only a few hundred feet from Del Mar Woods and many other homes and businesses. A Project Objective is to **"Minimize impacts in the surrounding communities during and after construction."** This objective is of particular importance to Del Mar residents in light of the fact that while all of San Diego is said to benefit from the rail line, it is the Community of Del Mar that is being compelled to disproportionately, and almost exclusively, shoulder the burden of the realignment. The very least that SANDAG can do is to select or create portals and a route that minimizes the negative impacts to Del Mar and its residents.

Other cities benefit from rail service, but no other city is affected by the choice of the realignment route and the portals as is Del Mar (the City of San Diego would be very slightly affected by the alternate choice of the South Knoll option). As to the South Portal, completely contrary to the above quoted Project Objective, the selection of the Torrey Pines Road Portal would **maximize** negative impact to our community that is most impacted by the realignment, for these reasons, among others:

- The portion of the Del Mar community that is very close to the Torrey Pines Road portal option is densely populated. It includes the 126-condominiums of DMW, the 97 apartments of Los Arboles, and numerous single-family homes close to Camino Del Mar, Stratford Court, 4<sup>th</sup> Street and Carmel Valley Road as well as businesses on the north and south sides of the western end of Carmel Valley Road. The residents living in the homes would all suffer negative health effects and aesthetic loss identified as meaningful by CEQA (p.9 of the NOP):
  - **Air Quality** will deteriorate. Instead of ocean breezes, residents living near the portal will suffer volumes of fumes and pollution from **diesel output** and other concentrated **Greenhouse Gas Emissions** spewed from the ventilation systems close to their homes.
  - Virtually continuous **Noise** of the ventilation systems and both **Noise and Vibration** of continuous freight and passenger trains descending and traveling right under their homes.
  - Potential foundation and wall stability issues due to the vibration of the freight trains fully loaded traveling under homes. Homes in this area were not built with this type of vibration in mind.
  - Continuous **Noise** of trains entering and exiting the portal.
  - Long term negative health effects shown to be associated with living near trains including loss of sleep, asthma, higher rates of heart disease, stroke, anxiety, increased numbers of children with learning disabilities.<sup>1</sup>
  - The risks of carrying **Hazardous Waste** under their homes.

---

<sup>1</sup> Scientific American: Excessive Noise Raises the Risk of Heart Disease in Adults and Learning Deficits in Children

<https://www.scientificamerican.com/article/everyday-noises-can-hurt-hearts-not-just-ears-and-the-ability-to-learn/>

**Harvard Health Publishing: Noise exposure/ risks of cardiovascular problems**

<https://www.health.harvard.edu/staying-healthy/noise-exposure-may-raise-risks-of-cardiovascular-problems#:~:text=Each%20four-decibel%20increase%20in%20noise%20over%20a%20baseline,rate%2C%20and%20blood%20vessel%20narrowing%2C%20study%20authors%20said.>

- The **Hazard** risk of derailment close to and under their homes (the FRA reports more than 700 train derailments in 2023 alone).
- Eminent domain taking, and if not taken, a dramatic drop in property values and the inability to sell their homes during the final selection process, construction phase and after construction with the uncertainty generated over the long-term impacts as noted above.
- In addition to the decline in quality of life experienced by residents in the immediate vicinity of the Torrey Pines Rd. portal, the Del Mar Community as a whole would suffer:
  - The loss of much of the **aesthetic benefits** of an iconic scenic location where Torrey Pines Beach first comes into view driving or walking south from 4<sup>th</sup> Street to the Torrey Pines Beach.
  - Elimination of pedestrian and bicycle paths during construction.
  - The defacing of an iconic site by construction of industrial buildings used to house emergency ventilation equipment and of offices desired by the rail operation entities (See 2023 SANDAG Tunnel Analysis Report).
  - Blockage or impeding during construction (and likely after) the access to one of the main routes in and out of Del Mar and the fastest route to several Scripps Hospitals on Torrey Pines Road. Construction will serve as a major impediment during rush hours when many people use the Torrey Pines Road route to bypass the I-5.
  - The delivery of **Emergency Public Services** will be impeded or blocked.
  - Eminent Domain taking or loss of businesses along Carmel Valley Road, some of which have been there for decades.
  - All of the detriments to Del Mar’s residents discussed above.
  - The loss of additional square meters of environmentally sensitive lagoon acreage with double tracks and a raised berm running through the middle of the Los Penasquitos Lagoon.

In contrast, the construction of the alternate I-5 Knoll portal would have none of the above effects and can be easily adapted to all three route options. Thus, of the few study options for the South Portal offered by SANDAG in the NOP, the I-5 Knoll is **by far** the better alternative with the lesser negative impacts to the community.

### III. DEL MAR WOODS’ COMMENTS ON THE NOP STUDY ROUTES

#### Study Routes B and C

For many of the same reasons Del Mar Woods Homeowners’ Association objects to the Torrey Pines Rd. south portal, it objects to study routes B and C.

- Regarding Route C, which tunnels under Camino Del Mar, the amount of disruption and destruction to Del Mar businesses in the construction process would be continuous and extreme. Few businesses will survive it. It will destroy the town's economic base and the small-business culture of the city.
- Regarding Route C, a double track underground tunnel would be at least as wide as Camino Del Mar. The impact on homes and families living on either side of Camino Del Mar and on Stratford Court would suffer:
  - Virtually continuous **Noise and Vibration** of continuous freight and passenger trains traveling underground next to their homes
  - Long term negative health effects shown to be associated with living near trains including disrupted sleep, shorter life spans, anxiety.
  - The risks of carrying **Hazardous Waste** near their homes
  - The **Hazard** risk of explosions, and of derailment including derailment of trains carrying hazardous waste, such as that which occurred in East Palestine, Ohio, close to and under their homes (the FRA reports more than 700 train derailments in 2023 alone).
  - Eminent domain taking, and if not taken, a dramatic drop in property values and the inability to sell their homes during the final selection process, construction phase and after construction with the uncertainty generated over the long-term impacts as noted above.
  - Potential foundation and wall stability issues due to the vibration of the freight trains fully loaded traveling under homes. Homes in this area were not built with this type of vibration in mind.
  - Regarding Route B, the so-called Canyon Crest alternative, all of the same ill-effects would be experienced as with Route C, only even more directly on more homes.

### **Study Route A**

This route is the only one that utilizes the non-populated areas of this beachside community. It allows the route to be built with the lowest impact on residents and the least impact on businesses. It would allow businesses to remain open during construction and limits the impacts to private homes by routing the train under public lands where gaining the necessary right of way would be much simpler and less expensive.

With consideration given to maintaining the horse racing schedule and fair schedule and staging done in a way to have the least impact on Solana Beach residents, this route is far superior to the other two routes in the impact on residents in Del Mar and San Diego and would limit the traffic flow disruptions for residents of all of the beach communities who use the routes through Del Mar for commuting to work or school or for access to restaurants and businesses.

This route would limit the number of lawsuits that will be faced over eminent domain and the purchasing of land access rights and would head off the foreseeable class action suits that will be brought to compensate for generations of adverse health effects if Routes B or C are selected.

Del Mar Woods urges the project team to take into consideration these facts when selecting the route for the train track relocation.

#### **IV. COMMENTS ON THE NORTH PORTAL OPTIONS**

The 2 alternatives for the North Portal in the NOP are:

##### **“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 [in Del Mar].** (emphasis added)

##### **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.”

NOP, p. 8

The Jimmy Durante Boulevard option (“JDB”) is unacceptable. The portal construction and operation would inflict the **maximum** negative impact on Del Mar, its businesses and residents. As shown on the NOP maps, the extension of the JDB portal into commercial and residential properties is not “potential,” it is **certain**. The selection of this portal would shut down commercial operation of Del Mar’s only main street, Camino Del Mar, for the duration of construction and destroy Del Mar’s economic base. The small businesses and restaurants on Camino Del Mar would never recover. In addition, if construction of the Torrey Pines Road portal and the JDB portal were to proceed simultaneously, Del Mar Heights Road would be the only ingress into and egress out of Del Mar. Del Mar Heights Road is already a high traffic area, it would be complete gridlock if the other two means of entrance and exit are blocked or impeded.

The negative effects of Routes B and C on homes outlined on p. 5 above would all be present and would be compounded for residents near the JDB portal.

On the North of Fairgrounds Portal, SANDAG should move it to reduce impact to Cedros Ave., or come up with a new portal idea.

## V. COMMENTS ON SANDAG’S RESPONSIBILITY TO DO A “NO PROJECT” ANALYSIS AND TO HAVE A COST/BENEFIT ANALYSIS PREPARED.

As part of its draft EIR, SANDAG must do a “no project” analysis. In addition, the SANDAG Board, in fulfillment of its duty of reasonable business prudence, must have an independent cost/benefit analysis prepared.

### “No Project”

CEQA requires SANDAG engineers to do a “no project” analysis as an alternative. In this case, since continuing bluff instability mandates that the trains must stop operating on the bluffs, removing the tracks must proceed. If, however, after SANDAG does a cost/benefit analysis, it is determined to move forward with relocating the tracks as opposed to finding 21<sup>st</sup> Century ways to move freight and people, then the “no project” analysis really means “not this project” and would require SANDAG engineers to go back to the drawing boards.

The inescapable fact is that implementing **Routes B and C, together with the Torrey Pines Road south portal and the JDB north portal** would destroy Del Mar, its culture, property values and economy, and is too high a price to pay in pursuit of a form of transportation that does not fit the needs of the area. **Route A**, which is the only current study route that circumvents homes and businesses and at least affords Del Mar a path to survive the assault of realignment, is the only acceptable alternative, but the Fairgrounds portal, which has been lumped in with Route A by the media and Solana Beach, is unacceptable to the Fairgrounds and Solana Beach. The Fairgrounds insists on a new platform but disclaims any responsibility to shoulder the burden of realignment. Solana Beach fears that Cedros Ave. business district will be shut down if the Fairgrounds portal is implemented. This is not necessarily true as the Fairgrounds portal could be constructed further east.

**Routes B and C and the Torrey Pines Portal** were the initial selections of SANDAG in the 2023 Tunnel Analysis Report because the Project Development Team and the “workshop entities” it consulted with to rank priorities were and are imbalanced. Rail entities are disproportionately represented. According to the Report, the team conducted workshops with entities whose *raison d’être* is the rail business: SANDAG, NCTD, MTS, LOSSAN, SCRRA, Caltrans, FRA, and BNSF (2023 Tunnel Analysis Report, p16). As a result, in ranking priorities, that team voted to prioritize speed and short distance and downgraded, *if not disregarded entirely*, the importance of minimizing negative impacts to the community. Stuningly, although even BNSF, a private, non-agency rail company was in the workshops, the most affected city, Del Mar was not. When SANDAG finally got around to community outreach (which it was required by law to do), it found residents were outraged by the total disregard of community impacts presaged by Routes B and C and demanded a route that circumvented homes and businesses, even if that meant a longer route (a minimal addition to a 351 mile corridor) and lower speeds to save Del Mar. The Project Development Team then scrambled to

add Route A, but then publicly sabotaged any serious study of Route A by their comments made at the Solana Beach City Council June meeting and to the Sandpiper magazine. The Fairgrounds CEO announced (erroneously) that Route A had been withdrawn, claiming to have talked with SANDAG.

**Clearly, SANDAG needs to go back to the drawing board, disclaim the ranking of criteria that it did in the 2023 Report, prioritize community impacts instead of railway speed and come up with a range of alternatives that includes several options for minimizing the impacts to the communities surrounding the realigned track. In addition, SANDAG needs to set aside its bias in favor of the railway and objectively examine alternative ways to move people and freight. If this means a new NOP and another 45 -day comment period, so be it. Otherwise, we will be saddled with the consequences of this decision for decades; we cannot afford to make the same mistake that was made when the tracks were placed on the Bluffs.**

**Routes B and C are unacceptable. The Torrey Pines Road south portal is unacceptable. The JDB north portal as portrayed on the maps is unacceptable to the Fairgrounds and Solana Beach. Rather than “no project,” SANDAG should admit that the answer is “not this project.” Riders are transients, freight is inanimate. But residents, homeowners and businesses will be saddled with the consequences of this decision for decades; we cannot afford to make the same mistake that was made when the tracks were moved to the Bluffs.**

### **Cost/Benefit Analysis**

Not mincing words, the Editorial Board of the San Diego Union-Tribune called the realignment project “nuts.”<sup>2</sup> It scolded SANDAG’s Board for not doing an honest cost/benefit analysis before launching into the realignment project. It noted that any reasonable business person would do such an analysis and that the realignment project would fail any test of reasonable business prudence. A cost/benefit analysis can be done even with the incomplete cost projections currently used by SANDAG. While the SANDAG engineering team must, of course, be a source of information, the firm conducting the cost/ benefit analysis must be independent of rail interests and SANDAG. The project development team cannot conduct an objective cost/benefit analysis because it disproportionately reflects rail interests.

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<sup>2</sup> See: Push to Fix Lightly Used Rail Corridor at Immense Cost Is Nuts  
<https://www.sandiegouniontribune.com/2024/06/27/push-to-fix-lightly-used-rail-corridor-at-immense-cost-is-nuts/>



## **VI. Issues Specific to Del Mar Woods**

As a 126-unit condominium and townhouse complex built in the early 1970's, Del Mar Woods was not built to withstand the types of vibrations and shaking that will come with a loaded freight train rumbling underneath it. With the location of the complex so close to the portal for Route C, the depth of the tunnel underneath the complex will hardly be deep enough to protect the homes and their walls and foundations from damage. As we understand from discussions with your team, the portal openings must start high enough to account for sea level rise and can only proceed down at the maximum 2% grade. Discussions with the SANGAG project team did not yield any additional data on depth at that portion of the route but common sense tells us the tunnel will be shallow.

When looking at the current planned Route C, **Del Mar Woods is directly in its path.** The buildings it will go under (as shown in maps from the 2023 SANDAG study) are three story buildings housing families and many older residents. The path also goes under the underground car park.

While these buildings have been retrofitted recently (2018) as per California code, that code did not contemplate loaded rail cars travelling under the three-story buildings or cement underground garages. Consideration must be given to the route plan impacting this large condominium complex and your engineers must take into consideration the building materials and techniques used at that time they were built. Stresses on buildings from vibration and the human health impacts are very real.

**Del Mar Woods objects to selection of Route C** and urges the project team to consider the impact on not only the train (speed, duration of tunnel, costs, etc.) but the impacts on the quality of life for residents and the structural impacts to real property and the impact on the price of many of the owners largest (or only) asset.

## **VII. Additions needed to the NOP**

- Vibrational impact studies specific to the materials used in 1970 construction of homes and garages. Specifically pertaining to three story buildings and underground parking.
- Circulation during construction for densely populated areas with limited ingress and egress options both for emergency services as well as daily access
- Impacts on housing prices before, during and after construction
- Funding of a separate account to pay for on-going damage (if route C is selected) for repairs to cracked foundations and underground cement parking garages due to shaking and vibrations
- Worst case scenarios from an explosive incident in a shallow tunnel under a three-story building
- Studies of potential health risks as noted earlier in this letter

- Study of a route that directly follows Camino Del Mar with its slight curves versus the straight-line route depicted today – a one second difference in time is worth preservation of homes and residents health

## **Conclusion**

The residents of Del Mar Woods are supportive of the work SANDAG is doing to move the railroad tracks off of the eroding sandstone bluffs but believes that SANDAG has several alternatives (some listed, and others not listed) which will serve the same purpose but greatly preserve the lives and the way of life for its owners and residents.

Thank you for your consideration.

Very truly yours,



Karen Lare

President, Del Mar Woods Homeowners Association, Del Mar, California.

Respond to: [REDACTED]

Cc: Del Mar Woods Board of Directors  
Office of U.S. Congressman Mike Levin  
Office of Senator Catherine Blakespear  
California Coastal Commission: Attention Dr. Katherine Hucklebridge  
Del Mar City Council  
Solana Beach City Council  
Union-Tribune Editorial Board

## SDLRR Project NOP

Karen Roan [REDACTED]

Tue 6/18/2024 9:28 PM

To:LOSSANcorridor <lossan.corridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear SANDAG:

I am writing to voice concern and provide feedback as SANDAG gives Notice of Preparation of Draft Environmental Impact Report. Of the 3 San Diego LOSSAN Rail Alignment routes that are in consideration, I am writing to fully endorse Alternative A with the I-5 alignment and urge for full examination and consideration of pursuing this option. It would be a huge disappointment to see tracks entering the Del Mar residential neighborhoods.

For the safety, health, and wellbeing of PEOPLE, the train tracks' placement needs to optimize for the furthest location away from the most number of homes and residents. There has been plenty of research and resources that highlight the risks (i.e. derailment) involved in carrying hazardous materials and toxic chemicals (East Palestine Ohio 2023, Sarnia Ontario 2019, Baltimore Train Tunnel 2001), so why would anyone deserve to live above such precarious possibilities? Further, there will be vibrations/noise and toxic fumes coming from the portals, and exhaust ventilation fans running 24/7 next to homes. Not to mention that there is documented evidence of the medical illnesses associated with living near trains and portals. Other adverse health effects include increased stress levels, sleep disturbances, Cancer, and respiratory issues and hence it is essential to consider potential risks and take measures to mitigate exposure.

Additionally, Alternatives B and C have huge issues requiring eminent domain of homes and businesses. Hard-working residents and business owners shouldn't have to lose their properties when there is the environmentally safer Alternative A that doesn't require eminent domain. Eminent domain often results in unfair compensation (leading to a sense of loss and injustice), as property values won't accurately reflect the true value of a property. This can lead to disputes over compensation amounts or the legality of the eminent domain process, creating lengthy and costly legal battles, litigation and additional stress for property owners. The displacement of residents and businesses will create great disruption, emotional and financial stress, which all affect livelihoods and community stability and result in enormous economic and community impact. On a humanistic and social level, eminent domain dismantles established communities, eroding social networks and local support systems that have developed over years or even generations.

Alternative A with the I-5 alignment has a number of advantages over the other two options, including:

- Doesn't require eminent domain of any homes
- Doesn't put a portal near any homes
- Takes the bridge out of the river (which will provide more open water flow)
- Doesn't put any double tracks in two lagoons
- Takes the noise and vibration away from homes
- Provides a sizeable park over the Solana Beach trench

Please consider the residents' lives, homes, businesses, economic and community impact as you proceed through the EIR process. SANDAG had previously listed "Minimize Community Impacts" as their #2 Goal after "Relocate from Bluffs" claiming its significance to the project. I hope SANDAG genuinely meant it as a top consideration and if so, it should be evident to pursue the safer and environmentally-conscious I-5 alignment option.

Sincerely,  
Karen Roan Ou

## LOSSAN Rail realignment Project

dadneedsgolf@gmail.com [REDACTED]

Sun 6/23/2024 9:43 AM

To: LOSSANcorridor <LOSSANcorridor@sandag.org>; lossanalignment@cosb.org <lossanalignment@cosb.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I am a resident of Solana Beach and concur with the note below. I think this sums things up succinctly.

*I am a resident of Solana Beach and was recently informed of SANDAG's Notice of Preparation of a Draft Environmental Impact Report for the LOSSAN Rail Realignment Project. Thankfully, this information was disseminated by local newspapers and the Solana Beach Weekly Update of June 13, 2024.*

*It was shocking to learn that one of the three alternatives under consideration, i.e., Alternate A, would run directly through the central business district of Solana Beach, which also includes many residential properties. And this, after none of the "public outreach" had previously been given to the City of Solana Beach or its residents? The NOP acknowledges 8 different presentations, workshops, virtual information sessions, etc., for Del Mar and 1 for Torrey Pines Community Planning Board over a period of almost a year. And Solana Beach residents are now required to submit comments no later than July 19th? It seems questionable whether SANDAG has complied with its legal and administrative obligations when all of the public outreach was given to Del Mar residents who just happen to be the proponents of a proposal which would have very significant detrimental effects on Solana Beach and none on Del Mar. In any event, this process has not been fair and reasonable to the residents of Solana Beach.*

*I strongly oppose any further consideration of Alternative A because of the obvious known costs involved, the negative economic consequences to the region, environmental impacts during construction and the overwhelming negative effects on the City of Solana Beach.*

I will only add the following:

According to SANDAG's Mission Statement (below), it would appear a step was missed in whatever process resulted in Solana Beach residents bearing the weight of the reconstruction process.

*SANDAG is committed to creating a San Diego region where every person who lives, works, and visits can thrive. We facilitate projects, policies, and programs that promote **equity and inclusion**, and we work with stakeholders to identify areas of improvement.*

Andy Robinson  
Solana Beach, CA

## Train redirection into Solana Beach

Ellen Rodarte [REDACTED]

Mon 6/17/2024 9:41 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hello- I oppose further consideration of Alternative A. Please remove it before any further work or consideration. Voices from Solana Beach have not been considered in this plan.

Many years ago we moved the track to our city when Del Mar no longer wanted it. We have already dug tunnels through our city. Further disruption of Solana Beach at the Request of Delmar would be inappropriate.

At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Please stop considering this plan.

Thank you, the Rodarte Grossnickle family

-Ellen G. Rodarte

## SDLRR Project NOP

Adela Rodgers [REDACTED]

Tue 6/25/2024 12:09 PM

To:LOSSANcorridor <lossan@sandag.org>

Cc:lossanalignment@cosb.org <lossanalignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

SANDAG,

My reason for this email is to ask that you withdraw Plan A, which was added to the NOP after Plan B & C were previously proposed and analyzed. It's a great concern that this proposal was inserted as an option well after the two others had been considered and analyzed.

I am a resident of Solana Beach for 25 years. Our lovely and quaint community encompasses a wide range diversity of people and backgrounds.

I myself am an elementary teacher and my husband is an Electrical Engineer. We worked very hard to purchase our sweet little home and raise our children in our small and unique community of Solana Beach. Plan A will destroy our community and all that we have worked for.

Solana Beach should not have the responsibility of the train tracks falling in another town! Yet, because we are a small community, we are being bullied into absorbing another, more powerful and more richer city's problems.

Amongst the many troubling reasons and facts that would make Plan A, a disaster for Solana Beach, is the impact on our natural landscape, lagoons, and wild life (NEPA). What about the tax accountability? Plan A is largely lacking good judgment and it will immensely cause Solana Beach residents distress.

A great disquietude will ensue on our small community due to the disturbance of at least 7-10 years of construction and chaos. This disruption will be a fiscal disaster to our small, yet crucial economy. Here are some option A concerns that are facts:

- Is the longest of the three alternative alignments with significantly higher costs (approx. \$4.4+ billion);
- Will impact rail operations requiring extended construction timelines and Shoofly operations to facilitate freight and passenger rail service on a controlled schedule;
- Would require boring and tunneling under the San Dieguito Lagoon, and unknown impacts to Stevens Creek floodway;
- Will disrupt the Del Mar Fairgrounds operations and future land use opportunities;
- Would impact directly or indirectly businesses and homes along S. Cedros for 7 to 10 years.

Based on the myriad of terrible and egregious reasons and facts this plan will bring to our small town of Solana Beach, am asking you to eliminate Plan A.

Sincerely,  
Paul and Adela Rodgers

## SDLRR Project NOP

Gregg Rolfsmeyer [REDACTED]

Sun 7/14/2024 12:27 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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I wish to express my strong opposition to Alternative A for the Del Mar train tracks.

I do this not as a resident of Solana Beach, but more importantly as a resident of San Diego County.

I fail to see the value of studying a plan that would take twice as long to study as Plans B or C.

I fail to see the value of studying a plan that would cost about 2 times the cost of Plans B or C.

I fail to see the value of studying a plan that would adversely affect the fairgrounds operations.

Instead, I feel the time you would be taking to study Alternative A should be devoted to studying Plans B & C and developing a quality project as soon as possible.

Thank you for your consideration.

Gregg Rolfsmeyer

[REDACTED], Solana Beach, CA 92075



## SDLRR Project NOP

David Roper [REDACTED]

Wed 7/17/2024 11:05 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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To whom it may concern:

I oppose alternative A. At double the cost of the other alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the fairgrounds and the San Dieguito Lagoon, alternative does not pass the comment sense test. Please focus on more viable alternatives.

Thank you,  
David Roper  
Solana Beach Resident

## SDLRR Project NOP

David Roper [REDACTED]

Wed 7/17/2024 11:07 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To whom it may concern:

I oppose alternative A. At double the cost of the other alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the fairgrounds and the San Dieguito Lagoon, alternative does not pass the comment sense test. Please focus on more viable alternatives.

Thank you,  
David Roper  
Solana Beach Resident

**From:** [Jonathan Roper](#)  
**To:** [LOSSANcorridor](#)  
**Cc:** [LOSSANAlignment@cosb.org](mailto:LOSSANAlignment@cosb.org)  
**Subject:** SDLRR Project NOP  
**Date:** Friday, June 21, 2024 1:33:47 PM

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You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear Sir or Madam,  
I am completely blown away that you are considering rerouting the train through the fairgrounds in solana beach!  
As a Solana Beach resident for over 20 years, I am extremely concerned about severe impact on Solana Beach businesses, residents and the environment --which does not appear to have been adequately considered. I urge SANDAG to take a step back before including Alternative A in the next step of the process.

--

Jonathan Roper

[REDACTED]

Solana beach

## SDLRR Project NOP

Ugne [REDACTED]

Fri 6/21/2024 1:40 PM

To: LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To whom it may concern,

At the June 18 SANDAG meeting, SANDAG shared the overarching NOP/EIR goal that to move forward in the process Alternatives must comply with the project criteria. Alternative A should never have been added to the NOP, as on its face it does not minimize community impacts, preserve wetlands, avoid environmental impacts, result in minimal impact to public transportation, or meet the overall feasibility test. It appears that SANDAG missed a fundamental step in the EIR process by not engaging with actual Alternative A stakeholders (Solana Beach, NCTD, LOSSAN, BNSF, DOD, Port of SD, etc.). Accordingly, the NOP should be cancelled, an entirely new NOP without Alternative A should be brought back-- or possibly an amended Alternative A that begins south of Via de la Valle in order to avoid the obvious non-compliance with the project criteria known to be present in Alternative A.

Sincerely,

Ugne Skriokus Rober

[REDACTED] Solana Beach, CA 92075

858-342-4018

## Solana beach opposition to Alternative A

Larry Rosen [REDACTED]

Tue 6/18/2024 10:59 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

\*\*\*\*\*

Dr. Larry D. Rosen  
Professor Emeritus  
California State University, Dominguez Hills

<http://DrLarryRosen.com>

[Psychology of Technology Institute Board of Directors Member and National Scientific Advisory Board Member](#)

\*\*\*\*\*

["The Distracted Mind: Ancient Brains in a High-Tech World"](#) Adam Gazzaley, MD, Ph.D. and Larry D. Rosen, Ph.D. (MIT Press, 2017)

"The Handbook of Psychology, Technology and Society" Larry Rosen, Nancy Cheever, & L. Mark Carrier (Wiley-Blackwell, May 2015)

"iDisorder: Understanding Our Obsession With Technology and Overcoming its Hold On Us" (Palgrave Macmillan, 2012)

"Rewired: Understanding the iGeneration and the Way They Learn" (Palgrave Macmillan, 2010)

"Me, MySpace and I: Parenting the Net Generation" (Palgrave Macmillan, 2008)

"TechnoStress: Coping with Technology @Work @Home @Play" (Wiley)

## SDLRR Project NOP

Steven Rossier [REDACTED]

Fri 7/12/2024 10:13 AM

To:LOSSANcorridor <lossancorridor@sandag.org>

Cc:LOSSANAlignment@cosb.org <LOSSANAlignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear Members of SANDAG,

I am a Solana Beach resident and I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Respectfully,

Steve Rossier

## SDLRR Project NOP

Simon Roy [REDACTED]

Fri 7/12/2024 4:35 PM

To:LOSSANcorridor <lossancorridor@sandag.org>

Cc:LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To whom it may concern,

I am writing to provide my input with regard to potential routes for LOSSAN Train Track Relocation.

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money."

Simon Roy  
Del Mar Shores Terrace

## Opposition to Alternative A

Deanne Rudman [REDACTED]

Sun 7/7/2024 12:31 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To whom it may concern,

As a resident of Solana Beach, I'm writing to you as I'm concerned about Alternative A being a consideration for the movement of the coastal rail tracks. It's the most costly option and the most disruptive to the lagoon and business owners in Solana Beach. I also work for a small business on Cedros and am concerned about what this would do to the company I work for as well as all the other businesses who provide goods and services in the community.

Thank you for your consideration.

Regards,  
Deanne Rudman



## SDLRR Project Notice of Preparation- please drop Alternative A

Karl Rudnick [REDACTED]

Tue 6/18/2024 2:10 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANAlignment@cosb.org <LOSSANAlignment@cosb.org>;Jill Cooper [REDACTED]

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear Rail Corridor Realignment Committee,

I understand there is a project scoping meeting is tomorrow, Tuesday, June 18 at the San Diego Marriott Del Mar. I am not able to attend as I only learned of this meeting today and am traveling out of town. I would like my concerns noted on behalf of the community members of Solana Beach.

### **I oppose Alternative A plan for the following reasons:**

1. It was not sufficiently studied nor was appropriate stakeholder outreach performed.
2. It has substantial impacts on Solana Beach and SANDAG did not engage Solana Beach (staff, City Council or residents) or other regional stakeholders before including Alternative A in the Notice of Preparation (NOP) for the Environmental Impact Report (EIR) for the LOSSAN Corridor Rail Realignment.
3. It is far more costly to taxpayers (\$4.14 billion dollars, twice the cost of B&C).
4. It impacts more natural resources and ecosystems (in and around the San Dieguito Lagoon, Steven's Creek and Del Mar Fairgrounds) than Plans B & C.
5. It ignores the millions of dollars and construction time already spent in Solana Beach for lowering and double tracking the rail tracks, followed by the beautiful Solana Beach Coastal Rail Trail.

In reading the documentation provided, it appears that significant work, outreach through Del Mar workshops was made in improving Alternatives B and C to their current state, whereas Alternative A appears to have been added at the 11th hour with no input from Solana Beach leadership, staff, and residents.

**Alternative A should never have even been considered without stakeholder input.**

Sincerely, Karl Rudnick

## SDLRRprojectNOP

[REDACTED]

Tue 6/18/2024 8:46 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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I have lived in Solana Beach close to RR for over 45 years. Option A is the worst possible option and is impacting way too much, especially economically. Please know that Solana Beach residents need to be involved if you even consider option A.

Lynn Ryan

[REDACTED]

Solana Beach

Sent from my iPhone

## SDLRR Project NOP

Ann Rybowskiak [REDACTED]

Tue 6/18/2024 9:57 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANAlignment@cosb.org <LOSSANAlignment@cosb.org>

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Was just informed about Alternative A, which has seemingly been proposed by SANDAG with the Village of Del Mar input, but not with Solana Beach input. As the proposal significantly impacts Solana Beach, that is unjust and not fair representation.

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Regards,  
Ann Rybowskiak

[REDACTED]

**From:** [Paul Sagar](#)  
**To:** [LOSSANcorridor](#)  
**Cc:** [LOSSANAlignment@cosb.org](mailto:LOSSANAlignment@cosb.org)  
**Subject:** SDLRR Project NOP  
**Date:** Wednesday, June 19, 2024 5:05:54 PM  
**Attachments:** [image.png](#)

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**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hello,

I strongly oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

In addition, there are less expensive alternatives to all 3 selected options. For one, massively strengthening the bluffs as in the example picture below, regardless of preferences to preserve natural erosion, makes much more economic sense.



Paul Sagar  
[REDACTED]  
Solana Beach, CA 92075  
[REDACTED]

## SDLRR Project NOP

Lynn Salsberg [REDACTED]

Tue 6/18/2024 3:38 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:lossanalignment@cosb.org <lossanalignment@cosb.org>

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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Hello Planners ,

I hereby strongly object to Alternative A !!!

Sincerely,

Lynn Salsberg

Permanent Resident in Solana Beach since December 16, 1986.

Sent from my iPad

## SDLRR Project NOP

Stephen Sargeant [REDACTED]

Tue 6/18/2024 4:55 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANAlignmnet@cosb.org <LOSSANAlignmnet@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear Sirs:

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.”

As a life long resident of Solana Beach I cannot even believe Alternative A is being considered!!!! Please do NOT waste my taxpayer monies on Alternative A!

Thank You of your kind consideration!

Stephen K Sargeant MD

[REDACTED]  
Solana Beach, CA 92075

**From:** [REDACTED]  
**To:** [LOSSANcorridor](#)  
**Subject:** SDLRR Project NOP  
**Date:** Friday, July 19, 2024 10:20:04 AM  
**Attachments:** [DEL MAR RAIL REALIGNMENT PPoint.2.pdf](#)

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**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Good morning,

Please find enclosed my comments regarding the Rail Realignment proposal.

Let me know if you have received this communication.

Many thanks,

**Eduardo Savigliano**

[REDACTED]

[REDACTED]

Address: [REDACTED]

Del Mar, CA 92014

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Thank you.



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# DEL MAR TRAIN RAIL REALIGNMENT



# INTRODUCTION

The main problem with the proposed options to realign the train rails away from the bluff is the resulting wrong product outcome. What we are getting from the planning agencies is a reflex response to patch a solution on the bluff erosion, instead of looking to resolve the multitude of issues that are impacting transportation as a whole, for which there is a myriad of budget and pockets of funds that are not being looked at from a broader long term visionary perspective.

More than half a century has passed since the last time we have looked at a proper planning perspective for the way we circulate and ultimately live in our communities. This was when our freeway system was envisioned along the scarce available canyons our geography has.

Having said that, all the realignment proposals lack not only the context in which they sit, but also the coordination with other agencies at local, state and federal level that have an impact on this product's outcome. If all programs, needs and budgets were to be combined, a very different outcome would result.

What we are talking about is that not only the Bluffs are eroding, but that this rail corridor is the second busiest in the Nation and vital for the use of our National Defense and commercial uses.

Tunnels are an invalid option solely based on potential catastrophic derailments, as occurred this year in the Midwest, or the target they would be for an act of terror, all unforeseeable in its extent of damage, impossibility to repair and the loss of the asset.

The lack of overall consideration of potential solutions include the fact the the diesel train engines that currently operate along the corridor do not fit the technology to operate in a tunneled environment because of their emissions, so we are looking at proposals not suitable for the means of rail propulsion that currently operate in them.

Without a question, the rails need to be removed from their current location, but this shouldn't be done in a manner that it is buried underground instead of being exposed and usable to a larger

community that is and will be every day more challenged to move around in a more efficient way.

This long-awaited solution needs not to be a patch but an ambitious visionary concept that provides a blueprint of how we will move around in at minimum, the century to come.

Last time we were looking at these challenges we were fewer people, paid less taxes and got a lot more done. This statement is for us to take a moment to reflect and come to understand that what has been stated is that the solution needs to be approached from a completely different mindset.

This proposed solution looks at the train rail realignment in the context of how it sits along the envisioned LOSSAN multimodal public transportation corridor, it's accessibility to the neighboring communities, how it connects with the rest of the Country and internationally to multiple means of transportation.

As with other options, its construction will have challenges, but this technology is proven instead of diving into an unknown brittle crumbling geology, legal minefield and unforeseen liabilities with a poor outcome, instead of building overhead traffic lanes with known methods to vacate the ground space for the multimodal public use at both sides last mile of the transportation corridor.

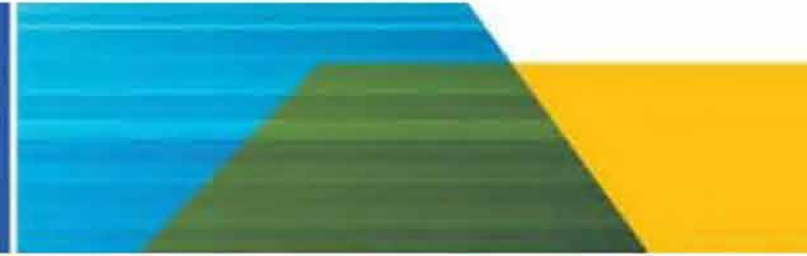
In the years to come, rail may even be obsolete, so a solution must allow the flexibility for multimodal transportation adaptation.

There are significant community social and economic benefits to convert the present railroad right of way into commercial, residential, bike and pedestrian use along the coastline, generating by their sale substantial resources to fund the work to be done.

Let's think different, allow for technical evolution, adaptation and be consistent with all the talk about equity, diversity and inclusion that the current location does not offer by being removed from the denser population geographical alignment.

# Tunnel Configurations

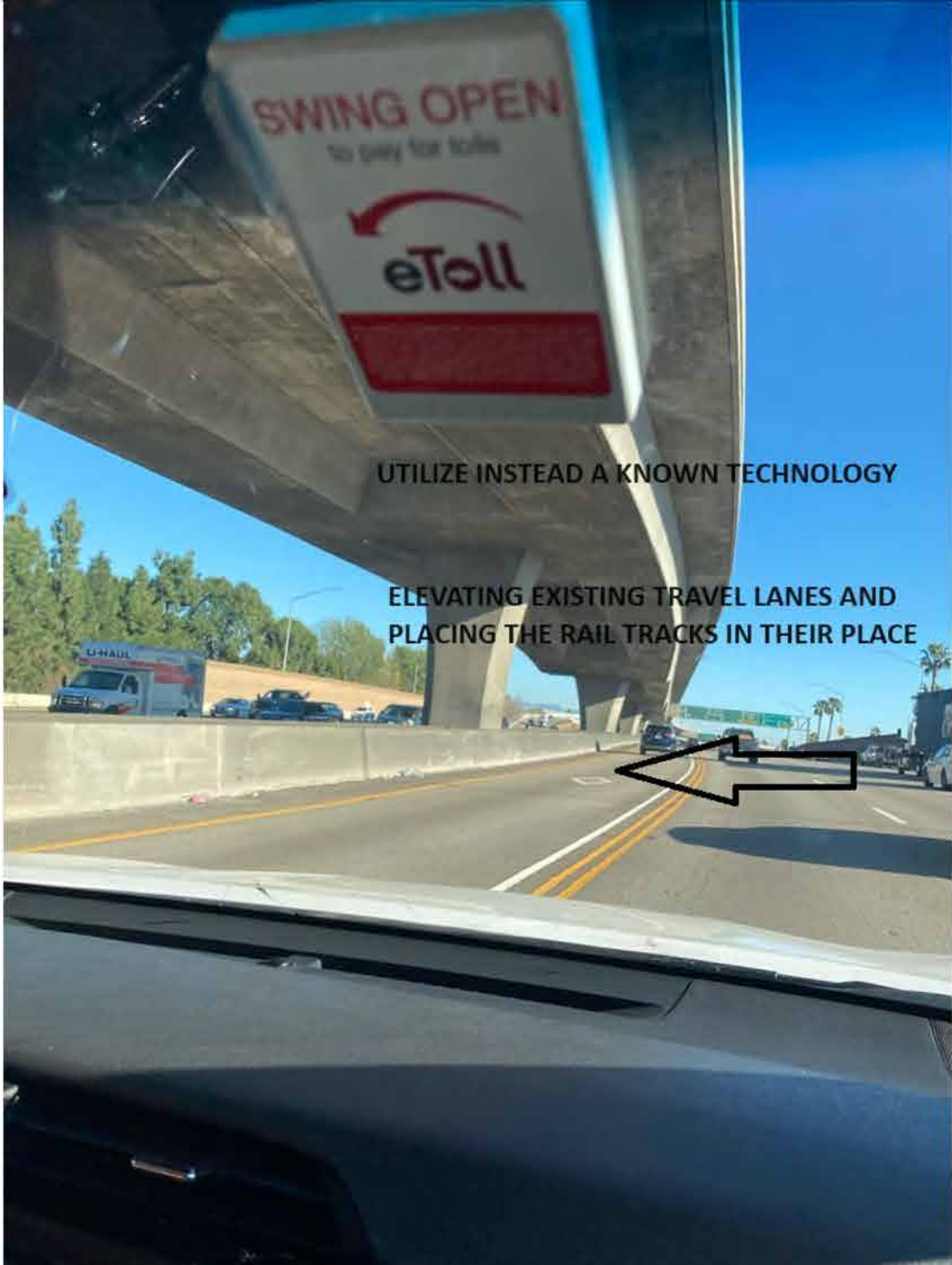
TWIN BORE



**INSTEAD OF UTILIZING TECHNOLOGY OF UNKNOWN APPLICATION TO THE EXISTING CONDITIONS**







UTILIZE INSTEAD A KNOWN TECHNOLOGY

ELEVATING EXISTING TRAVEL LANES AND  
PLACING THE RAIL TRACKS IN THEIR PLACE

**UTILIZATION OF A KNOWN TECNOLOGY**

**ADDITIONAL LANES ADDED ON UPPER DECK**

**MOVABLE CENTER LANE**

**TRAIN STATION IN THE CENTER AT GRADE LEVEL ACCESSIBLE BY  
UNDERGROUND UNDERPASS WHICH ALSO CONNECTS THE COMMUNITY**



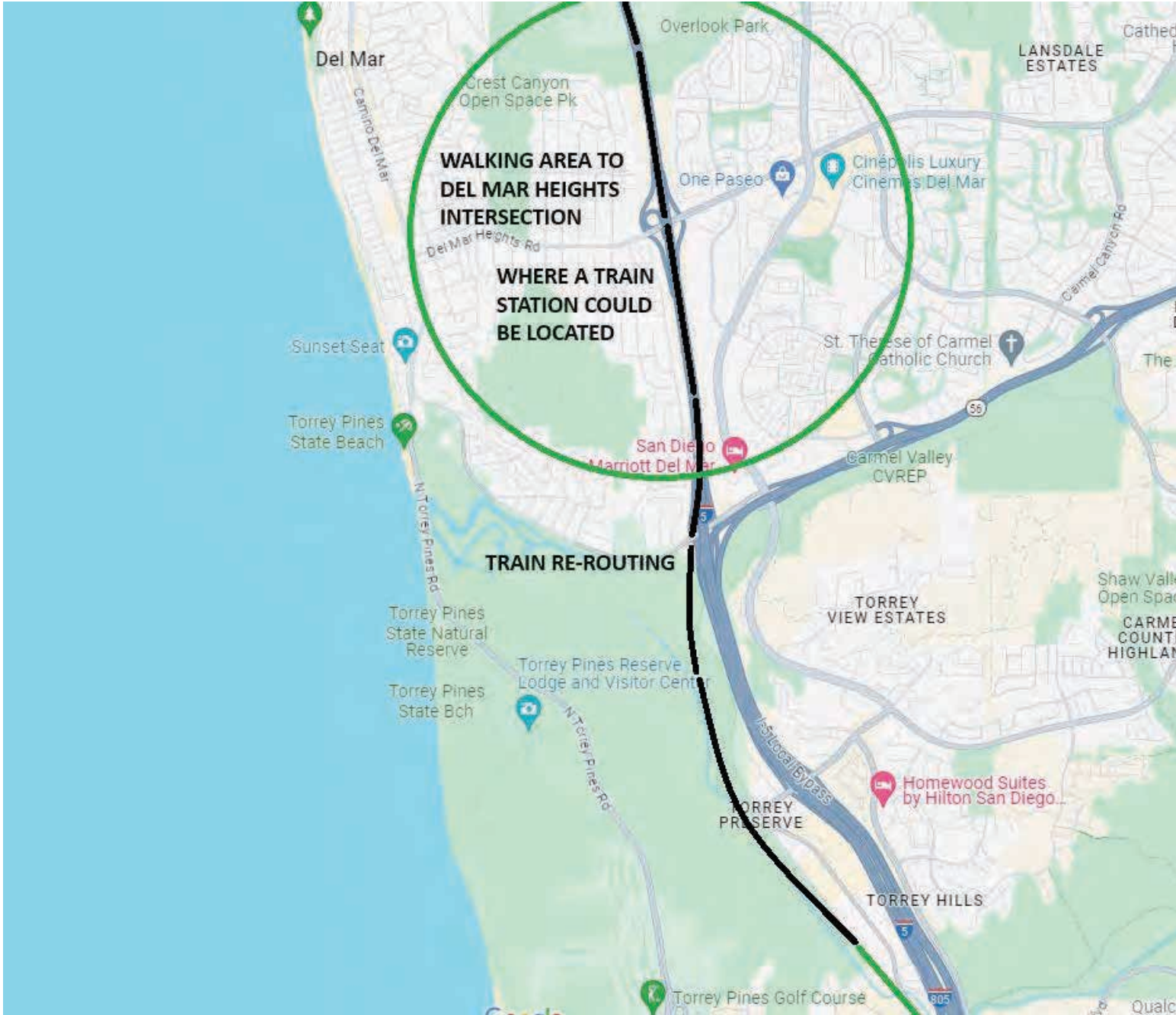
**TRAIN TRACKS AT GROUND LEVEL VIEWED FROM THE SIDE**

**TWO LANES AT GRADE REMOVED AND REPLACED WITH THREE LANES IN EACH DIRECTION ON THE ELEVATED DECK WITH A FOURTH MOVABLE ONE**





# PROPOSED REALIGNMENT



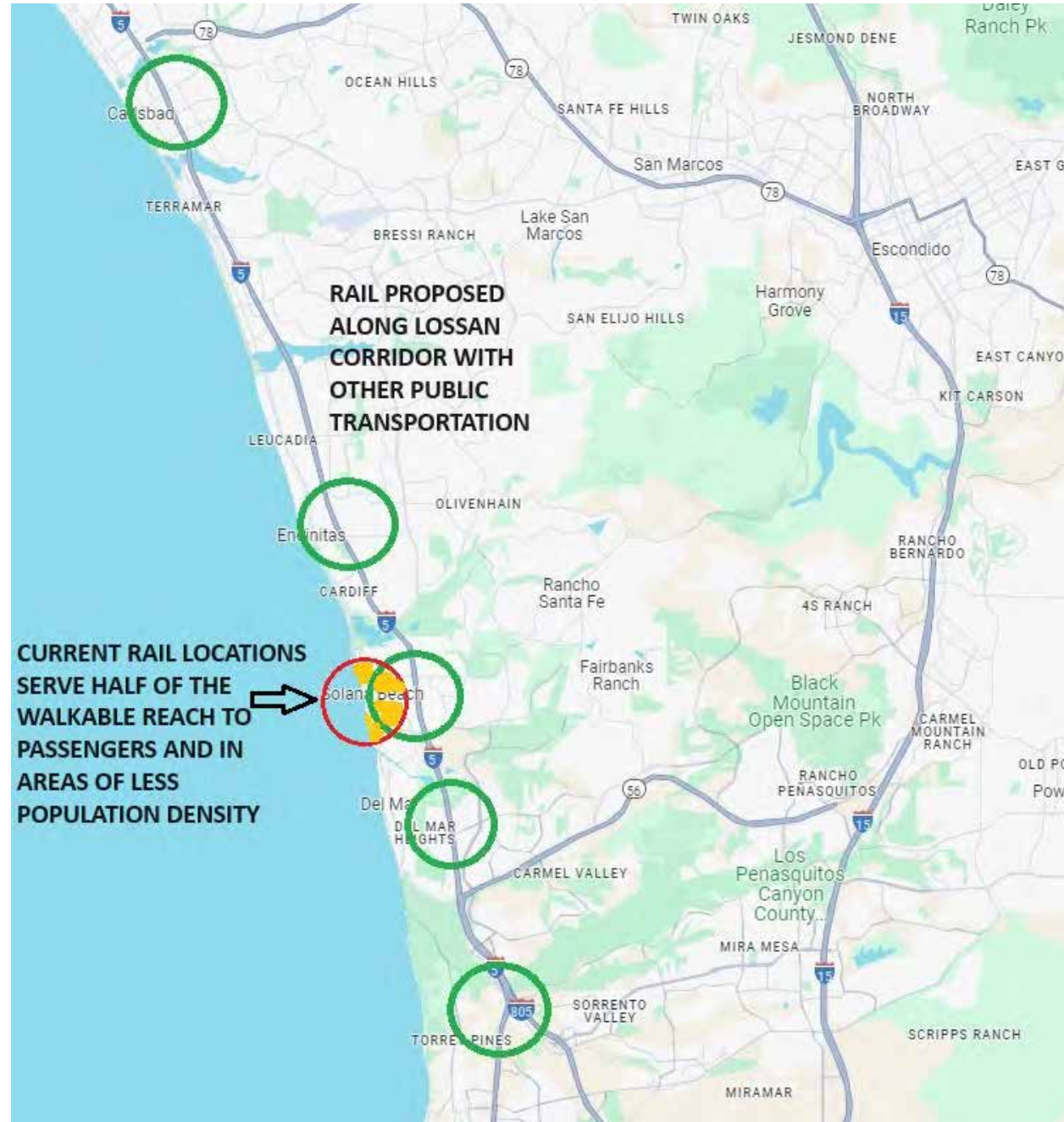
# REALIGNMENT AT THE INTERSECTION OF FWY 5 AND CARMEL VALLEY ROAD





# PROPOSED PROJECT CONSISTENT WITH LOSSAN

- A BROADER CONNECTION TO THE ADJACENT COMMUNITIES IS OBTAINED BY EXPANDING TO THE EAST TO THE MORE DENSELY POPULATED AREAS WHERE ON AND OFF RAMPS ARE PROVIDED.
- RAIL REALIGNMENT SHOULD BE COORDINATED WITH FREEWAY EXPANSION ALL THE WAY TO OCEANSIDE WHERE THE RAIL CAN ALIGN WITH THE CURRENT LOCATION.





**From:** [John Scales](#)  
**To:** [LOSSANcorridor](#)  
**Subject:** Opposition to Alternative A for Moving the Railroad Tracks off Del Mar bluffs  
**Date:** Tuesday, June 18, 2024 3:49:32 PM

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**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I wish to go on record as opposing further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Sincerely,

John C. Scales

[REDACTED]

Solana Beach, CA 92075



Virus-free. [www.avg.com](http://www.avg.com)

## Opposition to Alternative A for Moving the Railroad Tracks off Del Mar bluffs

Linda Scales [REDACTED]

Mon 6/17/2024 7:06 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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I wish to go on record as vehemently opposing further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Sincerely,

Linda M. Scales

[REDACTED]  
Solana Beach, CA 92075


[REDACTED]

## NOP Comment Letter

Cody Schaaf [REDACTED]

Sun 7/14/2024 8:28 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

 1 attachments (63 KB)

LOSSAN Realignn NOP Letter.pdf;

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hello,

Please find attached my comment letter related to the NOP and the issues I would like to see addressed in the draft EIR.

Thank you,  
Cody

Dear SANDAG,

I live in a multi-generational household on Jimmy Durante Boulevard at the proposed north portal entrance for Alternatives B and C. I am a proud Del Mar resident, I love living in San Diego County, and my family and I are dedicated to staying well-informed and involved in local politics. We clearly understand the importance of the railway realignment and the significance of the project for San Diego and the entire region of Southern California. Any of the alternatives would facilitate enhanced rail traffic and open the door to more passenger train service, benefitting the region and hopefully reducing freeway and road congestion. However, we are very concerned that the project is riddled with faults and inconsistencies which will make it close to impossible to be realized. Regardless of which alignment is decided to have the least significant environmental impacts, we feel that making any of these alignments a reality will be a multi-decade fiasco of endless project delays, NIMBYistic arguments, funding struggles resulting in major debt, and a horrendous construction experience for residents and visitors of Solana Beach and Del Mar.

In light of these concerns, we urge SANDAG to consider other project alternatives, like completely re-aligning the LOSSAN corridor to the Interstate 5 median throughout San Diego County. Modern rail projects like Brightline West are showing that utilization of existing highway infrastructure is the best way to build and re-design rail projects in this car-centric country. People are used to the noise, maintenance, emissions, and existing travel corridors occupied by Interstate highways - aligning rail routes within the medians of these existing features would result in far less public opposition than projects routed through environmentally sensitive and residential areas. Not to mention, we are witnessing ongoing, decade-long efforts to widen Interstate 5 throughout North County which could facilitate such a realignment. Passenger train stations could be relocated to Interstate 5, freeing up valuable real estate in downtown centers and offering opportunities to convert existing rail corridors into coastal trails and parks; light rail and other transit could take passengers throughout the individual cities of San Diego County, leading to a revolution in public transit in our County. Other arguments for aligning the entire rail corridor with the interstate include:

- Far fewer environmental impacts and less threats to sensitive coastal ecosystems
- Cost efficiency due to less land acquisition, grading/tunneling, and opportunities to tie-in to existing utility lines
- Streamlined permitting, fewer delays, and faster construction (including night construction)
- Reduced disruption to residential and commercial areas
- An opportunity to stand out as a world leader in multi-modal transportation arteries!

Still, we recognize that a relocation to the median of Interstate 5 would require a complete overhaul of the entire existing rail network in San Diego County. Accordingly, we acknowledge that the forthcoming project EIR may be focused only on the three alternatives noted in the NOP. In terms of the three alternatives, we urge that SANDAG outline clear and achievable methods by which they can pull off this tunnel-based project considering the following:

1. Funding: Per the San Dieguito to Sorrento Valley Double Track Del Mar Tunnels Alternatives Analysis Report, \$300 million in funding has been secured for the preliminary engineering and environmental phases, which includes partially funding the final design and ROW

phases over five years. However, "Project funding sources for full funding of the final design, ROW, and construction phases of the project have not currently been identified." The document does list "potential" federal, state, and local funding sources but fails to concretely outline how it proposed to secure funding to see the project through to completion (also, what would happen in the event of a change of administration, leading to potentially changing federal policies related to public transit and railway infrastructure?). The alternatives analysis also mentions that total estimated construction costs alone would be close to \$1.5 billion. And this is simply the estimated cost - the reality is that construction, along with every other phase of this monstrous project, would far exceed estimated costs. Outlining clear funding sources and the implications that this project would have from a tax and debt perspective, are paramount. Running out of funds on such a significant project is simply not an option.

2. ROW/private property acquisition planning, costs, and schedule: This is a pivotal part of the project that again must be considered in any future analyses for the project. It is hard to imagine how long the project might get held up in lawsuits over this single issue. Del Mar and Solana Beach residents will fervently fight against any attempt to take their homes for a railway they already find to be under-utilized from both a passenger and freight perspective. If acquisition of private and commercial properties at any/all of the portal locations is somehow negotiated, the costs will be in the billions of dollars, as noted in the alternatives analysis. In the EIR there must be a more concrete and transparent approach to outlining which properties will be impacted, how SANDAG plans to negotiate acquisition (while anticipating intense litigation), how ROW acquisition will be funded, and how it will impact the local residents and the character of these communities.
3. Construction impacts to the local communities: Seven (likely many more) years of construction will lead to unimaginable impacts to the local communities of Del Mar and Solana Beach for a very long time. Traffic, aesthetics (both during construction and in the finished project), air quality, hazardous material and the risk of contamination of our waterways all need to be clearly outlined and considered for each alternative.
4. The involvement of the military and the US government in planning the project: It has been very unclear how much involvement or project interest the military or federal government has in the project. It would be ideal to disclose all parties with interest in the project and the mechanisms through which they have authority over project outcomes
5. Another key component of project impacts which we hope to see clearly discussed in the EIR are the unique ecology and geology of Solana Beach, Del Mar and its precious lagoons. We also hope that serious consideration will be given to sea level rise and climate change resilience; to have this project be flooded by oceanwater in the future would be an absolute failure.

Given our review of the potential alignments in project documents up to this point, it is important to note that we clearly see Alternative A as the best option. Below, we list some of the many benefits which we believe make it the least significantly impactful to the local environment:

- Alternative A tunnels underneath far fewer residential and commercial zones than Alternatives B and C. Fewer residents and businesses would be subject to the potential impacts from vibration and soil movement/subsidence during tunneling and operation. This is, by far, the safest, most logical choice for a tunnel alignment.
- Alternative A would place the northern portal within an already subterranean rail alignment, completely hidden out of sight from vehicle traffic and most pedestrians. Alternative A's southern portal location, adjacent to I-5 and further inland from the iconic bluffs of Torrey Pines State Park, is also far less publicly visible to vehicle and pedestrian traffic than the Alternative C portal at Carmel Valley Road and 101. Alternative A is clearly the least impactful to the aesthetics and character of these unique coastal communities.
- Alternative A presents a very unique opportunity to restore and enhance wetland habitats of the San Dieguito and Los Penasquitos Lagoons. These lagoons are home to numerous special-status plant and wildlife species protected under the City's MSCP and state and federal Endangered Species Acts. Alternative A is the only alignment which would facilitate removal of *all* existing rail bridges and berms in these extremely sensitive and rare habitats. Getting rid of this archaic infrastructure presents an opportunity to restore the lagoons to a more pristine, unaltered state. This aligns with several ongoing restoration projects and goals for the City of San Diego.
- Alternative A provides, by far, the best coastal access for the public! The existing railway between Jimmy Durante and the 101 severely limits legal and safe beach access for North Del Mar residents and visitors. Alternative A will get rid of tracks in this area, offering a chance for the City of Del Mar to transform the old tracks into a park with public access to the coast. This would also allow for the iconic Coast to Crest trail to facilitate safe, legal access to the beach.
- Alternative A's northern portal in the existing subterranean alignment would make it more difficult for unauthorized access to the new tunnels. Pedestrians carry out unauthorized crossing of the railroad tracks south of the San Dieguito River Railroad Trestle every day and it is unlikely to stop after the more southern portal for Alternative B or C is completed. Getting rid of the tracks in this area and putting them underground would make it far less likely that unauthorized access of the new tunnels occurs. Additionally, it is an unfortunate reality that San Diego (even coastal North County) has a serious problem with unhoused populations. In Del Mar, we have witnessed firsthand the utilization of storm drains as shelter by unhoused folks. The subterranean northern portal of Alternative A would be much less accessible for unhoused people who may attempt to find shelter in the tunnels. This is the safe and humane option.
- Alternative A is clearly the best alternative in terms of avoiding derailment-related disasters and chemical spills as it has the longest underground routing and avoids sending trains over archaic lagoon bridges and berms. This essentially eliminates the chance of catastrophic accidents or exposure to hazards/hazardous materials for both residents and the sensitive lagoons.
- Alternative A has the longest underground route, meaning that it most effectively shields residents from noxious and toxic diesel fumes associated with passenger and freight trains.

- Alternative A avoids sending noisy trains over the San Dieguito Lagoon bridge and through the residential area of North Del Mar to enter a potentially noise amplifying portal. Instead, Alternative A keeps train noise entirely within the already subterranean Solana Beach rail alignment, which has already proven to significantly reduce train noise.
- Alternative A allows access to an underground train station for the fairgrounds, which has been a goal of the City and County for a very long time .
- Alternative A presents an opportunity to develop a futuristic, advanced tunnel which runs underneath sensitive wetland habitat and has an underground rail station at the Fair. It could set the tone for future rail enhancement projects in California and help the state be a role model for rail infrastructure throughout the nation. Think about the Chunnel between the UK and France - Alternative A offers an opportunity to showcase a smaller, but similar project, the first of its kind in the nation.
- Alternative A may not be the cheapest or easiest option, but it is certainly the one that will offer the most long-term benefits to residents while protecting the ecological treasures of coastal San Diego. Massive projects like this should not be cheap or easy – they should provide holistic benefits to taxpayers and be extremely well designed.

In summary we urge SANDAG to clearly address the project concerns we have listed in this letter while considering the strong benefits to Alternative A, should the project move forward.

Sincerely,

A handwritten signature in black ink, appearing to read 'Cody Schaaf', is written over a horizontal line.

Cody Schaaf

Del Mar Resident

## SDLRR Project NOP

Randy Schader [REDACTED]

Thu 7/11/2024 8:28 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I want to register my opposition to Alternative A of the LOSSAN Rail Realignment project.

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Respectfully,

Randall Schader

[REDACTED]  
Solana Beach, CA 92075



## SDLRR Project NOP

Joe Scharnweber [REDACTED]

Tue 6/18/2024 11:13 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

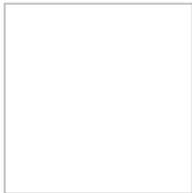
**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hello,

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money

Joe

--



**Joe Scharnweber**

Owner  
(CF-L2, Pain-Free Performance Specialist Certification)

**Stratum Fitness**

[REDACTED]  
[REDACTED]

## Input to Del Mar Bluffs Train project

Karin Schiff [REDACTED]

Thu 7/18/2024 8:10 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To Whom It May Concern:

I would like to express some concerns/requests about the proposals to the Del Mar Bluffs stabilization.

I oppose proposal A tunneling under the lagoon due to the environmental impact of such a large undertaking, as well as the effects on the Fairgrounds and local economic activity.

As you continue to study the proposals, please consider:

- Impacts of seawater intrusion to tunnels under sea level rise scenarios
- A study of climate impacts of the rail relocation, including reductions in greenhouse gas emissions and project timelines to most effectively complete the rail relocation
- The sooner realignment of the train tracks is complete, the sooner seawalls can come down. As such, the proposed alternative that results in the most efficient realignment is less environmentally damaging because it allows for the quickest restoration of the public beach.

Thank you,  
Karin Schiff  
Solana Beach resident

# SDLRR Project NOP and City of Solana Beach City Council Meeting 6/26/2024 Agenda Item C.1

Kristine Schindler [REDACTED]

Wed 6/26/2024 2:24 PM

To:City Clerks <clerkoffice@cosb.org>;lossanalignment@cosb.org <lossanalignment@cosb.org>;LOSSANcorridor <lossanalignment@cosb.org>;LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

SANDAG Board, LOSSAN Officers, City of Solana Beach Mayor, Deputy Mayor, Councilmembers, City Manager, and other Staff -

The relocation of the LOSSAN railway off the bluffs along Del Mar is very important. The bluff has been degrading for years and years and years and I can not believe how far behind the planning and decision making is with this much needed project. It is such an important freight and passenger train corridor and it is surprising that for years risks have been taken via inaction.

And now that proposed plans are being shared with the public and vetted, I am underwhelmed by the years of discussion, studies, research, and then planning that went into coming up with the three options being proposed now.

Here is my opinion based on logic, environmental stewardship/responsibility, impact on existing housing and businesses, and more.

Alternative A is a 'no go' period. Too expensive. Too many negative impacts. Too much time to construct. Too much. Alternatives B and C are better options, but....

Why is there not an alternative/option that utilizes the existing I-5 corridor? We certainly do not need the continued expansion of this highway and why decades ago a plan for transit along this corridor was not seriously studied and planned instead of the NCC Build is lost on me. Has this been examined and explained? I think this needs to be part of the current conversation, even if the comment is 'we looked at it and it is not a viable option'.

People displacement, business displacement, high costs, economic losses due to down time along the LOSSAN corridor, long timeframes to achieve the goal of the railway relocation, and huge environmental impacts are all concerning realities and need to be managed and mitigated as best they can.

Alternative A is not the answer and I am underwhelmed by what is involved with alternatives B and C. This is all short sighted planning with no long term vision for North County and real transit options and security for the LOSSAN railway.

My Best,  
Kristine Schindler  
East Encinitas Resident and former Solana Beach Resident  
Transit user, Active Transportation user  
Reluctant Car Driver

## SDLRR Project NOP

Road King [REDACTED]

Sat 6/22/2024 9:49 AM

To:LOSSANcorridor <lossancorridor@sandag.org>;lossanalignment@cosb.org <lossanalignment@cosb.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

No on Alternative A.

This is a Del Mar problem, and they're trying to dump it on Solana Beach.

This option makes no sense - too much money, too disruptive to the fairgrounds, and it's all in the name of saving property values in THEIR community, at the expense of neighboring communities.

Tell them NO.

Tom Schmiedeberg,  
Solana Beach

## SDLRR Project NOP

Mary Schmitz [REDACTED]

Fri 7/5/2024 12:11 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To SANDAG -

I strongly oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done.

At double the cost and a much longer timeline than the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Best regards,  
Mary Schmitz  
Solana Beach resident

## SDLRR Project NOP

Judy Schramm [REDACTED]

Tue 6/18/2024 8:20 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

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I have reviewed the three remaining alternatives for our local railroad realignment, and it seems to me that **Alternative C is the clear choice**, because it requires a shorter tunnel and uses much more of the current track and right of way, thus keeping costs minimal.

Thank you,

Judy Schramm

[REDACTED]  
Solana Beach, CA 92075

## SDLRR Project NOP

Mark Seamans [REDACTED]

Thu 7/4/2024 4:41 PM

To:LOSSANcorridor <lossan.corridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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Dear SANDAG,

This note is in STRONG OPPOSITION to the Alternative A approach as outlined in the LOSSAN Rail Realignment Project. (SDLRR Project NOP)

Alternative A carries the highest cost, longest duration, largest negative impact to the Del Mar Fair, and massive disruption and negative impact to the residents of SOLANA BEACH for an initiative that is targeted to address safety concerns in the City of Del Mar.

Alternatives B or C should be closely considered - but Alternative A should be removed from consideration.

As taxpayers, we deserve solutions that meet the needs of the community at the lowest possible cost. Alternative A adds significant costs - without any clear benefit.

Please OPPOSE Alternative A.

Thank you.

Mark Seamans

[REDACTED]  
Solana Beach, CA 92075

## SDLRR Project NOP

Austin Sears [REDACTED]

Sat 7/13/2024 5:18 AM

To: LOSSANcorridor <lossan@sandag.org>

Cc: Wendy Sears [REDACTED]; Ginny Lydick [REDACTED]; JB Macc [REDACTED]

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To Whom it may Concern,

I strongly oppose further consideration of Alternative A.

Please remove it before any further work on the EIR is done.

At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

This decision has a tremendous negative impact on Solana Beach and we oppose Alternative A!

Thank you,  
Austin Sears



## Del Mar Rail Realignment Comments - Remove Alternative C

Cade Sears [REDACTED]

Fri 7/19/2024 3:50 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

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My name is Cade Sears, a resident at Torrey Point Road in Del Mar since 1990. Aside from all of the studies on numerous routes and the abhorrent community and environmental impact that would follow either routes B or C, the logic behind presenting any sort of plan to move the train underground without extensive analysis can only lead to one's thinking that ulterior motives are at play. The current and past legal controversy over the years behind SANDAG are also more than concerning.

Not only is studying/pursuing Alternative C a massive waste of taxpayer funds, the audacity to suggest eminent domain as a solution to make way for Alternate C is **HIDEOUS**. Particularly the 'Resolution of Necessity' language on your very own website -- where SANDAG's 'Board' assumes the right to make the ultimate decision to acquire a property or not. It is sad to know that SANDAG would think the families who have worked their entire lives to earn a home in this area would accept anything near this. How is uprooting thousands of people from their homes the greatest public good? How as citizens are we supposed to trust a government agency with previously known public criminal controversy and lawsuits to execute a half-baked illogical and complex undertaking with unknown future community and environmental effects? This is also where the 'NIMBY' argument falls short. Moreover, how do we trust SANDAG's handling of billions of taxpayer dollars when your organization cannot handle simple toll road charges for commuters?

Alternate route C must be removed from any further consideration because it quite simply does not provide any public good; rather, the opposite: its only effects are negative, and **massively negative** at that. It cannot be more clear. I would moreover argue this entire ordeal to move the train underground is infinitely detrimental to the community and the people. As noted by independent experts Kevin Patrick and Peter Cramton, this local train route moves only 0.04% of California's rail cargo. How can any of this be at all justified?

It's unfortunately justified by reasons withheld from us, but hidden in plain sight. These types of decisions ultimately deteriorate a thriving community home to hard working people. And I struggle to comprehend the motives. And all we see is the curtain.

## SDLRR Project NOP

Wendy Sears [REDACTED]

Fri 7/12/2024 1:01 PM

To: LOSSANcorridor <lossan@sandag.org>; LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

Cc: Austin Sears [REDACTED]; Ginny Lydick [REDACTED]

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To Whom it may Concern,

"I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money."

We love our Solana Beach and this decision impacts all of us.

Thank you,  
Wendy Sears

## SDLRR Project NOP

Robin Serfass [REDACTED]

Tue 7/16/2024 10:25 PM

To:LOSSANcorridor <lossancorridor@sandag.org>

Cc:LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

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I am a homeowner in Solana Beach, California, and I want to voice my opinion about the three alternatives for relocation of the railroad tracks that currently exist along the bluff in Del Mar. I oppose the consideration of Alternative A, which is by far the most costly of the three alternatives. Aside from cost, which would undoubtedly escalate as these projects seem to do, it would be a major disruption of income streams from the Fairgrounds and the horse racing seasons. Alternative A should be removed for consideration before any additional work on the EIR is done. The environmental impact to Stevens Creek, San Dieguito Lagoon and Solana Beach would be devastating. Alternative A should not be considered at all.

Robin Serfass

[REDACTED]  
Solana Beach, CA 92075

## LOSSAN Rail Realignment Public Scoping Meeting

Susan Shaler [REDACTED]

Mon 6/17/2024 2:08 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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Greetings -

I am a Solana Beach resident. I write to learn whether the San Dieguito to Sorrento Valley Double Track report prepared for SANDAG and dated August 2023, that appears on the SANDAG website, is the most recent report. If it is not, please let me know how to obtain a copy of the most recent report.

Thank you,  
Susan Shaler

Sent from my iPad

"We either make ourselves miserable, or we make ourselves strong. The amount of work is the same."  
Carlos Castaneda

## SDLRR Project NOP

David Shank [REDACTED]

Mon 7/15/2024 12:37 PM

To:LOSSANcorridor <lossancorridor@sandag.org>

Cc:lossanalognment@cosb.org <lossanalognment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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I oppose Alternative A. At double the cost of other alternatives, the economic impact to the region and the numerous environmental and social impacts to Solana beach, Steven's creek, and the San Diego lagoon this alternative makes no common, fiscal or environmental sense. Please focus on realistic and viable options.

Regards,

David Shank

[REDACTED]  
Solana Beach

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## SDLRR Project NOP

Azi Sharif [REDACTED]

Mon 7/15/2024 1:03 PM

To: LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear Mr. Pesce,

I hope this message finds you well.

I oppose any further consideration of Alternative A. Please remove it before any further work on the EIR is done. Given that Alternative A is double the cost of other alternatives, poses serious economic consequences to the region, and presents devastating environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds, and the San Dieguito Lagoon, it does not warrant the expenditure of additional taxpayer money.

Thank you for your attention to this matter.

Best regards,

**Azi Sharif, PhD**

Founder & Executive Director

Wildlife Jewels®, a 501(c)(3) not-for-profit organization

[www.wildlifejewels.org](http://www.wildlifejewels.org)

Azi@WildlifeJewels.org | [REDACTED]

Follow us on: [Instagram](#) | [Twitter](#) | [LinkedIn](#) | [Facebook](#)

**“WILDLIFE JEWELS® is an international public charity based in Corona Del Mar and Solana Beach, California. Registered 501(C)(3) Not-For-Profit organization. Fueled with passion for wildlife and unstoppable dedication to protecting wildlife from human-caused threats.”**

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## SDLRR Project NOP

Kevin Shaw [REDACTED]

Mon 6/17/2024 10:45 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

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Regarding the proposed Solana Beach/Del Mar train track options:

I strongly oppose option A of the proposed alternatives to repair/connect the train tracks through Solana Beach and Del Mar. Option A is by far the most expensive, the most disruptive, has the most environmental impact, and threatens catastrophic results for the Del Mar Lagoon. This option does not seem like a reasonable alternative to faster and more economically viable proposals already discussed.

Thank you,

Kevin Shaw  
Solana Beach, California

## SDLRR Project NOP

Raha Shaw [REDACTED]

Mon 6/17/2024 10:19 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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To Whom It May Concern,

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Sincerely,  
Raha Shaw  
Resident of Solana Beach



## Del Mar vs Solana

Susan Sherry [REDACTED]

Thu 7/4/2024 6:50 AM

To:LOSSANcorridor <lossan@sandag.org>

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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Hello the issue is not in Solana beach it's in Del Mar. Please don't mess with solana beach to fix an issue in Del Mar.

Don't move the tracks fix them where they are at and or just stop train in Solana it goes north only and start it again in south Del Mar and it goes only south.

With gratitude,

Sue Sherry

AgentSue.com  
[REDACTED]

LOSSANAlignment@cosb.org

Halle Shilling [REDACTED]

Mon 7/8/2024 1:12 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hello:

I am a Solana Beach resident and I would like to go on record that I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Thank you,

Halle Shilling

**From:** [katherine shirley](mailto:katherine.shirley@cosb.org)  
**To:** [LOSSANcorridor](mailto:LOSSANcorridor); [LOSSANAlignment@cosb.org](mailto:LOSSANAlignment@cosb.org)  
**Subject:** Fwd: SDLRR Project NOP  
**Date:** Sunday, June 23, 2024 11:16:46 AM

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You don't often get email from [REDACTED]. [Learn why this is important](#)

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I oppose further consideration of Alternative A.

Alternative A is **double** the cost of the other alternatives. Taxpayers should not be burdened with these excessive additional costs.

The City of Solana Beach and its residents will suffer significant economic consequences due to the extreme disruption caused by this plan. It will impact our small businesses and result in a loss of revenue at the fairgrounds and racetrack.

Alternative A will have severe environmental impacts on Solana Beach, Stevens Creek, the Fairgrounds, and the San Dieguito Lagoon.

I urge you to remove Alternative A from consideration before any further work on the EIR is done.

Sincerely,  
Katherine Shirley

[Solana Beach Resident and Tax Payer](#)

## SDLRR Project NOP

Brad Shoen [REDACTED]

Sun 6/16/2024 8:29 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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I oppose Alternative A for the following reasons:

- \* Known costs — at \$4.14 Billion dollars, Alternative A will be twice the cost of alternatives B & C. P
- \* Economic impacts to our Region and local economy — Alternative A will dramatically impact Fairgrounds and rail operations and sales tax revenue generated by the Fairgrounds (\$680 million annually) as well as local businesses.
- \* Environmental impacts during construction (to Solana Beach, the Del Mar Fairgrounds, Steven's Creek and the San Dieguito Lagoon).
- \* Extended length of time to complete construction of Alternative A versus alternatives B & C (up to twice as long).
- \* Enormity of direct and indirect impacts — A far greater number of homes and businesses are in close proximity to construction and face direct or indirect adverse impacts with Alternative A as compared to alternatives B & C.
- \* Disruption of rail service — Alternative A poses unacceptable service and economic impacts to both passenger and freight service, our Military and Port, and will cost our regions billions in lost revenue.

Warmest Regards,

Bradley Shoen

[REDACTED]  
Community Leader, Consultant, Mentor, USD and UCSD Adjunct Professor

Home: [REDACTED]  
Solana Beach, CA 92075

Office: [REDACTED]  
Solana Beach, CA 92075

Sent from my iPhone

## SDLRR Project NOP - Alternative A

Brad Shoen [REDACTED]

Fri 7/12/2024 6:20 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>;Losan <LOSSANalignment@cosb.org>

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- > To those that have the power for decision-making.....
  - >
  - >
  - > I oppose Alternative A. Please focus on more viable Alternatives.
  - >
  - > The impact to Solana Beach and all of the "right of way" spaces for the businesses would be impacted greatly.
  - >
  - > The Fairgrounds, the San Dieguito Lagoon, and the infrastructure already in place in Solana Beach and vicinity will be financially affected which will impact our home values and piece of mind for the future.
  - >
  - > We support public transportation completely. I think there can be another way to solve this problem for our future.
  - >
  - > Thanks
  - > Bradley Shoen
  - > [REDACTED]
  - > Solana Beach, CA 92075
  - > [REDACTED]
- Sent from my iPhone

## SDLRR Project NOP

Nora Shoen [REDACTED]

Fri 7/12/2024 6:08 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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To those that have the power for decision-making.....

I oppose Alternative A. Please focus on more viable Alternatives.

The impact to Solana Beach and all of the "right of way" spaces for the businesses would be impacted greatly.

The Fairgrounds, the San Dieguito Lagoon, and the infrastructure already in place in Solana Beach and vicinity will be financially affected which will impact our home values and piece of mind for the future.

We support public transportation completely. I think there can be another way to solve this problem for our future.

Thanks,

Nora Shoen

[REDACTED]  
Solana Beach, CA 92075

[REDACTED]

## SDLRR Project NOP

Sun 7/7/2024 3:21 PM

To:LOSSANcorridor <lossan@sandag.org>;LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Attn: Tim Pesce, SANDAG

We were not able to attend the two informational meetings regarding the Realignment Proposals for the Del Mar area Amtrak and thus want to formally express our opinion.

We are adamantly OPPOSED to the Alternative A. It unnecessarily involves the retrenching and re-tracking of an area in Solana Beach that has already been improved upon at great expense and inconvenience to the citizens and businesses of Solana Beach a number of years ago. It is also the most expensive alternative and will take the longest time thus, unnecessarily inconveniencing and financially harming Solana Beach businesses and homes in that area for an extended period of time. . It is beyond comprehension that Alternative A is even on the list. It is unnecessary to involve any other city with this realignment besides the city that the tracks rest upon. That would be Del Mar. It seems to us that Alternative A was put on the list to somehow appease a "Del Mar contingent" and that it is actually irresponsible of SANDAG to even have placed it on the list.

If Alternative B and C are environmentally unacceptable, then do your due diligence to come up with another proposal. It seems to us that a reinforced state of the art seawall and sand replenishment program throughout the years would suffice and be the most acceptable.

Our vote would be NO on ALTERNATIVE A!!

Sincerely, Jill and Darrell Shrader (38 year residents of Solana Beach)

# SDLRR Project NOP

Jonathan Sills [REDACTED]

Wed 7/17/2024 12:33 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:Lesa Heebner <lheebner@cosb.org>;Terry Gaasterland <tgaasterland@delmar.ca.us>;Senator.Blakespear@senate.ca.gov

<Senator.Blakespear@senate.ca.gov>;assemblymember.boerner@assembly.ca.gov

<assemblymember.boerner@assembly.ca.gov>;Terra.Lawson-Remer@sdcounty.ca.gov <Terra.Lawson-

Remer@sdcounty.ca.gov>;Krahel, Kyle <Kyle.Krahel@mail.house.gov>

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I am writing in response to your solicitation for input and written comments regarding the LOSSAN Rail Realignment (SDLRR) Project, as outlined in your recent Notice of Preparation of a Draft Environmental Impact Report dated June 4, 2024. As both a resident of Solana Beach and a property owner in Del Mar, I have been following this project with great interest due to its potential impacts on both communities.

I am aware of the ongoing discussions and differing perspectives between Del Mar and Solana Beach regarding the proposed alternatives, particularly Alternative A. These debates underscore the project's complexity and the need for a comprehensive, data-driven approach that considers environmental impact, cost-effectiveness, and community concerns.

In light of these challenges, I believe there may be value in considering additional expertise to complement SANDAG's already robust planning process. Recently, I came across the work of [Oxford Global Projects](#) (OGP), specialists in megaproject management, through public interviews with their co-founder, Bent Flyvbjerg, and his recent book "How Big Things Get Done." While I have no affiliation with OGP, I believe their research might offer valuable insights that could support SANDAG's efforts. I've had multiple calls with OGP to ensure they can provide the most relevant expertise for this project.

For those interested in learning more about Dr. Flyvbjerg's research and its potential relevance to complex infrastructure projects like the LOSSAN Rail Realignment, I recommend this [informative podcast episode](#). Here's also a [summary deck from their website](#).

OGP has compiled extensive datasets on megaproject performance globally, including:

1. 2,299 transport projects worth \$130 billion
2. 889 energy projects worth \$950 billion
3. 483 civil engineering projects worth \$190 billion
4. Specific data on tunnels and rail projects, with average cost overruns of 33% and 42% respectively

Access to and consideration of data like this strikes me as mandatory for inclusion in a process of informed decision making and feasibility analysis.

From this comprehensive data, Flyvbjerg's research highlights some notable statistics about megaprojects (defined as projects costing more than \$1 billion):

1. About 8.5% of megaprojects are completed on time and on budget.
2. Less than 0.5% are completed on time, on budget, and meeting benefit expectations.
3. Megaprojects often underperform due to the human decision making behind the project rather than technical elements such as engineering, material science, or technology.

These figures underscore the complexity of projects like the LOSSAN Rail Realignment and the importance of comprehensive planning and risk assessment as early as possible.

OGP's data might offer additional perspectives on:

1. De-risking cost and timeline forecasting for the EIR alternatives analysis
2. Disseminating global best practices for large-scale tunnel and rail projects
3. Developing early warning systems for potential environmental issues, including those listed in Appendix G of the NOP
4. Identifying known causes of rail and bored tunnel project black swans and ways to reduce the risk
5. Developing tools that are effective in modeling and simulating proposed alternatives

OGP's experience includes an award with the LA Metro to advise their Sepulveda Transit Corridor, which may be relevant to California's regulatory environment.



If SANDAG finds this potentially useful, it might be worth considering how OGP's expertise could contribute to your existing planning process. Their insights could be particularly valuable in addressing the complex challenges of the LOSSAN Rail Realignment, especially regarding environmental impact assessment, risk mitigation, and navigating inter-community issues.

I appreciate SANDAG's ongoing commitment to public engagement and thorough planning.

Thank you for your dedication to improving our region's transportation infrastructure while preserving the unique character of our coastal communities. We live in a truly special region of the world deserving of thoughtful planning.

If you would like to learn more about Oxford Global Projects, their local representative in California who I have spoken with and is prepared to engage with relevant contacts is:

Andi Garavaglia  
Director of Operations  
Oxford Global Projects

[REDACTED]

Sincerely,

Jonathan Sills  
[REDACTED]  
Solana Beach, CA 92075  
[REDACTED]

cc:

Hon. Lesa Heebner, Mayor, City of Solana Beach and SANDAG Representative  
Hon. Terry Gaasterland, Deputy Mayor, City of Del Mar and SANDAG Representative  
Sen. Catherine Blakespear, CA State Senator, Senate District 38  
Assemblymember Tasha Boerner, Assemblymember, District 77  
Supervisor Terra Lawson-Remer, San Diego County Supervisor, District 3  
Kyle Krahel-Frolander, Deputy Chief of Staff & District Director, Representative Mike Levin

## SDLRR Project NOP - Strongly Oppose Further Consideration of Alternative A

Carmen Simanteris [REDACTED]

Mon 6/17/2024 5:15 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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Hello,

It's shocking that the costly and destructive Alternative A would be included for any further consideration. There are so many, many areas taxpayer funds are needed to ensure our coastal environment and communities thrive.

Please remove it before any further work on the EIR is done. It is double the cost of the other alternatives and would cause serious environmental and economic impacts to the area. Don't waste any more of our hard earned taxpayer funds on Alternative A.

Regards,

Carmen Simanteris

North Coastal Resident (28 years)

## SDLRR Project NOP

Sinatra, Frank [REDACTED]

Tue 6/18/2024 2:48 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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I respectfully and vehemently oppose any consideration of Alternative A. It is an ill-conceived plan that only serves the interests of a relatively small group of individuals and not the public at large.

The environmental and economic impact (not including the incredible increased expense) should make this alternative unworkable and not worthy of further discussion.

Please remove Alternative A before any additional work is done on the EIR is done.

Sincerely,

Frank R. Sinatra, M.D.  
Emeritus Professor of Pediatrics  
Keck School of Medicine of USC

[REDACTED]  
Solana Beach

## rail realignment

Skrentny, John [REDACTED]

Sat 6/15/2024 6:50 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To Whom It May Concern,

As a resident of 92014 zip code, and a parent of two young children, I write with great interest in the proposed move of the rail tracks.

I understand something needs to be done. Some of the options are acceptable, but I strongly oppose any moves that would bring trains under the homes of Del Mar residents.

The risks and dangers to homeowners are obvious.

In contrast, the realignment that moves the train to the I-5 transportation corridor lowers the risks for homeowners. It does not eliminate risks, as recent derailments show. But it is far more preferable than having passenger and freight trains moving at high speeds under our home.

I ask that you consider the legitimate needs of Del Mar families for safety and security in making these plans.

Thank you for reading.

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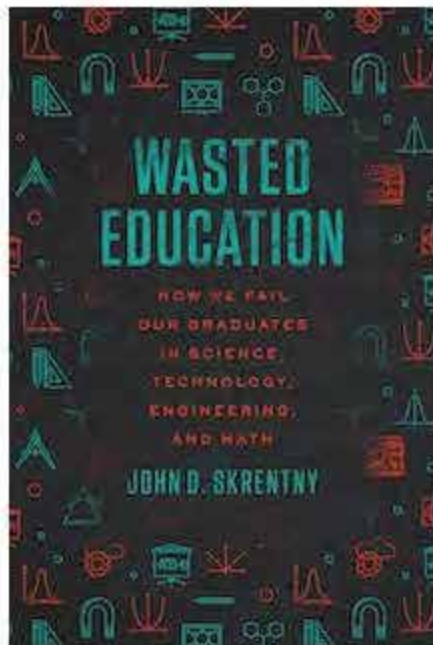
John D. Skrentny

Professor of Sociology

University of California-San Diego

<https://quote.ucsd.edu/jskrentny/>

New book: <https://press.uchicago.edu/ucp/books/book/chicago/W/bo206855230.html>



**From:** [Kevin Smith](#)  
**To:** [LOSSANcorridor](#)  
**Cc:** [LOSSANAlignment@cosb.org](mailto:LOSSANAlignment@cosb.org)  
**Subject:** SDLRR Project NOP  
**Date:** Saturday, June 22, 2024 4:39:58 PM

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You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I am writing in regards to the alternatives that are under consideration for relocating the railroad tracks off the Del Mar bluffs.

While moving the tracks is an imperative, I am strongly opposed to further consideration of Alternative A. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A is clearly inferior and does not warrant the expenditure of any additional taxpayer money.

Please disregard Alternative A before any further work on the EIR is done.

Kevin M Smith, MD

## SDLRR Project NOP

Vicki Smith [REDACTED]

Thu 7/4/2024 6:17 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

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### **I Oppose Alternative A for the Following Reasons:**

**Known Costs** – estimated at \$4.14 billion dollars, Alternative A is approximately twice the cost of Alternatives B and C.

**Economic Impacts to Our Local and Regional Economy** — Unlike B & C, Alternative A will dramatically impact Fairgrounds operations and sales tax revenue generated by the Fairgrounds (\$680 million annually) as well as local businesses (unknown \$\$).

**Environmental Impacts** – Alternative A will result in higher impacts during construction to air quality (Solana Beach residents and businesses and the Del Mar Fairgrounds), wetlands, open space, and sensitive natural resources (in and around the San Dieguito Lagoon, Steven's Creek and Del Mar Fairgrounds).

**Length of Construction** – Construction of Alternative A is estimated to take up to twice as long as Alternatives B & C (as much as 14 years).

**Enormity of Direct and Indirect Impacts** — Due to the close proximity of construction a far greater number of homes and businesses will be adversely impacted by Alternative A as compared to Alternatives B & C.

**Disruption of Rail Service** — Alternative A poses unacceptable service and economic impacts to both passenger and freight rail service, our military, and the Port of San Diego, and will cost our region billions of dollars in lost revenue.

From a business minded point of view Option A appeared to be the least viable option, and yet it gets shoved through the process because of..... must be a lot of pressure to get the construction away from Del Mar. As the saying goes "follow the money".

A concerned citizen of Solana Beach

Victoria L. Smith

## SDLRR Project NOP

jamie smock [REDACTED]

Tue 6/18/2024 9:47 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

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I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, **Alternative A does not warrant the expenditure of any additional taxpayer money.**

Should you have any questions, feel free to email me or call me at [REDACTED].

Sincerely,

Jamie Smock



## SDLRR Project NOP

jamie smock [REDACTED]

Fri 6/21/2024 3:40 PM

To:LOSSANcorridor <lossancorridor@sandag.org>;LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, **Alternative A does not warrant the expenditure of any additional taxpayer money.**

Should you have any questions, feel free to email me or call me at [REDACTED].

--

Jamie Smock

## SDLRR Project NOP

Amanda Smothers [REDACTED]

Fri 7/19/2024 2:01 PM

To:LOSSANcorridor <lossancorridor@sandag.org>

Cc:LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To Whom It May Concern:

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Thank you,  
Amanda Smothers,  
Solana Beach Resident

**From:** [Dusty Sorensen](#)  
**To:** [LOSSANcorridor](#)  
**Cc:** [LOSSANAlignment@cosb.org](mailto:LOSSANAlignment@cosb.org)  
**Subject:** SDLRR Project NOP  
**Date:** Tuesday, June 18, 2024 2:48:14 PM

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**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To: SANDAG at 401 B Street, Suite 800, San Diego, CA 92101  
Attention: Tim Pesce

*I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.*

As a multigenerational life-long resident of Solana Beach, I have been watching this Realignment project as much as has been available via local news articles and city notifications. And, while the proposals have all seemed ridiculous to me, the latest option that includes Solana Beach makes my blood boil. Alternative A (as it is referred to) would be a complete nightmare for Solana Beach businesses and residents alike, with ripple effects affecting our neighbors along this coastal corridor to the north and south.

In my humble opinion, Solana Beach has already done our part in creating a safe location and environment for our stretch of the train tracks. The "Big Dig" as I will call it, was inconvenient at the time, but we endured it. We endured it for the betterment of the railway, our local businesses, and for the ultimate safety of our citizens. Why should Solana Beach take on the City of Del Mar's railway issues? For that matter, the train has traveled through the coast of Del Mar for decades. The bluffs, by their mere nature, have ALWAYS been unstable. Del Mar/SANDAG has had decades to figure this out. Yet, they continue to push their irresponsibility and greediness onto the neighbors: Solana Beach. The use of "Global Warming" as an excuse for urgency on this project is a ploy to evoke nonsensical, emotionally driven decisions/support in their favor. Solana Beach should have no part in Del Mar/SANDAG's solution to this problem.

Re-routing the train to tunnel from Solana Beach down under the lagoon, under the fairgrounds to then run along the west side of I-5 is absolutely NOT the answer! I would imagine this would also be a conservationist's nightmare with the wildlife that "Alternative A" would inevitably disturb. Simply stated, the

consequences of "Alternative A" would be numerous and immeasurable.

Solana Beach businesses and citizens have suffered enough at the hands of Del Mar's policies, development and traffic; the effects of the Covid-19 shut downs, and our country's current inflation and world economic crisis'. Enough already!

**I implore you to REMOVE ALTERNATIVE A as an option to SANDAG - LOSSAN RAIL REALIGNMENT project.**

Thank you.

## "SDLRR Project NOP"

Paul Sowa [REDACTED]

Fri 7/19/2024 4:13 PM

To:LOSSANcorridor <lossancorridor@sandag.org>

Cc:LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>;Mary Sowa [REDACTED]

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

*To whom it may concern:*

*We oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.*

*Regards,*

*Paul & Mary Sowa*

[REDACTED]  
*Solana Beach, CA 92075*

---

**From:** John Spelich [REDACTED]  
**Sent:** Wednesday, June 12, 2024 6:55 AM  
**To:** Danny Veeh <[danny.veeh@sandag.org](mailto:danny.veeh@sandag.org)>  
**Subject:** Fwd: NOP related question

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hi. Resending the note below in case original was lost In the inbox. As you can imagine the answer to this is very important to a growing number of residents who have recently learned of this 2017 report.

Sincerely,  
John W Spelich

Begin forwarded message:

**From:** John Spelich [REDACTED]  
**Date:** June 10, 2024 at 1:26:51 PM PDT  
**To:** [danny.veeh@sandag.org](mailto:danny.veeh@sandag.org)  
**Subject:** NOP related question

Hello

I am a resident of Del Mar and in full disclosure am a member of Planning Commission (and declared candidate for City Council). Today I am writing in my personal capacity as a resident. Can you help me understand a specific aspect of this NOP process? In the summary sent to residents, there is a reference to a 2017 document. I accessed that document and found it had a great deal more specificity with regard to numbers and values of homes that would have to be taken under certain scenarios. As the routes laid out in that document are not so dissimilar to the 2024 NOP (Alt b and c look fairly close), are we to assume the specificity of 2017 is still the case today? Or are you now contemplating a different scenario as far as that northern portal plan for Alt B and C?

Also there are references in 2017 doc with regard to vents and surface access, but I was under the impression the current plan does not have those contemplated.

Can you set me straight on this please?

Sincerely,

John W. Spelich

[REDACTED]

[REDACTED]

Del Mar 92014

**From:** [JOHN SPELICH](#)  
**To:** [LOSSANcorridor](#)  
**Subject:** Input into SANDAG LOSSAN NOP Process  
**Date:** Monday, June 17, 2024 9:46:59 PM  
**Attachments:** [Spelich input to SANDAG regarding NOP .pdf](#)

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Here is my input for the Lossan NOP process. Please let me know if this format works for SANDAG.

Sincerely,

John W Spelich

[REDACTED]  
Del Mar resident



## **SUBMITTED BY JOHN SPELICH**

**Del Mar resident, member of Planning Commission. These comments and questions are in my personal capacity as a resident of Del Mar.**

### **DISINFORMATION:**

There is a significant amount of disinformation circulating through the communities of Solana Beach and Carmel Valley, some of which is coming from elected officials who should know what they are saying is incorrect. SANDAG must address each of these assertions with a definitive answer as to whether the assertion is true or false. To hold an effective process, it is important to be sure that we have a common set of facts from which we can debate the most effective way to solve the issue of moving the train tracks.

### **PLEASE CONFIRM OR DENY THE FOLLOWING ASSUMPTIONS THAT ARE BEING SPREAD WITH THE INTENT OF FUELING INTER-CITY TENSIONS:**

- The San Dieguito lagoon would be disrupted and perhaps destroyed. True or False?
- The Fairgrounds would cease operations for 7-10 years. True or False?
- Alternative A goes straight through the lagoon and destroys the Fair. True or False?
- SANDAG states that construction staging would take up 10 acres on the Fairgrounds where the Fair Midway now is located. True or False?
- Alternative A destroys rail trail and destroys the lagoon and destroys businesses on S Cedros and no mitigation for any of this destruction of infrastructure. True or False?
- Alternative A will cost 'billions of dollars more' than B or C. True or False?
- Alternative A will destroy the Cedros Design District and disrupt businesses on the 101. True or False?
- Alternative A will take **7—12 years to build** during which Solana Beach will experience noise, dust, vibration, traffic disruption, increased GHG emissions and air pollution from trucks carrying away the demolished walls and dirt of our existing trench. True or False?
- Passenger (Coaster and Amtrak) or freight trains will be able to operate south of Solana Beach during the 7—12 years of construction. True or False?
- In addition to demolishing the investment already made to lower the tracks in Solana Beach, it will likely destroy the south half of our Coastal Rail Trail. True or False?

- It is likely that construction crews would need to take 50-feet or so of each of the properties east of the trench for construction purposes, endangering 60+ naturally occurring affordable multi-family homes on S. Cedros. True or False?
- Alternative A would also require the Via de la Valle vehicle bridge to be rebuilt. True or False?
- Stevens Creek would need to be diverted and/or pumped to prevent flooding during heavy rainstorms within the FEMA designated floodplain in Solana Beach and inside the proposed tunnel. True or False?
- In Alternative A, the Fair and most likely the Races will be shut down for 5—10 years as the cut-and-cover tunnel joins a bored tunnel in the Fairgrounds at the historical location of the Ferris Wheel and other amusement rides. True or False?
- This location will be one of the staging areas for Alternative A, occupying approximately 8-10 acres of the Fairgrounds during construction. True or False?
- The soon to be built San Dieguito Railroad Bridge and Seasonal Platform at the Fairgrounds would also have to be demolished. True or False?
- While there is a Seasonal Platform in Alternative A, it's 7-stories below ground vs at grade. Just imagine train loads of people relying on elevators to get to the surface! True or False?
- At \$4.14 Billion, Alternative A costs twice as much as Alternatives B (\$2.28 Billion) or C (\$1.85 Billion) without even considering the loss of the region's \$30 million investment (in 1999 dollars) of lowering the tracks in Solana Beach, the \$254 million San Dieguito Bridge and Seasonal Platform, and unknown millions for our Coastal Rail Trail and the Via de la Valle Vehicle Bridge. True or False?
- Add to this the \$237 million/year generated from the Fair that will NOT be spent and the \$680 million/year in annual activities from the Fairgrounds that will NOT be spent times 5—10 years! True or False?
- All freight and passenger rail will be shut down, both having exponential economic impacts on the Port and our Regional and State economies. True or False?
- Finally, this route is designated by the Military as a Strategic Rail Corridor. Ceasing rail operations for construction will endanger our National Security. True or False?

## SDLRR PROJECT NOP

JOHN SPELICH [REDACTED]

Tue 6/18/2024 6:24 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

**Thank you for holding the scoping meeting tonight. These are my questions and comments for inclusion in the NOP process.**

**This submission supersedes the one I sent a few days ago. Sorry for the duplication.**

**SUBMITTED BY JOHN SPELICH**

**Del Mar resident, member of Planning Commission.**

**These comments and questions are in my personal capacity as a resident of Del Mar.**

### **DISINFORMATION:**

There is a significant amount of disinformation circulating through the communities potentially affected by this project including some coming from elected officials who should know what they are saying is incorrect. Some of this information has been attributed to anonymous "analysts" at SANDAG. SANDAG must address each of these assertions with a definitive answer as to whether the assertion is true or false. In order to conduct a proper process, it is important to be sure that we have a common set of facts from which we can debate the most effective way to solve the issue of moving the train tracks. Thank you in advance for your consideration.

**PLEASE CONFIRM OR DENY THE FOLLOWING ASSUMPTIONS THAT ARE BEING SPREAD WITH AN APPARENT INTENT OF FUELING INTER-CITY TENSIONS:**

- Under Alternative A,
  - the San Dieguito lagoon would be disrupted and perhaps destroyed. True or False?
  - The Fairgrounds would cease operations for 7-10 years. True or False?
  - SANDAG states that construction staging would take up 10 acres on the Fairgrounds where the Fair Midway now is located. True or False?

- Stevens Creek would need to be diverted and/or pumped to prevent flooding during heavy rainstorms within the FEMA designated floodplain in Solana Beach and inside the proposed tunnel. True or False?
- All freight, passenger and military rail will be shut down south of Solana Beach during 7-12 years of construction causing economic impacts on the Port and our Regional and State economies and threatening National Security. True or False?
- The soon to be built San Dieguito Railroad Bridge and Seasonal Platform at the Fairgrounds would also have to be demolished. True or False?
- The investment already made to lower the tracks in Solana Beach will be demolished. True or False?
- Alternative A will cost ‘billions of dollars more’ than B or C. True or False? If true, how much more specifically is Alternative A estimated to cost vs B and C?
- Alternative A will destroy the Cedros Design District and disrupt businesses on the 101. True or False?
- Alternative A will take **7—12 years to build** during which Solana Beach will experience noise, dust, vibration, traffic disruption, increased GHG emissions and air pollution from trucks carrying away the demolished walls and dirt of our existing trench. True or False?
- It is likely under Alternative A that construction crews would need to take 50-feet or so of each of the properties east of the Solana Beach trench for construction purposes, endangering 60+ naturally occurring affordable multi-family homes on S. Cedros. True or False? Isn't it true that this amount will actually be taken for **DOUBLE-TRACKING** the line south of Lomas Santa Fe?
- Alternative A would require the Via de la Valle vehicle bridge to be re-built. True or False?
- While there is a Seasonal Platform in Alternative A, it's **7-stories below ground** rather than at grade as originally planned. True or False?

Sincerely,  
 John W. Spelich  
 Del Mar, Ca

---

**From:** John Spelich [REDACTED]  
**Sent:** Saturday, June 22, 2024 12:19:04 PM  
**To:** Mario Orso <[Mario.Orso@sandag.org](mailto:Mario.Orso@sandag.org)>  
**Subject:** Regarding LOSSAN and Del Mar

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear Mr. Orso.

I'm a member of the Del Mar Planning Commission but I am writing you in my capacity as a resident of Del Mar. You may be aware that our city has been in talks with the Fairgrounds to site and build affordable housing. Regrettably the discussions on the NOP and Lossan corridor proposed alternatives have cast a shadow over that housing agreement to the point where the CEO of the Fairgrounds has said she will not proceed if Del Mar insists on taking actions with regard to the rail tunnel that could damage the fairgrounds. If the plans did actually call for that, hopefully Del Mar would call for a way to avoid that and mitigate any impact as the Fairgrounds and its continued operation are very important to our city.

It's been my understanding that Del Mar's proposals behind Alt A did not include any infringement on the Fairgrounds or on Solana Beach. It was understood that Solana Beach was slated for double-tracking of its so-called southern trench for some time. It seemed also understood that if Alt A were to be selected it could be done within the context and footprint of that double tracking and would not require additional land to be taken. This would mean Solana Beach businesses and residences would be untouched by Alt A.


However, we now face a situation where activists and other interests in Solana Beach have been pushing a series of allegations that are contrary to this understanding. Only SANDAG can tell everyone the truth here.

We cannot afford to wait two years or more to finish the affordable housing agreements. On behalf of my fellow residents, I submitted a list of allegations in the NOP process that

I was hopeful SANDAG representatives would sort through and issue replies. Is there any way we could get these replies pulled forward to an ASAP level?

Attached here is the submission I made at the Scoping Meeting last Tuesday. I look forward to your reply.

Sincerely,

John W. Spelich  


**SUBMITTED BY JOHN SPELICH**

**Del Mar resident, member of Planning Commission.**

**These comments and questions are in my personal capacity as a resident of Del Mar.**

**DISINFORMATION:**

There is a significant amount of disinformation circulating through the communities potentially affected by this project including some coming from elected officials who should know what they are saying is incorrect. Some of this information has been attributed to anonymous “analysts” at SANDAG. SANDAG must address each of these assertions with a definitive answer as to whether the assertion is true or false. In order to conduct a proper process, it is important to be sure that we have a common set of facts from which we can debate the most effective way to solve the issue of moving the train tracks. Thank you in advance for your consideration.

**PLEASE CONFIRM OR DENY THE FOLLOWING ASSUMPTIONS THAT ARE BEING SPREAD WITH AN APPARENT INTENT OF FUELING INTER-CITY TENSIONS:**

- Under Alternative A,
  - the San Dieguito lagoon would be disrupted and perhaps destroyed. True or False?
  - The Fairgrounds would cease operations for 7-10 years. True or False?
  - SANDAG states that construction staging would take up 10 acres on the Fairgrounds where the Fair Midway now is located. True or

False?

- Stevens Creek would need to be diverted and/or pumped to prevent flooding during heavy rainstorms within the FEMA designated floodplain in Solana Beach and inside the proposed tunnel. True or False?
- All freight, passenger and military rail will be shut down south of Solana Beach during 7-12 years of construction causing economic impacts on the Port and our Regional and State economies and threatening National Security. True or False?
- The soon to be built San Dieguito Railroad Bridge and Seasonal Platform at the Fairgrounds would also have to be demolished. True or False?
- The investment already made to lower the tracks in Solana Beach will be demolished. True or False?
- Alternative A will cost 'billions of dollars more' than B or C. True or False? If true, how much more specifically is Alternative A estimated to cost vs B and C?
- Alternative A will destroy the Cedros Design District and disrupt businesses on the 101. True or False?
- Alternative A will take **7—12 years to build** during which Solana Beach will experience noise, dust, vibration, traffic disruption, increased GHG emissions and air pollution from trucks carrying away the demolished walls and dirt of our existing trench. True or False?
- It is likely under Alternative A that construction crews would need to take 50-feet or so of each of the properties east of the Solana Beach trench for construction purposes, endangering 60+ naturally occurring affordable multi-family homes on S. Cedros. True or False? Isn't it true that this amount will actually be taken for DOUBLE-TRACKING the line south of Lomas Santa Fe?
- Alternative A would require the Via de la Valle vehicle bridge to be rebuilt. True or False?
- While there is a Seasonal Platform in Alternative A, it's **7-stories below ground** rather than at grade as originally planned. True or False?

## SDLRR PROJECT NOP and SANDAG BOARD MEETING JUNE 28 2024

John Spelich [REDACTED]

Thu 6/27/2024 2:03 PM

To: Mario Orso <Mario.Orso@sandag.org>; Keith Greer <keith.greer@sandag.org>; Peter Casellini <Peter.Casellini@sandag.org>; LOSSANcorridor <LOSSANcorridor@sandag.org>

Some people who received this message don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Gentlemen,

As a Del Mar resident who watched the Solana Beach Council meeting last evening, I would implore you to remain strong on the NOP process and to investigate the three stated alternatives and to explore as you will likely amendments to those alternatives as your inquiry continues. While it's understandable that Council members in both Solana Beach and Del Mar have strong feelings about this matter, I am relying on your ethics and sense of duty to the law to resist political pressure and let the NOP process continue as is and not allow the Solana Beach Board representative to act illegitimately to alter the NOP at this stage. I am assuming the credibility of the SANDAG staff and your pride in your own reputations will prevent you from allowing that to happen.

Solana Beach and Del Mar couldn't be more differently situated. Solana Beach is complaining about the possibility of some disruption to its Cedros district. That disruption will certainly happen regardless because of the double tracking that is also contemplated for the trench. In Del Mar, my neighbors are facing the prospect of SANDAG taking away their biggest investment: their homes. That is an unacceptable infliction of real damage that cannot be allowed. Surely nothing is set in stone and there are compromises, as some speakers last night suggested, to be explored. Del Mar and Solana Beach have millions of reasons to work together on this and hopefully a real opportunity for that presents itself.

At last night's meeting, SANDAG reps were candid about not knowing the answer to many questions at this point and that more study of each alternative is needed. I wish you had been somewhat stronger in counteracting the misinformation that the Solana Beach City Council has used to whip up its residents, but I didn't get that vote. Cost estimates for the three routes seem to lack some important escalators, like the cost of ROW, litigation costs, etc. So, clearly so much more to learn.

The people of Del Mar will not relinquish their rights to a fair process. Hopefully you agree and we can go forward as planned.

Thank you for your dedication. We look forward to a fair process.

Sincerely,

John W. Spelich  
David Way, Del Mar



**From:** [REDACTED]  
**To:** [LOSSANcorridor](#)  
**Cc:** "[Meghan Spieker](#)"  
**Subject:** SDLRR Project NOP  
**Date:** Friday, July 19, 2024 11:00:25 PM  
**Attachments:** [July 2024 Comments from Del Mar Residents to SANDAG re NOP for Train Realignment.docx](#)

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**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear Mr. Pesce and SANDAG Board of Directors,

Thank you for the opportunity to comment on the Notice of Preparation for the Draft Environmental Impact Report for the LOSSAN rail realignment.

Please find attached a letter offering comments and concerns on behalf of our family and other Del Mar residents.

We look forward to working with SANDAG to address these concerns and ultimately develop a successful path forward that benefits our entire community and region.

Sincerely,

Meghan

Meghan O’Ryan Spieker

[REDACTED]

July 19, 2024

Dear Mr. Pesce and San Diego Association of Governments Board of Directors,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for the Draft Environmental Impact Report (DEIR) for the potential San Diego-Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Realignment. We are residents of Del Mar and therefore among those most affected by the potential rail realignment. We write to communicate our comments – and grave concerns – about the project.

**The Project Description is Vague:** Because the NOP does not provide basic details about the project alternatives, residents like us cannot effectively assess the public safety risk and other harm it poses, or comment on the project. For example, the NOP does not identify:

- Which homes would be affected by vibrations, noise, pollution, and other damage caused by the initial tunnelling and subsequent commercial freight, military, and other heavy rail under our houses?
- What is the impact on property values? A tunnel built into sandstone carrying tens of thousands of tons of freight running under residential housing is unprecedented. The DEIR should consider the possibility that foundation settling from construction and ongoing operational vibrations impacts those homes and requires subsequent compensation to homeowners above the tunnel. This significant financial impact must be part of the analysis.
- What is the risk of fire, including toxic fumes from hazardous waste? This type of risk was highlighted by the train derailment, hazardous chemical spill, and toxic fires last year in East Palestine, Ohio. Venting of fumes from the tunnel must be addressed.
- How many and which homes would the government take by eminent domain, forcing residents to give up their homes?
- What similar tunnels have been constructed under residential areas? The examples provided at SANDAG's June 18, 2024 Scoping Meeting did not offer a direct comparison to the proposed tunnelling under Del Mar. Rather, those examples appeared to service non-residential areas, or non-commercial/non-hazardous freight, or have other materially differentiating qualities. They therefore were not "apples to apples" comparisons.

**The Project Description is Misleading:** In addition to withholding basic details, the project description appears affirmatively misleading. For example:

- The NOP labels Alternative B as the "Crest Canyon Alignment." (NOP at 9.) This benign characterization suggests that Alternative B stays in the undeveloped canyon. Not so. The NOP's maps – while lacking in detail – show that Alternative B would tunnel directly under hundreds of homes as it cuts through fully developed portions of northern and central Del Mar.
- Similarly, the NOP does not specify the depth of the proposed tunnel. While the tunnel was characterized to be "as deep as 300 feet" at the June 18<sup>th</sup> Scoping Meeting, it appears that it would be much shallower at the northern and central areas of Del Mar. How many feet deep would the tunnel be below each house it would bisect?
- The NOP is written as a project isolated from other aspects of the LOSSAN line. But the NOP should say that the San Diego segment will not be considered for construction unless the entire line is made robust, including particularly the San Clemente segment.

Alternatives B and C, which would tunnel directly under Del Mar's homes and main street, would damage homes and businesses, force numerous residents to give up their homes, pose unconscionable risk to public safety, and destroy the fabric of our town.

**The DEIR Should Fully Explore Alternative A, the Public Lands/Environmental Alternative:**

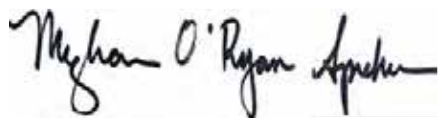
Alternative A uses public lands, maximizes existing infrastructure, removes the tracks from two lagoons, and affords the option of a six-acre park in Solana Beach. While perhaps more expensive, Alternative A also minimizes many of the negative impacts. *Importantly, the Alternative A analysis should study the tunnel/portal opening location proposed by the Coalition for Safer Trains. That location – in the Solana Beach trench – would avoid both the floodplain and Fairgrounds, as well as minimize the impact to the Solana Beach community, making it more desirable than the Alternative A portal location described in the NOP.* We value both the Fairgrounds and our Solana Beach neighbors and seek a solution that also works for those constituents. Alternative A, with the tunnel opening in the Solana Beach Trench (not the Fairgrounds), seems most effectively to serve the interests of all constituents.

Alternative A offers significant advantages:

- No need for eminent domain or demolishing existing homes.
- No portals near homes.
- No need to rebuild the trestle bridge for hundreds of millions of dollars.
- No freight carrying hazardous materials underneath people's homes.
- No need to gain Right of Way underneath hundreds of homes in Del Mar.
- No more tracks in San Dieguito Lagoon.
- No more tracks in Los Peñasquitos Lagoon.

We appreciate the opportunity to work with SANDAG to address these concerns and ultimately develop a successful path forward that benefits our entire community and region.

Sincerely,



Meghan O'Ryan Spieker [REDACTED]  
on behalf of:

Meghan and Warren Spieker  
Arlene and Ron Prater  
Mary Ellen and Dr. Donald Buehler  
Colette and Dr. Glynn Bolitho  
Susan and Michael Maronde  
Lani and Joe Curtis  
Patricia and Marc Brutten  
Steven Kranhold  
Beth and Jeffrey Mattfolk  
Becky and Dr. Walter Dembitsky  
Dr. Cornelia Bruderer  
Alice Brown

## Train off the bluff

Peter St. Clair [REDACTED]

Thu 6/27/2024 4:43 PM

To:LOSSANcorridor <lossan corridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Before spending a few trillion dollars (after cost increases and overruns) have you fully investigated:

Are bluffs failing because owners above (to the east) are overwatering?

If that water could be curtailed or re-channeled, would it help?

Does your agency have the right to require owners to the east to decrease the amount of water flowing toward the bluffs?

Obviously it does not add a second track.

The best plan is obviously the most expensive plan. It starts in Solana Beach where the southbound double track ends.

I am not seeing a lot of conflict with Solana Beach businesses or homeowners.

I think the choice also frees up Del Mar to work with the Fairgrounds and (finally) build low income housing.

Peter H. St. Clair

[REDACTED]  
Escondido CA 92027  
[REDACTED]

## Comment on proposed rail tunnel routes

Erik Staley [REDACTED]

Fri 6/7/2024 4:05 PM

To:LOSSANcorridor <lossan corridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear SANDAG Team,

I recently reviewed the Rail Realignment Project maps at your website and would like to offer some suggestions.

A vital economic and national security rail link is currently a single track atop crumbling cliffs. It's crucial to begin work soon to ensure the only rail corridor between San Diego and the rest of the country remains operational.

Here are my thoughts on the proposed alternatives:

**Alternative A:** This option appears excessively costly and inefficient. Tunneling beneath the San Dieguito Lagoon would be extremely expensive, the route has numerous tight curves, and it lacks an option to build a fairgrounds passenger train stop.

**Alternative C:** This seems to be the most cost-effective choice, with the shortest tunnel length.

**Alternative B:** This appears to offer the fastest route.

**Environmental Considerations:** The environmental benefits of reducing cars and trucks on the road far outweigh the risks of tunneling. A straighter, double-tracked route to Sorrento Valley would enable faster and more frequent trains, encouraging people to switch from cars to trains. Double-tracking would also increase freight movement by rail in and out of San Diego, curtailing reliance on trucks.

Additionally, I suggest considering a tunnel between Sorrento Valley and Rose Canyon to eliminate the slow, winding route through Miramar. A much faster rail route to San Diego would significantly reduce road traffic.

Thank you for considering these suggestions. I look forward to the continued improvement of our rail infrastructure.

Best regards,

Erik Staley, Del Mar

---

Erik Staley  
Valicom, Inc.



## SDLRR Project NOP Scoping Meeting

Mark Stephens [REDACTED]

Tue 6/11/2024 11:41 AM

To:LOSSANcorridor <lossan@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hello! I have a strong interest in the proposed Los Angeles-San Diego-San Luis Obispo (LOSSAN) San Diego Rail Realignment Project and the Draft Environmental Impact Report (EIR) being initiated on this by the San Diego Association of Governments (SANDAG). A public scoping meeting is scheduled for the evening of June 18, 2024, but I have another prior commitment at that time. Thus, I have called SANDAG three times over the past two weeks to try and determine if at least the staff presentation portion of the meeting will be recorded so it can be reviewed following the meeting. The first time I was told that no one was available that could answer this question, and to call back the next week. I did so last week, and was connected to an automated voicemail, but never received a return call. Thus, I called again this morning and left another message. Can someone please return my call or respond to this email to answer my question? Thank you!

Best wishes,

Mark G. Stephens, AICP

[REDACTED]  
San Diego, CA 92101-7721  
[REDACTED]

**From:** [Mark Stephens](#)  
**To:** [LOSSANcorridor](#)  
**Cc:** [apeatwatson@nctd.org](mailto:apeatwatson@nctd.org)  
**Subject:** SDLRR Project NOP  
**Date:** Friday, July 19, 2024 3:33:37 PM  
**Attachments:** [SANDAG LOSSAN Rail Corridor Improvements NOP - MGS Comment Letter 2024-07-19.docx](#)

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You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hello! Attached is my comment letter on the Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR) for the proposed San Diego-Los Angeles-San Luis Obispo (LOSSAN) Rail Realignment Project through the City of San Diego, City of Del Mar, and City of Solana Beach (SDLRR). Please let me know of any questions or anything else needed. I look forward to production of the Draft EIR and further opportunities for public input. Thank you!

Best wishes,

Mark G. Stephens, AICP

[REDACTED]

San Diego, CA 92101

[REDACTED]

[REDACTED]



July 19, 2024

San Diego Association of Governments  
401 B Street  
San Diego, CA 92101  
ATTN: Tim Pesce

Submitted via email to: [PublicRecords@portofsandiego.gov](mailto:PublicRecords@portofsandiego.gov)

**RE: LOSSAN RAIL REALIGNMENT PROJECT (SDLRR PROJECT) NOP COMMENT LETTER**

Dear Mr. Pesce:

Thanks to the San Diego Association of Governments (SANDAG) for this opportunity to comment on the Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR) issued for the proposed San Diego-Los Angeles-San Luis Obispo (LOSSAN) Rail Realignment (SDLRR) Project through the City of San Diego, City of Del Mar, and City of Solana Beach. As a long-time certified professional planner and Downtown San Diego resident who endeavors to walk or use transit wherever feasible in lieu of driving, I strongly support efforts to maintain and enhance this vital rail service (for both passengers and freight). My comments follow.

1. As noted, this work must be a top priority in regional transportation planning.
2. With repeated rail service interruptions caused by bluff failures during recent years along San Diego County's North Coast as well as in South Orange County, the project contemplated must be accompanied by a companion effort to also address similar concerns north of SANDAG's jurisdiction.
3. Collaboration among the directly affected jurisdictions as well as other potentially affected stakeholders will be key to achieving successful outcomes.
4. A fine level of detail in terms of how specific properties will be potentially affected is also likely to be a crucial consideration.
5. While recognizing that extensive investigation and planning have already occurred, the lack of an initial study or California Environmental Quality Act (CEQA) checklist tends to constrain specific comments on this NOP.
6. Funding will be a huge challenge in successfully implementing the proposed project. I strongly recommend reprogramming the roughly \$33 million the North County Transit District (NCTD) has apparently secured for a nonsensical proposed "Downtown Train Platform" that would extend from First Avenue to Fifth Avenue (four full City blocks!) to accommodate up to 22 Coaster trains (11 in each direction) per day between this site and the Santa Fe Depot, which is located within about a half-mile. A far superior approach would be to simply allow free transfers between the Coaster and the Metropolitan Transit System (MTS) Trolley to get to the Gaslamp Station, just across Fifth Avenue from the new platform proposed. (This is even already being advertised for getting to and from Padres games!) The purported enhanced access to conventions, Shell concert performances, Gaslamp Quarter events, etc. would also be far more easily (and affordably) achieved. No environmental review has been conducted for the proposed train platform. (It was judged to be "exempt" as a "service enhancement within an existing corridor," but relocation of a large portion the Martin Luther King, Jr. Promenade and the Bayshore Bikeway would be required, and I've tried for months to obtain any plans from

NCTD to demonstrate that adequate right-of-way exists to accommodate this proposal, and am still awaiting a response.) The NCTD website suggests construction is expected to commence in “early 2024,” and I’m unaware of any effort by NCTD to inform potentially affected residents or businesses. Construction would likely take years, and adverse operational impacts to vehicular, bicycle, and pedestrian circulation would be enormous (not to mention noise and safety, among other considerations). The NCTD Board has no City of San Diego voting representation, but they need to recognize that without a successful SDLRR project, Coaster service to and from North County will no longer exist. Old Town and the Santa Fe Depot are transit hubs. The stretch of tracks across from the Convention Center simply lacks adequate space to accommodate such a multi-modal transit hub now or in the future.

7. Initial feedback seems to be heavily weighted against Alternative A (which is a far longer segment and much more expensive) and toward Alternatives B and C. Thus, emphasizing the latter two alternatives may be advisable.
8. The Draft EIR should address how Coaster, Pacific Surfliner, and freight service will be handled during project construction.

Thanks for your consideration of these comments! I would be happy to respond to any questions, and look forward to release of the Draft EIR and any other opportunities for public input.

Sincerely,

*Mark G. Stephens*

Mark G. Stephens, AICP

[REDACTED]

San Diego, CA 92101

[REDACTED]

cc: Alicia Peat-Watson, Director of Customer Service  
North County Transit District

## SDLRR Project NOP

D Lynn Sterling [REDACTED]

Tue 6/18/2024 12:52 PM

To:LOSSANcorridor <lossan@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Re: relocation of the rail line near Del Mar

My vote is for Alternative C

D.Lynn Sterling

[REDACTED]  
Encinitas CA 92024

[REDACTED]

## Proposal A re train realignment

Jacqueline Stern [REDACTED]

Mon 6/17/2024 3:56 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.

To Whom It May Concern:

I am opposed to Proposal A to run at least a portion of the new realignment through Solana Beach. As a citizen of that city I was never alerted to this plan and only found out today via a letter from our mayor.

The plan is cost prohibitive, a burden on many citizen as far as traffic, and loss of the fair and track for many years. And sadly, it appears that some homeowners will lose their houses.

If this plan is adopted I can only foresee lawsuits instead of trains. Please consider the other proposals - and have the courtesy to timely notify all citizens.

Sincerely,

Jacqueline Stern

[REDACTED]  
Solana Beach, Ca. 92075

Sent from my iPhone

**Fwd: Item 15 on June 28, 2024 SANDAG meeting: Protect the Integrity of the EIR Process**

Payson Stevens [REDACTED]

Thu 6/27/2024 1:52 PM

To: Mario Orso <Mario.Orso@sandag.org>; Keith Greer <keith.greer@sandag.org>; Peter Casellini <Peter.Casellini@sandag.org>  
Cc: City Clerk Mail Box <cityclerk@delmar.ca.us>; cityhall@delmar.ca.us <cityhall@delmar.ca.us>; LOSSANcorridor <LOSSANCORRIDOR@sandag.org>

Some people who received this message don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Gentlemen:

I have been a homeowner/resident of Del Mar for 52 years.

My wife and I are very troubled over the train track issues confronting Del Mar, including the possibility that CEQA guidelines for the three Alternative Options A, B, C will not be fully considered and analyzed with public participation as per the law.

Below are my email comments sent to SANDAG yesterday for your meeting tomorrow on Item 15.

I trust that all SANDAG decision-makers will keep an open mind that respects the legally mandated CEQA process of our state and the concerns of Del Mar residents as per [Cal. Code Regs. tit. 14 § 15201](#).

Sincerely yours,  
Payson R. Stevens

----- Forwarded message -----

From: **Payson Stevens** [REDACTED]

Date: Wed, Jun 26, 2024 at 4:23 PM

Subject: Item 15 on June 28, 2024 SANDAG meeting: Protect the Integrity of the EIR Process

To: Clerk of the Board <[clerkoftheboard@sandag.org](mailto:clerkoftheboard@sandag.org)>

Cc: <[cityclerk@delmar.ca.us](mailto:cityclerk@delmar.ca.us)>

**Protect the Integrity of the San Diego LOSSAN Rail Realignment EIR Process**

**Item 15 on June 28, 2024 meeting**

**Dear SANDAG Board Members:**

On June 4th, SANDAG proposed three potential routes for relocating the railway from the Del Mar bluffs. These options will undergo a rigorous environmental review mandated by the California Environmental Quality Act (CEQA).

- **I-5 Corridor (Alternative A):** This Del Mar resident-favored route primarily follows Interstate 5, avoiding disruptive tunneling under homes, no eminent domain of residences and businesses, not in a floodplain, no freight trains or toxic chemicals under homes, no homes near portals and no destruction to the north end of Del Mar access.
- **Tunneling Alternatives (B & C):** These options involve tunneling beneath Del Mar neighborhoods, and involves government taking property through eminent domain, raising numerous concerns about construction and economic issues and their long-term impact on Del Mar.

Like so many concerned Del Mar residents, I urge you to firmly oppose any attempt to remove an alignment from the State Route Dependent Linear Rail (SDLRR) Notice of Preparation (NOP) during your June 28th board meeting (Item 15).

### **CEQA Requires a Comprehensive Review**

Your staff, guided by CEQA principles, has identified all relevant alternatives for evaluation in the Environmental Impact Report (EIR). Public and agency notifications confirm this approach. Removing an option before the EIR is complete undermines the core purpose of CEQA: informing your decisions with a thorough understanding of environmental impacts.

### **Seek Additional Solutions, Not Elimination**

If a board member has concerns about a specific option, encourage them to propose **additional** alignments for consideration. For instance, Solana Beach representatives could advocate for an extra I-5 alignment, similar to the 2023 I-5 project that realigns tracks south of their city. This fosters a collaborative and inclusive process.

### **Recusal is Essential to Prevent Bias**

Any board member attempting to influence the environmental review by advocating for the removal of an option before the EIR is complete must **recuse themselves** from further decision-making on this matter. Such actions suggest prejudice and compromise the integrity of the process, eroding public trust. Maintaining transparency and fairness throughout this crucial project is vital and will avoid potential legal issues.


### **Swift Action Protects Public Trust**

Modifying the process at this stage will raise serious concerns among watchdog agencies, taxpayers, and stakeholders across San Diego who rely on SANDAG's good faith commitment to a fair and transparent process.

### **Take a Stand for a Responsible EIR**

By rejecting attempts to prematurely eliminate options and encouraging the exploration of additional alternatives, you demonstrate a commitment to a comprehensive and unbiased EIR. This will ultimately lead to a more informed decision and a solution that best serves the entire region.

**Please acknowledge receipt of this email. Thank you.**

Sincerely yours,  
Payson R. Stevens  
  
Del Mar, CA 92014

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[Payson R. Stevens](#)  
[Science Communications](#)  
[Artwork & Paintings](#)



## SDLRR Project NOP

Meredith Stewart [REDACTED]

Fri 7/19/2024 8:13 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANAlignment@cosb.org <LOSSANAlignment@cosb.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hello,

I am a Solana beach resident who lives very close to the fair grounds and I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Thank you,  
Meredith

Meredith Stewart  
[REDACTED]



## SDLRR Project NOP or Del Mar's "A" Hole

[REDACTED]  
Tue 6/18/2024 11:02 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:lheebner@cosb.org <lheebner@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

You can't seriously be including Alternative A in any options for double tracking thru Del Mar. B and C are shorter, quicker, cheaper - and at least put some of the inconvenience on the city where the track needs fixing - Del Mar. Alternative A is a blatant attempt to make Solana Beach feel all the pain, while Del Mar gets a seaside bike path, appreciated real estate value, and new train station.

Why was the far faster, cheaper, no-tunnel, double track "Alternative D" not discussed? Move the tracks one house-width east, all along THEIR bluff, then spending the money saved to tunnel/straighten the very slow single-track sections farther south. (See SANDAG BOARD POLICY NO. 021 )

- RA Stewart  
Solana Beach

## SDLRR PROJECT NOP

deborah [REDACTED]

Tue 6/18/2024 11:09 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Mr. Pesce,

As a Solana Beach property owner, I am deeply disturbed by the efforts of a small group of loud people in Del Mar in supporting "Alternative A" to build a railroad tunnel through the peaceful beach community of Solana Beach.

The deterioration of cliffs along the current railroad in SD County is not a new issue. Adjacent communities have been talking about this for over 3 decades!

Del Mar has failed to come up with an acceptable resolution to the redirection of the railroad tracks in Del Mar so it is deflecting their responsibility by making this a Solana Beach issue. They want to relieve themselves from having to deal with the extensive construction, significant community impact and huge cost by strongly recommending an exorbitant study in support of their Alternative A. This is unacceptable and downright cagey on their part. And to think someone has agreed to conduct such costly studies in support of it is outrageous.

I am vehemently opposed to redirecting the railroad tracks through Solana Beach.

I am vehemently opposed to any study that places Solana Beach in the bulls eye of what appears to be a \$4.5B project whose lower cost option (50% less?) is staring Del Mar in the face.

We must stop this study from progressing!

Thank you,  
Deborah Stone

## Calling your bluff

Alan Strang [REDACTED]

Sun 6/30/2024 1:41 PM

To: LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc: lheebner@cosb.org <lheebner@cosb.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear SANDAG,

You asked for input on the three alternatives for dealing with the train tracks on the receding bluffs in Del Mar. I am pleased to be helpful and provide you with a draft letter you might wish to send to the residents of Del Mar if you were to choose Alternative A.

“Dear Del Mar resident,

You will be delighted to hear that we have selected Alternative A for the rerouting of the coastal rail route away from Del Mar. We shall be spending \$1,066,460.59 for each resident of Del Mar to achieve this but we shall be taking away those nasty trains and their tracks, increasing your property values substantially. That’s unfair, you may say, because we bought our properties knowing the rail tracks were there. Don’t worry about that. It’s only government money and we know best what’s good for you.

Don’t worry about the 12,802 residents of Solana Beach and the hundreds of millions already invested in infrastructure there that will be wasted.

Don’t worry. That’s what the economists call sunk costs. It’s bureaucratic jargon for DGAF.

Don’t worry about the need for eminent domain to take away parts of people’s homes and reduce their property values. They should have thought about that when they bought property in Solana Beach rather than Del Mar.

Have we done an extended cost benefit analysis to justify our choice, you may ask.

Don’t worry, that’s so old fashioned. We have done a rough back of the envelope calculation which shows all you need to know.. The last census tells us that the 1,822 households in Del Mar have a total current property value of \$6.695 billion and the 5,436 households in Solana Beach had a total current property value of \$11.513 billion. If taking the tracks away from Del Mar raises your property values by 10%, you will get a windfall gain of \$669 million. If at the same time, it also lowers the property values by 10% in Solana Beach, they will get a windfall loss of \$1.153 billion. We know what’s equitable and good for you.

PS please send us any suggestions you may have for spending more on beautification once we have removed the tracks.

Don’t worry, be happy

In SANDAG we trust,

Bureau C. Rat”

Alan Strang

## SDLRR Project NOP

Lorna Strang [REDACTED]

Fri 6/28/2024 12:44 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To whom it may concern:

I am a long-time resident of Solana Beach, living on Highland Court overlooking the Del Mar Fairground. I attended the Sandag meeting at The Marriott last week, and, as asked for, I want to comment on the three options on the table for the realigning of the rail track.

Firstly, I believe it is obvious to all that trains will not be able to run along the bluffs indefinitely and, whatever option is chosen, it will affect local residents. That being said, cost, time spent on the project and impact on the fewest number of people have to be the deciding factors. Given these parameters, to consider Option A is outrageous. To choose a plan that costs several times as much as the other two, is way more complicated to construct and benefits only 4,000 people rather than the 13,000 impacted in Solana Beach makes no sense to me. Secondly, we have to consider the environmental impact on Solana Beach, Stevens Creek, the Fairground and the San Dieguito Lagoon. I don't always love it when the Fair or the Races are on, but I appreciate their importance to the people employed there, the visitors from Sand Diego and beyond, and to the revenue they generate for the community.

I have chosen to live in Solana Beach for the lifestyle it offers me. I walk and exercise on the rail trail and the lagoon behind the Fairground, shop and frequent restaurants and stores on Cedros, all of which would be disrupted if Option A is chosen. I also imagine that our house price would be affected living by a building site for many years.

Options B or C would cost far less, be less onerous to construct and impact far fewer people. I would implore you to use common sense and go for one of these.

Lorna Strang

## SDLRR Project NOP

Debra Summers [REDACTED]

Mon 6/17/2024 4:13 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I OPPOSE further consideration of Alternative A. Please remove it before any further work on the EIR is done. At ***double the cost of the Alternatives***, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, **Alternative A does not warrant the expenditure of any additional taxpayer money.**

I am a resident and taxpayer living in Solana Beach, CA.

**Sincerely,**

**Debra Summers**

## SDLRR Project NOP

Jim Summers [REDACTED]

Tue 6/18/2024 9:05 AM

To:LOSSANcorridor <lossan@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

The Fairgrounds almost went bankrupt during the much shorter COVID 19 closures and this would also be the end of horse racing in Southern California if the two annual Del Mar thoroughbred racing meets were shut down for 10 years resulting in the loss of thousands of agricultural and related jobs in all of California.

Alternative A impacts a natural flood plain as well as one of the few existing sanctuaries for coastal wildlife that would be destroyed resulting in a great loss for current and future generations of Californians. I am a long time Solana Beach resident, a horse owner, and am currently enjoying my retirement by working at the San Diego County Fair this summer.

Please use a less impactful and costly alternative.

Sincerely,

James A. Summers, FSA (retired)  
Solana Beach, CA 92075

## SDLRR Project NOP

Connie Sundstrom [REDACTED]

Tue 6/18/2024 7:41 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANAlignment@cosb.org <LOSSANAlignment@cosb.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

"I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money."

Opposing Alternative A is a "NO-BRAINER"! The decision affects ALL area residents and nearby neighbors and everyone that lives, works and plays in Solana Beach, Del Mar, Rancho Santa Fe, Carmel Valley...etc. Should you have any questions, feel free to email me or call me at

[REDACTED]  
. Best, Connie Sundstrom



**CONNIE SUNDSTROM**

REALTOR® | DRE#: 01304420



**COLDWELL BANKER | REALTY**

## DLRR Project NOP

deborah sweet [REDACTED]

Mon 7/1/2024 2:52 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I understand the importance of relocating the train tracks from the Del Mar bluffs and have reviewed the three alternative plans. Additionally, I have watched the online recording of the meeting held at Solana Beach City Hall on June 26th, 2024, and here are my concerns:

Alternative A lacks sufficient study and community outreach. SANDAG included Alternative A in the EIR process without adequately engaging Solana Beach's local government and community, despite its significant impacts on the area. It appears to shift the majority of the construction and environmental burden to Solana Beach.

Costing twice as much as Alternatives B & C, Alternative A imposes higher environmental impacts and a longer construction timeline—potentially up to 14 years. The proposed 2% grade cut and cover tunnel starting at South Cedros raises serious cost and environmental concerns, disregarding the region's \$30 million investment and environmental considerations from 25 years ago for lowering the train tracks in Solana Beach.

Alternative A threatens millions of dollars in revenue from the Fairgrounds, horse races, and local businesses. It also poses risks to air and noise quality, potentially harming local wetlands and other natural areas. The construction-related noise, dust, and debris on Cedros Avenue and Highway 101 will adversely affect local businesses and tourism. Moreover, it jeopardizes the beauty and cultural significance of the Coastal Rail Trail, including its installed artwork.

In summary, I oppose Alternative A is neither economically nor environmentally viable for Solana Beach.

I appreciate your time in reviewing my email and concerns.

Best,

Deborah Sweet

[REDACTED], Del Mar, CA 92014



## SDLRR Project NOP

[REDACTED]  
Tue 6/18/2024 1:31 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANAlignment@cosb.org <LOSSANAlignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I am a resident of Solana Beach for over 20 years.

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Elly Sword

[REDACTED]  
Solana Beach, CA 92075

## SDLRR PROJECT NOP

Trudy Synodis [REDACTED]

Sat 6/29/2024 9:19 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:lossanalignment@cosb.org <lossanalignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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Yesterday June 26, I attended the meeting at the Solana City Hall. I have no idea why SANDAG would waste their time and resources going any further with studies related to the Alternative A. The list of reasons why this project shouldn't be considered is impressive. (See list below.)

I have been a resident of Solana Beach since 1986 and definitely oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Sincerely,

Trudy Synodis

### I Oppose Alternative A for the Following Reasons:

**Known Costs** – estimated at \$4.14 billion dollars, Alternative A is approximately twice the cost of Alternatives B and C.

**Economic Impacts to Our Local and Regional Economy** — Unlike B & C, Alternative A will dramatically impact Fairgrounds operations and sales tax revenue generated by the Fairgrounds (\$680 million annually) as well as local businesses (unknown \$\$).

**Environmental Impacts** – Alternative A will result in higher impacts during construction to air quality (Solana Beach residents and businesses and the Del Mar Fairgrounds), wetlands, open space, and sensitive natural resources (in and around the San Dieguito Lagoon, Steven's Creek and Del Mar Fairgrounds).

**Length of Construction** – Construction of Alternative A is estimated to take up to twice as long as Alternatives B & C (as much as 14 years).

**Enormity of Direct and Indirect Impacts** — Due to the close proximity of construction a far greater number of homes and businesses will be adversely impacted by Alternative A as compared to Alternatives B & C.


**Disruption of Rail Service** — Alternative A poses unacceptable service and economic impacts to both passenger and freight rail service, our military, and the Port of San Diego, and will cost our region billions of dollars in lost revenue.

## Fw: Liquefaction Solana beach

Anna Millar <Anna.Millar@sandag.org>

Thu 6/27/2024 9:19 AM

To: Anna Millar <Anna.Millar@sandag.org>

 1 attachments (3 MB)

DRAFT\_COSD\_Liquefaction1.pdf;

---

Sent from my iPad

Begin forwarded message:

**From:** kelvin tanaka [REDACTED]  
**Date:** June 24, 2024 at 6:42:14 AM PDT  
**To:** kelvin tanaka [REDACTED]  
**Subject:** Liquefaction Solana beach

[https://www.sandiegocounty.gov/oes/docs/DRAFT\\_COSD\\_Liquefaction1.pdf](https://www.sandiegocounty.gov/oes/docs/DRAFT_COSD_Liquefaction1.pdf)











Not feasible! The cost and the potential of environmental impact . Why not just put a monorail right down I-5 center divider? Kelvin Tanaka

Sent from my iPad

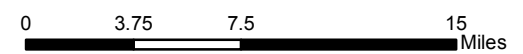
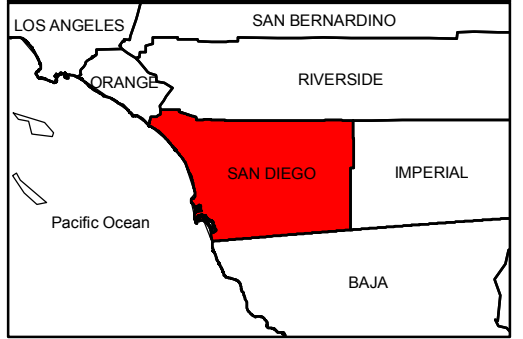
**DRAFT - LIQUEFACTION  
COUNTY OF SAN DIEGO  
HAZARD MITIGATION PLANNING**

**Profiling Hazards**

**LEGEND:**

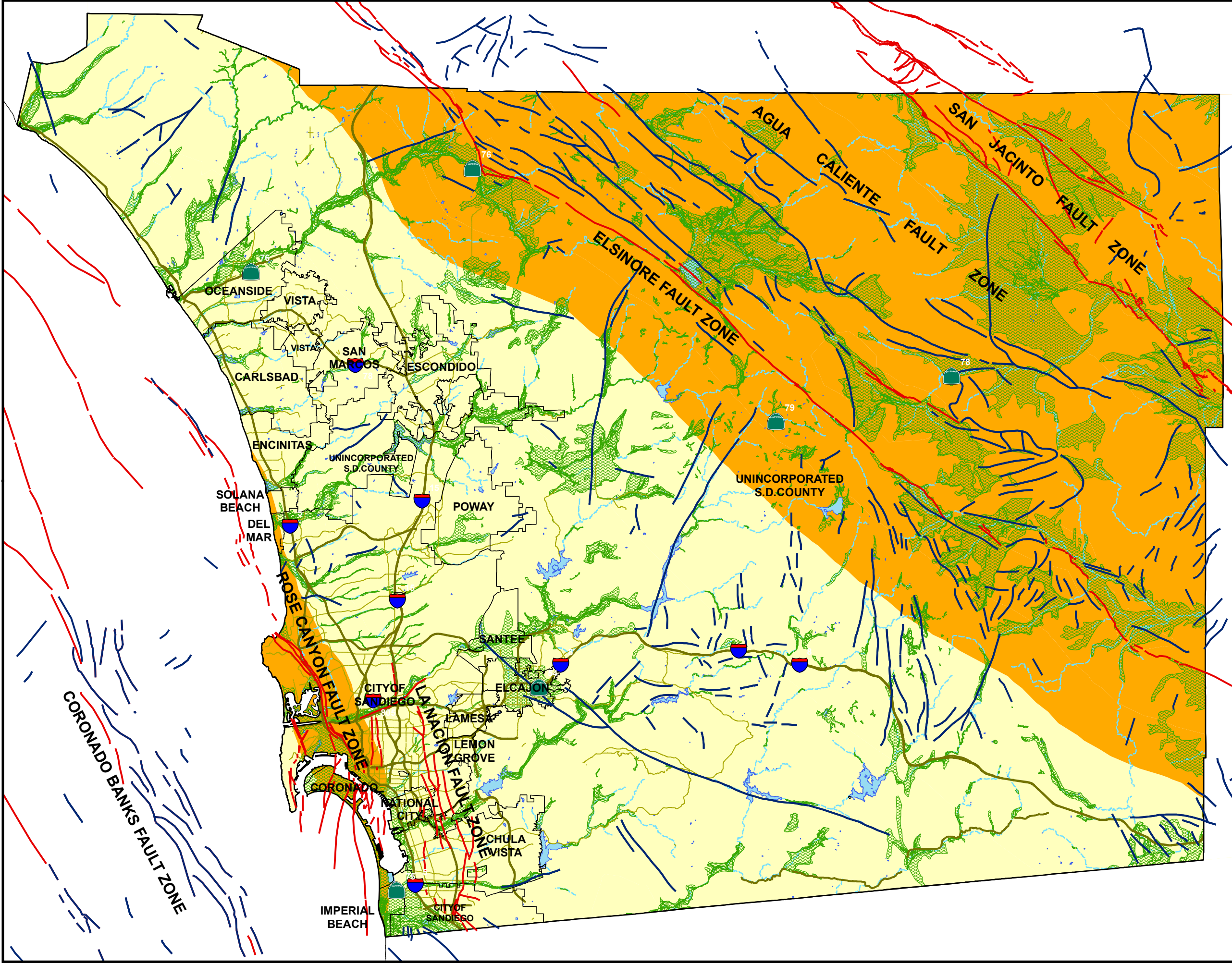
- Earthquake Faults:**
-  Fault
  -  Zoned Earthquake Fault
- Liquefaction Layers**
-  Liquefaction Layers
- Peak Ground Acceleration (2% in 50 yrs)**
-  0.18 - 0.5 (Low Liquefaction Risk)
  -  0.51 - 1.60 (High Liquefaction Risk)
- Base Layers**
-  Incorporated City Boundary
  -  Freeways
  -  Major Roads
  -  Streams
  -  Lakes

**OVERVIEW MAP:**



SOURCES: SANGIS (Roads, Incorporated City Boundaries, Rivers, Lakes)  
County of San Diego (Liquefaction Layers)  
USGS (Peak Ground Acceleration)  
State of California (Earthquake Faults)

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## SDLRRprojectNOP

Lara Tanaka [REDACTED]

Tue 6/18/2024 10:02 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.

Sent from my iPad Attention- it is patently OBVIOUS that the proposed RRtracts thru Solana Beach is Financially UNTENABLE 😞 Is Sandag lacking in knowledge & intelligence 😡? sign Lara J Tanaka residing @ [REDACTED], Solana Beach



## SDLRR Project NOP

Geoff Tarcha [REDACTED]

Mon 6/17/2024 10:38 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANAlignment@cosb.org <LOSSANAlignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Members of SANDAG (Tim Pesce),

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money. I find it appalling that given the impacts to the Solana Beach community that you would even give this proposal any consideration and without reaching out to this community in the development of this proposal.

Regards,  
Geoff Tarcha  
Mary Hobson  
Residents, Solana Beach

Sent from my iPad

**From:** [REDACTED]  
**To:** [LOSSANcorridor](mailto:LOSSANcorridor)  
**Cc:** [LOSSANAlignment@cosb.org](mailto:LOSSANAlignment@cosb.org)  
**Subject:** SDLRR Project NOP  
**Date:** Tuesday, June 18, 2024 8:47:07 PM

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You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear Tim Pesce

I have recently learned about the three options being considered for the re-alignment of the railroad away from the coastal bluffs in Del Mar. Alternative A is of great concern to me because of its much higher cost and lack of feasibility in its implementation compared to the other two alternatives. Because of this, I oppose any further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Thank you for your consideration of this matter.

Sincerely,  
Tom Tasker

**From:** [Adel Tawfilis](#)  
**To:** [LOSSANcorridor](#)  
**Cc:** [LOSSANAlignment@cosb.org](mailto:LOSSANAlignment@cosb.org)  
**Subject:** SDLRR Project NOP  
**Date:** Friday, June 21, 2024 9:53:03 AM

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You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To Whom It May Concern,

1) I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. Both Alternatives B and C are more direct,

shorter, and far less expensive routes that utilize less-intrusive, less-polluting

bored tunnels in 90% of their configurations. In contrast, Alternative A is double

the cost and poses serious economic consequences to the region, and many

environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the

San Dieguito Lagoon. Accordingly, Alternative A does not warrant the

expenditure of any additional taxpayer money.

2) At the June 18 SANDAG meeting, SANDAG shared the overarching NOP/EIR goal that to move forward in the process Alternatives must comply with the

project criteria. Alternative A should never have been added to the NOP, as on

its face it does not minimize community impacts, preserve wetlands, avoid

environmental impacts, result in minimal impact to public transportation, or meet

the overall feasibility test. It appears that SANDAG missed a fundamental step in



the EIR process by not engaging with actual Alternative A stakeholders (Solana Beach, NCTD, LOSSAN, BNSF, DOD, Port of SD, etc.). Accordingly, the NOP should be cancelled, an entirely new NOP without Alternative A should be brought back-- or possibly an amended Alternative A that begins south of Via de la Valle in order to avoid the obvious non-compliance with the project criteria known to be present in Alternative A.

3) As a Solana Beach resident who just became aware of Alternative A, I am extremely concerned about severe impact on Solana Beach businesses, residents and the environment --which does not appear to have been adequately considered. I urge SANDAG to take a step back before including Alternative A in

the next step of the process.

4) I oppose Alternative A. It's double the estimated costs of Alternatives B and C, SANDAG should not expend any resources further considering Alternative A.

Dr. Adel Tawfilis

Diplomate, American Board of Oral and Maxillofacial Surgery  
Assistant Clinical Professor, UCSD Division of Plastic Surgery

## SDLRR Project NOP

Amy Tawfilis [REDACTED]

Wed 6/26/2024 2:07 PM

To: LOSSANcorridor <lossan.corridor@sandag.org>

Cc: LOSSANAlignment@cosb.org <LOSSANAlignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To Whom It May Concern,

- 1) I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. Both Alternatives B and C are more direct, shorter, and far less expensive routes that utilize less-intrusive, less-polluting bored tunnels in 90% of their configurations. In contrast, Alternative A is double the cost and poses serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon. Accordingly, Alternative A does not warrant the expenditure of any additional taxpayer money.
- 2) At the June 18 SANDAG meeting, SANDAG shared the overarching NOP/EIR goal that to move forward in the process Alternatives must comply with the project criteria. Alternative A should never have been added to the NOP, as on its face it does not minimize community impacts, preserve wetlands, avoid environmental impacts, result in minimal impact to public transportation, or meet the overall feasibility test. It appears that SANDAG missed a fundamental step in the EIR process by not engaging with actual Alternative A stakeholders (Solana Beach, NCTD, LOSSAN, BNSF, DOD, Port of SD, etc.). Accordingly, the NOP should be cancelled, an entirely new NOP without Alternative A should be brought back-- or possibly an amended Alternative A that begins south of Via de la Valle in order to avoid the obvious non-compliance with the project criteria known to be present in Alternative A.
- 3) As a Solana Beach resident who just became aware of Alternative A, I am extremely concerned about severe impact on Solana Beach businesses, residents and the environment --which does not appear to have been adequately considered. I urge SANDAG to take a step back before including Alternative A in the next step of the process.
- 4) I oppose Alternative A. It's double the estimated costs of Alternatives B and C, SANDAG should not expend any resources further considering Alternative A.

Sincerely,

Amy Tawfilis

## SDLRR Project NOP

Taylor [REDACTED]

Tue 6/18/2024 11:13 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.

I strongly oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money. Thank you for your serious consideration of this most important matter!!

Everett Taylor

[REDACTED]  
Solana Beach, Ca. 92075

Sent from my iPhone

## Opposition to Alternative A

Lori Gmail [REDACTED]

Sun 7/7/2024 10:28 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANAlignment@cosb.org <LOSSANAlignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To SANDAG planners,

As a resident of Solana Beach for the past 25 years, I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

During the time that I have lived in this city, I have been witness to the creation of the rail trail in Solana Beach, and the improvements made with the lowering of the train tracks. The real trail is used constantly and heavily by members of our community and neighboring communities for safe transportation, and also recreation. The undoing of these improvements is unthinkable.

The economics of Alternative A are also hard to swallow. It costs twice as much as alternative B and C. Alternative A causes significant lost revenue to the cities of both Del Mar and Solana Beach given the impacts that would have both temporarily and permanently on local businesses, the fairgrounds, etc.

There are so many reasons why Alternative A is not the right alternative. I ask that you please consider all of the voices of the communities that these alternatives will impact, and take Alternative A completely off the table.

Respectfully,

Lori Taylor

[REDACTED]  
Solana Beach

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**From:** Steve Tayman [REDACTED]  
**Sent:** Friday, June 21, 2024 12:28 PM  
**To:** LOSSANcorridor <lossan corridor@sandag.org>; [REDACTED]  
**Subject:** Relocation Map for proposed option "A" for new tracks.

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I am a 40 plus year Solana Beach owner. I am not a civil engineer but want to offer another alternative to the billion dollar project of moving the tracks away from the cliffs in DEL MAR.

Leave the tracks in place and fortify the cliff with massive sea walls many feet thick. Much thicker and better engineered than the puny seawalls created by Condo projects facing the same erosion problems up and down the coast. These are built by homeowners and do a reasonable job.

Sea walls work. For example, Children's Pool of La Jolla, built 93 years ago. There must be many massive coastal seawall projects worldwide that have solved this problem.

I am not a fan of option "A" as it is not in Solana Beaches best interests, and the long construction time and its associated chaos .

For the record, there is no FAIRGROUND NORTH as the portal name implies. This is deceptive. SANDAG has an entire mapping division and DOES know that the portal is located in SOLANA BEACH, not on the fairgrounds. Your map does not engender trust of SANDAG.

Sincerely,  
Steven Tayman

## SDLRR Project NOP

Tom Tellez [REDACTED]

Tue 6/18/2024 8:51 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear SANDAG,

I strongly oppose further consideration of Alternative A and request that it be removed before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Tom Tellez  
Homeowner, Solana Beach

**From:** [Phoebe Telser](#)  
**To:** [LOSSANcorridor](#)  
**Cc:** [LOSSANAlignment@cosb.org](mailto:LOSSANAlignment@cosb.org)  
**Subject:** SDLRR Project NOP  
**Date:** Sunday, June 23, 2024 1:59:41 PM

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You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

It is unbelievable that you are considering a plan that would disrupt passenger and freight rail service south of Solana Beach, destroy recent and current improvements (lowering the tracks, the seasonal platform, Coastal Rail Trail and Via de la Valle Vehicle bridge), force cancellation of the annual Fair, cause huge losses in revenue to local businesses, and close a Strategic Rail Corridor – all for 5 – 10 years and at double the cost of Alternatives B and C.

It is important that SANDAG consult all parties involved: the governments of Solana Beach and Del Mar, the 22<sup>nd</sup> District Agricultural Board and the public. Scrap Plan A and formulate a plan that is reasonable and less destructive for all of us.

Phoebe S Telser

Solana Beach resident

## SDLRR Project NOP

Linda Thompson [REDACTED]

Mon 6/17/2024 1:56 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANAlignment@cosb.org <LOSSANAlignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To: SANDAG

I am a long time resident of Solana Beach. A few days ago I received a postcard/flyer in the mail about "Moving Tracks Off the Bluffs." We have all been hearing about the proposed tunnels through Del Mar for a long while. However, this is the first I had heard of Alternative A which would go through Solana Beach. The first paragraph of the flyer states: "YOUR INPUT played a key role in shaping the ongoing vision for the project." NO, NO, NO!!! Not OUR input, but the input of those in Del Mar. After ages of listening to the concerns of Del Martians, you think a postcard and a few weeks is all those in Solana Beach deserve??? I'm not discounting the importance of listening to residents of Del Mar, but we in Solana Beach deserve equal respect and consideration. The little postcard announcing a 45-day scoping period and mentioning Solana Beach once is not acceptable.

**I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.**

Sincerely,

Linda Thompson

[REDACTED]  
Solana Beach, CA 92075



## SDLRR Project NOP

Tue 7/9/2024 11:11 AM

To: LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear Tim Pesce or To Whom it May Concern,

My name is Christina Tinkham; my husband is Ron Tinkham. We are on the HOA Board of San Elijo Hills 2 in Solana Beach. We have been following this rail project for just about a month when it was brought to our attention through "the grape vine" and local papers that 3 options for the moving of the current railroad tracks was being considered with option (A) being highly contested within Solana Beach. Ron and I agree that option (A) is a huge disruption far more than the (B) and (C). To us NONE of these options are do-able. The disruption, traffic, cost, lack of tax money coming from the Fairgrounds, unbearable stress coming from homeowners and business owners; the list goes on and on. These (A) (B) and (C) options should NOT see the light of day.

SOLUTION!!!

There is a great solution! DO NOT MOVE THE TRACK. BUILD UP THE CLIFFS. This idea is perfect for your problem. The cliffs/slopes that boarder the tracks can be built up in the fashion of a dam or if you can imagine a freeway wall that holds up ground on either side. This is done all the time. NO IMPACT to the beach or the environment. The top of the cemented slope could have large natural rocks cemented in so when traveling on the train you see rocks, beach, ocean. From the beach looking up there would be a huge cement wall that looks like a dam. What better way to display ART carved into this wall then to theme it with corral, fish, waves just like they do along some new freeways. The art is gorgeous. There is a local artist who could be contracted to do this monster project. I don't know his name but his sea life art is displayed on walls at the opening of the Pill Box Cove in Solana Beach at the end of Lomas Santa Fe Drive.

Has ANYONE talked about this alternative idea? Ron and I are excited at the possibility of this project. There would be NO moving of the tracks just secure the bluffs where they are vulnerable.

PLEASE if you are interested in this idea, Ron and I would be happy to meet with anyone from SANDAG who is responsible for this project. Maybe you are the person in charge Mr. Pesce. We can discuss this possibility. The cost? It has to be way, way below moving the tracks and tunneling under homes, the fairgrounds and the lagoon.

Please contact me at this email address [REDACTED]. My home phone is [REDACTED].

Thank you for taking the time to read this email and ponder my idea.

Christina Tinkham

[REDACTED]  
Solana Beach

## SDLRR PROJECT NOP

Jennie Tomlinson [REDACTED]

Tue 6/18/2024 10:30 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To whom it may concern:

I oppose SANDAG's further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money. This proposal by DM residents has once again excluded the concerns held by the Northern coastal residents and the impact it will have on many.

Please do not allow this proposal without including all the affected parties to have a say in it.

Respectfully,

Jennie D. Tomlinson

# SANDAG Rail Realignment Project

John Towart [REDACTED]

Fri 6/21/2024 4:39 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANAlignment@cosb.org <LOSSANAlignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. Alternatives B and C are more direct, shorter, and far less expensive routes that utilize less-intrusive, less-polluting bored tunnels in 90% of their configurations. In contrast, Alternative A is double the cost and poses serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon. Accordingly, Alternative A does not warrant the expenditure of any additional taxpayer money.

As a Solana Beach resident who just became aware of Alternative A, I am extremely concerned about the severe impact on Solana Beach businesses, residents and the environment --which does not appear to have been adequately considered. I urge SANDAG to take a step back before including Alternative A in the next step of the process.

I oppose Alternative A. At double the estimated costs of Alternatives B and C, SANDAG should not expend any resources further considering Alternative A.

--

**John Towart**

[REDACTED]  
Solana Beach, CA 92075

**Retired**

## SDLRR Project NOP

Todd Trusso [REDACTED]

Wed 6/19/2024 8:40 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

SANDAG team,

It has come to my attention that there are multiple plans on how to move the railroad tracks near the Del Mar Cliffs. While it is quite obvious that the tracks need to be moved (or risk falling into the ocean) in Del Mar, San Clemente and likely other places near Santa Barbara it must be done carefully and in the most cost controlled manner possible.

The idea of sinking the tracks in Solana Beach (where there is no issue with erosion) and exposing the city of Solana Beach to the epicenter of construction for a Del Mar problem is nonsensical. This is the latest in the history of the City of Del mar trying to offload there problems to there more quiet neighbor to the North. We won't be quiet on this one as the stupidity of choice "A" is obvious to all.

Best,

Todd Trusso

[REDACTED]  
Solana Beach , CA  
92075

## SDLRR Project NOP

Crime Buster [REDACTED]

Mon 7/1/2024 12:09 PM

To:LOSSANcorridor <lossancorridor@sandag.org>

Cc:LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hi Tim Pesce,

As a concerned Solana Beach citizen, I am writing to express my opposition to SANDAG's LOSSAN Rain Realignment Alternative A. My family and my neighbors are strongly against the impacts Alternative A will have on the City of Solana Beach. Please take Alternative A off the table.

Thank you for your consideration.

Brad Tuck

## Railway Corridor

Valerie [REDACTED]

Fri 6/28/2024 6:59 PM

To:LOSSANcorridor <lossanccorridor@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

As a 20+year resident of Solana Beach, I ask that this railway realignment be done in the least costly and shortest time frame. Solana Beach already lowered their railroad tracks years ago.

It's important to leave Solana Beach and the Del Mar Fairgrounds out of this matter. Alternative A is the most expensive and it definitely the WRONG choice.

Thank you for listening to my comments.

Valerie Tuck  
[REDACTED]

Solana Beach  
[REDACTED]

Valerie Tuck  
Sent from my phone.

## SDLRR Project NOP

Mary Turk [REDACTED]

Thu 7/18/2024 2:38 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>;Jewel Edson <jedson@cosb.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I am a Solana Beach homeowner living with my 25-yr old adult disabled son at 629 S Cedros Avenue. This is on the track side of the street.

Alternative A, newly added to the mix of choices for track realignment, doesn't make sense to anyone except the Del Mar residents who are pushing it.

I watched the news the other day where a woman was saying that the other alternatives B & C are not sensitive to the very important horse owner population in Del Mar. I will respond by saying that her Alternative A is very insensitive to the very important needs and livelihoods of all the residents and businesses along S Cedros Avenue, not to mention the Fairgrounds which are a huge source of revenue (sales tax, local businesses) and fun. And who are these pompous Del Mar residents who willy nilly are just fine with petitioning to destroy our world here in Solana Beach?

I oppose Alternative A.

- It is DOUBLE the cost of Alternatives B & C.
- The ECONOMIC IMPACT to the businesses on S Cedros and the Fairgrounds and on us, the residents who call this OUR HOME, will be devastating.
- It will take TWICE AS LONG TO CONSTRUCT to construct as compared to B & C.
- It will DISRUPT RAIL SERVICE LONGER (Freight, passenger, military) which will cost us billions of dollars in revenue. My son does not drive and relies heavily on trains as his major source of transportation up and down the coast. He visits family in San Juan Capistrano, Orange County on the Amtrak. He goes to work in downtown SD during the week on the Coaster. He visits the airport to take pictures of planes on the weekends.

Please focus on more viable Alternatives.

Thank you,

Mary Turk - homeowner

[REDACTED]  
Solana Beach, CA. 92075

[REDACTED]

## SDLRR Project NOP

janturnageaz@cox.net [REDACTED]

Thu 7/11/2024 1:53 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:janturnageaz@cox.net <janturnageaz@cox.net>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Jan Turnage

[REDACTED]  
Solana Beach, CA 92075  
DMBC



## SDLRR Project NOP

Candy TUTROW [REDACTED]

Thu 7/11/2024 6:51 PM

To: Clerk of the Board <clerkoftheboard@sandag.org>; LOSSANcorridor <lossancorridor@sandag.org>; lossanalignment@cosb.org <lossanalignment@cosb.org>

[Some people who received this message don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.

I OPPOSE Alternative A. Nothing about this proposal makes a workable or viable solution, multiple environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon and even worse, double the time and double the cost which hurts all and don't make sense. Please focus on some other alternatives that can pass a simple common sense test. Alternative A does not pass the common sense test! Alternative A is wrong in so many ways and simply longer time and higher cost equals higher economic impacts, longer construction time, greater disruption to rail service, greater invasive environmental impacts, of which none of these make sense for this project.

Candy Tutrow

## Lossan Corridor

Mike Tutrow [REDACTED]

Sun 7/14/2024 9:27 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:jedson@cosb.org <jedson@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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First let me say I am opposed to any tunnel project especially one that goes thru Solana Beach. I am amazed how option A even made it to the proposal stage when you look at the disruption and cost associated with it.

I have another solution I would like to propose, this one comes from an engineers point of view and not from a politicians or some pie in the shy SANDAG big dig.

This all started because of a bluff failure on the tracks in Del Mar. The train enters the bluff area of Del Mar somewhere south of Jakes and leaves somewhere north of Torrey Pines State Beach.

Instead of a tunnel which we all know will far exceed the best estimates of cost and time, I propose a sea wall along the fore mentioned problem zone. Solana Beach has protected its cliffs with sea walls for decades with great success. If you couple this with say a 50 year sand replenishment program the sea would likely never reach the new sea wall, again something that Solana Beach has shown success in doing. The new sea wall can be back filled and compacted and beach access could be designed into it, going under the tracks (something Encinitas has done successfully multiple times). The cost of this proposal including money set aside for beach sand replenishment, would be microscopic compared to the big dig and would have minimal disruptions to the train schedule as well as the lives of those who live around it.

Let's say that SANDAG is successful in removing tracks from all or part of Del Mar.....what happens in a couple decades when this portion of bluffs erodes and starts to threaten the backs yards of the houses that currently are to the east of the tracks? Will you ask those people to move away? No you will build a wall to protect them just like all the rest of home owners living on bluffs above the sea in our area. If you really want to address the problem and not just cave to a group of wealthy and powerful Del Mar residents or a few SANDAG legacy hunters....just build the wall.

Mike Tutrow  
Solana Beach resident

## SDLRR Project NOP

[REDACTED]  
Wed 6/26/2024 4:47 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANAlignment@cosb.org <LOSSANAlignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To Whom It May Concern,

Solana Beach spent millions on lowering our train tracks years ago. I understand Solana Beach was not officially involved/consulted with drafting Alternative A. I certainly object to Alternative A for a variety of reasons.

As a Solana Beach resident for 47 years, I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Sincerely,  
Cathy Tyre  
Solana Beach Resident

[REDACTED]

## SDLRR Project NOP

Bobby Udall [REDACTED]

Tue 6/18/2024 8:29 PM

To: LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To whom it may concern:

I am a resident of Solana Beach. I live in Isla Verde. I 100% oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Thank you

---

Robert Udall

Attorney at Law - Licensed in Utah & California



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## SDLRR Project NOP

dana upton [REDACTED]

Sat 6/15/2024 2:09 PM

To:LOSSANcorridor <lossan.corridor@sandag.org>

Cc:Spencer Upton <spencer.upton@gmail.com>

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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Hello,

I do not like the idea of the railroad going under Solana beach. We have a nature preserve that could be disrupted, the fairgrounds couldn't operate as usual, several businesses will be severely negatively impacted, and it doesn't make sense to pay three times as much!

Thank you,

Dana Upton

Solana Beach Resident

[REDACTED]  
Sent from my iPhone

## SDLRR PROJECT NOP

Ginny-Bedrock Bridy [REDACTED] >

Tue 6/25/2024 5:28 PM

To:LOSSANcorridor <lossan@sandag.org>;LOSSANalignment@cosh.org <LOSSANalignment@cosh.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I just learned about the addition of Alternative A to SANDAG's NOP for the rail realignment in Del Mar.

I am opposed to Alternative A and recommend that it be removed as an option before any more time and resources is wasted on the EIR study.

Alternative A is the longest route, will cost twice as much as the other options, will cause severe negative economic consequences and environmental impact to the Solana Beach residents and businesses, the Fairgrounds, San Dieguito Lagoon and Stevens Creek areas for the several years of construction.

Alternative A is not a viable option and a needless, careless use of precious tax payer's funds.

Thank you for your time and consideration.

Sincerely,

**Ginny**

***The Road to Success is Always Under Construction***

**Ginny Uyeno-Bridy**

**DBI Asset Management, Inc. (DBI) – President**

**Bedrock Investments Group (BIG) – Chief Operating Officer**

**Solana Beach, CA 92075**

[www.bedrock-inv.com](http://www.bedrock-inv.com)

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**Go Green! Print this email only when necessary.**

## Opposition to Alternative A (How in Gods name did Option A get put on the table as anything that even remotely feels like a viable option)

Marc Vaccaro [REDACTED]

Tue 6/18/2024 11:43 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To the many it may concern,

As a homeowner in Solana Beach, I am speechless that something as insanely and negatively lopsided a choice as Option A would ever make it to the starting gate of being considered as a viable choice amongst your alternatives in the Lossan Rail Alignment Project.

I get it. The tracks have to come away from the Bluff and further beach erosion. There is going to be disruption; massive disruption in any of the three options. But as a life long business person/real estate developer, when faced with all tough choices, you try to choose the least disruptive, destructive one economically, socially and environmentally staying within the confines of laws and practicums of the issue. I've looked at the three alternatives. Ignore the price tag for a moment which is hard to do and which I will come back to later.

The simple fact is this. Option A is tantamount to dropping a bomb right in the middle of our Solana Beach CBD (Central Business District) which is not only the heartbeat and blood of our community both economically and energetically but also includes within a stone's throw our highest density of residents within a very short distance of the "bore in" including 700 condominiums and moderate income housing.

Solana Beach would NEVER be the same again and basically the heart of the community would effectively be put out of commission for as long as a decade.

Counting the other factors; the Fairgrounds and race track are out of commission for years; the price tag is billions more than option B or C; you would be burrowing under an extraordinarily fragile Lagoon/eco environment.

How did we get here?



Again, I get it. Option B and C are going to be extraordinarily disruptive in their own right. Generally, a low density of multi million dollar homes and homeowners will be impacted. Some, greatly so. But Option B and C do not decimate the entire nerve center of Del Mar.

And Option B and C will be 2 plus billion dollars less costly. If there are say 100 houses in Del Mar that might get some impact, this may sound facetious, but you could literally compensate each one of them 10 million dollars for their disruption and you would still have a billion dollars of savings to spare over Option A. And both Solana Beach and Del Mar would have a future.

Honestly, it feels to me like there is undo pressure being put on here to consider an outrageous choice that has no rational merit of being put on the table in the first place. I hope I am wrong here, but if Option A is further considered, our community, for its very survival, will be forced to forensically research what is really going on here and the history of how this came to pass.

Please do the right thing. I know you have worked hard. I know this is not easy. But abandoning Option A, in our parlance, is "picking low hanging fruit."

Marc Vaccaro

## No to Alternative A!

Rachel van Betten [REDACTED]

Tue 6/18/2024 12:25 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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"I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money."

Sincerely,

Rachel van Betten

Resident and Business owner in Solana Beach

[REDACTED]

## Corridor Option Feedback

Jay VanderVoort [REDACTED]

Tue 6/18/2024 11:28 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hello,

I would like to share my feedback regarding the three corridor options being proposed for the LOSSAN rail realignment project. In particular, I would like to speak to Alternative A. As a citizen of Solana Beach, it has been brought to my attention that, although greatly impacted, the town has not been adequately communicated with regarding the impacts of this option. Having learned more about it from the Mayor of Solana Beach, I understand that this option has emerged at the sole urging of Del Mar residents, has double the cost of the other alternatives, and has negative environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds, and the San Dieguito Lagoon. As a result, I do not support Alternative A and request its removal as an inordinately biased and harmful option.

Thank you for your consideration in this matter. I truly look forward to a more robust railroad in this area.

Sincerely,

Jay Vandervoort

[REDACTED]  
Solana Beach, CA

## OPPOSITION to ALTERNATIVE A!!

Astrid Vaccaro [REDACTED]

Tue 6/18/2024 9:40 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

As a homeowner and resident of Solana Beach, I **VEHEMENTLY oppose** further consideration of Alternative A in the LOSSAN Rail Alignment Project and hereby request that you remove Alternative A before any further work on the EIR is done!!

Alternative A comes with **TWICE the price tag** of the other Alternatives!! And for this additional outlandish expense we get serious economic consequences to Solana Beach and the Fairgrounds, not to mention massive environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon??!! What is the rationale??

Furthermore, by even considering Alternative A, it sounds like you are willing to negatively impact 60+ affordable multi-family homes in Solana Beach in favor of a handful of multi million dollar individual homes in Del Mar, whose owners have clearly been able to sway the thought process. This is a travesty!

It is **ABSURD** that Alternative A would even be considered when there are 2 other options that are far less detrimental and far more cost effective! Alternative A does not warrant the expenditure of any additional time or effort or taxpayer money!  
**Please focus on the much more viable and less destructive Alternatives B and C!!**

Astrid VanZon

Las Brisas HOA board member

[REDACTED]  
Solana Beach, CA 92075

## No Alternative A

Michael Varney [REDACTED]

Tue 6/18/2024 2:53 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.

Greetings, I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Thanks, Mike Varney

# LOSSAN Rail Realignment Alternative A BOONDOGGLE

veithlaw@icloud.com [REDACTED]

Mon 7/15/2024 1:03 PM

To:LOSSANcorridor <lossan@sandag.org>;LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANalignment@cosb.org. <LOSSANalignment@cosb.org.>

You don't often get email from [REDACTED] [Learn why this is important](#)

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Relocation of the tracks is an absolute necessity and needs to be accomplished as soon as possible. Logic and good government dictate that the tracks be relocated via tunnel using the **shortest, least expensive route possible**. Instead, and seemingly at the 11th hour, the public is shocked to see SANDAG is entertaining "Alternative A", which is by far the most expensive and longest of the realignment options! Alternative A is not merely more expensive but billions of dollars more than alternatives B and C. That fact alone should rule out Alternative A as a consideration.

What I want to know is who is responsible for proposing Alternative A and why is it being included with options B and C, when it is obvious that B and C are the only options best for the public. Alternative A will severely impact the local economy, especially the Fairgrounds, as well as local businesses along the 101 and Cedros Avenue. Furthermore, Alternative A will negatively affect air quality and open, recreational spaces in and around the San Dieguito River and the Coastal Rail Trail. These negative consequences are likely to last a generation as Alternative A is not only the most expensive of the options but will also take much longer to construct; some estimates indicate construction could take over 14 years to complete!

So when I see government seriously considering an option as outrageous as Alt A, I become suspicious. Who benefits from such an obvious boondoggle? Construction contractors for one! Del Mar residents for another. And how do construction contractors and the wealthy get their way even when it is against the public interest? They give gifts and make huge campaign contributions.

If SANDAG were acting in the public interest it would choose Alt B or C and use the extra \$2 billion (it would have spent on Alt A) to help solve San Diego's other pressing problems, like homelessness, the housing shortage and airport access!

I OPPOSE ALTERNATIVE A. And please reply and tell me who is responsible for this abomination of a proposal.

Regards,

Geoff Veith

## SDLRR Project NOP

Stephanie Cowles Ventrella [REDACTED]

Wed 6/19/2024 9:31 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hello,

I strongly oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Should you have any questions, feel free to email me or call me at [REDACTED]

Best,  
Stephanie

--

Stephanie Cowles Ventrella  
[REDACTED]

## SDLRR Project NOP

Felicia Vieira [REDACTED]

Tue 6/18/2024 1:41 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.

Dear SANDAGG & Tim Pesce:

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Thank you

Felicia Vieira

[REDACTED]  
Solana Beach, CA 92075



**From:** [Joe Villaseñor](#)  
**To:** [LOSSANcorridor](#)  
**Cc:** [LOSSANalignment@cosb.org](mailto:LOSSANalignment@cosb.org)  
**Subject:** Objection to Route A LOSSAN Proposal  
**Date:** Sunday, June 23, 2024 7:52:08 PM

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You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear SANDAG,

I am a longtime resident of Solana Beach and I strongly object to any efforts to relocate train tracks within our City, or what is being considered as Route A for one of the proposed routes currently being studied.

We have been blindsided by the sudden suggestion of this route. Our City officials who are heavily involved with SANDAG only heard of this until being seriously considered recently and it appears that the requisite consultation, notice, and outreach were not performed to allow it to get this far. I do not think it will pass legal muster and I am copying our City in hopes that our City Attorney will determine all appropriate legal measures to remove Route A from consideration altogether. It certainly defies all common sense.

In Solana Beach we took time to have a well thought out rail way track placement when the train station was relocated to the current Solana Beach station. That effort was well coordinated with local, state, and federal agencies. The location and engineering of the current track limits noise and environmental impacts and emphasizes safety of train passengers and pedestrians. It is also cost effective and an efficient design.

Route A presents the opposite- a boondoggle in the making, a fiscal nightmare, and an environmental disaster. It also punishes our city for the lack of adequate planning by its neighbors to the south. We don't want our hard-earned tax dollars to create years of financial waste, environmental hazards, and risks that should not be unfairly borne by our city alone.

Please remove Route A from consideration. The other proposals make much more sense from a financial, environmental, and practical standpoint. Thank you.

Joe Villaseñor  
Solana Beach Resident

## SDLRR Project NOP

Rich Villasenor [REDACTED]

Tue 6/18/2024 4:47 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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### **I Oppose Alternative A for the Following Reasons:**

**Known Costs** – estimated at \$4.14 billion dollars, Alternative A is approximately twice the cost of Alternatives B and C.

**Economic Impacts to Our Local and Regional Economy** — Unlike B & C, Alternative A will dramatically impact Fairgrounds operations and sales tax revenue generated by the Fairgrounds (\$680 million annually) as well as local businesses (unknown \$\$).

**Environmental Impacts** – Alternative A will result in higher impacts during construction to air quality (Solana Beach residents and businesses and the Del Mar Fairgrounds), wetlands, open space, and sensitive natural resources (in and around the San Dieguito Lagoon, Steven's Creek and Del Mar Fairgrounds).

**Length of Construction** – Construction of Alternative A is estimated to take up to twice as long as Alternatives B & C (as much as 14 years).

**Enormity of Direct and Indirect Impacts** — Due to the close proximity of construction a far greater number of homes and businesses will be adversely impacted by Alternative A as compared to Alternatives B & C.

**Disruption of Rail Service** — Alternative A poses unacceptable service and economic impacts to both passenger and freight rail service, our military, and the Port of San Diego, and will cost our region billions of dollars in lost revenue.

--

Regards,

Rich Villasenor  
Solana Beach Resident

## Support for Del Mar tunnel plan A

Scott [REDACTED]

Tue 6/18/2024 3:42 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.

Hello,

Just finished reading an email from the solana beach mayor. I think she's using "alternative" fact on how disruptive this is going to be.

Alternative plan A, although the most expensive removes the rail tracks from the San Dieguito Lagoon, the Del Mar Bluffs and Las Penasquitos Lagoon this to me is the best alternative. This also appears to be the best for the environment as the tunnel exit in alternative A would bring the track closer to the 5 freeway south of Carmel Valley Road. Alternative A would also allow for higher speeds along the coastal corridor. Hopefully this can be part of high-speed rail network preparation for San Diego.

Scott Vincent  
Del Mar, CA 92014

Sent from my iPhone 21,000

## SANDAG//Coastal track route

Susan Von Posern [REDACTED]

Wed 7/10/2024 2:10 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>;LOSSANAlignment@cosb.org <LOSSANAlignment@cosb.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

This message is intended to express my opposition to Alternative A. The proposed tracks will not just impose an undue burden on the local residents, but upset the beauty AND the integrity of the surrounding environment. The option must be removed before any further work or disruption occurs. Solana Beach, the Del Mar Fairgrounds, the preserved San Dleguito Lagoon and Stevens Creek are long known and appreciated for their pristine beauty and serenity. Alternative A is double the cost of the other Alternatives, a cost that is born by us as the taxpayers. There is simply no tenable argument in support of Alternative A.

**From:** [Christian Waage](#)  
**To:** [LOSSANcorridor](#)  
**Cc:** [Lina Waage](#)  
**Subject:** SDLRR Project NOP  
**Date:** Tuesday, June 18, 2024 12:57:21 PM

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You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.”

Should you have any questions, feel free to email me or call me at [REDACTED]

[REDACTED].

[REDACTED]

Solana Beach, CA 92075

## SDLRR Project NOP - Alternative A

Lina Pitesa Waage [REDACTED]

Tue 6/18/2024 2:24 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Should you have any questions, feel free to email or call me at [REDACTED].

---

**Lina Pitesa Waage**

[REDACTED]

## SDLRR Project NOP

Chris Wakeham [REDACTED]

Fri 7/19/2024 3:57 PM

To:LOSSANcorridor <lossan@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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Hello,

Firstly I am a huge supporter of the rail network, use the train and trolley often and have always supported funding of transit. In fact I would like to see all transit free to use with an increase in gas and diesel tax to pay for it.

I would like to register my strong opposition to LOSSAN Rail Realignment Project Alternative A, it makes absolutely no sense to build such a long and expensive tunnel.

As an engineer Alternative C is the only one that makes any sense at all, is the lowest cost and I fully support moving forward with this option ASAP.

Thank you

Chris Wakeham

[REDACTED]  
Solana Beach, CA

92075

## SDLRR Project NOP

Sunday Wakeham [REDACTED]

Fri 7/19/2024 10:31 PM

To:LOSSANcorridor <lossan@sandag.org>

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Hello,

I would like to register my strong opposition to LOSSAN Rail Realignment Project Alternative A, it makes absolutely no sense to build such a long and expensive tunnel.

Alternative C is the obvious choice and has my support.

Thank you  
Sunday Wakeham  
Solana Beach, CA



## SDLRR Project NOP

Jim Wales [REDACTED]

Tue 6/18/2024 9:13 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANAlignment@cosb.org <LOSSANAlignment@cosb.org>

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I am shocked at your consideration of Alternative A. It is an absurd proposal compared to Alternatives B and C. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

~ Jim

## Alternative A

James Walker [REDACTED]

Fri 7/19/2024 6:25 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>;jedson@cosb.org <jedson@cosb.org>

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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I am a Solana Beach resident living on the track side of South Cedros Avenue. I am a disabled adult and do NOT drive. I am heavily reliant on these tracks and the rail2rail system to get me up and down the coast of San Diego to get to work downtown and on the weekends with my friends and family.

I am opposed to Alternative A. Construction is going to take twice as long as Alternative B or C. And it's going to cost twice as much as B or C.

Next year, NCTD has budgeted to construct to double track behind my house to the fairgrounds. Alternative A wants to then rip all of the millions of dollars out. How silly and ridiculous is that? That money should be better off spent somewhere else and fixing the tracks in Del Mar.

The environmental impact of Alternative A is the worst option of any of the options. It will affect all of the businesses and residents on South Cedros Avenue. And It will greatly interfere with the activities and revenue at the fairgrounds.

Alternative A was created by Del Mar residents and Solana Beach had nothing to do with this and only found out about it after it was already on the ballot.

Please refocus on more viable , realistic , sustainable , attainable , logical alternatives.

Thank you

James Walker

[REDACTED]  
Solana Beach, CA 92075  
[REDACTED]

## SDLRR PROJECT NOP

Janice Wallace [REDACTED]

Mon 7/1/2024 1:00 PM

To:LOSSANcorridor <LOSSANcorridor@SANDAG.org>

Cc:LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

You don't often get email from [REDACTED] m. [Learn why this is important](#)

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Let's face it, no residents in Del Mar, Solana Beach or even the surrounding area want to have the Amtrak/Coaster train tracks moved nearby. We realize something must be done to move the tracks to avoid the eventual collapse and devastation that would result.

However, we feel that one possible solution (A) is being forced on us by the city residents who scream and protest the loudest, those in Del Mar. That is apparent as we Solana Beach residents knew nothing of the latest proposed Option A until very recently. Their proposal includes remedying the problem by just moving the tracks north without regard for the disruption and destruction of the Solana Beach coastal properties, additional exorbitant construction cost, extended length necessary for the new tracks, and resultant increased turmoil through the area even as far east as the I-5 freeway. In addition, the noise, negative environmental impact, major traffic congestion and plummeting housing values are pieces of the puzzle that cannot be ignored. The Solana Beach corridor will never be the same. This would be a nightmare that no one can imagine.

For all of these reasons, we firmly believe that SANDAG, along with Del Mar and Solana Beach representatives, need to meet, discuss and open-mindedly reach further for an amicable solution (not just 3 options) wherein established beautiful and costly neighborhoods and shopping and business districts won't be destroyed, and many lives won't be thrown into turmoil as a result of this issue. No on Option A.

~ Janice Wallace

## No Alternative C!

Jing Wang [REDACTED]

Thu 7/18/2024 3:19 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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Hello,

**It is critical that SANDAG listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon Foundation and Torrey Pines Community Planning Board, Alternative C should be dropped from further consideration. Alternative C is clearly not in the best interests of the environment or the community and it is a waste of taxpayer resources to study an alternative which obviously makes no sense to pursue.**

Jing Wang

[REDACTED] Del Mar, CA 92014

## No Alternative C!

vw spring [REDACTED]

Thu 7/18/2024 3:15 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

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**It is critical that SANDAG listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon Foundation and Torrey Pines Community Planning Board, Alternative C should be dropped from further consideration. Alternative C is clearly not in the best interests of the environment or the community and it is a waste of taxpayer resources to study an alternative which obviously makes no sense to pursue.**

**Vera Wang**

resident at:

[REDACTED] Del Mar, CA 92014

## SDLRR Project NOP

terry Wardell [REDACTED]

Tue 6/18/2024 8:30 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

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### **I Oppose Alternative A for the Following Reasons:**

**Known Costs** – estimated at \$4.14 billion dollars, Alternative A is approximately twice the cost of Alternatives B and C.

**Economic Impacts to Our Local and Regional Economy** — Unlike B & C, Alternative A will dramatically impact Fairgrounds operations and sales tax revenue generated by the Fairgrounds (\$680 million annually) as well as local businesses (unknown \$\$).

**Environmental Impacts** – Alternative A will result in higher impacts during construction to air quality (Solana Beach residents and businesses and the Del Mar Fairgrounds), wetlands, open space, and sensitive natural resources (in and around the San Dieguito Lagoon, Steven's Creek and Del Mar Fairgrounds).

**Length of Construction** – Construction of Alternative A is estimated to take up to twice as long as Alternatives B & C (as much as 14 years).

**Enormity of Direct and Indirect Impacts** — Due to the close proximity of construction a far greater number of homes and businesses will be adversely impacted by Alternative A as compared to Alternatives B & C.

**Disruption of Rail Service** — Alternative A poses unacceptable service and economic impacts to both passenger and freight rail service, our military, and the Port of San Diego, and will cost our region billions of dollars in lost revenue.

Please understand that I do believe the rail line must be moved but this option is unsustainable and likely a disaster.

Yours,

Terrence Wardell

[REDACTED]  
Solana Beach, CA. 92075

## SDLRR Project NOP

paula warren [REDACTED]

Wed 7/3/2024 10:58 AM

To:LOSSANcorridor <lossan@sandag.org>

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I am a Solana Beach resident, living and working here since 1976.

I oppose Alternative A for the following reasons:

Alternative A is approximately twice the cost of Alternatives B and C

Economic impact to our local and regional Economy. This will impact the revenue generated by the Fairgrounds as well as local businesses.

Environmental Impact—will result in higher impacts during construction due to air quality and sensitive to natural resources.

Length of construction to take as much as 14 years over Alternatives B & C

Direct and indirect impacts to homes and businesses

Disruption of rail service effecting commuters, freight, military, and the port, costing billions of dollars in lost revenue.

Thank you for your time and consideration. Paula Warren [REDACTED], Solana Beach 92075

## Rail Realignment

Jeannine Watkins [REDACTED]

Wed 7/10/2024 3:57 PM

To:LOSSANcorridor <lossancorridor@sandag.org>;LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

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Hi,

I am a resident of Solana Beach and would like to say that Alternative A should be removed from the NOP and not be considered. There is no reason to disrupt Solana Beach with something that:

Is the longest of the three alternative alignments with significant more costs (approx. \$4.4+ billion)

May impact rail operations requiring extended construction timelines and Shoofly operations to facilitate freight and passenger rail service on a controlled schedule.

Would require boring and tunneling under the San Dieguito Lagoon, and unknown impacts to Stevens Creek floodway;

May disrupt the Del Mar Fairgrounds operations and future land use opportunities;

Would impact directly or indirectly businesses and homes along S. Cedros for 7 to 10 years.

Thank you,  
Jeannine Watkins  
[REDACTED]



## SDLRR Project NOP

Connor Webb [REDACTED]

Fri 7/19/2024 5:18 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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Hello SDLRR team,

I am highly supportive of the LOSSAN Rail Realignment Project, and I overall support the routing alternatives chosen to advance to the DEIR. These alternatives have incorporated the concerns of the public with regard to portal locations, while maintaining the design speeds and travel times outlined in the project goals. The I-5 alignment will likely be overly costly with worse performance, but comparison of that alternative to the Crest Canyon and Camino Del Mar Alternatives in the DEIR will be important when presenting the results to local residents to justify the final alignment.

However, the *San Dieguito to Sorrento Valley Double Track Del Mar Tunnels Alternatives Analysis Report* resulted in the reduction of the internal tunnel diameter previously controlled by the freight rail easement in the shared use agreement between BNSF, NCTD, and MTS and current LOSSAN Design Criteria from 33-ft to 28-ft. This is concerning because no reference to accommodating future electrification was noted in the revision, and this NOP does not clarify the tunnel requirements further. Specifically, it is essential that any tunnel diameter and/or revision of the shared use agreement permits electrification via overhead contact system (OCS). OCS is the most efficient, reliable, and sustainable way to power rail services and any infrastructure projects on LOSSAN should ensure compatibility. OCS can refer to overhead wires or overhead conductor rail (also called rigid overhead contact system, overhead contact rail, overhead rigid rail, overhead contact bar). Compared to overhead wires, overhead conductor rail can reduce clearance requirements while still being capable of speeds well beyond 110mph (as seen in Austria's Sittenberg Tunnel at 155mph and [Switzerland's Ceneri Base Tunnel at 170mph](#)). However, overhead conductor rail requires more frequent support structures that are typically cast-in-place into the tunnel sections during construction, or else drilling into the tunnel structure will be required. That requirement should be known from the start of any tunneling project to incorporate into construction to reduce overall cost and complexity of electrification.

Therefore, it is crucial that the DEIR scope include the requirement that all designs studied in the DEIR should be able to accommodate some sort of OCS, whether wire or rail, with clearances for both freight and passenger rail traffic.

I am excited to see this project move forward, and I hope you will clarify that appropriate clearances for electrification will be included in the project requirements.

Best,  
Connor Webb

## SDLRR Project NOP

Lynn Wedell [REDACTED]

Mon 6/17/2024 1:42 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>;lossanalignment@cosb.org <lossanalignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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I am a resident of Solana Beach and was recently informed of SANDAG's Notice of Preparation of a Draft Environmental Impact Report for the LOSSAN Rail Realignment Project. Thankfully, this information was disseminated by local newspapers and the Solana Beach Weekly Update of June 13, 2024.

It was shocking to learn that one of the three alternatives under consideration, i.e., Alternate A, would run directly through the central business district of Solana Beach, which also includes many residential properties. And this, after none of the "public outreach" had previously been given to the City of Solana Beach or its residents? The NOP acknowledges 8 different presentations, workshops, virtual information sessions, etc., for Del Mar and 1 for Torrey Pines Community Planning Board over a period of almost a year. And Solana Beach residents are now required to submit comments no later than July 19th? It seems questionable whether SANDAG has complied with its legal and administrative obligations when all of the public outreach was given to Del Mar residents who just happen to be the proponents of a proposal which would have very significant detrimental effects on Solana Beach and none on Del Mar. In any event, this process has not been fair and reasonable to the residents of Solana Beach.

I strongly oppose any further consideration of Alternative A because of the obvious known costs involved, the negative economic consequences to the region, environmental impacts during construction and the overwhelming negative effects on the City of Solana Beach.

**Lynn Wedell**  
[REDACTED]

## Rail Realignment

Speaking of Health [REDACTED]

Sun 6/30/2024 12:12 PM

To:LOSSANcorridor <lossan@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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Dear SANDAG,

We are residents of Del Mar and have reviewed the options that are available at this time.

The only potential option that is viable would be Alternate route A that would start in Solana Beach and then line up with Interstate 5.

Thank you,

J. Weiss

[REDACTED]  
Del Mar, Ca 92014


## FW: Letter to SANDAG re LOSSAN relocation: Notice of Preparation

shirli.weiss@gmail.com [REDACTED]

Thu 6/27/2024 1:09 PM

To: Mario Orso <Mario.Orso@SANDAG.org>; Keith Greer <keith.greer@sandag.org>; Peter Casellini <Peter.Casellini@sandag.org>

Cc: 'Laura Schaefer' [REDACTED] >; 'Terry Gaasterland' <tgaasterland@delmar.ca.us>; LOSSANcorridor <LossanCorridor@sandag.org>

 1 attachments (76 KB)

Constituents' Letter to SANDAG BOARD for Item 15^J 6.28.24 Meeting.pdf;

Some people who received this message don't often get email from [REDACTED]. [Learn why this is important](#)

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Gentlemen,

It was a pleasure meeting you last night. As a Del Mar resident, I appreciated your measured approach in responding to questions posed to you by Solana Beach City Council members designed to challenge the NOP's selection of one particular North Portal associated with Route A as one of the study routes, to the exclusion of any critical analysis of any other portal or study. While I appreciate that councilmembers have strong feelings about the NOP, as do councilmembers in Del Mar, the process put in place by SANDAG itself of giving all constituents an opportunity for questions, thorough analysis and commentary, must be allowed to play out without premature elimination of any option as Solana Beach apparently seeks. We have not even had a chance to comment on the threshold issue of project objectives and, because community impacts involve health and safety issues that accompany such a massive change in the environment, and will greatly and disproportionately affect Del Mar (and much less Solana Beach), the objectives must be scrutinized and simply cannot be treated as having equal weight. I certainly hope you will not become a party to and will in fact oppose any effort by Vice-Chair Heebner to eliminate Route A from the NOP. As the attached letter demonstrates, although Ms. Heebner is entitled to her opinion and advocacy, it is illegitimate for her to attempt to remove Route A or its currently associated portal from consideration before it has a chance of analysis in comparison to the other options, in the EIR. Solana Beach is certainly able to suggest alternative portals. We understand it wishes not to share any of the burden of connecting its station with Sorrento Valley, but we strongly disagree that either Solana Beach or the Fairgrounds may unilaterally demand that Del Mar shoulder the entire burden of relocation, while they continue to receive rail benefits and ask for new ones.

Solana Beach may not deprive Del Mar of the opportunity to have SANDAG engineers objectively analyze the only current NOP option that does not impose the devastating negative community impact that would be inflicted by Route's B and C. These routes both tunnel under Del Mar homes and call for a north portal right in the middle of Del Mar's tourist and business district, destroying it. Unlike Solana Beach, which is much larger and has many business districts, Del Mar is small and has few. The community impact of Routes B and C would be catastrophic. Please add the comments in the attached letter and this email to your working group's compilation of comments.

At the Solana Beach City Council meeting last night, you each candidly responded that you did not know the answer to most of the questions posed and that your analysis was nowhere near complete on any route and that most of the information you do have, such as with respect to cost, is narrowly defined and incomplete. Your cost estimates for example on B and C focus on construction cost and do not include cost of acquisition of rights of way, eminent domain, litigation challenging government taking, cost of

health care and class action litigation for the known negative health effects of noise and vibration and costs associated pollution associated with: tunnelling under homes and infusion of diesel fumes in underground tunnels (all of which costs are entirely foreseeable and must be considered). These are some of the myriad issues to be analyzed. Naturally there would also be litigation challenging any EIR that was interfered with at the NOP stage by eliminating areas of study.

We hope and anticipate that now that the NOP is published, you will appear at a Del Mar City Council meeting to take questions on all the routes. You will find we do not have the narrow focus of just a portal.

I anticipate you will get an entirely different view of community impacts from Del Mar residents.

I also expect you will get comments on last night's meetings from the many remote attendees. Thank you for your hard work.

Shirli Weiss

[REDACTED]

Del Mar, CA. 92014

**For: June 28, 2024 Meeting of the Board of Directors of the San Diego Association of Governments (SANDAG); Item 15 of the Agenda**

To: SANDAG BOARD OF DIRECTORS

**City of Carlsbad**

Melanie Burkholder, Councilmember  
(A) Hon. Priya Bhat-Patel, Mayor Pro Tem  
(A) Hon. Keith Blackburn, Mayor

**City of Chula Vista**

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(A) Hon. Alonso Gonzalez, Deputy Mayor  
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- (A) Hon. Vivian Moreno, Councilmember
- (A) Hon. Marni Von Wilpert, Councilmember

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- (A) Hon. Ed Musgrove, Councilmember
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**City of Santee**

- Hon. John Minto, Mayor

- (A) Hon. Laura Koval, Councilmember
- (A) Hon. Ronn Hall, Councilmember

**City of Solana Beach**

- Hon. Lesa Heebner, Mayor
- (A) Hon. David A. Zito, Councilmember
- (A) Hon. Jewel Edson, Deputy Mayor

**City of Vista**

- Hon. Katie Melendez, Deputy Mayor
- (A) Hon. Dan O'Donnell, Councilmember
- (A) Hon. John Franklin, Mayor

**County of San Diego**

- Hon. Nora Vargas, Chair
- Hon. Joel Anderson, Supervisor
- (A) Hon. Terra Lawson-Remer, Supervisor
- (A) Hon. Monica Montgomery Steppe, Supervisor

**Re: Recusal of Vice-Chair Lesa Heebner**

Dear Chairwoman Vargas and other Distinguished Members of the Board of Directors of the San Diego Association of Governments:

We are long-time residents of Del Mar and attorneys who have collectively practiced law in California for over 70 years in both state and federal courts and before state and federal agencies. We write to request that Vice-Chair Lisa Heebner be recused from the LOSSAN track relocation process based on partisan efforts to arbitrarily eliminate environmental review of an alternative route published in SANDAG's Notice of Preparation.

**RECUSAL OF VICE-CHAIR LESA HEEBNER IS APPROPRIATE TO RESTORE INTEGRITY TO SANDAG'S PROCESS FOR TRACK RELOCATION**

After years of work by SANDAG engineers and staff, SANDAG issued a Notice of Preparation (NOP) declaring three potential alternatives for an Environmental Impact Review (EIR) study for relocation of the portion of the LOSSAN train track now located on the fragile Del Mar bluffs. One of those is Alternative A, running along Interstate 5 with a northern portal. It has been one of the three alternative routes raised by SANDAG engineers since track relocation efforts began in earnest over three years ago and is endorsed by many residents.

Despite these facts, SANDAG Vice-Chair Lisa Heebner has publicly demanded that the LOSSAN Alternative A track route be summarily and arbitrarily eliminated from



consideration as a track relocation alternative. Such a peremptory and arbitrary demand from the Vice-Chair of SANDAG, the Board charged with carrying out a fair, legal and objective process and selection of the re-location route, immediately and greatly compromises the integrity of the process SANDAG is required to ensure. Vice-Chair's call for elimination of a route from EIR study is an effort to sabotage and illegally influence the selection process.

Vice-Chair Heebner's demand to eliminate Alternative A before any EIR is also an attempt to subvert the very process of selecting a route that minimizes adverse impacts to the natural environment and the communities surrounding the selected train route. She has publicly urged Solana Beach residents to write: **"I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done."** She urges elimination of an alternative that has been carefully studied by SANDAG engineers and endorsed by many members of the community. It reflects her apprehension that an EIR would show Alternative A to be the least damaging to the involved communities and the environment.

SANDAG's Board should take action to recuse Ms. Heebner from the SANDAG relocation process. **While one expects partisan comments from members of the Board acting as Mayors whose cities are affected by routes under consideration, SANDAG Vice-Chair's demand for elimination of EIR study of a route which was duly selected for study by SANDAG and published in the NOP, crosses the line of mere partisan opinion or advocacy. It is a transparent attempt to get SANDAG's Board to rig the process, is illegal and must be publicly censured.** Each NOP alternative should be subject to an EIR, and a premature decision to exclude one of them will subject the Board to legal scrutiny and judicial action.

#### **ALTERNATIVE ROUTE A MUST BE STUDIED BECAUSE IT HAS ALREADY BEEN SELECTED IN THE NOP AND POTENTIALLY MINIMIZES ADVERSE IMPACTS TO THE ENVIRONMENT AND THE COMMUNITIES SURROUNDING THE TRAIN ROUTE**

The proposal to route the train in alignment with Interstate 5 is not recent; it is a variation of an I-5 route that SANDAG engineers published at the beginning of the track relocation study. The process and procedure required by law and followed by SANDAG thus far included outreach to stakeholders, including Del Mar, the community **most affected** both in the short term and long-term by the track relocation. There must be consideration of its residents' proposals for a route that, among other goals, minimizes the negative impact to the community. Minimization of the impact of the multi-year disruptive construction and post-construction-future tunnelling forced upon any San Diego community is an articulated and necessary dual objective of the selected relocation.

It must be understood that track relocation is not a “Del Mar” problem. As many have observed, the train serves all citizens of San Diego County, including Solana Beach residents. All the routes allow Solana Beach to maintain its platform. Two of the routes, however, very disproportionately affect Del Mar residents. Alternative A is the only route that would greatly minimize or even eliminate the taking through eminent domain of homes and businesses and the tunnelling under homes not eliminated. Eminent domain would constitute extreme and unnecessary government overreach, particularly here where it can be avoided. Routes B and C require trains to rumble under homes not seized by eminent domain, with an unknown number of trains regularly carrying hazardous and explosive materials, as was the case above-ground in East Palestine, Ohio. Alternative A avoids the persistent adverse health effects of what SANDAG has admitted are “serious” noise and vibration impacts on residents in homes. The adverse consequences presented by alternatives B and C will be accounted for in an EIR, and may then be compared with any adverse environmental or community impacts resulting from Alternative A. **But summarily dismissing a promising alternative before any environmental study is even performed undermines the integrity of the process and deprives the Board of the valuable information needed to render a decision based on reason and an understanding of what is best for the environment and the communities surrounding the relocated tracks.**

## **TOWARD A RATIONAL SOLUTION**

Solana Beach’s main issue appears to be with the portal option at the north end of the Fairgrounds. Solana Beach is adverse to eminent domain when it comes to its residents or businesses, but not Del Mar’s. The Fairgrounds, for its part, wants all the benefits of a new platform and none of its burdens, but it too must share any potential burden attendant to a custom platform. Selecting a north portal that is not located smack in the middle of any residential neighborhood (as routes B and C are), should be a priority. If that entails selecting a location further north in Solana Beach or the Fairgrounds, then it should be considered a viable alternative. It is fundamentally unfair for Del Mar to shoulder the disproportionate burden of the benefits received by Solana Beach, the Fairgrounds and San Diego County by continued rail use. The EIR must be performed objectively without influence from SANDAG Board members to permit an informed decision that best minimizes the impact to the communities surrounding the route, principal of which is indisputably Del Mar. At the very least, the citizens of the county are entitled to an unbiased and informed decision-making process that does not arbitrarily dismiss viable alternatives.

**Vice-Chair Heebner's attempt to rig the selection process by preempting and controlling the selection of routes to be studied under an EIR must not be allowed. The Vice Chair has acted on a bias that seeks to arbitrarily eliminate selected alternatives and thus compromises the train relocation selection process, and she must be recused from that process.**

Respectfully submitted,

Shirli Weiss, Esq

Stratford Court

Del Mar, CA. 92014

██████████

Laura Schaefer, Esq.

158 6<sup>th</sup> St.

Del Mar, CA. 92014

██████████

CC: Office of Congressman Mike Levin

Office of Senator Catherine Blakespear

Coastal Commission, Office of Katherine Hucklebridge, Executive Director

Mario Orso, Chief Executive Officer, SANDAG

## RE: Letter to SANDAG re LOSSAN relocation: Notice of Preparation

shirli.weiss@gmail.com [REDACTED]

Fri 7/19/2024 3:53 PM

To: LOSSANcorridor <Lossan.corridor@sandag.org>

Cc: Peter Casellini <Peter.Casellini@sandag.org>; Mario Orso <Mario.Orso@SANDAG.org>; Keith Greer <keith.greer@sandag.org>

 1 attachments (6 MB)

COMMENTS ON SANDAG NOP 7.19.24.pdf;

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Gentlemen,  
Attached please find my comments on the NOP.  
Thank you.  
Shirli Weiss

SHIRLI FABBRI WEISS, ESQ

████████████████████  
DEL MAR, CALIFORNIA 92014

**Date: July 19, 2024**

**LOSSAN Project Development Team**

**LOSSANcorridor@SANDAG.org**

**Re: Comments on SANDAG June 4, 2024 Notice of Preparation of Draft Environmental Impact Report on Track Relocation (“NOP”)**

Dear SANDAG LOSSAN Project Development Team:

**I. INTRODUCTION**

I am a long-time resident of Del Mar and have practiced law in California for over 40 years before state and federal, district and appellate courts and government agencies. (Most of my legal work centered around defending public and private directors and officers against class action litigation, claims for breaches of fiduciary duty and conflicts of interest).

I own and reside at ██████████ in Del Mar and also own a condominium at Del Mar Woods in the southwest corner of Del Mar. I have closely watched the development of the realignment process. Among many other homeowners, my property and day to day life would be profoundly affected by the realignment portals and routes described in the NOP except for Route A. The views expressed in this letter are my own, although I believe certain of them are shared by many Del Mar residents.

**II. SUMMARY REMARKS**

To cut to the chase, while acknowledging the hard work, many hours spent, and talents of the Project Development Team, it should be clear after feedback from the community most impacted by the NOP, that the current NOP should be scrapped, and the Team should go back to the drawing boards. While time is of the essence, this is a project which, once implemented, will impact the community for at least 100 years. The design cannot be rushed. We cannot make the same mistake as was made when the tracks were relocated to the coast. The price that was paid for that mistake has been in the hundreds of millions of dollars and the scarring and armoring of the coast and destruction of our beaches. I encourage the Project Development Team to cut its losses and start over with fresh eyes because:

- **Flawed Process:** The initial favoring of Routes B and C resulted from a flawed and biased ranking process done as part of the 2023 San Dieguito to Sorrento Valley Double Track Del Mar Tunnels Alternative Analysis Report (“2023 SANDAG Tunnels Report” or “2023 Report”). Only rail interests did the ranking, resulting in speed being prioritized over community impacts. That preference was then obviously carried forward in SANDAG’s presentations of the NOP.
- **Repeated Attempts to Sabotage Route A by members of the SANDAG Board, Undermining the Integrity of the Process.** Members of the SANDAG Board are repeatedly attempting to sabotage the process by openly pressuring the project development team to remove Route A from consideration. Their goal is to try to assure that Del Mar solely and maximally bears the burden of realignment and not their favored interests. This must stop.
- **Maximum Negative Impact to the Community of the Torrey Pines Road Portal.** If implemented, the **Torrey Pines Road Portal** will have a maximum negative impact on the Del Mar Community because of its nearness to multi-family and other homes, its destruction of an iconic scenic location in Del Mar, its destruction of businesses on Carmel Valley Road, its closure during construction of a major access road into and out of Del Mar, (the road that is the fastest route to Scripps Hospitals), its blockage of emergency services, and the continuous train and ventilator noise and diesel gas pollution it will inflict on residents. It must be scrapped.
- **Maximum Negative Impact to the Community of Route C.** Route C tunneling, if implemented, will have a maximum negative impact on the Del Mar Community because the tunneling will be under the entire width of Camino Del Mar, Del Mar’s Main street, will impede and destroy local businesses and tourism during the construction phase, from which Del Mar will not recover. Eminent Domain government taking will be forced on homes and residents, and to the extent that it is not, the homes and businesses along the route will suffer diminution in property value. Noise and pollution and its ill health effects will be suffered by the residents and businesses on Camino Del Mar and also the homes on Stratford Court to the west and all the homes on the streets that intersect with Camino Del Mar because the train at that point will not be deep enough underground to eliminate the ill effects.
- **Maximum Negative Impact to the Community of Route B.** Route B tunneling, if implemented, will have a maximum negative impact on the Del Mar Community because the tunneling will be largely under homes.
- **Maximum Negative Impact to the Community of North Portal under Jimmy Durante Boulevard (“JDB Portal”).** The JDB Portal, if implemented, will have a maximum negative impact on the Del Mar Community because the construction of the portal will block a major route into Del Mar’s only main street, destroying its businesses and tourism. If it is combined with the Torrey Pines Road south portal, two main streets into and out of Del mar will be blocked during construction leading to an impossible

continuous traffic jam on Del Mar Heights Road. Construction will impede and destroy local businesses and tourism from which Del Mar will not recover. Eminent Domain government taking will be forced on homes and residents, and to the extent that it is not, the homes and businesses along the route will suffer diminution in property value. An iconic scenic area of Del Mar will be destroyed.

- **Fairground Opposition to Fairground North Portal.** The Fairground wishes to have the benefit of a new expensive platform but refuses to shoulder any burden associated with the realignment. As a result, the portal north of the Fairgrounds was dead on arrival.
- **Route A has the Least Negative Impact on the Community.** Route A has the least negative impact on the surrounding community because it circumvents homes and businesses. However, because Route A was coupled with the Fairgrounds Portal **and no other portal option was included**, it galvanized opposition from Solana Beach and the Fairgrounds, making it dead on arrival. The Project Development Team needs to come up with a viable north portal to couple with Route A, the best route option.
- **Selective release of Cost Information.** The Project Development Team has selectively released only construction cost estimates of the three routes. This has had the effect of having people ignore the ROW and acquisition costs, eminent domain and property litigation costs and health care costs and foreseeable class action litigation that would result from the implementation of Routes B and C, and myopically focus only on the greater construction cost of Route A. In the long run, Routes B and C will be the more expensive options because of foreseeable massive health and safety consequences leading to lawsuits against SANDAG and the other costs not included in the Team's estimates. **But even if Route A proves more costly, it is worth it to implement a route that circumvents homes and businesses. This is a 100-year project. We can't be penny wise and pound foolish. We should spend the money to save the town of Del Mar in San Diego County, it is an asset of the entire region. If we don't, the money will not go back to taxpayers or to SANDAG, it will be earmarked for rail projects on the east coast. If we don't spend the money to save the town, we will have a dangerous train route that will destroy Del Mar and the east coast transportation projects will get the money we would have used.**
- **Outdated Technology.** Diesel locomotives with their spewing pollution are, or are soon to be, outdated technology. SANDAG and the Project Development's Team's duty is to find the best way to transport vehicles and goods without using the deteriorating bluffs, **not subsidizing the railroad industry.** Other technologies including more frequent electric busses for passengers and electric trucks for freight, at least from San Diego to Oceanside or Solana Beach train station must be explored, rather than spend the money on the rail industry. NCTD's maintenance contract with BNSF cannot possibly be read to force NCTD or SANDAG to build BNSF a new rail line where they have not caused the demise of the existing one. All industries have to bear the cost of climate change, the railroad's infrastructure costs should not continue to be subsidized by taxpayers.



### **III. COMMENT ON THE FLAWED RELOCATION ROUTE SELECTION PROCESS AND IMPLEMENTATION OF THE PROJECT OBJECTIVES**

The selection and favoring of Routes B and C resulted from flawed methodology used by the Project Development Team in selecting these two alternative routes to advance to 10% engineering in the **2023 San Dieguito to Sorrento Valley Double Track Del Mar Tunnels Alternative Analysis Report (“2023 Tunnels Alternative Report” or “2023 Report”)**.

The team developed a list of 11 criteria that included impacts on the communities affected by the construction and post construction routes. The criteria also included railway interest economic preferences such as: speed, operation and maintenance costs and connectivity. 2023 Report, pp. 16-19. However, input and ranking of criteria was sought from *only a selected portion of stakeholders*, such as **rail carriers** and other rail related entities, such as NCTD, SANDAG, MTS, BNSF and SCRRA. Stuningly, for the 2023 Report, Del Mar, *the community most impacted by the community impacts of the route relocation* was not asked to participate in ranking or even asked to speak to the criteria in the 2023 Report.

As to the entities whose participation was sought, these entities stacked the deck and disproportionately applied railroad industry interests and minimized the dramatic negative community impacts that would be triggered by the selection of Routes B and C.<sup>1</sup> Unsurprisingly, these entities highly ranked speed (14), connectivity (13) and operation and maintenance costs (10) high, **and ranked the importance of community impacts, low (5)** in priority and this was treated as gospel in the 2023 Report.

Based upon this biased ranking that virtually ignored the dramatic negative community impacts of certain train routes, the Project Development Team advanced what became Routes B and C (in the NOP) to 10% engineering. **Routes B and C clearly will have the maximum negative impacts to the community surrounding the train relocation route.** In the 2023 Tunnels Report, the Project Development Team also eliminated the I-5 route

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<sup>1</sup> Members of some of these agencies are also conflicted. NCTD and its representatives on the SANDAG Board are conflicted because they are adverse to Del Mar in litigation that NCTD brought against Del Mar and the California Coastal Commission before the Surface Transportation Board. This disables NCTD representatives from objective consideration of Del Mar’s community interests, a key consideration in the route selection process for the NOP. Other SANDAG Board members are openly hostile to Del Mar because it objected to partisan exercise of the weighted vote, and have demonstrated at SANDAG Board meetings that they have prejudged the EIR process. These members cannot be relied upon to be objective. (View tape of the June 28, 2024 Board of Director’s Meeting).



from consideration, the only route that minimized pre-construction and post train operation impacts on the community.

When the Project Development Team finally conducted public outreach to Del Mar, the community profoundly impacted by the selection of relocation routes for study, they were met with intense, vociferous, well-founded and virtually ubiquitous protest and a mountain of data demonstrating the entirely foreseeable adverse community effects of Routes B and C.

After it published the 2023 Report, in required outreach meetings with Del Mar residents and City leaders, the Project Development Team was finally compelled to focus more on the dramatic negative impacts of Routes B and C to Del Mar and it did two things: First, in meetings with community residents and groups, it *disavowed* its flawed 2023 Report criteria chart (overwhelmingly driven by rail interests), and stated that it was not following that criteria (but failed to put that in writing). Then later, it added back an I-5 route to the NOP study criteria as Route A, designed to circumvent the homes and businesses of Del Mar. But it only had time to advance it to 1% engineering. The Team also coupled Route A with a north portal in the Fairgrounds that unfortunately proved to be a “poison pill,” and which, because it has been coupled with Route A, made Solana Beach and the Fairgrounds challenge all of Route A, not just the portal.

- At the June 28, 2024 SANDAG Board meeting, Solana Beach criticized the I-5 route (Route A) in the NOP because the Project Development Team had only advanced it to 1% engineering, in contrast to B and C which had been advanced 10%. **But the reason that the earlier I-5 route had been side-lined and the new I-5 route minimally advanced is because Route B and C were selected and advanced based on *biased and imbalanced* input sought solely from rail interests and rail influenced agencies of the criteria in the 2023 Report.**
- **If an I-5 route is now abandoned or marginalized or not seriously studied as a study route for track re-location, then the “Public Outreach” that the Project Development Team is mandated to do by law, and which it prominently outlines on p. 5 of the NOP, will be rendered an sham exercise. It was the vociferous public outcry of Del Mar, the most affected community, that demanded and demands that a route that circumvents tunneling under homes and businesses be given priority.**

#### **IV. COMMENTS ON THE PROJECT OBJECTIVES:**

The Project Objectives were adopted without dialogue with the residents of the Del Mar, the city most affected by the relocation. If the vote to adopt a route out of the current three routes up for study simply depends on a count of the most objectives met by the current Project Objectives without weighting, then one has to suspect that the objectives were reverse-tailored to fit routes B or C. Hence, comment on the NOP is the first real opportunity to comment on the stated Project Objectives. These are the stated Project Objectives in the NOP and comments:

## **STATED PROJECT OBJECTIVES 1 AND 6: IMPROVING RAIL SERVICE, COASTAL ACCESS AND SAFETY BY MOVING THE TRAINS OFF THE BLUFFS**

The first and sixth Project Objectives are met by all 3 routes and all 4 portals identified in the NOP, and should be maintained:

- Improve rail service reliability by relocating the existing railroad tracks away from the eroding coastal bluffs in Del Mar
- Improve coastal access and safety by eliminating at-grade railroad crossings and minimizing other pedestrian rail-points of interaction

## **STATED OBJECTIVE 2: MAINTAIN PASSENGER RAIL SERVICE TO THE EXISTING TRAIN STATIONS SERVING SOLANA BEACH AND SORRENTO VALLEY AND ACCOMMODATE DIRECT RAIL ACCESS TO...THE DEL MAR FAIR GROUNDS**

The above Project Objectives should be closely reexamined and one or both possibly eliminated as Project Objectives. It is these objectives that drive the Project Description and created the two proposed north portals in the NOP (B and C) that so adversely affect Del Mar and Solana Beach.

There are many reasons to eliminate or move the Solana Beach station. First, as **SANDAG Board member Tony Kranz** observed, the rail could avoid the Del Mar tunneling (routes B and C) and the Del Mar portal as well as the Solana Beach portal, with their **multitude** of pre-and post-construction long-term negative effects, by going directly from Sorrento Valley along or under the I-5 to the Oceanside station. The Solana Beach station is not essential to freight or passengers. Notably, Solana Beach has sought to rid itself of the station. In 2014, Solana Beach and the North County Transit District requested proposals to repurpose the station by converting it and some of the adjacent surface parking into offices, a restaurant and an underground parking structure.

The Project Development Team should study whether, if needed, a new platform could be erected closer to the I-5 between Sorrento Valley and Oceanside. Bypassing Del Mar and Solana Beach, a new route could solve a great many problems. In addition, the tracks in Solana Beach split the west side of that city and impede access to the coast. Taxpayers and others have long recouped their modest investment in the Solana Beach station (about \$26M) over the 25 years it has existed. Freight does not unload in Solana Beach and passenger boarding and de-boarding at that location simply does not justify the expense involved in this objective. **A route that works-around the two affected cities, Del Mar and Solana Beach, must be sought.**

**Second, returning the rail line from the east to the coast to “accommodate direct access to the Fairgrounds,” is, to borrow a phrase from the Union-Tribune’ editorial Board, “nuts.”** Over the years, the Fairgrounds has done very well economically without a platform, there is no driving need for one now given the cost to the cities in terms of construction disturbance and expense a platform would require. It should also be noted that the Fairgrounds has flatly refused to voluntarily accommodate any burden associated with re-locating the tracks. Thus, the Fairgrounds, a state-owned property, seeks a preferential benefit but disclaims any construction burden from realignment. Travel to the Fair for events should be accommodated by frequent electric bus shuttle service from Sorrento Valley station, Oceanside station, or a new platform close to the I-5 between those two stations.

**STATED OBJECTIVE 3: MINIMIZING IMPACTS IN THE SURROUNDING COMMUNITIES DURING AND AFTER CONSTRUCTION.**

**Minimizing impacts in the surrounding communities during construction.**

First, this objective requires expansion: Minimizing impacts in the surrounding communities *during construction* means all the elements of construction affecting the communities of Del Mar and to a much lesser extent, Solana Beach. Route B and C, as well as the south portal option at Torrey Pines Road and the north portal option located at the intersection of Jimmy Durante Blvd. and Camino Del Mar (“JDB” portal), **maximize** adverse impacts to the communities surrounding the proposed track relocation. Staging and construction of the JDB portal would shut down and destroy the businesses on Camino Del Mar, which is Del Mar’s main street. It would block fire service access to the City and require broad eminent domain taking and would lower the value of all property in the City. The noise, air pollution, traffic delay caused by boring under the City’s homes and businesses would be catastrophic to any semblance of normal life or routine to residents and business owners. **The reality is that there is no way to minimize the disastrous effects of construction of Routes B and C and the portals at JDB and Torrey Pines Road.** They would destroy the City, its residents’ day-to-day life and its businesses. **The NOP admits on p. 8: “The [Jimmy Durante Boulevard portal] would potentially extend into commercial and residential properties.”** This is a gross understatement. This JDB portal and routes B and C were obviously designed to further only rail interests to the exclusion of life and business interests of the City of Del Mar and its residents and millions of visitors. Both B and C routes should be scrapped on account of the severely negative impacts of construction and operation of trains under tunnels which clearly cannot be adequately mitigated.

The construction of the North Fairgrounds portal would be intrusive to a *much smaller* percentage and absolute number of the Solana Beach resident and business population than the percentage and number of residents and businesses of Del Mar affected by construction of Routes B and C and the JDB option. However, Solana Beach and the Fairgrounds oppose them,

although the impact on them is much less than the impact of Routes B and C on Del Mar, its residents, businesses and visitors.

### **Minimizing Impacts in the Surrounding Communities after Construction.**

The stated Project Objectives cannot be weighed equally. Clearly minimizing the long term impacts to the Community of Del Mar and the lesser impacts to Solana Beach should be regarded as the most important objective. The negative impacts of constructing Routes B and C and of locating the JDB portal smack in the middle of the entrance to Del Mar's business district Del Mar are too numerous to mention here, but here is a sample:

#### **LACK OF SAFETY: DRAMATIC RISK OF ACCIDENTS**

"Safety" is only expressly mentioned in connection with moving the tracks off of the coast and eliminating rail carriage's pervasive risk associated with rail crossings and blockage of access to the coast. While this is an important goal, it is met by all three routes and also by the 4<sup>th</sup> route suggested for study by Mayor Kranz.

The elephant in the room not explicitly addressed by the NOP (its key failing) and the most important goal should be to choose a train route that minimizes safety risks. In this regard, a route that does not tunnel under homes and businesses must be selected. Routes B and C should be rejected.

- Routes B and C present the risk of hazardous waste explosions under homes and businesses.
- Routes B and C present the risk of derailments under homes and businesses. In 2023 there were over 700 derailments nationwide. There was one a few weeks ago in North Dakota where the train carried hazardous materials. The rail industry's reaction to the catastrophic East Palestine, Ohio derailment of trains carrying hazardous materials and other disasters has been to oppose rail safety legislation and to continue to cut staffing on trains so as to meet the feared forecasted competition of clean, electrically powered trucks (Aurora, Inc. will roll out driverless electric trucks to carry freight by year end).
- BBSF, the carrier that will be carrying hazardous materials under Del Mar homes has had numerous whistle-blower complaints detailing how it has ignored safety rules of the FRA.

#### **EMINENT DOMAIN**

The NOP avoided estimating or sharing the estimate of the number of homes and businesses that would be caused by construction and operation of Routes B and C and failed to show a sketch of homes on the slides illustrating these routes, thus minimizing the impact of Routes B & C and



the portals to the public. Both Del Mar and Solana Beach demand a route that does not trigger eminent domain.

- The true cost of eminent domain to implement Routes B & C is that the forced transfer of homes will tear the fabric of the Del Mar community. Children will have to be pulled from school as their parents are forced to move out of Del Mar.
- Payment of “fair compensation” is no panacea for the many intangible negative impacts of eminent domain on the community as a whole, and will take years of litigation.
- Virtually all property values in Del Mar will be *and are already* starting to be negatively affected. Sales are already being suspended/, compounding housing challenges  
**ADVERSE HEALTH CONSEQUENCES TO THE RESIDENTS WHOSE HOMES ARE NOT TAKEN BY EMINENT DOMAIN**
- In the 2023 Report, SANDAG admits to dramatic negative noise and vibration impacts to thousands of residents whose homes are not taken by eminent domain. Increase in train capacity means virtually continuous train movement under homes causing constant rumbling, sleep disturbance, anxiety, heart disease, learning disabilities in children.
- **Particulate, cancer-causing air pollution concentrated at portals and underground.**
- The risk of a terrorist attack under homes.

## LITIGATION

### If Routes B or C are implemented:

- There will be years of Eminent Domain litigation.
- There will be Class Action and individual litigation arising from generations of ill health effects.

## DAMAGE TO COASTAL CITY TOURISM

- Tourism and business in Del Mar will die if Routes B or C are implemented.
- Solana Beach tourism and businesses will be adversely affected if Routes B and C are implemented, whether or not there is a north Fairgrounds portal. Del Mar residents and many people who visit Del Mar currently shop in Solana Beach. That will stop.

The above are only a few of the negative impacts of Routes B and C and of the JDB portal option and the Torrey Pines Road south portal.

**STATED OBJECTIVE 5: INCREASE PASSENGER AND FREIGHT  
TRAIN CAPACITY, REDUCE TRAVEL TIMES, IMPROVE**

## **RELIABILITY AND ACCOMMODATE ADDITIONAL RAIL SERVICE.**

The above goals should not be lumped together or treated with equal importance when weighted against the negative impacts of Routes B and C. All three routes and the fourth proposed route will increase reliability and accommodate additional rail service, by transferring the tracks from the eroding Del Mar bluffs.

**Travel time, i.e. speed and distance** should be singled out and separately examined, not lumped in with the others because they must be balanced with the goal of minimizing the impact to the community of Del Mar.

The LOSSAN corridor is 351 miles long. The San Diego County portion is about 60 miles. Travel through Del Mar is a few miles of rail. The selection of Route A or another I-5 route will prove to be a longer distance to circumvent the city. But the goal of minimizing the impact to Del Mar cannot be sacrificed on the alter of shorter distance in this relatively tiny segment of the LOSSAN Corridor. A couple extra miles to avoid the city and avoiding the adverse health effects and safety risks that accompany tunnelling under the city are well worth the extra distance and cost in this 100 year project. A couple extra miles will not make the difference in anyone deciding whether or not to take the train.

### **V. COMMENTS ON PROJECT COST**

The Project Development Team has selectively released only construction cost estimates of the three routes. This has had the effect of having people ignore the ROW and acquisition costs, eminent domain and property litigation costs and health care costs and foreseeable class action litigation that would result from the implementation of Routes B and C, and myopically focus only on the greater construction cost of Route A. In the long run, Routes B and C will be the more expensive options because of foreseeable massive health and safety consequences leading to lawsuits against SANDAG.

The premature release of incomplete costs and the myopic focus on selective costs to the exclusion of community impacts, has weaponized those who wish to have Del Mar solely shoulder the long-lasting and devastating effects of construction of Routes B and C and their associated portals. For example, at Solana Beach City Council meetings and at SANDAG Board meetings, SANDAG Vice Chair Lesa Heebner sought to undermine the NOP process entirely by arguing for the prompt elimination of the only route that circumvents the City of Del Mar. By this effort she sought to assure that Solana Beach bears none of the relocation burden, only Del Mar. This approach has undermined the integrity of the entire process. She used the incomplete and misleading cost figures to make her arguments

The project development team's estimated costs neglected to include many foreseeable costs of implementing Routes B and C. **But even if Route A proves more costly, it is well worth it to implement a route that circumvents homes and businesses. This is a 100-year project. We can't be penny wise and pound foolish. We should spend the money to save the town of Del Mar in San Diego County, it is an asset of the entire region. If we don't, the money will not go back to taxpayers or to SANDAG, it will be earmarked for rail projects on the east coast. If we don't spend the money to save the town, we will have a dangerous train route and the east coast will get the balance of the money.**

**VI. OUTDATED TECHNOLOGY of RAIL TRANSPORT**

Now that we know the trains on the bluffs must cease, SANDAG must cast a wider net in examining other technologies for carrying goods and people. Diesel locomotives with their spewing pollution are, or are soon to be, outdated technology. SANDAG and the Project Development's Team's duty is to find the best way to transport passengers and goods off the deteriorating bluffs, **not subsidizing the railroad industry.** Other technologies including electric busses for passengers and electric trucks for freight, at least from San Diego to Oceanside must be explored, rather than continuing to spend the money on the rail industry.

NCTD's maintenance contract with BNSF cannot possibly be read to force NCTD or SANDAG to build BNSF a new rail line where the agencies have not caused the demise of the existing one. All industries have to bear the cost of climate change, the private for-profit freight railroad industry costs should not continue to be grandly subsidized by taxpayers and SANDAG can find a better way to move passengers. This is an opportunity to step back and examine the full range of new technology opportunities, invite technical proposals and widen the scope of transport alternatives. Rail is not the best alternative between San Diego and Solana Beach where maintaining it would destroy a town,



Respectfully submitted,  
Shirli Weiss

[Redacted]

[Redacted]

**From:** [Sheila Garcia](#)  
**To:** [LOSSANcorridor](#)  
**Subject:** FW: July 25 2024 Del Mar Resident Letter to SANDAG Board  
**Date:** Tuesday, July 30, 2024 8:28:32 AM  
**Attachments:** [July 25 2024 Del Mar Resident Letter to SANDAG Board.pdf](#)

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**From:** [REDACTED]  
**Sent:** Monday, July 29, 2024 8:00 PM  
**To:** Mario Orso <Mario.Orso@SANDAG.org>; Peter Casellini <Peter.Casellini@sandag.org>; Daniel.veech@SANDAG.org  
**Cc:** Sheila Garcia <Sheila.Garcia@sandag.org>  
**Subject:** July 25 2024 Del Mar Resident Letter to SANDAG Board

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Dear SANDAG LOSSAN team,  
Attached FYI is a copy of the letter sent to the SANDAG Board for the July 26 meeting on a non-agenda item.  
Thank you.  
Shirli Weiss  
Del Mar Resident



**To:** SANDAG Board of Directors.

**From:** Shirli Weiss

**Date:** Public Comment for the July 26, SANDAG Board of Directors' meeting: Public listed Comment on a Non-Agenda Item

Dear SANDAG Board:

I am a long-time resident of Del Mar and an attorney who has practiced law in California for over 40 years.

I closely follow the LOSSAN Realignment project and have sent comments to the LOSSAN Project Development Team on the Realignment NOP. In light of Vice-Chair Lesa Heebner's constant lobbying against one of the portals that the Project Development Team proposed for study and the only Route (A) that would circumvent the dire negative community impacts to Del Mar that would be caused by Routes B and C, I wish to state the following:

**First**, I applaud Board member Krantz support and insistence that an I-5 route by-passing Solana Beach and Del Mar by linking Sorrento Valley station with Oceanside be studied. Whether it is Del Mar or Solana Beach or San Clemente or another coastal area where nature itself is insisting train travel cease on the coast, I-5 will eventually have to be enlisted as an alternate train route, because tunnelling under homes in all the cities that need to have the tracks moved will be unacceptably costly in human, private property and dollar terms.

**Second**, addressing **Eminent Domain** in Del Mar:

- Eminent Domain means forced government taking of property where "necessary" for a public project.
- In this case, eminent domain triggered by Routes B and C would involve not only **forced taking of homes and businesses, but also forced underground easements** to run a tunnel of varying depths under homes. As pointed out by Board member Krantz and acknowledged by law, Homeowners own the land under their homes.
- As the **Project Development Team's answers** to Board member Krantz's questions at the July 18, 2024 NCTD Board meeting showed, either of Routes B and C would require **tunnel easements under hundreds, even thousands of homes**. Moreover, both Routes B and C together with their portals, would require eminent domain (complete taking) **of an unknown number of homes** in Del Mar, clearly not a small number.

- No homeowner in Del Mar will readily agree to transfer easements to SANDAG to run a tunnel under their homes. Thus, eminent domain will involve years of litigation. The precise consequences of having trains constantly barreling under one's home are unknown, but the additional health risks of noise and vibration causing disturbed sleep, heart disease and learning disabilities are documented by scientific studies and therefore foreseeable damage.
- Del Mar's economic and tourist base will be destroyed by **Route B or C's** portal at Camino Del Mar. Camino Del Mar is Del Mar's Main Street. Businesses would be shut down and never recover. Homes would have to be taken and those that remain would be adversely affected by noise and pollution associated with the trains and constant giant ventilators.
- Over 250 multi-family residences would be gravely adversely affected by the Torrey Pines Road Portal associated with **Routes B and C** (See, e.g., July 19 NOP comment letters of Del Mar Woods Homeowners Association and Los Arboles Apartment Complex). The pollution, noise and reengineering of the topography at that location would destroy an iconic visual setting enjoyed by millions who drive to Torrey Pines Beach.
- **The length of time to implement either the B or C projects would be longer, not shorter than Route A.** The NOP only took into consideration construction time, not Right of Way acquisition and litigation time.

**The effect of eminent domain on the Del Mar community, both on families and businesses and the community as a whole, would be profound. A home is more than a sticker price. It is a family's pride, their membership in a neighborhood, a school system, a network of friends and civic life. Many homeowners in Del Mar thought to leave their homes to children and grandchildren to live in as multi-generational homes or inheritances representing a lifetime of work and investment. Eminent domain does more than tear at families lives, force a move, disrupt children's schooling and friendships, it tears at the very fabric of the whole community.**

SANDAG will also be unable to show it meets California's criteria of "necessary" inasmuch as a non-eminent domain route is available.

### **THIRD, COST**

Vice-Chair Heebner has sought to eliminate the only route (Route A) that circumvents Del Mar because the current portal that the project development team selected (not Del Mar residents as others have sought to imply) negatively impacts Solana Beach and has pointed to cost as a reason. Pointing to cost of construction as a sole cost data point is misleading and short-sighted:

- As the Project Development Team has stated numerous times to Ms. Heebner and others, the cost referred to by that team includes an early estimate of construction cost only, it does not include the cost of:
  - Eminent Domain taking of homes in Del Mar that will be required of Routes B and C and Portals associated with them on Camino Del Mar and Torrey Pines Road;
  - Eminent Domain taking of businesses required of Routes B and C for the Camino Del Mar Portal
  - Cost of compensating the City of Del Mar for lost tax revenue during and after construction
  - Litigation costs associated with disputes on eminent domain valuation of easements and of taking of homes and businesses
  - Entirely foreseeable Class action litigation resulting from the health and safety risks of portal pollution and train travel under homes.
  - The cost of delay associated with litigation if Routes B or C are adopted.
  - The additional cost of flood control caused by building in a flood zone with respect to Route C

Most importantly, as to cost, this is a hundred-year project. We should spend the money required to circumvent Del Mar and Solana Beach and be looking to minimize adverse community impacts as the top priority. If we don't spend the money necessary to protect our coastal communities from tunnel undergrounding of neighborhoods, we will pay the increased cost down the road. No money will be "saved" by Routes B and C. Moreover, even if hypothetically, SANDAG chooses not to spend the money on a route that avoids homes, those funds do not go back to the taxpayers or to SANDAG. The federal money earmarked for rail projects will be spent on the east coast corridors.

#### **FOURTH, TIME OF TRAVEL**

Proponents of B and C myopically point to time of travel in their efforts to scuttle Route A. But a longer route is not a reason not to choose a better route. The LOSSAN corridor is 351 miles long, a few more train minutes avoiding homes in Del is not going to make the difference on whether someone boards the train. The cost of train travel for more than one person, the cost of Uber or an alternative to travel the last 1-5 miles to your destination, the fact that you don't have a subway to hop onto and no car when you get to your destination, drive the train decision, not a few more minutes on the train. Certainly, the preferences of private, for-profit freight companies should not drive the decision whether trains go under homes.

In its July 21, 2024 edition, the New York Times reported:

**“A New York Times [analysis](#) found that extreme weather events — heat waves, storms, floods, high winds, low temperatures, tornadoes, lightning and wildfires — delayed Amtrak trains by 4,010 hours during the 2023 fiscal year, which began in October 2022 and ended in September 2023. That was the most weather-related delays for the federally owned company in at least 20 years.”**

Surely SANDAG and NCTD have other factors than a few miles added by a better route choice, to work on to improve travel time.

In conclusion, Board member Krantz had the best realignment solution. Failing that implementation, a Route that circumvents homes and businesses is the best choice, even if that means going back to square one to redesign the portal or route associated with Route A. Routes B and C are disastrous choices.

Respectfully submitted.



Shirli Weiss

  
Del Mar, CA. 92014

## Del Mar Rail Realignment

Dixie Welsh [REDACTED]

Fri 6/14/2024 2:54 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear SANDAG Members,

The only acceptable alignment is Alternative A under Del Mar Fairgrounds, under San Dieguito Lagoon to I-5. The Fairgrounds has long wanted their own train station & this plan would allow that. It would negate the need to rebuild the Trestle Bridge & that money has already been secured & can be used to offset the longer route costs. It will increase train travel times by a miniscule amount.

Tunneling under Camino Del Mar will destroy every business in Del Mar, cause 10 years of traffic misery to every resident, and jeopardize homes along that route. Tunneling under Crest Canyon and ruining many homes is also unacceptable. Increased noise levels & vibrations are deleterious to everyone's health.

Thank you for your kind attention.

Mary D. Welsh

[REDACTED]  
Del Mar, CA 92014

## SDLRR Project NOP

Ann Welton [REDACTED]

Wed 6/19/2024 10:50 AM

To: LOSSANcorridor <LOSSANcorridor@sandag.org>

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.

I oppose further consideration of Alternative A. Please remove it before further work on EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts and extended construction cycle, Alternative A does not warrant the expenditure of any additional taxpayer money. Specific Concerns are:

Excessive Cost: Alternative A is approximately twice the cost of Alternatives B and C

Economic Impact: Unlike Alternatives B and C, Alternative A will dramatically impact Fairgrounds Operations as well as sales tax revenue generated Along with unknown impact on local businesses

Environmental Impacts: Higher impact to wetlands, open space, and sensitive natural resources in and around the San Dieguito lagoon

Length of Construction: Alternative A is twice as long to complete as Alternatives B and C

Thank you for considering my concerns about continued consideration of Alternative A

Ann Welton

[REDACTED]  
Del Mar, CA 92014

Sent from my iPad

## SDLRR Project NOP

evelyn westfield [REDACTED]

Tue 6/18/2024 10:13 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

*I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.*

## "SDLRR Project NOP"

Sandy Whiting [REDACTED]

Sat 6/22/2024 9:44 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANAlignment@cosb.org <LOSSANAlignment@cosb.org>;lheebner@cosb.org <lheebner@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Attention Tim Pesce

SDLRR Project NOP

"We oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money."

Resident of Solana Beach

Sanford and Daine Whiting

[REDACTED]  
Solana Beach, CA 92075



**From:** [Annette Wiesel](#)  
**To:** [LOSSANcorridor](#)  
**Subject:** LOSSAN Rail Realignment Public Scoping Meeting  
**Date:** Tuesday, June 18, 2024 4:27:12 PM  
**Attachments:** [WieselAnnetteRailRealignmentLetter.docx](#)

---

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Please accept and read my attached letter of concern for the City of Del Mar and the reasons for avoiding aligning the train tracks through the City of Del Mar.

Thank you

--

Kind Regards,  
Annette Wiesel, resident  
MFI Medical Equipment, Inc.  
[REDACTED]  
Del Mar, CA 92014

## **Subject: Strong Opposition to Shutting Down Del Mar for LOSAN Rail Realignment**

I am writing to express my strong opposition to the proposal for rail realignment through the city of Del Mar (ZIP Code: 92014) for the LOSAN rail realignment project. As a resident and active member of our community, I am deeply concerned about the severe and far-reaching negative impacts this realignment would have on our city, particularly our local and small businesses that rely heavily on tourism and local patronage for survival.

### **Economic Impact on Local Businesses**

Del Mar is a vibrant city with a unique economy driven by small, locally-owned businesses that contribute significantly to our community's character and economic health. According to the latest Del Mar Village Association data, over 90% of our businesses are small enterprises, with the majority relying on tourism, local events, and day-trippers for their revenue. These businesses include restaurants, boutique shops, and service providers, all of which thrive on the accessibility and charm of our seaside location.

Realignment through Del Mar for an extended period would likely result in catastrophic economic losses. In the summer months alone, Del Mar sees an influx of approximately 500,000 visitors, driven largely by its renowned beaches, the Del Mar Fairgrounds, and the Del Mar Thoroughbred Club. The Del Mar Tourism Business Improvement District (TMD) reports that these visitors contribute an estimated \$80 million annually to our local economy. This realignment would disrupt this vital economic engine, potentially leading to permanent closures of businesses that simply cannot survive a prolonged absence of customers.

### **Loss of Employment and Tax Revenue**

According to data from the San Diego Association of Governments (SANDAG), local businesses in Del Mar employ over 1,200 residents. These jobs are crucial for the livelihoods of many families in our community. A city-wide effect from this realignment would jeopardize these jobs and reduce the city's tax revenues, which are essential for maintaining public services and infrastructure.

### **Impact on Tourism and Reputation**

Del Mar's tourism industry, which includes attractions such as the Del Mar Beach, Seagrove Park, and the Del Mar Racetrack, plays a pivotal role in our city's appeal. Realignment in the city would significantly damage our reputation as a premier tourist destination. Recovery from such a blow would be slow and difficult, as potential visitors may choose alternative destinations, leading to long-term declines in visitor numbers even after the project's completion.

### **Community Disruption**

The proposed realignment would also severely disrupt the daily lives of residents. Access to essential services, including healthcare, education, and transportation, would be compromised. Moreover, Del Mar hosts numerous community events, such as the Del Mar Summer Concert

Series and Art Strolls, which would be impossible to hold under such conditions. Our community's social and cultural fabric, which is already delicate, would be irreparably harmed.

## **Alternative Options**

The only acceptable alternative to a realignment through the city of Del Mar for the LOSAN rail realignment project is to reroute the realignment along the Interstate 5 (I-5) freeway corridor. This option offers a viable solution that effectively avoids disrupting our city while addressing the project's goals.

1. **Minimal Impact on Local Economy:** By utilizing the I-5 corridor, the rail realignment project can proceed without disrupting the daily operations of Del Mar's businesses. This approach ensures that our local economy, which is heavily reliant on tourism and small businesses, remains intact. Del Mar's businesses can continue serving residents and tourists, avoiding the catastrophic economic impacts of a city-wide shutdown.
2. **Preservation of Employment and Tax Revenue:** Aligning the rail project with I-5 would safeguard the jobs of over 1,200 residents employed by local businesses. This continuity is essential for maintaining household incomes and supporting the city's tax base, which funds crucial public services.
3. **Sustaining Tourism and Reputation:** The I-5 alignment would preserve Del Mar's status as a premier tourist destination. It ensures that our beaches, parks, and cultural attractions remain accessible, maintaining the steady flow of visitors that our tourism industry relies on. This strategy prevents long-term damage to Del Mar's reputation and helps sustain tourism's annual \$80 million contribution to our economy.
4. **Environmental Considerations:** Rerouting the rail line along I-5 also mitigates environmental concerns associated with the construction process. This route minimizes potential impacts on Del Mar's delicate coastal ecosystem, including its beaches and bluffs. The sensitive habitats of our coastal areas, such as those near the Del Mar Beach and Torrey Pines State Natural Reserve, can avoid the disturbances that construction would entail. Furthermore, this option reduces the risk of erosion and degradation of the natural landscape that a city-centered realignment might cause.
5. **Reduced Community Disruption:** The I-5 corridor is already designed to accommodate significant infrastructure and can support rail realignment with fewer disruptions to daily life. Residents' access to essential services, schools, and community events would remain unaffected, ensuring that the social and cultural fabric of Del Mar remains strong and uninterrupted.

In summary, the I-5 freeway corridor presents a strategic alternative that addresses the objectives of the rail realignment project while safeguarding Del Mar's economic, social, and environmental integrity. It is the only option that meets our community's needs without imposing severe and unacceptable burdens.

In conclusion, the proposal of realignment through the city of Del Mar for the LOSAN rail realignment project poses an existential threat to our local economy, community, and way of life. The potential economic devastation, loss of employment, damage to our tourism industry, and community disruption far outweigh the benefits of an expedited construction timeline. I urge the

decision-makers to reconsider this approach and adopt the I-5 freeway corridor alternative, balancing infrastructure improvements with preserving our city's economic and social well-being.

Thank you for considering this perspective. I look forward to a solution that respects the needs and vitality of our beloved city.

Sincerely,

Annette Wiesel  
A resident of Del Mar, CA 92014  
[REDACTED]  
Del Mar, CA 92104

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#### References:

1. Del Mar Village Association. "Economic Profile." Accessed June 2024. [Del Mar Village Association](#).
2. Del Mar Tourism Business Improvement District. "Annual Report 2023." Accessed June 2024. [Del Mar TMD](#).
3. San Diego Association of Governments. "Regional Employment Statistics." Accessed June 2024. [SANDAG](#).
4. Del Mar Fairgrounds. "Visitor Statistics." Accessed June 2024. [Del Mar Fairgrounds](#).
5. Del Mar Thoroughbred Club. "Economic Impact of the Races." Accessed June 2024. [Del Mar Racetrack](#).
6. Del Mar Summer Concert Series. "Event Information." Accessed June 2024. [Summer Concerts](#).
7. Seagrove Park. "Visitor Information." Accessed June 2024. [Seagrove Park](#).

## SDLRR Project NOP

Yaron Wilf [REDACTED]

Tue 6/18/2024 6:01 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:lossanalignment@cosb.org <lossanalignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I oppose the further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon. Alternative A does not warrant the expenditure of any additional taxpayer money.

Yaron Wilf

Solana Beach Resident

## "SDLRR Project NOP"

Wilken, Lisa [REDACTED]

Wed 6/19/2024 3:11 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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*I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.*

*Thank you !!!*

*Resident of Turfwood, Solana Beach.*

## **Lisa Wilken**



**Principal Stone Ranch ES**

*Home of the Trailblazers*

"Education is the most powerful weapon which you can use to change the world."

- Nelson Mandela

**Mrs.Wilken's Zoom Office**

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## SDLRR Project NOP

Kristen Willerer [REDACTED]

Fri 6/21/2024 3:58 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

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I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Should you have any questions, feel free to email me or call me at [REDACTED]

Best,

Kristen Willerer, [REDACTED]

--

Kristen Willerer, DPT  
[REDACTED]

## SDLRR Project NOP

Tom Willerer [REDACTED]

Tue 6/18/2024 10:13 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money

Tom Willerer, resident of [REDACTED]



**From:** [Andrea Williams](#)  
**To:** [LOSSANcorridor](#)  
**Cc:** [LOSSANAlignment@cosb.org](mailto:LOSSANAlignment@cosb.org)  
**Subject:** SDLRR Project NOP  
**Date:** Tuesday, June 18, 2024 1:13:09 PM

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You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

SANDAG Team,

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Thank you.

Andrea Williams

[REDACTED]  
Solana Beach, CA 92075

**From:** [Marjory Williams](#)  
**To:** [LOSSANcorridor](#)  
**Cc:** [LOSSANAlignment@cosb.org](mailto:LOSSANAlignment@cosb.org)  
**Subject:** SDLRR Project NOP  
**Date:** Friday, June 21, 2024 3:32:09 PM

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[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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I hope and trust that SANDAG will eliminate Alternative A from further consideration.

With Alternative A's negative cost, construction time, environmental impact and community disruptions so grossly exceeding the other 2 alternatives, it is clearly not a reasonable solution. Please act now to remove this as an option.

Thank you for your consideration.

Best,  
Marjory Williams

**From:** [Toni Williams](#)  
**To:** [LOSSANcorridor](#)  
**Subject:** SDLRR PROJECT NOP  
**Date:** Friday, July 19, 2024 9:30:36 AM

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CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.

We have been Solana Beach residents since 1981.

Once again this 'Alternative A' directly affects our cross street of Via de La Valle at Cedros Ave.

The already traffic packed impact on Southwest Solana Beach is already taxed with the summer tourists, Fairground activities and races.

We oppose Alternative A. Besides doubling the cost, our beautiful San Dieguito Lagoon, the extraordinary Fairgrounds and iconic Del Mar Racetrack will be entirely disrupted.

This plan makes no sense. Do not stress our already highly impacted coastal area of Solana Beach any more than it already is.

Thank you.

Scott and Toni Williams

[REDACTED]  
Solana Beach, CA. 92075  
Sent from my iPhone

## Fwd: Rail

Scott Williams [REDACTED]

Fri 7/19/2024 11:58 AM

To: LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

----- Forwarded message -----

From: **Rodney McCoubrey** [REDACTED]

Date: Fri, Jul 19, 2024 at 11:47 AM

Subject: Re: Rail

To: Scott Williams [REDACTED]

On Jul 19, 2024, at 11:43 AM, Rodney McCoubrey [REDACTED] wrote:

**\*\*Subject: Strong Opposition to the LOSSAN Rail Realignment Project\*\***

Dear [Recipient's Name],

I am writing to express my firm opposition to the proposed LOSSAN rail realignment project. As a concerned citizen, I believe that this project poses significant environmental, economic, and social risks that outweigh any potential benefits.

Firstly, the environmental impact of realigning the rail line through our community cannot be overstated. The proposed route threatens to disrupt local ecosystems, endanger wildlife habitats, and increase pollution in sensitive areas. Our community has worked hard to preserve our natural resources, and this project would undermine those efforts.

Secondly, the economic burden on taxpayers and local businesses is a major concern. The projected costs of this realignment are substantial, and there are no guarantees that the project will stay within budget. Additionally, the construction phase is likely to disrupt local commerce, leading to financial losses for small businesses that rely on uninterrupted access to their premises.

Furthermore, the social implications of this project are troubling. The proposed route may lead to the displacement of residents, the destruction of cultural landmarks, and increased noise pollution. These changes would negatively affect the quality of life for many in our community.

I urge you to reconsider the LOSSAN rail realignment project and explore alternative solutions that do not jeopardize our environment, economy, or community well-being. It is crucial that we prioritize sustainable and community-friendly initiatives over disruptive infrastructure projects.

Thank you for considering my concerns. I hope that you will take the necessary steps to protect our community and environment from the adverse effects of this project.

Sincerely,  
Scott Williams  
Solana Beach resident

---

Would you like any specific details or additional points to be included in this letter?

## SDLRR Project NOP

John Wilson III [REDACTED]

Mon 6/17/2024 12:01 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANAlignment@cosb.org <LOSSANAlignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

To Whom it May Concern:

As a 40 year resident of South West Solana Beach, I am appalled at and strongly oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A is not a reasonable or viable solution and does not warrant the expenditure of any additional taxpayer money.

John Wilson III

[REDACTED]  
Solana Beach, CA 92075  
[REDACTED]

## SDLRR Project NOP

Liz Winant [REDACTED]

Wed 6/26/2024 6:40 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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“I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.”

Sincerely,  
Elizabeth Winant  
Solana Beach resident

## SDLRR Project NOP

Melissa Won [REDACTED]

Tue 6/18/2024 12:23 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hello SANDAG,

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Thank you.

Best regards,  
Melissa Won  
Solana Beach resident

# LOSSAN Rail Realignment

Alex Wong [REDACTED]

Wed 7/17/2024 4:27 PM

To: LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear SANDAG Board of Directors,

As a San Diego resident and member of RideSD, I write to express my **unequivocal support for Option B** of the Del Mar LOSSAN corridor realignment.

Option B represents the most efficient use of taxpayer dollars. Option B will cost around \$2 Billion, while Option A will cost \$4 Billion. Moreover, due to Option B being shorter than Option A, Option B could be completed much faster than Option A, delivering reliable Amtrak and Coaster service as soon as possible. The \$2 Billion cost savings realized by choosing Option B instead of Option A could then be passed on to accelerate funding for other high-demand transit projects such as the Airport Transit Connection.

I also strongly support catenary electrification of the LOSSAN Corridor. **As such, SANDAG must ensure that the Del Mar LOSSAN tunnel has enough clearance to fit overhead catenary wires.** Catenary electric trains can run much more frequently and reliably than battery electric trains, because while battery electric trains need downtime to recharge, catenary electric trains are always powered in motion. Catenary electric trains are typically lighter weight and therefore could accelerate much better than battery electric trains. Catenary electric trains also are technologically far more established than battery electric trains, translating into easier maintenance and higher economies of scale.

North County deserves much more than just a few rush hour Coaster Trains per day, per direction. North County needs frequent, all-day Coaster service seven days a week that will be useful not just for rush hour commuters but to all users at all times. To achieve that goal, we need to emulate Caltrain, which is nearly done electrifying the entire rail corridor between San Francisco and San Jose, using catenary electric multiple unit trains. And to transform Coaster from Commuter Rail to Regional Rail, the fastest way to do so is by building Option B.

Sincerely,

--

Alex Wong  
Data Researcher  
[www.RideSD.org](http://www.RideSD.org)



*"Frequency is Freedom, but [every] 15 minutes isn't frequency" - Alon Levy*



## SDLRR Project NOP

Forrest Wright [REDACTED]

Mon 6/17/2024 10:56 AM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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As a resident of Solana Beach AND Del Mar for 25 years now, I am amazed and saddened that the Alternative A proposal for the re-routing of the railroad tracks is under serious consideration. I'm not sure how something that would be more expensive, more time-consuming and have a greater impact on Solana Beach residents has not even been vetted with Solana Beach residents. Only the wealthier residents of Del Mar. This is ridiculous. Solana Beach residents and government went to the trouble and expense in 1999 to lower our tracks and solve our challenges with the train line. Del Mar has done nothing other than move its train station which it considered a nuisance to Solana Beach.

I strongly oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Forrest Wright and Rob Yacullo

[REDACTED]  
Solana Beach

## Fwd: SDLRR Project NOP

Annette Wurl [REDACTED]

Wed 6/19/2024 9:55 AM

To: LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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Sent from my iPhone

Begin forwarded message:

**From:** Annette Wurl [REDACTED]  
**Date:** June 18, 2024 at 9:09:02 AM PDT  
**To:** LOSSANcorridor@sandag.com  
**Subject:** SDLRR Project NOP

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

## Fwd: SDLRR Project NOP

Rob Wurl [REDACTED]

Wed 6/19/2024 9:52 AM

To: LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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----- Forwarded message -----

From: **Rob Wurl** [REDACTED]

Date: Tue, Jun 18, 2024 at 9:04 AM

Subject: SDLRR Project NOP

To: <[LOSSANcorridor@sandag.com](mailto:LOSSANcorridor@sandag.com)>

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Sent from my iPhone

## Re: Follow-Up: Continuing Efforts to Oppose SANDAG's LOSSAN Rail Realignment Alternative A

Kenneth Yaros [REDACTED]

Tue 7/9/2024 5:51 PM

To:LOSSANcorridor <lossan@sandag.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

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I have reviewed the letter sent out by the Solana Beach Chamber referring to Alternative A and can conclude that this choice is a poor one for Solana Beach and as such deserves to be withdrawn. It should seem obvious that before proposing such a design more work needs to be done and answers to basic questions provided. As it is proposed there are simply too many potential negatives for it to remain a consideration at this time.

Thank you,

ken Yaros  
Solana Beach Resident

On Tuesday, July 9, 2024 at 02:41:23 PM PDT, Solana Beach Chamber of Commerce <marketing@solanabeachchamber.ccsend.com> wrote:

Dear Solana Beach Chamber of Commerce Members,

I hope this message finds you well. We are writing to update you on our ongoing efforts to get Alternative A of SANDAG's LOSSAN Rail Realignment dismissed.

Attached to this email, you will find the Chamber's most recent letter to SANDAG, outlining the negative impacts Alternative A will have on Solana Beach. We believe it is crucial for the community to understand the potential consequences and to voice their concerns.

If you would like to make your voice heard by July 19th deadline, here is how you can submit your comments to SANDAG:

- **By Mail: SANDAG, 401 B Street, Suite 800, San Diego, CA 92101, Attention: Tim Pesce**
- **By Email: [LOSSANcorridor@sandag.org](mailto:LOSSANcorridor@sandag.org) or [LOSSANalignment@cosb.org](mailto:LOSSANalignment@cosb.org) with the subject line "SDLRR Project NOP"**
- **Online: [SANDAG Rail Realignment Comments](#)**

The Solana Beach Chamber of Commerce is fully committed to opposing Alternative A and advocating for the best interests of our community. Your support and participation are vital to our success in this endeavor.

Thank you for your continued support.

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**

[Download Newest SB Chamber Letter to SANDAG](#)

Solana Beach Chamber of Commerce | 210 West Plaza Street | Solana Beach, CA 92075 US

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## SDLRR project NOP - Alternative A

Debra Zack [REDACTED]

Fri 7/19/2024 1:30 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear LOSSAN,

My husband and I strongly oppose Alternative A. We own two properties in Solana Beach and I run my consulting business from our home there. Solana Beach has worked hard by dropping the rail below street level and has beautified the area around it into a park with walking trails, bike riding and art work. We also have affordable housing in the area that would be affected. It really makes no sense whatever to further consider Alternative A, as it would double the cost and time for construction, seriously impact the Fairgrounds and the economic consequences thereof, and negatively impact the environment including San Dieguito Lagoon and Stevens Creek. Please focus on the other alternatives. Fear of perhaps experiencing some vibration is not a good reason to waste taxpayers' time and money. Please find a more viable alternative.

Sincerely yours,

Debra Zack, MD, PhD

Jerome Zack, PhD

[REDACTED]  
Solana Beach, CA 92075

## Fwd: SandDag - Railroad Alignment

bella Zaharson [REDACTED]

Thu 7/18/2024 9:01 PM

To: LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

----- Forwarded message -----

From: **marta dennis** [REDACTED]

Date: Thu, Jul 18, 2024, 8:59 PM

Subject: Fwd: SandDag - Railroad Alignment

To: bella Zaharson [REDACTED]

Please see below.

----- Forwarded message -----

From: **marta dennis** <[REDACTED]>

Date: Thu, Jul 18, 2024, 8:58 PM

Subject: SandDag - Railroad Alignment

To: <[LOSSANcorridor@sandag.org](mailto:LOSSANcorridor@sandag.org)>

It is critical that SANDAG listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon Foundation and Torrey Pines Community Planning Board, Alternative C should be dropped from further consideration. Alternative C is clearly not in the best interests of the environment or the community and it is a waste of taxpayer resources to study an alternative which obviously makes no sense to pursue.

I am strongly apposed to this alternative decision which will detrimental to our citizens and greatly to our environment. SANDAG had many years to take this situation into the drawing board - even before many existing homes and businesses were built.

NO ON THIS DECISION !!!

## Oppose Alternate A

Gene Zanelli [REDACTED]

Fri 7/12/2024 10:43 AM

To:LOSSANcorridor <lossan@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I oppose further consideration of Alternate A because of the huge expense and the significant disruption of the economic benefits from the Del Mar Fair and Del Mar Races.

It would seem that the shoring up of the existing path of the railroad would be less expensive and offer a quicker solution than any of the alternatives that are currently being considered.

Gene Zanelli  
Del Mar Shores Terrace



## "SDLRR Project NOP"

Bart Ziegler [REDACTED]

Mon 6/17/2024 5:53 PM

To: LOSSANcorridor <LOSSANcorridor@sandag.org>; LOSSANAlignment@cosb.org <LOSSANAlignment@cosb.org>; Lesa Heebner - personal <lesaheebner1@me.com>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

This is utterly insane and stupid waste of \$billions, Lesa.

This \$billion dollar train tunnelling concern is disgusting and I owe you for your oversight, Lesa, and for tolerating such madness.

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Bart Ziegler PhD, President

[REDACTED]  
[www.samuellawrencefoundation.org](http://www.samuellawrencefoundation.org)

Samuel Lawrence Foundation is a 501(c)(3) organization, Tax ID 27-1030462

San Onofre – *"a disaster waiting to happen"*

-Ed Maibach, PhD

**From:** Lesa Heebner <[lheebner@cosb.org](mailto:lheebner@cosb.org)>

**Sent:** Monday, June 17, 2024 10:56 AM

**To:** Lesa Heebner <[lheebner@cosb.org](mailto:lheebner@cosb.org)>

**Subject:** RE: An Important Message From The Mayor

Dear Friends and Neighbors,

I am writing today to bring to your awareness a real threat to Solana Beach, and ask for your help in shutting it down.

As we all know, the railroad tracks must come off the bluff in Del Mar. We all agree this must happen. SANDAG has evaluated many possible routes, and released a "Notice of Preparation" with 3 Alternatives labeled A, B, and C for further study in an Environmental Impact Report (EIR). All include either a bored tunnel or a cut-and-cover tunnel.

Alternative A was recently proposed by a group of Del Mar residents who do not want a tunnel in their City. **So they removed it from Del Mar and placed it in Solana Beach.** This tunnel would require lowering our railroad trench so it can eventually be deep enough to go underneath the San Dieguito Lagoon. Starting at Lomas Santa Fe, at a 2% grade, it would deepen, creating a cut-and-cover tunnel from the Belly Up, under Via de la Valle and to the Midway area in the Fairgrounds before transforming to a bored tunnel.

- Alternative A will take **7—12 years to build** during which Solana Beach will experience noise, dust, vibration, traffic disruption, increased GHG emissions and air pollution from trucks carrying away the demolished walls and dirt of our existing trench.
- It is highly doubtful passenger (Coaster and Amtrak) or freight trains will be able to operate south of Solana Beach during the 7—12 years of construction.
- In addition to demolishing the investment already made to lower the tracks in Solana Beach, it will likely destroy the south half of our Coastal Rail Trail, including Betsy Shultz' iconic arches, and/or...
- ...it is likely that construction crews would need to take 50-feet or so of each of the properties east of the trench for construction purposes, endangering 60+ naturally occurring affordable multi-family homes on S. Cedros.
- Alternative A would also require the Via de la Valle vehicle bridge to be re-built.
- Stevens Creek would need to be diverted and/or pumped to prevent flooding during heavy rain storms within the FEMA designated floodplain in Solana Beach and inside the proposed tunnel.

And there's more!

- In Alternative A, the Fair and most likely the Races will be shut down for 5—10 years as the cut-and-cover tunnel joins a bored tunnel in the Fairgrounds at the historical location of the Ferris Wheel and other amusement rides.
- This location will be one of the staging areas for Alternative A, occupying approximately 8-10 acres of the Fairgrounds during construction.
- The soon to be built San Dieguito Railroad Bridge and Seasonal Platform at the Fairgrounds would also have to be demolished.
- While there is a Seasonal Platform in Alternative A, it's 7-stories below ground vs at grade. Just imagine train loads of people relying on elevators to get to the surface!

**This comes at an extraordinary price tag!**

- At \$4.14 Billion, Alternative A costs twice as much as Alternatives B (\$2.28 Billion) or C (\$1.85 Billion) without even considering the loss of the region's \$30 million investment (in 1999 dollars) of lowering the tracks in Solana Beach, the \$254 million San Dieguito Bridge and Seasonal Platform, and unknown millions for our Coastal Rail Trail and the Via de la Valle Vehicle Bridge.
- Add to this the \$237 million/year generated from the Fair that will NOT be spent and the \$680 million/year in annual activities from the Fairgrounds that will NOT be spent...times 5—10 years!

- All freight and passenger rail will be shut down, both having exponential economic impacts on the Port and our Regional and State economies.
- Finally, this route is designated by the Military as a Strategic Rail Corridor. Ceasing rail operations for construction will endanger our National Security.

***SANDAG did not engage with Solana Beach on Alternative A, yet they held Workshops and Office Hours in Del Mar for many months. If not for the loud and persistent voices of some Del Mar residents, Alternative A would never have been included. Solana Beach residents and other stakeholders were not informed or consulted. This was not right! It's time for SANDAG to hear from voices outside of Del Mar!***

Economic impacts are not studied in an Environmental Impact Report (EIR), but they are largely known as mentioned above, and alone should eliminate Alternative A from further study.

Similarly, what is already known about the potential environmental impacts of Alternative A demonstrate their significance and again, should eliminate Alternative A from further study.

Both Alternatives B and C are more direct, shorter, and far less expensive routes that utilize less-intrusive, less-polluting bored tunnels in 90% of their configurations.

For all the reasons noted above and more, we need comments from Solana Beach residents that **oppose consideration of Alternative A due to its known costs, economic consequences to the region, and environmental impacts during construction.**

And we need your comments ASAP (see below for suggested comments).

**This is a call to action.**

- The 45-day scoping period for comments closes on July 19<sup>th</sup>, but the sooner the better.
- Should you wish to attend the Scoping Meeting to learn more about all 3 Alternatives and voice your comments in person, the meeting is tomorrow evening, Tuesday June 18<sup>th</sup> at 6pm at the San Diego Marriott (11966 El Camino Real near Carmel Valley Road). The group of Del Mar residents who created and have pushed for Alternative A will be there in force. It is important that our residents and businesses show up, too.

**It's critical that our voices are also heard!**

Written comments may be mailed to SANDAG at 401 B Street, Suite 800, San Diego, CA 92101, with attention to Tim Pesce OR emailed with the subject line "SDLRR Project NOP" to [LOSSANcorridor@sandag.org](mailto:LOSSANcorridor@sandag.org) and please copy us in at this

email address: [LOSSANAlignment@cosb.org](mailto:LOSSANAlignment@cosb.org). You can also make comments at the [SANDAG.org/railrealignment](http://SANDAG.org/railrealignment).

***Suggested email/letter/verbal comments:***

“I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.”

Should you have any questions, feel free to email me or call me at 858 922 3434.

Best,  
Lesa

[Lesa Heebner, Mayor](#)  
[City of Solana Beach](#)  
& [2nd Vice Chair, SANDAG Board of Directors](#)

**Please note that our email communications are subject to public disclosure.**

Bart Ziegler PhD, President

[www.samuellawrencefoundation.org](http://www.samuellawrencefoundation.org)

Samuel Lawrence Foundation is a 501(c)(3) organization, Tax ID 27-1030462

San Onofre – *“a disaster waiting to happen”*

-Ed Maibach, PhD

**From:** [Debra Zink-Brody](#)  
**To:** [LOSSANcorridor](#)  
**Cc:** [LOSSANAlignment@cosb.org](mailto:LOSSANAlignment@cosb.org)  
**Subject:** SDLRR Project NOP  
**Date:** Sunday, June 23, 2024 12:17:50 PM

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You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

As a Solana Beach resident who has just become aware of Alternative A, I am writing to oppose further consideration of Alternative A. I am extremely concerned about the severe impact of our small community. This measure would have irreversible damage on Solana Beach small businesses and residents. Please, I urge SANDAG to remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Alternative A should NEVER have been added to the NOP in first place, it impacts our community, compromises our wetlands, as well as having detrimental environmental impacts. PLEASE reconsider spending additional time or taxpayers money on this ill conceived proposal.

Respectfully,

Debra Zink-Brody, RN  
Solana Beach Resident

Sent from my iPad

**From:** [REDACTED]  
**To:** [LOSSANcorridor](#)  
**Cc:** [LOSSANAlignment@cosb.org](mailto:LOSSANAlignment@cosb.org)  
**Subject:** SDLRR Project NOP  
**Date:** Sunday, June 23, 2024 12:08:45 PM

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You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Dear SANDAG Leadership:

As a Solana Beach resident, I am writing to oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done or expense incurred.

At double the cost of the other Alternatives, and with serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

As proposed, Alternative A is little more than a special interest group's attempt to displace expenses and economic and environmental impacts on adjacent communities, and the region in general. Please don't allow the self-interest of a vocal few to fly in the face of SANDAG's common sense, fairness, and fiscal responsibility in pursuing this important project.

Thank you for considering my opinion in this matter.

Sincerely,

Gordon Zink-Brody

[REDACTED]

Solana Beach Resident

---

**From:** Molly Zohn [REDACTED]  
**Sent:** Monday, June 24, 2024 11:42 AM  
**To:** LOSSANcorridor <LOSSANcorridor@sandag.org>  
**Subject:** Re: Request for Meeting: Virtual Field Office

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hello,

I own [REDACTED] and am concerned about impacts to my property with respect to Option A for the realignment. Would you please send me a detailed map showing the footprint of the project on this side of Jimmy Durante? Please also send reports concerning any impacts to my property during and after construction, such as noise and vibrations. What is the plan for the area north of Jimmy Durante after the project is completed? For example, what will become of the current buildings (like the mechanic, Viewpoint Brewing Company, etc.) Will the rail be single line or double? How deep will it be buried? Do you have detailed engineering plans you could send me that relate to the area east of Jimmy Durante? Please send me any studies conducted (environmental, engineering, or otherwise) concerning the area near my home. Finally, please send me the plan for traffic and access during construction.

Thank you,

Molly

## Oppose Alternative A

Joe Zucker [REDACTED]

Thu 7/18/2024 3:06 PM

To:LOSSANcorridor <lossancorridor@sandag.org>

Cc:losscorridor@cosb.org <losscorridor@cosb.org>

[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.

Hi

I am a longtime resident of Solana Bch since 1978 and I oppose this project based on its exorbitant cost - serious economical and Enviromental impacts to the region- I had a business on Cedros Ave during the grade separation and it almost bankrupted my business - I have personally been Economically Impacted drastically.

Joe Zucker

Sent from my iPhone



## "SDLRR Project NOP"

Tina gmail zucker [REDACTED]

Mon 7/15/2024 9:16 PM

To:LOSSANcorridor <lossancorridor@sandag.org>

Cc:LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Thank you for your attention

I attended 2 in person and 1 zoom meeting regards this issue

And still I do not have the necessary answers. The one thing I do know is that Idea A is NOT good for anyone anywhere.

There is no idea which at this time I think is a good one.

There is nothing you have said to understand the full impact of the project on my city and surrounding areas.

Tina zucker

## "SDLRR Project NOP"

Tina gmail zucker [REDACTED]

Fri 7/19/2024 12:30 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

Cc:LOSSANalignment@cosb.org <LOSSANalignment@cosb.org>

You don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Another thought!

I lived through the last Railroad lowering experience with my business "J & T Imports Dried Flowers" on Cedros Avenue.

We lost a lot of business and weren't sure we would still be there when all was said and done. There was no parking, the noise, the dust, the trucks and all that construction brings.

Our clients didn't want to come to Cedros not knowing what to expect.

In addition, we live on Seabright Lane so we were just around the corner from all the work. The fumes and noise from trains parked at the station at night.

There is a lot to put up with.

So bottom line, A is a very bad option for our city, for any city.

Build up not down

Tina zucker

## Track realignment

Audrey [REDACTED]

Thu 7/18/2024 12:17 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.

To Whom it may concern,

Option A is the best alternative for all communities that would be impacted by this decision.

A point I rarely see spoken about is ultimately the SAFETY of the community. By tracking it away from homes , businesses and higher density areas it would make it safer for people living in the area.

Yes, I know it's more expensive than the other 2 but what price do you put on safety and people's lives????

People come first ....👍

Audrey

Sent from my iPhone

## Oppose the train realignment through Los Penasquitos Lagoon

AT&T Yahoo! [REDACTED]

Tue 7/16/2024 6:29 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

I am a homeowner at Sea Point for over 25 years. I cannot imagine any sane person would even consider disturbing the nature, the bird and other wildlife in the Lagoon. The noise, the pollution, the destruction of the beautiful ocean views would be completely destructive and abhorrent! This should never be considered! I object as a homeowner on the ocean. The destruction of the Los Penasquitos Lagoon with it's natural would only be done by a crazy person whose only objective is money. Nature and living wildlife needs to be preserved! It is precious!!!

[Sent from AT&T Yahoo Mail on Android](#)

## Rail Alignment

pacfilmsco (null) [REDACTED]

Thu 6/6/2024 3:34 PM

To:LOSSANcorridor <LOSSANcorridor@sandag.org>

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.

Dear SANDAG,

What are the chances of investigating the option of constructing a 1.7 mile bridge where the current track is located. No new route required, less environmental impact, less time and a lot less required funding.

Regards,  
Joe

## Letters

July 5, 2024

Attention SANDAG Board, and Staff

I oppose Alternative A. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not pass the common sense test. Please focus on more viable Alternatives.

Sincerely, *Ronda Ball*      Ronda Ball  
*Nancy Rose*                      Nancy Rose

and we need your comments ASAP (see below for suggested comments).

**This is a call to action.**

- The 45-day scoping period for comments closes on July 19<sup>th</sup>, but the sooner the better.
- Should you wish to attend the Scoping Meeting to learn more about all 3 Alternatives and voice your comments in person, the meeting is tomorrow evening, Tuesday June 18<sup>th</sup> at 6pm at the San Diego Marriott (11966 El Camino Real near Carmel Valley Road). The group of Del Mar residents who created and have pushed for Alternative A will be there in force. It is important that our residents and businesses show up, too.

**It's critical that our voices are also heard!**

Written comments may be mailed to SANDAG at 401 B Street, Suite 800, San Diego, CA 92101, with attention to Tim Pesce OR emailed with the subject line "SDLRR Project NOP" to [LOSSANcorridor@sandag.org](mailto:LOSSANcorridor@sandag.org); or online at [SANDAG.org/railrealignment](http://SANDAG.org/railrealignment).

*unable to access*

**Suggested email/letter/verbal comments:**

"I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money."

Should you have any questions, feel free to email me or call me at ~~659-979-4133~~

Best,  
Lesa

Lesa Heebner, Mayor  
City of Solana Beach  
& 2nd Vice Chair, SANDAG Board of Directors

cell

*Tim Pesce,  
Solana Beach was instrumental in rail placement in the past including fair ground access. Del Mar chose not to participate -*

Please note that our email communications are subject to public disclosure.

*Alt. A is not the answer for Solana Beach or anyone.*

*Jayce Bassett  
S.B. resident  
50 years.*



To Whom It May Concern,

July 12, 2024

As commercial property owners in Del Mar, we are writing to formally request a **comprehensive economic analysis of the potential impacts associated with the proposed rail realignment alternatives**, specifically Alternatives A, B, and C, as outlined in the San Diego Regional Rail Corridor Alternatives (NOP 2024-06-03).

In addition to the EIR, given the significant implications these alternatives hold for the community, it is crucial to understand their economic impact on Del Mar thoroughly. Below are the specific areas I believe should be included in this analysis:

1. **Business Impact Analysis:**
  - **Revenue Disruption:** An assessment of the potential disruption to local businesses during and after the construction phase for each alternative.
  - **Customer Access:** An evaluation of how each alternative will affect customer access to businesses during construction.
  - **Long-Term Viability:** A forecast of the long-term economic viability of businesses in proximity to the proposed rail alignments.
2. **Property Value Assessment:**
  - **Commercial Property Values:** Analysis of how each alternative will affect commercial property values, including potential devaluation due to noise, vibration, and aesthetic changes. What recourse will property owners have if there is damage to their property?
  - **Residential Property Values:** Impact on residential property values, which indirectly affect the local economy through changes in property tax revenues and community investments.
3. **Tourism and Hospitality Industry:**
  - **Tourism Impact:** An evaluation of the potential impact on the tourism industry, a significant contributor to Del Mar's economy, focusing on the effects of construction activities and long-term changes to the scenic landscape.
  - **Hotel and Restaurant Revenues:** A specific look at how hotels, restaurants, and other tourism-dependent businesses may be affected.
  - **Loss of International Attractions:** Events such as Breeder's Cup, Kaboo, International Horse Shows, Cirque Du Soile, etc. have a strong impact on the economics of Del Mar and Solana Beach. It is likely these attractions will choose other locations, thus greatly impacting the local businesses. What provisions are in place to compensate business owners for loss of business?
4. **Employment and Workforce:**
  - **Job Disruption:** Analysis of potential job losses or disruptions during the construction phase for each alternative.
  - **Long-Term Employment Trends:** Forecast of long-term employment trends based on the new rail alignments and their impact on local businesses and economic activities.
5. **Municipal Finances:**
  - **Tax Revenue Impact:** Evaluation of how each alternative will affect local tax revenues, including sales tax, property tax, and business tax.
  - **Public Expenditures:** Analysis of any increased public expenditures required to support the chosen alternative, including infrastructure maintenance and environmental mitigation.
6. **Environmental Economics:**
  - **Cost of Environmental Mitigation:** Estimation of the costs associated with environmental mitigation efforts for each alternative.
  - **Benefit-Cost Analysis:** A comprehensive benefit-cost analysis that includes environmental, social, and economic factors.

7. **Traffic and Transportation:**

- **Traffic Disruption:** Analysis of how each alternative will affect local traffic patterns during and after construction, including potential congestion and detours.
- **Public Transportation Impact:** Evaluation of the impact on public transportation systems and ridership, considering potential changes in accessibility and convenience.

8. **Air Quality:**

- **Construction Emissions:** Estimation of air quality impacts from construction activities for each alternative, including dust, vehicle emissions, and other pollutants.
- **Long-Term Air Quality:** Analysis of the long-term air quality impacts of the new rail alignment, considering factors such as increased rail traffic, changes in vehicular traffic patterns, and potential mitigation measures.

**Other questions:**

- A. How deep underground will the tunnel be in options B & C at the north end and south end of Camino Del Mar?**
- B. If "cut and cover" technique is used, how long will there be an uncovered trench and precisely where will it be located and how wide will the trench be?**
- C. Will any commercial properties be taken by eminent domain with any of the options?**
- D. The Special Platform for the Fairgrounds is approved and funded, but is it required to be on the west side of the fairgrounds or could it be located on the east side of the fairgrounds if an alternative route were selected?**
- E. The NOP states "The new alignment may include aerial structures and berms." Where would those be located?**
- F. What existing stabilization infrastructure will be removed?**
- G. Realistically, how long will the construction phase take?**

This thorough economic analysis will provide a clear and comprehensive understanding of the potential impacts of each rail realignment alternative, allowing stakeholders to make informed decisions that best serve the long-term interests of Del Mar.

I appreciate your attention to this request and look forward to your prompt response.

Sincerely,

*Carol Christensen*

Carol Christensen

Daniel DeWerd

██████████ Del Mar Owners

██████████

**Sam Dagg says :-**



Adobe Stock | #281580350

**”From my point of view, a tunnel looks like a great idea. Let’s go with it!”**

MF 2024

(No Subject)

From: mary emert [REDACTED]

To: [REDACTED]

Date: Tuesday, July 16, 2024 at 04:51 PM PDT

Dear Mr. Pesce,

I have lived in Solana Beach for 35 years. I was an educator in this community for over 25 years.

I am writing this email to voice my concern about the possibility that SANDAG would even consider Alternative A as a possible choice for the rail realignment. I am vehemently opposed to this option!

This option will completely ruin our expensive Rail Trail. It is one of the jewels of our community. Our city streets will be torn apart for years. We will lose several homes and buildings. Our small city will be totally and irreparably changed forever! Life, as we now know it, will never be the same.

Alternative A is the most expensive alternative! It will cost two to three times the cost of the other alternatives. We will lose the Del Mar Fair and the Del Mar Racetrack for 7-10 years? The financial damage to our community will be staggering.

Solana Beach was not informed or included in discussions about Alternative A ahead of time. Solana Beach was essentially blindsided by SANDAG and the Del Mar City Council. I must say that I am absolutely dumbfounded by the lack of planning. It appears that SANDAG did not take into account the huge environmental and economic concerns of ALL of the stakeholders! Millions of dollars has been wasted in the "study" leading up to the formation of these alternatives. I am stunned!

I am requesting that SANDAG go back to the drawing board. Alternative A will not work!

Thank You,  
M.Emert

Sent from AT&T Yahoo Mail on Android

SANDAG at 401 B Street  
Suite 800  
San Diego, CA 92101  
attention to :Tim Pesce  
Subject: "SDLRR Project NOP"

Tim/SANDAG-

As concerned Solana Beach residents, we oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money."

*Bernadette Fargo*

Jeff and Bernadette Fargo

[REDACTED]  
Solana Beach, CA 92075  
[REDACTED]



TO SANDAG

MY FIRST CHOICE IS THE OLD  
COAST HIGHWAY 101 ROUTE

I DO NOT LIKE THE CREST CANYON  
ROUTE.

ALL OPENSACE AND WILDLIFE CORIDORS  
SHOULD BE AVOIDED AS MUCH AS POSSIBLE  
FOR THE OVERALL EXCO. SYSTEM LIKE  
THE BUNNY'S AND OWL'S

(CAMINO DEL MAR)

OLD HWY 101 HAS ALREADY BEEN THERE  
FOR OVER 100 YEARS

THANK YOU FOR READING MY OPINION

ZAC FARRELL

DEL MAR TERRACE

AT NORTH TORREY PINES PARK SINCE 1980



Mr. Zac Farrell  
[REDACTED]  
Del Mar, CA 92014

Dear Sir,

I have mentioned my ideas in the past to a few SANDAG members and I welcome the chance to reach other members. Briefly, I'm a railway, bridge and tunnel enthusiast with a scientific, technical and engineering background who has been following this project the best I can and has put a lot of thought into it.

Cost does not seem to enter into the equation in the selection or even ranking of a route and tunneling is by far the most expensive option, usually essential and reserved only for large densely populated cities like London, LA, NY and Boston. Del Mar does not come under that category. I am apolitical (which probably puts me at a disadvantage!) and I concentrate almost exclusively on approaches that make the most sense in the circumstances and are technically and economically the best in meeting all or most of the requirements.

My first option, a few years ago, was to leave the tracks where they were and expend all the effort on properly stabilizing the bluffs against erosion and failure for the long term. This could have been done without affecting the appearance of the bluffs but it would allow only for a single track.

My second option that I am promoting here is to build a bridge/viaduct running essentially parallel to the existing track around Del Mar which takes the stresses off the bluffs and allows for double-tracking. Looking at the NOP list for environmental impacts etc., this beats all the other options hands-down as well as being more direct, cheaper and quicker to get the tracks off the bluffs. One SANDAG member has agreed with me on the merits of this idea but said that the CCC would absolutely not allow it. This is utterly disgraceful if that is the case, that a bunch of political hacks with no particular expertise on the subject (as far as I can tell) can arbitrarily shut down the best option available. Such an action should be met with a vigorous challenge.

However it seems that the CCC has set a precedent in its rigid Rules and Regulations by permitting miles of 'soldiers' along the beach. This line of immense concrete slabs is embedded in the beach at the base of the bluffs, presumably for the benefit of local graffiti artists. Therefore it is reasonable that a similar exception should be made for an elegant, architectural structure built behind the slabs. It could be tinted to blend in with the bluffs and could frame the



the natural appearance of the bluffs. Some people look upon these bluffs with awe and admiration and this framing would draw their eyes up away from those ugly gray slabs. Such a bridge would greatly benefit international commerce and millions of passengers, taxpayers, tourists and the local population.

Although the picture below does not accurately depict what I have in mind, a little imagination will go far in illustrating my approach. This 'Del Mar Loop' (bridge or viaduct) would seamlessly bypass the city at the same elevation as the existing track or slightly lower. It could more closely hug the side of the bluffs than was possible with the Australian bridge which has to endure much harsher weather and geological conditions. Fewer columns would be needed as the curves would be far gentler around the bluffs. The columns would nestle up against the base of the bluffs and the footings would be invisible under the sand. Most of the bridge components can be prefabricated off-site and brought in for assembly.



Based on the Sea Cliff Bridge in NSW Australia (from a Zoli Sivert photograph)

I could fill several pages with the advantages of such a viaduct and the enormous disadvantages (with many unknowns) of implementing any of the other options. I'm willing to do that if anyone is willing to look and listen but not if my ideas are going to be summarily dismissed out of hand because the idea came from an outsider and might impugn the work of the organization. For now I'll just hit the obvious high points and ask some questions that I haven't seen answered. There is a lot to overlook and ignore if one of these three options is still chosen.



Higher speed to completion and lower costs would come from the much shorter direct route taken and because the bridge components could be installed in parallel (depending on the number of teams) whereas you can only dig at one or both ends of a bored tunnel. Digging out, hauling away and disposing of the thousands of tons (and cubic yards) of spoils have a huge carbon footprint in themselves before the carbon cost of concrete for the tunnel linings is even considered. Where would all the spoils go? Will the environmentalists allow it? How will the hazards of tunneling be mitigated? Electric vehicles and low carbon concrete would only add to the costs and not result in a better, safer product.

Again, I believe this option would beat all the other designs in every metric. I would welcome a chance to compare each item in the NOP list head to head as well as the other metrics. All the unique unresolved problems and obstacles already being addressed with each SANDAG option (such as permissions and eminent domain), as well as those pesky unknown ones, would immediately go away if the bridge/viaduct is adopted. It is an inevitable result of common sense and logic.

Local residents would most likely favor my option if they had the chance. The first alignment option presented by SANDAG was ill-conceived and the public showed their dissatisfaction at this option and tunnels in general. These subsequent options on the table have become more elaborate, extreme and expensive – and quite unnecessary. I imagine it would be difficult for some to do an about-face and a change in direction at this late date but too much is at stake.

This approach is also ideal for the Miramar Loop. Train travel is painfully slow on this potentially dangerous section of track. A graceful double-tracked viaduct arcing around this area would dramatically speed up the traffic in a safe manner and also reduce the wear and tear on the rolling stock that has to screech around the current tortuous path. LOSSAN could get two classic viaducts for (less than?) the price of one tunnel that would greatly improve and benefit their system. What's not to like?

Respectfully,

Michael Featherby Ph.D.

Dear Tim,

Thanks for spending time to chat at the gathering and time to look at my previous submitted letter. I'm still very interested in promoting my idea to get a fair and thorough evaluation along with the other three. I could provide more input to help with that. It was reassuring to see that someone at SANDAG seemed to have a very similar idea, but it was later dropped from consideration for some reason. I would like to find out why and maybe talk to that person if possible and go from there.

Option A has just been roundly criticized in The Coast News by the Mayor of Solana Beach on a number of issues (and I could add more!). Dropping that would make room for my alternative that thinks outside the box, perhaps? Is it true that Option A has a long cut and cover tunnel along the route? I would like to see what and where it is being cut for instance. To do that and to be fairer in any comparisons I would like to see satellite photographs with the three or more planned routes superimposed. Are these images and routes available to the general public? If they are online, please send the relevant website address, it would be much appreciated.

I'm wondering if it might help to brand 'my' bridge as an 'El' i.e. like the Chicago "L" elevated railway line, but of course with a much more acceptable structure supporting the track. Many people are familiar with that. I also know that many would be unable to envision a final concept without an accurate illustration. Some people can't read an engineering drawing or even imagine what an empty room would look like when full of furniture. That illustration of an Australian bridge may not have helped convey my plan properly to someone with influence in the selection process. If it makes a significant difference in the selection, my option is the only one that doesn't require a change in elevation. However, by choosing to lower the new double track several feet, people on the pedestrianized old track bed would overlook the bridge and any trains passing by. The columns would be a little shorter too!

I am concerned with the selection process so far. I think there may be a fundamental problem with either the selection criteria and relative importance of factors, or the selection process or the selectors themselves. How are the various

3. aspects, such as cost and environmental impact going to be ranked and rated? This is where bias can creep in and it is something to be concerned about. When I worked as a failure analyst, I had to be scrupulously unbiased and honest or bad things could happen. In my rating scheme for instance, longer tunnels would lose some points in the overall comparisons. The final result ought to be "none of the above" if they all fail to adequately meet expectations. Then get back to the drawing board with a more open mind.

My selection of the bridge route did come from an original unbiased position, but by using my particular set of common sense criteria, it naturally came out on top. As I said, I have not seen the routes in great detail yet. Route A would be acceptable in a brainstorming session where anything goes, but in my opinion, it should never have survived the first round of down-selections for at least a dozen reasons, some of which the Mayor pointed out. SANDAG's first published tunnel alignment was roundly criticized by Del Mar residents and Route A has been similarly panned. No one seems to be considering or caring about the detrimental effects on communities. (I actually did take that into account with my design.)

Although this started off as a personal note, I think there is enough information and 'wisdom' here as to how to make the selection process better than it seems so far. I would like this to be entered into the official record. I may have more to say and contribute if I can see those satellite images in time.

Thanks.

My email address is [REDACTED] and cell phone [REDACTED]

*Mike Y.*



Maureen Finkelstein  
Solana Beach, CA 92075

6/22/2024

Hi,

I oppose consideration of Alternative A due to its known costs and economic consequences to the region and also the environmental impact during construction.

I oppose further consideration of Alternative A.

Please remove it before any further work on the EIR is done. This is double the cost of the other alternatives, Alternative A does not warrant the expenditure of any additional taxpayer money.

I am an owner of condo in Solana Beach.

Thanks

Maureen Finkelstein



Casey Gauntt

SOLANA BEACH CA 92075



June 29, 2024

SANDAG

Attention: Mr. Tim Pesce  
401 B Street, Suite 800  
San Diego, CA 92101

Re: SDLRR Project NOP

Dear Ladies and Gentlemen,

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Sincerely



A handwritten signature in blue ink that reads "Casey Gauntt".

Casey Gauntt



June 28, 2024

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

From: Evalyn Greb   
  
Solana Beach, CA 92075

**My family and I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.**

Re: S D L R R Project NOP

July 5, 2024

Attention SANDAG Board, and Staff

I oppose Alternative A. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not pass the common sense test. Please focus on more viable Alternatives.

Sincerely,

*Jane Hancock*

██████████ ██████████ ██████████ ██████████ ██████████

*Solana Beach, Calif*

*92025*

Carol Kane



SOLRR PROJECT NOP

JUNE 19, 2024

I HAVE BEEN A  
SOLANA BEACH RESIDENT /  
OWNER FOR 37 YEARS.

I OPPOSE ALTERNATIVE  
"A" - HOPE IT IS  
REMOVED BEFORE ANY  
FURTHER WORK ON THE  
EIR IS DONE.

THERE MUST BE A  
BETTER PLAN THAN "A"  
WITH LESS DISRUPTION  
TO OUR BEAUTIFUL CITY.

CAROL KANE  
[REDACTED] SB 92015

THE GREATEST CASUALTY IS BEING FORGOTTEN.



July 4, 2024

To Whom It May Concern-

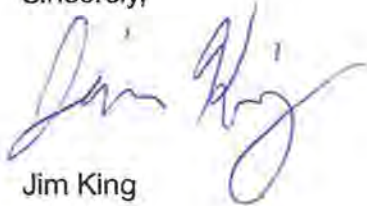
I would like to comment on Alternative A for the proposed realignment of the railroad tracks through Del Mar.

I am a Solana Beach native, my family has owned property on South Cedros Ave. since 1950. We continue to own this property.

Alternative A sounds like a bad April Fools joke. It would be double the cost of the other two alternatives, destroy much of the Coastal Rail Trail and civic improvements that Solana Beach has spent many years working on, seriously harm businesses on South Cedros during the years of construction, and probably shut down the San Diego County Fair and Del Mar horse races for several years. Alternative A would be a disaster economically for the area.

Please drop Alternative A from further consideration, and do not waste any more taxpayers' money on it. Del Mar residents and SANDAG should be ashamed to suggest harming their neighbors in this way.

Sincerely,

A handwritten signature in blue ink that reads "Jim King". The signature is stylized and cursive.

Jim King

[REDACTED]  
Sharon Klein

6/17/24

Dear SANDAG

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Thank you  
Sharon Klein

K

Sharon Klein

Solana Beach, CA  
92075-2514

P10920

91349NPIA

July 5, 2024

Attention SANDAG Board, and Staff

I oppose Alternative A. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not pass the common sense test. Please focus on more viable Alternatives.

Sincerely,

*S. David Wacey*



*Solana Beach, CA 92075*



# Questions and Comments Regarding Proposed Rail Realignment in Choice "B"

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Re: Feedback Choice "B" Track Realignment

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

Dear Mr. Pesce -

I attended the June 18, 2024, meeting at the Del Mar Marriott and have questions and concerns as a homeowner who may be affected by Choice "B" of the proposed rail realignment. I feel SANDAG should very soon explain the implications that "tunneling under the Del Mar Heights area" will mean for homeowners in that area. It looks like Choice B will run directly under my home, or perhaps it will run west of my home. Unfortunately, the graphic is not helpful in that regard.

I have general questions/comments, and also questions/comments from the SANDAG website, the [Real Estate and Lossan Rail Realignment](#) monograph, and [Board Policy No 21](#).

Please would you explain/comment/acknowledge  
the following general questions/comments -

Traffic:

How will this project affect traffic? Which streets will be closed, for how long, during what times of the day? What about alternate routes? Number of trucks per day transiting our neighborhood? Storage of materials, where? Noise and dust abatement?

Tunneling:

Exactly which houses and adjacent/nearby houses are currently considered to be tunneled under? Will construction affect all the houses above the line of the tunnel, and how wide, or just just the "ends" of the tunnel? The graphic from the meeting seems to imply Choice B would run under Recuerdo Drive (my house), as far as I can infer, whereas the description in the Alignment Screening Report (outdated in some regards but informative otherwise), seems to indicate that the tunneling would bisect Del Mar Heights Road at Crest Canyon, ie., not under my house. (Alignments 9, 10-A, 10-B).

Or are the Choice "B" tracks to run through Crest Canyon Open Space Preserve between Del Mar Heights road and Racetrack View Drive (avoiding Durango,

## Questions and Comments Regarding Proposed Rail Realignment in Choice "B"

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Recuerdo, Mercado Drives)? In that case, what would be demolished of the Preserve? What would be planted over? There is a loss of value to the home values of nearby homes losing the Open Space Preserve and replacing it with concrete. Please comment.

Assuming tunneling under homes does not affect them, what about rumblings of multiple trains per day, freight trains going 90 mph for example, multiple trains per day over years, and general geological integrity from disturbed earth anywhere near where the tunnels have been bored?

Long term effects: What if a house that is structurally sound now, then has construction underneath, then has trains rumbling underneath, then that house develops structural issues six months, or sewer issues, soon after or even ten years later, how will the homeowner be recompensed? How will that process work? What guarantee do we have? Who will warrant the work?

Vibrations: Despite SANDAG's "best efforts to mitigate vibrations" after the tunnels are constructed, what if rumblings are heard/sensed/felt/bothersome to the homeowner - will the homeowner be recompensed and how would that process work?

### Eminent Domain and Long Term Capital Gains:

If a home is ED'd and the homeowner is paid "fair market value" for their house, that homeowner will immediately have to pay long term capital gains, an expense they would not have incurred for decades to come or maybe even in their lifetime. This would be a sizable bill which de facto mean that precludes a homeowner from relocating to similar FMV home because that homeowner will have less cash to work with after they paid their LTCG tax. In effect, ED forces homeowners, through no fault of their own to move to a lesser home (!) - if they can even find one. Can SANDAG arrange for the LTCG (state and Fed) to be deferred, as if the primary residence were an investment property, say, and it were sold in a 1031 Exchange?

### Decision making process:

Are there any commercial entities influencing this decision in any way whatsoever? If so, who are they?

Is SANDAG taking bids/proposals for the tunneling job? Or have the companies involved already been chosen? Was there an open bid?

Have any of those companies made any contributions in any regard to any persons or entities in charge with making the decision about this project?

## Questions and Comments Regarding Proposed Rail Realignment in Choice "B"

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What guarantees does SANDAG and the taxpayer get that the project will be completed on time and on budget?

Notices:

Will SANDAG create an email list with updates? They should. When you do, please include mine: f.scott.mudgett@gmail.com.

Please email me and mention the phrase "skiddly-do" to prove you actually read these comments.

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I include below a copy/paste from the project from the SANDAG website and I've inserted my comments/questions. Please respond/comment:

"Preliminary engineering and environmental studies will need to be completed to identify the full range of benefits. At a minimum, the project will protect the rail line from landslides, erosion, and seismic activity along the Del Mar bluffs, and secure the long-term reliability of transit service through our region. We also expect the realignment to facilitate coastal access and create new recreation **(What new recreation opportunities?)** and building opportunities **(What building opportunities? Construction companies aren't the community?)**

How much will the project cost and how will it be funded?

The total cost to deliver the project is anticipated to be \$3 to \$4 billion. **(Are cost overruns in consideration? What guarantees do the taxpayers have that the project will be completed on time and in budget?)**. Initial planning and design phases have been funded by \$300 million from the State of California. Once an alignment has been chosen, multiple sources of government funding—including local, state, and federal—will help us complete the project.

SANDAG aims to complete a cost-benefit analysis during the environmental phase. **(Can we access to the cost-benefit analysis?)**

How were the alignment options chosen and which one will be built?

## Questions and Comments Regarding Proposed Rail Realignment in Choice “B”

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The alignment options have not yet been chosen. **(When will they be? How long after that will you notify affected homeowners?)** Using information from various studies, we are currently considering various alignment options. Read through the project timeline above for more detail on the process.

No decision has been made on which proposed alignment will be built. All practical alternatives are still being considered and will be studied during the formal environmental review process under CEQA and NEPA which began in June 2024.

Will tunneling be required?

Due to the topography of the existing terrain and the 2% maximum slope design requirement, meeting this slope requirement would likely be challenging to accommodate with an entirely at-grade or above-grade option. **(That depends on how deep the proposed tunnel is projected to be. If it's 300 feet deep, that's more than 100 feet over the I5. How deep are the tunnels proposed to be? In order to consider tunneling the depth of the tunnels must be known. And if that's known and an engineer is involved then you should know how homes will/won't be affected by tunneling underneath them.)** Although many potential alignment options are still being evaluated, tunneling would ensure the long-term reliability of the rail line. **(Even considering + sink holes + sandstone + earthquakes....? Del Mar Heights is not built on bedrock.)** By replacing the current single track with a double-tracked, underground route, we can achieve the necessary performance and safety goals.

Will the tunnel cause vibrations, noise, or damage to homes?

During the environmental phase, we will study the potential impact of construction and train traffic on residents. A team of experts will evaluate noise and vibration reduction methods that will work best in this specific situation. Our goal is to deliver a solution that minimizes vibration and noise. **(Notably - did not answer the question. Which implies it will. What if the homeowner only notices a little rumbling 12 times a day and their home sustains structural damage from rumbings manifesting only 3 years later, then what?)**

What if SANDAG needs to acquire property for the project?

The realignment project is part of a larger program of improvements on the LOSSAN Corridor. It is still too early to know what property interests might be required. To learn more about this process, please visit our Real Estate and LOSSAN Rail Realignment page. **(Again, notably - did not answer the**



## Questions and Comments Regarding Proposed Rail Realignment in Choice "B"

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question. Which means it will. How have you considered where the tunneling will be and how the construction is to be done without having any idea what homes would need to be eminent domained?)

How has the public been involved in this project?

SANDAG presented preliminary results of the planning study to several community planning groups, the Del Mar City Council, and other technical boards between 2020 and 2023. Feedback from public meetings has influenced the alternatives evaluated in the study. **(How? Feedback of business owners not wanting their businesses to be disrupted, presumably, made tunneling under the coast road not an option. And yet, the government owns the coast road and that property would not have to be bought. The implication is that a business is more important or valued than a homeowner?)**"

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I include below a copy/paste from the Real Estate and Lossan Rail Realignment monograph and inserted my questions/comments. Please respond:

"What is the process if SANDAG needs to acquire property for the LOSSAN Rail Realignment Project?

Disclaimer: This information is not, nor is intended to be, legal advice, and is only intended to provide a general description the acquisition process. This information is not, and is not intended to be, an announcement of an intent to acquire any private property.

### Planning and Environmental Review

SANDAG is planning the LOSSAN Realignment Project ("Project") as part of a larger program of improvements on the LOSSAN Corridor. The Project is still in the early planning phase, **(Is this an out-dated form?)** and it is too early in the planning process to know what property interests might be required if the Project is environmentally cleared. **(When will it be environmentally cleared?)** SANDAG is engaging in early public outreach in connection with conceptual alignments, and is continuing to evaluate concepts that may be selected as project alternatives for analysis that will be studied during the formal



## Questions and Comments Regarding Proposed Rail Realignment in Choice "B"

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environmental review process under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

The formal environmental review process will commence with the publication of a Notice of Preparation (NOP) **(How does one get on the email list for this Notice?)** of a Draft Environmental Impact Report (EIR). **(How does one get on the email list for this Notice?)** Following the NOP, SANDAG will continue to seek public comment on the alternatives proposed for analysis in the Draft EIR. During environmental review, SANDAG will consider property impacts associated with each of the project alternatives evaluated. SANDAG will attempt to minimize impacts to private properties and right of way acquisitions in developing alternatives. Thus, when a property interest is identified in a draft environmental or other planning document, it does not necessarily mean that SANDAG will need to acquire that property or property interest. **(But when will the homeowners be notified, how will they be notified? Will homeowners opinions on how they will be/are affected be taken into consideration?)**

### Final Design

The acquisition process would not typically begin until after environmental clearance and further design, when the project location is determined, and the required property interests are confirmed.

The real property interests that SANDAG might need to acquire for the Project could be permanent or temporary, could consist of an entire property or a portion of the property, and could involve surface, subsurface, and/or aerial rights. **(When will the homeowners be notified, how will they be notified?)** For the construction and operation of trains in a tunnel, subsurface tunnel easements could be required. Subsurface tunnel easements typically do not require owners and occupants to relocate from the property, but the same procedural requirements apply for the acquisition of subsurface easements as for any other property interest. **(Please explain in more detail the process for acquiring "subsurface tunnel easements".)**

### Acquisition Process

Property owners' rights are protected by the federal and State Constitutions, applicable State and federal laws and regulations, and SANDAG's Board Policies. SANDAG's Board Policy No. 21 **(Appended at end of this note.)** contains information regarding the acquisition of property interests. Under that policy, all property owners must be dealt with fairly and equitably in the acquisition of lands or interests therein required by SANDAG.

## Questions and Comments Regarding Proposed Rail Realignment in Choice “B”

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### Notice of Decision to Appraise

If it is determined that a specific property or property interests may be required for the Project, SANDAG would hire an independent licensed appraiser to determine the just compensation for the property interest. This means that property owners should receive the fair market value, as defined under California law, for the property or property interest. If SANDAG needs only a portion of a property, SANDAG would also be required to pay severance damages if the Project causes a decrease in value to the remainder of the property. (I.e., a decrease in value due to vibrations/structural damages?)

The property owner would receive a notice of the decision to appraise the property (**how far in advance?**) and would be provided with an opportunity to accompany the independent appraiser during the property inspection.

### Offer of Just Compensation and Negotiation Period.

After establishing just compensation based on the appraised value, (“**appraised value” could be a contentious term.**) SANDAG would then present an offer to the property owner based on the full appraised value. If the property owner desires to hire an appraiser, SANDAG would reimburse the owner for reasonable appraisal costs, up to \$5,000. During the “negotiation period”, SANDAG would continue to discuss potential ways to mitigate or minimize impacts to property owners. If SANDAG and the property owner agree on the purchase price and other terms and conditions, the parties may enter into a purchase and sale agreement.

In addition to the offer of just compensation, businesses may be eligible for damages for loss of goodwill if the claims are compensable under state law. Eligible property owners and tenants who are required to relocate as a result of an acquisition may also be entitled to relocation benefits under state and federal relocation laws and regulations. This information would typically be provided along with the offer of just compensation.

### Hearing on a Resolution of Necessity

State law authorizes SANDAG to acquire private property through eminent domain where the SANDAG Board of Directors (“Board”) adopts a Resolution of Necessity, and finds that the property is required for the Project, the public interest and necessity require the Project, and the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury. SANDAG seeks to first enter into voluntary purchase agreements with property owners and strives to resolve an owner's concerns to

## Questions and Comments Regarding Proposed Rail Realignment in Choice "B"

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the extent that is reasonably ("**reasonably**" is a **contentious term.**) feasible before moving forward with a hearing on a Resolution of Necessity. A hearing on a Resolution of Necessity is a public hearing, and the property owner has a right to appear and be heard. The Board has the ultimate discretion to determine whether to adopt a Resolution of Necessity, after consideration of the evidence presented at the hearing. The issue of compensation is not part of the hearing.

### Eminent Domain Action

If the Board adopts a Resolution of Necessity, SANDAG continues to try to resolve the proposed acquisition with the property owner during the eminent domain process. If the parties cannot agree to terms on the acquisition, a jury would typically determine the just compensation. (**So it would go to court and the homeowner would have to pay legal fees to get "just" compensation?**)"

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I include below a copy/paste from about the project describing various aspects of the project from the **BOARD POLICY NO. 21** and inserted my questions/comments. Please respond:

### "ACQUISITION OF REAL PROPERTY INTERESTS AND RELOCATION ASSISTANCE

The purpose of this policy is to encourage and expedite the acquisition of real property by agreements with owners, to avoid litigation and relieve congestion in the courts, to assure **consistent treatment for owners (Transparent? Will we know what other homeowners got?)** in the public programs, and to promote public confidence in public required to relocate as a result of projects constructed by SANDAG for the benefit of the public.

Section 14085 et seq. of the California Government Code states that whenever any public entity is to receive state or federal funds for the purposes of project planning, design, rights-of-way, construction, acquisition, or improvement of exclusive public mass transit guideways (and their related fixed facilities, power systems, passenger facilities, vehicles, and equipment), it shall prepare plans for the complete project that are applicable to the type of project, and transmit

## Questions and Comments Regarding Proposed Rail Realignment in Choice "B"

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them to the Department of Transportation for its review and approval of policies, procedures, and performance standards, prior to the implementation of the project or the project phases affected. This policy is intended to cover the following components of Section 14085: acquisition of rights-of-way and other related real properties; and relocation assistance. Additionally, Government Code sections 7260-7276, require public entities such as SANDAG to provide relocation assistance to displaced persons and to implement a relocation assistance program.

### Procedures

1. Acquisition of rights-of-way and other related real properties will be prosecuted within the following policy parameters:

1.1 All property owners will be dealt with fairly and equitably (**"fairly" is a debateable term.**) in the acquisition of lands or interests therein required by SANDAG.

1.2 Settlements will be based on estimates of **b** as supported by current appraisal practices. (**3 most "similar" recently sold properties? Neighbors have been improving their homes, adding ADU's, second floors, etc., but they haven't sold their properties therefore, even though my house is "worth" more, it doesn't count because these other houses haven't been sold. OR use average of Realtor.com, Zillow & Redfin OR 3 independent appraisers?**)

1.3 SANDAG shall pay for expenses which the owner(s) must incur for title and escrow fees incidental to conveying real property to SANDAG. (**But what about deferred capital gains, what about a deferment similar to 1031 Exchange?**)

1.4 SANDAG shall make reasonable efforts to acquire expeditiously by negotiation the required property interests.

1.5 Condemnation will be utilized where negotiations have reached an impasse or there is a requirement to meet time restraints imposed by funding sources or construction schedules.

1.6 The Relocation Assistance Program will be fairly administered **to ensure that all owners receive any and all benefits to which they are legally entitled.** (**"Legally" but not morally or justly entitled?**)

2. The following guidelines shall be utilized by SANDAG or its agents to ensure fair and equitable treatment of all property owners affected by SANDAG acquisitions as set out in Government Code Section 7267 et seq., as it may be amended from time to time:



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2.1 The real property interests to be acquired shall be appraised and the fair market value established before the initiation of negotiations and the property owner shall be given the opportunity to accompany the appraiser during his inspection on the property. The property owner may request an independent appraisal to be conducted at SANDAG expense for an amount not to exceed \$5,000. (Government Code Section 7267.1 and 7267.2) **(And what if my appraiser's number is different than SANDAG's? SANDAG's motives are obviously to minimize costs.)**

2.2 SANDAG or its agents shall make a prompt offer to the property owner for the full estimate of market value established by the Executive Director or his or her designee. SANDAG or its agents also shall provide the property owner with a written statement of, and summary of the basis for, the amount established as just compensation. The summary shall contain the following elements:

2.2.1 The owner's name and address.

2.2.2 Zoning and present use of the property.

2.2.3 Highest and best use of the property.

2.2.4 Consideration to be paid by SANDAG.

2.2.5 Total property area and amount to be acquired.

2.2.6 Market value of the property to be acquired and a statement as to how the value was established, i.e., **market data approach, income approach, or cost approach. (Define these? What, does SANDAG use all three of these then choose the lowest figure?)**

2.2.7 Amount of damages or a statement indicating that there are no compensable damages. (Government Code Section 7267.2)

2.3 SANDAG shall make reasonable efforts to acquire by negotiation the real property interests required so as to reduce the need for litigation. SANDAG shall strive at all times to assure consistent treatment of property owners involved in public improvement projects and to promote public confidence in SANDAG's acquisition practices.

(Government Code Sections 7267 and 7267.1a)

2.4 SANDAG shall schedule the construction or development of a public improvement, insofar as it is practicable, so that **no person** lawfully occupying real property **shall be required to move** from a dwelling or business, **assuming a replacement dwelling is available**, without at least 90 days written notice from the SANDAG. (Government Code Section 7267.3)

## Questions and Comments Regarding Proposed Rail Realignment in Choice "B"

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2.5 Should rental property become vacant, SANDAG may rent the vacated premises prior to acquisition.

2.6 **The threat of condemnation shall not be used to coerce a property owner into agreement.** (Government Code Section 7267.5 and 7267.6)

2.7 SANDAG **will offer to acquire the entire property if the owner so desires where the acquisition of a portion of the property would leave the remaining portion in such shape or condition as to constitute an uneconomic remnant.** ("Uneconomic remnant" is one the underneath side of a house is bought where there are vibrations, impugned structural liabilities, causes the above-house to be less desirable and therefore less valuable to a prospective buyer of the house above later on.)(Government Code Section 7267.7)

3. Relocation assistance is a program that has been established by federal and state law to provide help to individuals, families, businesses, farm operations, and nonprofit organizations required to relocate as a result of a public improvement project. Its primary objective is to assist all project displacees to the end that they do not suffer disproportionate injury as a result of projects constructed for the benefit of the public as a whole.

3.1 Relocation assistance shall be in accordance with Section 7260-7276 of the State Government Code, as it may be amended from time to time.

3.2 **No person will be required to relocate due to a proposed construction project until a "replacement facility"** has been made available which meets the following standards:

3.2.1 Decent, safe, and sanitary.

3.2.2 Fair housing.

3.2.3 In areas not generally less desirable than the property to be acquired in regard to public utilities or public and commercial facilities.

3.2.4 **Within the financial means of the displacee.**

3.2.5 Reasonably accessible to the displacee's place of employment, public services, and commercial facilities.

3.2.6 **Adequate to accommodate the displacee. (And pets?)**

3.2.7 **In an equal or better neighborhood.**

3.2.8 **Available on the market to the displacee.**

**(Impossible to get all these bolded items at the same time in Del Mar Heights.)**

## Questions and Comments Regarding Proposed Rail Realignment in Choice "B"

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3.3 In lieu of a replacement facility, the eligible owner or occupant may agree to accept a cash settlement as provided by state law.

3.4 Moving and related payments will be paid as provided by state law.

3.4.1 **Individuals**, businesses, and nonprofit organizations occupying the property to be acquired at the time of the first written offer to purchase and move as a result of SANDAG's acquisition, **will be eligible for reimbursement of moving expenses. (Moving is expensive too - moving expenses should be reimbursed as well.)**

3.4.2 **Residential occupants** will receive either the actual reasonable costs involved in moving family and personal property up to a maximum of 50 miles, or a payment based on a schedule relating to the size of their present dwelling, **not to exceed \$500. (Impossible to move for \$500.)**

3.4.3 Businesses, farms, and nonprofit organizations will be entitled to reimbursement for (1) actual reasonable costs involved in moving the operation and personal property up to a maximum of 50 miles, (2) actual reasonable expenses incurred in searching for a replacement property, and (3) actual direct losses of tangible property.

3.5 Instead of accepting an actual moving expense payment, a business owner may be paid an amount equal to the average annual net earnings of the farm or business for the last two years prior to relocation. The payment may not be less than \$2,500 or more than \$10,000. A business may qualify for an In Lieu Payment if the agency determines that the business cannot be relocated without a substantial loss of the existing dollar volume of business and it is not a part of a business having an additional establishment. A part-time individual or family occupation in the home that does not contribute materially to the income of the displaced owner is ineligible for an In Lieu Payment.

**[?] 3.6** The Board hereby adopts the Department of Housing and Community Development relocation assistance regulations set forth in Title 25, Division 1, Chapter 6, Subchapter 1 of the California Administrative Code, except as supplemented herein, as SANDAG's Relocation Assistance Program for all projects that must have such regulations apply pursuant to Government Code section 7267.8.

**[?] 3.7** Pursuant to section 6152 of Title 25 of the California Administrative Code, the provisions for review commencing with section 6150 shall be supplemented as follows:

3.7.1 In the case of complaints dismissed for untimeliness or for any other reason not based on the merits of the claim, SANDAG shall furnish a written statement to the complainant stating the reason for the dismissal of the claim as soon as possible but no later than two (2) weeks from

## Questions and Comments Regarding Proposed Rail Realignment in Choice "B"

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receipt of the last material submitted by the complainant or the date of the hearing, whichever is later.

3.7.2 Except to the extent the confidentiality of material is protected by law or its disclosure is prohibited by law, the Board shall permit the complainant to inspect all files and records bearing upon his claim or the prosecution of the complainant's grievance. If a complainant is improperly denied access to any relevant material bearing on the claim, such material may not be relied upon in reviewing the initial determination.

3.7.3 The principles established in all determinations by SANDAG shall be considered as precedent for all eligible persons in similar situations regardless of whether or not a person has filed a written request for review. All written determinations shall be kept on file and available for public review.

3.7.4 Any aggrieved party has a right to representation by legal or other counsel at his expense at any and all stages of the proceedings set forth in these sections.

3.7.5 If a complainant, other than the owner of a displaced advertising sign, seeks to prevent displacement, SANDAG shall not require the complainant to move until at least twenty (20) days after it has made a determination and the complainant has had an opportunity to seek judicial review. In all cases, SANDAG shall notify the complainant in writing twenty (20) days prior to the proposed new date of displacement.

3.7.6 Where more than one person is aggrieved by the failure of SANDAG to refer them to comparable permanent or adequate temporary replacement housing, the complainants may join in filing a single written request for review. A determination shall be made by SANDAG for each of the complainants.

**3.8 Before any project may be undertaken which involves the displacement of people, SANDAG or its agents shall complete a Replacement Housing Study (when will this be available for us to review?)** to determine the needs of the relocatees and the availability of replacement housing. The SANDAG studies shall serve to assure that orderly relocation can be accomplished and that realistic and adequate plans are developed for relocating all displaced persons.

3.9 Comparable replacement dwellings will be available or provided for each displaced person within a reasonable amount of time. Such assurance is a part of the SANDAG Relocation Assistance Program study process and must be specifically given on every project requiring displacement.

**3.10 Relocation advisory services** will be provided (**how will displacees be notified of this service?**) to assist persons in relocating into safe, decent, and sanitary housing that meets their needs and is within their financial means.



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The same will be provided for displaced business and farm operators to aid them in finding suitable replacement locations to continue operations. Assistance is required throughout the acquisition phase of the project and starts at the time SANDAG begins acquiring properties on a project.

3.11 No person lawfully occupying real property shall be required to move from a dwelling, assuming a decent, safe, and sanitary replacement dwelling is available, or to move a business or farm operation, without at least 90 days written notice from SANDAG, prior to the date the move is required.

3.12 SANDAG shall follow generally the procedures outlined in the following Caltrans guides:

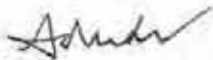
Right-of-Way; Relocation Assistance Handbook; and How to Make Relocation Studies and Plans

3.13 All cash payments to owners or occupants for any purpose shall be formally reported to the Board as to amount, rationale, and applicable code or statute."

I look forward to your acknowledgement of this submission, and your response.

Sincerely,

F. Scott Mudgett



*P.S. Thanks for reading this.  
I know it's long.*



June 17, 2024

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

Attention: Tim Pesce

I am quite aware of the problem with the train tracks on the bluff near Carmel Valley Road in Del Mar and have followed the various mitigation proposals as reported in the paper. I am strongly against the proposal labeled Alternative A. Please remove it from consideration before any further work on the EIR is done. Alternative A would cost about twice as much as the other alternatives. Furthermore, this plan would have serious adverse economic consequences for the region, along with a host of negative environmental impacts to Solana Beach, Stevens Creek, the fairgrounds and the San Dieguito Lagoon. Additional tax payer money should not be expended on the Alternative A proposal.

Sincerely,



Jerrold M. Glefsky, M.D.

[REDACTED]  
Solana Beach, CA 92075

June 18, 2024

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

Attention: Tim Pesce

I have become very alarmed by the Alternative A proposal for the re-routing of the train tracks from the Del Mar bluffs. The length of time that it would take to build alternative A and the extraordinary cost should make it a non-starter. I find it hard to believe that it is even being considered. I doubt that our beloved fairgrounds would survive the disruption and shutting down that would be required for this type of project. Also, the lagoon has just been redone, years of work, and I can't see any way that this proposal would not undo much of the good that has been done and all the money that has been spent. We have a gorgeous lagoon and river now and you want to harm it? Please use common sense and choose a proposal that preserves our lagoon, the fairgrounds, Stevens Creek and beautiful parts of Solana Beach. Choose a proposal that limits economic impacts, environmental damage, money and time.

Thank you,

A handwritten signature in black ink, appearing to read "Phyllis Olefsky". The signature is written in a cursive, flowing style.

Phyllis Olefsky

[REDACTED]  
Solana Beach, Ca. 92075

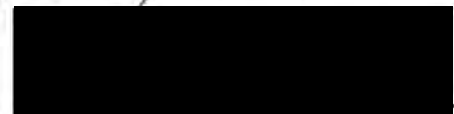
July 5, 2024

Attention SANDAG Board, and Staff

I oppose Alternative A. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not pass the common sense test. Please focus on more viable Alternatives.

Sincerely,

*J. Oppman*



*Del Mar*

Hello Mr. Pesce. I am writing to you concerning SDHR Project NOP. It has recently come to my attention that re-routing plans for the railroad tracks in Del Mar now includes an 'Alternative A' proposal. As a long term resident of Solana Beach I am firmly against the inclusion of this new alternative and ask that taxpayer money not be spent on further consideration of Alternative A since the many environmental impacts to Solana Beach, Stevens Creek, the →



Fairground and San Dieguito Lagoon  
as well as the adverse economic impact  
to Solana Beach do not merit Alt A's  
further consideration. It's Del Mar's  
problem not Solana Beach's and  
the sooner they own up to this  
and admit reality the better &  
less expensive it will be for all.  
Thanks for reading this; I appreciate  
your listening to yet another  
irritated Solana Beach tax payer.

Sincerely, De Karen Potts



July 5, 2024

Attention SANDAG Board, and Staff

I oppose Alternative A. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not pass the common sense test. Please focus on more viable Alternatives.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mark Sanford', written in a cursive style.

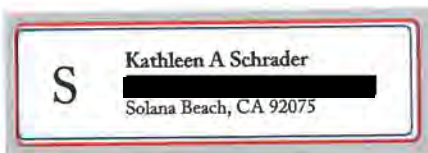
MARK SANFORD

July 5, 2024

Attention SANDAG Board, and Staff

I oppose Alternative A. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not pass the common sense test. Please focus on more viable Alternatives.

Sincerely,





June 17, 2024

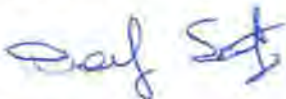
SANDAG  
Attn.: Tim Pesce  
401 B Street, Ste 800  
San Diego, CA 92101

Dear SANDAG:

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Should you have any questions, feel free to email me or call me at [REDACTED].

Most sincerely,



Denise Schwartz  
[REDACTED]  
Solana Beach, CA 92075

[REDACTED]

June 17, 2024

SANDAG  
Attn.: Tim Pesce  
401 B Street, Ste 800  
San Diego, CA 92101

Dear SANDAG:

I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

Should you have any questions, feel free to email me or call me at [REDACTED]  
[REDACTED]

Most sincerely,



Howard Schwartz

[REDACTED]  
Solana Beach, CA 92075  
[REDACTED]

June 17, 2024

attention : Tim Pesce

We recently heard about the Alternative A proposal suggested by Del Mar Residents. The main issues with this proposal have originated in Del Mar and have been ignored for a long time. They movement to suggest Solana Beach, the Lagoon be used as a replacement seems another effort to get someone else to solve Del Mar issues. We oppose further consideration of Alternative A. Please remove it before any work on the EIR is done. Alternative A is double the cost and it has huge environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds + the San Diego Lagoon. Alternative A does not warrant the expenditure of any additional taxpayer money. Solana Beach needs to be included and should have been advised of this plan long ago. We live at end of North Rios which has become "Disneyland" due to the popularity of visiting this lagoon. It is a major area for Birds + wildlife → over

We have lived in this area since  
1975 and we need input into our  
home and environment.

Sincerely

Jane Sinclair  
Doyle & Paul  
David Sinclair

[REDACTED]

Solana Beach

[REDACTED]

[REDACTED]

**To:** lossalignment@cosb.org  
**Subject:** "SDLRR Project NOP"

Sandag,

"I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money."

We are Solana Beach residents that **oppose consideration of Alternative A due to its known costs, economic consequences to the region, and environmental impacts during construction.**

**No on this project!**

**Peter and Kathleen Woods**

## Voicemails

**Anonymous Caller (1)\_2024-06-17**

Hi. I was just calling because I was wondering if there was an option to attend the scoping meeting that's scheduled for the 18<sup>th</sup> virtually and if that's possible, I was wondering how to access the virtual link for attendance. You can call me back at my phone number which is [REDACTED]. Thank you. Bye.

**Anonymous Caller (2)\_2024-06-05**

Kim Yourczek, [REDACTED], Del Mar 92014 asking you to choose the Crest Canyon option for the railway tunnel. Thank you.



**Bryson\_TK\_2024-07-18 (2)**

I'd like to leave a message about the LOSSAN Realignment Rail Project NOP in Del Mar. There are three proposals that you guys have put forward as A, B, and C and we live near the lagoon in Los Peñasquitos Lagoon and we're very adamantly opposed to option C that would come right out through the middle of- the sensitive the lagoon with its wildlife and sea life. So no on proposition C for the realignment- rail realignment in Del Mar area. A or B possibly but not C. TK Bryson at [REDACTED]. TK Bryson at [REDACTED].

**Drose\_Clara\_2024-07-17**

Clara Drose. [REDACTED] please call me back today if possible because we're running out of time

I think tomorrow is the deadline and this is in regards to the train tracks moving them. Thank you.

**Drose\_Clara\_2024-07-18 (1)**

Hi. Clara Drose. [REDACTED]. If someone can call me back to acknowledge my voicemail, and I also emailed the LOS email. So, what I wanted to make a correction of because I actually made a mistake but then I corrected it. I sent you a couple emails, so the most current one and accurate, I'm in support of Alternative C like Charlie, that would be the least invasive to all the cities involved. The Alternative A and B would be very, very disruptive to the economy, so I'd like to be – so I'd like the records to be corrected for my name because I know you have some sort of file there for people. So please put it down for support of Alternative C for me, C like Charlie and if someone could acknowledge my voicemail that would be great. They can call me back. Thank you. [REDACTED]  
[REDACTED]. Clara Drose.

**Milich\_Brian\_2024-06-26**

Hi Danny, this is Brian Milich. It's Wednesday a little before 3 o' clock. You and I have talked on at least two occasions regarding LOSSAN and specifically the north corridor. I would love to talk to you again, I sent you an email – I think it was late last week trying to schedule a time to talk to you, get a little more information and updates. I was unable to make the scoping meeting, but it would be great if I could talk to you and get some more information. Again, my name is Brian Milich, and my number is [REDACTED]. Thanks so much. Bye.

**Nepler\_Marsha\_2024-07-09**

I want to leave a message. My name is Marsha Nepler. I live at [REDACTED] in Del Mar. I want to express my concern over building a tunnel, and I would like to – if we have that, I would like to go for option A which goes through the Fairgrounds and up to the freeway. My number is [REDACTED]. Please give me a call back, and I'd appreciate that. Thanks.

**Wallock\_Adam\_2024-07-18**

In reviewing the discussions between SANDAG and the City of Del Mar, I have witnessed a consistent pattern which is that SANDAG wants to do what is best for the residents of the county, whereas the City of Del Mar wishes to do what's best for the wealth of its residents. There is no reason to believe that the City of Del Mar will ever build affordable housing, particularly based on the fact that they never have. My conclusion is that this is the position that SANDAG should be attacking. The strawman that the tunnel cannot be built for imaginary affordable housing that will never occur.

## Comments Submitted on Social Pinpoint

<b>Contribution ID</b>	<b>Date Submitted</b>	<b>First and last name</b>	<b>Let us know your thoughts in the comment box below.</b>
3788	Jun 04, 2024, 01:57 PM	Eric Smith	<p>The costs to creating such a solution - when parsed across the INCREDIBLY low ridership is an embarrassing use of public funds. Maintaining commuter rail "at any price" is a betrayal of public trust, and forces us to forego using tax dollars in ways that can benefit MORE citizens. Rail only works when we leverage the legacy costs of rail from many decades past... Creating new rails, and let alone tunneling is fiscal madness.</p> <p>It would be cheaper for 50 years to build piers, operate a boat taxi, fly people in helicopters, or just drive them in executive shuttle buses from stop to stop.... anything is smarter financially than this.</p> <p>The US is the MOST expensive tunneling environment in the world... the cost per yard is horrific.</p>
3789	Jun 04, 2024, 05:17 PM	Jacqueline Smith	<p>I'm not a planner but this change seems absolutely necessary and since it's been done, let's do something sustainable for a very long time - more train trips should at least as important as cars, not a secondary thought. Kind of like in Europe. How about a stretch along the 5 as a train corridor? In addition to having non residential land, it would be a clear reminder for all motorists that train is an option. If not along the 5, then to the west of S. Camino Del Mar but I imagine residents would really fight that one.</p>
3790	Jun 04, 2024, 05:50 PM	Trevor van Leeuwen	<p>Would be good to know the relative speed impacts of these three alternatives.</p> <p>I don't understand why alternative A is being considered at twice the cost of B &amp; C. We can do quite a lot with two billion dollars saved.</p>
3791	Jun 04, 2024, 06:23 PM	Michael Callahan	<p>I live in Del Mar and am in favor of Option B as the cheapest and apparently most direct option.</p>
3792	Jun 04, 2024, 07:44 PM	Ryan Lamkin	<p>I am in fully support of relocating tracks off the Del Mar bluffs. I wonder if alignment C would suffice for future sea level rise levels.</p>
3793	Jun 04, 2024, 07:46 PM	Mathew Sterling	<p>I believe Option B is the best choice. Unlike A, it minimizes impacts to the lagoon and may be easier to go under fewer properties. Option C is also good. I think option A would be short sided and not be the best benefit for the most people, as impacts to the community are virtually non-existent despite protest. Thank you staff for working on this and I really hope it will have room for electrification as part of the size of the boring tunnel diameters. We need electrification, and if not now, to plan for it to happen later and not make that worse in the future.</p>
3794	Jun 04, 2024, 10:42 PM	Kina Bramlette	<p>It is important that we find the correct balance between which route is the most cost effective and has the least environmental impact. I would like to know the estimate cost of A, B, and C Alternatives and their environmental impact. Excited to see SANDAG make rail the transportation of our future.</p>
3795	Jun 05, 2024, 08:09 AM	Robert Kidd	<p>I like Alternative C the best because it preserves the most above ground track / has the least tunneling. I would assume that would make C the cheapest and I believe it also destoeys the</p>



Contribution ID	Date Submitted	First and last name	Let us know your thoughts in the comment box below.
			least existing value. I consider the train past the Del Mar Fairgrounds a historic resource and the train over the Penasquitos Lagoon is nice not only from the train but also areas like the Torrey Pines State Nature Reserve. Alternative A should be the least prefer as it as the most tunneling and most curves and severe curves likely leading to the least train speed.
3796	Jun 05, 2024, 11:44 AM	Michelle Pierce	Move the tracks to the center of the 5 freeway on a raised platform.
3797	Jun 05, 2024, 02:06 PM	Zaccary Bradt	Alternatives B and C are the most feasible and best options. Based on prior studies, they will be less expensive, less disruptive, and provide faster rail service. Alternative A is an inferior option and should not be selected. During the EIR process, please make sure to address the environmental impacts of higher-quality rail service, including the potential to attract new rail riders and further improve speeds and frequencies that can happen with Alternatives B or C due to the more favorable alignment. This is a deficiency of Alternative A that must be acknowledged.
3798	Jun 05, 2024, 04:03 PM	Noe Ramirez	<p>Recommend building either Alternative B or C.</p> <p>Alternative A runs beneath San Digueito lagoon. That may potentially impact animals living within that area. It also places the tunnel underwater which may further complicate construction, future repair, or even lead to potential flooding of the tunnel thus being more costly in the long term. It appears it would unduly slow down trains moving through the area due to the curves. Also southbound trains would be wasting more energy by going downhill and then back uphill as opposed to the alternatives that appear they would only need to go uphill.</p> <p>Alternative C also appears potentially to close to the current LOSSAN corridor, will we need to plan for a sooner realignment if it is chosen?</p> <p>Recommend studying and pushing for Alternative B as it would allow for more consistent speeds, moves the corridor drastically away from the erosion.</p>
3799	Jun 05, 2024, 05:27 PM	Jazmin Blais	<p>After reading through the proposed alternative routes I believe option A is the only viable option for the citizens of Del Mar. As a homeowner in Del Mar for 10 years, the community and vitality of its budding commerce district can not withstand the disruption that would be caused by the alternative options (B &amp;C). They would be costly to the project and to the residents and businesses of Del Mar. Please do not uproot our community!!</p> <p>Thank you, Jazmin</p>
3800	Jun 05, 2024, 05:51 PM	Brad Kvederis	Moving the rails to go along the freeway is the only thing that makes any sense at all unless you are smoking crack. It's SANDAG, so you probably are smoking crack. So basically whatever your

Contribution ID	Date Submitted	First and last name	Let us know your thoughts in the comment box below.
			first instinct is, just do the opposite and it will probably be the right answer. Or you could just do whatever Brad tells you, I guarantee you will look 100x smarter.
3801	Jun 05, 2024, 09:24 PM	cindy moore	absolutely realign. use alternative A because it is closest to the 5 fwy. you know more will have to be realigned later and using the fwy adjunct will make that easier.
3802	Jun 05, 2024, 09:27 PM	Carmen Zoldesi	Alternative A seems to be the furthest away from the bluff, therefore would be my preferred option and most likely long term the best idea. With the bluff already starting to be damaged due to existing railroad, I am concerned that building any tunnel in the proximity of the bluff, will create more destabilization and bigger impact long term. I am kindly requesting you to take into account the long term impact of the railway relocation, in particular being a huge and expensive project, it is likely a one time relocation, therefore better be the best one. The bluff in Del Mar has been around for a while, and it is our duty to make sure will be there many years to come, for future generations to enjoy. Thank you for the opportunity to provide feedback on the matter.
3803	Jun 05, 2024, 10:37 PM	Weidong Yang	Alt. A is the worst choice among all choices, e.g., crossing San Dieguito Lagoon. After Alt. A, Alt. B is also bad. If one of the alternatives has to be selected, then only Alt. C should be considered.
3804	Jun 05, 2024, 11:37 PM	Mitchell Kronenberg	Can we see where alternatives A B and C go relative to a street map of Del Mar and nearby portions of San Diego? Or, is it not sufficiently defined yet? Please let me know
3805	Jun 05, 2024, 11:57 PM	Brianna Egan	<p>I used to frequent the Pacific Surfliner along this route from Fullerton to Solana Beach as a UCSD student. I rode the train 2-4 times a quarter for several years. The LOSSAN corridor is a critical piece of our transportation infrastructure, not only for passenger rail but also for goods movement and military transport. This SANDAG Rail Realignment project is critical to improving service and future-proofing the rail line for climate impacts. Double tracking this segment is key to increasing service and reliability. Moving the route into a tunnel and away from the eroding coast is also critical to keeping the route functional year-round. The service disruptions over the past few years have been disheartening to watch for the future of transportation and I applaud the agencies for working hard to restore service. But it's clear that more permanent infrastructure improvements like this one are critical.</p> <p>Regarding the proposed alignments, I feel that Alternative B would be the best investment for faster service and long-term resilience. Alternative B reduces curves so speeds can be faster, and is away from freeways and the coast which could both undergo geographical changes over time. Regardless of alignment chosen, I want to provide express emphasis on ensuring that the tunnels are wide and tall enough to fit overhead catenary wires for future electrification of the route. Electrification of the LOSSAN corridor should be a priority for the agencies involved to transition to zero-emissions rail and improve speed and frequency of trains. The size of the tunnels should not be a constraint to future investment in electrification. For more on this, see the white papers from Californians for Electric Rail and the electrified rail systems worldwide in</p>

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			Europe and Asia. From an engineering and planning standpoint, please ensure the tunnels can accommodate wires. Thank you!
3806	Jun 06, 2024, 06:07 AM	Joris	Alternative A is certainly the best option. As the bluff erosion will continue to progress (perhaps faster due to climate change) the other alternatives will not work long-term. Maintenance on the railway will also be more cost-effective because the proximity to the ocean (in the other alternatives) increases cathode erosion, caused by salinity levels in the air. This is not a problem when you build further inland.
3807	Jun 06, 2024, 10:58 AM	Clancy Smith	We need to go with option C. It will be cheapest, it will go through the heart of Del Mar and fair grounds which will be a trip generator, and you need to stop fucking listening to rich people and having them dictate what happens to vital infrastructure projects. They will be fine. Please make sure it can be big enough to be electrified in the future. Grow a spine and do the right thing
3808	Jun 06, 2024, 11:17 AM	Steven Palmer	I think tunneling is the right approach here for the best long term outcome. Choosing Alternative B will allow a straight shot for trains to maintain a decent speed without disturbing the scenery and nature of the San Dieguito lagoon with alternative A.
3809	Jun 06, 2024, 11:21 AM	Jonathan Rosen	Please select the route that is the most sustainable long-term; that is please select the most resilient route that will least likely be in danger in another 100 years. Any costs now will still be a bargain compared to doing this process again or constant climate related maintenance in the future. I'm no engineer but my guess is that Routes A or B are more sustainable than C.
3810	Jun 06, 2024, 12:28 PM	Maggie McCann	Alternative B seems to be the least disruptive. The other two alternatives negatively impact the lagoons.
3811	Jun 06, 2024, 04:53 PM	Doris Mancuso	Fix the bluffs. Countries all over the world deal with hostile ocean environments. This could have been resolved many many years ago by reinforcing the bluffs. Why not fix the bluffs or we could let everything crumble in to the ocean including houses. If you are insistent on this project I don't trust that you could tunnel like the Italians. They managed to build amazing tunnels. San Diego....well... go learn from the experts first before you take on a tunneling project. Look at all the issues that the Big Dig encountered. These options are irrational and I can't believe you would take these seriously expensive homes by eminent domain. Seriously. FIX THE BLUFFS!! It's let's money that buying multimillion dollar homes from people!!!
3812	Jun 06, 2024, 09:54 PM	Connor Proctor	Please choose B or C. This project needs to happen as quickly as possible, it is hugely important for our region to make LOSSAN fast and reliable.  Either B and C are the clear choices, choice A is slower and more expensive. We need the extra money for other projects in the region, and the additional costs of A will only delay the project further.
3813	Jun 06, 2024, 10:12 PM	Tyler Smith	To Whom it may concern, please consider that the alternative route 'B' appears most feasible and of least damage to critical habitat present in both lagoons. These estuaries are a rare and dwindling resource and is home to several uniquely endemic and or threatened species of birds,

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			<p>mammals, reptiles, fish, insects, and plant life. To carve a route directly across this estuary would compound the damage done to this area that the original roads and rails have already taxed. Please consider which option is best for the open space we so desperately need to preserve for the wellbeing of our environment and community. Additionally this route is furthest away from already eroding cliffs which ensures that the rail will be functional for decades even in times of uncertain future climate and weather patterns. I appreciate this opportunity to share this comment and hope these concerns are weighed in upon carefully.</p> <p>Best regards, Tyler</p>
3814	Jun 07, 2024, 07:52 AM	Bryan Pate	While there are no great options for where to put the railroad after moving it from the cliffs, the one that appears to make the most sense is the one with the shortest tunnel and least change to the existing infrastructure with the presumption that this one will be much less expensive than the other two options. Cost should be a driving factor in this process given the state of our debt at the federal level (which will no doubt be providing funds to this project either directly, through the state, or both). The shortest tunnel and lowest cost option appears to be the one where the tunnel goes underneath the 101 through Del Mar. Thank you.
3815	Jun 07, 2024, 08:42 AM	Robert Kraft	Regardless of what the Del Mar NIMBYS unfounded complaints are, I wish the most cost effective route is selected.
3816	Jun 07, 2024, 09:53 AM	Robert Kraft	Upon reading the materials, I prefer the CCHS with portal locations that avoids the re-alignment of Jimmy Durante road. I have low confidence in the project costs and expect it to balloon to \$5+B in today dollars
3817	Jun 07, 2024, 01:43 PM	Samuel Veith	I fully support building any of the three tunnels in Del Mar. I believe picking whatever solution is most affordable and feasible is best. I have financial and environmental concerns about alternative A, but those are based on assumptions and not fact.
3818	Jun 07, 2024, 05:30 PM	Douglas Penny	<p>This is the solution. No need to move the tracks.</p> <p><a href="https://en.wikipedia.org/wiki/Dolos">https://en.wikipedia.org/wiki/Dolos</a></p>
3819	Jun 07, 2024, 11:19 PM	Daniel Kinoshita	Whilst I understand the need for reliable transit, is there no way to reinforce the rail bed for long periods of time? I imagine that it would be cheaper and still provide the scenic view that the line is known for. Using some form of metal to contain the rail bed and have reinforced concrete or steel cables binding it to the shore.
3820	Jun 08, 2024, 09:53 AM	Jayne Seiffer	As for the blue, it may be years for the same thing to happen at the most western point shown, but I see it as a bandaid to the problem. The next generation or two will be faced with the same problem but at a much higher cost. Eliminate that choice.

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			<p>As for the red, adding a longer trip time wise may have fewer people riding the train. If it means eliminating the current slower part now thru the canyon, even though it doesn't appear to be, then this is a good choice even it cost more in construction. Think long term even if it will take longer to build</p> <p>As for the green, best option of the 3 mostly because it doesn't have the issues of the first two. No easy solution to what it is now but this is the best option. Process of elimination, I guess.</p>
3821	Jun 08, 2024, 12:31 PM	Nick Frunzi	<p>While the Draft EIR and Geotechnical work will give SANDAG (and the public) a clearer understanding of the best option, I do have comments based on the limited information shared about the 3 proposed routes.</p> <p>Alternative A appears that it will be the most expensive of all 3 options. The boring work seems to have the greatest length in this Alternative. Also, while I do not know the specific results of a "Cut-and-Cover Tunnel", It might be financially wasteful to add tunneling in Solana Beach, as the dual tracks are already below grade in a U section. Another possible waste is no longer using any of the existing rail infrastructure that is in place from Carmel Mountain Road to just north of Los Peñasquitos Lagoon. My final thought about Alternative A would be about routing under the San Dieguito Lagoon, but the science in the Geotechnical work will answer the questions around the appropriateness of the deep underlying soil and geology.</p> <p>Alternative B also appears to be an expensive choice with the second-longest possible boring? It also has the waste of no longer using the existing rail infrastructure in place from Carmel Mountain Road to just north of Los Peñasquitos Lagoon.</p> <p>Alternative C in my opinion is the most direct and possibly least expensive option. In this Alternative we continue to leverage the existing rail infrastructure over Los Peñasquitos Lagoon. The boring work appears the shortest.</p> <p>In Alternatives B and C there will still be added "double track" expenses that I know are under consideration, and I feel should be added to the entire cost picture of both: double-tracking and moving the tracks off the vulnerable bluffs. These are different projects, but are in my opinion both part of the overall double track strategy that SANDAG has.</p> <p>My final comments are around the voiced resistance of residents to having their homes "on top of the tunnel", and their concerns about property values. A consideration in this conversation is that some of the most expensive real estate in the Unites States is built on top of underground rail lines and stations. There are no issues in these cities; if done correctly, why should there be any</p>

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			issues here?  Thank you for allowing the public to comment on this very important project for our region.
3822	Jun 08, 2024, 01:18 PM	Mr. Andrew Cunningham	I favor the option that follows the 5 freeway before crossing the lagoon. Mainly because the northern portal would be in a location that will be much less disruptive to existing infrastructure and residences.
3823	Jun 08, 2024, 06:54 PM	Christopher Thomas	I recommend yes on the Alternative B route. I've commuted on both Amtrak and Coaster since 2005 from Los Angeles to San Diego, and Solana Beach to San Diego. I'm thankful these alternatives are being considered to preserve the bluffs and our ability to preserve long distance transportation via rail.
3824	Jun 08, 2024, 08:16 PM	Tom McCarter	In the past, governments thought nothing of using eminent domain to demolish neighborhoods where people of color lived to make way for freeways. I suggest focusing on the white neighborhoods this time. All those houses and condos on the beach will eventually be swallowed by the ocean. Start there.
3825	Jun 08, 2024, 09:16 PM	Bharat Kambalur	I strongly support Alternative A, the realignment along I-5. While this option may be the most expensive and adds time to the journey, this is still the best option long-term in my opinion. This option adds a stop at the Fairgrounds which can make events that take place there such as the County Fair, more accessible via public transit. This option also avoids displacing residents and destroying their homes. I would also support SANDAG working with SDMTS and NCTD to introduce all day long connector busses to the Sorrento Valley station, as opposed to the Morning and Evening-only routes such as the SDMTS 970 series and NCTD 470 series which only serve commuters for work and not residents of the area. The connection to a transit hub such as the UTC mall would boost ridership. Finally, between alternatives B and C, I support B over C. So in terms of ranked-choice voting, my preference would be Alternative A over B over C.
3826	Jun 09, 2024, 10:20 AM	Alison Dahlbo	My family have lived in the Del Mar Terrace for nearly 50 years. The proposed route that would build a tunnel under our beloved Torrey Pines extension is quite troublesome. I believe the best route, despite the expense, would be the train route that joins the 5 freeway.  Thank you, Alison
3827	Jun 09, 2024, 06:21 PM	Julie Braden	Tracks should go along the I 5 freeway. Stop the digging in sand cliffs.
3828	Jun 10, 2024, 03:30 AM	Kristine Schindler	Looks like alternative B (green) is the most straightforward.
3829	Jun 10, 2024, 03:15 PM	Don Broton	Option #4. Eminent Domain ! Buy out property owners along the railroad track and move the tracks inland by 30-40 yards. There will be a lot of people who will be very happy with their new ocean front homes! This option is probably the cheapest by far too !

<b>Contribution ID</b>	<b>Date Submitted</b>	<b>First and last name</b>	<b>Let us know your thoughts in the comment box below.</b>
3830	Jun 10, 2024, 05:01 PM	Christina Reilly	Option C the least invasive & most beneficial improvement to ridership & reliability of timetables- improves mass transit options & reduces carbon footprint Encourages riders to use train travel over individual rider options.
3831	Jun 11, 2024, 03:56 AM	James Mitchell	From a simple plan perspective Plan 'B' appears best James Mitchell AIA emeritus
3832	Jun 11, 2024, 07:16 AM	Franklin Tsai	Dear SANDAG, as homeowners close to the intersection of Carmel Valley Rd and N Torrey Pines Rd, we along with our neighborhood are very opposed to Alternative C which would have a major impact on our community, as the raised bridge would be immediately in front of our homes, causing major disruptions by causing visual obstructions and by the sound of the passing trains, and out of all 3 alternatives, would clearly have the most negative impact to the home owners, and would be faced by the strongest opposition. Alternatives A and B would have the minimal impact on the home owners, be the most secure and sustainable solution by bypassing the lagoon and bluffs completely, so would be the worth the investment even if requiring more funding. We would be in full support of either Alternative A or B, but strongly oppose Alternative C. Thank you for your consideration, Franklin Tsai
3833	Jun 11, 2024, 09:09 AM	Jay Robinson-Duff	I believe we should move forward with option B immediately, and plan for overhead catenary when building the tunnel. Option C is better than option A, but we should work on quickly moving forward and with option B. There has been conversation about needing to move the rail alignment for many years now, and continuing to drag our feet is not the appropriate solution to this problem. Given the needed improvements to the rail corridor, we need to make our decisions with the urgency that climate change is showing us is needed. With the planet already at the 1.5 C increase, we need to act urgently to make the most sustainable forms of transit the best forms of transit. To achieve this, we need more reliability, speed, and capacity, and option B helps the most with these vital categories. Let's go!
3834	Jun 11, 2024, 11:02 AM	Craig Currier	Del Mar Railway Option A is the best long term solution. This way as the Bluffs continue to erode the tracks are no longer near them. I grew up in Del Mar and my parents continue to live there. The Camino Del Mar Route and the Torrey Pines routes are both still too close to the ocean. Avoid Del Mar, they voted long ago to have the train bypass them, one of their dumbest moves. The entire drop from the top of Del Mar Heights hill by crest is slowly moving into the ocean.
3835	Jun 11, 2024, 12:34 PM	Hongyu Wang	The existing San Diego LOSSAN Rail Realignment should be kept, which could be reinforced and improved !! If the existing San Diego LOSSAN Rail Realignment could not be selected, out of the the three (3) alignment alternatives, Alternative C, should be the first choice/option for its relatively minimum impacts or deviation from the existing San Diego LOSSAN Rail Realignment.

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3836	Jun 11, 2024, 06:14 PM	Mark Bisaha	I'm agnostic on the alternatives, however I do have a general comment: design the tunnels so they are catenary friendly. You should future-proof any new infrastructure such that when LOSSAN decides (or is forced) to go electric, the hardware can easily fit.
3837	Jun 11, 2024, 07:52 PM	Jairo Avalos	As a rider of the Surfliner from Los Angeles to San Diego, this is a very important project that should be completed as quickly as possible.  Alternative B is by far the best option. It is less expensive than option A and more future-proof than option C
3838	Jun 11, 2024, 10:07 PM	Brian Schalcosky	I support options B or C in order to minimize the amount of drilling required and to maintain the possibility of a useful station at the fairgrounds.  It is also vital that we do not build any new tunnels in such a way that they cannot be fitted with catenary for electric rail. I understand that, in the short term, there is no plan to electrify this route, but the people who built the original line to run along an eroding cliff next to the ocean had good short term cost savings in mind as well and look at how that turned out.
3839	Jun 11, 2024, 10:11 PM	Bill Roth	Thank you very much for the "maps" of the proposed blue, green, and red lines. I appreciate the open communication. I would prefer to see the tracks run under the Fairgrounds per the south bound red line BUT, then proceed west of the Lagoon, then directly to Crest Canyon, and on to the Knoll Near I-5, thus avoiding the Lagoon and the alignment with I-5 as indicated by the red line.  Thank you for considering this option.  Bill Roth
3840	Jun 12, 2024, 05:21 AM	Suzanne Van Cleve	I vote for the "no project" option. I'm tired of politicians trying to force us into mass transit, and I don't see the kind of ridership on the railways that we should be doing any accommodation for "commuting". The train is mostly empty every time I see it go by. So, if the climate change politicians want to continue to try to force mass transit, you should consider extending the light rail point but we're still going to stay in our cars, because you can't use public transit to carry your surfboard or your golf clubs. As for the freight, I'd like to see other alternatives for that. I mean, really, we're at the bottom of the country, so what kind of freight is passing through here? Stuff going to Mexico? Or is this all made up too? Remember, that you are elected, and I vote. Thank you for soliciting input, Suzanne Van Cleve, San Diego.



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3841	Jun 12, 2024, 10:30 AM	Rina Alim	We live on Via Mar Valle with our windows facing the lagoon where there is an existing rail line. The sound from the trains can be very loud and cause vibrations of our walls and windows, especially when a freight train passes by especially in the middle of the night. Alternative C would result in the tracks moving closer to our property and therefore would result in more noise and vibrations to our townhome complex and single family homes here at Chandler's Cove. Also, since the tracks will be located closer to homes, these homes might be in jeopardy in case of a collision especially if the trains are at high speeds of 100+ mph. Alternative A or B would have less impact on homeowners and the community. We fully support A or B, but strongly oppose C. Thank you for your time and attention.
3842	Jun 12, 2024, 04:53 PM	Mel Funxion	Why not add it in the median of the I-5? All the way to LA. They do it to Pomona with no issue. Every time you guys add a new freeway lane, that could have been an Express or Local Train rail. Then add a bus route at every overpass that goes local and express into the suburbs each way.
3843	Jun 12, 2024, 04:55 PM	Andrew M. Leeper	The San Diego Trolley Blue Line Extension to the Del Mar Fairgrounds (which is a high-traffic destination point to the north, and a parking lot going south), along with the regular rail line (Amtrak, The Coaster, and regular freight trains), could be tunneled under Camino Del Mar, in Del Mar, as a four (4) track tunnel. The Blue Line would follow the regular rail line until it reaches Genesee Blvd., where it would rise up above that street and connect with the end of the current Blue Trolley Line at UTC. This would be much more straight forward, and therefore more inexpensive. It would pose no threat to the local housing community, since it would be directly under the road. And you would be able to extend the San Diego Trolley Blue Line to its natural northern most destination of the Del Mar Fairgrounds and Racetrack.
3844	Jun 13, 2024, 05:59 PM	Carl McCall	Alternative C reuses the maximum amount of existing rail, requires the least amount of tunneling: and would take the least construction time. It simply bypasses the most erosion prone part of the bluffs - which part I suspect is going to become impassible well BEFORE SANDAG can even settle on a plan. I see every day how badly the soldier piles emplaced a decade ago are literally eroding out of the bluffs - at one place the track ballast is at the edge of the cliff. At that place there is a cliff face (with a vertical streak of soft clay just behind it) that has already been partially sheared off - at least once. Even with the seawall installation (Which should have been done 10 years ago) - it is too late: you are out of time. When that major chunk of cliff collapses you are going to be in a big hurry to reopen this crucial corridor and the one that gets the job done the quickest is going to be your best bet. I ride over the Del Mar Bluffs almost every day: and in the last 5 years I've seen a LOT of erosion happening. The Seawalls MIGHT have saved you ... I'm not sure they were timely enough though. I've got an interest in seeing that the service isn't interrupted in Del Mar like it has been, repeatedly, in San Clemente - and you needed to get this all done yesterday.

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			<p>But I urge you to keep up the good work!</p> <p>Carl McCall - Archivist at large ... <a href="https://archive.org/details/@seamac">https://archive.org/details/@seamac</a> - a little Geology research, anyone?</p>
3845	Jun 13, 2024, 06:18 PM	Dave Milligan	Of course! Build a tunnel, get that track off of this super valuable real estate. Any... useful investment in public infrastructure is ALWAYS worth the cost. Build for the public... as long as the public is going to use a piece of infrastructure it is always a good thing to do. And... then use the old real estate for more public use: bike paths, public access, public parking. Absolutely don't turn the existing track land over to private use. San Diego for San Diegans (and the world).
3846	Jun 14, 2024, 04:02 AM	John Roach	With the little information provided, I prefer the green option as it avoids the lagoon.
3847	Jun 14, 2024, 09:18 AM	Mary Scott	Option B is the best proposal in my opinion b/c of the cost and least amount of issues with wildlife etc. However it seems short sighted exploring building this tunnel WITHOUT leaving in space to make the train electric in the future. Making the train electric (literally just that) would cut a ton of travel time. Caltrain just electrified their train and it's cutting off almost 30 minutes from a trip from San Jose to San Francisco with no other changes. For those and other reasons I select option B AND to leave space in for a catenary wire system to electrify the train. I do travel on the route 4 or more times monthly.
3848	Jun 14, 2024, 02:04 PM	Ross Ingles	Train should be in a tunnel following the route of Alternative C.
3850	Jun 15, 2024, 06:04 AM	Howard Kasper	We should run the train down the center of the I-5 Freeway. There should be free parking next to each station with a walking overpass of the freeway to enter the station.
3851	Jun 15, 2024, 08:53 AM	Brent Worden	As a resident of the city of Del Mar, I am deeply concerned about the potential for environmental harm caused by trains running under homes and businesses. While the likelihood of an accident or derailment under the city may be low, I cannot imagine how devastating such an event could impact our livelihoods in the city. Given the opportunity to use Alignment 'A', with an understanding the tunnel along Interstate 5 could be more expensive, it is by far the best choice. My primary environmental concerns are: toxic chemicals in the air and groundwater, plus the impacts of underground vibrations that undermine structures on the surface.
3852	Jun 15, 2024, 03:39 PM	Camilla Rang	<p>Dear Sandag,</p> <p>Out of the three NOP options, only Route A is acceptable for the following reasons:</p> <p>*Route B demolishes plentiful of our fellow neighbors' houses. This is unacceptable. No exact number of required demolished homes has been given by you, but your oral responses have varied from 10-50 houses, depending of whom you have talked to or whom at Sandag we have talked to. Any number of houses taken by force or involuntary is unacceptable.</p> <p>*Route C will destroy and/or be very destructive to the protected Los Penasquito's lagoon with all</p>

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			<p>its winged and gilled inhabitants. Also completely unacceptable. Route C is also very short sighted since the Southern Portal will be so close to the water that we will be in the exact same situation again in some 50+ years due to Global Warming and Sea Level Rise.</p> <p>*Route A will bother no one. It's the only way to go. The only con is the price tag but considering this is for ever, or for as long as we can foresee the infrastructure future, it is worth every penny. In regards to Route A, we need to make sure that the cut and cover, or tunnel, in Solana Beach south of their train station, really is covered and they can use the newly created area for anything they want, for example a park.</p> <p>Sincerely, Camilla Rang Del Mar</p>
3853	Jun 16, 2024, 01:04 PM	Thomas Powers	<p>I applied for the SANDAG Director's position in the hope I would get to interview and lay out my plan for the coastal rail line, but it appears the fix was in and I didn't get an interview. If I had been allowed to interview I would have pointed out that this project is another "Train to Nowhere" griff. When just one trestle will cost \$138.million, up 50% due to inflation, then we are talking billions of dollars for just a 5 mile stretch of track! California has been bankrupt since 2017. Your smoke and mirrors can no longer hide a \$75 billion deficit which is just a small fraction of your real debt, which is over a Trillion. Governor Newsom lost \$24 Billion an doesn't know where it went??? You also have to somehow obtain the property ("Gold Coast") which is cost prohibitive. This was one of the major impediments in building the "Train to Nowhere" (YouTube). So you can squander billions of dollars of taxpayers funds on another griff or you can follow my father's plan to save the coastline that he presented to the County of San Diego in 1958 through the US Army Corps of Engineers. You simply move the Jetties. SIO and the City of Carlsbad still has my father's map. The Beach is owned by the State and would require the removal of structures on maybe 2 acres a Jetty. I know the stretch from San Clemente to La Jolla is around 50 miles. That is over \$100 billion just to lay the track. Thomas Mark Powers, MFA, [REDACTED]</p>
3854	Jun 16, 2024, 01:47 PM	John Melchior	<p>Route C looks best from an engineering and cost perspective. But it goes under Del Mar. Route B may be the next engineering choice, but it goes under Del Mar. Route A looks like the worst choice. It's the longest, the most expensive, goes below sea level under environmentally sensitive San Dieguito lagoon and may need to be continuously pumped to remain dry. But its greatest asset is that it misses nearly all of Del Mar (maybe a few unlucky homes on Racetrack View Drive). Let's be honest here. Routes B and C are strawmen meant to be "studied" and ultimately rejected because Del Mar and its lawyers will fight these routes endlessly in court. Route A is the final choice simply because a few homes on Racetrack View Drive cannot afford to fight it alone. A lot of money can be saved and applied to the higher cost of route A's construction if we all just admit this and move forward with it. Routes B and C are dead on arrival.</p>

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3855	Jun 16, 2024, 08:42 PM	John Sandy Hoss, [REDACTED] Drive, Del Mar, Ca 92014	<p>We have been residents of Del Mar since 1975.</p> <p>We live close to the proposed Crest Canyon location. We oppose that location.</p> <p>We don't want any disruption of one of the few remaining coastal canyons in Southern California.</p> <p>We chose to live away from the immediate coast line because of the railway tracks and their noise and commotion.</p> <p>Now we are threatened with the same problems that we purposely avoided.</p> <p>We believe, like most Del Mar residents, that the I-5 route is the least disruptive to our community.</p> <p>Our second choice would be the route under Camino Del Mar.</p> <p>Actually, we believe that the rail line should be considered for closure. We see the Coaster and the Amtrak cars with very few passengers. Freight is not what it used to be.</p> <p>The West to East railway in San Diego County was closed, long ago, and there is no problem. We should do the same with our North/South railway!</p> <p>We, also, oppose the extensive sea bluff stabilization since the tracks are going to be relocating in the near future. It seems like a total waste of resources and loss of our natural coastline cliffs and beaches. Plus, we have lost access and the use of the beaches for three years. We don't get those years back!</p> <p>Aloha, John and Sandy Hoss</p>
3856	Jun 17, 2024, 09:02 AM	Andy O'Shaughnessy	<p>I strongly oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money. Additionally, there has been no consultation or consideration for the "Fairgrounds North" portal sitting within the municipal boundary of Solana Beach and any necessary engagement with the local City Council or citizens. This is an accommodation for the Del Mar residents, and it comes at twice the price and just shifts the burden to neighboring residents. That is wholly unacceptable.</p>
3857	Jun 17, 2024, 10:10 AM	Maribel Bradberry	<p>I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.</p>
3858	Jun 17, 2024, 10:31 AM	Lori Robin	<p>Dear SanDag</p> <p>Your Strategy is Flawed.</p> <p>The Loosen Corridor is Failing Us. Soon it will be under Rock in San Clemente, Under Water in</p>

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			<p>Oceanside and falling off the cliff in Del Mar. It is Short Sighted and a waste of billions of taxpayer money to move the rail at Del Mar.</p> <p>The long term solution is to bring the rail INLAND BEFORE SAN CLEMENTE.</p> <p>SanDag can meet their environmental goals by making the inland track electric. Building large parking lots for DIRECT connection to the Airport and Ports.</p> <p>Please, Please, study this alternative before spending billions on a Bandaid in Del Mar.</p> <p>Thank You</p>
3859	Jun 17, 2024, 11:51 AM	Bruce Gresham	<p>Dear Tim Pesce of Sandag,</p> <p>I am a 40-year resident of Solana Beach and I understand completely the need to relocate the train tracks. Alternative A is not the way. I oppose further consideration of Alternative A. Please remove this option from your consideration. The disruption to the city of Solana Beach businesses and extra BILLIONS of dollars required are not worth the effort.</p> <p>Please remove it before any further work on the EIR is done. With its many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money</p>
3860	Jun 17, 2024, 11:51 AM	Steven Meineke	<p>I live in Sea Village, a community of townhomes located on the hillside in Del Mar Terrace facing North Torrey Pines State Beach. For about two years, the rebuilding of the train bridges in Los Penasquitos Lagoon were disruptive, both from night work under lights and from train horns. If Plan C is adopted, requiring a new tunnel exit into the Lagoon area, double tracking and a raised track bed, along with speedier trains, plus several years of construction around the busy Carmel Valley Road area, I would anticipate many years of disruption from construction, followed by many more seeing and hearing faster trains pass along a wider/higher track that further disrupts what was once a beautiful lagoon. I strongly recommend Plan A or B to spare disruption and protect more of the lagoon.</p>
3861	Jun 17, 2024, 11:56 AM	Michael Nunn	<p>I oppose consideration of Alternative A. This route is double the cost of the other Alternatives, and has major negative economic and environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon. Construction in this area would completely undermine years of investment that has been made to revitalize this natural tidal treasure. As a retired senior, I have walked a 3.5 mile loop around this beautiful coastal lagoon daily since 2020, and the disruption to the environment in this area would eliminate my main source of recreation. I</p>

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			believe Alternative A is a loser and does not warrant further consideration or the expenditure of additional taxpayer money. Please remove Alternative A before any further work on the EIR is done.
3862	Jun 17, 2024, 12:56 PM	Arlene Lieberman	As a 47 year resident of Solana Beach, I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money. Options B and C should have a continuance of consideration and Option A removed. Thank you.
3863	Jun 17, 2024, 01:10 PM	John Lacsamana	Hi, Looking at all 3 proposed alignments, I think for the long term future of the route, Alignment A should be chosen. Following the I-5 and tunneling through there, then extending over the Lagoon should have the least affect on nearby housing and it's far away from the coast. Although, the tunneling aspect is much longer and will probably be more expensive and take longer, I think the investment is worthwhile.  There is a caveat. The tunnel must be cleared for future electrification. Ideally, I want the entire route to be electrified in the future just how Caltrain is currently being electrified in the Bay Area.  If Alignment A or neither of the proposed alignments are set up for future electrification, then I am against all those proposals.  I am for a proposal that is future proof. Something that will last decades and longer. So please consider future route electrification when moving forward with project.
3864	Jun 17, 2024, 01:18 PM	Anne Rossier	I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.
3865	Jun 17, 2024, 02:59 PM	Sam Clark	Thank you for continued efforts and your thorough analysis that we expect you to perform. We are homeowners at [REDACTED] in Del Mar. I am also a former zoning commissioner in The City of Coppell, Texas and have experience with large public development projects as well as private commercial real estate. We have looked at all of the data you provided and see no reason based on our review for you to select any other option than A. It is the least disruptive and will preserve the business and family community in Del Mar. The work Angelina Neglia and our fellow citizens have done is spot on with respect to supporting option A. If you move forward with any option other than A, I along with many other citizens here plan to litigate rigorously and

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			<p>will make sure it is put in the courts. Thank you for your efforts!</p> <p>Regards, Sam Clark</p>
3866	Jun 17, 2024, 03:48 PM	Michdelle Buchanan	<p>I support Alternative C for the realignment of the coastal tracks. If that is not feasible due to public feedback then I would support Alternative B, but under no circumstances would I support Alternative A. It is twice as expensive as either of the other options, requires much more construction, disrupts a vastly larger area, and will take a much longer time to complete, during which the surrounding communities' businesses will suffer great economic hardship due to reduced or cancelled events at the Del Mar Fairgrounds, and disruption of the popular shopping district along Cedros Ave. The construction project puts at risk a large fraction of the City's of affordable housing as well as the iconic Coastal Rail Trail. Most egregious is the fact that this option places all of the construction burden on the City of Solana Beach, yet it's residents have had a very small window of opportunity to learn about or comment on the proposal.</p> <p>Thank you for providing us the opportunity to provide feedback on this important issue.</p>
3867	Jun 17, 2024, 04:10 PM	Christiane Lee	<p>I support Alternative A. This appears to be the only route that will not disrupt homes or businesses. No homes will have to be seized by eminent domain and no tunnel will run under Crest Canyon or underneath homes. Tracks will not run through any of the lagoons and there will be a special events platform at the fairgrounds that will alleviate traffic and make it easier/convenient for some to attend events at the fairgrounds. Route A will be least disruptive and preserve access to businesses at Jimmy Durante and Camino del Mar. There will be no portals near homes and the fairgrounds can continue to operate. Every route has pros and cons but A is the best option with the least negative impact.</p> <p>Is it possible for a detailed overlay map to be presented so we can see which streets/homes/businesses will be impacted by each of the proposed routes? Thank you</p>
3868	Jun 17, 2024, 05:33 PM	Nick Rasic	<p>I would prefer either Alternative A or Alternative B because they would have the least impact on our community, Sea Village Del Mar.</p>
3869	Jun 18, 2024, 02:09 AM	John Fontanesi	<p>I Oppose Alternative A for the Following Reasons: Known Costs at an estimated \$4.14 bis twice the estimates for alternatives B and C. The length of construction is also estimated to be twice as long as alternatives B and C which means the economic impact will be much worse for local businesses as well as unacceptable service service disruption to both passenger and freight rail service, our military, and the Port of San Diego.</p> <p>The environmental impact of Alternative A , because of the routing and length of construction, will more severely impact our local wetlands and sensitive natural areas such as the such as the San Dieguito Lagoon, Steven's Creek and Del Mar Fairgrounds.</p>

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			Alternative A will also affect far more homes and local businesses.means far greater numbers of homes will be impacted Therefore I strongly oppose Alternative A and hope you will consider choose either choose Alternative B or C.
3870	Jun 18, 2024, 07:11 AM	Michel Abood	<p>I Oppose Alternative A for the Following Reasons:</p> <p>Known Costs - estimated at \$4.14 billion dollars, Alternative A is approximately twice the cost of Alternatives B and C.</p> <p>Economic Impacts to Our Local and Regional Economy - Unlike B &amp; C, Alternative A will dramatically impact Fairgrounds operations and sales tax revenue generated by the Fairgrounds (\$680 million annually) as well as local businesses (unknown \$\$).</p> <p>Environmental Impacts - Alternative A will result in higher impacts during construction to air quality (Solana Beach residents and businesses and the Del Mar Fairgrounds), wetlands, open space, and sensitive natural resources (in and around the San Dieguito Lagoon, Steven's Creek and Del Mar Fairgrounds).</p> <p>Length of Construction - Construction of Alternative A is estimated to take up to twice as long as Alternatives B &amp; C (as much as 14 years).</p> <p>Enormity of Direct and Indirect Impacts - Due to the close proximity of construction a far greater number of homes and businesses will be adversely impacted by Alternative A as compared to Alternatives B &amp; C.</p> <p>Disruption of Rail Service - Alternative A poses unacceptable service and economic impacts to both passenger and freight rail service, our military, and the Port of San Diego, and will cost our region billions of dollars in lost revenue.</p> <p>It should be apparent that Alternative B has the least impact and is best long-term solution to this issue.</p>



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3871	Jun 18, 2024, 07:38 AM	Karen Cox	Plan A makes the most sense, it may cost more but in the long run, it's the correct place to run the tracks. Homes and wild life will not be affected.
3872	Jun 18, 2024, 08:09 AM	Dominique Cano-Stocco	First, let me start by saying how much my family and I have enjoyed spending time on the LOSSAN train route for fun, for work, and now for university travel. It's the most enjoyable way to travel in Southern California, when possible, and is part of the iconic history of the region. It should remain that way for current and future generations. Some residents, all of whom arrived after the train graced our coastal hillside, have expressed ill-informed and entitled attitudes demanding the train be removed. They have a right to throw a temper tantrum, but not to determine sound public policy for everyone else in Southern California. This is not a problem to off-load onto others. In fact, the location of the LOSSAN route is not a problem at all...it's an opportunity. Of the three proposed routes, I would like to express support for Alternative B, as it appears this route may have the least environmental impact on the lagoon. I understand that concern exists for the homes at the entry & exit points. Thus, I am also in support of Alternative A, as long as the environmental impact is diminished. Alternative C seems less viable in the future, due to the impacts of climate change, though I will miss the view tremendously. In addition, I think it's important for SANDAG to reduce funding for Del Mar's transportation allocation going forward, after decades of residential and municipal pushback against inclusive transportation for the region. Finally, thank you for finding three viable routes to keep the train "on track" for residents and visitors to enjoy now and into the future.
3873	Jun 18, 2024, 09:11 AM	J.P. Stocco	First of all, I support having train service for all of San Diego. Having it discontinue due to a handful of local Del Mar Residence is not acceptable. With that stated, I believe the least distributive route to residences is the route I would recommend. Also knowing this route is through some prime and needed lagoon in which the highest regard of attention to preserve it is a must! Therefore, organizations that specialize in these types of preservation, should have allocation of resources within the planning and build out of this alternate route necessary for this preservation during construction and continuing yearly monitoring going forward. One such organization has an office in Del Mar, Wild Coast, a non-profit. Thank you for my considerations.
3874	Jun 18, 2024, 09:25 AM	Kevin Baum	STRONGLY OPPOSED TO ALT A! This option should be taken out of consideration immediately. The fact alone that it costs nearly TWICE as much as other options should be enough. The environmental impact of this option is tremendous as well, not to mention the disruption of the economies of Solana Beach and Del Mar. Destroying previously taxpayer-funded infrastructure only to rebuild them, is the definition of insanity. Why is this even in the mix? It's a longer time line; more environmentally disruptive; and has more economically impact than BOTH of the other options COMBINED. This should immediately be removed from consideration.
3875	Jun 18, 2024, 09:29 AM	Stephanie Baum	REMOVE ALT A IMMEDIATELY Why is this even an option?!? It's planned to take LONGER; COST MORE; DESTROY

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			WETLANDS; AND IMPACT THE ECONOMIES FOR NEARLY A DECADE. This is a HORRIBLE option and needs to be IMMEDIATELY removed from consideration.
3876	Jun 18, 2024, 11:54 AM	James Saldana	I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.
3877	Jun 18, 2024, 12:17 PM	Kim Kleber	<p>I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts, and extended construction schedule, Alternative A does not warrant the expenditure of any additional taxpayer money.</p> <p>Excessive Cost: Alternative A is approximately TWICE THE COST of Alternatives B and C.</p> <p>Economic Impact: Unlike alternatives B&amp;C, Alternative A will dramatically impact the Fairground Operations as well as sales tax revenue generated, along with unknown impact one local businesses.</p> <p>Environmental Impacts: Higher impact to wetlands, open space and sensitive natural resources in and around the San Dieguito Lagoon.</p> <p>Length of Construction: Alternative A is TWICE AS LONG as alternatives B and C.</p>
3878	Jun 18, 2024, 12:18 PM	Evan Kleber	<p>I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts, and extended construction schedule, Alternative A does not warrant the expenditure of any additional taxpayer money.</p> <p>Excessive Cost: Alternative A is approximately TWICE THE COST of Alternatives B and C.</p> <p>Economic Impact: Unlike alternatives B&amp;C, Alternative A will dramatically impact the Fairground Operations as well as sales tax revenue generated, along with unknown impact one local businesses.</p> <p>Environmental Impacts: Higher impact to wetlands, open space and sensitive natural resources in and around the San Dieguito Lagoon.</p>

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			Length of Construction: Alternative A is TWICE AS LONG as alternatives B and C.
3879	Jun 18, 2024, 12:25 PM	Daniel Walsh	Has anyone considered moving the tracks 100 to 200 yards west of their current location, off the bluffs? If the geology will support such a "bridge" it could save more than a billion dollars. California can support a mile or so of sharing its beaches.
3880	Jun 18, 2024, 12:57 PM	Sandra Kinkade Hutton	As a home owner on S Cedros imagine my surprise when I received the pamphlet showing one of the three routes under consideration will include the tunnel entrance/exit almost right behind my home. Why would this be the first notification when the Del Mar residents who live next the track have been heavily involved for months? From my understanding SANDAG has not engaged with the Solana Beach council either. If there's been no engagement how do we know a complete study including the environmental, financial, and the construction time has been completed. OPTION A is the longest which would make the project not only much longer in duration but much pricier. Has there been consideration for the financial impact to the Fairgrounds and the surrounding business that rely on the County Fair, horse racing and other events such as concerts? How would this impact traffic at Villa de la Valle, one of the key coastal access points? Then there is the disruption to the freight and passenger trains which would be as significant as OPTION C which would tunnel under homes along the bluff. It seems that the only choice should be OPTION B as it is the shortest and least disruptive to homes and business. I understand the need to move the tracks from the eroding bluffs but I am perplexed how the proposed routes were developed without considerable input from ALL those impacted. Not just Del Mar. I implore you to either go back to the drawing board or at a minimum remove the "pink" route from consideration. I will be attending the briefing tonight at the Marriott. Thank you
3881	Jun 18, 2024, 01:27 PM	Michael Nunn	Alternative A, with construction in the San Dieguito Lagoon, should not be chosen. There are nesting Ospreys hunting in the part of the lagoon that will be most heavily impacted. The birds nest at the Southern end of the fair parking lot (East of Jimmy Durante Blvd), returning to the lagoon each year in Fall. This sensitive habitat, their hunting grounds, are directly at risk from the proposed construction in this area. Ospreys have been considered endangered and are listed as a species of Special Concern by the California Department of Fish and Game.
3882	Jun 18, 2024, 02:49 PM	Patricia Polikoff	I am in favor Rail Alignment A due to the fact that it has the least impact on the livelihood of businesses in Del Mar and most important, the homeowners who have lived there for over 20-30 years or maybe longer. The area to be impacted is quite a dense population and the disruption will be a detriment to the city. I am definitely against alignment B & C.
3883	Jun 18, 2024, 03:29 PM	Linda Maher	SANDAG 401 B Street Suite 800 San Diego, CA 92101

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			<p>Re: SDLRR Project NOP</p> <p>As a long time resident of Solana Beach I strongly oppose further consideration of Alternative A. Please remove it before any further work on EIR is done.</p> <p>Alternative A is double the cost of the other alternatives, has serious economic consequences to the region, many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon.</p> <p>Millions of dollars have already been spent to lower the tracks through Solana Beach. Alternative A does not warrant the expenditure of additional taxpayer money at double the cost of the other alternatives.</p> <p>Please remove Alternative A from further consideration.</p> <p>Thank you for your consideration.</p>
3884	Jun 18, 2024, 03:47 PM	Josue Aceituno	Alternative C please,the shortest tunnel closest to the bluffs.
3885	Jun 18, 2024, 04:08 PM	Mark Baysinger	The tunnels in these alternatives need to be built for the the long term. That means the vertical clearance should be large enough for overhead electrification. Additionally, the turn radii should be as large as possible, and the grades should be as gentle as possible, to accommodate the highest possible operating speeds. I urge you to think about this corridor one day supporting true high speed rail, a thus the realignment should be built accordingly.
3886	Jun 18, 2024, 04:33 PM	Brett Wilkins	Alternative B might just be the best long term solution and improvement to the LOSSAN rail corridor. Unlike option C, option B is further away from the coast, both preserving the shoreline and mitigating future effects inevitable sea level rise. Option B, being the straightest route will also help facilitate faster travel speeds benefiting all communities along the rail line and in surrounding regions. Option A while the favored choice of Del Mar residents is unnecessarily expensive, disproportionately effecting low income taxpayers who cannot afford to live in the affluent coastal community.
3887	Jun 18, 2024, 05:35 PM	Bette Hayward	We appreciate your giving us this opportunity to comment on the LOSSAN project routes. We feel that Train Route A would have the least negative impact on Del Mar residents now & in the future as this area becomes more congested. As a San Dieguito Drive homeowner we feel that the properties in Crest Canyon & on the south side of DM Heights Rd would lose a tremendous amount of value should the train run through Crest Canyon as well as causing the most amount

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			of damage to the ecosystem that has been so painstakingly developed. Thank you for your consideration. Bette Hayward
3888	Jun 18, 2024, 06:32 PM	Timothy OConnor	Alternative C seems the most straight forward and beneficial to all taxpayers.
3889	Jun 18, 2024, 06:45 PM	Robert W Daley	<p>I understand that the rail routes through the Del Mar Corridor need to be changed due to the eroding bluffs for safety and also in the best needs of the San Diego County economy &amp; and National Defense requirements.</p> <p>So I definitely believe "Alternative B" route is the best plan under Crest Canyon. This seems to be the "least invasive" and least expensive route from what I've seen.</p> <p>PS I've lived in multi million \$'s dwellings above subway &amp; railroad train underground tracks in New York City &amp; Paris France, and it wasn't "a problem": either financially or environmentally. Then as a second choice "Alternative C" may be acceptable economically &amp; environmentally. "Alternative A" is TOTALLY UNACCEPTABLE IMO. It is too expensive (at least 2 times the \$'s of the other alternatives) and too damaging environmentally.</p> <p>IMO If the citizens of "Olde Del Mar" want "Alternative A", let them increase their local tax burden to pay for the 2 to 3 BILLION \$ up charge from plans B or C ??</p> <p>Also can they explain why Alternative A will possibly take twice as long (7-12 years versus 3-6 years for Alternatives B &amp; C to complete, in addition to 2+ times the cost??) . Additionally I understand by going with "Alternative A", the San Diego County Fair and Del Mar Race track seasons may significantly be impacted and/or closed for up to 12+ years.</p> <p>Potentially further hurting our local economies.</p> <p>Also why can't this issue be put on a San Diego County Referendum Ballot, as any decision will greatly affect all San Diego County residents?</p> <p>Thank you, Robert W Daley Registered San Diego Voter [REDACTED] Del Mar, CA 92014 [REDACTED]</p>
3890	Jun 18, 2024, 06:52 PM	Jennifer Emberger	I am concerned about the quality of life impacts on residents as a result of a dramatic increase in the number of trains passing through residential areas and the train speeds up to 100+ MPH. Please provide a detailed analysis of the noise, vibration, aesthetics, air quality, and property value impacts on residents affected by the train realignment alternatives.
3891	Jun 18, 2024, 06:56 PM	Kina Bramlette	After learning about the plans it seems that alternative B is the most cost effective and least environment impact plan and should be the route that SANDAG and its stackholders choose.

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3892	Jun 18, 2024, 06:57 PM	Jennifer Emberger	Thank you for moving the south train portal to Sorrento Valley with the tunnel portal significantly south of Carmel Valley Road. This option best preserves the natural aesthetic of Del Mar Terrace and the Penasquitos Lagoon.
3893	Jun 18, 2024, 07:05 PM	Crystal Hazelton	I am concerned about the businesses on Cedros Avenue during construction. Cedros Ave is a busy, walkable street. The buildings on the west side back up to the railroad and some even lease space from the railroad. I am concerned that the businesses would be forced to shut down either for construction or shut down due to customers who usually enjoy walking in the open air avoiding their business. I am concerned about the need to widen the railroad. What direction will this go? Into the businesses? Into the walking trail that our community loves?
3894	Jun 18, 2024, 07:06 PM	Crystal Hazelton	Please evaluate the impact on businesses on Cedros Avenue. Please evaluate the impact on housing on South Cedros.
3895	Jun 18, 2024, 07:10 PM	Jennifer MacDougall	I am concerned that too much influence is being exerted by loud voices, when the decision should be based on data as to the most efficient, economical and least harmful alternative. Proposal A is so dramatically more expensive than the other proposals - I don't understand why it has surfaced as one of the top 3, except for outsized impact of mobilized NIMBYs.
3896	Jun 18, 2024, 07:13 PM	Crystal Hazelton	I am concerned about what will happen to the affordable housing on S Cedros
3897	Jun 18, 2024, 07:22 PM	Ted Cheung	I support Alternative B, as it provides the most straight forward rail service, and least environmental impact. Alternative A costs too much, and too environmental impacts.
3898	Jun 18, 2024, 07:27 PM	John MacDougall	On its face, Option B seems the obvious best choice - going underground in a direct route, and much less expensive than Option A. Del Mar residents seem concerned with the "idea" of tunneling under their community when in reality subway and train tunnels run successfully underneath homes, historic buildings and environmentally sensitive areas throughout the United States and world.
3899	Jun 18, 2024, 07:40 PM	Carla Altheide	Alternative A is not worthy of consideration. Solana Beach was not consulted and this alternative would have a huge long term effect on Solana Beach. A deep tunnel would be dangerous in our geological area. Millions were spent to develop the current rail highway and pedestrian corridors and there is no reason to change that. Thank you for listening.
3900	Jun 18, 2024, 07:50 PM	Rueben Rubio	Route C, closest to the coast is the best option.
3901	Jun 18, 2024, 08:57 PM	Joe CuvIELLO	I oppose any further consideration of Alternative A. Please remove it before any further work on the EIR is done.  The cost to tax payers of Alternative A is simply not acceptable. When considering it is nearly twice the proposed cost of the other alternatives in addition to the serious burden of economic consequences to the region makes it an inferior plan right out of the gate. There are obvious

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			<p>environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon. Alternative A does not warrant the expenditure of any additional taxpayer money.</p> <p>Meanwhile Alternatives B and C have much more favorable and logical paths for the train to follow. It seems that the city of Del Mar and Del Mar residents may not be comfortable with a train tunnel under their city, however they are clearly not being properly informed. Their concerns about vibrations, pollutants, and other worries are merely over exaggerations and fantastical delusions based on hyperbole and not on facts. There are hundreds of thousands of rail tunnels all over the planet. Del Mar can have one too and the plans for Alternatives B and C need to go forward to the EIR phase.</p> <p>The idea of taking land from Solana Beach residents, accept worse economic impacts on the region and the state, and costs for Alternative A, simply to pander to the paranoia of Del Mar residents is critically flawed and does not deserve even being explored through the EIR process. Remove Alternative A from the planning. Full Stop!</p>
3902	Jun 18, 2024, 09:04 PM	Beth Hinkle	<p>I strongly oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.</p>
3903	Jun 18, 2024, 09:06 PM	Victoria Kudirka	<p>I am writing to voice my strong opposition to Alternative A. Alternative A should be removed from consideration before any further work on the EIR is done for multiple critical reasons:</p> <ol style="list-style-type: none"> <li>1) Alternative A costs twice as much as any of the other alternatives, without even considering the loss of the region's \$30 million investment of previously lowering the tracks in Solana Beach, the \$254 million San Dieguito Bridge and Seasonal Platform, and unknown millions for the Solana Coastal Rail Trail and the Via de la Valle Vehicle Bridge.</li> <li>2) Alternative A will have catastrophic economic impact on the region, including shutting down major port transportation and regional/state economies. Add to this the \$237 million/year generated from the Fair that will not be spent and the \$680 million/year in annual activities from the Fairgrounds that will not be spent...times 5-10 years.</li> <li>3) Alternative A will have devastating environmental impact on Solana Beach, Stevens Creek, the Fairgrounds, and the San Dieguito Lagoon</li> <li>4) Alternative A will endanger national security by ceasing operations on one of the military's strategic rail corridors.</li> </ol> <p>It is irresponsible and reckless to have presented Alternative A in this context. It does not warrant</p>


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			the expenditure of any taxpayer money. Please remove this alternative before any further work on the EIR is done.
3904	Jun 18, 2024, 09:28 PM	Wayne Knorek	Any shutdown of rail service to San Diego will cause shippers and public to seek alternate options .Once rail traffic is lost due to closures or loss of right of way history has shown throughout the country that restoring ridership and customer base has almost always failed .Any project that ceases rail operations to San Diego will have a detrimental effect.The cost and the potential of lost rail access should be addressed by reinforcing the bluffs and building better storm barriers along the coastal strip.Boytom line is all commercial products going in and out of San Diego will have to be rerouted to trucks on an already overburdened freeway system or those products and service will move elsewhere.
3905	Jun 18, 2024, 10:06 PM	Michelle Dossett	I like C because it looks like it is the shortest to re-align the tracks. But B also looks good because then the lagoon can be restored and there are less homes too.
3906	Jun 18, 2024, 11:42 PM	Andy Sefkow	The #1 priority should be transit time. If the trains are not as fast as possible -- like high-speed rail fast -- then this is all a big waste of time and money.  If ALTERNATIVE B is the fastest, as it appears, then that should be the selected option.  That said, I would be interested in the travel time difference between B and C, given that C appears to be quite a bit less expensive. Perhaps the time times for B and C are similar.  Alternative A looks expensive, curvy and slow -- you should eliminate that one as soon as possible.
3907	Jun 19, 2024, 07:48 AM	Eric From	Regarding Option A: Would be helpful to see San Dieguito Drive and Race Track View Drive shown on the map as it is unclear how close to the homes located on these streets the tunnel would pass. Similar to other options, how does tunneling under the lagoon (nature preserve) effect the area and what is effect on biology when trains are running underneath? If tunneling under the lagoon is not going to have any adverse effects, why not tunnel under the ocean just offshore? Or said differently, what is the real effect of digging these tunnels and running trains through them under what is essentially sand (our sandstone is only slightly stronger than plain sand).
3908	Jun 19, 2024, 08:15 AM	Gregory Harris	The I-5 corridor is already there and could accommodate the rail realignment. It would certainly be cheaper than undergrounding miles of track. The only negative that I've heard is that there is a grade of more than 2% but not really. And how often has the train needed to stop right there? If it ever did need help, it could be towed.
3909	Jun 19, 2024, 08:45 AM	Kevin Napolitano	Hi, I live in Torrey Hills and will be affected by this realignment in some manner. I also occasionally ride the Coaster from Sorrento Valley to both Oceanside and downtown. I also ride



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			<p>my bike along the old Sorrento Valley Rd path to get to the coast and Sorrento Valley Rd to UCSD and beyond.</p> <p>It is my opinion that the largest factor in deciding on which alignment should built should depend mostly on travel times. This new alignment will be here forever, and even the smallest amount of savings will add up over time. If I end up riding my bike near Alternative A or B, then that's actually 100% OK with me.</p> <p>Please select the fastest alignment - which ever one that it, and please make sure the line is double tracked and can be fitted with catenary lines for future electric trains.</p> <p>Thank You, Kevin Napolitano</p>
3910	Jun 19, 2024, 09:28 AM	Suk Hong	Best Plan C > Plan B > Plan A Worst. in this order for budget and minimal environmental disruption.
3911	Jun 19, 2024, 09:33 AM	Douglas R Savage	<p>Hello LOSSAN,</p> <p>I am a 35 year resident of Del Mar Heights. I am concerned about potential vibration adverse effects as a result of tunnel boring. Please make sure that this concern is adequately addressed in the environmental reports for any of the proposed relocation routes.</p> <p>Best Regards, Doug Savage</p>
3912	Jun 19, 2024, 09:46 AM	John Plescia	<p>I feel the alternative A corridor should not be considered any further as it is double the cost of B and 3 times the cost of C. Also the disruption to commerce, the racetrack, the fair and the lagoon far exceed the other options.</p> <p>Sincerely John Plescia [REDACTED] Solana Beach 92075</p>
3913	Jun 19, 2024, 11:00 AM	Steven Goldberg MD	I strongly recommend that route B or C be chosen as Route A is far more expensive and more disruptive for Solana Beach. It makes no sense to choose Route A. Thanks
3914	Jun 19, 2024, 11:13 AM	BERT NIELSEN	I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.

<b>Contribution ID</b>	<b>Date Submitted</b>	<b>First and last name</b>	<b>Let us know your thoughts in the comment box below.</b>
3915	Jun 19, 2024, 11:29 AM	Cameron Chaloux	We cannot let residents that knowingly purchased a house near failing bluffs and railroad tracks determine the safety and resilience of the only rail corridor in San Diego. We've seen in San Clemente what has happened when we haven't done anything to mitigate the failing bluffs and have paid the price with chronic shutdowns of the railway. We cannot afford to allow this to happen in San Diego as well. As someone that often commutes to work and to have fun via the Coaster train it would be a tragedy to see our rail line fail like San Clemente. We also cannot choose the most expensive route to appease these homeowners. If that we to occur then most people would complain about how much is costs without realize the benefits because they personally don't use the train system. As someone who lived in China for many years our rail system is so far behind in development and we can't afford to let this project be another reason we continue to fall behind other countries with our rail infrastructure.
3916	Jun 19, 2024, 11:41 AM	Greg Brothers	My preference is option C. I take the train on occasion and love the beautiful scenic route right along the coast. Option C is the next best thing. Option A is the most expensive and requires the longest tunnel, so that is not as appealing to me.
3917	Jun 19, 2024, 12:40 PM	Susan Spoo	I will miss the beautiful part of the train ride along the Del Mar bluffs, but it just can't last. I am not even sure it can last another 10 years. I don't like A. Too long, too expensive, don't like it going under the wetlands. I like C. the best, it is the shortest route, will impact businesses, but better them than homeowners, they are not all there 24/7. However what will the coast line look like in the future? Will it need moved again in another 50 years? Most of C. looks ok, but there is that one spot where the south portal is that I think is is too far west, if that could be moved a little more to the east, that would be great, otherwise my vote is B. It is the best compromise between the choices. Yes, it will impact the homes there, but I think the greater good has to override their comfort about this. Also it absolutely MUST include a train stop at the fairgrounds. Del Mar refused to have a stop years ago, and now with so much more traffic and so many events at the fair grounds it is crazy they don't have a stop. SO much traffic can be avoided with one quick stop right there. The fair shuttle busses are great, but a stop would be way better.
3918	Jun 19, 2024, 01:34 PM	Joseph Rahn	I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.
3919	Jun 19, 2024, 02:00 PM	Daniel J Halabuk	I was born and lived my entire life of 65 years in San Diego, first of all thank you for asking for our input on this major decision. I road the Coaster daily while I was working.  I feel the strongest solution is alternative A, that has by far the least impact to Del Mar residents and traffic. It by passes the town (both homes and traffic routes). Routing along the freeway and near the fair grounds makes sense.

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			The other 2 alternatives would have too much impact on the quality of life for Del Mar residents (not me) and visitors/commuters (me).
3920	Jun 19, 2024, 02:08 PM	Kenneth Glenn	I attended the Scoping Meeting held at the San Diego Marriott Del Mar. SANDAG people did an excellent job of presenting the information. I walked away with strong concerns about Alternative A. It is clearly the most expensive option by far and would likely take much longer to complete, causing additional years of disruption to the area. The Solana Beach community would bear most of this disruption, greatly impacting the use and enjoyment of the area. Dust, noise, truck traffic and the loss of the bridge on Via de la Valle would be some of the environment issues. The cut and cover approach, trenching of the railroad tracks, and replacement of the bridge would mean a longer period of construction above ground. The fact that this would be happening over seven years or more makes this even more completely undesirable. Residents of apartments near the train tracks, classified as low-income housing, would be displaced, creating a problem for the city/taxpayers to find alternatives. Alternative A would cause severe economic loss to the area due to its impacts on the Del Mar Fair, Del Mar Thoroughbred Horseracing track activities, and the business generated by these events for the local restaurants and businesses. The businesses are just now recovering from the Covid period. These activities are part of the joy of living on Via de la Valle. Alternative B appears it might be faster to complete, cheaper, and cause less disruption to the area communities and businesses. At depths of 150 to 200 feet, I think fears that the tunnel will threaten the safety or values of homes above the tunnel are unfounded. Technical studies to come will likely confirm this. Alternative C also seemed to be a good option and will travel more under the business area. This was my first meeting on this issue. I would recommend that SANDAG hold a meeting in Solana Beach to build awareness and learn the concerns of Solana Beach residents impacted by this project.
3921	Jun 19, 2024, 02:41 PM	Wayne & Liz Dernetz	We live on [REDACTED] in Del Mar City. We strongly support putting the portals required for any tunnels on public property, as you have proposed. This decision to some degree effectively narrows the routing options. Of the three options chosen for study, we favor A (red) or B (green). We would object to C (blue) for the environmental impacts it would have on the Peñasquitos Lagoon. If Option A (red) involves double tracking and tunneling under the Fairgrounds and San Dieguito Lagoon, we would strongly favor Option A over B, as it would have least impacts on the San Dieguito Lagoon. Thank you for all the work you are doing and your commitment to find the best solution possible. A solution must be found for relocating the tracks. To summarize: our first choice is Option A; second choice is Option B; Option C is unacceptable.
3922	Jun 19, 2024, 03:22 PM	Mike Bolaris	Dear SANDAG Team,  The proposed Alternative A for the San Diego LOSSAN Rail Realignment Project would be devastating for Solana Beach. As a concerned resident, I urge you to remove this alternative from

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			<p>further analysis in the Environmental Impact Report (EIR).</p> <p>Here's why Alternative A is unacceptable:</p> <p>Astronomical Cost: At a staggering \$4.14 billion, Alternative A is twice as expensive as the other options. This doesn't even include the wasted investments in existing infrastructure, like the demolition of the recently lowered railroad trench in Solana Beach.</p> <p>Economic Devastation: Shutting down the Fairgrounds, horse races, and all freight and passenger rail service for 5-12 years of construction would have massive economic consequences for Solana Beach and the entire region.</p> <p>Environmental Destruction: The construction impacts of noise, air pollution, habitat damage to sensitive coastal ecosystems, and creek diversion would greatly harm Solana Beach, Stevens Creek, the Fairgrounds, and the San Dieguito Lagoon.</p> <p>Inequitable Process: Solana Beach stakeholders were not properly engaged or consulted in developing Alternative A, unlike the extensive outreach done in Del Mar. Our community's voice deserves to be heard.</p> <p>Given these significant concerns, I urge SANDAG to focus on Alternatives B and C, which appear to be more direct, less expensive, and utilize bored tunnels that would minimize disruption. The known costs, economic damage, and environmental impacts of Alternative A are so severe that additional taxpayer money should not be spent on further study of this harmful alternative.</p> <p>Please remove Alternative A from consideration by the July 19th deadline.</p> <p>Thank you for considering my comments.</p> <p>Sincerely,  Mike Bolaris    Solana Beach CA, 92075</p>
3923	Jun 19, 2024, 04:32 PM	Joy Lyndes	<ol style="list-style-type: none"> <li>1. Alternate A should be omitted because:  it hasn't been vetted through a primary stakeholder - the City of Solana Beach  it was not shown in any prior alternatives discussion (referencing what was presented to the public last fall)  it impacts existing land use too greatly - both public and private (easements)</li> <li>2. The NOP should be terminated and redone without Alternate A, because Alt. A has not received the same level of vetting as the other Alternatives.</li> <li>3. I prefer Alternate B because it has fewer environmental and land use impacts.</li> </ol>

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			4. Alternate C may be acceptable, but it may have more environmental and land use impacts than Alt. B.
3924	Jun 19, 2024, 05:39 PM	Cathy Boone	I am a resident of Solana Beach and frequent attendee of the horse races and the county fair. I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.
3925	Jun 19, 2024, 05:39 PM	James Ransom	I am a resident of Solana Beach and frequent attendee of the horse races and the county fair. I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.
3926	Jun 19, 2024, 06:00 PM	Alexa Evans	I like Alternative A with the longer tunnel and the special events station under the fairgrounds. Having double tracks with reliable schedules and more travel times up north would be ideal. My only concern would be if the train could be felt or heard under the fairgrounds. But if it's like the SDSU trolley station then it should be possible to build one that doesn't disturb the surface
3927	Jun 19, 2024, 06:23 PM	Roger Leszczynski	Alternative A is best, but what ever is implemented should be double tracked (if not more, northeast rail is quad tracked)
3928	Jun 19, 2024, 06:26 PM	Leigh Murrell	Proposal A would have the least impact on homeowners and businesses. It is state land. Let the state bear the burden of the public transportation instead of the business and homeowners.
3929	Jun 19, 2024, 07:22 PM	Sam Borinsky	Alternative A is simply too long of a route to be viable. Proposals B and C make the most sense, and I prefer option B as it minimizes the length of this segment and reduces trip times the best.
3930	Jun 19, 2024, 08:09 PM	David Loseke	I am a Solana Beach resident and my address is: [REDACTED], Solana Beach, CA 92075.  I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money. Relative to Alternatives B & C, Alternative A makes no sense.
3931	Jun 19, 2024, 08:22 PM	Jesus duran	Option B would be the best as a Solana beach resident!
3932	Jun 19, 2024, 09:43 PM	Michell Thitathan	Hi. I would like to share my support for option A in the LOSSAN realignment project, please. Even though it looks to be the costliest option, I think this is the sort of project that we would want to do only once and not have to redo again in at least a few decades, so it is more prudent to do it

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			completely right the first time. Tunneling with the I-5 corridor would make the track more accessible, and it'd be a wonderful addition to have a station at Del Mar Fairgrounds. It would probably take so much car traffic off the surrounding roads, as it would be more convenient to get to the fairground by rail rather than driving (seems there is a lot of delay involved with the shuttle buses to take people from Solana Bch station to/from the Fair this year, for one). The sea level won't be receding anytime soon. I think we should expect more of the coastline to erode. Most of the LOSSAN will probably have to move off the coast sooner or later anyway. Option A for the win. Thanks. :)
3933	Jun 19, 2024, 11:11 PM	Susan Sherod	The option closest to the bluff should not be considered further at all. Despite the shorter distance, it carries much risk. The objective should be to move tracks inland, with lowest risk for the existing lagoon, flora, fauna and developed areas. It is most unfortunate that the due to the inadequate planning of the original development, the tracks were placed near the ocean. I would recommend scrapping the tunnelling approach in favour of further inland, routing tracks above grade. Otherwise, create an express busway to move people past this unsafe section using a special bus lane. Surely that could be done at much less cost and much less risk overall.
3934	Jun 19, 2024, 11:54 PM	Elliot Applebaum	As a Carmel Valley resident, I think option A is the worst idea. I fully support Option B. Del Mar NIMBYism will not get their way at the expense of the county taxpayers. If they want their option, the city should pay for the difference to tunnel under I5 and destroy the San Dieguito lagoon as it is. The clear correct choice is Option B.
3935	Jun 20, 2024, 06:33 AM	Brandon Comella	Option B or C are the best choice, we should go with whichever one is quickest for the train. We should absolutely not go with option A. It is much more expensive and only serves to make a few homeowners happy at the expense of hundreds of thousands of riders of the trains that go through the area and the people that rely on them. Thought they may be loud they do not represent the majority sentiment.
3936	Jun 20, 2024, 08:00 AM	laurie switzer	The train is an important and valuable resource. Thank you for your effort. To give my feedback it would be best if there was a survey w y/n questions , to assess users values/pain points/ risk tolerance
3937	Jun 20, 2024, 08:59 AM	Chris Eggemeyer	Alternative C should be the clear and obvious choice -- it is the shortest tunnel, shortest overall route, and uses the most existing track length, likely making it clearly cheaper and (hopefully) faster to build than the other choices. The only reason why it's not the immediate and obvious choice is because of extreme NIMBY sentiment coming from the extremely wealthy community of Del Mar. Make the right choice for North County and for San Diego and select Alternative C
3938	Jun 20, 2024, 09:07 AM	Kerry Francis	Our family has been in Solana Beach since the 70's and our condo ownership at Del Mar Beach Club since 1978. We enjoy our time with our friends and family there.  We have been aware that the railroad tracks must come off the bluff in Del Mar. We are now

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			<p>aware of the three Alternatives proposed by SANDAG.</p> <p>We are incredulous that you are actually considering Alternative A; especially given it's significant cost (higher than the other Alternatives by a LOT), the economic impact to Solana Beach, the Fairgrounds, and environmental impacts.</p> <p>We oppose further consideration of Alternative A; at double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money. We ask that it be removed from consideration now.</p> <p>Kerry Francis Robin Francis David Francis Nancy Francis</p> <p>██████████ Solana Beach, Ca.</p>
3939	Jun 20, 2024, 10:38 AM	Sandra Aung	<p>I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.</p>
3940	Jun 20, 2024, 10:41 AM	Steven Mueller	<p>After reading the entire report either B or C seem to be the best choices. In section 3.4 Alternative Rankings needs to be re-evaluated by eliminating 'Below Carmel Valey Road' and 'I-5'; since the rankings for each of the three remaining alternatives for Travel Time, Connectivity and Travel Demand, Safety Improvements and Operation Complexity are the same they should be eliminated and weight for remaining criteria be adjusted with cost being a major factor. The timeline seems to be exceptionally long and should be shortened through fast-tracking processes. The construction time is excessive assume 4000m of tunnel at 25m/day is only 160 days for tunneling using 2 boring machines constructing the concrete lining simultaneous with boring operations.</p> <p>Which end to start with should be based on amount of ancillary work needed, primarily the 'U' shaped channel to access the tunnel opening. Much of the work can be constructed simultaneously with proper coordination. Total construction time should be no more 2 years. As a goal, Final design should be started not later than 7/1/2025 under a 'Design-Build' contract. Final alignment should be decided not later than 9/30/2024</p>

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			<p>Criteria for 'Design-Build' teams should be developed starting immediately and be completed by 10/1/2024.</p> <p>Solicitation of 'Design-Build entities should be begin 10/1/2024 with a three team short list established by 12/31/2024.</p> <p>'Design-Build Proposal due 3/31/2025.</p> <p>Design-Build Team selected by 6/30/2025</p> <p>Construction Start 7/1/2026 - Construction Completion 6/30/2028</p> <p>This project has been delayed, stymied, and the can kicked down the road for too long for a rail system that is so important.</p> <p>Get it done.</p>
3941	Jun 20, 2024, 11:26 AM	Jimmy Paula	<p>I believe its between alternate B or C, taking speed (efficiency) or cost (savings) as priority. Its important to reduce negative impacts on the environment, recreational activities, and local businesses. Also, we should keep in mind what the train commuter will see. Vistas are premium and can make the trip worthwhile for many repeating travelers.</p> <p>Thank you for your time!</p>
3942	Jun 20, 2024, 12:08 PM	Andrew Carmen	<p>To Whom It May Concern:</p> <p>I am a Solana Beach resident, and I am concerned and distressed by the "Proposal A" that will start the Del Mar track realignment in Solana Beach. This is clearly Del Mar residents trying to move their issues to Solana Beach- doubling the project cost, time, and impact - all to protect Del Mar residents - and no one else. Keep in mind the problematic tracks are in Del Mar, not Solana Beach. Solana Beach had the presence to trench the tracks well away from the eroding bluffs, now they are being punished for their good behavior. Solana Beach - dug into its pockets to trench these rails with far fewer resources than available than Del Mar. As no good deed goes unpunished, Del Mar wants Solana Beach to suffer for their lack of planning.</p> <p>Keep in mind this is a far greater impact to Solana Beach than the proposal to Del Mar. Solana Beach will be disrupted for up to 12 years for the construction, this will devastate Solana Beach revenue bolstered by the adjacent Highway 101 and Cedros business districts. This proposal also would close the Fairgrounds for years and make the proposal to build affordable housing at the Del Mar Fairgrounds impossible. Loss of the train station will also negatively impact commuters and lead to less local business. Additionally, why would Solana Beach have an enormous ~900-unit housing element from the state if not for the availability of the mass rail transit at its station? Del Mar no longer uses its former transit station and the Solana Beach Station serves the entire area, including easy access to the San Diego County Fairgrounds. The number of people impacted as well as dollars lost will be an order of magnitude greater by Proposal A.</p>



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			<p>Lastly, Solana Beach gets left with a hole in the city, with no compensation to deal with the cover. Likely this could lead to an inundation of homeless individuals if significant (billions) of resources are available for development.</p> <p>My recommendation is to approve either Proposal B or C as they are far shorter in route and less costly by billions of taxpayer dollars. Do not be swayed by a few well to do Del Mar residents.</p> <p>Sincerely, Andrew Carmen</p>
3943	Jun 20, 2024, 01:34 PM	Gary Miner	<p>I long time residence of the area and a frequent user of the San Dieguito trail to the beach and back, I have a great deal of appreciation for need to try to affect the minimal impact to the beautiful area. I believe the most appropriate option is Alternative A. With the implementation of much quieter trains, it is more appealing to have most of the needed project in areas that can be completed as quickly as possible at a reasonable cost affective.</p> <p>Gary Miner [REDACTED]</p>
3944	Jun 20, 2024, 02:34 PM	Kimberly Jones	<p>Tim Pesce SANDAG 401 B Street, Suite 800 San Diego, CA 92101 Subject: SDLRR Project NOP</p> <p>Dear Mr. Pesce, Lesia Heebner, the Mayor of Solana Beach, authored a letter that analyzed the three options SANDAG is currently considering relating to the LOSSAN rail realignment. Of the three, Option A will be devastating to Solana Beach businesses and must be rejected. Ms. Heeber concluded: "Alternative A was recently proposed by a group of Del Mar residents who do not want a tunnel in their City. So they removed it from Del Mar and placed it in Solana Beach. This tunnel would require lowering our railroad trench so it can eventually be deep enough to go underneath the San Dieguito Lagoon. Starting at Lomas Santa Fe, at a 2% grade, it would deepen, creating a cut-and-cover tunnel from the Belly Up, under Via de la Valle and to the Midway area in the Fairgrounds before transforming to a bored tunnel." As noted in the Mayor's letter, the potential impacts on the regional economy and on Solana Beach, in particular, are alarming. The Solana Beach Chamber of Commerce strongly agrees</p>

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			<p>with the City's concerns and submits this letter on behalf of the Solana Beach business community.</p> <p>The COVID years caused a dramatic restructuring of the retail community everywhere because of significantly increased online shopping. COVID also changed the office sector with greatly expanded remote working options. Already apparent are shifts in the character of the business centers in Solana Beach over the past few years, with many more business closures and changes in the types of businesses that replace them.</p> <p>In addition to the major adjustments Solana Beach businesses have had to make, SANDAG's Alternative A would exacerbate the difficult decisions of investing in retail or office facilities by adding even more uncertainty.</p> <p>Businesses in Solana Beach have a long history of serving a large tourist market. The Del Mar Fairgrounds hosts the annual San Diego County Fair and the Del Mar Thoroughbred Club horse races, among other events, during the year. Before the pandemic in 2020, the Fairgrounds earned close to \$80 million from the attendees during the three months of the Fair and the racing season.</p> <p>These events draw large crowds, with the San Diego County Fair attracting over one million attendees annually, making it one of the largest county fairs in North America. To host these and other such events, the Del Mar Fairgrounds depends upon neighboring communities, like Solana Beach, to provide employees and visitors with accommodations, food and beverages, transportation, entertainment, and shopping. In return for supplying these services, the income supports local businesses, including hotels, restaurants, and retail shops, and generates additional sales tax revenue for the City. At present, Solana Beach has over 50 restaurants and hundreds of short-term rental properties that heavily depend on these events.</p> <p>Consequently, foreclosing the use of the Fairgrounds to year-round events, including the Fair and the racing season, as Alternative A would do, would be a near-fatal blow to those businesses that depend on Fairground events to survive. With only two racetracks left in Southern California, horse owners would be reluctant to ship their horses to Del Mar if the racetrack is closed even for one season.</p> <p>The loss of the revenues from the Fair, the racing season, and other year-round events would not only cause severe hardship to the owners of the business properties and their tenants but, because the City of Solana Beach depends on the sales tax and TOT revenues for its General Fund, it would materially compromise the City's ability to provide services for its citizens.</p> <p>As for a more direct impact on Solana Beach from Alternative A, digging a tunnel from Lomas Santa Fe through Solana Beach and under the Fairgrounds would have a paralyzing impact on our downtown business area. The most direct impact would be on the Cedros Design District, the most visited section of the City and our prime retail business attraction. Making it a construction zone would be a disaster for the area, which is already in a slow post-COVID rebound process.</p>

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			<p>In summary, ranking the three Alternatives in terms of construction cost, greatest potential harm to the environment, and greatest harm to the business community, Alternative A would score highest in all three. For that reason, Alternative A would be devastating to our business community and should, therefore, be dropped from consideration immediately.</p> <p>Thank you for considering our comments.</p> <p>Sincerely,</p> <p>Kimberly Jones Executive Director Solana Beach Chamber of Commerce director@chambersb.com [REDACTED]</p>
3945	Jun 20, 2024, 03:38 PM	Sachinder Kirpalani	<p>I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.</p>
3946	Jun 20, 2024, 03:50 PM	Donna Clark	<p>My husband and I chose to purchase a second/vacation home in Del Mar in 2019 after looking at many of the small beach towns along the Southern California Coast. We spend 4-5 months a year in Del Mar and walk the Del Mar beach daily when we are there. We definitely agree that the tracks need to be moved off the bluff and are weary of the money spent on the eye-sore "band-aids" such as sea walls and metal beams being used in the mean time.</p> <p>We are strongly opposed to both Options B and C. Option B appears to run directly beneath our home at 620 Amphitheatre Drive, so of course we have a multitude of concerns that have yet to be addressed. I guess/hope they will be addressed during the environmental studies, but how can you even study what effect trains running on 2 tracks all day/night beneath a home will have, much less the effects of the construction of such tracks through sandstone? I feel that SANDAG is already leaning toward B or C and has only shown Option A, to appease all the home owners and business owners in Del Mar. When you look at the proposed routes, it clearly states Option A is the longest and most expensive. While it may be the longest route and most expensive, are those the most important considerations? How does your list of 20 Potential Environmental Effects weigh against the project cost? I feel so much valuable time and money has already been wasted, when SANDAG knows that virtually all of Del Mar chooses Option A, along the I-5.</p> <p>Thank you for your consideration, Donna Clark [REDACTED], Del Mar Phone [REDACTED] [REDACTED]</p>
3947	Jun 20, 2024, 03:56 PM	Matt Lyes	<p>Plan A seems to be the most ideal, despite having longer tunnel segments. It seems wise to move the tracks inland and run them in a tunnel along existing freeway infrastructure as opposed</p>

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			to boring a tunnel under torrey pines reserve and near residential areas. Additionally, having a special events platform at the fairgrounds is a smart idea for future rail expansion in the area, especially if there are any plans to bring a trolley extension up from la jolla that may share the the same tracks.
3948	Jun 20, 2024, 08:49 PM	David Xu	I support option C, both A & B will congest I-5 and I-56 cross, make it impossible to build future interchanges between I-5 & 56. While option C is basically along current track but goes underground, perfect solution while minimum impacting existing properties.  We need to build this project right, considering the future of San Diego, not just going cheap.
3949	Jun 20, 2024, 10:43 PM	Eugene Egorov	Option A seems like the best long term solution and aligns the noisy train with the already busy I5 corridor. However option C seems the best for maintaining the legacy of the surf liner along the lagoon and Torrey pines views. it also keeps the noise issues to Del Mar residents who already are accustomed to the noise and train traffic and they also face the current bluff issues. Providing a tunnel with ample sound protection is my personal preference of the three.
3950	Jun 21, 2024, 12:16 AM	Hector Garcia	Option C, with bridges that can sustain both passenger and freight trains seems ideal. This also maintains coastal views for Pacific Surfliner and COASTER trains.
3951	Jun 21, 2024, 11:33 AM	Kenneth Dunn	I attended a LOSSAN Rail Realignment meeting on June 18,2024. Three alternatives were presented as equals which is misleading given the vast cost differences. NONE of any projected costs were mentioned. Proposed NOP Alternative C is the by far the least expensive plan and disrupts the least of the populace. The cost alone should validate its' selection. Who will finance any of the selected proposals was also not mentioned or named, even when pressed. The finance source is mandatory public information, please amend your output. Thank you.
3952	Jun 21, 2024, 12:27 PM	Kenneth Dunn	I vote for Proposed NOP Alternative C. It is the by far least expensive proposal and affects the least amount of people and environment. Please include the costs for each proposal in the future discussions.
3953	Jun 21, 2024, 02:39 PM	Alexa Cuppett	I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money. Please reconsider the options and chose which best fits the needs of the people and environment.

Contribution ID	Date Submitted	First and last name	Let us know your thoughts in the comment box below.
			Regards, Alexa
3954	Jun 21, 2024, 04:37 PM	Spencer Sloan Gobar	<p>I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.</p> <p>The best way to incentivize San Diego to embrace public transit is to put the rail line along the freeway similar to how they did from old town up to UTC, it is elevated above ground rather than digging a tunnel under a major natural habitat like the San Dieguito Lagoon ... Everyone sitting in traffic during rush-hour will see the train whiz by them and they will be motivated to use the train, coupled with other means like e-bikes, scooters, etc, rather than traditional transportation like gas guzzling cars. Southern California cannot afford a \$4 billion project like this that no one adopts... This is lunacy and SANDAG needs to get their shit together.</p>
3955	Jun 21, 2024, 04:58 PM	Larry Kiehl	<p>Wouldn't it cost way less and be as just as effective to shore up the cliffs along the dangerous erosion areas of the tracks instead of the alternatives being offered?!</p> <p>My concern is that these proposed alternative lines for the rails are mostly pet projects that will operate as secret off-the-books money-making schemes for govt/contractor cabals capturing taxpayer funds! Many of us know how easy it is to set up secret, non-auditable offshore accounts to hide money!</p>
3956	Jun 21, 2024, 08:41 PM	Jordan Becker	<p>To: Tim Pesce (SANDAG) Re: SDLRR Project NOP</p> <p>Mr. Pesce - I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.</p>
3957	Jun 21, 2024, 11:32 PM	Lauren Cohen	<p>Alternative B is the most reasonable plan for the rail realignment project. It's obvious that this alternative is the least disruptive and least expensive. No honest, reasonable person would even consider Alternative A for a split second. SANDAG can't be that snowballed. Solana Beach has dealt with the rail system in a way that has already enhanced the safety and beauty of the area. Don't do something stupid to ruin it.</p>
3958	Jun 22, 2024, 07:01 AM	Teresa Campbell	<p>Option A is the best route. Cost should not be the overriding decision factor. Option A is the least disruptive to homeowners and businesses and makes the most sense to take the train</p>

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			tracks away from the coast in a manner that is the least disruptive. The train already stops in Solana Beach; taking the tracks inland from that point at the earliest opportunity is the prudent choice. The fairgrounds area is huge - clearly there is space there to do this work and avoid massive harm to Del Mar businesses and homeowners. And, the number of homes along the lagoon are few and hopefully even they can remain unharmed. Thank you!
3959	Jun 23, 2024, 09:08 AM	damien kovner	<p>Hello DAMIEN KOVNER here.</p> <p>I am a resident of Encinitas and a life long resident of beautiful San Diego. I have a vested interest in the future here as we all do. I would like to voice my support and advocacy for The Surf Line Trail Project, as proposed by Dan and Steve Quirk. I agree the rail line corridor should be moved entirely to a more suitable, ecologically safer, societally safer route.</p> <p>Thank you, Damien Kovner.</p>
3960	Jun 23, 2024, 12:11 PM	Gordon Zink-Brody	<p>As a Solana Beach resident, I am writing to oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done or expense incurred. At double the cost of the other Alternatives, and with serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money. As proposed, Alternative A is little more than a special interest group's attempt to displace expenses and economic and environmental impacts on adjacent communities, and the region in general. Please don't allow the self-interest of a vocal few to fly in the face of SANDAG's common sense, fairness, and fiscal responsibility in pursuing this important project.</p> <p>Thank you for considering my opinion in this matter.</p>
3961	Jun 23, 2024, 12:21 PM	Debra Zink-Brody	<p>As a Solana Beach resident who has just become aware of Alternative A, I am writing to oppose further consideration of Alternative A. I am extremely concerned about the severe impact of our small community. This measure would have irreversible damage on Solana Beach small businesses and residents. Please, I urge SANDAG to remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.</p> <p>Alternative A should NEVER have been added to the NOP in first place, it impacts our community, compromises our wetlands, as well as having detrimental environmental impacts. PLEASE reconsider spending additional time or taxpayers' money on this ill-conceived proposal.</p>
3962	Jun 23, 2024, 01:09 PM	Geoffrey W Veith	<p>Proposals B or C are clearly the more feasible and make the most sense environmentally and economically. Accordingly, B or C should be the only alternatives. I live in Solana Beach and am</p>

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			<p>incensed that proposal A is even being considered. I can't help but think that this is the result of undue political influence of wealthy Del Mar residents who want to remove all traces of the train from their community and force other less wealthy and less politically influential communities to bear the burden of the noise, disruption and inconvenience of the trains. The intransigence of Del Mar to rerouting the train has been evident for at least a decade. Look at their opposition to erecting a fence along the tracks. Del Mar has no consideration for the public good; their primary consideration is their property values and those values are already obscenely high. SANDAG must not kowtow to the wealthy at the expense of the obvious public good. My suggestion is to take the billions of dollars it would cost to construct Route A and use that to buy property through Del Mar and relocate the tracks along that route as the more direct and least costly path; no tunneling would be necessary. If SANDAG adopts proposal A I will chain myself to the tracks at the northern portal in protest!</p>
3963	Jun 23, 2024, 01:58 PM	Phoebe Telser	<p>I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.</p> <p>It is unbelievable that you are considering a plan that would disrupt passenger and freight rail service south of Solana Beach, destroy recent and current improvements (lowering the tracks, the seasonal platform, Coastal Rail Trail and Via de la Valle Vehicle bridge), force cancellation of the annual Fair, cause huge losses in revenue to local businesses, and close a Strategic Rail Corridor - all for 5 -10 years and at double the cost of Alternatives B and C.</p> <p>It is important that SANDAG consult all parties involved: the governments of Solana Beach and Del Mar, the 22nd District Agricultural Board and the public. Scrap Plan A and formulate a plan that is reasonable and less destructive for all of us.</p> <p>Phoebe S Telser Solana Beach resident</p>
3964	Jun 24, 2024, 06:48 AM	William Meehan	<p>The option that can line up funding quickly to be built before a catastrophic collapse of the Bluffs is the best one. Because tunneling is so expensive, Option C will probably be the best for rapid completion, but Option B is probably also acceptable. I'm disappointed not to see an option with cut-and-covet under Camino Del Mar, a wide and fairly straight road.</p> <p>It is also imperative that SANDAG plan for electrification of the tunnel with overhead catenary.</p>

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			Battery trains are slower, more expensive, and less reliable than electric multiple units with standard overhead electrification.
3965	Jun 24, 2024, 07:20 AM	Julia Bubar-Siegel	<p>Home owner for 27 years in City of Del Mar. Lossan Train and double rail will destroy the value of my home. Do not build tunnel or double track under my property. My home is my financial responsibility for the future. We have paid taxes to live here . Environmental beauty will be destroyed to City of Mar City 92014 a gem of San Diego.. is not an option.The Lossan Rail Realignment Tunnel and double rail track is a disastor to City of Del Mar 92014 zip code.</p> <p>4 Billion dollar project for 1 mile tunnel I can walk this distance.. 10 year project of building this project. Year 2027-2037. Business of our local stores will be attacked with dust noise construction for 10 years. Local traffic must take alternative route.</p> <p>Start and begin train in existing track in Solana Beach.</p> <p>Another idea, build trestle under existing train track and no double track</p> <p>This tunnel is a monster, huge project we can not see built in City of Del Mar. Build train tunnel under I-5. Relocate train miles inland. Build trestle under existing train track</p> <p>City of Del Mar is very tight with it's own utilities: gas, electric, water, waste, roads, beach etc. Del Mar is a popular by the beach race track San Diego County Fair.</p>
3966	Jun 24, 2024, 10:37 AM	Kelli Pease	I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.
3967	Jun 24, 2024, 12:27 PM	Kimberly Dotseth	<p>Hello SANDAG,</p> <p>First, a quick introduction. I have lived in San Diego since June 1981 and mostly North County Coastal. I currently live and own in UTC, but spend all my time in Solana Beach, Del Mar, Cardiff and Encinitas. Like I have for decades. I am a coastal North County person who just happens to drive home to UTC.</p> <p>Anyway, I have taken the train more times that I can count and have studied your three proposed routes. I suppose because I don't own property in Solana Beach or Del Mar that my views may be considered neutral. But I am a real estate broker and real estate company owner and sell properties in both those places.</p>



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			<p>My feeling is that Plan B is the best plan. I view Plan A as really disruptive and cutting through the lagoon and part of the fair grounds is counterproductive. The fairgrounds were to be parceled off for "affordable housing" and I believe if Plan A is approved, that housing plan will stop.</p> <p>Plan C also seems to go through a lagoon and the hills of Torrey Pines, which seems incredibly expensive. I have not found any information on cost, but read somewhere that Plan A was the most expensive, but Plan C can't be far behind.</p> <p>Plan B will go under Del Mar homes, so there will be a lot of complaining. But I like how it joins the Jimmy Durante Boulevard area and will go under that area and onward in a familiar path to Solana Beach.</p> <p>I vote 100% for Plan B.</p> <p>Thank you for hearing my voice, even though I am a San Diego resident.</p>
3968	Jun 24, 2024, 03:52 PM	Scott F. Arnold	<p>I believe the primary concerns from the public are not being addressed sufficiently. I will list them in what I believe to be the likely order of priority.</p> <ol style="list-style-type: none"> <li>1. Potential subsidence/settlement of private property</li> <li>2. Potential ground surface vibrations and related discomfort and/or damage to private property</li> <li>3. Environmental impact</li> <li>4. Aesthetic impact</li> </ol> <p>As a licensed civil engineer in multiple states I would suggest that SANDAG do better at explaining the engineering controls that exist to limit or eliminate the top two issues. I would be fine with tunneling beneath my home if I understood the depth and engineering controls being incorporated.</p> <p>I believe that Alternative B is the best option as it reduces travel time, removes above ground aesthetic and environmental impact to Los Penasquitos lagoon (Alt. C), and is much less expensive and likely much faster to complete than Alternative A.</p>
3969	Jun 24, 2024, 05:20 PM	Nicolas Baum	<p>The LOSSAN Rail Realignment is understandably necessary. What isn't necessary is the consideration of option A as a viable alternative. Option A is not only expensive but the economic impact for the length of the project will take decades to recover. Further, the environmental impact is more severe than the other options which require much less building in and over fragile, endangered wetlands. Option A should be a non-starter and should be removed from consideration immediately.</p>
3970	Jun 24, 2024, 06:57 PM	Ian Carlton	<p>Just from a cursory look, Alternative B looks like it'll maintain the highest speed. I have no idea if y'all are planning on cooperating with CAHSR the way Caltrain is up north, but if so, that would be</p>

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			the way to do that, IMO. But to be totally honest, I really don't mind which route it takes as long as it gets off the bluff and onto solid ground that isn't going to collapse next time a bad storm rolls through, and is electrified.
3971	Jun 25, 2024, 07:25 AM	Mark Kenny	I support efforts to stabilize the cliffs and consider realignment. I'd like to know why trenching or piers were not considered or rejected as alternatives. If a tunnel must be created, I support the current option C.
3972	Jun 25, 2024, 08:46 AM	Grant Knpp	<p>These 3 proposed options, while all seem equally successful in relocating the tracks from the Del mar bluffs, all seem to ignore the fact that any long term beachside train tracks will be subject to flooding and mudslides.</p> <p>While I understand that the Del Mar section of the tracks does need to be moved, the San Clemente section has been the problematic section as of late.</p> <p>These plans do not take into account making a diversion away from the San Clemente bluffs easier. If they don't help to solve that larger problem, this diversion will be a costly effort that doesn't solve the problems of the riders in the So Cal region.</p> <p>As a non-engineer, the solution seems to be diverting the tracks away from the coast even further north, and following the I-5 more closely. Again, I'm not an engineer, but boring tunnels seems like a costly solution.</p>
3973	Jun 25, 2024, 01:50 PM	Romy Loseke	I am a Solana Beach resident and homeowner. I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.
3974	Jun 25, 2024, 04:22 PM	Jessica Billington	<p>Option A is more expensive. It will take MUCH longer to build. The economic impact on the region is in the HUNDREDS OF MILLIONS annually. The environmental impact is severe. Current already completed taxpayer-paid infrastructure will have to be demolished and rebuilt.</p> <p>It should not even be an option</p>
3975	Jun 25, 2024, 05:11 PM	Marin Faeyera	I would like to oppose alternative A as it is unnecessarily costly and will have negative environmental and ecological impacts on the area. It would also potentially mean demolishing part of the Coastal Rail Trail which is the heart and soul of downtown Solana Beach. I do not see any upside to considering alternative A and ask it to be removed from consideration.
3976	Jun 25, 2024, 09:18 PM	Thomas Smith	<p>To whom it may concern,</p> <p>As a former resident of San Diego, as someone who has used the Pacific Surfliner for many</p>

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			<p>years to travel to San Diego from Los Angeles, and as someone who hopes to continue to do so for decades to come, I would like to comment that I support alternative alignments B and C, and do not support alternative alignment A. I think that alternative alignment A would be an incredibly expensive and complicated project, particularly due to its tunnel under San Dieguito Lagoon, its use of the Interstate 5 right-of-way, and its greater length. Yet, despite this added cost, it seems to me that alternative alignment A would likely provide less benefit to riders compared to the other alternative alignments, for two reasons: first, by merit of being longer, more curved, and thus likely slower than other alignments; and second, its significantly longer projected construction time would increase the risk of the current track through Del Mar becoming untenable, which could mean a long, multi-year closure of the LOSSAN line until the new tunnel opens. For these reasons, I do not support alternative alignment A in any fashion or manner whatsoever. I believe that SANDAG choosing alternative alignment A would be a terrible mistake.</p> <p>I support both alternative alignments B and C. Both projects appear to be more affordable and realistic than alternative alignment A, given their shorter length, seemingly less change in grade, and lack of tunnels under San Dieguito Lagoon or Interstate 5. Both alternative alignments would also allow for a special-events-only station at the Del Mar Fairgrounds, which would be quite beneficial for riders of the Pacific Surfliner. As such, I think alternative alignments B or C would be the best choices for this project, the neighboring area, for San Diego County, and for Southern California. This project is a regional one, after all.</p> <p>I have two concerns about the project, that I hope might be answered:</p> <p>1. I heard elsewhere that the project currently plans to build tunnels that will not be tall enough to allow for overhead electrification. I think that this would be incredibly penny-wise and pound-foolish, given that overhead electrification is the standard for high-quality passenger rail lines around the world. The Caltrain line in Northern California shows that electrifying existing passenger rail lines can be done in the United States and in California. Unfortunately, electrified Caltrain service will not run before public comment for this project ends, but its projected improvements - like reduced travel times, reduced noise, drastically reduced emissions, and so on - are quite substantial, and thus electrification would be a wise future investment for any frequent and well-used passenger rail lines in California, like the LOSSAN corridor. Furthermore, CAHSR plans - whenever they are completed - would electrify the LOSSAN line between Los Angeles and Anaheim, which would make electrifying the rest of the LOSSAN line to San Diego more feasible. As such, I think SANDAG trying to cut a small amount of cost on this tunnel project by dooming the LOSSAN corridor to never be fully overhead-electrified would be a colossal mistake, and one that generations of San Diego County residents and Southern Californians</p>

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			<p>would have to deal with for many years to come.</p> <p>Additionally, I think attempting to "electrify" service through a possible too-short new tunnel by use of battery-electric locomotives to "fill the gap" in overhead catenary would force the electrification of the LOSSAN corridor rely on currently unproven railroad technology, which I think would not be the wisest choice for a large-scale public project like the LOSSAN rail realignment.</p> <p>2. From a brief and admittedly rather amateur look at the current plans, it appears that the rail lines leading into the tunnel portals will be at a lower elevation than what they currently are at in comparable locations. Given that the current rail lines run at a fairly low height above the lagoons, and that all tunnel portals would be at the edge of lagoons, what is the risk of tunnel flooding? Other passenger rail tunnels have been flooded before, like the North River Tunnels in New York, and this flooding caused significant damage.</p> <p>Anyhow, I would like to reiterate my support for alternative alignments B and C, and my disapproval of alternative A. The LOSSAN rail realignment project is one of high importance for Southern California. Thank you for your time.</p>
3977	Jun 25, 2024, 09:32 PM	Matt Jung	I vote for option C - the closest route to the coast. This will maintain the views that make the Amtrak Surfliner so scenic (and popular).
3978	Jun 26, 2024, 11:31 AM	GAVIN MARTINEZ	<p>I am voting for SANDAG LOSSAN alternative realignment option "C".</p> <p>I couldn't find the webpage setup for voting, so sending this message in hopes you will add my vote to the tabulation of votes for the 3 realignment options.</p>
3979	Jun 26, 2024, 12:57 PM	Renee Austin	<p>Please remove Alternative A from the options based on disruption of soo many events at Del Mar Fairgrounds and negative impact to South Solana Beach.</p> <p>Thank You for accepting community feedback &amp; input.</p>
3980	Jun 26, 2024, 02:49 PM	Wendy Dallas	<p>I am all for moving the tracks from the bluffs. I would prefer the Blue or Green route, NOT the Red because it goes right through the San Dieguito Lagoon. Very bad idea!</p> <p>Thank you!</p>
3981	Jun 26, 2024, 04:21 PM	Chris Margraf	<p>SANDAG,</p> <p>I very much appreciate the initiative that is being taken to improve the LOSSAN rail corridor and believe that improvements are needed in the Del Mar area to prevent future damage to rail infrastructure caused by climate change and to improve passenger experience. Please prioritize passenger travel time and longevity of the project above all else. Any tunneling, double-tracking,</p>

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			<p>and the resulting speed improvements will in turn increase reliability and decrease travel time, incentivizing more people to use the train, reducing climate impacts of driving and overall traffic. From the alternatives proposed, it seems like Alternative B would have the highest speed and least impact on the surrounding ecologically sensitive lagoons. Please prioritize Alternative B.</p> <p>Chris Margraf</p>
3982	Jun 26, 2024, 08:30 PM	john Daniel Robles	<p>I am a solana beach resident  [REDACTED] in solana beach  I am opposed to the alternative A and surprised how it could even make the option by sanddag considering what we now know about total cost, economic cost.  Again I am opposed to alternative A and other options need to be considered  John robles  [REDACTED]</p>
3983	Jun 27, 2024, 07:47 AM	Sabine Wetzel	<p>If I could make a decision, I'd choose proposal C. To me it makes the most sense. Least impact regarding new tracks to be built, shortest tunnel and best budget. Budgets these days are never kept as it ends up always being more expensive. This way it might get done within means.</p>
3984	Jun 27, 2024, 08:03 AM	William Fijolek	<p>There doesn't seem to be any reason to even include option A. It is the longest and most expensive project proposed.  It isn't right to ask the taxpayers to pay for an option that costs over twice what the most expedient proposal would cost. It isn't right to move the tracks further than they need to be moved and nearer to homeowners that didn't choose to buy in area near to this right of way.</p> <p>Please eliminate this option asap.</p>
3985	Jun 27, 2024, 10:15 AM	Sara Appleton-Knapp	<p>Plan C appears to disrupt the smallest number of homes and businesses, and it is the least expensive, so I would definitely support that plan. I'm not sure how plan A makes any sense given the larger scope of the work and the higher cost, except for the fact that Del Mar wants to push the disruption to Solana Beach. I am strongly opposed to plan A.</p>
3986	Jun 27, 2024, 11:13 AM	Laura Widulski	<p>I am opposed to Option A as it would disrupt Solana Beach and the fairgrounds where I do enjoy horse racing and the fair.  Option C is the best as it is least expensive and direct. B also works as less impact to business.</p>
3987	Jun 27, 2024, 11:49 AM	alexis larcher	<p>I Oppose Alternative A for the Following Reasons:</p> <p>Known Costs - estimated at \$4.14 billion dollars, Alternative A is approximately twice the cost of Alternatives B and C.</p>

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			<p>Economic Impacts to Our Local and Regional Economy - Unlike B &amp; C, Alternative A will dramatically impact Fairgrounds operations and sales tax revenue generated by the Fairgrounds (\$680 million annually) as well as local businesses (unknown \$\$).</p> <p>Environmental Impacts - Alternative A will result in higher impacts during construction to air quality (Solana Beach residents and businesses and the Del Mar Fairgrounds), wetlands, open space, and sensitive natural resources (in and around the San Dieguito Lagoon, Steven's Creek and Del Mar Fairgrounds).</p> <p>Length of Construction - Construction of Alternative A is estimated to take up to twice as long as Alternatives B &amp; C (as much as 14 years).</p> <p>Enormity of Direct and Indirect Impacts - Due to the close proximity of construction a far greater number of homes and businesses will be adversely impacted by Alternative A as compared to Alternatives B &amp; C.</p> <p>Disruption of Rail Service - Alternative A poses unacceptable service and economic impacts to both passenger and freight rail service, our military, and the Port of San Diego, and will cost our region billions of dollars in lost revenue.</p>
3988	Jun 27, 2024, 11:59 AM	Sydney Lopez	I oppose further consideration of Alternative A. Please remove it before any further work on the EIR is done. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not warrant the expenditure of any additional taxpayer money.
3989	Jun 27, 2024, 01:47 PM	Alexis Barbuto	Track B option is the most reasonable due to financial and environmental concerns. There are already existing LOSSAN corridor track alignment. It is reasonable cost wise. The intent for train usage must be able to bare the load of commuter, freight, and military train cars track B option can accommodate the multitude of transit. The other projects cut through the water ways of lagoons that are subject to flood as the sea levels rise plus cause destruction of a unique salt marsh water way environment. Track B option uses existing alignment , direct, short, and financially reasonable plan that is the least disruptive to the sensitive environments. Yet, it still allows for the train system to be used reducing our consumer costs by allowing freight train cars

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			providing an affordable delivery of products for distribution and alleviates congestion for commuters.
4003	Jun 27, 2024, 03:44 PM	David Benjamin	Options B or C should be chosen for this project - Option A is really silly. As a frequenter of Del Mar (living very nearby in Carmel Valley) I understand the impacts it will have on Del Mar but having read documents about the options, C is best, B is 2nd choice, and A should be counted out. The special purpose rail station at the fairgrounds would be such an awesome addition to the area and option A precludes that entirely, not to mention the enormous impacts on the fairgrounds for *years* which I don't understand people being okay with. Option C lets the existing tracks over Los Peñasquitos lagoon continue rather than burrowing under an enormous amount of hillside for B and C. Don't let cranky, crotchety old Del Martians blabber on about their property values, they'll continue to be ridiculously high and their lives will go on. I remember all the headache Solana Beach went through with the sinking of the tracks back then. For them to go through it all again to avoid angering some Del Mar Dinosaurs just seems unfair. Plus the COST - why is no one concerned about the DOUBLING of the cost for Option A? Tunneling under a sensitive lagoon? I honestly can't believe it's being honestly considered. Make the right choice - remove A entirely and make it a B vs. C decision on the merits.
4004	Jun 27, 2024, 03:50 PM	Donna Greenbaum	Choice A is terrible. It is very expensive and will negatively affect the area for many years. Why would you consider this unless to appease Del Mar. If the tracks have to be moved, the least expensive choice should happen. Do NOT choose Option A through Solana Beach, the Fairgrounds, and the I5. It will cause more traffic then we already have, harm businesses, the Del Mar Fairgrounds and all of the revenue it brings to the area. Option A will destroy the wetlands running by the Fairgounds, which is terrible and unacceptable. Choose Option C.
4005	Jun 27, 2024, 05:20 PM	Julia Bubar BubarSiegel	Move Lossan Rail Del Mar Tunnel and double track under I-5. No Tunnel Double track in City of Del Mar. Environmental destruction. 10 years of construction, vibration, dirt will destroy local business on Camino Del Mar. I do not want train under home or near my property. [REDACTED] Del Mar, CA 92014. The tunnel and double rail will hurt the value of my 27 years property ownership. We have paid taxes, utility etc. for 27 years. The beauty of Del Mar will be destroyed. The spegetti train routes were too simple for a \$4 billion monster project. Lossan train could be located 20 miles inland, where there are no homes. Start and stop train in Solana Beach train station.
4006	Jun 29, 2024, 01:59 PM	Alex Tahan	In the EIR, SANDAG should prioritize the route that minimizes cost and maximizes environmental benefit in the long term. SANDAG should also consider things that might delay the project like land acquisition or legal issues and choose the option that minimizes this delay so that the tunnel is completed quickly. Alternatives B and C achieve these goals. Do not bow to the interests of a few wealthy Del Mar residents over the interests of transit riders and the overall San Diego region.

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4007	Jun 30, 2024, 11:07 AM	Kathy Hughes	NO NO NO NO NO NO NO NO NO NO NO NO NO N 🗳️🗳️🗳️🗳️🗳️🗳️🗳️🗳️🗳️🗳️
4008	Jun 30, 2024, 03:54 PM	Stephanie Covington	<p>For decades, we have known that the train needed to be removed from the bluffs. Over the past twenty years, SANDAG has presented environmental and geological reports followed by proposed solutions. Each solution has failed. Now, we must do what should have been done years ago: move the tracks.</p> <p>So, they develop "solutions" that are not viable for the Del Mar community. As a Del Mar resident, I am voicing my lack of faith and trust in SANDAG. This is how many of us feel: SANDAG can not be believed or trusted. If there is to be a train, the only viable option is to move the train to the I-5 transportation corridor.</p>
4009	Jun 30, 2024, 05:02 PM	Scott Campbell	I vehemently oppose rail realignments B & C. Don't ruin Del Mar and the bluffs area. Option A is the only option that makes sense. Now is the time to implement long term planing and move the tracks inland all the way to Oceanside. Option A will allow for future rail realignment moving the train away from our beautiful coast line.
4010	Jun 30, 2024, 06:44 PM	Stephen Maschue	<p>I was disappointed that SANDAG has ruled out any "non-tunnel" options for adapting to failing bluffs in Del Mar. It is clear to me that the option of constructing a sea wall/support structure where there isn't enough of the bluff remaining would be less expensive and easier to construct.. The other option of building a trestle bridge just offshore from the bluff would also work. It would be non-invasive to the existing track and impact the local residents much less.</p> <p>I believe that either of those options would meet all of the objectives that SANDAG set for this project. It will not meet the "Goal" of making the trip quicker from Oceanside to San Diego -- but that was a goal, and not an objective.</p> <p>During the recent review in Del Mar, I asked every one of the experts who were at the many stations set up around the room: Why were the bluff reinforcement and trestle options not considered? -- Every one of the experts answered that it was due to the Coastal Commission.</p> <p>Given the dramatic difference between the cost &amp; schedule of doing one of the "non tunnel" options and the three tunnel options, I'd think that the legislature could write a simple bill that could relieve the Commission from it's bluff requirements along this region of the coast. The result would be a much shorter project at much less cost.</p>
4011	Jun 30, 2024, 08:31 PM	Robert Wilcox	<p>SANDAG should prioritize the route that allows the fastest travel time through the corridor, route B.</p> <p>This route will be around for generations, and during that time we have environmental goals that</p>



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			<p>require that we get more people out of their cars and onto the trains. We should not force those future generations of AMTRAK and Coaster passengers pay with their time just because a few wealthy incumbent homeowners prefer that train passengers go the long way around their community, or because we are trying to save a few pennies with a shorter tunnel. If careful study determines that there are serious concerns about the integrity or impact of the tunnel under Del Mar, then that may a good reason to move it, but non-specific concerns about change in general should not be entertained.</p>
4012	Jun 30, 2024, 08:37 PM	Christian Lietzow	<p>I am deeply passionate about the Pacific Surfliner and the LOSSAN Corridor. The corridor has endless potential to be one of the best in the United States. This is an essential project to provide more frequent, faster, and reliable rail service. This is a big and costly project, so it needs to be done right so it benefits all who ride along this corridor every day. I made my decision after skimming over the 2023 Alternatives Analysis. Originally I was going to suggest Alternative B since it had fewer impacts on the Los Peñasquitos Lagoon and requires less property acquisition. However, I have to acknowledge that Alternative B has various other negative impacts that would put service reliability at risk and increase maintenance costs. Alternative B may have been at risk of flooding which is why sump pumps were required for this alternative. It also would be tunneled through a liquefaction zone which could put the area around the tunnel at risk of collapsing if not secured properly. In addition, securing this soil would likely increase construction costs. There are instances where I would argue higher costs are not a huge deal if the project provides substantial benefits and makes service faster and more reliable, but that is not quite the case with Alternative B which makes it not worth it. Although Alternative C also has its own negative impacts such as more acquisition of properties, higher maintenance costs for the bridges that cross the Los Peñasquitos Lagoon, and fewer opportunities to rehabilitate the lagoon, it has much fewer environmental impacts than Alternative B while providing many important benefits. It would be the cheapest of the alignments which would make it less likely to be delayed due to the tunnel being shorter which also reduces the maintenance requirements for the tunnel, giving it a huge advantage over the other alignments. It also has the fewest impacts on the existing right of way. Last but not least, just like Alternative B, it is tied for the fastest travel times. Providing fast service is something that Coaster and the Pacific Surfliner especially need to provide better regional and intercity transit for the region. Giving Surfliner trains the chance to be able to operate at 110mph is an absolute must. This is where I will segment into talking about why Alternative A would be a massive mistake. It has the worst travel times since trains would likely be restricted to speeds no greater than 80mph and it is the most expensive. The only true benefit Alternative A has is that it has the fewest impacts on the acquisition of properties, but even then, property will need to be acquired in the Del Mar Fairgrounds. Looking at the map for Alternative A, it appears that it cuts through the middle of where they situate their carnival which could very negatively impact carnivals at the fairgrounds. Alternative A has the highest price tag for the fewest of</p>

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			<p>benefits. It also has the highest risk of being delayed since the alignment has to deal with CalTrans in getting a permit to build under Interstate 5. If CalTrans refuses, then the project will be heavily delayed which would be heavily problematic for the LOSSAN Corridor. The longer the project is delayed, the higher the costs will inflate for this project causing a cycle of delays just to get it finished. Alternative A has more cons than pros while being significantly more expensive than the other alternatives, so I think that Alternative A should be fully removed from being considered. In my eyes, Alternative C is the best alternative of the three since it provides fast travel times, requires much less tunneling reducing construction and maintenance costs, and has the fewest environmental impacts. Riders of the LOSSAN corridor (including myself) deserve a fast and reliable rail corridor. Alternative B and especially Alternative A risk failing to meet these expectations which is why Alternative C should be chosen.</p>
4013	Jun 30, 2024, 10:00 PM	Michael Simpson	<p>I am most in favor of Alternative A route. It appears to be the least disruptive of existing homes, which I consider to be *the* most important consideration. It also makes sense that this route is adjacent to I-5 for much of its distance. My second choice is Alternative B, but considerably less desirable in my mind.</p>
4014	Jul 01, 2024, 10:08 AM	Marc Friedmann	<p>I am not in favor of any of the proposed alternatives. All alternatives are too expensive. Alternative A which starts in Solana Beach would be tremendously disruptive and costly for the city and waste investments previously made in lowering the tracks. Options B and C are feasible, but are seeing much resistance in Del Mar and will likely generate future lawsuits (and further delay) if pursued.</p> <p>I am in favor of keeping and enhancing the existing rail corridor in Del Mar. With over \$100 million already committed, efforts to stabilize the bluffs should be expanded. Funds should be directed toward moving the existing rails further from the bluff and constructing a long bridge in the area near the intersection of Camino Del Mar and Carmel Valley Road to be able to double track. Double tracking could also be added through Los Penasquitos Lagoon. I expect that this approach would be substantially less expensive, could be designed to last 100 years and be much less contentious.</p>
4015	Jul 01, 2024, 10:13 AM	Dan Mitrovich	<p>I support Proposed Alignment B (as it stands 7/1/2024).</p> <p>Additionally:</p> <ol style="list-style-type: none"> <li>1) I would like to see the southernly entrance/exited extended further away the lagoon and closer to the Sorrento Valley Station.</li> <li>2) Consider reengineering below grade past the Sorrento Station and beyond the Sorrento Valley Blvd crossing to mitigate traffic disruption. Both train and other modes of transportation will only increase and that crossing is already impacted. Accordingly, plan for the future.</li> </ol>

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4016	Jul 01, 2024, 02:59 PM	Natalya Kulik	I am strongly opposed to any further consideration of Alternative A. This option should never have been proposed as it completely undermines all recent taxpayer efforts in Solana Beach. It is not only significantly more expensive but also the least environmentally friendly, involving extensive digging underneath the lagoon. Destroying the lagoon and homes in Solana Beach to save some Del Mar properties is unacceptable. The economic impact on the region is severe, with Alternative A costing double the other options. The environmental damage to Solana Beach, Stevens Creek, the Fairgrounds, and the San Dieguito Lagoon is unacceptable. This option does not justify any further expenditure of taxpayer money. Please remove Alternative A from consideration before any more work on the EIR is done.
4017	Jul 01, 2024, 03:12 PM	David Grigsby	I support Alternative A. The freeway area is already a reserved, recently-widened transit artery. The idea of a station under the fairgrounds seems smart. I don't like the idea of drilling and traveling under the state park. I think that could have unexpected, unpredicted detrimental effects on the park in the longer term.  60 year San Diegan, 30 year north county.resident
4018	Jul 02, 2024, 08:37 AM	Gerald McFarlane	You do not have to spend and waste billions of dollars on a tunnel to reroute the line away from the Del Mar bluffs. There are alternatives that would allow the line to remain in it's present location and still protect it from rising sea levels and erosion. All you need to do is look at what Network Rail did in the United Kingdom to fix the problem with the line that rode along the Dalish Sea Wall. Gaurantee you that the same approach they took would work just as well along the Del Mar Bluffs as the Pacific Ocean there is no where near as destructive as the North Sea is along the Dalish Sea Wall.
4019	Jul 02, 2024, 03:33 PM	Kervin Krause	Aloha!  Been crossing these tacks since the 90s to surf winter swell Del Mar reefs. Also have enjoyed the Coaster from CBad south & Amtrak/Metrolink from OSide up to OC, LA & even SB/SF.  Double tracking is much needed & coastal erosion will never stop. Looks like Alternative C makes the most sense using the most of the existing track.  Mahalo! Segovia Krause Family
4020	Jul 02, 2024, 04:47 PM	ellen waddell	I think all three of the options presented to us at the scoping meeting presentation in Del Mar are terrible. They are expensive (even though we have no real costs yet), incredibly time consuming and disruptive, and will displace a large number of residents. I can not believe there is not a feasible alternative such as a retaining wall. I actually met someone from Oceanside who has a

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			<p>"Del Mar Railroad Resiliency Concept" (by Dirk Ackema and Steve Mashchue of Save Oceanside Sand and Dan Louis of Tutor Perini Corporation). I imagine there are other examples of successful retaining walls around the world. Please do some more research in this area. Thank you.</p>
4021	Jul 02, 2024, 06:01 PM	Katherine White	<p>Please provide data on other freight train corridors in the US which are several miles (over 3) or more that are under housing. Please include an analysis of impact to housing units above including vent and noise.</p> <p>Also please do a long term analysis that includes the costs of all the lawsuits should you tunnel under homes or use eminent domain to provide the path.</p> <p>I was surprised to learn that the fairgrounds north portal would demolish so many businesses and houses in Solana Beach. Can you plan look at ways to mitigate this impact and exit earlier?</p> <p>My major issue is that this is a band-aid approach to one small stretch when the long term solution is to move the train off the coast. San Clemente is in worse shape train track wise than Del Mar, I wish someone would make a 50 year plan that takes all of this into account.</p>
4022	Jul 03, 2024, 11:08 AM	Paula Warren	<p>I am a Solana Beach resident, living and working here since 1976. I oppose Alternative A for the following reasons:</p> <p>Alternative A is approximately twice the cost of Alternatives B and C.</p> <p>The economica impact to our local and regional economy. This will effect the revenue generated by Fairgrounds as well as loca businesses.</p> <p>Environmental impact-will result in higher impacts during construction due to the air quality and sensitive to natural resources.</p> <p>Length of construction to take as much as 14 years over B &amp; C</p> <p>Direct and indirect impacts to homes and businesses</p> <p>Dirsuption of rail service effecting commuters, freight, military, and the port, costing billions of dollars of lost revenue.</p>
4023	Jul 03, 2024, 12:11 PM	Paul Motschall	<p>The inclusion of the wildly expensive and nonsensical alternative A is a sign that logic and reason might be absent in this entire process. There is not a single reason I can think of that any alternative to option C should be even considered. The most direct and least costly route with the lease chances of destroying the fragile and critical wetlands is the only route you should be taking. The madness of the Alternative A proposal threatens the economic vitality of the region with the closure of the races, county fair and massive disturbance to coastal access.</p> <p>Can anyone explain how alternative A got on the list?</p>

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4024	Jul 03, 2024, 02:11 PM	Reitmayr family	We ask to prioritize option A (the red route, following i5) , thank you. [REDACTED], owners.
4025	Jul 04, 2024, 08:16 AM	E. Francesca Silva	I am a resident of Solana Beach and believe that the new route for the train is Del Mar's issue. Please don't make it Solana Beach's problem. Thank you.
4026	Jul 04, 2024, 01:11 PM	Maggie Flower	Of the 3 proposed rail realignments, Alternative C must not be included! It would create massive environmental and ecological harm to the Penasquitos lagoon and wetlands, and all the species that live there. Various research studies have documented the fragility of this valuable marine environment. The lagoon is DESIGNATED a STATE PRESERVE by California Division of Parks & Recreation. The California State Preserve status is granted to only the rarest and most fragile of the state owned lands. Built in the early 1900s the train railway along the bluffs and through the lagoon should never have been allowed. This is a protected lagoon, keep it that way--no dual tracks, no 8 ft. high tracks, no high speed trains! Eliminate Alternative C from consideration! The lagoon is A PTOTECTED STATE PRESERVE. Maggie Flower
4027	Jul 05, 2024, 11:19 AM	kelly asper	Alternative B
4028	Jul 05, 2024, 04:10 PM	Jeffery Jones	Hello, Thanks for the opportunity to share input. This critical project would be best served by Alternative B. That route would allow for the removal of the railroad infrastructure from the Los Penasquitos Lagoon. This lagoon could then be restored. The B route would be the best choice for limiting noise pollution. Importantly for the Lossan, Alternative B could be built to allow speeds of greater than 90mph for passenger rail. My input is for the tunnel to be constructed to allow for the highest speeds as practicable. Even if speeds >90mph are not used immediately it should be built for the future possibility of higher speeds. All concerns regarding vibration can be completely mitigated by proper planning and world class engineering practices. Promises made to residents assuring them of not being disturbed by the tunnel should kept. This goal is quite reachable. Alternative B is clearly the best choice environmentally and for meeting the needs of the rail line.
4029	Jul 06, 2024, 10:08 AM	Sarah Brady	I think option C is still too close to the beach and we might need to move it again in 30 years. Options A or B both look good. Personally when I take this train, it's kinda sad when you're next to the freeway and you can see all the cars speeding past you. It's just reminds you that you are actually going really slow. So for that reason I'd prefer B to A. Thank you 🙏❤️
4030	Jul 06, 2024, 12:54 PM	Jamee Jordan Patterson	It is impossible to adequately analyze the alternatives proposed since the NOP provides no street names or other adequate identification of the proposed locations. - the only street names shown in any of the figures are Del Mar Heights Road, Jimmy Durante and Carmel Valley. See the Proposed NOP Alternative Alignment Maps. For example Figure 1 at p. 291 is woefully deficient

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			<p>in its description of the proposed Crest Canyon alternative. In the absence of a fully disclosed alternatives analysis including the locations of the various tunnel alignments, the NOP does not fully inform the public about the potential impacts of the proposed project.</p> <p>The public is entitled to know more specifics about the proposed alternatives in order to be able to comment on potential mitigation measures and to comment on the preferred alternatives.</p>
4031	Jul 08, 2024, 08:52 AM	Mary Cappiello	<p>Without understanding the environmental impact or impacts on homes/businesses, it is challenging to suggest an option. Based on the information provided, I would opt for Option B as it seems that it would not disrupt lagoon and largely go under the hills of Carmel Valley &amp; Del Mar.</p>
4032	Jul 08, 2024, 09:29 AM	William Miller	<p>I attended the presentation which your organization gave on June 18, 2024 at the Marriott Hotel off El Camino Real east of the city of Del Mar. It was very complete and informative. I have given the proposed alternative routes considerable thought and I have concluded that Proposed Alternative Route A is too expensive and takes too long to build compared to the more direct and less complicated and less expensive Proposed Alternative Routes B and C. I have lived in Solana Beach since 1978 and I have used the Coaster and Amtrak trains many times to travel to and from several places in San Diego (the stops in Sorrento Valley, Old Town, and Santa Fe Terminal) for both work and for leisure. As a result I know first hand the precarious situation of the current single track along the Pacific Ocean in the City of Del Mar. A tunnel with two parallel tracks is very much needed south of Solana Beach...and soon...to meet the needs of most of the residents of coastal San Diego County. The project needs to go forward as soon as feasible, because it is necessary and desirable for all cities along the rail route. Del Mar would be the exception if Proposed Alternative A is chosen, because then there would be no way for trains to stop in Del Mar and serve its residents. Funding is already available and the project already approved for construction of a double track bridge across the San Dieguito River to replace the century old single track trestle. This new bridge would bring the double tracks right to the proposed north tunnel portal of either Proposed Alternative B or Proposed Alternative C. But Proposed Alternative A abandons the already approved and funded section of double tracks. What a waste of time and money to abandon part of the necessary project all ready funded and ready to build. There is also the anticipated environmental impact of hauling and using the earth excavated from the much longer tunnel called for by Proposed Alternative A. I do not know if the excavated material will be used to replenish sand along San Diego County beaches. If it were to find such a use, I think that the excavated earth from tunnel construction would meet another need brought about by rising sea levels and beach erosion. But I doubt that the additional earth removed for beach replenishment by Proposed Alternative A would offset the far greater cost and the environmental impact of using fossil fuels to transport all of that extra earth. So my main objections to Proposed Alternative A compared to Proposed Alternatives B and C can be</p>

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			<p>summarized as</p> <p>1) COST...greater resources and time required for construction, including a much longer time during which the use of the San Diego County Fairgrounds for activities benefiting all of the residents of our region (e.g. San Diego County Fair in June and July every year and Thoroughbred Racing in July and August every year) will be either impossible or greatly impaired;</p> <p>2) WASTE abandonment of the new double track bridge across the San Dieguito River [already approved and funded];</p> <p>3) FOSSIL FUEL CONSUMPTION much more excavation , transportation, and proper disposal of excavated earth.</p> <p>I thank you for your attention to my concerns and I hope they are all taken into account in the Environmental Impact Report currently being prepared.</p>
4033	Jul 08, 2024, 02:42 PM	Mike McCormack	Get rid of the freight trains from the route. And if you don't have the resolve to do so, then make them pay full ride for the upgraded rail line to support them. We know that light rail can go along side I-5 and above ground.
4034	Jul 08, 2024, 03:17 PM	Robert Little	I favor alternative B because it is the straightest alignment.
4035	Jul 08, 2024, 04:00 PM	Stephanie Covington	<p>1. At the last LOSSAN meeting, SANDAG presented data about the tracks' usage, stating that it is a very well-used corridor. However, my research revealed a significant discrepancy. The track is actually a little-used pedestrian track and moves a very small percentage of cargo compared to other parts of the country. To ensure we are making informed decisions, I urge you to provide us with comparison data from the Federal government.</p> <p>2. As a Del Mar citizen, I object to all three alternatives. The one viable solution is SANDAG's 2023 1-5 alignment. This is the only one that makes sense given the commercial and residential areas impacted by A, B, and C.</p> <p>3. Please do a cost-benefit analysis of the project as your next step. This needs to be done before spending any more time and energy on this project.</p>
4036	Jul 08, 2024, 05:31 PM	Con G	As a Southern California resident who uses transit as much as its made available and convenient, I strongly implore SANDAG to approve fully electrified tunnels for this absolutely essential regional transportation corridor. This will help futureproof the route for further eventual service upgrades, similar to what Caltrain in the Bay Area is doing right now. Please don't be short sighted about this. The longer term benefits of such a plan are immense, especially with how this is currently the only rail transit connection between SoCal's two largest cities, and will still remain an important regional route after High Speed rail is built along the separate I-15 corridor at a much later undetermined time.


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4037	Jul 09, 2024, 08:28 AM	Justin Wong	I like Alternative C the best for the relocation of the train tracks because it will be less expensive and the project will take less time.
4038	Jul 09, 2024, 09:07 AM	Jim Greenstein	I oppose consideration of Alternative A that begins in Solana Beach. Alternative A is double the cost of the other Alternatives and has far greater economic and environmental consequences for the region than the other alternatives. Taxpayer money should not be spent on considering Alternative A. Del Mar will greatly benefit from the railroad realignment, and Solana Beach should not bear the brunt of it.
4039	Jul 09, 2024, 02:47 PM	Kimberly Jones	<p>Tim Pesce SANDAG 401 B Street, Suite 800 San Diego, CA 92101 Subject: SDLRR Project NOP</p> <p>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.</p> <p>Further, what appears to be a very last-minute introduction of Alternative A has engendered an unnecessary conflict between Solana Beach and Del Mar.</p> <p>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.</p> <p>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:</p> <ol style="list-style-type: none"> <li>1. The Council asked if discretionary permits are required for the document. SANDAG answered</li> </ol>



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			<p>that they did not seek them for the NOP.</p> <p>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 &amp; 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.</p> <p>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 &amp; 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.</p> <p>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.</p> <p>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.</p> <p>6. SANDAG was asked where the construction material and equipment would be staged. The answer: THEY DIDN'T KNOW YET.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>

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			<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>

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			<p>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.</p> <p>Sincerely,</p> <p>Kimberly Jones Executive Director Solana Beach Chamber of Commerce director@chambersb.com [REDACTED]</p>
4040	Jul 09, 2024, 04:14 PM	Ronald Hodson	Alternative A should be excluded for a number of reasons, including cost, schedule, and the inability to provide a station at the Del Mar fairgrounds. Having a station at the fairgrounds could significantly reduce the amount of car traffic going to the fair, which today clogs up the freeway and local surface streets during the fair. And while I tend to favor Alternative B, Alternative C would be acceptable too. But not Alternative A, which really doesn't offer any advantages over the other two options.
4041	Jul 10, 2024, 08:23 AM	Bill Carpenter	<p>Alternative "A" is the only way to go.</p> <ul style="list-style-type: none"> <li>* It benefits Solana Beach by creating a large new park (they have to double track anyway)</li> <li>* benefits the Fairgrounds by going under their operations instead of through it</li> <li>* benefits all County residents by not disrupting Dell Mar beach access and Fair operations</li> <li>* enables creation of a wonderful new bluff trail park for all in the County to come enjoy</li> <li>* heals two lagoons by removing track berms and bridges that block tidal flows and wildlife</li> <li>* because only 5% goes under private properties it minimizes the cost and delays of eminent domain lawsuits.</li> </ul>
4042	Jul 10, 2024, 08:23 AM	Robin Hood	<p>Alternative "A" is the only way to go.</p> <ul style="list-style-type: none"> <li>* It benefits Solana Beach by creating a large new park (they have to double track anyway)</li> <li>* benefits the Fairgrounds by going under their operations instead of through it</li> <li>* benefits all County residents by not disrupting Dell Mar beach access and Fair operations</li> <li>* enables creation of a wonderful new bluff trail park for all in the County to come enjoy</li> <li>* heals two lagoons by removing track berms and bridges that block tidal flows and wildlife</li> <li>* because only 5% goes under private properties it minimizes the cost and delays of eminent domain lawsuits.</li> </ul>
4043	Jul 10, 2024, 08:24 AM	William Carpenter	<p>Alternative "A" is the only way to go.</p> <ul style="list-style-type: none"> <li>* It benefits Solana Beach by creating a large new park (they have to double track anyway)</li> <li>* benefits the Fairgrounds by going under their operations instead of through it</li> <li>* benefits all County residents by not disrupting Dell Mar beach access and Fair operations</li> <li>* enables creation of a wonderful new bluff trail park for all in the County to come enjoy</li> </ul>

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			<ul style="list-style-type: none"> <li>* heals two lagoons by removing track berms and bridges that block tidal flows and wildlife</li> <li>* because only 5% goes under private properties it minimizes the cost and delays of eminent domain lawsuits.</li> </ul>
4044	Jul 10, 2024, 08:25 AM	Will Carpenter	<p>Alternative "A" is the only way to go.</p> <ul style="list-style-type: none"> <li>* It benefits Solana Beach by creating a large new park (they have to double track anyway)</li> <li>* benefits the Fairgrounds by going under their operations instead of through it</li> <li>* benefits all County residents by not disrupting Dell Mar beach access and Fair operations</li> <li>* enables creation of a wonderful new bluff trail park for all in the County to come enjoy</li> <li>* heals two lagoons by removing track berms and bridges that block tidal flows and wildlife</li> <li>* because only 5% goes under private properties it minimizes the cost and delays of eminent domain lawsuits.</li> </ul>
4045	Jul 10, 2024, 08:25 AM	John Gault	<p>Alternative "A" is the only way to go.</p> <ul style="list-style-type: none"> <li>* It benefits Solana Beach by creating a large new park (they have to double track anyway)</li> <li>* benefits the Fairgrounds by going under their operations instead of through it</li> <li>* benefits all County residents by not disrupting Dell Mar beach access and Fair operations</li> <li>* enables creation of a wonderful new bluff trail park for all in the County to come enjoy</li> <li>* heals two lagoons by removing track berms and bridges that block tidal flows and wildlife</li> <li>* because only 5% goes under private properties it minimizes the cost and delays of eminent domain lawsuits.</li> </ul>
4046	Jul 10, 2024, 02:05 PM	Robin Dykes	<p>To whom it may concern,</p> <p>I kindly request that Option C be removed from the table as a possible route. Option C would significantly and negatively impact the the lagoon, Torrey Pines State Beach access, and the views/ property values of over 1,000 homes in and around Del Mar Terrace.</p> <p>Thank you for considering my input.</p> <p>Sincerely, Robin Dykes  </p>
4047	Jul 10, 2024, 02:32 PM	Jay Steiger	<p>Protecting a stable rail connection to San Diego is essential for trade, national security d/t key military bases, and helping commuters move to job, educational, and tourist locations without driving. The most reasonable of the three realignments is Alternate C. It uses much of the current rail line and is a mostly direct tunnel under west Del Mar. It is understandable that some in the community may be concerned, but many other metropolitan areas have successfully tunneled under high income areas. As long as attention is paid to safety and minimizing community impact (put it deep enough so that houses will not feel much vibration) it is the best choice. The one major concern will be to make sure the subsurface soil is stable enough to hold</p>

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			<p>the tunnel. If not, then both C and B are unworkable.</p> <p>The southern portal for B seems to be right where a dense number of residences is. Additionally, this alignment goes under the North Torrey Pines State Reserve, and great care must be taken to protect the plants and animals in this small but precious area.</p> <p>C would be much more expensive and would require bridging over the estuary and on to I-5. Perhaps if this alignment is selected, the rail corridor should be shifted west along the 5 to link up to the existing line in Rose Canyon near Hwy 52. Much more money, yes, but also it would achieve the goal of a faster rail time than exists now with the large curve towards the Miramar area.</p>
4048	Jul 10, 2024, 09:44 PM	Alex Dolven	I am very glad to see this project happening, thanks to everyone working to make it a reality. I think Alternative A would be a huge benefit to the community, having a public transportation connection to the fairgrounds would be so amazing!
4049	Jul 11, 2024, 08:58 AM	David Milligan	I am not qualified to give any particular recommendation of the three routes. However, please do not make the selection based on cost alone, in fact cost should be given a low priority. Consider the following: improve public access, safety, reliability, and service. Improving public infrastructure is always a worthwhile investment, as long as this infrastructure is well designed and useful. Again, cost is a tertiary consideration when it comes to public infrastructure. I would advocate for two tracks, much safer and more flexible.
4050	Jul 11, 2024, 05:21 PM	John DeMasi	<p>Hello, I am a resident and homeowner in Solana Beach and I am vehemently opposed to Alternative "A" for the rail realignment. It's the most expensive of the three alternatives by far and causes the most disruption to the community with nearly 550,000 truck trips to remove construction debris. It will devastate businesses on S. Highway 101, S. Cedros Ave, and the surrounding area in Solana Beach. The popular Rail Trail will be destroyed, and the local and San Diego economies and county enjoyment will suffer from the closure of the Del Mar Fairgrounds for years. The Fairgrounds is estimated to contribute \$680 million annually to the San Diego economy. Finally, it would take the longest to complete - up to five years longer than Alternative B &amp; C.</p> <p>I prefer Alternative "C" because it tracks the current rail corridor most closely, it's the shortest tunnel, is the least expensive, involves the fewest truck trips, and probably would be the quickest to complete.</p> <p>Thank you,</p> <p>John DeMasi Solana Beach</p>

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4051	Jul 11, 2024, 07:39 PM	Daniel Huddleston	<p>I believe that any realignment of the railway between Torrey Pines and Solana Beach is a fool's errand. While viable infrastructure is a necessary element of a prosperous community this project is not worth the estimated 2-5 billion dollars.</p> <p>As a Solana Beach resident on Cedros Avenue I enjoy the convenience and ease of traveling to both the Santa Fe Depot in San Diego as well as Orange County and the City of Los Angeles. My suggestion is simply throw away any plans to realign the railway. In 5, 10, 20, 30 years the bluff along Del Mar will fall into the ocean during some rain storm, with no train on it.</p> <p>I understand that constructing a retaining wall in front of the Del Mar bluffs is not the same as reconstructing the bluffs along coastal homes in Solana Beach, Encinitas and San Clemente, but it seems to me for a billion dollars there would be an engineering firm that could design and build a retaining wall for the Del Mar bluffs. There is no part of the Southern California coastline that is natural. The entire 100 to 200 miles is artificial. That being said, I am sure for a billion dollars we could reinforce the bluffs in an environmentally friendly manner. And if it is not feasible, then let the tracks fall in the ocean and be done.</p> <p>If constituents must have a railway, then my last alternative would be to build a rail trestle in/along the San Elijo Estuary between the communities of Cardiff and Solana Beach. We already destroyed that lagoon and rebuilt it once for the Interstate 5 bridge realignment. Upset the San Elijo lagoon one more time by running the train through it, and restore it one final time. Train service could be maintained for the entire construction. The communities of Solana Beach and Del Mar and the Del Mar Fairgrounds could even purchase an old engine and couple cars from the NCTD and operate a short train service between Cardiff and the Fairgrounds for special events at the Fairgrounds (County Fair, Horse Races, concerts, etc).</p> <p>Personally, my preferred choice would be to do nothing.</p> <p>Sincerely, Daniel Huddleston resident of Solana Beach since 2017</p>
4052	Jul 12, 2024, 03:26 AM	John Stanley	<p>Relocating and tunneling is just too expensive: environmental laws, delays, land purchase, lawsuits by 501c3's and homeowners,etc.. Just save the current tracks.</p> <p>But because of current mismanagement and erosion because of the lack of a sea wall this will soon be the only choice.</p>

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			Please consider installing a buried seawall and a sand replenishment scheme before its too late. Sand replenishment by railcar is cheap and efficient.
4053	Jul 12, 2024, 07:44 AM	Anne Larocca	Alternative C is the only one that makes sense to me. It appears to require the shortest amount of new track and least disruption to wildlife habitats. I didn't see cost estimates presented on the same page as the maps; that would be helpful.
4054	Jul 12, 2024, 01:39 PM	kathleen murphy	I am ONLY in support of the design submitted by Dave Clemons. I strongly OPPOSE all the other 3 designs.  PLEASE consider Dave Clemons' design.  Thank you!  Kathleen Murphy [REDACTED] Solana Beach, CA 92075
4055	Jul 12, 2024, 01:54 PM	Paul Wennberg	Alternative B is the best approach - removing the train infrastructure from Los Penasquitos Lagoon is essential to restore this critical wetland. Alternative A is a waste of time and funding.
4056	Jul 12, 2024, 02:29 PM	Paul Wennberg	No matter which alignment is chosen, all must have sufficient space for overhead catenary for future electrification.
4057	Jul 12, 2024, 02:30 PM	Carter McGowen	Alignment C seems like the no brainer option. It is the least movement for the track with the shortest amount of tunneling. It seems more cost effective and easier than dragging the system away out of it's current alignment. We should be doing what is the most cost effective method that improves the speed of service. Complainers be damned this is a vital piece of infrastructure that needs to be treated as a priority.
4058	Jul 12, 2024, 02:53 PM	Jennifer Savage	I support moving the tracks from the bluff to the proposed route. I and my family use the train fairly often to travel to LA and San Luis Obispo and the interruptions to service have been very inconvenient. I prefer alternative C but any more reliable route than we have now has my support.
4059	Jul 12, 2024, 05:24 PM	Cassidy McCarthy	i prefer alternative C which keeps the train above ground the longest.
4060	Jul 13, 2024, 09:12 AM	Amanda Matheson	I advocate for Alternative B, as it will had the least impact on the San Dieguito and Los Penasquitos lagoons. Alternative A looks like it will avoid lagoon impact, but of course construction under a lagoon will cause disruption to the land. Alternative C clearly disrupts the Penasquitos lagoon as it cuts right over the top. We should protect these dwindling natural areas as best as we can, as they provide a very important carbon sink and wildlife refuge for our region, in addition to being beautiful. Alternative B minimizes lagoon impact and also noise impacts from the train as it goes underground.

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4061	Jul 13, 2024, 11:57 AM	Aly Vazquez	<p>I am an Associate Grants Analyst for the Specialized Transportation Grant Program at SANDAG. Though my professional background is in grants management, I also have a Masters in City Planning and have been watching this project closely as a San Diego resident and former Angeleno. I am commenting on this NOP because this project is of particular concern to me. I used to travel to San Diego once per month for seven years via either Amtrak Pacific Surfliner or a vehicle to visit loved ones. I traveled on the Surfliner so much that I became a first class user. The LOSSAN corridor is vital to Southern California. Former Angelenos know the intimate connection that Orange County and San Diego have with Los Angeles, California's major metropolis. Therefore this rail line attracts tourists and commuters alike for vacations, concerts, and baseball games. My Amtrak rides were often so popular I would find myself having to sit on the floor of the train due to a lack of seats. It is for this reason, I would like to express my support of Alternative B as a potential alignment since it could increase rail capacity and attract the most rail passengers. Alternative B is the fastest option which will allow for more frequency and competition with single occupancy vehicles traveling on our highways. It also poses the least environmental impacts to me because it is far enough away from the coast and the lagoon which may experience sea level rise in the future. By attracting the most passengers, it could also decrease vehicle miles traveled by reducing car trips up and down our coast. I would also like to state that I am not opposed to exploring other alignments during the EIR process that are just as fast as the Alternative B and perhaps allow for a few more stations (perhaps incrementally) so that passengers can access popular destinations such as San Diego beaches and the Del Mar fairgrounds. Thank you for your consideration.</p>
4062	Jul 13, 2024, 02:03 PM	Vladimir J. Konecni	<p>July 13, 2024</p> <p>Good morning,</p> <p>I am a resident and homeowner in Solana Beach and am vehemently opposed to Alternative "A" for the rail realignment for a variety of indisputable reasons. One of them is that the quality of life in the city of Solana Beach will be destroyed and its economy and living standards irreparably damaged.</p> <p>"A" is the most expensive of the three alternatives by far and causes the most disruption to the community, with the estimated 550,000 truck trips just to remove construction debris. It will devastate businesses on S. Highway 101, S. Cedros Ave, and the surrounding area in Solana Beach. The popular Rail Trail will be destroyed, and the local and San Diego economies and county enjoyment will suffer from the closure of the Del Mar Fairgrounds for years. The Fairgrounds is estimated to contribute \$680 million annually to the San Diego economy. Finally, it would take the longest to complete - up to five years longer than Alternative B &amp; C.</p>



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			<p>The fact that Alternative "A" involves an estimated over half a million truck trips for the delivery of material and removal of debris by itself represents an ecological disaster for our sensitive coastal area. It will not take long before ecological activists (rightly!) pay attention and further delay or cancel construction. It might seem odd that Alternative "A" had been pushed through by citizens of Del Mar, usually on the forefront of pro-ecological thinking; evidently that's only when it suits them.</p> <p>The citizens of Solana Beach, along with its City Hall, have been caught entirely off guard by the sudden appearance of Alternative "A" and by the absurdly short period granted for an organized citizen response by both residents and businesses. Who is responsible for the unseemly haste? Who is responsible for the sudden arrival of "A" among the options presented by SANDAG? And why has this alternative got the label "A"? One doesn't have to be a sociologist or political scientist to know that "A" on any list has an advantage in decision making and voting. Even if the public doesn't vote, busy members of some SANDAG committee may be (unconsciously?) influenced.</p> <p>Personally, I like Alternative "C" best because it tracks the current rail corridor most closely, is the shortest tunnel, is by far the least expensive, involves the fewest truck trips, and probably would be the quickest to complete.</p> <p>V. J. Konecni, Ph.D., Emeritus Professor, University of California, San Diego</p>
4063	Jul 13, 2024, 03:26 PM	Wesleigh Edwards	I very strongly oppose Alternative A. With double the cost of the other alternatives, and with the serious economic consequences to the region, and even more importantly, with the many environmental impacts to Solana Beach, Stevens Creek, the San Dieguito lagoon as well as the fairgrounds, Alternative A does not pass the common sense test or minimally impact the environment. Please focus on more viable Alternative options.
4064	Jul 13, 2024, 05:12 PM	Elaine Lawrence	I am writing to register my opposition to Alternative A for the rail realignment project in Solana Beach. As a taxpayer, and a resident, I am concerned about the environmental impact such a project would have on air quality and open space in our city, including the impact on the Rail Trail, which is an important element linking our community. In addition, the \$4+ billion price tag doesn't make sense when there are less costly options. Thank you, Elaine Lawrence
4065	Jul 14, 2024, 10:17 AM	Marjorie Smith	Plan c will damage a uniquely beautiful and important natural space and have a gravely negative financial impact on an area that generates much tax revenue and positive economics for the County

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4066	Jul 14, 2024, 10:45 AM	Carole Flanigan	NO to alternative C
4067	Jul 14, 2024, 11:24 AM	Holly Evans	No to option C
4068	Jul 14, 2024, 11:24 AM	Nikki Winston	Environment,ecosystem of lagoon. Very loud...110 mi an hr. Ht of train raised 8 ft.destroy property values.use eminent domain. Take views away. 7 years plus of NONSTOP construction..100,000 truckloads of excavated materiaLS IT WOULD ABSOLUTELY UNDERMINE OUR LIVING CONDITIONS , OUR HOMES OUR LIVES. TAKE IT OFF THE TABLE. ONLY REASON IS IT COST LESS FOR SANDBAG...OUR COST IN OUR LIFE IS BIGGER.
4069	Jul 14, 2024, 11:33 AM	Mary Dobry	I live on Carmel Valley road in front of where the work will continue for 7 years. The Torrey Pines reserve has been thriving for years and both noise and the construction would effect this delicate eco system. I am wondering if strengthening w steel or other support structures down to an adequate protection from earthquakes. The part of the train track through the reserve is not prone to land slides as the area along the ocean and coast. My feelings.
4070	Jul 14, 2024, 11:42 AM	Wesley Chaffin	I am a user of the Amtrak surfliner train and I encourage friends and family to use it as well when visiting San Diego because it is so pleasant and convenient. I would like to prioritize the speed of trains as well as electrification. In service of this, it seems like Alternative B is a good proposal. Alternative A seems needlessly out of the way, so I oppose it. Thanks for your consideration!
4071	Jul 14, 2024, 12:30 PM	Susan Goodell	There are multiple reasons that this should not be the route. My most major concern is the habitat, the environment, this being too close to the ocean itself, and with the seas rising due to climate change, they may have to be moved again!
4072	Jul 14, 2024, 01:17 PM	Deborah Saracini	NO to ALTERNATIVE C
4073	Jul 14, 2024, 01:26 PM	Lisa Sinclair	Creating a tunnel through Del Mar to move the tracks off the bluff is NOT an option. The negative environmental affect to the lagoon, pollution and disruption to the health and well being of the surrounding communities are but a few reasons to seek alternative routes along the 5. Or,
4074	Jul 14, 2024, 01:58 PM	Nancy Lietz	No to alternative C. Destructive to environment and too close to townhomes and state beach. It will be loud and disruptive. I think A IS THE MOST LOGICAL CHOICE
4075	Jul 14, 2024, 02:13 PM	Scott LaLoggia	No on C. It hurts the coast and estuary the most. I think A is the best option.
4076	Jul 14, 2024, 04:42 PM	Melodie Hovland	It would definitely be detrimental to Los Penasquitos Lagoon's wildlife & water quality.

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			A much preferable area is next to I-5. Tunnels would be noisy & when we have an earthquake, which we will, the tunnel could collapse.
4077	Jul 14, 2024, 05:34 PM	Ana Celia Zentella	I am verry upset about C alternative disrupting lives, ending homes, causing stress.. move to hwy 5 is only reasonable alternative. PLEASE.
4078	Jul 14, 2024, 09:34 PM	Jennifer Terchek	I am against all of the proposals but mostly alternative C. Los Penasquitos Lagoon and its wildlife habitat will be destroyed by this, the tracks will be moved CLOSER to residences, will be louder, sounds like our views and our home values will plummet. Why are you starting to tunnel so close to homes? Why would you destroy a very popular area for families to come to enjoy the beach and nature. Why cant the tunneling start somewhere not close to homes and not exit close to homes. This is going to destroy this area. Thank you for this opportunity.
4079	Jul 14, 2024, 10:01 PM	Nina Jackson	No to option c (3) for railroad I. Front of sea village, sea point. It will ruin quality of life, views, noise, pollution.
4080	Jul 14, 2024, 11:23 PM	Quintin Munoz	I am writing to submit a public comment regarding the SANDAG train development project in Del Mar, specifically in response to Alternative A. My primary concern is the potential impact on wildlife, particularly in the San Dieguito Lagoon and the Los Penasquitos Lagoon areas. These sensitive habitats are home to ospreys, least terns, and other vulnerable species whose welfare could be significantly affected by the proposed project.  Under the California Environmental Quality Act (CEQA), it is imperative that environmental impacts are thoroughly assessed and mitigated to protect these habitats and species. Alternative A poses several risks, including increased noise levels and potential dangers associated with increased train activity, which could disrupt nesting behaviors and threaten the survival of local wildlife populations.
4081	Jul 15, 2024, 05:51 AM	Deborah Thorpe	NO to ALTERNATIVE C
4082	Jul 15, 2024, 07:45 AM	Jeremiah Jackson	Alternative A has far less environmental impact than the others, and Alternative C is the worst option. I am opposed to Alternative C.
4083	Jul 15, 2024, 09:08 AM	betsy milich	As a resident in Del Mar living on Seaview Avenue, I have significant concerns about the LOSSAN project and want to ensure that the EIR (and EIS as required) fully address all temporary and permanent impacts on Del Mar residents living near portal locations and along tunnel alignments, including but not limited to: 1. Direct and indirect impacts on homes at or near portal and tunnel alignment including: a. The need to condemn property for rail portal and tunnel construction including all alternatives to condemnation b. Visual impacts during and after construction-i.e. views to and from homes impacted (both the Coastal Commission and City of Del Mar require that view impacts be fully assessed) c. Impacts, including but not limited to visual, view blockage, noise, of any modifications to the

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			<p>alignment (vertical and/or horizontal) of Jimmy Durante Blvd. and/or Camino Del Mar</p> <p>d. Concentration of pollutants and noxious fumes from tunnel venting at portal locations</p> <p>e. Noise and vibration impacts both during construction and long term</p> <p>f. Soils stability and construction impacts both during construction and long term</p> <p>2. I would request visual simulations of all project alternatives showing impacts on homes of portal locations, tunnel alignments and existing roadway modifications showing impacts both temporary (i.e. during construction) and long term</p> <p>3. Use of "story poles" to document the visual and view blockage impacts of all project alternatives and any modification to existing roadways (i.e. Jimmy Durante Blvd. and Camino Del Mar)</p> <p>4. A discussion of other tunnel projects with similar soils conditions and with similar tunnel depths and what their long-term impacts.</p> <p>5. The EIR should discuss the likelihood of hazardous, explosive and/or dangerous material transport underneath homes and along rail lines and protective measures proposed.</p> <p>6. The EIR should address safety and security of the tunnels--i.e. undesirable and criminal activities within the tunnels</p>
4084	Jul 15, 2024, 09:23 AM	Chris Halter	<p>Prioritize three things: 1) speed of construction, transit time impact, and cost. This corridor is a critical link to LA, particularly as vehicle traffic on the 5 becomes more and more unbearable. Please do not yield to the will of wealthy homeowners in Del Mar, and consider the massive amount of folks who will benefit from safer, faster, and more reliable rail transit to LA.</p>
4085	Jul 15, 2024, 01:10 PM	Nina Jackson	<p>The train would enter the underground portal at Del Mar Car Care, causing loud venting sounds and the removal of properties via eminent domain</p> <p>The track berm would be raised 8 feet higher than it is now</p> <p>No to option C:</p> <p>The new trains would be high speed up to 110 MPH (very loud) and require fencing and walls for safety</p> <p>It would be harmful to Los Penasquitos Lagoon and its wildlife habitat</p> <p>It would impact tidal flow patterns and vector/ mosquito control</p> <p>It would negatively impact our property values by reducing or taking away our ocean views all together</p> <p>It would be 7+ years of non-stop construction traffic on Carmel Valley Road, with over 100,000 truckloads of excavated materials traveling on Carmel Valley Road around the clock- interrupting quality f life for humans and wildlife</p>
4086	Jul 15, 2024, 01:36 PM	Andy Menshek	<p>NO on Alternative A.</p> <p>The most expensive option by billions of dollars. The longest construction period. The largest negative financial impact to Solana Beach, San Diego County Fair Operations, 22nd Agricultural</p>

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			District. etc,etc,etc.  ZERO outreach to the affected resident's, business community and local agencies of Solana Beach prior to selecting the final 3 alternatives.  HOW DID THIS HAPPEN?
4087	Jul 15, 2024, 04:19 PM	David Nakano	No to Alternative C!! If coastal erosion is the impetus for moving the tracks, why would you move it parallel and such a short distance from the coastal cliffs which the drilling, expansion efforts, and constant vibrations would certainly cause MORE EROSION along the coastal cliffs, not to mention totally disabling access in and around Del Mar, uprooting homes, upsetting the preserved wildlife in Los Penasquitos Lagoon and destroying commerce for years to come. Option A makes the most sense however longer and more costly. Therefore, it seems that Option B is the least destructive, cost-effective solution.
4088	Jul 15, 2024, 04:25 PM	peter glaser	Why not shift the north portal for alt B east so it lines up with Crest Canyon. Use Cut and Fill through the canyon, then restore the canyon when you're finished. No Solana Beach, Not under Del Mar homes and the Fairground takes less of a hit then on alt A.
4089	Jul 15, 2024, 04:26 PM	Tracy Nishikawa	Use the money for tunneling to buy all the houses on the bluff, tear them down, and route the tracks on the cleared land. Use eminent domain if necessary.
4090	Jul 15, 2024, 06:40 PM	Vicki Smith	Clearly Alternatives B & C have the most impact on home owners. "C" is moving from an unstable environment to an unstable environment. Not sure how that is even a consideration. Alternative A is the clear, permanent, long-lasting choice. Thank you for allowing the community to speak on this matter!
4091	Jul 15, 2024, 07:03 PM	Cheryl Coate	NO ON ALTERNATIVE C. While Alternative C may cost less, it would have severe negative impacts on both the neighborhoods and on the environment that it would impact. Specifically, it would be extremely detrimental to the Los Penasquitos Lagoon and its wildlife habitat. This in itself is just cause for ruling out Alternative C as an option. It would also negatively impact the property value of the hundreds, if not thousands of homes in the area that are owned primarily by senior citizens who purchased their homes in good faith. Many of these homes are the cornerstone of their retirement portfolios and the reduction in their property values could conceivably bankrupt many families. Alternatives A and B would cost more but would have no such major impacts on local neighborhoods and the Los Penasquitos Lagoon and its wildlife habitat. Why is Alternative C even being considered? Perhaps just because it costs less? Considering the extreme negative impacts it would have on the surrounding area and communities, Alternative C should be abandoned. Again, NO ON ALTERNATIVE C.
4092	Jul 15, 2024, 07:14 PM	Ariane Starceski	I oppose Alternative A!!!!!! At double the cost of the other alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek,

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			the Fairgrounds and the San Dieguito Lagoon, Alternative A does NOT pass the common sense test. Please focus more on viable alternatives.
4093	Jul 15, 2024, 08:16 PM	Holly Anderson	<p>I am a resident and homeowner of Del Mar Terrace with direct views of the Los Penasquitos Lagoon and the existing track. My preferred realignment is Route A, with Route B as a second choice. Route C makes no sense to double elevated track through the sensitive Los Penasquitos Lagoon habitat. There is no reason to run elevated tracks through the lagoon which will disturb sensitive habitat and destroy coastal views. The Lagoon habitat is one of the largest remaining pristine coastal estuaries in Southern California.</p> <p>Option A avoids all impacts on the San Dieguito and Los Penasquitos Lagoons. Option A has no disruption of local residents homes. Option A removes the trains impacts on the local Del Mar Terrace residences, businesses, and Torrey Pines State Beach.</p> <p>Option B would work as well except for the disruption of the local residents homes at the North portal.</p> <p>Thank you, Holly Anderson</p>
4094	Jul 15, 2024, 08:20 PM	Jad Duncan	I believe alternative b is the best solution. It moves the train tracks out of the lagoon and provides for the fastest train travel
4095	Jul 15, 2024, 08:24 PM	Miles Duncan	I would like to see Alternative B as the solution as it would remove the tracks from the lagoon and provide the fast connection though Del Mar. As a frequent rider of the coaster and surfliner I would also hope option A is not chosen as it is unnecessarily out of the way and overly expensive, resulting in a loose loose for transit riders and tax payers a like.
4096	Jul 15, 2024, 08:46 PM	Dillon Patel	I oppose Alternative A. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts of Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not pass the common sense test. Please focus on more viable Alternatives
4097	Jul 15, 2024, 09:27 PM	Reese Mines	No to C
4098	Jul 15, 2024, 09:51 PM	Ann Ziegler	I oppose Alternative A. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts of Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not pass the common sense test. Please focus on more viable Alternatives
4099	Jul 15, 2024, 09:59 PM	Derren Geiger	<p>To Whom It May Concern-</p> <p>I am of the opinion that this train route is unnecessary altogether given the issues in San Clemente and Del Mar. If deemed necessary, federal funding should be required to pay whatever the cost is to track I-5 to the south of San Clemente. However, if these proposed choices are the only ones to opine on, the only re-alignment that makes any sense is that which can track I-5,</p>

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			<p>which is Alternative A. While "A" has been described as the longer, more expensive route, it very likely will come in less than the others when all is said and done. Selecting Option B will be mired in very long and intensive litigation. This adds massive legal expenses on top of inflated costs (resulting from being forced to push the project out several years). Option C will likely not pass an environmental review and will also be mired in long, intense litigation. This patch-work bandaid approach needs to stop. Bite the bullet and place the tracks next to the existing freeway. Sandag is attempting to literally ruin an idyllic town. Enough is enough.</p>
4100	Jul 16, 2024, 07:04 AM	Shapour Asslani	<p>I live in Del Mar on Recuerdo Drive, I have been enjoying walking in Crest Canyon and San Dieguito Lagoon areas for several years , I strongly disagree with Alternative A and B ,tunneling under San Dieguito Lagoon and Crest Canyon will be a disaster to the environment and wildlife in these areas.</p>
4101	Jul 16, 2024, 07:25 AM	Shirley Johnson	<p>NO to Alternative C</p>
4102	Jul 16, 2024, 08:05 AM	Martha Sullivan	<p>In SANDAG's "Alignments Screening Report" dated May 31, 2024, the "Fairgrounds South" Portal is listed for Alignments P7-A &amp; P7-B in Figure 1-1, "Conceptual Alignments &amp; Stakeholder and Outreach Alignments"and in Figure 2-5, "Stakeholder and Outreach Alignments" at p. 82; but NOT in Figure 4-2, "Stakeholder and Outreach Alignments Advanced". WHY IS THIS? I could find no obvious answer in the analysis therein. This tunnel portal has been considered and studied since at least 2017.</p> <p>In December 2017, SANDAG published 3 Alternatives for relocating the train off the Del Mar Bluffs, very similar to the 3 routes published in the recent Notice of Preparation. Big Difference: The 2017 "Interstate 5 Alignment" would have a portal south of the Fairgrounds and preserve the planned San Dieguito Bridge, not north of it, beginning in Solana Beach &amp; replacing the planned San Dieguito Bridge. Why the change? See the description on p. 19: <a href="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">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</a></p> <p>The I-5 East Alignment in the December 2017 SANDAG study would use part of the proposed San Dieguito bridge to begin the relocation of the train off the Del Mar bluffs, avoiding more homes in northeast Del Mar, but also staying on the edge of the Del Mar Fairgrounds; again, why the change to starting the relocation up in Solana Beach? See p. 24: <a href="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">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</a></p>

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			<p>The EIR needs to consider this Fairgrounds South portal to avoid much of the Del Mar Fairgrounds, and the I-5 East Alignment appears to avoid more homes, albeit using part of the still-to-be built San Dieguito bridge -- but wouldn't destroy/replace it as with Alternative A in the NOP.</p> <p>Thank you for considering my Comments. I realize that this is an extremely difficult decision for our region to make, given that no one comes away unscathed. But the need to relocate this essential train service off the crumbling Del Mar Bluffs has been known for 20 years, studied for at least 15 and the time is NOW.</p>
4103	Jul 16, 2024, 08:37 AM	Mary Dollarhide Lutz	<p>I live at the top of Mar Scenic above the canyon. This is the canyon wear there are posted warnings about unstable cliffs and where dogs are not allowed because of the sensitive habitat. In recent years we saw the poor planning and disregard for the canyon result in an overbuilt Del Mar Heights School remodel that includes reported 27 foot ceilings that block not only the views of the adjacent residents, but all who pass by on the public streets. It is an ode to the glory of the builder, not an inviting campus for little ones. Now SANDAG comes with the next big boondoggle for builders that will further disrupt this fragile area, one of the last remaining open spaces in all of Del Mar. Find another way. I have attended multiple SANDAG and other meetings and viewed the spaghetti lines. I understand that there need to be portals and curve allowance. I understand the cliffs are dangerous for the tracks and that commercial rail needs a way south. I also understand that ridership is very light on the trains except for certain days and times of year. Building a tunnel through the canyon in Del Mar is untenable, unless the goal is simply to make developers rich at the expense of those who have made their lives here and the wildlife which has nowhere else to go. I know you are working hard to do the right thing. Keep at it. There has to be a better way. Mary Dollarhide Lutz</p>
4104	Jul 16, 2024, 09:05 AM	Carl Kukkonen	<p>Alternative A puts too much burden on a residential neighborhood. Any impact should be shifted to the Fairgrounds so as not to disturb homeowners and renters - many of whom have lived along Cedros for years.</p>
4105	Jul 16, 2024, 09:48 AM	Andrew Lutz	<p>I am opposed to building a tunnel under the Torrey Pines State Reserve, the Crest Canyon Reserve, the wetlands bordering these parks and the neighborhoods known collectively as Del Mar. There is no benign development. No unobtrusive railway portal. The osprey, coyotes, hawks, owls and thousands of other land and aquatic animal and plant species will be disturbed. Some will be destroyed. These areas have been designated as "sensitive habitat" for a reason. By allowing exploration, testing and the unspecified but anticipated drilling, digging, dredging and hauling of the Earth, the impact will be catastrophic for many species. And the humans? Don't be deluded. Humans will be adversely affected. Rampant development throughout the San Diego area is destroying the quality of life. "Density" is seen as a positive even though it is a odds with community. Density is the word developers use to describe what used to be called "over-</p>



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			crowding." Just take a look at Carmel Valley and the Route 56 corridor. This kind of growth is unsustainable. Why? Because it is ultimately bringing about our own destruction. Density strains resources, adds to the devastation caused by the use of carbon-based technologies, and eliminates so-called "green space." The proposed project, with its years of excavation, noise, dust, and the disturbance and destruction of wildlife is foolhardy. There is no other Earth. These creatures have no where else to go. There are other solutions to the problem of moving a rail line that was foolishly built atop seaside cliffs. I suggest that these other solutions be explored and utilized.
4106	Jul 16, 2024, 10:03 AM	Melissa Hanna	No on C!
4107	Jul 16, 2024, 10:05 AM	David King	My wife and I have lived along Carmel Valley Rd between Via Donada and Esperia for 34 years and would love to see the tracks moved out of the Lagoon to Alternatives B or C? Our house shakes with each train especially the freights so return the Lagoon to a quiet environment for the animals in the water and air similar to how nice the Lagoon east of the fair grounds now looks. Remove the tracks, berms and bridges for complete restoration with a walking path around the perimeter of the Penasquitos Lagoon.
4108	Jul 16, 2024, 10:52 AM	Matthew Willmore	We should not spend more money, tunnel under the fairgrounds, and cause economic disruption to the fairgrounds and other events just to please the people of Del Mar. We all shoulder the burden to improve our community, and the best solution for all of the LOSSAN corridor is obviously the cheaper and more direct Alternative C or Alternative B.
4109	Jul 16, 2024, 11:50 AM	Mirjam Konecni	<p>I am a resident of Solana Beach and live near the Fairgrounds. I am writing this comment to share with SANDAG that I vehemently oppose Alternative "A". The proposed tunnel will have a lasting, unrecoverable, and devastating impact on Solana Beach economically and ecologically. The quality of life of all who live west of I-5 in Solana Beach will be greatly and adversely impacted for what could be as long as 12 years! Affordable housing on Cedros will have to be evacuated, leaving numerous residents without a home.</p> <p>After reading all the materials, I concluded that it made no sense for SANDAG to have accepted Alternative "A" due to it being twice the estimated price tag at \$4.14 billion, taking 7-12 years to complete, flooding threatening the safety of the Solana Beach residents as the tunnel is being built, unless steps are taken to prevent this, like diverting or pumping dry Stevens Creek. The vast increase of truck trips estimated to be 547,200 and an increased tunnel length of just over 5 miles and above all the problems with the bluffs are in Del Mar and NOT in Solana Beach. The Del Mar Alternatives "B" and "C" are estimated to cost \$2.28 billion and \$1.85 billion respectively and take a maximum of 7 years to build, Alt- "B" 3.1 miles and 230,000 truck trips and Alt- "C" ~2.0 miles and 127,300 truck trips.</p> <p>It is well known that the residents of Del Mar had at least a 2-year head start over Solana Beach,</p>

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			<p>they have been "courting" SANDAG, are very wealthy, have power and influence, are well organized, hired a law firm, and who knows what else they have done and are doing to ensure that Alternative "A" will be pushed through. The SANDAG team by now surely knows the Del Mar city council members, the wealthy residents, and the businesses involved well. Perhaps the Del Mar community wore SANDAG members down with statements of what they will do...! How else could Del Mar have succeeded in making Solana Beach the resolution for their "bluff problem"? The fact that the Solana Beach city council was completely blindsided by Del Mar and SANDAG is very telling! The Solana Beach Mayor only heard about this on June 17, 2024! With the SANDAG comment deadline set at July 19, 2024, only a month is available for the leadership of Solana Beach, businesses, and residents to lodge comments on your SANDAG site. Oh yes, and it is summer (vacation), not an opportune time to get into action for Solana Beach. I cannot help but feel that bigger powers are involved, including that the Solana Beach Alternative is labeled "A", one does not have to be a sociologist/psychologist to figure out that this was done on purpose, to make it sound as the preferred option for SANDAG and its voting committee.</p> <p>The eroding bluffs are a Del Mar problem, and theirs alone! None of the Del Mar residents that purchased or built these expensive homes over the past 50 years, situated along the train tracks or near them were worried about bluff erosion, the ecology, health issues, or being exposure to toxic fumes from the daily train traffic because they wanted to live close to the ocean and enjoy the fantastic ocean views: All that was fine and acceptable but now that a tunnel needs to be build, they are in "fear of their health"! I say that Del Mar does not want to take responsibility for their past choices (greed?!) and is looking for a scapegoat which is conveniently the neighboring city of Solana Beach.</p> <p>Solana Beach businesses situated along Highway 101 and Cedros will lose their revenue. During the past 10 years, Solana Beach greatly improved the landscaping and the appearance along Highway 101. The 12-year-long work on the tunnel will destroy all of this and leave the city of Solana Beach in shambles.</p> <p>The humongous price tag for the tunnel and all the additional financial losses, the influx of traffic, workers, noise, and dirt will be devastating. Using the I-5 of Via de la Valle will become impossible. All festivities at the Fairgrounds halted.</p> <p>I strongly urge SANDAG to do what is honorable and right. Please do not succumb to the pressure from the well-oiled machine of wealth and power of Del Mar and select Alternative "B" or "C" to solve the Del Mar buff problem.</p> <p>Vote NO on Alternative "A"!</p> <p>Sincerely,</p>

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			Mrs. M. C. Konecni A resident of Solana Beach
4110	Jul 16, 2024, 11:58 AM	Tanalski Family Survivors Trust (J. Tanalski, TTEE)	"NO" on Alternative Route C. " No on Double Tracking the Rails thru the sensitive Los Penasquitos Lagoon habitat. " No on the increased train shaking, vibrations, noise, and horns. ' No on the increased train traffic and speeds from the two-way rail double tracks. ' No on the proposed extensive bridge structure on the western side spanning thru the middle of the lagoon. ' No on a second rail track that will be even closer to houses and businesses along Carmel Valley Rd. " No on the increased height and width of the double track rail berms thru the middle of the lagoon. ' No on the increased impact on the local residences, businesses, and Torrey Pines State Beach community.
4111	Jul 16, 2024, 12:09 PM	Tanalski Residuary Trust (J. Tanalski)	"NO" on Alternative Route C. " No on Double Tracking the Rails thru the sensitive Los Penasquitos Lagoon habitat. " No on the increased train shaking, vibrations, noise, and horns. ' No on the increased train traffic and speeds from the two-way rail double tracks. ' No on the proposed extensive bridge structure on the western side spanning thru the middle of the lagoon. ' No on a second rail track that will be even closer to houses and businesses along Carmel Valley Rd. " No on the increased height and width of the double track rail berms thru the middle of the lagoon. ' No on the increased impact on the local residences, businesses, and Torrey Pines State Beach community.
4112	Jul 16, 2024, 12:56 PM	CLAYTON JOHNSON	NO ON ALTERNATIVE C. PLEASE PROTECT HOMEOWNER VALUES FOR SENIOR CITIZENS!
4113	Jul 16, 2024, 12:56 PM	Laurel Rohlf	B is the best option for cost and environmental impact. Please go with B.
4114	Jul 16, 2024, 12:57 PM	CLAYTON JOHNSON	No on Alternative C. Please protect homeowner values for Senior Citizens!
4115	Jul 16, 2024, 01:08 PM	Hannah Miyamoto	Speaking for Coaster and Amtrak passengers traveling between Oceanside and San Diego, Alternative B through Crest Canyon is the best option for relocating the LOSSAN tracks because it will allow trains to eventually roll up to 110 MPH through the area. Alternative B also helps *eliminate* *existing* impacts on wetlands and parkland, and it will cause the least impact on the Del Mar CBD during the construction period and after the project is completed. Although Alternative B requires a tunnel 8% longer than Alternative C, the higher operating speeds and lessened impact on the environment more than justify the choice of B over C. Alternative A, which would have major impacts on the County fairgrounds, Solana Beach, and San Dieguito Lagoon, plus require the construction of an underground station to serve the fairgrounds, requires the most tunneling of all alternatives, including a sub-aqueous tunnel, along with other issues, while slowing both passenger and freight trains, would be an absurd decision that no reasonable decisionmaker would make. The impacts on most neighboring residents and business owners

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			from the construction and operation of the tunnel in Alternative B, including vibration impacts, will be trivial, despite the exaggerated and uninformed claims that some are making now.
4116	Jul 16, 2024, 02:01 PM	Troy Philipps	<p>I would vote no to alternate C for reasons listed below...</p> <ul style="list-style-type: none"> <li>• Right in front of Sea Point where I live, the train tracks will be moved closer to Carmel Valley Road</li> <li>• The train would enter the underground portal at Del Mar Car Care, causing loud venting sounds and the removal of properties via eminent domain</li> <li>• The track berm would be raised 8 feet higher than it is now</li> <li>• It would become double tracked and louder</li> <li>• The new trains would be high speed up to 110 MPH (very loud) and require fencing and walls for safety</li> <li>• It would be harmful to Los Penasquitos Lagoon and its wildlife habitat</li> <li>• It would impact tidal flow patterns and vector/ mosquito control</li> <li>• It would negatively impact our property values by reducing or taking away our ocean views all together</li> <li>• It would be 7+ years of non-stop construction traffic on Carmel Valley Road, with over 100,000 truckloads of excavated materials traveling on Carmel Valley Road around the clock</li> </ul> <p>Thank you kindly, Troy Philipps</p>
4117	Jul 16, 2024, 02:04 PM	Kristin R. Philipps	<p>No to Alternative C. Here are my thoughts...</p> <p>Right in front of my home in Sea Point, the train tracks will be moved closer to Carmel Valley Road</p> <ul style="list-style-type: none"> <li>• The train would enter the underground portal at Del Mar Car Care, causing loud venting sounds and the removal of properties via eminent domain</li> <li>• The track berm would be raised 8 feet higher than it is now</li> <li>• It would become double tracked</li> <li>• The new trains would be high speed up to 110 MPH (very loud) and require fencing and walls for safety</li> <li>• It would be harmful to Los Penasquitos Lagoon and its wildlife habitat</li> <li>• It would impact tidal flow patterns and vector/ mosquito control</li> <li>• It would negatively impact our property values by reducing or taking away our ocean views all together</li> <li>• It would be 7+ years of non-stop construction traffic on Carmel Valley Road, with over 100,000 truckloads of excavated materials traveling on Carmel Valley Road around the clock</li> </ul>

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			<p>Thank you,  Kristin Philipps  ██████████  Del Mar, CA 90214</p>
4118	Jul 16, 2024, 02:48 PM	Patty Scott	<p>Thank you for accepting public opinion. We own the commercial building next to Viewpoint Brewery and we oppose option A. The construction and disruption that will be caused by that option will be detrimental to our business...our livelihood. Please consider one of the other 2 options but NOT A. Thank you.</p>
4119	Jul 16, 2024, 04:36 PM	Mary Alice Lorio	<p>I am a resident of Del Mar Terrace. My choice for the re-alignment alternative is A.</p> <p>In my opinion, Alternative C should not even be a consideration.</p> <ol style="list-style-type: none"> <li>1. The tracks currently located in the Los Penasquitos Lagoon should be removed altogether. Historically and for too long, they have disrupted water flow between Los Penasquitos Creek and the ocean. So, placing a NEW elevated train rail would cause further disruption to this area.</li> <li>2. Placing a portal at the south end of the lagoon and the Del Mar Terrace would result in massive earth removal and total reconfiguration of Carmel Valley Road on the south end. There is not enough property between the Portofino and Carmel Valley intersection and the lagoon to create this "landing" area.</li> <li>3. In the Notice of Preparation of a Draft Environmental Impact Report it states your objective to me "Minimize impacts in the surrounding communities during and after construction" This is not achievable nor will be possible in Alternative A.</li> <li>4. In the Notice of Preparation of a Draft Environmental Impact Report it states your objective is to "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." Again, this is not achievable nor will be possible in Alternative A.</li> </ol>
4120	Jul 16, 2024, 05:03 PM	Peter LaMontagne	<p>There are 8 million people that ride these rails every year vs. less than 4000 residents of Del Mar. The voices of the entire region should be heard, not just those of a few wealthy and well-connected folk. This project will benefit the entire region (and really the entire world) by reducing greenhouse gas emissions and providing a safe way to travel that is accessible to so many more people than driving. I am a 22 year old San Diego resident that is worried about the car dependency and greenhouse has emissions of my region. I think it is important we build safe, equitable transit for all, even if a small group of people oppose the project.</p> <p>I think alternative B is the best option. It reduces travel time, minimally affects surrounding homes</p>

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			and businesses, and is a reasonable cost. I understand wanting to avoid impacting the residents of Del Mar but, truthfully, spending 3 billion dollars for a tunnel (instead of a surface alignment) is already more than enough. Please do what is right for Southern California and advance this project with minimal delay.
4121	Jul 16, 2024, 05:09 PM	Julia Bubar-Siegel	<p>No double track under my home [REDACTED] Worth hundreds of millions of dollars. Del Mar City is a gem of San Diego County. Lossan Double Rail alignment tunnel 1-4 billion dollars. 10 year development project 2027-2037 year. 1.3 mile tunnel 300 feet underground.</p> <p>Stoo and start train in solana Beach. People can take public bus. Build trolley above I-5.</p> <p>Take a survey of public transport on train vrs large transport of heavy commercial transport of cars, metal scrap. What is the train used for. I-5 important. Airplanes important. Military have needs security for their people and products and use their own planes, ships autos, RV's etc for transport. SANDAG destruction Penisquitos Lagoon, Torrey Pines State Natural Reserve vistas is happening destruction at a too speedy pace. Natural environment can not be saved by a gigantic lossan project mental negative project. Del Mar will look like a train parking lot.</p> <p>Most People love their cars, We love our privacy. We love to carry our own bought objects in our cars, not to worry about theft. A train is a product of 1918.</p> <p>SANDAG needs to update their buses. They are in terrible condition. People are extremely aware who rides a bus and do not want to contend with any crazy person. This San Diego, not New York.. Lossan is a Civil Engineer fantasy, to become a reality.</p> <p>Destroy a small community Del Mar that is safe the way it is 2024.</p> <p>Move the train or no train under I-5.</p>
4122	Jul 16, 2024, 05:28 PM	Lawrence Goldstone	Alternative C would be a disaster to thousands of residents, uproot businesses and homeowners, and destroy the very reasons so many wish to move here for decades to come. Alternative A, while not ideal, would displace far fewer residents and cause far less dislocation, as would Alternative B.
4123	Jul 16, 2024, 05:36 PM	leon s alpert	The proposed route near Carmel Valley Road (at Torrey Pines State Beach) would be very disruptive both the residents and environmentally. Perhaps the best solution is to bolster the cliffs and leave the rail route as is.
4124	Jul 16, 2024, 05:46 PM	Ronne Froman	<p>I vote NO to alternative C</p> <p>We have property in Sea Point</p> <p>We have alot invested here and Alternative C wipes that investment away.</p>

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4125	Jul 16, 2024, 05:55 PM	Alex Aravanis	<p>Route C would be wrong for the following reasons:</p> <p>Right in front of Sea Point, the train tracks will be moved closer to Carmel Valley Road</p> <p>The train would enter the underground portal at Del Mar Car Care, causing loud venting sounds and the removal of properties via eminent domain</p> <p>The track berm would be raised 8 feet higher than it is now</p> <p>It would become double tracked</p> <p>The new trains would be high speed up to 110 MPH (very loud) and require fencing and walls for safety</p> <p>It would be harmful to Los Penasquitos Lagoon and its wildlife habitat</p> <p>It would impact tidal flow patterns and vector/ mosquito control</p>
4126	Jul 16, 2024, 05:59 PM	Margaret Wolf	<p>It is critical that SANDAG listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon Foundation and Torrey Pines Community Planning Board, Alternative C should be dropped from further consideration. Alternative C is clearly not in the best interests of the environment or the community and it is a waste of taxpayer resources to study an alternative which obviously makes no sense to pursue.</p>
4127	Jul 16, 2024, 06:00 PM	Terry Morhous	<p>It is critical that SANDAG listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon Foundation and Torrey Pines Community Planning Board, Alternative C should be dropped from further consideration. Alternative C is clearly not in the best interests of the environment or the community and it is a waste of taxpayer resources to study an alternative which obviously makes no sense to pursue.</p>
4128	Jul 16, 2024, 06:00 PM	Cameron Morhous	<p>It is critical that SANDAG listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon Foundation and Torrey Pines Community Planning Board, Alternative C should be dropped from further consideration. Alternative C is clearly not in the best interests of the environment or the community and it is a waste of taxpayer resources to study an alternative which obviously makes no sense to pursue.</p>
4129	Jul 16, 2024, 06:01 PM	Anne Bullock	<p>It is critical that SANDAG listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon Foundation and Torrey Pines Community Planning Board, Alternative C should be dropped from further consideration. Alternative C is clearly not in the best interests of the environment or the community and it is a waste of taxpayer resources to study an alternative which obviously makes no sense to pursue.</p>
4130	Jul 16, 2024, 06:01 PM	Celeste Morhous	<p>It is critical that SANDAG listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon Foundation and Torrey Pines Community Planning Board, Alternative C should be dropped from further consideration. Alternative C is clearly not in the best interests of the environment or the community and it is a waste of taxpayer resources to study an alternative which obviously makes no sense to pursue.</p>

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4131	Jul 16, 2024, 06:08 PM	peng zhang	I am strongly in favor of Route A and Route B. I am against Route C as I do not want to add the rail tracks to the Los Penasquitos Lagoon for habitat preservation reasons.
4132	Jul 16, 2024, 06:09 PM	brian dunne	No on Route C as I want the Los Penasquitos Lagoon habitat preserved.
4133	Jul 16, 2024, 06:10 PM	Polis	Absolutely NO on the third C location. This would destroy the quality, quietness and value of my home as well as the lagoon.
4134	Jul 16, 2024, 06:14 PM	Brent Van Brocklin	I believe Alternative B to be the best for the entire corridor and region as it would produce the fastest times for travel. Alternative C
4135	Jul 16, 2024, 06:21 PM	Ellen Patterson	<p>NO to Alternative C for the following reasons:</p> <p>It is right in front of my neighborhood (Sea Point), the train tracks will be moved closer to Carmel Valley Road.</p> <p>The train would enter the underground portal at Del Mar Car Care, causing LOUD venting sounds and the removal of neighborhood properties via eminent domain.</p> <p>The track berm would be raised 8 feet higher than it is now It would become double tracked. This will significantly block our neighborhood's ocean views and be much louder than it is currently.</p> <p>The new trains would be high speed up to 110 MPH (very LOUD) and require fencing and walls for safety. These fencing and walls will take away our ocean views (the very reason everyone in this neighborhood has purchased a home here).</p> <p>It would be extremely harmful to Los Peñasquitos Lagoon and its wildlife habitat.</p> <p>It would impact tidal flow patterns and vector/ mosquito control.</p> <p>It would negatively impact my neighborhood's property values by reducing or taking away our ocean views all together.</p> <p>It would be 7+ years of non-stop construction traffic on Carmel Valley Road, with over 100,000 truckloads of excavated materials traveling on Carmel Valley Road.</p> <p>Please take all of this reasons into account while determining which option makes the most sense. Option C does NOT make sense.</p>



Contribution ID	Date Submitted	First and last name	Let us know your thoughts in the comment box below.
4136	Jul 16, 2024, 06:32 PM	Susan Miller	As a resident of Del Mar (City of San Diego section but 92014 zip code), I am extremely concerned about the negative impact of the future rail realignment. The best option is to realign the train tracks from Oceanside all the way down to San Diego along the 1-5 corridor instead of the major disruption any of the current 3 options will cause in Del Mar, Solana Beach, the fairgrounds area and surrounding communities. In addition, we are very concerned about the years of construction noise, air pollution and air quality impacts we would have to endure, as well as the damage to the lagoons and other natural areas and wildlife. Also, it could cause increased fire danger in our canyons. Please reconsider and discard all of the current options and instead, design the rail realignment along I-5 all the way down the coast from Oceanside to San Diego.
4137	Jul 16, 2024, 06:34 PM	Daniel Jensvold, Architect	<p>As a 30 year Del Mar Terrace resident, business and property owner, at the corner of Carmel Valley Road and Via Borgia, I am in favor of Alternative A. It preserves both Penasquitos and San Dieguito Lagoons, takes no private property and puts the railway where it belong - along side Interstate 5. The North portal will afford the opportunity to cover the tracks for an extended park at the south end of the existing Solana Beach trench. Any impacts to the Fairgrounds could be easily dealt with, including the provision for a platform.</p> <p>As a secondary option, I favor Alternative B. It will preserve the ecologically critical lagoon and allow the removal of the tracks and earthen berm, thus enhancing the currently restricted tidal flow. This alternative also restores the Coastal Lagoon viewshed for both residents of Del Mar Terrace and visitors. The south portal is now proposed to be located on the south side of Penasquitos Creek, an excellent solution.</p> <p>The least desirable and most destructive option is Alternative C. This alternative would have incredibly deliterious effects on the lagoon, both environmentally and visually. Double tracking the existing railway with a 16' high elevated concrete bridge structure with piers at +/- 20' on center for most of the length of the lagoon is insane! The resulting structure would be of highway scale in width as well as height and block all scenic views of the ocean. The blocking of sunlight by the structure would have unmitigatable effects on the ecosystem below it. The existing rail tracks must be moved out of the lagoon, we have lived long enough with the noise, diesel soot and disturbance of the natural world they have imposed on the local residents. Penasquitos Lagoon is just as sensitive Coastal Resource as are the Del Mar Bluffs, if not more of an accesible Public treasure.</p>
4138	Jul 16, 2024, 06:42 PM	Ruth Fay	I prefer alternative A as it is the least disruptive to existing residences.
4139	Jul 16, 2024, 06:47 PM	Michael Ozurovich	This is a disruptive alternative. Any project should be directed to interior areas where it would be less disruptive and environmentally sound.
4140	Jul 16, 2024, 06:49 PM	Donald English	No on Plan C

Contribution ID	Date Submitted	First and last name	Let us know your thoughts in the comment box below.
4141	Jul 16, 2024, 07:02 PM	Scott Guilmette	No to option C. Terrible impact environmentally and essetically.
4142	Jul 16, 2024, 07:40 PM	Thomas Hornaday	It appears that Alternative B will have the least amount of environmental impact, and that it would be the most cost effective and time efficient solution. We strongly oppose Alternative C which would be environmentally obnoxious.
4143	Jul 16, 2024, 07:45 PM	Shelley Menshek	<p>Dear SANDAG Board Members,</p> <p>I oppose Alternative A. The environmental and economic impact to Solana Beach would be unfair and irresponsible. The environmental impact to Solana Beach homeowners and businesses would present huge air quality issues. Why would you choose Alternative A that is double the cost of the other Alternatives and would force Solana Beach residents and business owners to endure unnecessary hardship due to this greedy and unthoughtful Alternative A?</p> <p>I don't understand why you didn't consult and collaborate with our city before you proposed Alternative A. Not only would it cost our region billions of dollars of lost revenue to tunnel from Lomas Santa Fe south under Via De La Valle, Stevens Creek, and the Del Mar Fair grounds and San Dieguito Lagoon, it would forever change the landscape of our beloved and quaint Solana Beach.</p> <p>Please put yourselves and your families in your Solana Beach neighbors and business owner's shoes. Would you agree to Alternative A in your backyard when there are better Alternatives like B and C? Would you agree to Alternative A if you and your children must endure the dangerous impact to your air quality every day? Will you picture the impact on your and your family's daily life, as you are forced to bear the burden of decisions made by people who don't live in Solana Beach?</p> <p>Would you want 14 years of construction in your backyard and throughout your community? Can you see that your day-to-day living would be negatively impacted? You would say to yourselves, like we are saying right now, "How could our SANDAG board members and city of Del Mar betray us?"</p> <p>I know and respect my Solana Beach community and have talked with many neighbors, friends, and local businesses in Solana Beach and not one person wants Alternative A, nor do they believe it is a fair, kind, honest, neighborly, or a viable option for Solana Beach.</p> <p>Please do the right thing, be kind, consider others who will be gravely impacted by this Alternative, and do unto others as you would have them do unto you by opposing Alternative A.</p>

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			<p>Thank you,</p> <p>Shelley Menshek 7/15/2024</p>
4144	Jul 16, 2024, 08:32 PM	Stefanos Makris	No on alternative C
4145	Jul 16, 2024, 08:34 PM	Susan Lyon	<p>One of the brilliant things San Diego County is doing to combat future sea level rise and more challenging storm surges is the rejuvenation of our coastal lagoons. We are already seeing plans to raise the Torrey Pines state beach parking lot of Carmel Valley Rd because it will be damaged by larger waves and overall sea level rise. Moving the tracks away from the bluff should include moving them out of the western portion of the Penasquitos lagoon to increase our overall climate resiliency along with those other efforts. Alternative C would be a missed opportunity to solve the problem for a much longer time frame as well as use a maximum amount of natural tidal wetlands to protect our coast and protect the new tunnels/tracks in Alternative B or A.</p> <p>I know that natural beauty is a far lesser concern when we are talking about such a critical and expensive project, but pulling the tracks out of the western portion of lagoon could provide a NYC-highline style walkway that would unite a potential community park option on the parking lot and the state park and beach. This portion of the City of San Diego has zero parks and not even a shared use agreement with our elementary schools. (We have a terrific beach, but no dogs are allowed in any part of the state park.)</p> <p>Options A and B would provide San Diego with a truly unique chance to expand a beach destination for locals and tourists, maximize our resiliency with a larger wetland buffer, and increase the value of and access to a regional asset. (I sincerely hope that a larger vision of our many resources will be taken by working with the lagoon and state park.) Increasingly warmer temperatures mean that this beach, already a key natural cooling area for residents in hotter parts of San Diego, will be more essential in the future. While we actively prepare for the future of rail transport for LOSSAN, let's prepare for other key aspects of a healthy, thriving SD future. (If only our predecessors had considered such a long view of things when building blufftop train tracks, right?)</p>
4146	Jul 16, 2024, 08:49 PM	Erika Murphy	<p>I am voting NO on the Alternative C route planned for the following reasons</p> <p>It would be right in front of Sea Point where I live.</p> <p>The train would enter the underground portal at Del Mar Car Care, causing loud venting sounds and the removal of properties via eminent domain</p> <p>The track berm would be raised 8 feet higher than it is now</p>

Contribution ID	Date Submitted	First and last name	Let us know your thoughts in the comment box below.
			<p>It would become double tracked</p> <p>The new trains would be high speed up to 110 MPH (very loud) and require fencing and walls for safety</p> <p>It would be harmful to Los Penasquitos Lagoon and its wildlife habitat</p> <p>It would impact tidal flow patterns and vector/ mosquito control</p> <p>It would negatively impact my property values by reducing or taking away our ocean views all together</p> <p>It would be 7+ years of non-stop construction traffic on Carmel Valley Road, with over 100,000 truckloads of excavated materials traveling on Carmel Valley Road.</p>
4147	Jul 16, 2024, 08:52 PM	Herbert Vogler	<p>Hello. I am glad that this effort is being made to relocate the train tracks. I think the No Project alternative is completely untenable; the tracks have to be relocated. Closures of the only passenger and freight rail corridor connecting the city of San Diego to North County as well as to Los Angeles and Orange County due to foreseen erosion are unacceptable. Proposal A is far more expensive than the other two options, at an opportunity cost of other very important projects that also need to be funded in order to improve this corridor. I assume it would also take longer to construct due to the miles of extra tunneling required, as well as an underground platform for the Del Mar Fairgrounds. This is a critical project, and should be finished as quickly as possible. I strongly oppose Proposal A. Proposals B and C both seem reasonably affordable. Proposal C is the more affordable option, and includes an above-ground portion with views of Los Penasquitos Lagoon. This seems like the best option to me. I think Proposal B is also reasonable. Thank you.</p>
4148	Jul 16, 2024, 09:08 PM	Carol Schwarzblat	<p>I vote for options A or B</p> <p>No to option C! No to railway closer to Carmel Valley Rd homes and businesses!</p>
4149	Jul 16, 2024, 09:09 PM	Dan Schwarzblat	<p>I Vote for Options A or B!</p> <p>Option C would negatively impact the community</p>
4150	Jul 16, 2024, 09:12 PM	Georgia changaris	<p>No to Alternative C</p>
4151	Jul 16, 2024, 09:26 PM	Patti Erwin	<p>NO on Alternative C!</p>
4152	Jul 16, 2024, 10:00 PM	Katherine White	<p>I just listened to a video about the fan noise level and find this just another reason to take Alternative C off the table. The impact on the environment of the lagoon is drastically diminished with huge fans along side an already noisy freeway versus on the edge of a lagoon. Add that to the impact of many many years of construction, and the environmental devastation is so high. I know there is a need to rail and the transportation corridor but if there must be a tunnel at least mitigate the damage. Remove Alternative C from the planning. Save a ton of money by not considering a tunnel so close to the lagoon and ocean. Focus tax payer dollars looking at a better alternative on Sorrento Valley Road.</p>

<b>Contribution ID</b>	<b>Date Submitted</b>	<b>First and last name</b>	<b>Let us know your thoughts in the comment box below.</b>
4153	Jul 16, 2024, 10:33 PM	Sally Pollack	No to Alternative C
4154	Jul 16, 2024, 11:04 PM	Yue Zhang	NO to Alternative C!!!
4155	Jul 17, 2024, 12:17 AM	Alex Peyzner	That's a strong NO to ALTERNATIVE C
4156	Jul 17, 2024, 05:43 AM	David young	<p>I am strongly opposed the rail re-alignment option C. The impact on the neighborhood above the tunnel would be devastating.</p> <p>It seems unthinkable this route would be considered if the belief that the vibrations have caused the Bluff collapse. If you apply that logic and only go up 100 yards above the next bluff, how can you believe that the same thing won't happen to the neighborhood underneath the tunnel?</p> <p>Furthermore, the impact to the lagoon and the peaceful environment along the lagoon would be ruined. The alignment with the freeway makes the most sense because parking can be created to allow easy access to the train. If the goal is to increase the ability for individuals to utilize the railway, making that access along the freeway, makes the most sense.</p> <p>Your decision will impact Del Mar for the rest of the time the Earth is an existence. You must not consider route C. It is both damaging to the citizens, the beauty of the area and the environment around the lagoon.</p> <p>David Young</p>
4157	Jul 17, 2024, 06:32 AM	Cheryl Mcgrory	A big NO on Alternative route C for the train! Not only would it severely impact the views and property values of the surrounding homes, but it would be be disastrous to the wildlife habitat and harmful to Los Penasquitos Lagoon.
4158	Jul 17, 2024, 07:06 AM	VINCE ASPROMONTE	<p>PLEASE, PLEASE, PLEASE!!! eliminate "Alternative C" from consideration for the proposed new train route!</p> <p>It will devastate our entire neighborhood and way of life.</p> <p>It would . . .</p> <ul style="list-style-type: none"> <li>- Create irreputable harm to our beautiful Los Penasquitos Lagoon, impacting the wildlife habitat, affect tidal flow patterns and vector mosquito controls.</li> <li>- bring an estimated SEVEN YEARS of heavy truck traffic to Carmel Valley Road with ridiculous traffic problems and intolerable noise levels.</li> <li>- Impact ocean views and drastically reduce all our property values.</li> </ul> <p>PLEASE . . . do not devastate our beautiful community!</p>

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			Thank You! Vince Aspromonte
4159	Jul 17, 2024, 07:34 AM	Carolyn Sjostrand	NO to alternative C.
4160	Jul 17, 2024, 07:45 AM	Mindy Morris	No to Alternative C"? " " Because Alternative C is: Right in front of Sea Point, the train tracks will be moved closer to Carmel Valley Road The train would enter the underground portal at Del Mar Car Care, causing loud venting sounds and the removal of properties via eminent domain The track berm would be raised 8 feet higher than it is now It would become double tracked The new trains would be high speed up to 110 MPH (very loud) and require fencing and walls for safety It would be harmful to Los Penasquitos Lagoon and its wildlife habitat It would impact tidal flow patterns and vector/ mosquito control It would negatively impact our property values by reducing or taking away our ocean views all together It would be 7+ years of non-stop construction traffic on Carmel Valley Road, with over 100,000 truckloads of excavated materials traveling on Carmel Valley Road around the clo
4161	Jul 17, 2024, 07:47 AM	Kim Lyons	No. I do not support the Lossan Rail Realignment Project.
4162	Jul 17, 2024, 07:56 AM	Robert Kellerhouse	Yes to A: Less impact and more closely aligns with the commercial activities that are currently in place. Good to have the train path through tunnel go under near the freeway at Carmel Valley Road as proposed and appear past the houses on the backside of the fairgrounds.  Alternate B is an no because it is appearing to go behind the existing homes located along Jimmy Durante and Coast Blvd providing a large impact for those residents and therefore not a good option.  No to C. A very large and guessing untenable impact for all parties along the proposed track path on both sides of the tunnel. This option provides the most disruption for the existing uses/residents. I am guessing that litigation costs would offset any cost benefit to not just going with option A
4163	Jul 17, 2024, 08:01 AM	John Gill	No to alternative C. This proposal is extremely disruptive to the environment and residents in the immediate area. Property values would be drastically affected as well.
4164	Jul 17, 2024, 08:05 AM	Betty Youndt	NO on C! Please do not destroy the precious and unique and peaceful lagoon area.

<b>Contribution ID</b>	<b>Date Submitted</b>	<b>First and last name</b>	<b>Let us know your thoughts in the comment box below.</b>
4165	Jul 17, 2024, 08:10 AM	Jared Berlin	<p>It is critical that SANDAG listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon Foundation and Torrey Pines Community Planning Board, Alternative C should be dropped from further consideration. Alternative C is clearly not in the best interests of the environment or the community and it is a waste of taxpayer resources to study an alternative which obviously makes no sense to pursue.</p> <p>Having lived in close proximity to tunnels in the past it is a terrible experience. To say this would severely impact the environment, the community and decimate the living standards of a great number of people is an understatement.</p>
4166	Jul 17, 2024, 08:10 AM	Tatyana Berlin	<p>It is critical that SANDAG listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon Foundation and Torrey Pines Community Planning Board, Alternative C should be dropped from further consideration. Alternative C is clearly not in the best interests of the environment or the community and it is a waste of taxpayer resources to study an alternative which obviously makes no sense to pursue.</p>
4167	Jul 17, 2024, 08:28 AM	sol suberi	<p>I say no to Alternative C . This alternative would be a severe detriment to our community here at Sea Point. I think the State and City would face years of law suits</p>
4168	Jul 17, 2024, 08:44 AM	Phillip Balun	<p>It is critical that SANDAG listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon Foundation and Torrey Pines Community Planning Board, Alternative C should be dropped from further consideration. Alternative C is clearly not in the best interests of the environment or the community and it is a waste of taxpayer resources to study an alternative which obviously makes no sense to pursue.</p>
4169	Jul 17, 2024, 08:59 AM	Eric Janes	<p>I oppose Alternative A. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not pass the common sense test.</p> <p>Please focus on more viable Alternatives.</p>
4170	Jul 17, 2024, 09:00 AM	Eric Janes	<p>I oppose Alternative A. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not pass the common sense test.</p> <p>Please focus on more viable Alternatives.</p>
4171	Jul 17, 2024, 09:00 AM	Ric Janes	<p>I oppose Alternative A. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not pass the common sense</p>

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			test.  Please focus on more viable Alternatives.
4172	Jul 17, 2024, 09:03 AM	Ross Fulton	It is critical that SANDAG listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon Foundation and Torrey Pines Community Planning Board, Alternative C should be dropped from further consideration. Alternative C is clearly not in the best interests of the environment or the community and it is a waste of taxpayer resources to study an alternative which obviously makes no sense to pursue
4173	Jul 17, 2024, 09:12 AM	Sarah Pierpoint	No to C! Terrible for the environment with regards to the Los Penasquitos Lagoon. Terrible for residents of the Del Mar Terrace area, reduced views, noise etc. Nightmare for residents and business owners through central Del Mar during construction and after.
4174	Jul 17, 2024, 09:17 AM	Robert Fahey	I own a home in the Sea Point Townhomes development that will pass to my children when I die within the next ten years. Development of Plan C will have a marked effect decreasing the value of my property due to the disruption caused by construction during this period of time. This will decrease my children's inheritance. How will this loss be made up to them?
4175	Jul 17, 2024, 09:26 AM	Julie Gillespie	NO to alternative C. Environmental distress to our lagoon and wildlife.
4176	Jul 17, 2024, 09:32 AM	Kimberly Weinstein	I oppose Alternative A. At double the cost of the other Alternatives, the serious economic consequences to the region and the many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not pass the common sense test. Please focus on more viable Alternatives.
4177	Jul 17, 2024, 09:38 AM	Shelby Ferson	It is critical that SANDAG listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon Foundation and Torrey Pines Community Planning Board, Alternative C should be dropped from further consideration. Alternative C is clearly not in the best interests of the environment or the community and it is a waste of taxpayer resources to study an alternative which obviously makes no sense to pursue.
4178	Jul 17, 2024, 09:41 AM	Thomas Lane	I strenuously oppose Option C Option C would be harmful to Los Penasquitos Lagoon and its wildlife habitat Option C would impact tidal flow patterns and vector/ mosquito control Option C would negatively impact the quality of life where I and more than 400 other families live, due to vastly increased train noise (due to the closer high-speed trains) and loss of view due to the planned high walls. Finally, due to all the above Option C would also negatively impact property values at Sea Point, Sea Village and other homes in this locale.
4179	Jul 17, 2024, 09:45 AM	Ryan Nelson	I strongly oppose Alternative C. As urged by Los Penasquitos Lagoon Foundation and Torrey Pines Community Planning Board, Alternative C should be dropped from any further consideration. Alternative C is clearly not in the best interests of the environment or the



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			<p>community and it is a waste of taxpayer resources to study an alternative which obviously makes no sense to pursue.</p> <p>Alternative A is clearly the best for the environment and local residents alike.</p>
4180	Jul 17, 2024, 09:48 AM	Ryan Downing	<p>It is critical that SANDAG listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon Foundation and Torrey Pines Community Planning Board, Alternative C should be dropped from further consideration. Alternative C is clearly not in the best interests of the environment or the community and it is a waste of taxpayer resources to study an alternative which obviously makes no sense to pursue.</p>
4181	Jul 17, 2024, 09:56 AM	Cade Sears	<p>It is BEYOND CRITICAL that SANDAG heed the intense and immense opposition to Alternative C. Not only does it fail to solve the broader issue at hand (sea level rise will likely make this the same issue again in the not-too-distant future), but it also has devastating impacts on the environment and local residents, businesses, and community members.</p> <p>Further, as urged by the Los Penasquitos Lagoon Foundation and Torrey Pines Community Planning Board, Alternative C should be dropped from further consideration IMMEDIATELY. Alternative C is clearly not in the best interests of the environment or the community. It is a MASSIVE waste of taxpayer resources to study an alternative which obviously makes no sense to pursue. Like I said, Alternative C fails to solve the current issue at hand and negatively impacts everything and everyone around it.</p> <p>Alternative A clearly makes the most sense--that is where attention should be focused. Period.</p>
4182	Jul 17, 2024, 09:58 AM	Candace Sears	<p>It is BEYOND CRITICAL that SANDAG heed the intense and immense opposition to Alternative C. Not only does it fail to solve the broader issue at hand (sea level rise will likely make this the same issue again in the not-too-distant future), but it also has devastating impacts on the environment and local residents, businesses, and community members. As a Del Mar resident, I can speak to this firsthand.</p> <p>Further, as urged by the Los Penasquitos Lagoon Foundation and Torrey Pines Community Planning Board, Alternative C should be dropped from further consideration IMMEDIATELY. Alternative C is clearly not in the best interests of the environment or the community. It is a MASSIVE waste of taxpayer resources to study an alternative which obviously makes no sense to pursue. Alternative C fails to solve the current issue at hand and negatively impacts everything and everyone around it.</p> <p>Alternative A clearly makes the most sense--that is where attention should be focused. Period.</p>

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4183	Jul 17, 2024, 09:59 AM	Blake Humann	It is critical that SANDAG listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon Foundation and Torrey Pines Community Planning Board, Alternative C should be dropped from further consideration. Alternative C is clearly not in the best interests of the environment or the community and it is a waste of taxpayer resources to study an alternative which obviously makes no sense to pursue.
4184	Jul 17, 2024, 10:04 AM	Cody Sears	<p>It is BEYOND CRITICAL that SANDAG heed the intense and immense opposition to Alternative C. Not only does it fail to solve the broader issue at hand (sea level rise will likely make this the same issue again in the not-too-distant future), but it also has devastating impacts on the environment and local residents, businesses, and community members. As a Del Mar resident, I can speak to this firsthand.</p> <p>Further, as urged by the Los Penasquitos Lagoon Foundation and Torrey Pines Community Planning Board, Alternative C should be dropped from further consideration IMMEDIATELY. Alternative C is clearly not in the best interests of the environment or the community. It is a MASSIVE waste of taxpayer resources to study an alternative which obviously makes no sense to pursue. Alternative C fails to solve the current issue at hand and negatively impacts everything and everyone around it.</p> <p>Alternative A clearly makes the most sense--that is where attention should be focused. Period.</p>
4185	Jul 17, 2024, 10:04 AM	Michael M Baker	Prop C is a bad idea that keeps tracks over the lagoon. Prop B seems the best.
4186	Jul 17, 2024, 10:08 AM	Michael M Baker	Potential of losing my home on Torrey Point Road due to eminent domain. Better solution is A or B. No on C!
4187	Jul 17, 2024, 10:08 AM	Charles Wheatley	<p>Hello. I've been following the work done on realigning the track. I did not expect option C to make the final cut, seeing how impactful it would be to me and all my neighbors.</p> <p>my home address is [REDACTED] which sits exactly in the blue dot in the map below. Having lived through the bridge renovation a few years ago, I know just what the construction noise will be like if option C is selected. Worse than that will be the noise from the fans needed to keep the tunnel air clean. That will never end.</p> <p>The bottom line is that alternative C will destroy the value of all the homes in my immediate area, either through eminent domain or simply due to unending noise from construction and operation. Continuing to keep the option will just be a waste of resources and a cause for litigation. I agree the track needs to be moved, but option C seems irrational, unless the problems I described can be effectively mitigated.</p> <p>Very Best Regards, Dr Charles Wheatley</p>

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4188	Jul 17, 2024, 10:13 AM	Michael Magee	It is critical that SANDAG listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon Foundation and Torrey Pines Community Planning Board, Alternative C should be dropped from further consideration. Alternative C is clearly not in the best interests of the environment or the community and it is a waste of taxpayer resources to study an alternative which obviously makes no sense to pursue.
4189	Jul 17, 2024, 10:34 AM	Michael Coleman	I am very opposed to Alternative C. This route would have a significant impact on the Los Penasquitos Lagoon habitat and the aesthetics of the beautiful lagoon.
4190	Jul 17, 2024, 10:42 AM	Trevor Gudim	It is critical that SANDAG listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon Foundation and Torrey Pines Community Planning Board, Alternative C should be dropped from further consideration. Alternative C is clearly not in the best interests of the environment or the community and it is a waste of taxpayer resources to study an alternative which obviously makes no sense to pursue.
4191	Jul 17, 2024, 10:51 AM	W.H. Cox, II	NO to this proposal! The train route should be underground along I-5 where it will have the least detrimental effect on property values and the quality of life of residents!
4192	Jul 17, 2024, 10:52 AM	Alexander Gudim	It is critical that SANDAG listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon Foundation and Torrey Pines Community Planning Board, Alternative C should be dropped from further consideration. Alternative C is clearly not in the best interests of the environment or the community and it is a waste of taxpayer resources to study an alternative that obviously makes no sense to pursue.
4193	Jul 17, 2024, 11:07 AM	Maddy Renalds	It is critical that SANDAG listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon Foundation and Torrey Pines Community Planning Board, Alternative C should be dropped from further consideration. Alternative C is clearly not in the best interests of the environment or the community and it is a waste of taxpayer resources to study an alternative which obviously makes no sense to pursue.
4194	Jul 17, 2024, 11:08 AM	David Roper	I oppose alternative A. At double the cost of the other alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the fairgrounds and the San Dieguito Lagoon, alternative does not pass the comment sense test. Please focus on more viable alternatives.
4195	Jul 17, 2024, 11:14 AM	Mike Jensen	Alternative C is a terrible plan and should not even be considered/evaluated. The environmental impact to the lagoon and community impact related to the eminent domain required under this plan is completely irrational and warrants this alternative to be thrown out entirely. Please do not even waste resources investigating Alternative C.
4196	Jul 17, 2024, 11:28 AM	Philip Teyssier	What portion of the green line alternative is subterranean?
4197	Jul 17, 2024, 11:28 AM	Mar Gudim	It is critical that SANDAG listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon Foundation and Torrey Pines Community Planning Board, Alternative C should be dropped from further consideration. Alternative C is clearly not in the best interests of

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			the environment or the community and it is a waste of taxpayer resources to study an alternative which obviously makes no sense to pursue. We are counting on a fair and considerate process of reviewing the alternatives, as there has to be a better way!
4198	Jul 17, 2024, 11:47 AM	Judith A Olson	I vote NO on Alternative Route C for the following reasons: - no double tracking the rails through the Los Penasquitos Habitat -no to the increased shaking, vibrations, and noises -no to the proposed extensive bridge structure - no to the second rail track that will be closer to houses and businesses along Carmel Valley Road - no to the increased height and width of the double track; and - lastly NO to the impact on the local residence, businesses, and the Torrey Pines State Beach community.
4199	Jul 17, 2024, 11:49 AM	Ellen Burr	No tunnels, this is not the Alps. No freight should be running along the coast. This is supposed to be a project in service for 100 + years. Move it, or let DOT, DOD and BNSF figure it out and fund it. What is the LOS portion status ? No more continuous double tracking , a waste of money. Ridership doesn't warrant an expense of this magnitude even with no inflation or escalation. A fairground platform/stop should have been put in years ago but is now probably too late. Please do your due diligence, for the sake of future generations.
4200	Jul 17, 2024, 11:54 AM	Robin Snider	PLEASE RE-THINK THIS!!!! It is critical that SANDAG listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon Foundation and Torrey Pines Community Planning Board, Alternative C should be dropped from further consideration. Alternative C is clearly not in the best interests of the environment or the community and it is a waste of taxpayer resources to study an alternative which obviously makes no sense to pursue. Thank you.
4201	Jul 17, 2024, 12:06 PM	Alexander Johnson	We need to do everything we can to steer SANDAG away from this Alternative C. The Los Penasquitos Lagoon Foundation and the Torrey Pines Community Planning Board (two important local agencies) have already taken strong positions against Alternative C. We now need as many comments from individuals and residents as possible to fight this option.
4202	Jul 17, 2024, 12:18 PM	Bruce Sanbonmatsu	"No" On proposal C. Tracks should move inland near Oceanside and follow Interstate 5 south.
4203	Jul 17, 2024, 12:32 PM	Trent France	It is critical that SANDAG listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon Foundation and Torrey Pines Community Planning Board, Alternative C should be dropped from further consideration. Alternative C is clearly not in the best interests of the environment or the community and it is a waste of taxpayer resources to study an alternative which obviously makes no sense to pursue.

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4204	Jul 17, 2024, 12:49 PM	karen sears	i am firmly AGAINST alternative c. this is one of the few areas on the coast where there actually is an expanse of land and lagoon. torrey pines state park and reserve, including the beach, used and enjoyed by thousands of locals and tourists, will also be adversely affected (to say the least). this plan is incredibly disruptive and destructive to life along this coastal area, both human and non-human. NO on ALTERNATIVE C
4205	Jul 17, 2024, 01:07 PM	Nina Ellis	It is critical that SANDAG listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon Foundation and Torrey Pines Community Planning Board, Alternative C should be dropped from further consideration. Alternative C is clearly not in the best interests of the environment or the community and it is a waste of taxpayer resources to study an alternative which obviously makes no sense to pursue.
4206	Jul 17, 2024, 01:08 PM	Carrie McCalla-Rader	No on Alternative C. This would be detrimental to our area and severely impact numerous qualities of life at our home in Sea Point which is right at Carmel Valley Rd and Del Mar Scenic Pkwy. . This plan will definitely have a detrimental impact on the Los Penasquitos lagoon and its wildlife. It will lower our homes' values and impact and/or possibly totally obstruct our views. The noise and traffic this project would cause would be a hardship for all residents of the area. Let alone the noise from a high speed train practically on the beach where people come from all over to enjoy the beach and nature. The train and its construction would negatively impact beach goers to Torrey Pines State Beach and the Torrey Pines State Park. Safety also seems like it would be an issue with a high speed train in an area like this. Thank you for your attention. Sincerely, Carrie McCalla-Rader
4207	Jul 17, 2024, 01:13 PM	Susan Holcombe	I appreciate the opportunity to express my thoughts on the proposed rail realignment routes. I am opposed to Route C for many reasons: *It would be very harmful to Los Penasquitos Lagoon and its wildlife habitat with the double tracking, increased train traffic, high speeds, vibrations and noise. *Double tracking will require increasing the height of the track berm by 8 feet. *It would negatively impact property values. *It will affect vector mosquito control. *The tracks will be moved closer to Carmel Valley Road impacting houses, businesses, and the Torrey Pines State Beach community. *It would require years of non-stop construction traffic on Carmel Valley Road, with over 100,000 truckloads of excavated materials traveling on Carmel Valley Road around the clock & this will have a major effect on the many visitors to the Torrey Pines State Beach and The Torrey Pines

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			State Natural Reserve. Please do not choose Route C!
4208	Jul 17, 2024, 01:14 PM	Cathy Kearns	<p>Having recently moved to the Del Mar terrace area I was immediately struck by it's vibrancy. Every day I see many San Diegans flocking to the local eateries to take in the serene views of the Los Penasquitos Lagoon. Beach lovers descend on Torrey Pines State Beach and Park because of the nature views of the wildlife in the lagoon.</p> <p>I'm concerned that in plan C the having the Portal exit so close to this nature habitat will endanger the wildlife now living in the Los Penasquitos Lagoon. And businesses that survive on those enjoying watching that wildlife will also dry up.</p> <p>Looking at plans A and B I see an opportunity for the rails to move away from the preserve, giving nature the chance to flourish along the coast even more. They also look like they would be solid solutions, in that moving away from the coast that far means it is unlikely they would ever have flooding problems.</p>
4209	Jul 17, 2024, 01:22 PM	Ann Frasse Stowe	<p>I am vehemently opposed to digging up Solana Beach and disrupting the surrounding businesses on Cedros and The Fairgrounds and beyond.</p> <p>Perhaps fortifying the cliffs where the tracks are would be better for all of us.</p>
4210	Jul 17, 2024, 01:28 PM	David Gray	<p>I am writing in support of the 'Alternative B' as shown below. It is the only alternative that mitigates the intrusion into both the San Dieguito and Los Penasquitos lagoons. 'Alternative A' cuts through an \$87 million restoration project, paid for mostly from your own mitigation program. 'Alternative C' cuts through a major wildlife wetlands and it is still too close to the coast.</p>
4211	Jul 17, 2024, 01:28 PM	Terri Johnson	<p>No on Route C because of the absolute further negative impact that increased train activity would cause to the already severe earth shaking, vibrations, noise, and horns on local residences, businesses, Torrey Pines State Beach community and Los Penasquitos Lagoon habitat.</p>
4212	Jul 17, 2024, 01:33 PM	Douglas Barry	<p>No to C. The thought of going under so many homes is ridiculous. You have two other options that are more friendly for the environment, less likely to make residences devalued in price, and less likely to impact our health. C is a non-starter. As it is now, the trains that go through the Lagoon are never even half-full. The ridership is way down, yet we all have to wipe the black soot off our belongs. Increasing this for just transporting freight is a tragedy and goes against any reasonable thought.</p>
4213	Jul 17, 2024, 01:54 PM	Judy Mullercohn	<p>I prefer the rail to follow I5 or I15 further north than proposed but if the only choices are what is published I vote for A.</p>
4214	Jul 17, 2024, 02:05 PM	Michael Krems	<p>I find the price tag for this project prohibitive and my top preference is a no-tunnel solution (especially at this point in time given San Clemente needs to solve its train location problem for Del Mar's project to not be wasted).</p>

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			My second preference is Alternative C as it has the shortest tunnel and could have one of the lowest impacts on houses.
4215	Jul 17, 2024, 02:44 PM	Jack Kelly	Alt C is an insane proposition. How could we seriously consider displacing families who have lived in their homes for decades - a period of time over which the price of real estate has become exorbitant, meaning they will never find true replacement housing - to make way for a train path. CA already tried to build a train from Bakersfield to San Francisco in what can be described as one of the most fantastic displays of public failure in the history of this country. To believe that we will be able to achieve a successful replacement of the train tracks on any timeline or budget within any band of confidence is asinine. This must be abandoned and, with the aid of Federal dollars, we must reroute the train by the freeway - or take it far inland.
4216	Jul 17, 2024, 03:07 PM	Viktor Wrobel	It is critical that SANDAG listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon Foundation and Torrey Pines Community Planning Board, Alternative C should be dropped from further consideration. Alternative C is clearly not in the best interests of the environment or the community and it is a waste of taxpayer resources to study an alternative which obviously makes no sense to pursue.
4217	Jul 17, 2024, 03:08 PM	Chandler Larsen	It is critical that SANDAG listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon Foundation and Torrey Pines Community Planning Board, Alternative C should be dropped from further consideration. Alternative C is clearly not in the best interests of the environment or the community and it is a waste of taxpayer resources to study an alternative which obviously makes no sense to pursue.
4218	Jul 17, 2024, 03:11 PM	James Pierpoint	Proposal C looks like it will cause a lot of problems, especially disrupting the entirety of downtown Del Mar, as well as issues with prolonged construction for Torrey Pines State Beach access, lagoon health, and the adjacent neighborhoods. C should not be included as a serious option, and many locals as well as myself are against this option.  Proposal A and B are reasonable options to future proof and solve the train issues, especially A as it aims to route the tracks away from residential areas.
4219	Jul 17, 2024, 03:13 PM	Chris Roth	It is critical that SANDAG listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon Foundation and Torrey Pines Community Planning Board, Alternative C should be dropped from further consideration. Alternative C is clearly not in the best interests of the environment or the community and it is a waste of taxpayer resources to study an alternative which obviously makes no sense to pursue.
4220	Jul 17, 2024, 03:44 PM	Albert Goodman	No on Alternative C
4221	Jul 17, 2024, 03:45 PM	Jay Price	We just took the surfliner to Fullerton, from San Diego. The move of the route is admirable, Make it so.

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4222	Jul 17, 2024, 03:46 PM	Jean Balgrosky Hinshaw	<p data-bbox="861 227 1900 479">To SANDAG, I am writing to voice my strongest opposition to Alternative C of the San Diego LOSSAN Rail Realignment. We are long-time residents of Del Mar and are deeply dismayed that Alternative C is even being considered. This alternative would be an environmental disaster, also creating extremely negative short- and long-term health effects and consequences for residents of this and surrounding areas from permanent toxic fumes, noise, construction waste and on-going operation of such an alternative, creating devastating impact to the environment including the air, water, and soil.</p> <p data-bbox="861 511 1900 673">It makes strategic sense to consolidate transportation infrastructure, in this case, alongside the I-5 travel corridor for operational efficiency and to minimize environmental impact, away from the sea which will eventually overwhelm Alternative C. All machinery and mechanical items close to the ocean quickly corrode and break. Ask anyone who lives there the impact of constant moist salt air on mechanical, machine, and technology infrastructure.</p> <p data-bbox="861 706 1900 893">It is critical that SANDAG listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon Foundation and Torrey Pines Community Planning Board, Alternative C should be dropped from further consideration. Alternative C is clearly not in the best interests of the environment or the community and is a waste of taxpayer resources to study an alternative which obviously lacks strategic or practical merit to pursue. These resources could be used for greater benefit to taxpayers on other projects.</p> <p data-bbox="861 925 1900 1315">As a CIO, I am familiar with large-scale infrastructure projects. The estimated cost of this alternative is imprecise and grossly underestimated, based on round-number guesses and untested assumptions, any one of which could balloon the cost and/or prove the project wholly infeasible, not taking into full account the year-over-year, on-going maintenance of Alternative C in perpetuity. This leaves the distinct possibility and increases the probability that the project would fail and be ultimately abandoned, leaving destroyed a beloved community and unique environment in its path. It is a high probability that this project, favored in part because of a purported "lower cost", would actually be many times the estimated cost; thus the "lower cost" alternative argument is false. Additionally, this argument does not take into account the cost to the people living in this peaceful, unique, cherished neighborhood, and compensation to them for destroying their homes and community. Any step in the direction of Alternative C would mean this natural treasure of unique topography and rare plant species would be gone forever.</p> <p data-bbox="861 1347 1900 1396">I recommend in the strongest possible terms that SANDAG turn its focus to other, more inland alternatives and solutions to address this transportation need; do not repeat errors of the past</p>



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			<p>that have led us to this point, i.e., placing major transportation infrastructure on the edge of an expanding and invasive shoreline of the rising Pacific Ocean. We need to bolster the bluff, not weaken it with massive drilling, vibrations, weight, and operations of a tunnel and train. It is our only stronghold to a rising ocean. As geologists tell us, "WATER ALWAYS WINS".</p> <p>Go inland for a solution.</p> <p>Jean Balgrosky Hinshaw</p>
4223	Jul 17, 2024, 03:53 PM	Christopher White	In considering these alternatives, it doesn't seem logical in any sense to give thought to Alternative C. It clearly does not have the best interests for the Lagoon environments or the community of Del Mar. While both Alternatives A and B are distinctly better than C, it is apparent to me that A proves to be the most logical in this scenario, routing a path already laid out by 5 freeway and taking little effect on the community and less effect on the environment. When considering where to delegate taxpayer money, the community of people paying this money must be heard, and if anything, it is most obvious that Alternative C is undesirable and illogical.
4224	Jul 17, 2024, 04:28 PM	Nancy McCalla	Absolutely not!!!!
4225	Jul 17, 2024, 04:29 PM	Curtis McCalla	Not way! This is absurd!
4226	Jul 17, 2024, 04:31 PM	Nancy McCalla	No to c
4227	Jul 17, 2024, 04:32 PM	Curtis McCalla	No to c!!!!
4228	Jul 17, 2024, 04:36 PM	Michael H. Pauly	I am a resident in Del Mar Terrace and support Alternative A or B which will have least impact on the Penasquitos Lagoon. We have lived in the Terrace for many years and chose to live here because of the natural beauty of the lagoon and Torrey Pines State Beach. Both are huge attractions for tourists and wildlife, and as such should be preserved in their present condition. I also understand the need for a passenger and freight rail corridor to offer some long term alternative to the gridlock of our local San Diego highway system. I support the realignment and would prefer Alternative A or B.
4229	Jul 17, 2024, 04:41 PM	Conrad Holden	I think option A is the best one. It seems to be most out of the way and the least amount of impact.
4230	Jul 17, 2024, 04:53 PM	Heather Werner	The idea that we would dig under a lagoon for a rail track already threatened by climate change is ridiculous. Alternative B gets the rail line away from the coast and the continued threat of sea level rise the fastest for the best resilience and keeps the line away from critical environmental estuary areas.

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4231	Jul 17, 2024, 05:01 PM	Clive Freeman	It is critical that SANDAG listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon Foundation and Torrey Pines Community Planning Board, Alternative C should be dropped from further consideration. Alternative C is clearly not in the best interests of the environment or the community and it is a waste of taxpayer resources to study an alternative which obviously makes no sense to pursue.
4232	Jul 17, 2024, 05:14 PM	Connor Sears	<p>My name is Connor Sears, a resident at Torrey Point Road in Del Mar. Aside from all of the studies on numerous routes and the abhorrent community and environmental impact that would follow either routes A/B/C, the logic behind presenting any sort of plan to move the train underground without extensive analysis can only lead to one's thinking of ulterior motives, which are clear. Not only is this a massive waste of taxpayer funds, in addition to the legal controversy over the years behind SANDAG, the audacity to suggest eminent domain as a potential solution for Alternate C is hideous. There is no other choice but to determine that this is nothing other than a money and a land grab.</p> <p>Particularly the 'Resolution of Necessity' language on your very own website - where your 'Board' assumes the right to make the ultimate decision to acquire a property or not. It is sad to know that your organization would think the families who have worked their entire lives to earn a home in this area would accept anything near this. How is uprooting thousands of people from their homes the greatest public good? How as citizens are we supposed to trust a government agency with previously known public criminal controversy and lawsuits to execute a half-baked illogical and complex undertaking with unknown future community and environmental effects? This is also where the 'NIMBY' argument falls short. Moreover, how do we trust your handling of billions of taxpayer dollars when your organization cannot handle simple toll road charges for commuters?</p> <p>Alternate route C must be removed from any further consideration because it quite simply does the most negative public good. It cannot be more clear. I would moreover argue this entire ordeal to move the train underground is infinitely detrimental to the community and the people. As noted by independent experts Kevin Patrick and Peter Cramton, given the fact that this local train route moves only 0.04% of California's rail cargo, how can any of this be at all justified?</p> <p>It's unfortunately justified by reasons withheld from us, but hidden in plain sight. These types of decisions ultimately deteriorate a thriving community home to hard working people. And I struggle to comprehend the motives. And all we see is the curtain.</p>
4233	Jul 17, 2024, 05:15 PM	Jennifer Terchek	No on Alternative C. Are you crazy to put this in a neighborhood with a protected reserve and state beach? So many people use Torrey Pines State Beach. The thought of messing up the lagoon and beach and their environments with this project is maddening. Not to mention the number of families that call this area home. More noise, more frequent trains, taking away

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			people's homes, ruining businesses, ruining people's views - this is why folks bought here. I just don't get this. Why can't we just run the entire tracks along the 5 to connect with Camp Pendleton? Also if you are concerned about erosion and increased water levels, this is the closest one to the coastline. This keeps me up at night thinking about this project and the destruction it will bring to the environment and the destruction of our quiet, peaceful neighborhood where many people come to enjoy the beauty of the lagoon and beach. NO ON C!!!!
4234	Jul 17, 2024, 06:38 PM	Zahra Freeman	It is discrimination against citizens of Del Mar to put the tunnel under their houses.If you truly want to help with transportation, you can put the tunnel under the freeway or the Del Mar Fair area. People of Del Mar have worked hard to pay their bills and buy their homes. Devaluing their property and bothering them with noise , pollution and instability of the soil is outrageous and totally unacceptable. It is also devastating for the natutal environment. It is so un American to destroy peoples' shelter and wildlife when there other viable alternatives.
4235	Jul 17, 2024, 06:48 PM	Miriam Grable	It is critical that SANDAG listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon Foundation and Torrey Pines Community Planning Board, Alternative C should be dropped from further consideration. Alternative C is clearly not in the best interests of the environment or the community and it is a waste of taxpayer resources to study an alternative which obviously makes no sense to pursue.
4236	Jul 17, 2024, 06:57 PM	David Grable	It is critical that SANDAG listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon Foundation and Torrey Pines Community Planning Board, Alternative C should be dropped from further consideration. Alternative C is clearly not in the best interests of the environment or the community and it is a waste of taxpayer resources to study an alternative which obviously makes no sense to pursue.
4237	Jul 17, 2024, 06:58 PM	David Mullarkey	I highly support Alternative A. Thank you.
4238	Jul 17, 2024, 06:59 PM	Kim Mullarkey	I am in full support of Alternative A.
4239	Jul 17, 2024, 07:41 PM	Leif Gensert	<p>To the Honorable SANDAG Board of Directors,</p> <p>RideSD is San Diego's premier transit education &amp; advocacy organization, and Californians for Electric Rail is a coalition of Californians fighting for fast, clean, and safe catenary electric rail in California.</p> <p>We write to express our strong support for rail realignment on the LOSSAN corridor. As the second busiest passenger rail corridor in the country, it is vital that this connection continues to be reliable for riders in San Diego, Los Angeles and San Luis Obispo.</p>

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			<p>We thank you for all the work you have done in evaluating multiple options to move the tracks of the bluffs where they are prone to erosion and experience extensive track closures.</p> <p>We wish to express our explicit support for Option B of the proposed rail realignments for several compelling reasons:</p> <ol style="list-style-type: none"> <li>1. Reliability: Any option will need to offer a reliable connection so that riders can rely on the service. As option B is implemented via a tunnel, it increases the reliability over a coastal track that is prone to erosion or landslides.</li> <li>2. Speed and Efficiency: Option B offers the fastest travel times between San Diego and Los Angeles, significantly reducing commute times for passengers. This improved efficiency will encourage more people to choose rail over car travel, aligning with our goals of reducing traffic congestion and lowering greenhouse gas emissions.</li> <li>3. Economic Impact: Faster travel times will enhance the economic connectivity between San Diego and Los Angeles. This can lead to increased business opportunities, tourism, and overall economic growth for both cities and the surrounding regions.</li> <li>4. Environmental Benefits: A faster rail service will attract more ridership, thereby decreasing the number of cars on the road. This shift is crucial for our efforts to combat climate change and improve air quality in our communities.</li> </ol> <p>Regardless of which option is picked, we firmly recommend electrification via overhead wires across the whole corridor. This includes making sure the tunnel clearances will accommodate overhead wire.</p> <p>In conclusion, we urge SANDAG to prioritize the needs of the whole of Southern California, the environment, and the economy by selecting rail alignment Option B. This choice will ensure a faster, more efficient, and environmentally friendly rail service between San Diego and Los Angeles, benefiting residents and travelers alike. We hope that SANDAG shares our vision of consistent service speed between 110 and 125 mph to make the train a viable alternative to driving.</p> <p>Thank you for considering our position on this critical matter.</p> <p>Sincerely,</p>

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			<p>Leif Gensert Board Member, Co-Founder RideSD</p> <p>Adriana Rizzo Member Californians for Electric Rail</p>
4240	Jul 17, 2024, 07:48 PM	Mark Allen	I believe that the alternative route A is the best possible route due to future possible erosion and sea level rise.
4241	Jul 17, 2024, 08:41 PM	Mark Pierpoint	Either routes A or B are fine. Route C will cause too much disruption for too long in Del Mar and have a detrimental impact on Los Penasquitos estuary. The route is not far enough away from the ocean for the cost given potential sea level rise. Noise and environmental impact is too great with route C.
4242	Jul 17, 2024, 09:18 PM	Erin Kellerhouse	No on C. No on B Yes on A
4243	Jul 17, 2024, 09:21 PM	Emma Rodriguez	<p>While moving forward on the LOSSAN realignment, please remember the purpose of the LOSSAN corridor. It provides San Diego's only rail link outside the county. For freight and passengers it is incredibly important.</p> <p>The three proposed alternatives must be considered for their cost and their impact on environmental justice, greenhouse gas emissions, the transition to clean energy, affordable housing, and access to transit. The alternative selected should decrease Vehicle Miles Traveled through increased ridership consistent with Transit Leap goals. This project should also serve as the first step to electrify the entire corridor. And, it must be designed to help further connect the region as well as move the trains off the bluff.</p> <p>I hope you will especially consider alternatives B and C as the shorter, less costly, arguably less invasive options that still maintain the new Del Mar Fairgrounds station.</p> <p>- Emma Rodriguez, SanDiego350 Transportation Committee Member</p>
4244	Jul 17, 2024, 09:45 PM	Rachel Maheras	No. Do not do c
4245	Jul 17, 2024, 10:54 PM	Samantha Yin	It is critical that SANDAG listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon Foundation and Torrey Pines Community Planning Board, Alternative C should be dropped from further consideration. Alternative C is clearly not in the best interests of the environment or the community and it is a waste of taxpayer resources to study an alternative which obviously makes no sense to pursue.

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4246	Jul 17, 2024, 10:55 PM	Tommy Yin	It is critical that SANDAG listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon Foundation and Torrey Pines Community Planning Board, Alternative C should be dropped from further consideration. Alternative C is clearly not in the best interests of the environment or the community and it is a waste of taxpayer resources to study an alternative which obviously makes no sense to pursue.
4247	Jul 18, 2024, 05:03 AM	Lauren Peck	It is critical that SANDAG listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon Foundation and Torrey Pines Community Planning Board, Alternative C should be dropped from further consideration. Alternative C is clearly not in the best interests of the environment or the community and it is a waste of taxpayer resources to study an alternative which obviously makes no sense to pursue.
4248	Jul 18, 2024, 06:45 AM	Monica Chapa	Option A appears to be the furthest from the bluffs and therefore would have the most protection from future coastal erosion. I would prefer option A.
4249	Jul 18, 2024, 06:56 AM	Linda Catran	The Los Penasquitos Lagoon and the wildlife it supports must be protected. Therefore I submit that Alternative "C" must NEVER be considered a viable solution for the realignment of the tracks. Only one proposal, Alternative "B", that avoids disturbing the existing natural preserves should be considered.
4250	Jul 18, 2024, 07:00 AM	Kris Pearson	No to Alternative C. Many people seek that area for the beauty that is there, the recreation that is offered. It is already a state park that should be protected from further degradation. The migratory wildlife that use that area is amazing. So much is offered there for people and wildlife it seems irresponsible to hurt that further with sustained construction and more faster, louder high powered trains.
4251	Jul 18, 2024, 07:31 AM	Scott Wooden	I prefer Option C or the Camino Del Mar alignment. We need to look at both costs and rail functionality. Being the lowest cost and the fastest train speeds, it is the logical choice. It also maximizes the existing rail infrastructure.
4252	Jul 18, 2024, 07:40 AM	Laurence Altobell III	The train would enter the underground portal at Del Mar Car Care, causing loud venting sounds and the removal of properties via eminent domain The track berm would be raised 8 feet higher than it is now It would become double tracked The new trains would be high speed up to 110 MPH (very loud) and require fencing and walls for safety It would be harmful to Los Penasquitos Lagoon and its wildlife habitat It would impact tidal flow patterns and vector/ mosquito control It would negatively impact our property values by reducing or taking away our ocean views all together It would be 7+ years of non-stop construction traffic on Carmel Valley Road, with over 100,000 truckloads of excavated materials traveling on Carmel Valley Road around the clock

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4253	Jul 18, 2024, 07:42 AM	Crystal Million	<p>NO on Alternative C!</p> <p>The train would enter the underground portal at Del Mar Car Care, causing loud venting sounds and the removal of properties via eminent domain</p> <p>The track berm would be raised 8 feet higher than it is now</p> <p>It would become double tracked</p> <p>The new trains would be high speed up to 110 MPH (very loud) and require fencing and walls for safety</p> <p>It would be harmful to Los Penasquitos Lagoon and its wildlife habitat</p> <p>It would impact tidal flow patterns and vector/ mosquito control</p> <p>It would negatively impact our property values by reducing or taking away our ocean views all together</p> <p>It would be 7+ years of non-stop construction traffic on Carmel Valley Road, with over 100,000 truckloads of excavated materials traveling on Carmel Valley Road around the clock</p>
4254	Jul 18, 2024, 07:42 AM	Laurence Altobell	<p>NO on Alternative C!</p> <p>The train would enter the underground portal at Del Mar Car Care, causing loud venting sounds and the removal of properties via eminent domain</p> <p>The track berm would be raised 8 feet higher than it is now</p> <p>It would become double tracked</p> <p>The new trains would be high speed up to 110 MPH (very loud) and require fencing and walls for safety</p> <p>It would be harmful to Los Penasquitos Lagoon and its wildlife habitat</p> <p>It would impact tidal flow patterns and vector/ mosquito control</p> <p>It would negatively impact our property values by reducing or taking away our ocean views all together</p> <p>It would be 7+ years of non-stop construction traffic on Carmel Valley Road, with over 100,000 truckloads of excavated materials traveling on Carmel Valley Road around the clock</p>
4255	Jul 18, 2024, 07:43 AM	Patricia Altobell	<p>NO on Alternative C!</p> <p>The train would enter the underground portal at Del Mar Car Care, causing loud venting sounds and the removal of properties via eminent domain</p> <p>The track berm would be raised 8 feet higher than it is now</p> <p>It would become double tracked</p> <p>The new trains would be high speed up to 110 MPH (very loud) and require fencing and walls for safety</p> <p>It would be harmful to Los Penasquitos Lagoon and its wildlife habitat</p> <p>It would impact tidal flow patterns and vector/ mosquito control</p> <p>It would negatively impact our property values by reducing or taking away our ocean views all together</p>

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			It would be 7+ years of non-stop construction traffic on Carmel Valley Road, with over 100,000 truckloads of excavated materials traveling on Carmel Valley Road around the clock
4256	Jul 18, 2024, 07:43 AM	Aisley Altobell	NO on Alternative C! The train would enter the underground portal at Del Mar Car Care, causing loud venting sounds and the removal of properties via eminent domain The track berm would be raised 8 feet higher than it is now It would become double tracked The new trains would be high speed up to 110 MPH (very loud) and require fencing and walls for safety It would be harmful to Los Penasquitos Lagoon and its wildlife habitat It would impact tidal flow patterns and vector/ mosquito control It would negatively impact our property values by reducing or taking away our ocean views all together It would be 7+ years of non-stop construction traffic on Carmel Valley Road, with over 100,000 truckloads of excavated materials traveling on Carmel Valley Road around the clock
4257	Jul 18, 2024, 08:11 AM	Jennifer Soskin	No on Alternative C! The train would enter the underground portal at Del Mar Car Care, causing loud venting sounds and the removal of properties via eminent domain The track berm would be raised 8 feet higher than it is now It would become double tracked The new trains would be high speed up to 110 MPH (very loud) and require fencing and walls for safety It would be harmful to Los Penasquitos Lagoon and its wildlife habitat It would impact tidal flow patterns and vector/ mosquito control It would negatively impact our property values by reducing or taking away our ocean views all together It would be 7+ years of non-stop construction traffic on Carmel Valley Road, with over 100,000 truckloads of excavated materials traveling on Carmel Valley Road around the clock
4258	Jul 18, 2024, 08:13 AM	Steve Nathan	I strongly oppose Alternative Route C for reasons including the negative impact on the lagoon habitat and the negative impact on area residents and businesses. My preferred alternative is Route A, but Route B is also acceptable.
4259	Jul 18, 2024, 08:32 AM	NASRIN ANSARI	I have been living in Del Mar for about four years, I totally disagree making tunnels under residential areas , no one wants to live in a house over a tunnel, tunnels underneath the residential areas and dangerous for the residents and will depreciate the values of houses.
4260	Jul 18, 2024, 08:39 AM	Bee Mittermiller	As SANDAG moves forward with the Environmental Impact study on the proposed realignment alternatives, we look forward to seeing how each will affect areas such as greenhouse gas emissions, energy, population and housing, and transportation. We believe the objective for this



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			<p>project should be to decrease Vehicle Miles Traveled through increased ridership consistent with Transit Leap goals. Further, track improvements should not only address the problems of service reliability and speed, but also leave room for future innovations such as electrification of the corridor, and-as always-these goals should be pursued with consideration of issues of justice. In this regard, we hope that the analysis will assess impacts on housing--existing affordable housing at the low, very low and extremely low income levels-for each of the three alternatives and any other alternatives developed.</p> <p>SANDAG staff is known for its exhaustive research and extensive gathering of data which will support project plans. We hope that this reputation will calm the fears of those who might oppose the best plan for the LOSSAN corridor.</p> <p>We also hope that, as the project evolves in response to the impassioned public comment SANDAG receives, these values of equity, justice, and environment remain at the forefront of planning.</p>
4261	Jul 18, 2024, 08:42 AM	Lauren French	<p>It is critical that SANDAG listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon Foundation and Torrey Pines Community Planning Board, Alternative C should be dropped from further consideration. Alternative C is clearly not in the best interests of the environment or the community and it is a waste of taxpayer resources to study an alternative which obviously makes no sense to pursue.</p>
4262	Jul 18, 2024, 08:57 AM	Jane Gladden	<p>Please save Torry Point. Alternative C would destroy homes and the lagoon. Neither is acceptable when there are other alternatives. Environmental and humanity concerns must be considered. Let's be responsible citizens!</p>
4263	Jul 18, 2024, 09:15 AM	Alexa Hertel	<p>It is critical that SANDAG listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon Foundation and Torrey Pines Community Planning Board, Alternative C should be dropped from further consideration. Alternative C is clearly not in the best interests of the environment or the community and it is a waste of taxpayer resources to study an alternative which obviously makes no sense to pursue.</p>
4264	Jul 18, 2024, 09:23 AM	Rubio-sheffrey	<p>I would like to voice my support for the blue line option that cuts through the lagoon and travels along the ocean underneath the current tracks. This in my opinion makes the most fiscal sense, impacts less homes a does travel under an elementary school</p>
4265	Jul 18, 2024, 09:45 AM	Mario Simon	<p>Dear SANDAG Board of Directors,</p> <p>I'm writing to you today to express my support the LOSSAN corridor rail realignment project. Specifically Option B. I believe Option B is the most reliable choice that will increase speed and efficiency for trains travelling the LOSSAN corridor. It will benefit the environment as I believe more people would take the train to and from Los Angeles given the faster speeds and increased reliability. Whichever option is chosen please electrify overhead wires for the whole route. I look forward to a future with more transit options for myself and future generations of Californians.</p>

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			<p>Thank you.</p> <p>Sincerely,</p> <p>Mario Simon San Diego, CA</p>
4266	Jul 18, 2024, 09:48 AM	Nina O'Hara	<p>Hello!</p> <p>We live in Del Mar Terrace on Via Pisa near Portofino Rd. We strongly urge FOR Alternative A, keeping the train along the I-5 -- a route that is already for commuting.</p> <p>We are strongly AGAINST Alternative B as it would significantly negatively impact our and many residents' lives and homes. The noise, pollution and vibrations from many trains all day long underground is unacceptable.</p> <p>Alternative C is currently not a problem for us, though we understand the sensitive matter about the lagoon.</p> <p>Summary in order of preference:</p> <ol style="list-style-type: none"> <li>1. Alternative A</li> <li>2. Alternative C</li> <li>3. Alternative B</li> </ol> <p>Thank you for listening! Nina O'Hara &amp; Simon Lacey</p>
4267	Jul 18, 2024, 10:53 AM	Marna Pippel	<p>As a resident of Del Mar Terrace, I am STRONGLY OPPOSED TO ALTERNATIVE C. When other options exist, train tracks through the lagoon do not make sense. Trains moving at high speeds through the lagoon and across from our neighborhood will negatively impact both people and wildlife. The trains would be loud, vibrations would continue to be felt in our homes, and the years-long construction project would be detrimental to nearby homes and businesses as well as the health of the lagoon and beach. Moving the train and its southern portal closer to the I-5 corridor is a much more sensible option.</p>
4268	Jul 18, 2024, 11:04 AM	Julia Ralston	<p>I am writing to object to Alternative C. While 2 of the proposed routes will damage local lagoons (The San Dieguito and the Los Penasquitos), I believe, looking at the map provided, that the larger amount of lagoon impacted with the most significant damage to all manner of aspects of the lagoon will be to Los Penasquitos. Thus, alternative C must be ruled out. Local residents</p>

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			<p>affected by any of the 3 proposed routes will no doubt legitimately object to effects on property, views and values. However, the lagoon and its inhabitants cannot speak for themselves. I assume very significant environmental reports will be made available to the public before any final decision is made (I do note above that is the stated next step). Not only do I believe the total environmental impact will be so significant as to rule this option out, but Torrey Pines State beach also draws significant tourist attention along with day visitors from many areas of SoCal. The environmental impact of Alternative C will tie to destroying the beauty of this lagoon, the public enjoyment of State beach, and its adjacent Torrey Pines Nature Preserve. The fact that there is state preserved land immediately adjacent to and overlooking the beauty of this lagoon simply proves this point and further emphasizes why Route C must be eliminated. Thank you for reading and consideration.</p>
4269	Jul 18, 2024, 11:22 AM	Elizabeth Penberth	<p>I have read the LOSSAN Analysis Report 2023 and attended several meetings on the Rail Realignment Project.</p> <p>I am vehemently opposed to Proposal A. This proposal was dismissed in the report as being "impractical, as it would have required significantly deepening the existing trench through most of Solana Beach including a very costly lowering of the Solana Beach station. Additionally the Fairgrounds special events platform would need to be relocated in the tunnel adding significant cost." Why is this proposal now being considered?</p> <p>Proposal A is a monumental waste of resources and should be eliminated from consideration.</p> <p>Proposal A would have a devastating effect on the City of Solana Beach and the Fairgrounds. It would destroy the existing rail corridor, impact the low cost housing adjacent to the tracks, negatively impact the Cedros Design District and destroy and eliminate the Rail Trail on the Highway 101 corridor.</p> <p>The businesses and livelihood of residents in Solana Beach would be devastated due to the years-long disruption in the commercial district that would be felt throughout the city. It would essentially kill the City of Solana Beach.</p> <p>Proposal A also threatens the essential economic and cultural contributions the Fairgrounds provides to the entire County of San Diego. Tremendous financial losses would result from years of closure.</p> <p>Based on its grossly negative impact on resources and citizens, Proposal A should be eliminated from consideration.</p>

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4270	Jul 18, 2024, 11:56 AM	Daniel Saltich	<p>I am firmly opposed to alternative "C" for a variety of straight forward reasons:</p> <ol style="list-style-type: none"> <li>1) First and foremost, it would be harmful to Los Penasquitos Lagoon and its wildlife habitat</li> <li>2) It harms the most citizens by forcing some to lose their homes bia eminent domain</li> <li>3) It takes the least advantage of the existing freeway as a buffer to the noise and pollution</li> </ol> <p>Both A and B seem like the only logical choices if you are going to endure the pain of the moving the tracks for the long term.</p> <p>Thanks for your attention,</p> <p>Dan and Maria Saltich</p>
4271	Jul 18, 2024, 01:04 PM	Robbie McCarthy	<p>Option B gives the best results to all San Diego residents.</p> <p>That said, the old alignment will be turned into multi-use trails and paths, correct? And neighborhoods cut by rail will be reconnected with priority to all road users, not just cars, right?</p> <p>Thanks for taking our thoughts into consideration!</p> <p>Robbie</p>
4272	Jul 18, 2024, 01:12 PM	Joan Sugihara	<p>We have been residents of the Del Mar Terrace for nearly 40 years. The incredible beauty of that area was what made it a clear choice when we moved here in 1986. The lagoon, the Torrey Pines Park, and the beauty of the beaches and the ocean in those areas, are among the true treasures of San Diego! Anything that can be done to preserve and even further add to the naturalization of those areas is a great gift to all the people of San Diego, the rare and precious Torrey Pine trees that ONLY grow in that area, and the wildlife which live in these areas!! It is clear to me that preserving the Los Penasquitos Lagoon is a hugh part of that! Any plan such as Route C , which would increase the amount of technology and transporting of trains and people, with all their negative effects across the Los Penasquitos Lagoon habitat, is a vote against nature and it's protection!!! This is a turning point decision and the prioritization of PROTECTING NATURE can never be the wrong choice for the future!!! This is our chance to do something that counts and will be beneficial beyond our lifetimes!</p> <p>Thank you!</p>
4273	Jul 18, 2024, 01:13 PM	Michelle Hayden	<p>It is critical that SANDAG Listen to the Strong opposition to alternative C. As urged by the Los Penasquitos Lagoon foundation and Torrey Pines community planning board, alternative C</p>

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			should be dropped from any further consideration. Alternative C is clearly not in the best interest of the environment or the community and is a waste of taxpayer resources to study and alternative, which obviously makes no sense to pursue
4274	Jul 18, 2024, 01:17 PM	George Sugihara	<p>For reasons listed below, I strongly urge a yes vote on A and a strong "NO" vote on Route Alternatives B and C.</p> <p>1) Broader Impacts for all San Diegans: The Torrey Pines State Reserve, the Torrey Pines Extension, The Torrey Pines State Beach and the Los Penasquitos lagoon are four of San Diego's most beautiful natural gems that are particularly special in that they all occur together. They should be protected and not threatened. These alternatives, and in particular Route C, would dramatically impact this unique collection of natural features. Alternative Route C would increase the negative ecological impacts of habitat fragmentation, effectively doubling the size of the barrier, and it would reduce the unique natural appeal of the area. Alternative B has potential impacts on the Torrey Pines Park Extension in terms of impacts to the essential deep tap roots of the special enclave of trees there. I believe the vibration from passing trains also has the potential to cause surface land damage (e.g., landslides and loss of clay-rock features and bluffs on the ridge of the Torrey Pines Extension), since this occurs occasionally with mild earth quakes and severe storms. Constant vibration from trains will almost certainly accelerate this damage.</p> <p>2) Local impacts to Del Mar Terrace: Even with the current route through the lagoon, the noise and shaking that occurs when trains pass is disruptive (depending on location in the terrace the shaking is sometimes violent). The enhanced traffic with Alternatives B and C would cause harm to Del Mar Terrace residents. It will certainly negatively impact quality of life and property values.</p>
4275	Jul 18, 2024, 01:27 PM	Rolf Muller	A is my vote for the realignment choices.
4276	Jul 18, 2024, 01:28 PM	Elizabeth Kennedy	No to route C because the options disrupt fewer people and preserve the integrity of the penasquitos lagoon. Route B seems the least disruptive to people and wildlife.
4277	Jul 18, 2024, 01:47 PM	Martha Sullivan	<p>What is the highest &amp; best use of the State-owned &amp; managed Del Mar Fairgrounds?</p> <p>Provide the route to relocate the train tracks which transport 8+ Mil passengers &amp; \$1+ Bil products off the crumbling Del Mar Bluffs, &amp; thereby significantly reduce the number of homes which need to be taken so to do? Which we've known needs doing since 2003 &amp; have analyzed both options since 2009.</p> <p>OR Operate an annual "San Diego County" Fair without any investment nor real involvement by</p>

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			<p>the named County for 5 wks of profit annually to mostly out-of-state fair vendors, &amp; lease a racetrack for 12 weeks of profit annually to out-of-state gambling corporations, when 27 U.S. #HorseRacing tracks have closed in the past 10 years, and the lease/Operating Agreement with the Del Mar Thoroughbred Club expires in 2030.</p> <p>"The total economic impact of the 2019 Fair at the Del Mar Fairgrounds for the region was \$10 million overall, the report said." <a href="https://www.sdbj.com/news/weekly-news/popular-annual-event-generates-more-230m-local-spe/">https://www.sdbj.com/news/weekly-news/popular-annual-event-generates-more-230m-local-spe/</a></p> <p>Now 27 with Golden Gate Fields: "wiped out by an epidemic of declining interest that is eliminating tracks all over the country. ... "Big-time racing is struggling, sure. Bay Meadows shut down in 2008. Twenty-six tracks have closed down nationally in the past 10 years." <a href="https://sfchronicle.com/sports/ostler/article/racing-fans-relish-golden-gate-fields-past-rail-19480330.php">https://sfchronicle.com/sports/ostler/article/racing-fans-relish-golden-gate-fields-past-rail-19480330.php</a></p>
4278	Jul 18, 2024, 01:50 PM	Wendy bellovary	I am writing to voice strong opposition to Alternative C. As proposed by Los Penasquitos Lagoon Foundation and Torrey Pines Planning Board, Alternative C should be eliminated from consideration, as it will cause serious environmental damage as well as egregious disruption to impacted communities. It is a waste of taxpayer resources to study such a destructive alternative.
4279	Jul 18, 2024, 01:57 PM	Ji Young Jung	<p>Hello,</p> <p>I am a resident of Solana Beach and am opposed to Alternative A given the expected construction time, expense and enviornmental impact. This option seems unnecessarily broad and expensive. Please explore other alternatives.</p> <p>Thank you.</p>
4280	Jul 18, 2024, 02:14 PM	T K Bryson MD	No on alternative C Destructive to sensitive lagoon
4281	Jul 18, 2024, 02:30 PM	Christina Dworsky	<p>Please, NO ON ALTERNATIVE C!</p> <p>Let's heal the horrible scar across Peñsquitos Lagoon's lovely face. Over 100 years ago, opportunities to reserve vibrant local wetlands were squandered and poor development choices were made in the name of progress. Imagine that choice today when we collectively are so much more aware of the value of preserving natural environments in our urban midsts. Compounding the original damage by proposing an elevated double track through a living waterway would be laughable... if it weren't described as "Alternative C". Not an alternative in this day and age, but 100+ year-old short-sighted folly! Let's think and act with current day wisdom... or better yet, imagine more open minded, lasting solutions that respect the future quality of life.</p>

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			<p>In Del Mar Terrace, we are already assaulted by the air and noise pollution of the Seawolf Corridor out of Miramar's airfield. Please consider giving us some peace and restorative calm by removing the tracks and the berm, the scar, from our beloved Peñasquitos Lagoon.</p> <p>Thank you for your time and kind consideration.</p>
4282	Jul 18, 2024, 03:29 PM	Craig Rubin	<p>I am against Alternative C. Using eminent domain is completely unjustified in this situation (given the other two alternatives would not use eminent domain to remove homes to build the tunnels, as far as I know). Our family would be a victim of eminent domain if Alternative C was chosen. My wife and I have three children, one at Torrey Pines High School and two at Carmel Valley Middle School. Please consider all of the people that would be relocated due to eminent domain.</p> <p>Alternative C would be an egregious choice due to eminent domain. Thank you for your diligent work and listening to all parties involved (especially the ones who would lose their homes).</p>
4283	Jul 18, 2024, 03:54 PM	Dianah Schmidt	<p>I am concerned about Alternative C, in particular the design to have a tunnel entrance by Carmel Valley Road and Camino del Mar and a double-track system. This will create considerable noise in the neighborhood where I live (Sea Village neighborhood) due to more trains, faster speeds, and elevated track. Alternative C will also negatively impact the Lagoon and wildlife, part of the Torrey Pines aura. There will also be an impact in terms of reducing the ocean view, thereby reducing local property values.</p> <p>One of the options away from the Lagoon, closer to I-5 which already has existing traffic noise, etc., would seem to have less detrimental effect on the natural environment and neighborhoods.</p> <p>thank you for your consideration.</p> <p>Dianah Schmidt</p>
4284	Jul 18, 2024, 04:01 PM	Craig Munro	<p>NO to Alternative "C"</p> <p>With Alternative C, the train tracks will be moved closer to Carmel Valley Road, entering the underground portal at Del Mar Car Care, causing loud venting sounds. It would also require the removal of properties via eminent domain.</p> <p>The track berm would be raised 8 feet higher and widened for double tracking, creating an eye sore for the entire community. New trains would be high speed and therefore much louder, requiring fencing and walls for safety. All of this would be a blight on our beautiful landscape. It would be harmful to the wildlife in Los Penasquitos Lagoon, impacting tidal flow patterns and mosquito control</p> <p>It would for certain negatively and materially impact property values in the Del Mar. The project would involve years of construction traffic on Carmel Valley Road, with over thousands of truckloads of excavated materials traveling on Carmel Valley Road.</p> <p>Please find another alternative that doesn't so adversely impair our beautiful and quiet community, one that preserves our natural habitats and doesn't destroy property values.</p>

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			Thank you for considering my feedback.
4285	Jul 18, 2024, 04:05 PM	Erik Hoversten	<p>Everyone agrees that the train line has to be moved. But no one wants the new route near where they live. I am no exception. I live on the edge of Crest Canyon. The canyon is a sensitive habitat that I fear would be harmed by "Alternative B". No matter what any EIR says, the truth is that we have no way of predicting the impacts of construction and operation of a train line through this canyon. I have concerns for the plants, the animals, and the houses nearby.</p> <p>It seems that the majority of Del Mar residents prefer "Alternative A". But this alternative is apparently more expensive than the others due to the longer tunnel it would require. Perhaps I am missing something, but I don't understand why "Alternative A" inherently requires a tunnel of any length. The entire route could be built above ground with a rail bridge. We already have similar rail lines over the Los Penasquitos Lagoon on the south side of Del Mar. Why can't we build an equivalent elevated rail line over the San Dieguito Lagoon? Without a tunnel, I would assume that this would be the cheapest route of all. It would also require much less construction time as some of the elements could be prefabricated off-site.</p>
4286	Jul 18, 2024, 05:02 PM	Margaret Hoversten	<p>I live at the edge of Crest Canyon and have great concern about the routing of the proposed railroad track underneath Crest Canyon, "Alternative B." Alternative B would disrupt the homes and lives of people and wildlife with noise, vibration, fumes and hazardous chemicals. It could also lower property values. Can you imagine wanting to buy a home knowing that construction could be going on for years with the actual end result being unknown? The possibility of losing more homes to eminent domain is not attractive either.</p> <p>I favor "Alternative A" and wonder why it requires a tunnel of any length. The entire route could be built above ground with a rail bridge such as the rail lines over the Los Penasquitos Lagoon on the south side of Del Mar. This might be the cheapest and fastest route of all especially as some of the elements could be prefabricated off-site.</p>
4287	Jul 18, 2024, 05:12 PM	Oliver Elkareh	<p>NO to ALTERNATIVE C--&gt;</p> <p>We are concerned that: It would be harmful to Los Penasquitos Lagoon and its wildlife habitat and it would also impact tidal flow patterns and vector/ mosquito control</p>
4288	Jul 18, 2024, 05:27 PM	Carol Forseth	<p>Thank you for asking for public input on this project. Alternative B, the green route, seems to be the most efficient, shortest and cost effective.</p>
4289	Jul 18, 2024, 05:46 PM	Karen tipler	<p>My daughter claire died in 2018. Her memorial bench is located in the lagoon that would be directly impacted by proposal A. It is a place of native species, osprey,s and a precious wetland</p>



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			treasure . oppose Alternative A. At double the cost of the other Alternatives, the serious economic consequences to the region, and many environmental impacts to Solana Beach, Stevens Creek, the Fairgrounds and the San Dieguito Lagoon, Alternative A does not pass the common sense test. Please focus on more viable Alternatives.
4290	Jul 18, 2024, 07:09 PM	Ben Yu	Route A looks like the best long term solution and least disruptive. Imagine adding a stop near the fairgrounds and the boost to business there while also addressing the high volume of visitors
4291	Jul 18, 2024, 07:11 PM	Shuva Mukutmoni	Dear SANDAG:  It would be great if you complete the Del Mar tunnel. SANDAG must also plan for catenary to electrify the rail route to be ready for the day when there can be electric trains. I support Option B as the most direct route for trains.  Option A would be longer and more expensive to build, and provide no benefit to the rail service other than placating NIMBYs in Del Mar.  Option C would be cheaper, but it would retain the current single track alignment through the Penasquitos Marsh. This would make it hard to double track and electrify the track.  Option B is the most logical and direct route for trains. I encourage you to select Option B.
4292	Jul 18, 2024, 07:39 PM	Michael Halpern	It is critical that SANDAG listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon Foundation and Torrey Pines Community Planning Board, Alternative C should be dropped from further consideration. Alternative C is clearly not in the best interests of the environment or the community and it is a waste of taxpayer resources to study an alternative which obviously makes no sense to pursue. Thank you!
4293	Jul 18, 2024, 08:58 PM	David Halpern	It is critical that SANDAG listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon Foundation and Torrey Pines Community Planning Board, Alternative C should be dropped from further consideration. Alternative C is clearly not in the best interests of the environment or the community and it is a waste of taxpayer resources to study an alternative which obviously makes no sense to pursue.
4294	Jul 18, 2024, 09:00 PM	Isabella Freeman	It is critical that SANDAG listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon Foundation and Torrey Pines Community Planning Board, Alternative C should be dropped from further consideration. Alternative C is clearly not in the best interests of the environment or the community and it is a waste of taxpayer resources to study an alternative which obviously makes no sense to pursue.
4295	Jul 18, 2024, 09:14 PM	Andrew Graves	I'm writing to express my interest in the build out of option B of the proposed alignments. Option B is the best option because it allows for increased service speeds, is a tunneled option and presents the best long term reliable connection.

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			<p>I also want to ensure that the tunnel is wide and tall enough to support the installation of catenary. Since California will be swiftly switching over to zero emissions vehicles, it's absolutely critical that if trains operating on LOSSAN opt to install catenary and operate catenary powered trains that they can operate through the tunnel under wire. This is a simple ask when in the planning phase and has the potential to pay dividends in the future.</p>
4296	Jul 18, 2024, 09:42 PM	Laura Fulton	<p>I am writing to express my deep concern regarding continued consideration of Alternative C in light of the superior alternatives presented by Alternatives A and B for the rail corridor realignment. It is critical that SANDAG listen to the strong opposition to Alternative C. As urged by Los Peñasquitos Lagoon Foundation, the Torrey Pines Community Planning Board, and numerous community members, Alternative C should be dropped from further consideration. Alternative C is clearly not in the best interests of the environment or the community and it is a waste of taxpayer resources to study an alternative which obviously makes no sense to pursue.</p> <p>I appreciate the thought and foresight that SANDAG has exercised in planning the rail realignment, in addition to the solicitation of community input during the planning process. During that process, it has become increasingly apparent that Alternative C is an undesirable and untenable option because of its negative environmental and community impacts, including the potential displacement of a long-term community. The Del Mar Terrace community in general poses one of the more affordable housing options in Del Mar, including a large multi-family development. Alternative C adversely impacts that community, including potential family displacement due to the need to exercise eminent domain. During an ongoing housing crisis, a plan that removes community members from homes otherwise outside of an environmentally degraded area should be disregarded outright.</p> <p>Further, the environmental impacts of Alternative C threaten protected wetlands and local wildlife in a manner that Alternatives A and B avoid. Proceeding with Alternative C would perpetuate the railways' negative impacts on the Lagoon and potentially generate additional ones by converting the currently lightly-used single track into a heavily-used double track alignment through the center of the Los Peñasquitos Lagoon, with entirely new areas added at the northwest end. This would require raising and widening the existing berm in the Lagoon to address flooding and sea level rise projects. As climate change results in the potential for ongoing sea level rise, it remains unclear that the raised berm would meet changing environmental needs. Alternatives A and B adequately prepare the rail corridor for sea level impacts and climate evolution. Further, as construction proceeds, the environmental impacts that will result from construction of Alternative C will further degrade the lagoon. The Lagoon is prone to flooding during rains - the measures necessary to protect the construction site during weather events (preventing sediment, debris and</p>

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			<p>construction materials and fluids from leaving the construction site) are also avoidable through selection of Alternatives A and B.</p> <p>Further, Alternative C clearly would not further the stated project objective of "avoid[ing] and/or minimiz[ing] impacts on biological, cultural, and recreational resources of national, state or local significance, including publicly owned parks, beaches, wetlands, ecological reserves'... and should be rejected for further consideration on that basis. Alternative C clearly would have significant adverse impacts on the Lagoon and its important biological and wetland resources, which is inconsistent with stated project objectives. For instance, Alternative C could result in degradation or destruction of protected Torrey Pine trees concentrated in the area of construction. Additionally, Alternative C presents threats to the ongoing enjoyment of the Torrey Pines State Beach - a treasured resource for San Diego County community members" because of the planned staging at the state beach parking lot that will limit access to the state park and beach.</p> <p>Finally, the proposed project should avoid, or at the very least limit impacts to sensitive species and their associated essential habitats present within the Lagoon within and adjacent to the project site to the maximum extent feasible. Alignment A and Alignment B would avoid much of the Lagoon by relocating the railway alignment adjacent to I-5 with a small portion of adjacent wetland and upland habitat potentially being affected. Alternative C maintains much of the current alignment through the Lagoon while also penetrating an undisturbed area adjacent to the proposed portal and expanding the width and height of the existing rail embankment to accommodate double tracking and sea level rise. As such, Alternative C will likely result in the most impacts to sensitive species and their associated sensitive habitats. Replacing large sections of berm with a bridge proposed as part of Alternative C may improve conditions beyond their existing state but could present an additional suite of impacts to listed species that forage and nest within the vicinity of the existing alignment due to noise, vibration, lighting and other components associated with construction and subsequent rail use. Based on this, as recommended by the Los Penasquitos Lagoon Foundation, the proposed EIR/EIS consider potential direct and indirect impacts to sensitive species within the Lagoon that include light-footed Ridgway's rail, coastal California gnatcatcher, western snowy plover, Belding's savannah sparrow, wandering skipper, yellowbreasted chat, white-tailed kite and other raptors, southern mule deer <i>Iva hayesiana</i>, <i>Artemisia palmeri</i>, and <i>Lasthenia glabrata</i> ssp. <i>coulteri</i>. In addition, the EIR/EIS will need to also consider the direct and indirect impacts to the essential habitats that support these sensitive species which include tidal salt marsh, non-tidal salt marsh, southern maritime chaparral, coastal sage scrub, and coastal succulent scrub.</p>

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			<p>Given that the most commonly cited arguments in favor of public transportation involve reducing private transportation's negative environmental impacts, it is only logical that SANDAG's railway realignment be done in a manner which minimizes its negative impacts on Los Penasquitos Lagoon's fragile environment. For these reasons, SANDAG should remove Alternative C from further consideration during the planning process.</p> <p>I appreciate your time and consideration on this matter.</p> <p>Regards,  Laura Fulton  Del Mar Resident</p>
4297	Jul 18, 2024, 09:55 PM	Tema Halpern	<p>It is critical that SANDAG listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon Foundation and Torrey Pines Community Planning Board, Alternative C should be dropped from further consideration. Alternative C is clearly not in the best interests of the environment or the community and it is a waste of taxpayer resources to study an alternative which obviously makes no sense to pursue.</p>
4298	Jul 18, 2024, 10:21 PM	Lynne Friedmann	<p>I oppose Alternative A on the grounds of a critical issue not mentioned in the NOP / Draft EIR: Flood risk from a catastrophic collapse of the Lake Hodges Dam. The dam is more than 100 years old and in 2023 was given an unsatisfactory rating (lowest rating that exists) that means the dam needs immediate and emergency action. However, faced with a staggering state deficit, in June 2024, the California Legislature and Gov. Gavin Newsom slashed funding for dam repair grants in half and repair work is stalled. The California Department of Water Resources maintains an online "Inundation Map" that shows 1) the Lake Hodges Dam is at high risk of collapse and 2) water from the dam's collapse would completely cover the Del Mar Fairgrounds and surrounding area. Given Alternative A's reliance on a new portal to an underground rail route under the fairgrounds - constructed in Solana Beach's current rail right-of-way located 28 feet below street level - it would be impossible to keep water out of underground tunnels. The risk of collapse of the Lake Hodges Dam is real and for that reason alone Alternative A should be removed from consideration in the rail realignment. Thank you for the opportunity to comment and for giving this input serious consideration.</p>
4299	Jul 18, 2024, 11:14 PM	Darius Schneider	<p>Alternative C's impact on the natural habitat of the lagoon as well as the quality of life of hundreds of people living along Carmel Valley Road is unbearable.</p> <p>NO TO OPTION C</p>
4300	Jul 18, 2024, 11:31 PM	Christopher Prier	<p>I am strongly in favor of the realignment of the LOSSAN tracks away from the Del Mar bluffs. The connection between San Diego and the LA area is one of the most important passenger rail</p>

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			<p>corridors in the country, and improvements are urgently needed to prevent the service cancellations we've had this past year. I urge SANDAG to select the alignment that will allow trains to travel at the highest speeds over the shortest distance, which I believe is option B. Enabling more rapid and reliable commuter and inter-city trains to move up and down the coast will be a huge benefit to the region and allow for a lower congestion, lower emission, and higher quality-of-life future. While I understand some local residents have been opposed to some realignment plans, I urge SANDAG to put the needs of all San Diego residents first and build a direct and fast route away from the bluffs.</p> <p>Thank you, Chris Prier Mira Mesa, San Diego</p>
4301	Jul 19, 2024, 12:03 AM	Michael Reher	<p>Dear SANDAG,</p> <p>Many thanks for your diligent attention to this issue. I am writing to express a "NO on Alternative C" and "YES on Alternative A or B".</p> <p>Here are my concerns with Alternative C:</p> <ol style="list-style-type: none"> <li>1. Perhaps most importantly, it would damage the sensitive Los Penasquitos Lagoon habitat, which would be a great loss for the environment and, potentially, could have spillover effects on nearby ecosystems.</li> <li>2. It would significantly increase congestion and potentially reduce the ability to access Torrey Pines State beach, which would be a great loss for the public. Access to this beautiful beach brings great joy to many in San Diego and to visitors from elsewhere.</li> <li>3. The vibrations/noise would reduce the appeal of visiting downtown Del Mar, thus reducing business revenue and, as a consequence, public tax revenue.</li> <li>4. It would significantly reduce property values in and around Del Mar, which would reduce revenue from property taxes. As a back-of-envelope calculation, total assessed value in Del Mar in 2023-2024 equals \$5 billion. Assuming a 1% property tax rate and a 5% discount rate, then even a 10% reduction in property values due to the train would reduce tax revenue by \$100 million (= <math>0.01 * 0.10 * 5b * (1 / (1 - 1/(1 + 0.05)))</math>). I understand that Alternative A is more expensive. However, after accounting for the reduced tax revenue from both property and business taxes, it may very well turn out to cost the public less money than Alternative C.</li> </ol> <p>Thank you again for your time and consideration.</p> <p>Sincerely, Michael Reher</p>

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4302	Jul 19, 2024, 02:20 AM	Dave Hoard	<p>As a resident and owner in the Del Mar Terrace beach community, I would like to submit my deep felt concerns and comments on the San Diego LOSSAN Rail Realignment Project and proposed rail alternative routes. I would also like to submit an alternative solution below that may resolve many of the issues and concerns that the varied San Diego North Coastal Beach Communities may have with the currently proposed routes.</p> <p>Response to the proposed LOSSAN Rail Realignment Alternatives:</p> <p>* No on Alternative Route C:</p> <ul style="list-style-type: none"> <li>- No on Double Tracking the Rails thru the sensitive Los Penasquitos Lagoon habitat.</li> <li>- No on the increased train shaking, vibrations, noise, and horns.</li> <li>- No on the increased train traffic and speeds from the two-way rail double tracks.</li> <li>- No on the proposed extensive bridge structure on the western side spanning thru the middle of the lagoon.</li> <li>- No on a second rail track that will be even closer to houses and businesses along Carmel Valley Rd.</li> <li>- No on the increased height and width of the double track rail berms thru the middle of the lagoon.</li> <li>- No on the increased impact on the local residence, businesses, and Torrey Pines State Beach community.</li> </ul> <p>* Yes on Alternative Routes A or B:</p> <ul style="list-style-type: none"> <li>- Removes the trains and rail tracks from the middle of the sensitive Los Penasquitos Lagoon habitat.</li> <li>- No more shaking, vibrations, noise, and horns from the trains along the tracks thru the lagoon.</li> <li>- Removes the trains impact on the local Del Mar Terrace residences, businesses, and Torrey Pines State Beach.</li> <li>- Dramatically reduces the impact on the sensitive lagoon with a southern train tunnel portal next to I-5 along Sorrento Valley Rd.</li> <li>- The Southern Tunnel portion going underneath the eastern edge of Los Penasquitos Lagoon and Carmel Valley Rd alleviates much of the impact to this areas businesses, traffic, and residences.</li> <li>- Possibilities of turning the rail berms into a nature trail thru the lagoon (Rails to Trails Project).</li> <li>- Greater appreciation for the views and natural habitat of Los Penasquitos Lagoon, the birds, and jumping fish.</li> </ul> <p>-----</p>

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			<p>*** Alternative Solution to the LOSSAN Rail Realignment: ***</p> <p>*** Move the Los Angeles to San Diego LOSSAN Rail Route Over to the Middle of the I-5 Freeway Corridor ***</p> <p>* Move the Los Angeles to San Diego LOSSAN rail line over to the I-5 Freeway corridor from Camp Pendleton down thru the middle of I-5 all the way to San Diego.</p> <p>* Integrate and combine the regional rail planning and project designs of the Los Angeles to San Diego LOSSAN Rail Realignment Project and the California High Speed Rail (CAL-HSR) - Los Angeles to San Diego Section into one alternative rail route down the middle of the I-5 corridor.</p> <p>* Combine the funding of the LOSSAN Rail Realignment Project with the CAL-HSR Phase 2 Section from Los Angeles to San Diego.</p> <p>* Have the governmental agencies of SANDAG and California High Speed Rail Authority working together on the same alternative rail route from Los Angeles to San Diego running down the I-5 corridor and combining the LOSSAN Rail line with CAL-HSR Phase 2 - Los Angeles to San Diego section.</p> <p>* A combined LOSSAN and CAL-HSR Rail line down the middle of I-5 could connect up with the future High Speed Rail station in Anaheim (from Phase 1 of CAL-HSR).</p> <p>* Expedite and prioritize this alternative CAL-HSR Los Angeles to San Diego Section due to the urgent requirements for removing the train tracks off the bluffs and other urgent coastal rail issues.</p> <p>* Prioritize this alternative CAL-HSR route down the coastal I-5 corridor from Los Angeles/Anaheim to San Diego over some other alternate route out thru the less populated east counties of Riverside and San Diego.</p> <p>* This I-5 corridor alternative removes rail lines away from sensitive coastal habitat areas and coastal beach communities in north San Diego County.</p> <p>* Greatly reduces train noise and vibrations, horns, and other impacts on the coastal beach communities and businesses.</p> <p>* It removes environmental impacts on the coastal habitats, and removes the impacts and mitigation requirements on the beach communities.</p> <p>* Putting the LOSSAN rail line down the middle of the I-5 public transit corridor removes any eminent domain right-away issues and requirements on the beach communities.</p> <p>* It removes all the catastrophic dangers at train crossings with pedestrians and auto traffic.</p> <p>* Removes all delays or slow downs due to train crossing areas.</p> <p>* Removes all dangers of any pedestrian traffic walking along the rail tracks thru the coastal beach communities.</p> <p>* It will greatly expand and more fully utilize the Park n' Ride stations for both rail and freeway traffic along I-5 further reducing pollution and auto transit.</p>

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			<p>* Straightening the rail line along the I-5 corridor will increase rail speeds and decreases rail transit times.</p> <p>* Decreases the number of train slow downs and the need for horns and bells ringing.</p> <p>* Increases train safety and decreases scheduling delays.</p> <p>* It would provide a faster more efficient and direct freight transit route with uninhibited transport with no slowing or concerns due to cross traffic.</p> <p>* With swift moving public trains running down the middle of the freeway speeding by lanes of cars stuck in freeway traffic jams, this will greatly encourage higher utilization of the public rail transit system while reducing auto commutes, traffic jams, and pollution.</p> <p>* It's easier to centralize the electrification of the rail lines along the I-5 corridor versus running all the electrical distribution lines needed thru each beach community with the existing rail route thru Coastal North County San Diego.</p> <p>* This I-5 Freeway corridor rail alternative will future proof San Diego Counties public transit needs: from increased population and density; coastal sea level rise, floods, and other disasters; and provides high speed transit both locally and between distant California cities.</p> <p>* It would provide a modernized public transit system like many large international cities and countries around the world, including large metropolitan cities like LA and Chicago have done.</p>
4303	Jul 19, 2024, 08:07 AM	Linda Yu	<p>I propose Alternative C for these reasons:</p> <p>It would be harmful to Los Penasquitos Lagoon and its wildlife habitat It would impact tidal flow patterns and vector/ mosquito control</p> <p>thank you</p>
4304	Jul 19, 2024, 08:13 AM	Carlos Alonso	<p>I oppose Alternative A. At double the cost of the other alternatives, the serious economic consequences and many environmental impacts to Solana Beach. Please focus on more viable alternatives. Thank you.</p>
4305	Jul 19, 2024, 08:16 AM	Elizabeth Chappell/Craig Crowley	<p>As owners at SeaPoint Townhomes we are writing to oppose the Alternative C Realignment proposal for several reasons, most importantly short-term and long-term quality of life for residents and the impact on the Los Penasquitos Lagoon.</p> <p>The long-term negative impact on human life cannot be overstated. Noise is one big issue. The train track accommodating more, faster and louder trains will be moved closer to our home. We will be impacted by the venting sounds from the underground portal. In addition, our views will be blocked by the tracks which will be built substantially higher than they are now. Not only will this all impact our health and quality of life, our property values will take a hit. For those of us who use this as our retirement nest egg, this will be devastating.</p>



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			<p>In the short-term the construction over several years will be unbearable. The current use of the Torrey Pines parking lot as a staging area for bluff stabilization keeps us awake at night with the back-up beepers and the train honking. This is minimal noise compared to what we would experience over several years with large equipment and construction right in front of our home.</p> <p>The impact on Los Peñasquitos Lagoon will be studied and is a significant concern as well.</p> <p>Each of the proposed Alternatives will affect some people. Due to the high density of SeaPoint and Sea Village, Alternative C will negatively impact more people than any of the other routes.</p> <p>For all of these reasons, we opposed Alternative C.</p> <p>Thank you, Beth Chappell/Craig Crowley [REDACTED], Del Mar</p>
4306	Jul 19, 2024, 09:42 AM	Ilene Klein	<p>I live in [REDACTED], in Del Mar Terrace, a beautiful community nestled between the Los Peñasquitos Lagoon and the Torrey Pines SNR Extension. As a conservation photographer and former chair of our HOA's Ad-Hoc Eco-friendly Advisory Committee, I am deeply committed to the responsible stewardship of our natural resources. This dedication includes preserving and enhancing the biodiversity of the Los Peñasquitos Lagoon and safeguarding the threatened and endangered species that rely on its habitat.</p> <p>The proposed Alternative C of the LOSSAN Rail Realignment plan threatens to undermine the collaborative efforts invested in the LPL's Lagoon Enhancement Plan 2018, which reflects extensive community input and aligns with the crucial state goal of conserving 30% of California's lands and coastal waters by 2030 (Executive Order N-82-20).</p> <p>Rerouting the train away from the Los Peñasquitos Lagoon could enable us to restore additional habitat that is sorely needed, but Alternative C would severely hinder this critical ecosystem. The potential negative impacts on the lagoon's tidal flow, mosquito and vector control, and overall health are alarming. Furthermore, the noise pollution from high-speed trains would detract from our quality of life and potentially diminish our property values. Given the recent wildfire in our area, I am also gravely concerned about emergency access during the construction period, as Carmel Valley Road is our only exit route.</p> <p>For these reasons, I strongly urge that Alternative C be removed from consideration. Thank you</p>

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			for allowing me to express my concerns and advocate for the preservation of our invaluable natural resources.
4307	Jul 19, 2024, 09:46 AM	Cookie Ostrow	Hi,,Plan A Looks great as it goes toward the Freeway,,Perhaps there could be a park and ride to encourage people to take the train to lessen cars on the freeway. Great plan with A!
4308	Jul 19, 2024, 09:50 AM	James and Marci Olson	<p>We live at Sea Point townhomes in Del Mar across the street from Torrey Pines State beach and the Los Penasquitos Lagoon.</p> <p>We are STRONGLY against "Alternative C", the Camino Del Mar Alignment, plan for the railroad tracks realignment for the following reasons:</p> <p>The tracks would be placed right in front of our property and negatively impact our property values.</p> <p>The underground portal would cause loud venting sounds and the removal of properties via eminent domain.</p> <p>The track berm would be raised 8 feet higher than it is now and would become double tracked with highspeed trains requiring additional fencing and walls for safety.</p> <p>It would be harmful to the Los Penasquitos Lagoon and its wildlife habitat, in addition to impacting tidal flow patterns and vector/mosquito control.</p> <p>In addition, we are STRONGLY against "Alternative B", the Crest Canyon Alignment, as it would have negative impacts on Del Mar's businesses and residents. The North portal would significantly impact the quality of life in and around the area of Jimmy Durante Blvd for residents and businesses, not only during construction but also in the long term. In addition, this option also requires government acquisitions of private property through eminent domain.</p> <p>In summary, we believe the BEST and ONLY solution for the track realignment is "Alternative A", the I5 Alignment, as it would have the least amount of impact on Del Mar residents and businesses and would not require government acquisition of private property.</p>
4309	Jul 19, 2024, 10:43 AM	Steve Balgrosky	<p>I am writing in opposition to Alternative C of the SANDAG LOSSAN Rail Realignment Project now under CEQA process evaluation.</p> <p>Great harm to the precious natural environment and unreasonable financial costs will inevitably fall on the resident taxpayers of this unique coastal area.</p> <p>So, NO on Alternative C !!!</p>
4310	Jul 19, 2024, 11:13 AM	Michael McCliune	<p>In general, the cheapest and fastest option should be taken. The rail service to Los Angeles and beyond is crucial to the economy of San Diego and can not depend on the shored-up bluff top route.</p> <p>My preference would be for alternative B which minimizes the effect of the rail in Penasquitos lagoon and seems like it would be the fastest for train travel. Perhaps it would even be faster to build than route c given the amount of infrastructure along Camino Del Mar. Alternative A is</p>

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			ridiculous. It is slow, expensive, removes the possibility of having a landing at the fairground and potentially damages the San Diegito lagoon. I lived in Del Mar for more than 10 years and routinely and illegally crossed the tracks to go down to the beach. Del Mar will greatly benefit from removing the tracks from the bluffs and Seagrove Park. This far out weighs the cost of tunneling under the city.
4311	Jul 19, 2024, 11:48 AM	Karen Staats	No to "A" it is an environmental disaster!!! Yes to "C" figure out a way to keep the Fairgrounds open during construction.
4312	Jul 19, 2024, 11:59 AM	Jonathan Licht	Option C is too close to the Los Penasquitos Lagoon. The train should not go through it. The best option is alternative B or A. The shorter distance and straighter line is B.
4313	Jul 19, 2024, 12:12 PM	Merry macalady	No is my answer
4314	Jul 19, 2024, 12:13 PM	Leah Robbins	NO to ALTERNATIVE C
4315	Jul 19, 2024, 12:14 PM	John Gill	NO to ALTERNATIVE C
4316	Jul 19, 2024, 12:15 PM	Donald English	No to Alternative C
4317	Jul 19, 2024, 12:18 PM	Shawn Baker	All of these proposals have serious issues, but "Alternative C" is likely the WORST option. It requires the most disruption to the Los Peñasquitos Lagoon. This is a sensitive wildlife area that will be impacted both during construction and after construction due to the double-tracking and higher elevation. Alternative A and B are superior in that the lagoon is significantly less impacted AND both have only one portal that will require eminent domain/destruction of current structures.
4318	Jul 19, 2024, 12:23 PM	Bettan Laughlin	NO to ALTERNATIVE C
4319	Jul 19, 2024, 12:24 PM	Suzanne Zoehrer	No on Alternative C. Negative impact on sensitive Los Penasquitos Lagoon habitat; increase in noise in residential neighborhood and reduction in ocean views; negative impact on home values. This is a beach community and an increase in train tracks and traffic will be a negative impact to tourism and beach enjoyment.
4320	Jul 19, 2024, 12:28 PM	Laura Chavkin	I am opposed to option c because of the environmental impacts to the lagoon and the damage it will cause to the Torrey Pines beach area.
4321	Jul 19, 2024, 12:33 PM	Anthony Marsiglia	No on Alternative C.
4322	Jul 19, 2024, 12:40 PM	Nicole Musser	No to alternative c.
4323	Jul 19, 2024, 12:42 PM	Elizabeth Nash	vote NO to ALTERNATIVE C This route will RUIN all the views and natural ambiance along Carmel Valley Road across from

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			<p>Torrey Pines North Beach. We moved here to live in a natural setting with ocean views. Moving the train closer to our homes and raising the tracks will horribly impact our environment. They made a very stupid decision a long time ago and moved the tracks to the cliffs. Please don't make another stupid decision and completely devastate the quaint and picturesque community of Del Mar. Move the trains to the I-5 freeway where it belongs. Don't make another short sighted decision. Please don't take away the loveliness of our seaside town.</p>
4324	Jul 19, 2024, 12:47 PM	Laura Schaefer	<p>I strongly object to the proposed Route C and the south portal located on Torrey Pines Road for these reasons: 1) the south portal will likely require eminent domain of some homes. This is a densely populated area with condominiums, apartments and single family homes. These homes will be dramatically affected. If they are not taken by the state, they will have to suffer noise, vibration and potential transport of hazardous waste near and under their homes. 2) Del Mar has one main business street on Camino Del Mar (CDM). The construction and tunneling under CDM will be seriously disruptive to most of the businesses (and residents who shop there) on CDM. Additionally, the tunnel will negatively affect residents immediately to the east and west of CDM. No one wants a train tunnel under their home. 3) Walking and bike trails along Torrey Pines Road will be affected as will the iconic views from that area.</p> <p>Alignment A is the only one that does not require eminent domain. It is on public property. The seasonal fair and horse racing may be impacted, but that impact pales in comparison to even a single family losing their home- and indeed their community. Although these people will be compensated for their home, as of today, there are only 58 homes for sale (including condos) in Del Mar. Many of those are by the beach and will be unaffordable, even with compensation. People will lose their tax basis. Children will have to switch schools. Seniors will be uprooted from the only home they have known for years. These people will lose their tax basis; property taxes on a new home in Del Mar will be financially prohibitive for most long term residents. In short, these displaced people will have to GO TO ANOTHER CITY to live. Telling this family that at least they can still go to the fair or bet on horses will be little consolation for losing their home, neighbors and their community.</p> <p>Finally, I suggest SANDAG seriously consider routing the train along I-5 as suggested by Mr. Krantz at the last board meeting. The Solana Beach council member in attendance seemed on board with this solution, even though it will result in the loss of the Soana Beach train station and fair platform. Up and down the San Diego coast, expensive rail projects, undercrossings, safety crossings, etc are required so people can safely access the beach or businesses. These trains run through highly dense coastal areas leading to increased pedestrian and vehicle accidents at and near crossings. Moving the train inland along the 5 corridor would dispense with these expensive projects, increase pedestrian safety, and free up coastal land for trails and other public enjoyment. Seasonal events at the fairgrounds can be serviced by shuttles. Again- what is more important a platform at the fairgrounds or an alignment that does not displace people, forcing</p>

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			<p>them from their homes. Have the fairgoers, concert attendees and horse racing enthusiasts take a shuttle. DON'T TAKE OR TUNNEL UNDER PEOPLE'S HOMES.</p> <p>Thank you for your consideration</p>
4325	Jul 19, 2024, 12:49 PM	Iris Eckstein	<p>NO, NO, NO, NO to Plan C, it would have an unbearable impact on the environment, animals and humans, please consider plan A</p>
4326	Jul 19, 2024, 12:50 PM	hassan-samadi	<p>my vote is alternative c</p>
4327	Jul 19, 2024, 12:55 PM	Jennifer Baker	<p>NO on Alternative C!!!</p> <p>This proposed route puts a high speed train, with associated noise and emissions, running 24/7 in extremely close proximity of at least 450 residences by the proposed portal site. Some of those residences will be impacted by eminent domain but all will have their views, property values, and general quality of life significantly impacted by loud trains running on an elevated track and supported by high safety walls. It's unclear if living by any emissions portal or even long-term construction could have health impacts on many seniors that live here. Many of us bought here years ago because of the lagoon/ reserve impeding any further building and the relative quiet away from I5 noise. This would change all of that. Related, this route could be incredibly harmful to the lagoon &amp; its wildlife that we all enjoy as part of living here. Do we know how this would impact tidal flow and the viability of using Torrey Pines Beach? Lastly, I'm tremendously concerned given our recent wildfire in the reserve about being able to come and go from this neighborhood. 8-10 Years of construction along Carmel Valley Rd will essentially make it impassable, so we will only have Camino Del Mar and Del Mar Heights? The traffic from one way would be awful on a good day, and possibly deadly in a disaster situation like we just had. Please consider the other 2 options instead!</p>
4328	Jul 19, 2024, 01:00 PM	John Holcombe	<p>I appreciate the opportunity to leave my comments.</p> <p>I am against Alternative Route C.</p> <p>Alternative Route C would be damaging to the sensitive Los Penasquitos Lagoon habitat with all the years of construction, double tracking, increased train vibrations, speed &amp; noise.</p> <p>The tracks will be moved closer to Carmel Valley Road impacting houses, businesses, and the Torrey Pines State Beach community.</p> <p>Double tracking will require increasing the height of the tracks by 8 feet.</p> <p>Route C will require years of round the clock construction traffic on Carmel Valley Road &amp; this will have a major effect on the residents of the community and the many visitors to the Torrey Pines State Beach and The Torrey Pines State Natural Reserve.</p> <p>Los Penasquitos Lagoon is a treasure &amp; Alternative Route C is too damaging. Please choose another Alternative Route.</p>

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			Thank you, John Holcombe
4329	Jul 19, 2024, 01:08 PM	Miriam Dexter	No to alternative C
4330	Jul 19, 2024, 01:15 PM	Robert Geddes	No to option C
4331	Jul 19, 2024, 01:17 PM	Adam Freeman	<p>It is unfair to the longtime residents of Del Mar to build a tunnel under the houses on the Del Mar Bluffs. Firstly, I am not at all convinced that the tunneling will not lead to serious damage to the homes on the bluffs in question. There are also serious concerns within the community regarding: devaluation of expensive property that people have worked hard to pay for, pollution and instability of the soil, and destruction of the natural environment and ecosystem of Del Mar.</p> <p>There are other, better, viable solutions for the LOSSAN Rail Realignment project. Namely, running the train alongside the Interstate 5 freeway. There is ample space and it would not be so destructive to Del Mar's community or wildlife - as well as simply making more logistical sense. Including the possibility of having a Carmel Valley train station in the future - creating greater public transit opportunities for North County San Diego and increasing the likelihood of reducing traffic and emissions within San Diego.</p>
4332	Jul 19, 2024, 01:20 PM	Roger Heim	<p>NO to ALTERNATIVE C</p> <p>Too disruptive for environment and residents. Knoll entry point would be much better suited (Alternatives A and B).</p>
4333	Jul 19, 2024, 01:21 PM	Anne Beaumont	<p>NO to ALTERNATIVE C.</p> <p>As a long-term resident of the Sea Point condo complex, I am concerned about noise and air quality impacts, harm to the Los Penasquitos Lagoon and its wildlife habitat, and impact to tidal flow patterns and vector/ mosquito control. Thank you for considering my comment.</p>
4334	Jul 19, 2024, 01:32 PM	Debra Zack	<p>Dear LOSSAN,</p> <p>My husband and I strongly oppose Alternative A. We own two properties in Solana Beach and I run my consulting business from our home there. Solana Beach has worked hard by dropping the rail below street level and has beautified the area around it into a park with walking trails, bike riding and art work. We also have affordable housing in the area that would be affected. It really makes no sense whatever to further consider Alternative A, as it would double the cost and time for construction, seriously impact the Fairgrounds and the economic consequences thereof, and negatively impact the environment including San Dieguito Lagoon and Stevens Creek. Please focus on the other alternatives. Fear of perhaps experiencing some vibration is not a good reason to waste taxpayers' time and money. Please find a more viable alternative.</p>

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			Sincerely yours, Debra Zack, MD, PhD Jerome Zack, PhD ██████████ Solana Beach, CA 92075
4335	Jul 19, 2024, 01:34 PM	Carl F Ware PhD	The rail problem is on the coast of DelMar/City of San Diego and so should the solution. The disruption to Solana Beach could bankrupt the business district. In addition, Solana Beach complied with remodeling the rail tracks, and it's a beautiful, vibrant local-no compassion voiced from San Diego. Del Mar will recover and be a better place to live and work.
4336	Jul 19, 2024, 01:35 PM	Matt Peppercorn	I live in Del Mar and I think option A is the best. Option B is the second choice and Option C is the worst route.
4337	Jul 19, 2024, 01:36 PM	Winnie Heim	NO to ALTERNATIVE C  It would be harmful to Los Penasquitos Lagoon and its wildlife habitat.
4338	Jul 19, 2024, 01:37 PM	Ann Bartsch	Please choose Option A. It is the logical choice because it follows the already established freeway routing, and as a result, it is the least disruptive to our neighborhoods and our wildlife. Please do not take away people's homes by eminent domain. And please protect our wildlife in Crest Canyon preserve. Thank you for your consideration.
4339	Jul 19, 2024, 01:43 PM	Margaret Lopez	Please choose Alignment A! This option is the least impact to our neighborhood because it follows the established I-5 corridor. Please do not take away people's houses. We all save for years to purchase our homes, and as you know, San Diego is crazy expensive. Our neighbors love our canyon, and it is why we chose this location. Please preserve our neighborhood homes and our neighborhood wildlife. Although many point out the cost differences among the options, can we really justify saving money when it costs us our homes? And our environment? Can we put a price on those losses? Thank you for your support.
4340	Jul 19, 2024, 01:46 PM	David M. LeRoy & Monique E. LeRoy	We are opposed to any additional construction and Double Tracking in the Los Penasquitos Lagoon habitat. Where fresh water meets salt water this location is extremely important for wild life, sea life and plant life. Relocation of the rail tracks from Los Penasquitos Lagoon should have been of utmost importance many years ago. Its been talked about so many times because of the location of the rail tracks through the center of the Lagoon. Now is the time to relocate the tracks to Alternative Routes A or B.  David and Monique LeRoy

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			<p>██████████ Del Mar, Ca.</p>
4341	Jul 19, 2024, 01:49 PM	Irving Cohen	I oppose Alternate C. The disruption to the Penasquitos Lagoon, unsightly elevated [possibly double] train tracks and noise associated with high speed trains entering a tunnel constitute an assault on the resident taxpayers all along Carmel Valley Road who will be in close proximity. Please consider a train route that will not punish us!
4342	Jul 19, 2024, 01:53 PM	Reinhard Bartsch	Please vote for option A. Other alternatives will cause irreversible damage to Sage Canyon or cause Del Mar residents to lose their homes. Additionally, the alternatives will require diesel exhaust vents that release toxic fumes into our neighborhoods. Option A is the safest and least damaging route.
4343	Jul 19, 2024, 01:55 PM	Darby See Lewis	I vote "No" on proposed alternative "C", due to ruining the view from my property, the noise from the raised track, the disturbance to the lagoon.
4344	Jul 19, 2024, 01:57 PM	Thomas Horan	As a longtime resident of the area, I am strongly opposed to Alternative C. While solving the train issue is important to the community, destroying the Los Penasquitos Lagoon with raised berms and double tracks would be something that generations would come to regret. Alternative B is much less damaging to the lagoon and surrounding areas and vistas.
4345	Jul 19, 2024, 01:57 PM	Roberto Bartsch	Plan A will ensure no one loses a home. Housing in San Diego is expensive enough; we don't need to reduce our already too small housing stock.
4346	Jul 19, 2024, 02:01 PM	James Davenport	I prefer alternative C. This alignment reutilizes some of the existing right of way. Thusly, land acquisition costs would be lessened. Also, if one of these alternatives is picked, double tracking is essential to smooth dispatching.
4347	Jul 19, 2024, 02:01 PM	Jim Posakony	I write in strong opposition to Alternative Route C for the LOSSAN Rail Realignment. First, this route would track the rails through the Los Penasquitos Lagoon, a highly sensitive habitat. Over the years, great effort has been expended to preserve the lagoon in its pristine form, both as a habitat for delightful egrets, herons, and jumping fish, but also as a beautiful and undisturbed natural resource for the public. Moreover, the lagoon is flanked on the south and north by the Torrey Pines State Natural Reserve and the Reserve Extension, respectively. It makes no sense whatsoever to channel noisy, vibrating rail traffic through this priceless wilderness domain. The grotesque environmental impact of Alternative Route C immediately invalidates it as a choice. Secondly, Alternative Route C would only maximize the strong negative effects caused by rail traffic noise and vibration on the many houses and businesses along both Camino Del Mar and Carmel Valley Road. By contrast, Alternative Route B, in particular, would minimize these impacts.  Overall, then, Alternative Route C is simply a non-starter for what I agree is the very necessary



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			realignment of the rails. I passionately urge you to confine the route selection process to Alternative Routes A and B.
4348	Jul 19, 2024, 02:06 PM	Priscilla Berg	I am against Alternative C If you are moving the tracks do it farther away from the cliffs and many homes that would suffer consequences of this route. Also this would be a huge environmental impact. Realignment should be by Interstate 5
4349	Jul 19, 2024, 02:10 PM	Aaron McCain	I think this is a very important project to improve passenger and freight train service reliability and frequency for California. It will help reduce greenhouse gas emissions and provide better transportation for those who cannot drive. I hope the EIR will investigate the benefits of building the tunnel with Overhead Catenary System wires. OCS electric locomotives are a proven technology standard throughout the world, and California deserves to meet that standard. They are the most common, reliable, and efficient form of low and zero emissions rail transport. Building tunnels that will last 50+ years should include OCS to future proof and decarbonize our transportation system. I prefer alternative B since it has the most direct pathway and least interference from nearby lagoons, which will allow it to be least affected by sea level change and floods. Alternative B also has the least environmental impacts to said lagoons, avoiding both San Dieguito and Los Peñasquitos Lagoons and reducing impact on local wildlife. Thank you.
4350	Jul 19, 2024, 02:12 PM	William Rosenbaum	As a resident of Seapoint townhomes, I am against Alternative C for the realignment of the Del Mar coastal railroad tracks.
4351	Jul 19, 2024, 02:26 PM	Eric Zoehrer	Option C will cause severe degradation to quality of life for several communities along Carmel Valley Road. The traffic on this road is already significant, so seven years of construction and removal of excavated material will make it infinitely worse. And the raised rail bed will block ocean views currently enjoyed by these communities. Additionally the rails will be closer to these communities resulting in greater noise and air pollution.  The construction will also severely curtail beach access, which is a major concern for all San Diegans, and will likely cause this option to be viewed negatively by the Coastal Commission.  Despite the protestations of Del Mar residents about Option B, it is a much better option and when all is said and done they won't even be aware of trains going by underneath them. And the actual construction will also be largely invisible to them. Finally, the excavated materials will be almost a mile closer to freeways facilitating removal and avoiding surface streets (Carmel Valley Road is already in pretty poor shape and seven years of heavy trucks will severely degrade it).

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4352	Jul 19, 2024, 02:27 PM	Nancy Maclsaac Lendaro	The train would enter the underground portal at Del Mar Car Care, causing loud venting sounds and the removal of properties via eminent domain The track berm would be raised 8 feet higher than it is now It would become double tracked The new trains would be high speed up to 110 MPH (very loud) and require fencing and walls for safety It would be harmful to Los Penasquitos Lagoon and its wildlife habitat It would impact tidal flow patterns and vector/ mosquito control It would negatively impact our property values by reducing or taking away our ocean views all together.
4353	Jul 19, 2024, 02:37 PM	Marie Fountain	It is critical that SANDAG Listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon foundation and Torrey Pines community planning board, alternative C should be dropped from any further consideration. Alternative C is clearly not in the best interest of the environment or the community and is a waste of taxpayer resources to study and alternative, which obviously makes no sense to pursue.
4354	Jul 19, 2024, 02:48 PM	Steven Lizanich	It is critical that SANDAG Listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon foundation and Torrey Pines community planning board, alternative C should be dropped from any further consideration. Alternative C is clearly not in the best interest of the environment or the community and is a waste of taxpayer resources to study and alternative, which obviously makes no sense to pursue.
4355	Jul 19, 2024, 02:50 PM	Melissa Jeffers	SANDAG needs to listen to the ALternatice C. As usrged by Los Pensaquitos Lagoon FFoundation and Torrey Pines Community planning board. ALT C SHOULD BE DROPPED from further consideration. Alt C is clearly not in the best interest of the environment or the community and is a waste of taxpayer resources. This makes no sense,
4356	Jul 19, 2024, 02:50 PM	Kyle palla	I believe the project has to disrupt the fewest people possible and accomplish the goals. The most significant disruption is adding a rail line near anyone's private property. Removing the rail from the bluffs will substantially increase the property value and property tax income to the city of Del Mar. The tunnel that begins and ends near the existing rail will impact the fewest and therefore should be used. Adding a train to southeast Del Mar where none exists currently is not fair to those properties who purchased homes without train nearby. Sandag should do more to address the concerns of homeowners adjacent to a tunnel. Providing a noise and vibration simulator would be appropriate. I also suggest being more transparent with details of tunnel location so impacted homeowners can learn more. The description of vents or lack of vents should be provided in greater detail. The community is currently speculating the worst case scenarios and frightening residents. More clarity and real answers are needed. Thanks for helping address this issue and good luck!

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4357	Jul 19, 2024, 02:51 PM	Ash Wadhwa	No on Porposal C. It's wrong to the people of the community.
4358	Jul 19, 2024, 02:53 PM	Mari Hayden	It is critical that SANDAG Listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon foundation and Torrey Pines community planning board, alternative C should be dropped from any further consideration. Alternative C is clearly not in the best interest of the environment or the community and is a waste of taxpayer resources to study and alternative, which obviously makes no sense to pursue.
4359	Jul 19, 2024, 02:54 PM	Keith Jeffers, D.C,	SANDAG needs to listen to the opposition fo ALternative C. as usrged by the Los Penasquitos Lagoon FOoundation and the Torrey Pines Community Planning Board. Alt C should be dropped!!!! THis is a waste of resources and makes no sense
4360	Jul 19, 2024, 02:54 PM	Matthew Lizanich	It is critical that SANDAG Listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon foundation and Torrey Pines community planning board, alternative C should be dropped from any further consideration. Alternative C is clearly not in the best interest of the environment or the community and is a waste of taxpayer resources to study and alternative, which obviously makes no sense to pursue.
4361	Jul 19, 2024, 02:59 PM	BILJANA ALEKSIC	We are for Alternative A and strongly against C, medium against B. The cost and longevity of the solution are the main reason. When you build along the big Hwy 5, which is the main artery for the traffic in this area, you can leverage the closeness of the roads to transport material, the existing structure, strengthen the foundation of Hwy 5 in parallel and build the walls for noise which can be shared. It is also safety issue because when we had storm last year and this year there was a lot of rain, the Los Penasquitos Lagoon is flooded and water is almost covering Carmel Valley Road, down to Hwy 56 The alternative C tracks will be flooded in colder years, and potential tsunami would destroy it. Water can enter almost a mile into the lagoon during very high tides, and this is why every fall the support wall has to be strengthened by bringing more stones.
4362	Jul 19, 2024, 03:00 PM	Laurie O'Brien	No to alternative C. It will destroy my home value. I live in Seapoint townhomes. Why high speed? It will be too loud. Another alternative is necessary. Thank you
4363	Jul 19, 2024, 03:01 PM	Federica Wheatley	No on C -this would be a disaster for the State Park and Lagoon Area.
4364	Jul 19, 2024, 03:06 PM	Susie Lampe	It is critical that SANDAG Listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon foundation and Torrey Pines community planning board, alternative C should be dropped from any further consideration. Alternative C is clearly not in the best interest of the environment or the community and is a waste of taxpayer resources to study and alternative, which obviously makes no sense to pursue.
4365	Jul 19, 2024, 03:08 PM	Sarah White	I am writing in opposition to Alternative C. This choice impacts the lagoon and its marshlands much more than the other alternatives. Marshlands are incredibly efficient in capturing and

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			<p>storing carbon (<a href="https://oceanservice.noaa.gov/ecosystems/coastal-blue-carbon/">https://oceanservice.noaa.gov/ecosystems/coastal-blue-carbon/</a>; retrieved 7/19/24) and are key players in mitigating climate change impacts. Alternative C seems like it may contradict any SANDAG regional energy plans that focus on reducing greenhouse gas emissions.</p> <p>In addition, this alternative has the tunnel running much closer to the coast. It seems to make more sense to push the tunnel away from the coastline to prevent future issues with erosion, rising waters, etc.</p> <p>You have two other alternatives that would impact the environment and the community to a much lesser degree. I strongly suggest that those two alternatives be considered over Alternative C.</p>
4366	Jul 19, 2024, 03:12 PM	Bonnie Haase	No on alternative C. Too much disruption to the logo. area in Torrey Pines park area.
4367	Jul 19, 2024, 03:24 PM	James Golden	I dislike alternative C. It would negatively impact the Los Penasquitos Lagoon.
4368	Jul 19, 2024, 03:27 PM	Candy Barton	NO ON C
4369	Jul 19, 2024, 03:31 PM	Dawn Mitschele	No to alternative C.
4370	Jul 19, 2024, 03:34 PM	William Dietz	It appears that alternative B makes the most sense as it is direct and does the least damage to the rare wetlands that we are lucky to have in Del Mar. Alternative C is the least desirable as it damages the wetlands and scars the beautiful views over Los Penasquitos Lagoon. Alternative C would also appear to involve the taking of private land, which should be avoided. Finally, alternatives A or B would last for a very long time, but C would eventually be subject to the same cliff erosion now faced by the tracks. For all of the above reasons, please avoid alternative C.
4371	Jul 19, 2024, 03:34 PM	Jill B Ash	<p>I oppose Alternative A, as it</p> <ul style="list-style-type: none"> <li>A. is double the cost</li> <li>B. has serious economic consequences to the region</li> <li>C. has multiple environmental negative effects</li> </ul> <p>Alternative A does not pass the common sense test.</p> <p>Please focus on more viable Alternatives; perhaps an elevated rail.</p> <p>Thank you!</p>

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			Sincerely, Jill B Ash
4372	Jul 19, 2024, 03:35 PM	Jarvia Shu	No to alternative C
4373	Jul 19, 2024, 03:41 PM	Michael fountain	It is critical that SANDAG Listen to the strong opposition to Alternative C. As urged by Los Peñasquitos Lagoon foundation and Torrey Pines community planning board, alternative C should be dropped from any further consideration. Alternative C is clearly not in the best interest of the environment or the community and is a waste of taxpayer resources to study and alternative, which obviously makes no sense to pursue.
4374	Jul 19, 2024, 03:41 PM	James Gaiser	Proposed NOP Alternative A* and B*routes would have least impact to the San Dieguito and Los Peñasquitos lagoons, and Del Mar residents. I am particularly opposed to the Proposed NOP Alternative C* route. The nearness to residents along Del Mar cliffs and the cliffs themselves is impractical. Vibrations and tunnel resonance from the trains would be unacceptable to quality of life and property values, and cause additional deterioration and erosion (sloughing) of the cliffs. It would be in front of Sea Point Village and residents along Carmel Valley Road, blocking views with a bridge and raised berms. The new double tracked line would be extremely disruptive to property values, quality of life, and ocean views. Also it would negatively impact the lagoon environment and harmful to wildlife. In particular the flow patterns of the lagoon, which are already a problem, would be further altered. The train would cause loud venting sounds and the removal of properties via eminent domain. The new trains would be high speed up to 110 MPH, louder, and require fencing and walls for safety. In addition, the construction period is prohibitively disruptive for traffic along Carmel Valley Road.
4375	Jul 19, 2024, 03:50 PM	Gary A Voorhees	I have owned [REDACTED] for 25 years and it would be a disaster to have the train tracks so close to my home !!
4376	Jul 19, 2024, 03:59 PM	Kathryn Gaiser	Proposed NOP Alternative A* and B*routes would have least impact to the San Dieguito and Los Peñasquitos lagoons, and Del Mar residents. I am particularly opposed to the Proposed NOP Alternative C* route. The nearness to residents along Del Mar cliffs and the cliffs themselves is impractical. Vibrations and tunnel resonance from the trains would be unacceptable to quality of life and property values, and cause additional deterioration and erosion (sloughing) of the cliffs. It would be in front of Sea Point Village and residents along Carmel Valley Road, blocking views with a bridge and raised berms. The new double tracked line would be extremely disruptive to property values, quality of life, and ocean views.

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			<p>Also it would negatively impact the lagoon environment and harmful to wildlife. In particular the flow patterns of the lagoon, which are already a problem, would be further altered.</p> <p>The train would cause loud venting sounds and the removal of properties via eminent domain. The new trains would be high speed up to 110 MPH, louder, and require fencing and walls for safety.</p> <p>In addition, the construction period is prohibitively disruptive for traffic along two-lane Carmel Valley Road.</p> <p>It is for these reasons that I hope plan A* is chosen.</p>
4377	Jul 19, 2024, 04:03 PM	Nivardo Valenzuela	<p>The best option is Alternative C. We can't let a handful of people who are going to be minimally impacted be the cause of choosing other alternatives that are more costly and increase travel. As it is, the completion timeline of this project is quite ridiculous given the scope and the length of the affected tracks. If any other alternatives are chosen, given the rising construction costs, it could be much higher than originally estimated.</p>
4378	Jul 19, 2024, 04:05 PM	Dan Dworsky	<p>NO ON Alternative A, B and C!</p> <p>All these options seem like very expensive band-aids that lack lasting benefits. Trying to force high speed double tracking through six densely populated coastal cities seems out of touch with future planning. Is there a successful example of combining railways with existing traffic corridors that might be implemented along Interstate 5 or 15? Better to delay a mediocre idea and puzzle out a brilliant solution!</p>
4379	Jul 19, 2024, 04:05 PM	Margot Doucette	<p>NO to ALTERNATIVE C. This would be extremely harmful to the Los Penasquitos Lagoon and its wildlife habitat. We have seen the impact on this important eco system from past smaller and shorter projects including retrofitting the bridge.</p> <p>This route is much more destructive than other options.</p>
4380	Jul 19, 2024, 04:08 PM	Rick Lietz	<p>I'm a resident of Sea Point. I'm opposed to Alternative C for the following reasons:</p> <ul style="list-style-type: none"> <li>-It would be harmful to Los Penasquitos Lagoon and its wildlife habitat</li> <li>-It would negatively impact our property values by reducing or taking away our ocean views all together</li> <li>-It would be 7+ years of non-stop construction traffic on Carmel Valley Road, with over 100,000 truckloads of excavated materials traveling on Carmel Valley Road around the clock</li> </ul>
4381	Jul 19, 2024, 04:10 PM	Kymerly Farkas	<p>"C" is no ok! This would ruin our area.</p>
4382	Jul 19, 2024, 04:16 PM	Joe Berry	<p>I would like to provide feedback relative to option C. As a resident of Seapoint Townhomes, I'm quite familiar with the trains as they exist today.</p> <p>The sight and sounds associated with them, while somewhat annoying in the evening, are manageable. Additionally, we were aware of the existence of the tracks being across Carmel Valley Rd., and thus made a conscious decision to move to Seapoint anyway. Any alternative</p>

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			<p>that would result in the trains being noisier and / or closer to our neighborhood would be unduly burdensome. There must be another alternative that would either impact fewer citizens or impact them to a lesser extent than alternative C would impact residents of Seapoint. Cost should not be a primary decision criterion, as regardless of which option is chosen, it will be expensive. The decision should be based on what is least impactful to the community. Beyond the direct impact to Seapoint, running the tracks over the lagoon will surely have some negative impact on all aspects of that ecosystem. California has always considered the environmental impact of development. There is no reason to look at the need to relocate the tracks any differently than other development projects.</p> <p>We appreciate the ability to voice our opinions / concerns.</p> <p>Regards, Joe and Patty Berry</p>
4383	Jul 19, 2024, 04:19 PM	Jackie Welter	<p>No on Alternative Route C Protect Los Penasquitos Lagoon Habitat There would be a negative impact on local residences, businesses, and the Torres Pines State Beach community.</p>
4384	Jul 19, 2024, 04:45 PM	Joan ZInser	<p>I oppose Alternative C.</p> <ul style="list-style-type: none"> <li>&gt; Keeping the tracks so close to the ocean is a long tem issue. Bluffs and supporting ground are made of sandstone. This tunnel alterantive does not mitigate the future threat from climate change, rising ocean level and stability of the tunnel. Gov't will need to move the tracks inland again in future decades, spending yet again billions in funds to "re-solve" the problem</li> <li>&gt; Too close to the many homes adjacent to Carmel Valley Road, destroy property values and beach recreation area</li> <li>&gt; It would be harmful to Los Penasquitos Lagoon and its wildlife habitat, a diminishing environmental resource in the county.</li> <li>&gt; It would impact tidal flow patterns and vector/ mosquito control</li> <li>&gt; It would be 7+ years of non-stop construction traffic on Carmel Valley Road, with over 100,000 truckloads of excavated materials traveling on Carmel Valley Road around the clock and interfere with public access to the beach.</li> </ul>
4385	Jul 19, 2024, 04:48 PM	Katie May	<p>I am vehemently opposed to Proposal A from SANDAG's LOSSAN Analysis Report 2023. SANDAG, being a Government agency, should never have held private meetings with certain Del Mar residents regardless of familiarty between SANDAG employees and a few powerful Del Mar residents. This was wildly inappropriate.</p> <p>Proposal A from the 2023 report was dismissed by the engineers. Their comments about</p>

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			<p>Proposal A were: "impractical, as it would have required significantly deepening the existing trench through most of Solana Beach including a very costly lowering of the Solana Beach station. Additionally the Fairgrounds special events platform would need to be relocated in the tunnel, adding significant cost."</p> <p>Proposal A would have a devastating effect on the City of Solana Beach and the fairly new rail corridor, the Fairgrounds, and the thriving businesses in the Cedros Design District. The loss of income and taxes alone from shutting down the Fairgrounds for years should itself be enough to warrant Proposal A being dismissed - for a second time! In addition, the extra travel time for commuters is also counter productive.</p> <p>Based on its grossly negative impact on resources and citizens, Proposal A should once again be eliminated from consideration.</p> <p>Sincerely, Katie May</p>
4386	Jul 19, 2024, 04:54 PM	Rosemary Staley	<p>As a resident of Solana Beach, I oppose Alternative A. Alternatives B &amp; C both make more sense economically and environmentally. Please study those further and drop A.</p> <p>Thank you. Rosemary</p>
4387	Jul 19, 2024, 04:56 PM	Kirsten Petra Newbold-Knipp	<p>I'm excited about this initiative.</p> <p>Both options A and B seem like they would be least disruptive to businesses and traffic in the Del Mar corridor and would be my preference.</p> <p>I would like to understand more about the risks to both the ecology and the surrounding infrastructure as those would shape my perspective.</p> <p>I would also like to understand the very rough timeline.</p>
4388	Jul 19, 2024, 05:02 PM	Cathy Iwane	<p>It's critical that SANDAG heed the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon Foundation and Torrey Pines Community Planning Board, Alternative C should be dropped from further consideration. Alternative C is clearly not in the best interests of a climate change challenged failing bluff, not to mention a host of ancillary environmental coastal concerns. Nor is Alternative C in the best interests of the community. It is a waste of taxpayer resources to study an alternative which makes no sense to pursue.</p>
4389	Jul 19, 2024, 05:03 PM	Angela Carroll	<p>It is critical that SANDAG Listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon foundation and Torrey Pines community planning board, alternative C</p>



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			should be dropped from any further consideration. Alternative C is clearly not in the best interest of the environment or the community and is a waste of taxpayer resources to study and alternative, which obviously makes no sense to pursue.
4390	Jul 19, 2024, 05:05 PM	Barbara Daedlow-Schweller	Alternative A thru fairgrounds and Solana Beach is ridiculous for reasons I am sure have already been brought to your attention.
4391	Jul 19, 2024, 05:05 PM	Cory Carroll	It is critical that SANDAG Listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon foundation and Torrey Pines community planning board, alternative C should be dropped from any further consideration. Alternative C is clearly not in the best interest of the environment or the community and is a waste of taxpayer resources to study and alternative, which obviously makes no sense to pursue.
4392	Jul 19, 2024, 05:05 PM	Louise Focht	I believe Alternative A is preferred primarily because it maintains the track on property mostly already owned by the State of California. This would have the least negative impact to home owners in the area. Alternatives B and C will run under a number of residential homes, having a negative impact on the residents of the communities impacted.
4393	Jul 19, 2024, 05:09 PM	Greg Lizanich	It is critical that SANDAG Listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon foundation and Torrey Pines community planning board, alternative C should be dropped from any further consideration. Alternative C is clearly not in the best interest of the environment or the community and is a waste of taxpayer resources to study and alternative, which obviously makes no sense to pursue.
4394	Jul 19, 2024, 05:28 PM	Verena Eckstein	<p>No to Option C.</p> <p>I oppose Option C. It would decrease property values, decrease quality of life for residents and visitors to the area, and negatively impact Torrey Pines Lagoon.</p> <p>I agree with Solana Beach Mayor Lesa Heebner and other coastal elected officials, and think the best solution would be for the entire rail route, from Oceanside to San Diego, to be realigned along the Interstate 5 right-of-way.</p> <p>Option C, is a bad choice because:</p> <ul style="list-style-type: none"> <li>* It would be harmful to Los Penasquitos Lagoon and its wildlife habitat</li> <li>* It would impact tidal flow patterns and vector/ mosquito control</li> <li>* Increased view obstruction: It would negatively impact the neighborhoods property values by reducing or taking away our ocean and lagoon views</li> <li>* Increased Noise: Increased noise during construction and well as once the tracks are done (with new &amp; faster trains and the double track) would cause noise pollution, and significantly decrease the quality of life and property values of residents in the area</li> </ul>

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			Thank you for your consideration.
4395	Jul 19, 2024, 05:40 PM	Mandy Peregoff	Absolutely NO on C. Our beautiful lagoon views will be destroyed. Our home values will go down. It will be loud. Businesses will be affected. And it's too expensive. Just get rid of the train and reroute the freight trains inland. DONE!
4396	Jul 19, 2024, 06:15 PM	Drew Keeling	<p>To SANDAG</p> <p>by email to <a href="mailto:lossancorridor@sandag.org">lossancorridor@sandag.org</a> and by online submission page <a href="https://engage.sandag.org/lossan-rail-realignment">https://engage.sandag.org/lossan-rail-realignment</a></p> <p>July 19, 2024</p> <p>Dear SANDAG and NOP planning staff:</p> <p>I am pleased that SANDAG is extensively preparing for the rail realignment project between Sorrento Valley and Solana Beach, and seeking public input on designing and conducting the required Environmental Impact Report (EIR), and I would like to offer my comments on the "alternative routes and related environmental concerns" as called for here: <a href="https://engage.sandag.org/lossan-rail-realignment">https://engage.sandag.org/lossan-rail-realignment</a></p> <p>I would like to suggest that the coming analysis of environmental impacts be undertaken in a broad, comprehensive, and long term context. And, that it encompass positive as well as negative impacts, not only of the three alternative realignments, and logical extensions of them, but also of a "business-as-usual" scenario of no realignment.</p> <p>Such an approach would, for example, encompass scenarios where the loss of track due to repeated and increasingly significant erosion events on the Del Mar bluffs (with no route realignment) could not only heavily reduce current positive impacts along the whole rail corridor (on greenhouse gas emissions, air quality, public services, etc) but also substantially curtail future positive impacts from the future expansion of rail services and better integrated transportation systems (that is envisaged in regional and state plans). As detailed below, I particularly advocate that considering impacts of, and on, future expanded rail travel service, also include possible installation of new train stations: a seemingly obvious example being in Del Mar itself (it had a station already, from the 1880s, until it was closed in the 1990s for questionable reasons).</p>

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			<p>Such future expansion of rail services is vital for two inter-related reasons:  (i) reversing overdependence on roads and freeways (especially prevalent in southern California) and  (ii) reducing the growing harm from climate change (global, but already having serious local effects in San Diego County: notably the beach bluff erosion which is a major reason for this whole realignment project in the first place).</p> <p>After it was fully opened in 1888, the Los Angeles-San Diego rail corridor dominated coastal passenger transportation for some decades. Which would be desirable now because rail traffic, per passenger-mile, has a fraction of the carbon footprint of road traffic. In the mid-to-late 20th century, however, southern California moved in an opposite direction. When I was a child growing up in 1960s Del Mar, El Camino Real -between the Penasquitos and San Dieguito lagoons- was a winding two lane road. Now, by one rating at least, that corridor has the widest highway in the world with (depending on computations) somewhere between 10 and 22 lanes. It is already a daunting task to attempt significant reversal of a century of transportation development biased towards high carbon emissions. But the fundamental cornerstone of such high priority future "greening" of local transportation is itself jeopardized if the current rail corridor is not protected by moving it off unsustainable coastal bluffs.</p> <p>The new (or restored) Del Mar train station that I am suggesting is not part of any of the three current standard alternatives that are to be the focus of the new EIR.  I would, however, point out that it could be an "add-on" to a new tunnel and rerouting (certainly for alternative C, probably for B, though probably not for A). I suppose if this kind of amendment happens, it would occur during a process of changes and refinements leading up to the final decision on a realignment plan.  As conceived of here, such a station would be in ADDITION to a possible new seasonal stop at the Del Mar Fairgrounds.</p> <p>More than a few of us in Del Mar have had experience traveling or living in Europe, where passenger rail travel is more extensive and more developed than in California. For example, in Switzerland, where railroad tunnels are widely used, and nearly every town of more than a few thousand inhabitants has rail service, usually provided through a modern, centrally located train station integral to the public infrastructure and local economy of the community.</p> <p>Based on such examples, one might imagine adding a new train station in Del Mar (as part of either the Alt-B or Alt-C realignments) in one of three locations:</p>

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			<p>(i) just north of the proposed Jimmy Durante "portal"  (ii) underground, near the intersection of 15th and Camino Del Mar  (iii) in the general vicinity of the prior Santa Fe/ Amtrak station on Coast Blvd.</p> <p>All these positionings have precedents in European train stations, which are not infrequently underground, or (in hilly regions) located near tunnel portals.  The first location would seem to be the most readily compatible with the existing Alt-C plan (at least as described in the August 2023 "Del Mar Tunnels Alternatives Analysis" report). The other two station locations might require modest adjustment to the elevation, grading, routing or "bored tunnel" segments of the Alt-C alignment, as described in that report. The Alt-A route does not go near any of those three locations, nor would it be compatible -as far as I can see- with a train station oriented towards serving the City of Del Mar. If the Alt-B route is chosen (on other grounds), then I suppose that project could be augmented by a Del Mar train station at location (i), though not locations (ii) or (iii).</p> <p>Having described a (currently only hypothetical) new / restored train station in Del Mar, in some detail, I hasten to add that I would not anticipate the EIR study assessing or even addressing such an "add-on," EXCEPT insofar as ensuring that the scope and extent of the EIR be broad enough to include provision for the future environmental benefits of potentially "accommodating" that kind of "additional rail service," and the (more minor) environmental drawbacks of such expanded service.</p> <p>In summary, I recommend that this EIR include</p> <ol style="list-style-type: none"> <li>1. Impacts broadly viewed in long term context</li> <li>2. Positive, as well as negative, impacts, including those resulting from a "no realignment" scenario, taking into account not only the likely ensuing reductions to existing rail services but also the slowdown or curtailment of (planned) future expansion of rail services.</li> <li>3. Impacts of logical possible near term, or immediate add-on, extensions of rail service, especially of new stations, and especially of a station built in close conjunction with the new tunnel. By expanding rail service and traffic, this additional station would presumably have mostly positive environmental impacts, but one would probably want to mention small negative impacts on costs, on disruptions from additional construction, and the need for additional parking (although any new visitors arriving by rail -to a new station near the northern portal of the tunnels</li> </ol>

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			<p>of alternatives B or C -and then walking to the nearby beach, Del Mar Plaza or L'Auberg hotel, who would otherwise have arrived by car, would free up parking spaces).</p> <p>Drew Keeling Del Mar, California</p>
4397	Jul 19, 2024, 06:19 PM	Alison Luedecke	No to Plan C!
4398	Jul 19, 2024, 06:45 PM	Louise Abbott	<p>I have always thought that the rail station in our area should be at the fairgrounds. That way people could take the rail to all of the many activities that happen there. I've never understood why that hasn't been brought up, to my knowledge, in my entire life of living here in Solana Beach. (Approximately 58 years. 😞.)</p> <p>So, I think that wherever the railroad tracks go- from south of Del Mar to Solana Beach- it should involve the Fair or Racetrack and be located where the Brigantine is presently. It just makes sense. Thank you, Louise Abbott</p>
4399	Jul 19, 2024, 06:59 PM	Margaret E Jackson	<p>It's right in front of where I have been living for the past 34 years.</p> <p>The berm will be too high.</p> <p>It will harm the Lagoon.</p> <p>It would have a negative effect on real estate prices.</p> <p>There will be 7 years of non-stop construction.</p>
4400	Jul 19, 2024, 07:06 PM	Henry higbie	No on alternative C.
4401	Jul 19, 2024, 07:07 PM	Pamela Coker	Option C has numerous problems. It will destroy Penasquitos Lagoon and its delicate balance between salt and fresh water supporting a unique ecosystem. Tunneling 2 tracks under Camino Del Mar not far from the eroding cliffs is not a long term solution. Bad for the lagoon, bad for recreation tourism.
4402	Jul 19, 2024, 07:17 PM	Margaret E Jackson	<p>No on alternative C.</p> <p>It would ruin our beautiful neighborhood.</p>
4403	Jul 19, 2024, 07:58 PM	Anita Hermann	Alternative A is presumably the most costly route with longer construction time and greater environmental impact compared to plan B and C. Not sure why A is even considered and I am opposing alternative A.
4404	Jul 19, 2024, 08:25 PM	Marian spanos	It is critical that SANDAG Listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon foundation and Torrey Pines community planning board, alternative C should be dropped from any further consideration. Alternative C is clearly not in the best interest of the environment or the community and is a waste of taxpayer resources to study and alternative, which obviously makes no sense to pursue.

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4405	Jul 19, 2024, 08:28 PM	Briana fountain	It is critical that SANDAG Listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon foundation and Torrey Pines community planning board, alternative C should be dropped from any further consideration. Alternative C is clearly not in the best interest of the environment or the community and is a waste of taxpayer resources to study and alternative, which obviously makes no sense to pursue.
4406	Jul 19, 2024, 08:30 PM	William spanos	It is critical that SANDAG Listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon foundation and Torrey Pines community planning board, alternative C should be dropped from any further consideration. Alternative C is clearly not in the best interest of the environment or the community and is a waste of taxpayer resources to study and alternative, which obviously makes no sense to pursue.
4407	Jul 19, 2024, 08:33 PM	Stephen spanos	It is critical that SANDAG Listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon foundation and Torrey Pines community planning board, alternative C should be dropped from any further consideration. Alternative C is clearly not in the best interest of the environment or the community and is a waste of taxpayer resources to study and alternative, which obviously makes no sense to pursue.
4408	Jul 19, 2024, 09:03 PM	Zea Borok	It would be completely irresponsible to go with alternative C. Having a tunnel near a heavy populated area is DANGEROUS, noisy and will require venting at either end of the tunnel. Option C will also have a huge negative impact on the sensitive marsh and Los Penasquitos lagoon that are being so carefully preserved as well as Torrey Pines state beach.. The only option that is even remotely viable is Alternative A even if it costs more. Don't make the mistake of choosing an option because you think it will be cheaper - in the long run it could cost more and cause more problems. I AM OPPOSED to options C - I think from an environmental perspective it is horrific to consider, the railroad should never have been built here in the first place.
4409	Jul 19, 2024, 09:23 PM	ANN POSTHILL	Alternative C looks like a terrible idea. I love the Los Penasquitos Lagoon. It would be terrible for the community and wildlife to lose that beautiful spot with a railroad tunnel. Please do not even consider such a plan. Thank you.
4410	Jul 19, 2024, 09:25 PM	Adian Chowdhury	I think alternative A is a complete non-starter for not only being over a billion dollars more expensive to the other alternatives, but also being worse for nearly all parties involved - it could be greatly disruptive to Solana Beach and the fairgrounds due to the longer cut-and-cover segments, it is the slowest alternative, which is against the goal of making rail transit as appealing as possible, will take the longest to construct, and doesn't interface well with other projects, like the San Dieguito bridge replacement, which could trash hundreds of millions of dollars in past and future infrastructure investments.  In contrast, alternative B provides the fastest train travel time, which is consistent with the goal of providing fast, efficient, appealing, environmentally friendly transit options, at a reasonable cost and construction time. Alternative B seems to be the best pick.

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4411	Jul 19, 2024, 09:34 PM	Diane Denton	It is critical that SANDAG listen to the strong opposition to Alternative C. As urged by Los Penasquitos Lagoon Foundation and Torrey Pines Community Planning Board, Alternative C should be dropped from further consideration. Alternative C is clearly not in the best interests of the environment or the community and it is a waste of taxpayer resources to study an alternative which obviously makes no sense to pursue.
4412	Jul 19, 2024, 09:57 PM	Stephan Miller	Alternative B seems best because it takes advantage of the planned double tracking / new lagoon trestle / fairgrounds platform coming in a few years, and has the shortest tunneling effort. Alternative A seems the worst because it looks the most complicated and has the longest tunneling and probably the longest disruption of existing rail service.
4413	Jul 19, 2024, 10:10 PM	Christina Dunbar	<p>I write to oppose the construction of a train line or tunnel through Crest Canyon. The canyon is a sensitive habitat that I fear would be harmed by "Alternative B". No matter what any EIR says, constructing a train line through this canyon would be disruptive to sensitive and rare habitat and its inhabitants.</p> <p>The other options (A and/or C) can leverage already-existing infrastructure, in areas that are not so dense with housing and scarce wildlife habitat.</p> <p>So please mark me down as "No on B".</p> <p>Furthermore, seems that the majority of Del Mar residents prefer "Alternative A". But this alternative is apparently more expensive than the others due to the longer tunnel it would require. Perhaps I am missing something, but I don't understand why "Alternative A" inherently requires a tunnel of any length. The entire route could be built above ground with a rail bridge. We already have similar rail lines over the Los Penasquitos Lagoon on the south side of Del Mar. Why can't we build an equivalent elevated rail line over the San Dieguito Lagoon?</p> <p>Without a tunnel, I would imagine that this would be the cheapest route of all. It would also require much less construction time as some of the elements could be prefabricated off-site. A train line over the highway could take advantage of the existing highway right-of-way.</p> <p>Thank you for your consideration.</p>
4414	Jul 19, 2024, 10:14 PM	Kelley Hall	These proposed changes to the train tracks are a terrible idea. Extremely expensive and will negatively impact the Del Mar Fairgrounds, neighborhoods in Solana beach and Del Mar due to the ridiculous idea of tunneling. As a Solana beach resident I think the tracks should remain the same as they currently are.
4415	Jul 19, 2024, 10:33 PM	Cristina Rubin	Strongly opposed to alternative C and eminent domain. Do not take homes away from families. There are 2 other options that do not involve uprooting people from their residences.

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4416	Jul 19, 2024, 10:52 PM	Betsy Walcott	<p>Of the 3 proposed alternatives for train relocation in Del Mar, I oppose alternative A for the following reasons:</p> <ol style="list-style-type: none"> <li>1. It has the highest projected cost.</li> <li>2. It has the longest time frame- causing major impacts on rail service and activities at the fairground.</li> <li>3. It has the most overall environmental impact (poor air quality for residents of Solana Beach and Del Mar and disruption of wetlands and open spaces in the San Dieguito lagoon).</li> </ol>
4417	Jul 19, 2024, 11:21 PM	Aaron Kurtz	<p>I oppose Option C. It would decrease property values, decrease quality of life for residents and visitors to the area, and negatively impact Torrey Pines Lagoon.</p> <p>I agree with Solana Beach Mayor Lesa Heebner and other coastal elected officials, and think the best solution would be for the entire rail route, from Oceanside to San Diego, to be realigned along the Interstate 5 right-of-way.</p> <p>Option C, is bad choice because:</p> <p>It would be harmful to Los Peñasquitos Lagoon and its wildlife habitat. It would impact tidal flow patterns and vector/ mosquito control. Increased view obstruction: It would negatively impact the neighborhoods property values by reducing or taking away our ocean and lagoon views. Increased Noise: Increased noise during construction and well as once the tracks are done (with new &amp; faster trains and the double track) would cause noise pollution, and significantly decrease the quality of life and property values of residents in the area.</p> <p>Thank you for your consideration.</p>
4418	Jul 19, 2024, 11:50 PM	Jeremy Tuler	<p>It is my understanding that the none of the three alignments is final, and the situation may change based on forthcoming geotechnical studies. That being said, my initial preference is for alternative C for the following reasons:</p> <ol style="list-style-type: none"> <li>1) It is the shortest route, and would therefore probably be the fastest and cheapest to build. Additionally, it would be the most direct route for trains and would likely save both time and fuel for both passenger and freight operations. Additionally, greenhouse gas emissions would probably be reduced.</li> <li>2) This design would require double tracking through Los Peñasquitos lagoon. As part of this, the bridges will need to be raised. If done correctly, this should improve water flow through the lagoon. This should compensate for the small loss of lagoon habitat, although this needs to be studied in the EIR.</li> </ol> <p>Regardless of my initial preference as to the route chosen, the EIR needs to take into account the</p>



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			<p>effect any route chosen will have on the vegetation communities that support rare wildlife and plants such as upland coastal sage scrub (goldenbush &amp; baccharis scrub), Southern maritime succulent and manzanita chaparral, torrey pine woodland, coastal bluff, pickleweed marsh, cordgrass marsh (critical for Ridgeway's rail), brackish lagoon channels (hydrology and siltation are key for healthy tidal inflow and nutrient circulation), and tidal marsh. This is a shortened list.</p> <p>Any design chosen needs to include room for for future upgrades to electrified operation form the present diesel locomotives. Electrified operation should reduce air pollution and greenhouse gas emissions. The degree to which it might do so should be included in the EIR.</p> <p>It would be useful, if possible, to find comparable projects that have been successfully built in other areas. These examples could be used to allay fears of home and business owners near whatever route is chosen.</p>
4419	Jul 20, 2024, 05:57 AM	Kimberly Balesteri	<p>My vote is for A first, then B.</p> <p>My small business is in the C area and having the train closer would force me to have to move due to the noise and the construction it would take to build it. Also many of the buildings in that area are historic and so not up to current standards and disrupting the foundation could seriously affect their integrity over time.</p>