

LOSSAN

Coastal Rail Corridor

San Diego Segment

Los Angeles • San Diego • San Luis Obispo



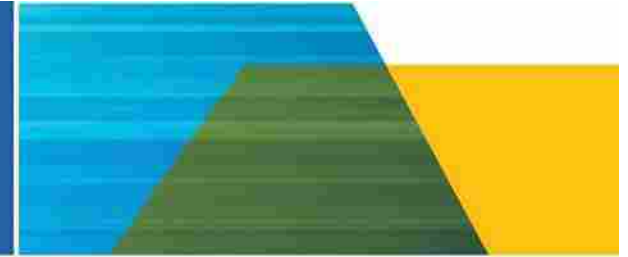
Building Today. Boarding Tomorrow.

Sorrento to Miramar Curve Realignment and Second Track Project, Phase 2

University Community Planning Group, March 11, 2025

KeepSanDiegoMoving.com

LOSSAN Rail Corridor Overview

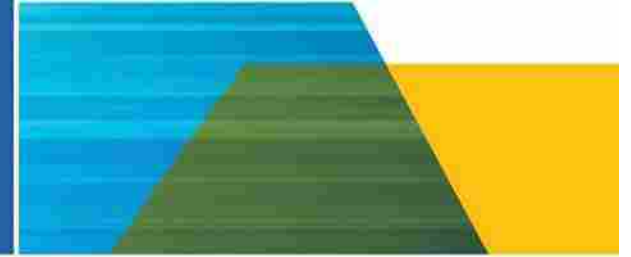


What is the LOSSAN Rail Corridor?

- A 351-mile coastal rail corridor
- Los Angeles–San Diego–San Luis Obispo
- Built 1880's
- Second busiest passenger rail corridor
- 60-mile San Diego segment maintained by NCTD
- 2022 Annual Ridership:
 - 735,100 on NCTD's Coaster
 - 1,634,087 on Amtrak's Pacific Surfliner
- Freight service by BNSF



Sorrento to Miramar, Phase 2 Project Background

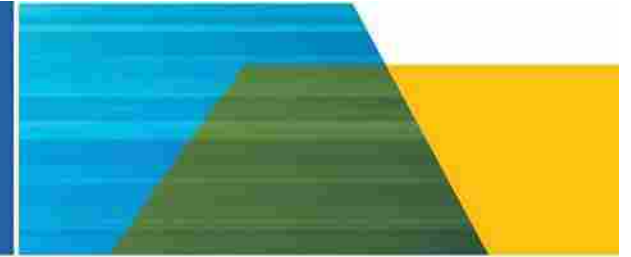


- Adds two miles of second main track along Miramar Grade to allow trains to pass
- Straightens curves in track to increase passenger train speeds from 25 to 40 mph
- Will reduce travel times, enhance reliability and improve capacity
- Will assist in meeting projected future ridership and freight service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



Sorrento to Miramar, Phase 2

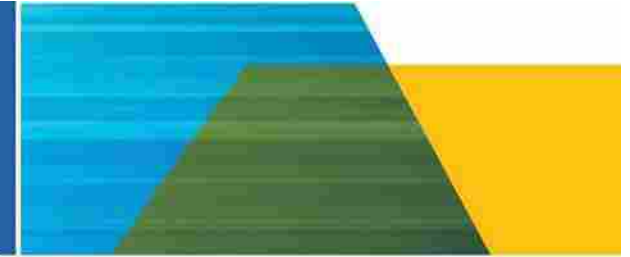
Current Project Status



- Double track design was advanced to 90% in 2021
- Currently, SANDAG has obtained the necessary right-of-way on 18 properties (acquisitions & easements), 7 properties are in negotiations (inc. 4 City-owned parcels) and 2 properties offers are in dispute.
- Federal Railroad Administration (FRA) certified a NEPA Environmental Assessment and Finding of No Significant Impacts (FONSI) in 2018

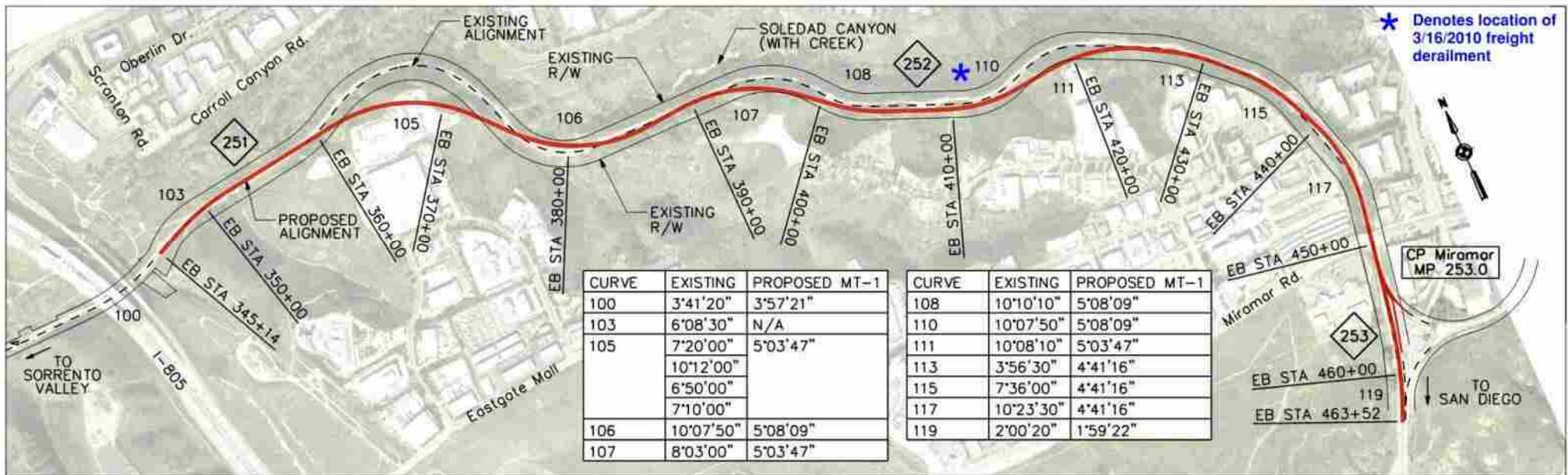


Sorrento to Miramar, Phase 2 Project Goals

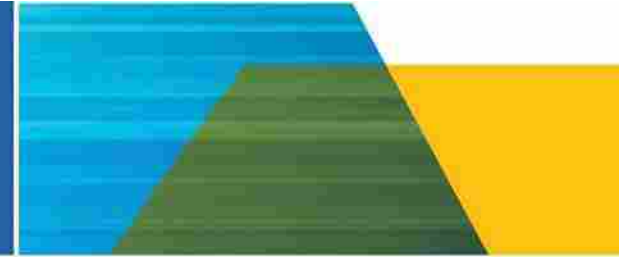


Project Goals:

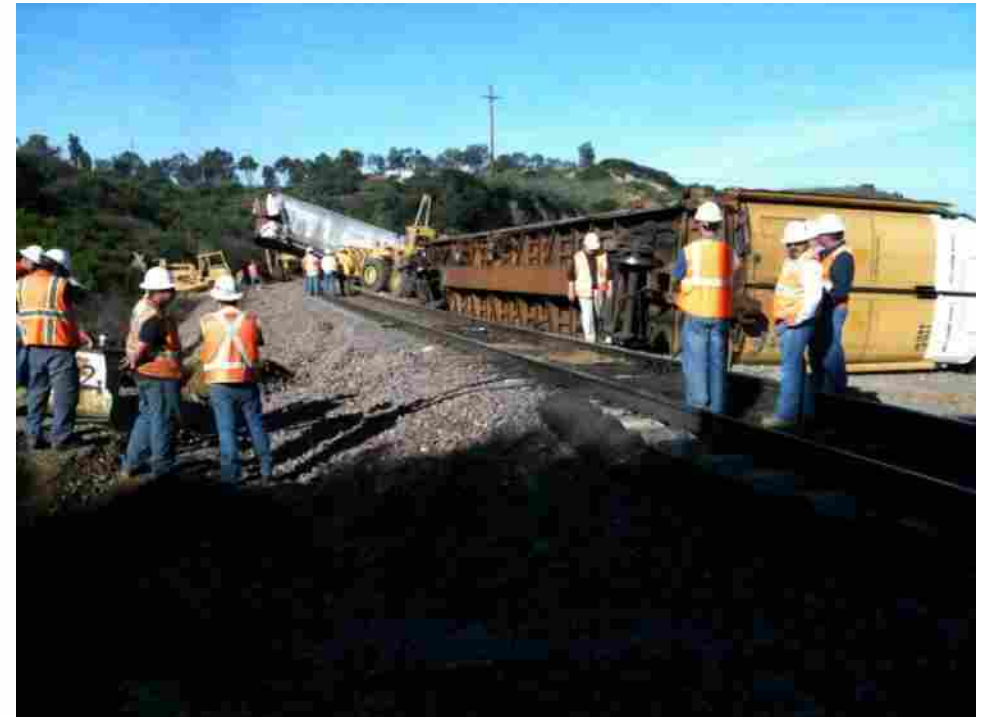
- Straighten the sharp curves and add a second track to increase capacity and increase train speeds, while reducing derailment potential for freight trains



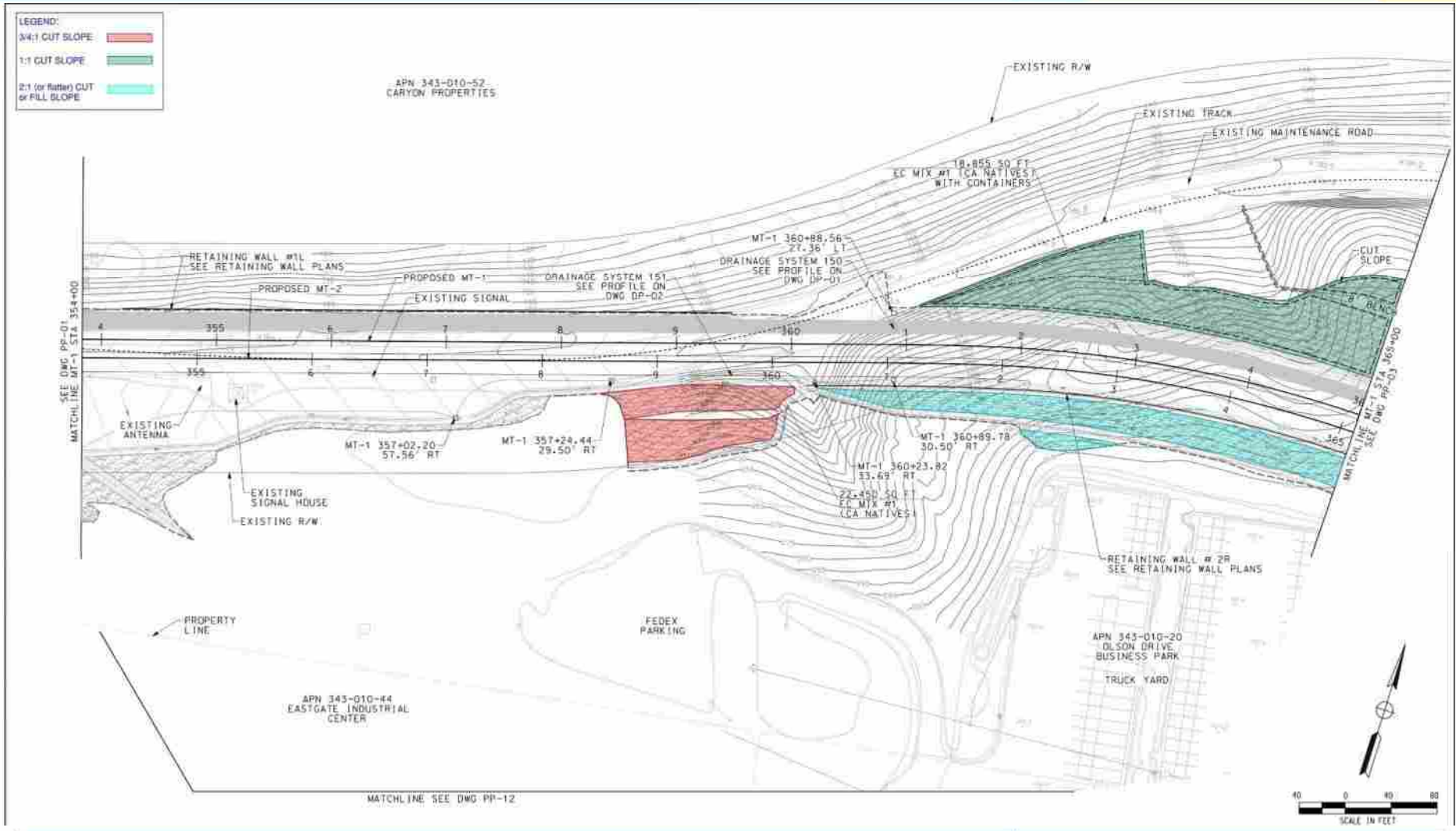
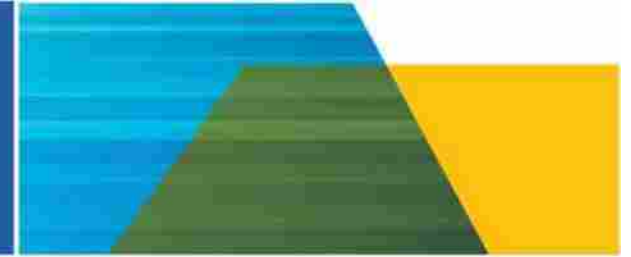
Sorrento to Miramar, Phase 2 Most Recent Freight Derailment - 3/16/2010



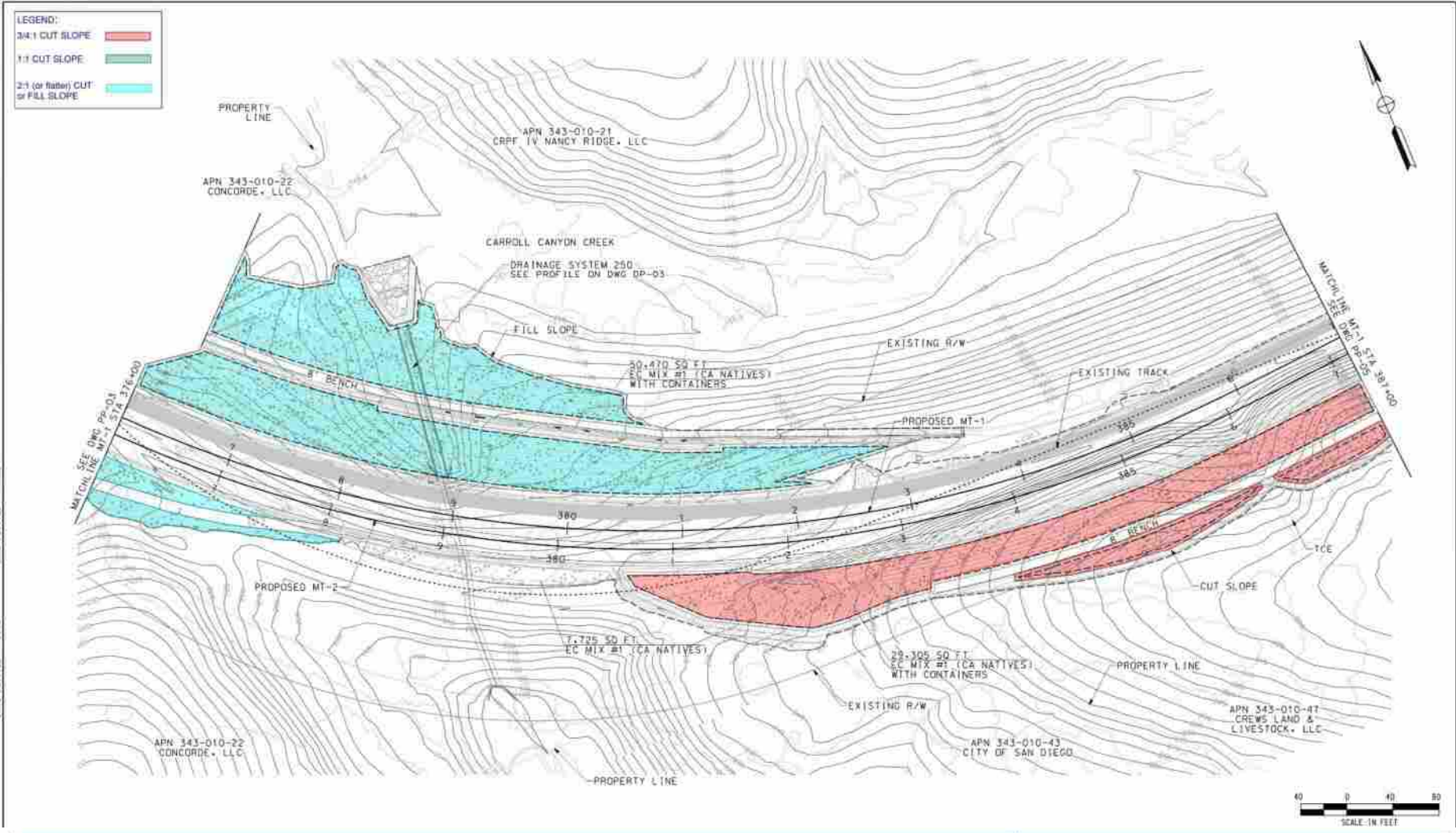
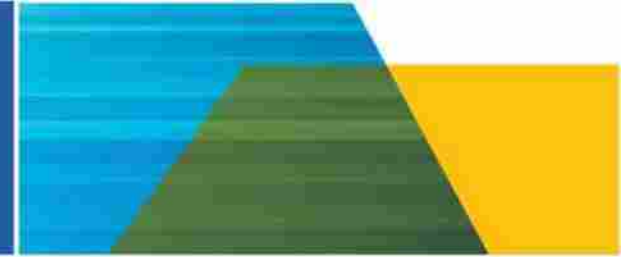
BNSF freight train derailed on a reversing curve at Railroad Milepost 252.2, at approximately 10:20pm halting all NB and SB train traffic for more than one day. Three hundred (300) feet of track were damaged in addition to at least three rail cars carrying new vehicles destined for auto dealerships.



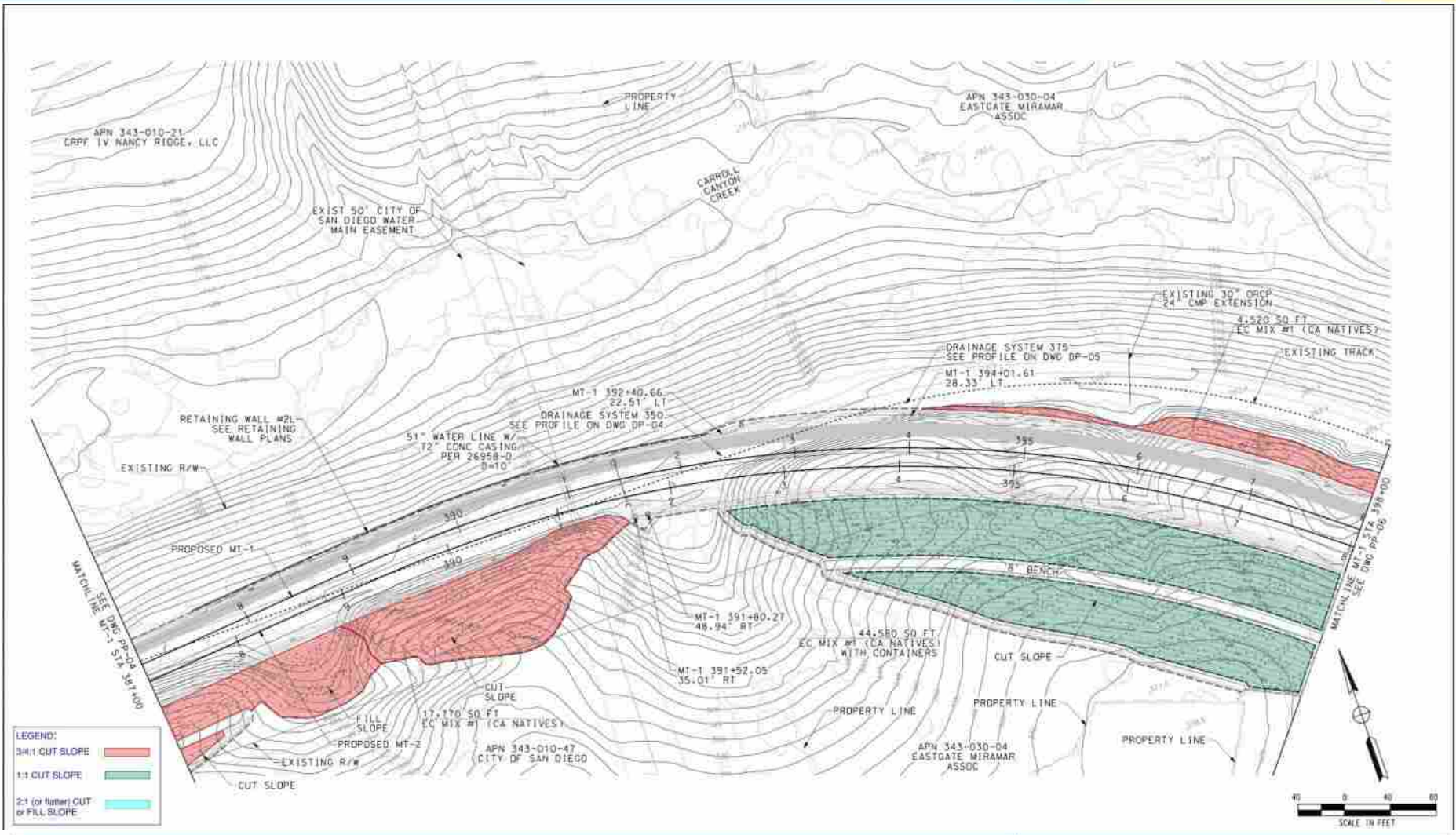
Sorrento to Miramar, Phase 2 Proposed Slope Grading (1 of 10)



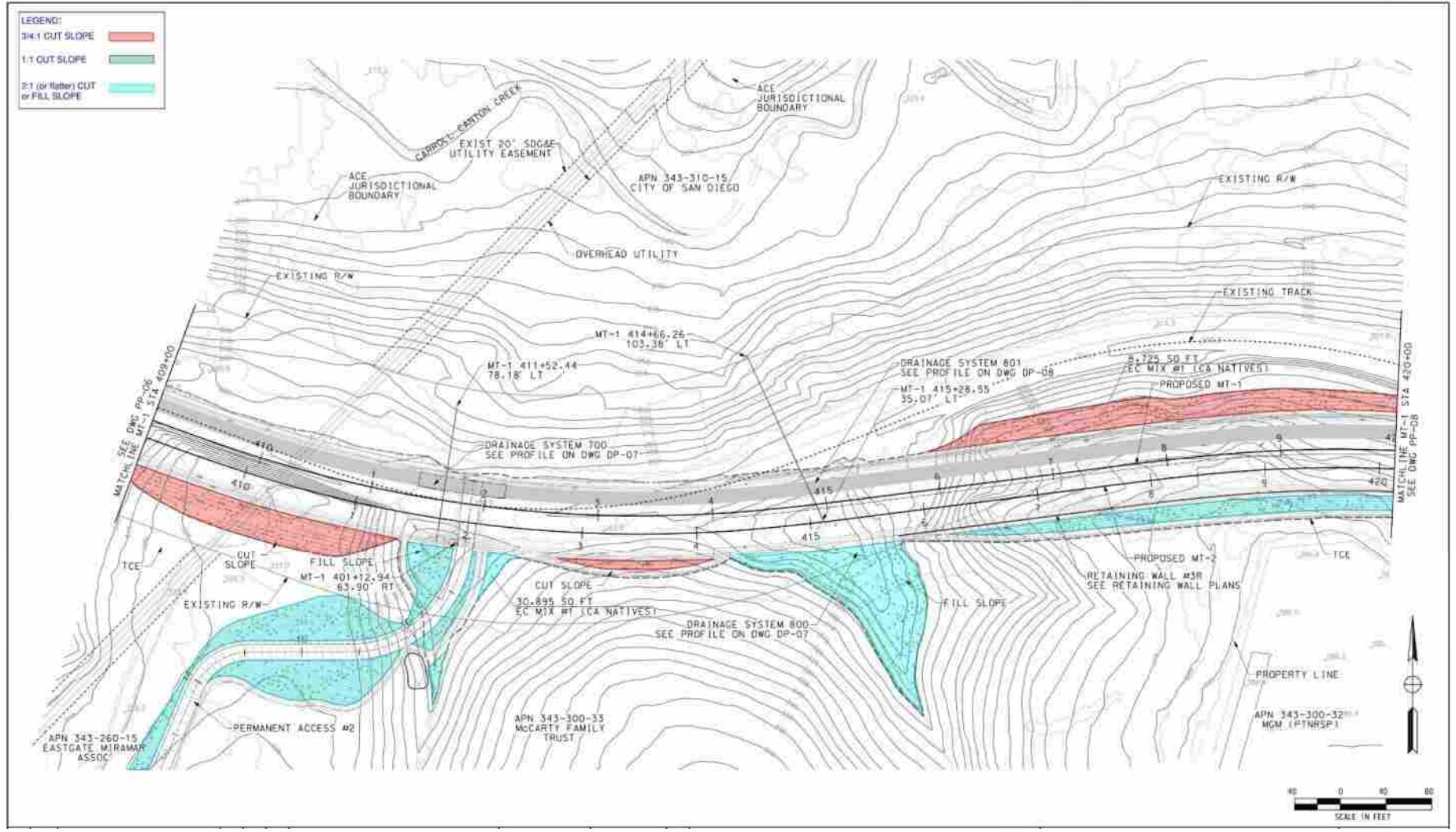
Sorrento to Miramar, Phase 2 Proposed Slope Grading (3 of 10)



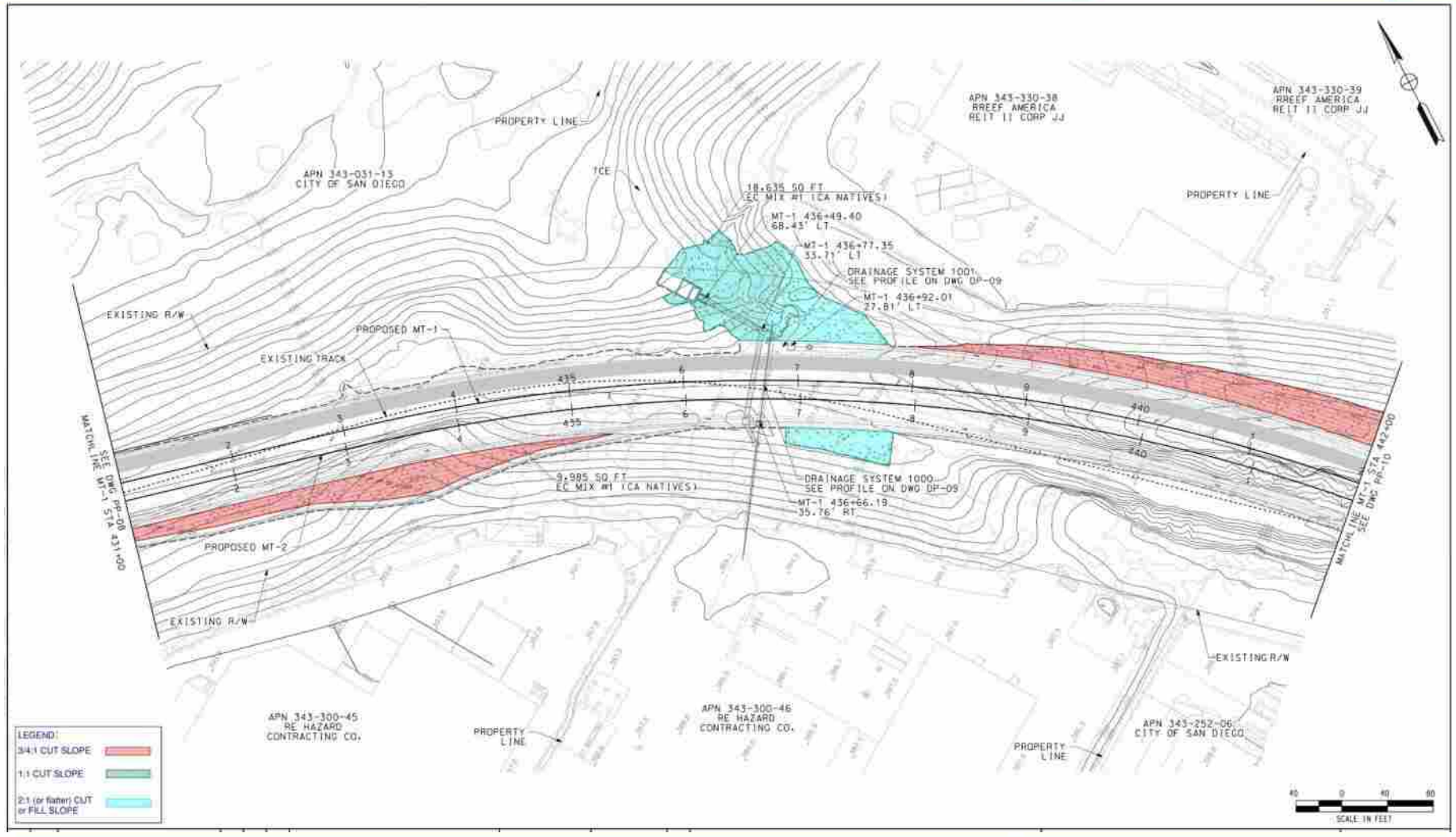
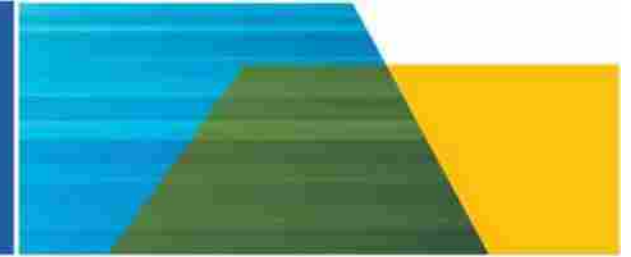
Sorrento to Miramar, Phase 2 Proposed Slope Grading (4 of 10)



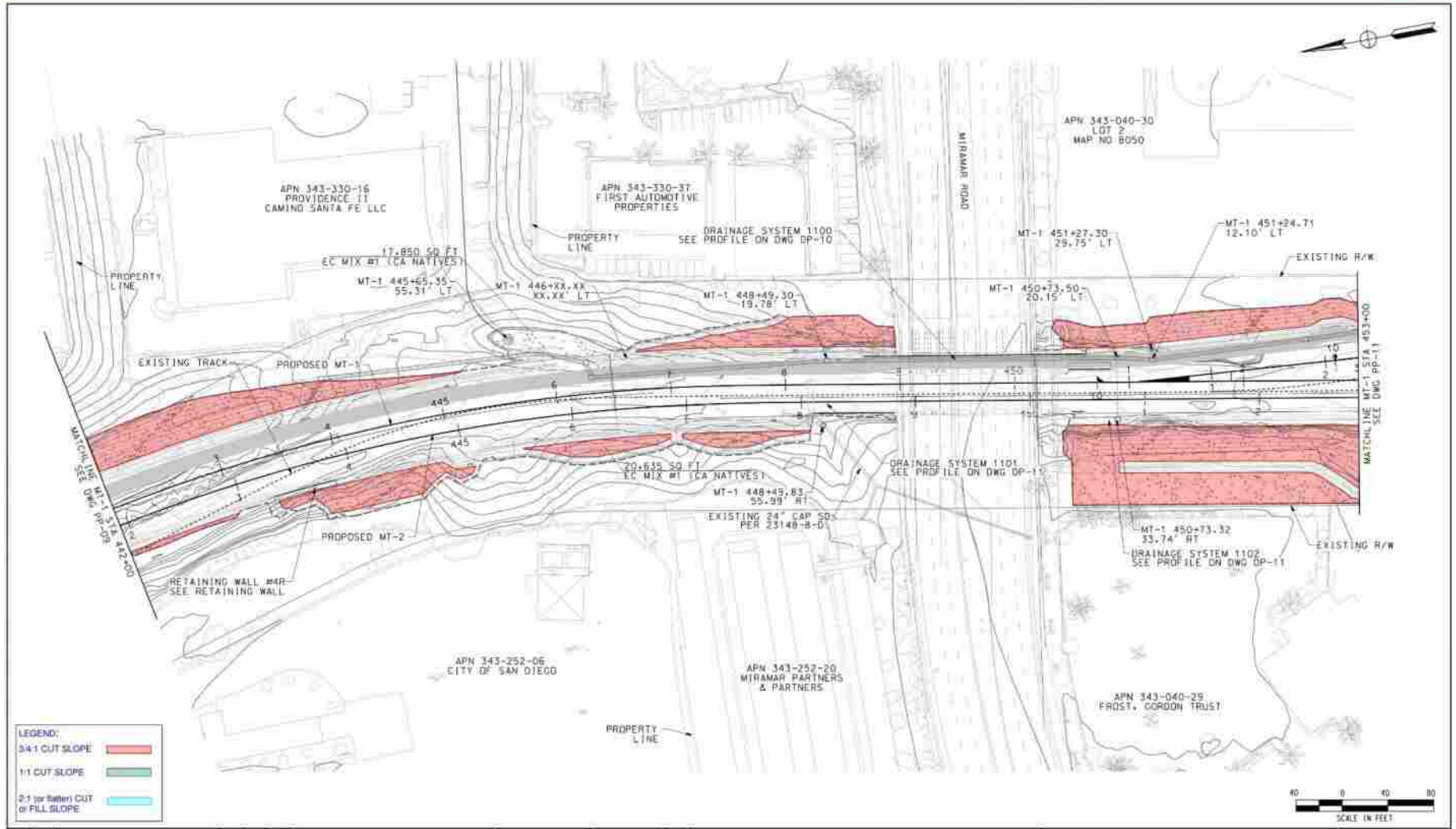
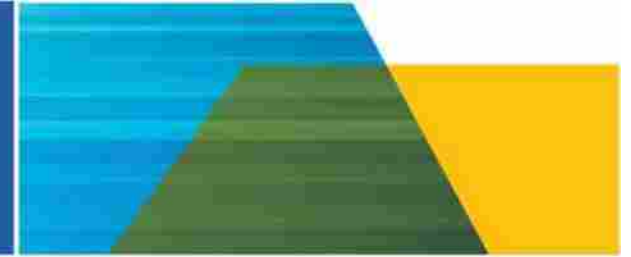
Sorrento to Miramar, Phase 2 Proposed Slope Grading (6 of 10)



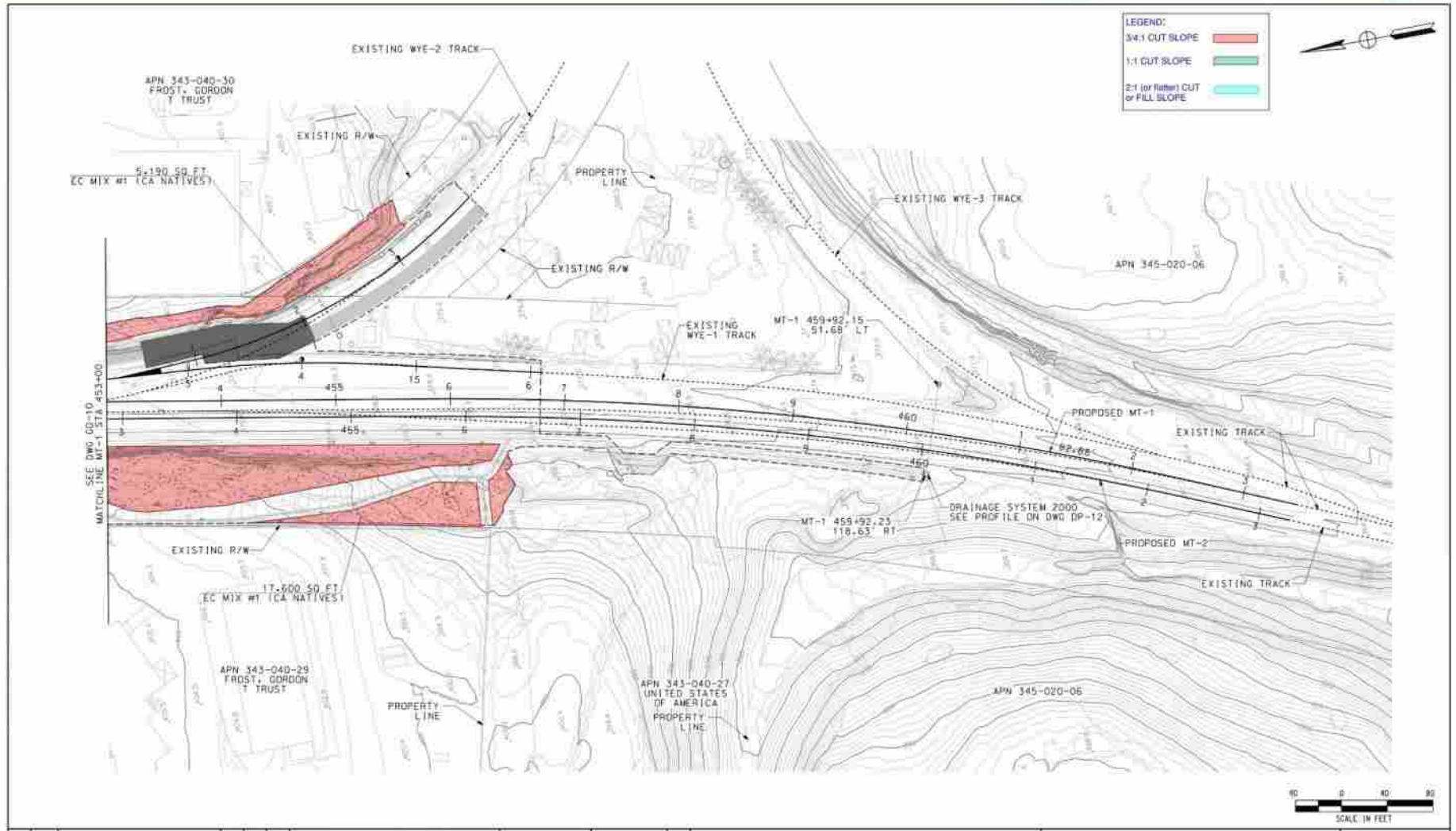
Sorrento to Miramar, Phase 2 Proposed Slope Grading (8 of 10)



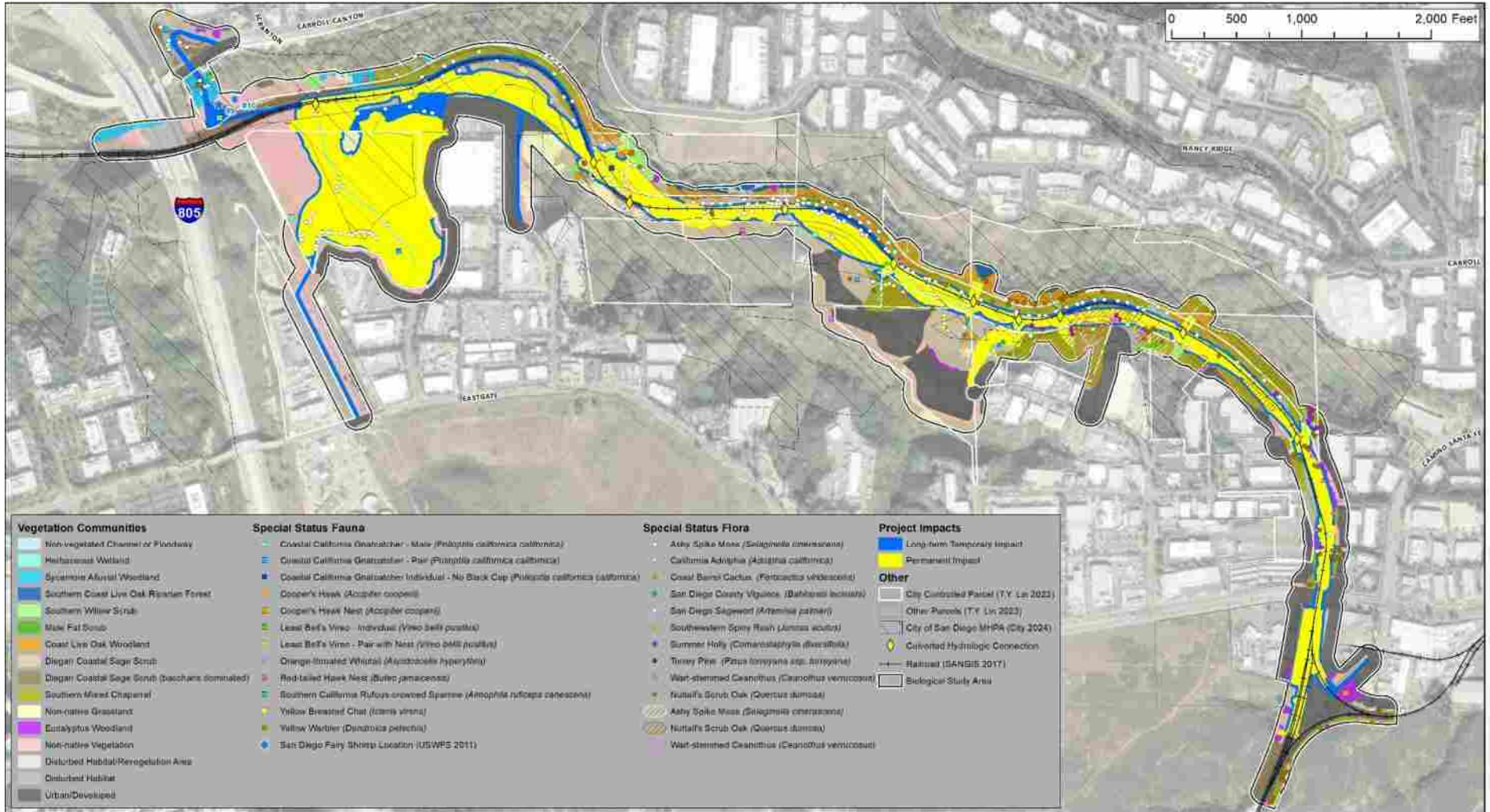
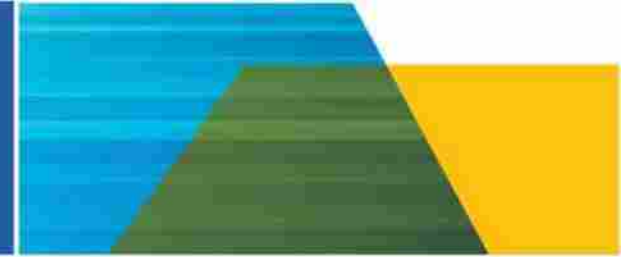
Sorrento to Miramar, Phase 2 Proposed Slope Grading (9 of 10)



Sorrento to Miramar, Phase 2 Proposed Slope Grading (10 of 10)



Sorrento to Miramar, Phase 2 Impacts to Biological Resources



Sorrento to Miramar, Phase 2

Impacts to Biological Resources



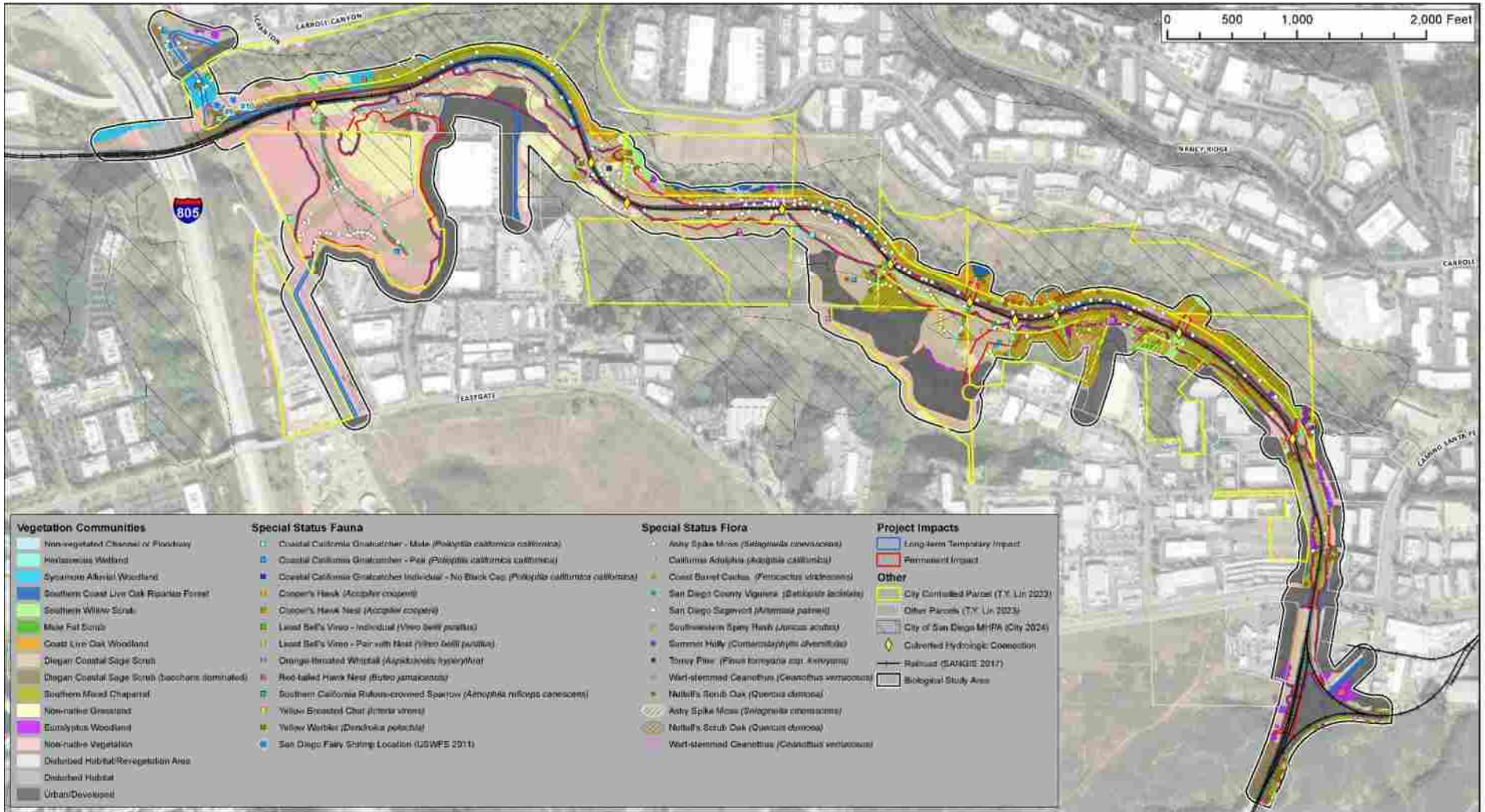
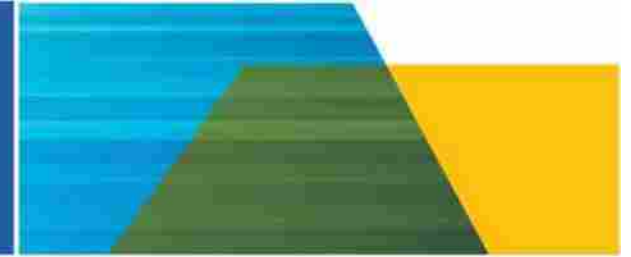
Habitat Type	Total Project Impact (Acre)	
	2018 EA ¹	2024 ²
Riparian/Wetland Associated Subtotal	1.59	0.80
Higher Quality Upland Subtotal	44.95	42.08
Lower Quality Upland Subtotal	41.73	29.97
Grand Total:	88.27	72.85

Summary of Biological Impacts from the Current Design

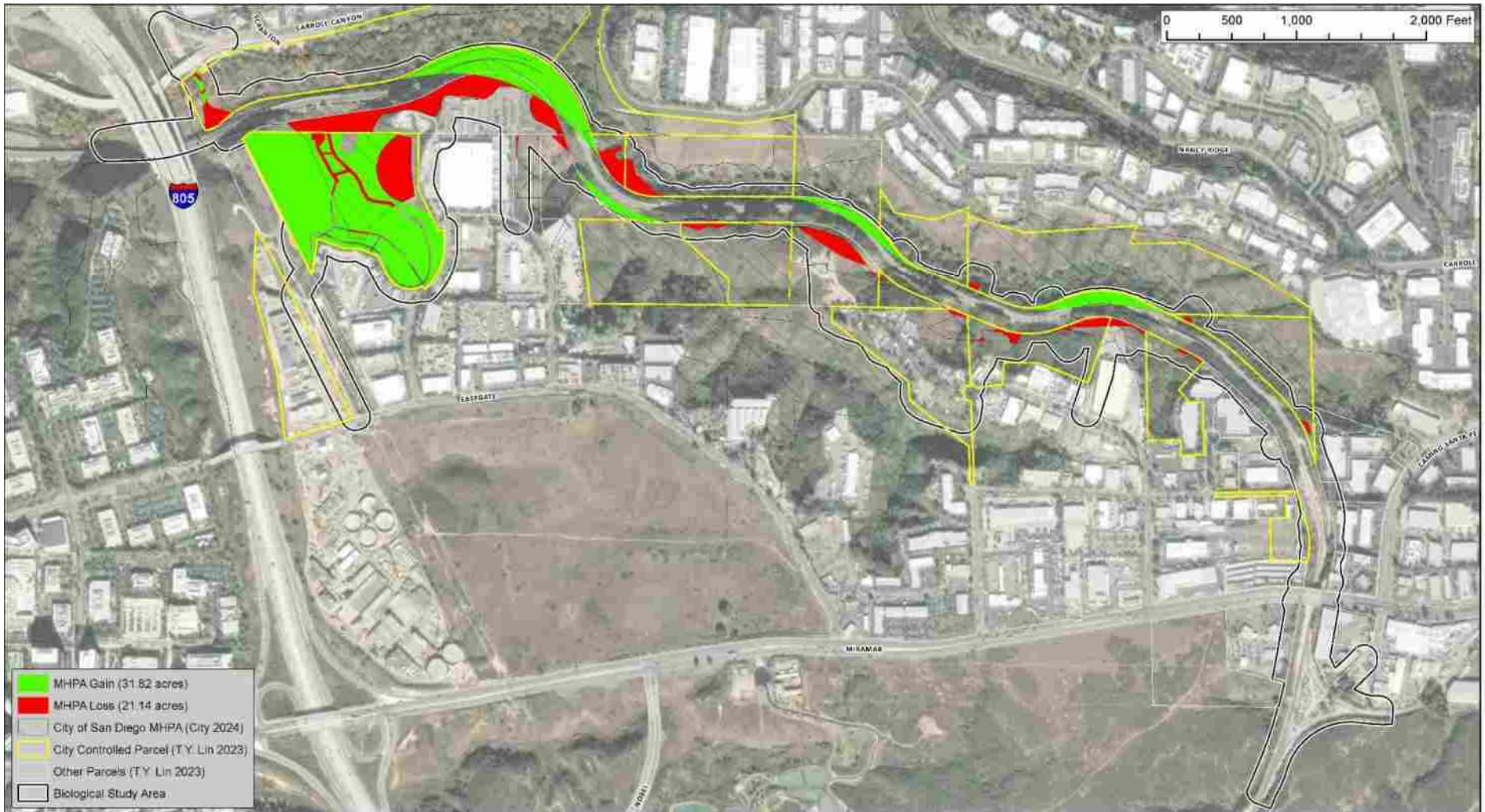
Vegetation Type	MSCP Wetland/Upland Tier Habitat Type	2024 Total Project Impact (Acre)*
Mule fat scrub	Wetland	0.10
Southern willow scrub	Wetland	0.57
Southern coast live oak riparian forest	Wetland	---
Sycamore alluvial woodland	Wetland	0.13
Non-vegetated channel	Wetland	---
Wetland Subtotal:		0.80
Coast live oak woodland	Upland, Tier I	0.64
Diegan coastal sage scrub	Upland, Tier II	23.888
Diegan coastal sage scrub (Baccharis-dominated)	Upland, Tier II	1.80
Southern mixed chaparral	Upland, Tier IIIA	6.93
Non-native grassland	Upland, Tier IIIB	8.83
Sensitive Upland Subtotal:		42.08
Eucalyptus woodland	Upland, Tier IV	0.38
Non-native vegetation	Upland, Tier IV	12.29
Disturbed habitat	Upland, Tier IV	2.75
Urban/developed	Upland, Tier IV	14.55
Non-Sensitive Upland Subtotal:		29.97
Grand Total:		72.85

* Acreage subject to minor change

Sorrento to Miramar, Phase 2 Impacts to Biological Resources



Sorrento to Miramar, Phase 2 MHPA Boundary Line Adjustment



Sorrento to Miramar, Phase 2 MHPA Boundary Line Adjustment

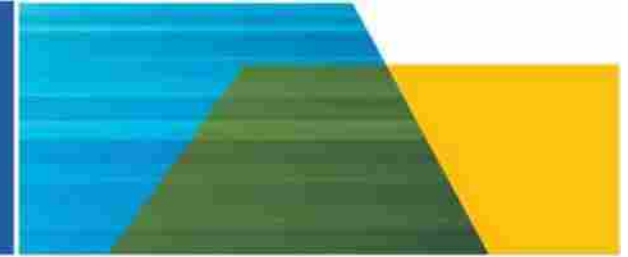


Summary Acreage of MHPA Loss and Available MHPA Gain

Vegetation Type	MSCP Wetland/Upland Tier Habitat Type	MHPA Loss (Acre) ¹	Proposed MHPA Gain (Acre) ³	MHPA Change
Mule fat scrub	Wetland	0.02	---	(0.02)
Southern willow scrub	Wetland	0.30	<0.01	(0.30)
Southern coast live oak riparian forest	Wetland	---	---	---
Sycamore alluvial woodland	Wetland	0.11	0.12	0.01
Non-vegetated channel	Wetland	---	---	---
Wetland Subtotal:		0.43	0.12	(0.31)
Coast live oak woodland	Upland, Tier I	0.39	1.66	1.27
Native Grassland	Upland, Tier I	---	2.66	2.66
Diegan coastal sage scrub	Upland, Tier II	6.05	20.75	14.70
Diegan coastal sage scrub (Baccharis-dominated)	Upland, Tier II	1.16	---	(1.16)
Southern mixed chaparral	Upland, Tier IIIA	0.87	5.53	4.66
Non-native grassland	Upland, Tier IIIB	7.02	0.77	(6.25)
Sensitive Upland Subtotal:		15.49	31.37	15.88
Eucalyptus woodland	Upland, Tier IV	---	---	---
Non-native vegetation	Upland, Tier IV	4.69	---	(4.69)
Disturbed habitat	Upland, Tier IV	0.16	0.11	(0.05)
Urban/developed	Upland, Tier IV	0.37	0.22 ⁴	(0.15)
Non-Sensitive Upland Subtotal:		5.22	0.33	(4.89)
Grand Total:		21.14	31.82	10.68

* Acreage subject to minor change

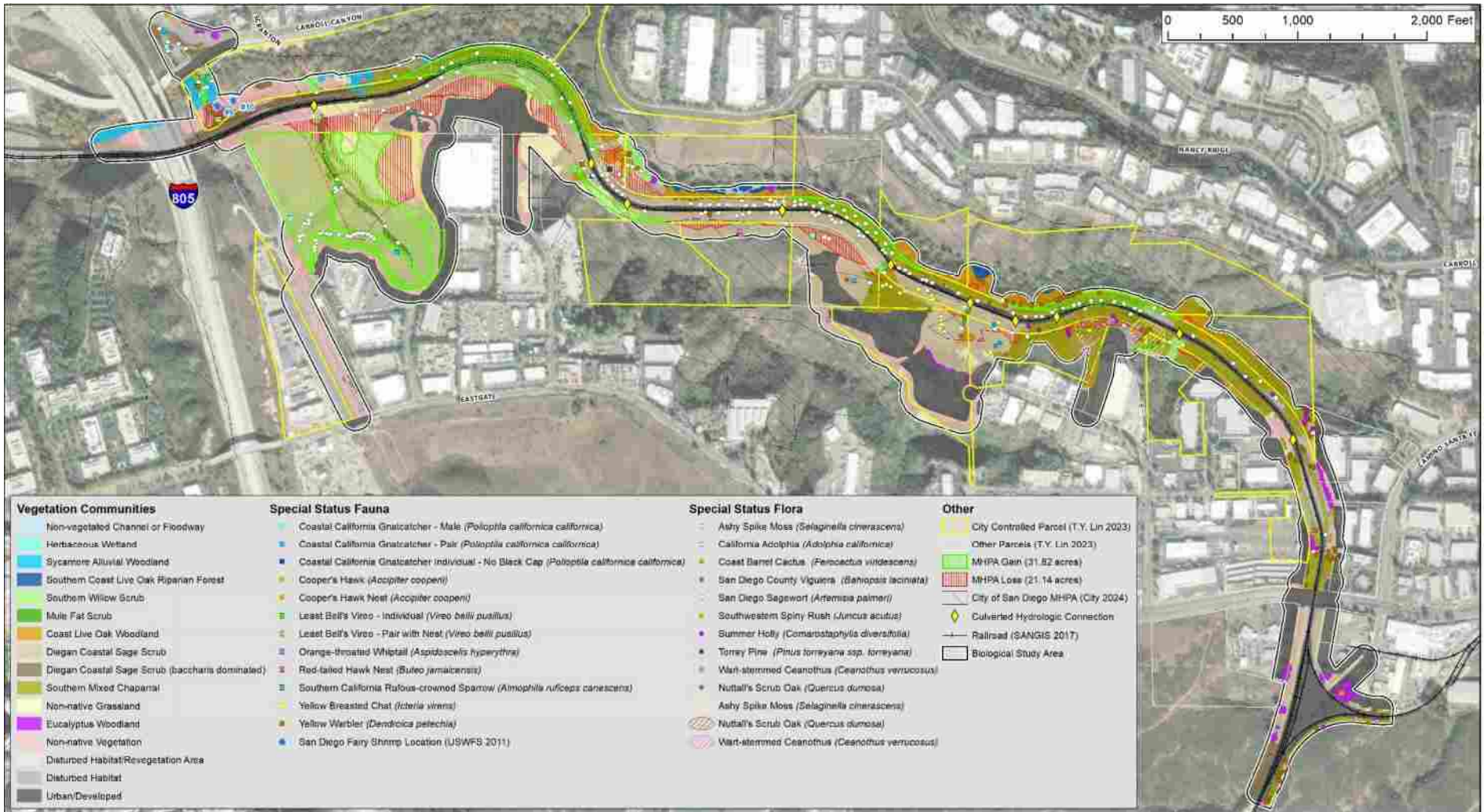
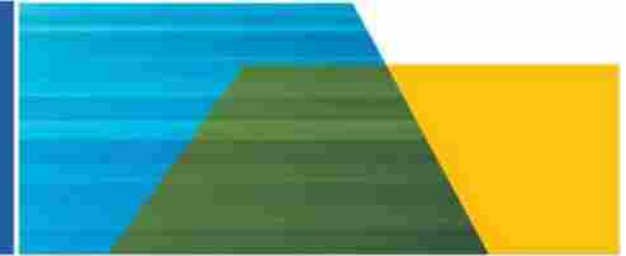
Sorrento to Miramar, Phase 2 MHPA Boundary Line Adjustment



Summary of MHPA Loss and Proposed Gain – City of San Diego MSCP Covered Special Status Species

Sensitive Species	MSCP Coverage	Existing Count In MHPA ¹	MHPA Loss ¹	MHPA Gain ²
Flora				
Wart-stemmed ceanothus	Yes	107	53	0 plants; but MHPA gain of approximately 26.28 acres of sage scrub and chaparral habitats of which approximately 8.21 acres are suitable north-facing slopes. In addition, species is included in the revegetation plant palette for chaparral habitats.
Coast barrel cactus	Yes	34	0	No MHPA Loss. However, species is included in the revegetation plant palette for sage scrub and chaparral habitats.
Fauna				
Coastal California gnatcatcher	Yes	0	2	Impacted pair expected to be temporarily displaced; MHPA gain of approximately 20.75 acres of sage scrub. (*USFWS Section 7 Consultation Compliance)
Least Bell's vireo	Yes	2	2	N/A; impacted pair could temporarily be displaced but no permanent loss of riparian habitat. (*USFWS Section 7 Consultation Compliance)
Orange-throated whiptail	Yes	1	1	MHPA gain of approximately 26.28 acres of sage scrub and chaparral habitats.
Southern mule deer	Yes	1	1	MHPA net change/gain of 10.68 acres of habitat.

Sorrento to Miramar, Phase 2 MHPA Boundary Line Adjustment



Sorrento to Miramar, Phase 2

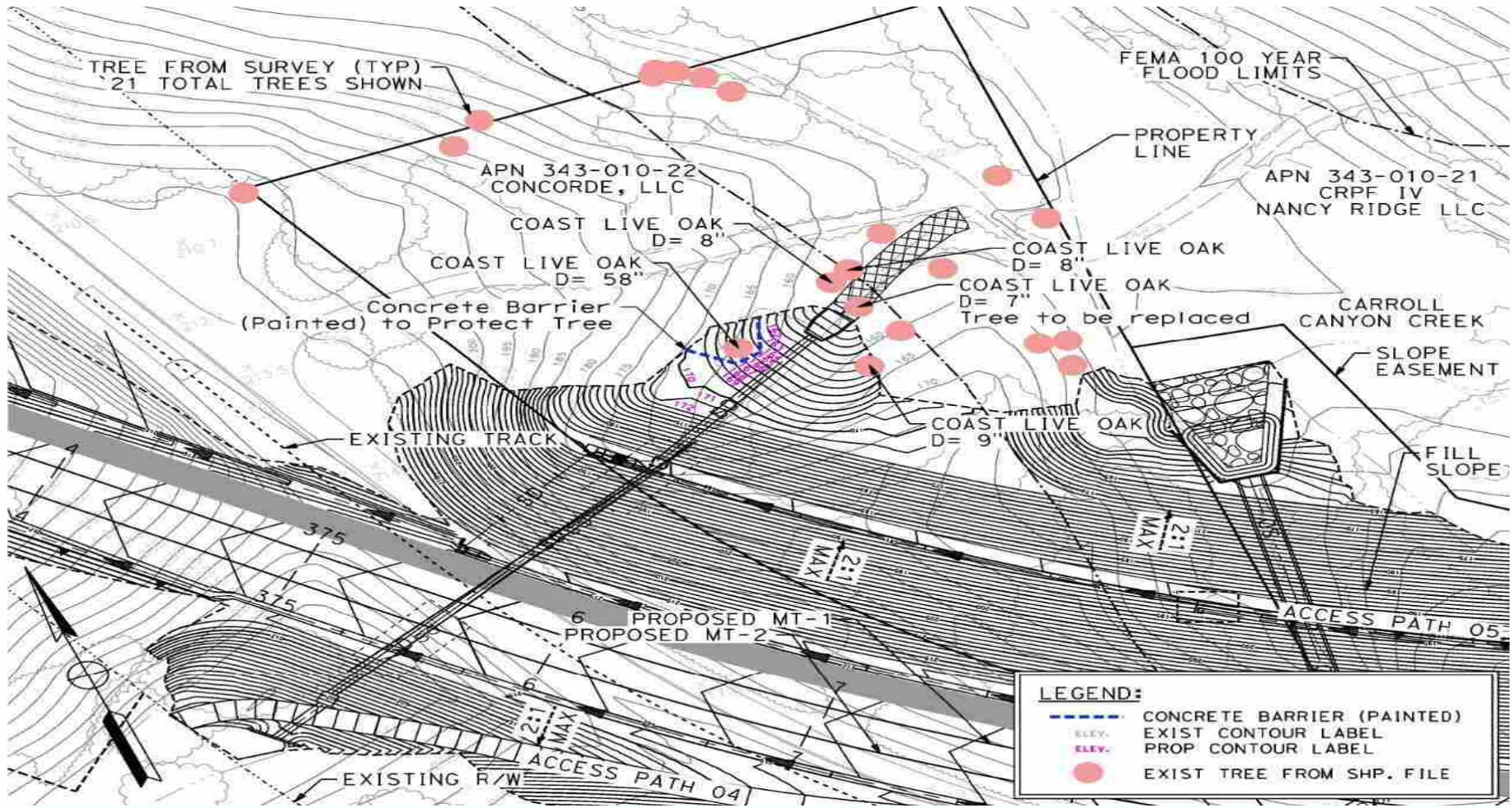
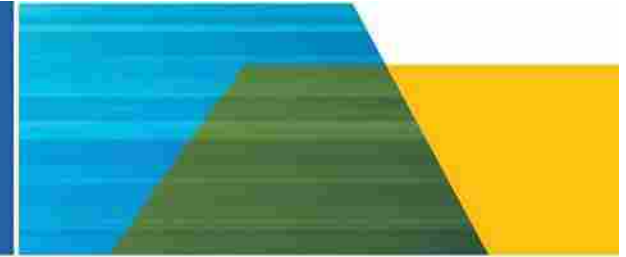
Environmental Commitments/Mitigation



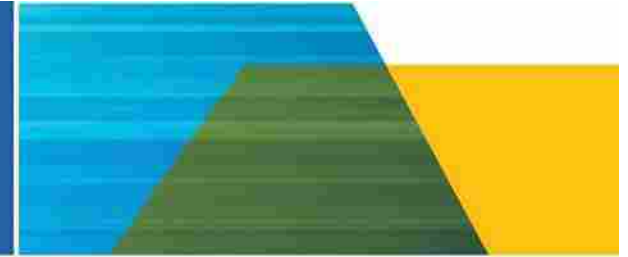
- ✓ Wildlife Movement/Corridors and Nursery Sites:
 - Project construction will be designed such that only a portion of the width of the canyon will be blocked at any given time (not more than 2/3 of the width retaining not less than 50 feet of unrestricted width for a distance of no more than 200 feet in length parallel to the canyon floor) to allow for the continued linear movement of wildlife through the canyon during the construction time period. Temporary fencing will be placed along the boundaries of the construction zone.
 - If not backfilled, all excavated trenches, holes, etc. will be covered with plate or exclusion material as anchored around sides to prevent animals from getting underneath at night and checked each morning for trapped wildlife.

- ✓ Coast Live Oak and Western Sycamore Trees:
 - Facilitate, to the extent feasible, avoidance of coast live oak and western sycamore trees (with a minimum DBH of three inches) within the limits of work. To avoid inadvertent indirect impacts to coast live oak and western sycamore trees adjacent to but outside the limits of work, these trees will be identified by staking or protective flagging five feet outside the dripline.

Sorrento to Miramar, Phase 2 Oak Tree Survey Results



Sorrento to Miramar, Phase 2 Drainage Outfall – Rock Riprap @ Culvert Ext.



Rock riprap is proposed at northern outfall of the arch culvert that is proposed to be extended, due to the track realignment.

- Rock riprap is used to slow down the stormwater velocity exiting the culvert, to prevent erosion.
- Typically placed with an excavator (or crane) bucket.
- Can be placed around existing old-growth trees.



Rock riprap in the foreground at existing arch culvert outfall

Sorrento to Miramar, Phase 2

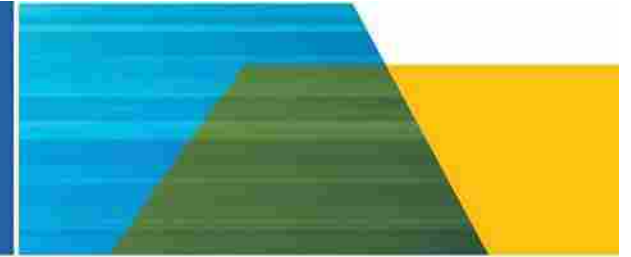
Next Steps



- Complete Right-of-Way Acquisition (2026 anticipated)
- Complete Final Design (2026 anticipated)
- Obtain Resource Agency Permits (2026 anticipated)
- Construction – Approximately 3-4 Year Duration (start date dependent on funding)

Sorrento to Miramar, Phase 2

Stay Involved



- Online Information:
 - www.KeepSanDiegoMoving.com/SM
- Sign Up to Receive Project Emails:
 - LOSSANRail@KeepSanDiegoMoving.com
- Additional Specific Project Questions or Comments contact:
 - **Engineering:**
 - Tim DeWitt P.E., Senior Engineer
 - (619) 699-1935; tim.dewitt@sandag.org
 - Mike Widmann, P.E. Consultant Design Manager, TYLin
 - (619) 618-4432; mike.widmann@tylin.com
 - **Environmental**
 - Keith Greer, Principal Regional Planner
 - (619) 699-7390; keith.greer@sandag.org