

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

**JOINT POWERS AUTHORITY
BOARD OF DIRECTORS**

Chair Jill MacDonald
Solana Beach City Council

Vice-Chair Chris Khoury
Citizens Advisory Committee

Joe LaCava
San Diego City Council

Marni von Wilpert
San Diego City Council

Joel Anderson
Supervisor, County of San Diego

Terra Lawson-Remer
Supervisor, County of San Diego

Terry Gaasterland
Del Mar City Council

Consuelo Martinez
Escondido City Council

Jenny Maeda
Poway City Council

Dustin Fuller, Ex Officio
22nd District Agricultural
Association

Shawna Anderson
Executive Director

**SAN DIEGUITO RIVER PARK
JOINT POWERS AUTHORITY**

11:00 a.m.

Friday, June 20, 2025

**County Administration Center
1600 Pacific Highway, San Diego
Room 302A**

Speaker slips will be available. Please fill out a slip and give it to the Chair prior to the meeting if you wish to speak about an item on the agenda. The Board may act on any item listed on the Consent or Action Agenda.

Introductions and Announcements

Pledge of Allegiance

Approval of the Minutes of April 18, 2025 (Page 3-6)

Executive Director's Report

CAC Report

Public Comment

This portion of the agenda provides an opportunity for members of the public to address the Board on items of interest within the jurisdiction of the Board and not appearing on today's agenda. Comments relating to items on today's agenda are to be taken at the time the item is heard. Pursuant to the Brown Act, no action shall be taken by the Board on public comment items.

DISCUSSION/ACTION

1. FY24-25 Q3 Budget Report and Coast Q1 Report (Page 7)
2. Comment Letter for LOSSAN Rail Realignment Project reissued NOP (Page 8-41)
3. Horsepark Trail Update – (Oral)
4. E-bike Policy and Discussion (Page 42-49)

INFORMATION

5. Project Status Updates
 - a. Osuna Segment of Coast to Crest Trail
 - b. Reach the Beach Fairgrounds Trail and Gateway
 - c. San Dieguito Lagoon Phase II Restoration (aka W-19)
 - d. CTC Trail - East San Pasqual and Sutherland Gaps Project
6. Coordination Reports (oral)
 - a. San Dieguito River Valley Conservancy
 - b. Friends of the San Dieguito River Valley
 - c. Volcan Mountain Foundation
 - d. San Dieguito Lagoon Committee
7. Jurisdictional Status Reports (oral)

An opportunity for the Board members to report on actions taken within their jurisdiction to further the park planning process.
8. Correspondence – None
9. Closed session with Legal Counsel: - None

THE NEXT REGULAR JPA MEETING will be held on July 18, 2025 **in room #302A**. If you have any questions, please contact Dewanda Vandermost at dewanda@sdrp.org or (858)674-2270

**SAN DIEGUITO RIVER PARK
JOINT POWERS AUTHORITY
Minutes of April 18, 2025**

MEMBERS PRESENT

Jill MacDonald - Chair
Chris Khoury – Vice Chair
Joe LaCava
Consuelo Martinez
Terry Gaasterland

REPRESENTING

City of Solana Beach
Citizens Advisory Committee
City of San Diego District 1
City of Escondido
City of Del Mar

MEMBERS ABSENT

Terra Lawson-Remer
Joel Anderson
Marni von Wilpert
Jenny Maeda
Dustin Fuller

REPRESENTING

County of San Diego Dist. 3
County of San Diego Dist. 2
City of San Diego Dist. 5
City of Poway
22nd Agricultural District, Ex Officio

VISITORS/STAFF PRESENT

Shawna Anderson
Dewanda Vandermost
Nathan Lacy
Wayne Brechtel
Shannon Quigley-Raymond
Brian Elliot, Alternate
Alyssa Muto
Carol Kerridge

REPRESENTING

San Dieguito River Park JPA
San Dieguito River Park JPA
San Dieguito River Park JPA
San Dieguito River Park JPA, General Counsel
County Parks & Recreation Department
City of San Diego District 1
City of Solana Beach
Del Mar Lagoon Committee

Introduction and Announcements:

Chair MacDonald convened the meeting at 11:23 a.m. A roll call was taken and a quorum of five board members were present to begin the meeting. Chair MacDonald announced and welcomed the City of Solana Beach Manager Alyssa Muto.

Pledge of Allegiance

Approval of the Minutes of March 21, 2025

Board Member Gaasterland moved to approve the minutes and Board Member Khoury seconded the motion. All in favor.

Yes votes: MacDonald, Khoury, LaCava, Martinez, Gaasterland

No votes: None

Absent: Lawson-Remer, Anderson, von Wilpert, Maeda

Abstain: None

Executive Director's Report

Executive Director Anderson announced upcoming SDRP events including the annual Volunteer Appreciation Party on May 18th, and a lagoon wetland workshop regarding So Cal Edison's restoration project on May 6th. She stated that Board Members MacDonald and Martinez are confirmed to attend the volunteer party to thank volunteers and distribute volunteer awards and also invited all Board Members to attend.

CAC Chair's Report – Board Member Khoury stated nothing to report as there was not an April 2025 CAC meeting.

Public Comment – None

DISCUSSION/ACTION

1. **Recommendation of JPA Budget Ad-hoc Committee to Approve Draft FY25-26 Operating Budget. Recommendation: Approve Ad-hoc Budget Committee Recommendation to Approve Proposed FY25-26 Operating Budget.**

Chair MacDonald reported that the budget subcommittee, comprising herself, Board Member La Cava, and Board Member Martinez, in collaboration with Executive Director Anderson, convened twice. She confirmed that the FY25-26 budget received their unanimous approval without any amendments.

Executive Director Anderson provided a comprehensive summary of the proposed budget, including detailed information and supporting documentation. She explained the projected revenue sources and expenses for the FY25-26 budget, emphasizing the importance of JPA staff to fulfill the JPA's obligations and the proposed 4.71% increase in member agency contributions to fund an increase for employee wages, benefits, and two promotions. She provided a history of JPA revenue sources and amounts from 2020 through 2025 emphasizing the large amount of grants and other revenue sources that leverage the member agency contributions.

Public Comment- no public comment

Board Member Gaasterland stated her support for increasing wages to retain staff and moved to approve the Proposed FY25-26 JPA Operating Budget with a modification to increase the member agency contributions to the JPA cap of 5% instead of 4.71%. Board Member Martinez seconded the motion. All in favor.

Yes votes: MacDonald, Khoury, LaCava, Martinez, Gaasterland

No votes: None

Absent: Lawson-Remer, Anderson, von Wilpert, Maeda

Abstain: None

2. **Resolution for Grant Application to Del Mar Foundation for Interpretive Panels Recommendation: Approve JPA Resolution 25-1 for grant application to Del Mar Foundation and authorize Executive Director to execute grant should it be awarded.**

Executive Director Anderson introduced Carol Kerridge from the Del Mar Lagoon Committee, who proposed adding an interpretive panel at the Grand Avenue Overlook to acknowledge the history and culture of the local Kumeyaay Nation in the Del Mar area.

Director Anderson provided detailed information and photographs of the existing interpretive panels, explaining the proposed redesign and replacement of one panel, as well as the addition of the Kumeyaay panel at the Grand Avenue Overlook. She explained her proposal to submit a grant application to the Del Mar Foundation to secure funding for this initiative and the resolution required for the application.

Public Comment- no public comment

Board Member Martinez moved to approve JPA Resolution 25-1 for grant application to Del Mar Foundation and authorize Executive Director to execute the grant should it be awarded. Board Member Gaasterland seconded the motion. All in favor.

Yes votes: MacDonald, Khoury, LaCava, Martinez, Gaasterland

No votes: None

Absent: Lawson-Remer, Anderson, von Wilpert, Maeda

Abstain: None

3. **LOSSAN Alternative Alignments Update (Oral Report)**

Recommendation: None

Executive Director Anderson reported that a private citizen from Del Mar contacted her regarding an effort to organize a facilitated stakeholder mediation-style confidential meeting to discuss and reach a consensus on requesting SANDAG to add another alternative to the LOSSAN Notice of Preparation (NOP) for the California Environmental Quality Act (CEQA) document. Anderson explained her understanding that the citizen is interested in a rail alignment on the north side of the river between the Fairgrounds and Interstate-5.

She explained that various rail alignments were presented at SANDAG's February 28th public hearing, and attendees provided comments on a conceptual northern alignment on the north side of the river extending to the freeway but that the SANDAG board did not appear to authorize adding another alignment to the NOP. The Del Mar citizen asked if the JPA would want to participate in the stakeholder confidential mediation.

Anderson was told that the invited stakeholders include the 22nd Agricultural District, the cities of Del Mar, Solana Beach, and San Diego, and JPA. The stakeholders would be expected to share the cost of a mediator. Executive Director Anderson emphasized the importance of the JPA's participation to represent potential impacts on the San Dieguito Lagoon but that no position would be taken before the JPA reviews the potential impacts in the Draft EIR. She requested authorization to represent the JPA should the stakeholder meeting proceed.

General Counsel Brechtel explained the unusual process of requesting confidential mediation for this situation in the absence of litigation and that new alternatives can be recommended during the NOP process

Board Members' Discussion:

Board members discussed the pros and cons of participating and decided that the JPA does not agree to a confidential closed meeting but would be interested in participating in an open stakeholder discussion led by a facilitator.

Public Comment- none

INFORMATION

4. Project Status Updates

- a) **Osuna Segment of Coast to Crest Trail** – JPA staff reported that the project is proceeding in the final engineering stage and coordinating with OMWD on the recycled water pipeline location.
- b) **Reach the Beach Fairgrounds Trail** – Project on hold temporarily due to the LOSSAN rail alignment and Del Mar Living Levee project planning.
- c) **San Dieguito Lagoon Phase II Restoration (aka W-19)** – No report.
- d) **CTC Trail – East San Pasqual and Sutherland Gaps Project** – Anderson reported that donor tours will be scheduled for both segments soon with more details and information about the alignments and infrastructure being proposed. She is working with County Parks to schedule a meeting with the California Fish and Wildlife about the East San Pasqual proposed highway trail bridge on their property.

7. Coordination Reports (oral)

- a. **San Dieguito River Valley Conservancy** – Board Member Khoury shared the Conservancy recently received a \$1.3 million dollar donation designated for land acquisition. They are considering two acquisitions in the San Dieguito watershed.
- b. **Friends of the San Dieguito River Valley**- No report
- c. **Volcan Mountain Foundation** – No report
- d. **San Dieguito Lagoon Committee** – No report

8. Jurisdictional Status Reports -

Board Member Martinez expressed gratitude to the Conservancy for their San Dieguito River Park booth at the City of Escondido's Earth Day event on April 5th. She also extended an invitation to other agencies to attend the first Indigenous Arts & Culture Festival at Grape Day Park on April 19th.

Executive Director Anderson announced that the Belgian Waffle Ride (BWR) will take place within the San Dieguito River Park and surrounding areas on April 27th, and that their organization provides a large donation to the JPA for use of the trails. She also provided an update on the Escondido Explorers Program, which is occurring from April 14th to April 18th, including an overnight campout on April 26th.

Board Member La Cava informed the board that the public has voted for the Blue Eyed Grass as the new City of San Diego's official flower. This decision will be considered by the council on April 22nd. The criteria for selecting the flower included that it must be native, not threatened or endangered, and have both a Spanish name and a Kumeyaay name.

9. Correspondence – None

Chair MacDonald adjourned the meeting at 12:48 p.m.

SDRP JPA Operations Budget Summary FY 24-25 - 3rd Quarter (July 2024-March 2025)

	Thru 3rd Qtr received	3rd Qtr projected	3rd Qtr Actual% (target 75%)	Total Annual Budget
Revenues				
Member Agencies	1,292,369	1,292,369	100%	1,292,369
SCE Coast Transfer (<i>*see Coast Budget below*</i>)	223,095	223,321	75%	297,761
Habitat Mgmt. Endowments	86,119	73,646	88%	98,195
Donations/Events/Other	71,662.04	95,150	56%	126,866
OPS Endowment Distribution (SDF)	16,097	23,988	50%	31,984
SDRVC Contributions	25,000	25,000	100%	25,000
Total Revenue	1,714,343	1,733,474	92%	1,872,175

	Thru 3rd Qtr expended	3rd Qtr projected	3rd Qtr Actual% (target 75%)	Total Annual Budget
Expenditures				
Salaries & Benefits	1,111,646	1,137,993	73%	1,517,324
Trails Supplies & Services	62,868	56,432	84%	75,242
Liability Insurance/Volunteer Insurance	58,674	56,735	103%	56,735
Lagoon Ranger Station (Construction Loan)	22,181	33,272	50%	44,362
Office/Admin	34,583	31,428	83%	41,904
Professional Services	14,890	30,750	36%	41,000
Vehicle Maintenance & Fuel	42,042	21,606	146%	28,808
Habitat & Mitigation Management	10,656	18,750	43%	25,000
Sikes Adobe	16,479	15,750	78%	21,000
Education & Volunteer Support	3,264	6,750	36%	9,000
Other Expenses	5,180	6,600	59%	8,800
Vehicle Reserve Transfer	0	2,250	0%	3,000
Total Expenses	1,382,463	1,416,065	74%	1,872,175

Coast Budget Summary (Operated on Calendar Year) - Status through 1st Quarter (Jan -Mar 2025)

	Thru 1st Qtr received	1st Qtr projected	1st Qtr Actual (target 25%)	Total Annual Budget
Coast Fund Revenue				
Southern Calif. Edison	90,640	90,640	25%	362,559
Total Coast Revenue	90,640	90,640	25%	362,559

	Thru 1st Qtr expended	1st Qtr projected	1st Qtr Actual (target 25%)	Total Annual Budget
Expenditures				
Salaries & Benefits/Admin. (<i>*see below*</i>)	74,215	74,440	25%	297,761
Operations	7,002	9,550	18%	38,200
Materials	2,490	2,750	23%	11,000
Vehicle Fuel & Maint	3,459	2,000	43%	8,000
Vehicle Reserve Transfer	1,000	1,000	25%	4,000
Total Expenses	87,167	88,740	24%	358,961

(**2.5 Ranger Salary/Benefits/Admin per Trail Mgmt Agreement*)

Agenda Item 2

June 20, 2025

TO: JPA Board

FROM: Staff

SUBJECT: San Diego LOSSAN Rail Realignment Project – Updated Notice of Preparation for Draft Environmental Impact Report

RECOMMENDATION:

Approve Staff comment letter in response to updated LOSSAN Notice of Preparation.

The San Diego Association of Governments (SANDAG) released a Notice of Preparation (NOP) of a Draft Environmental Impact Report in June 2024 for the San Diego LOSSAN Rail Realignment Project. The JPA responded to the NOP with a comment letter where one of the proposed alignment alternatives could have had potentially substantial impacts to the San Dieguito Lagoon. In response to receiving over 1,500 public comments on the NOP and results from a Value Analysis Study conducted earlier this year, SANDAG released a revised NOP on May 16, 2025, with comments due on June 30, 2025 (Attachment 1). JPA Staff prepared a new draft NOP comment letter for your Board's consideration.

New Rail Alignment Alternatives

The 2025 Value Analysis Study (VA Study) further evaluated alignment alternatives and was released to the public in February 2025. The VA study was a technical study with input from representatives from Carlsbad, Del Mar, Encinitas, San Diego, Solana Beach, 22nd District Agricultural Association, North County Transit District, and Caltrans. The VA Study team evaluated 16 alternative concepts, including the three (3) original NOP proposed alternatives and 13 new alternative concepts developed during the VA Study.

SANDAG's new NOP includes the alignment alternatives below, which are almost identical to those identified by the SANDAG Board of Directors in February 2025 (Attachment 2). All references to alternative alignment colors and portal locations referenced below are from the NOP document. The project alternatives are listed below:

- ***San Dieguito Bridge to I-5:*** The yellow alternative extends along San Dieguito Dr adjacent to the lagoon and would avoid most of Del Mar by traveling inland to and along I-5. A modified "San Dieguito Bridge to I-5" alternative alignment contains two design options in the updated NOP. The first variation is visually depicted in the NOP and would transition from the south end of the future San Dieguito Double Track Project bridge. The alignment would then curve to the east toward the intersection of Jimmy Durante Boulevard and San Dieguito Drive and enter a portal

Agenda Item 2

June 20, 2025

near Racetrack View Drive and Crest Canyon Trail. There would be extensive areas of above ground and subterranean impacts passing through the FPA.

- o **Northerly Design Option:** The NOP includes a note for a modified alternative “San Dieguito Bridge to I-5”: “*A more northerly design concept of the San Dieguito to I-5 alternative alignment will be explored during the environmental process.” This is described as a “northerly variation” which is assumed to follow a rail alignment on the northern bank of the lagoon and then connect to the I-5 knoll. No visual representation of is shown in the NOP.
- **Under Crest Canyon:** The blue alternative is aligned under Del Mar and Crest Canyon. There may be minimal above ground impacts from this alternative, but the alignment would cross the FPA underneath Crest Canyon. Additionally, there may be surface impacts from the San Dieguito Lagoon bridge to the Jimmy Durante Blvd portal.
- **Under Camino Del Mar:** The purple alternative would tunnel beneath Camino Del Mar through Del Mar. This alternative may have minimal impacts to the FPA; however, there may be surface impacts from the San Dieguito Lagoon bridge to the Jimmy Durante Blvd portal.
- **Del Mar Bluffs Double Track Reinforced:** The green alternative maintains the current alignment along the bluffs, adds double track along the bluffs and through Los Penasquitos Lagoon with bluff reinforcement and more robust seawalls. This alternative may have minimal impacts to the FPA; however, there may be surface impacts from the San Dieguito Lagoon bridge to the Jimmy Durante Blvd portal.
- **No Build:** This alignment that is not shown on the figure, includes continuation of major stabilization efforts that would be required to protect the existing single-track alignment. There may be minimal impacts to the FPA from this alternative.

JPA Staff will be submitting a revised comment letter by the June 30, 2025, NOP deadline. A draft of this comment letter is provided for your Board’s consideration and feedback. JPA Staff anticipates submitting a Draft EIR comment letter during the EIR public review period when released to the public.

CAC RECOMMENDATION

The NOP comment letter was not available for CAC review at their June meeting. However, the CAC’s Project Review Committee will have the opportunity to review the Draft EIR, provide input to the evaluation of potential impacts from the project and to the JPA’s Draft EIR comment letter.

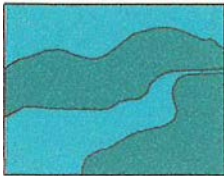
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Respectfully submitted,

Nathan Lacy
Environmental Planner

Attachment 1: Draft JPA Comment Letter to SDLRR Project NOP

Attachment 2: Updated LOSSAN Notice of Preparation (May 16, 2025)



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

June 30, 2025

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

Subject: Response to Updated SDLRR Project NOP

Dear Mr. Pesce:

Thank you for notifying the San Dieguito River Park Joint Powers Authority (JPA) regarding the updated Notice of Preparation (NOP) for this project. The JPA staff has followed the progression of this proposed project over the last several years, including throughout the previous 2024 Notice of Preparation (NOP) scoping period.

Four build alternative alignments are proposed for analysis in the updated NOP. Of the four build alternative alignments, three include tunnelling and have common components including a north and south portal, a bored tunnel connecting the portals, and double tracking of the rail line. These have been deemed the “Tunnel Alternatives”. A fourth alternative alignment that does not include a tunnel or portals was deemed the “Non-Tunnel Alternative”. A fifth alternative includes the No Project alternative, which is not a build alternative. Three of the five total proposed updated alignment alternatives pass through the San Dieguito River Park’s Focused Planning Area (FPA), and all of the alternatives have the potential to impact resources within the JPA’s jurisdiction.

The NOP includes a note for a modified alternative “San Dieguito Bridge to I-5”: “*A more northerly design concept of the San Dieguito to I-5 alternative alignment will be explored during the environmental process.” This is described as a “northerly variation” which is assumed to follow the northern bank of the lagoon and then connect to the I-5 knoll. The JPA feels that it is somewhat unusual for an NOP to include a project alternative that is not visually depicted and cannot comment on this “northerly variation” without more information.

San Dieguito River Park Concept Plan

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 \$200 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 updated 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 updated 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, aerial structures, 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. The preferred project should include a detailed description of project features incorporated into the proposed project to reduce environmental impacts including impacts to existing public amenities and resources.

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 updated 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 river valley, as well as SANDAG's planned Interstate-5 bikeway and connection to the CTC Trail. Additionally, the San Dieguito Bridge to I-5 Alternative along with the potential northerly design option may affect the JPA's proposed Reach the Beach trail extension and the City of Del Mar's proposed Living Levee project.

The DEIR should include details about each of the alignment alternatives regarding effects on recreational uses and areas. The DEIR should address how existing and proposed public facilities would be affected by each of the alignment alternatives, including whether 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 aerial structures, 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. Additionally, it is noted that San Dieguito Bridge to I-5 Alternative along with the potential northerly design option may include an aerial structure (e.g., bridge).

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:

The Under Crest Canyon and Under Camino Del Mar alternatives may include a proposed northern tunnel portal near the San Dieguito Lagoon inlet. In addition, the San Dieguito to I-5 Alternative may include a portal under Racetrack View Drive and cut and cover tunnelling along the southern edge of the lagoon and the entrance to the Crest Canyon Trail. Noise, vibration, and visual blight from rail construction and operations related to rail cars along surface alignments and 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.

Mr. Pesce
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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, the DEIR should 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 significant impacts to the San Dieguito River Park including the lagoon and river valley. 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.

Furthermore, as mentioned above, SANDAG conducted outreach within stakeholder communities, where a northerly design concept to the San Dieguito Bridge to I-5 alternative alignment was described. We ask that any and all future variations and design options be explained and shared with the public so that stakeholders can provide pertinent and informed feedback throughout the scoping process.

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/>

Updated Notice of Preparation of a Draft Environmental Impact Report

May 16, 2025

Subject

Updated 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) located in the cities of Del Mar and San Diego, California.

Introduction

The San Diego Association of Governments (SANDAG), as the Lead Agency under the California Environmental Quality Act (CEQA), is continuing to initiate the preparation of a Draft EIR for the SDLRR Project and is issuing this Updated NOP to reflect outreach conducted to date and solicit additional input on the Project, including alternatives under consideration and environmental effects. SANDAG is preparing an Environmental Impact Report for the Project and decided to forego preparing an Initial Study (*CEQA Guidelines* 15063(a)) and move directly into the preparation of a Draft EIR. In addition to soliciting input from the public, 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 SDLRR Project (e.g., if this Draft Environmental Impact Report [EIR] will be relied upon by the agency to satisfy CEQA obligations).

The SDLRR Project may require approvals and/or permits from agencies that would be subject to environmental review pursuant to the National Environmental Policy Act (NEPA). A NEPA Lead Agency has not yet been identified. Once the NEPA Lead Agency is identified, that agency will formally initiate the NEPA process.

Prior Notice of Preparation and Subsequent Public Input

On June 4, 2024, SANDAG initiated formal environmental review of the SDLRR Project under CEQA, with the release of a NOP of a Draft EIR for the Project. The NOP identified three proposed build alternative alignments for consideration in an EIR, in addition to a No Project Alternative. SANDAG's release of the NOP initiated a Draft EIR scoping period under CEQA which lasted through July 19, 2024, and sought to solicit public and stakeholder input on the alternatives identified.

Results of Public and Stakeholder Input – In response to feedback received during the scoping period and feedback from the SANDAG Board of Directors, SANDAG initiated a Value Analysis (VA) Study process comprised of representatives from SANDAG member agencies and other public agency stakeholders to gather additional input on the proposed alternatives included in the NOP and collaboratively brainstorm ideas for other potential project alignments. The VA Study was completed via a series of workshops and meetings between September and December 2024 with representatives from the cities of Carlsbad, Del Mar, Encinitas, San Diego, and Solana Beach; the 22nd District Agricultural Association (Del Mar Fairgrounds); the California Department of Transportation (Caltrans); and the North County Transit District (NCTD). The San Diego Metropolitan Transit System and City of Oceanside were invited but declined to participate. The VA Study was a collaborative and technically driven process, leveraging the knowledge of the multidisciplinary VA team,

including subject matter experts and stakeholders, with the goal of providing a fresh look at alternative concepts that would address the challenges that sea level rise and the eroding Del Mar bluffs pose to the reliability of passenger and freight service on the bluffs.

Throughout this process, the VA team stressed the following themes: desire to minimize risks from sea level rise and negative effects on biological resources and communities. The VA team also stressed the importance of public stewardship, including preserving prior and ongoing investments in the LOSSAN corridor and considerations on the cost of constructing and maintaining the Project. The VA team also provided the following input:

- Interest was noted for alignments to focus on minimizing effects to private property, including subsurface easements.
- Interest in exploring alignments that did not require portals, including an option that would keep the railroad tracks on the bluffs, as well as alignments with slower design speeds.
- Interest, consistent with feedback received during outreach efforts in 2023 and comments on the June 2024 NOP, to continue to study an Interstate 5 (I-5) alignment that is similar to alignments identified in prior studies (e.g., 2007 LOSSAN Programmatic EIR/EIS, 2023 Alternatives Analysis).
- Desire to minimize disruptions to economic generators, such as the Del Mar Fairgrounds and minimize conflicts with prior and ongoing infrastructure investments.

Collectively, these themes and input were incorporated into the updated Project objectives and the alternative concepts developed as part of the VA Study. Upon conclusion of the VA Study, staff applied the themes to the four alternatives described under the “Project Description” heading. The Final VA Study Report is available on the project [website](#).

Background

The San Diego Subdivision is an approximately 60-mile section of the 351-mile LOSSAN Rail Corridor, linking San Diego, Los Angeles, and San Luis Obispo from the Orange County line to the Santa Fe Depot in Downtown San Diego. 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. Currently, three quarters of the San Diego Subdivision is double tracked, resulting in a total of approximately 15 miles of single track and 45 miles of double track.

SANDAG Responsibilities

The San Diego Regional Transportation Consolidation Act (Senate Bill 1703, Peace) assigned SANDAG the responsibility for planning, funding allocation, project development, and construction in the San Diego region for all transit projects, including heavy rail. NCTD and San Diego Metropolitan Transit System retained the responsibility for the maintenance and operation of the rail services. As such, SANDAG is the CEQA Lead Agency for rail line projects proposed in San Diego County. As the County’s Metropolitan Planning Organization under federal and state law, SANDAG is also responsible for the development of the Regional Transportation Plan and a Sustainable Communities Strategy. The Regional Transportation Plan identifies transportation infrastructure investments and programming of transportation funding over a 30-year timeframe within the San Diego region in consideration of projected economic and population growth. The 2021 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. SANDAG's current plan was adopted by the SANDAG Board of Directors in December 2021, with an amendment approved in October 2023.

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 continuation of goods movement through the region. The 2021 Regional Plan contemplates double tracking the remaining single-track segments of the LOSSAN Rail Corridor within San Diego County, modifications to the track configuration to accommodate higher speeds, and relocation of rail track into more climate resilient areas.

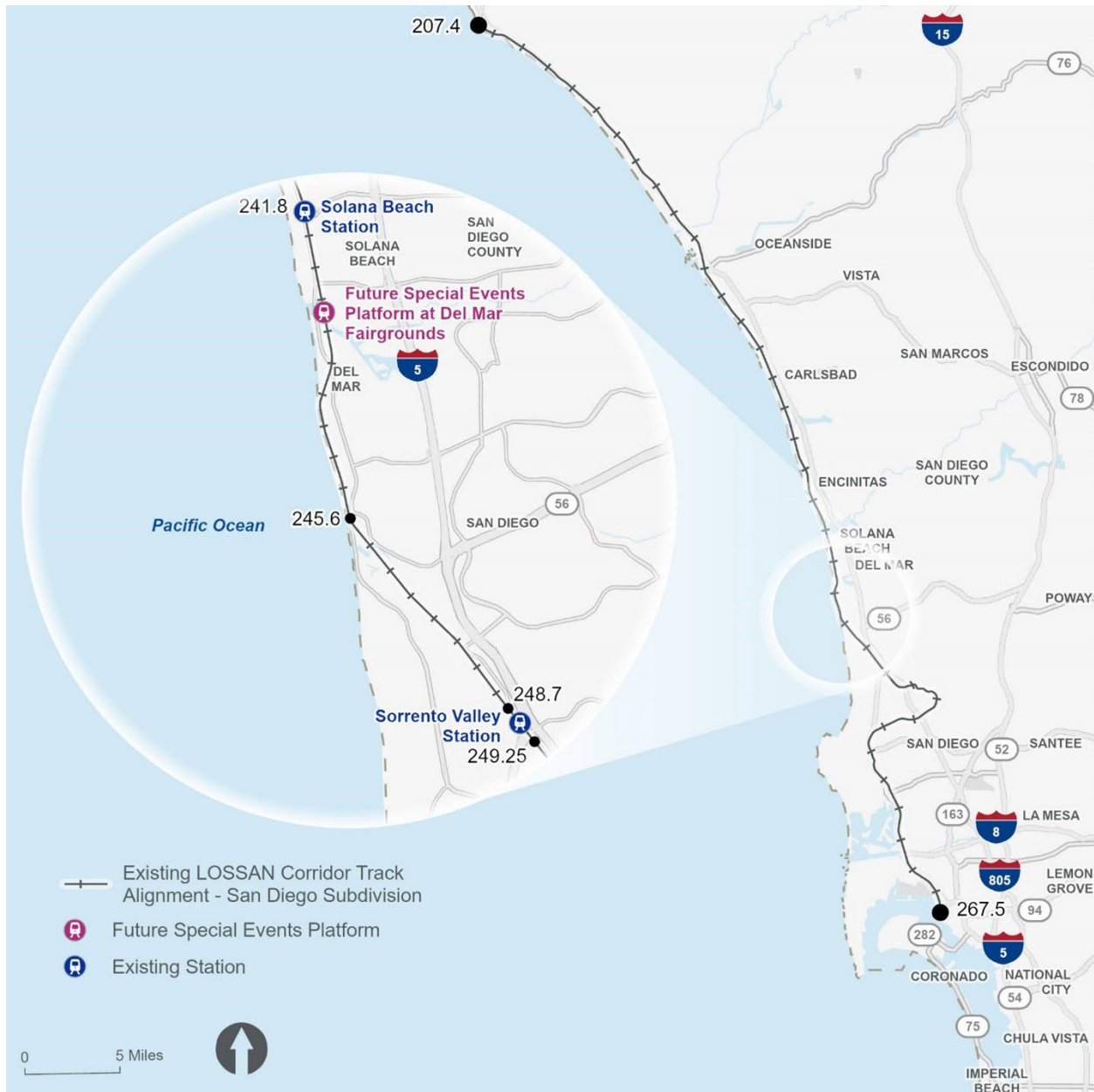
The segment of the San Diego Subdivision within the SDLRR Project area has experienced temporary closures and speed reductions resulting from bluff collapses, erosion, and repair work to stabilize the bluffs and protect the rail corridor from more substantial erosion effects. Four bluff stabilization projects have been completed in Del Mar since 2003, with the construction of Phase 4 recently completed in 2021. A fifth stabilization project (Phase 5) began construction in spring 2024. Phase 5 focuses on addressing additional seismic and stabilization needs, installing additional support columns, and replacing aging drainage structures to support the existing tracks.

In addition to the stabilization projects, multiple emergency repairs have been required since 1996 due to bluff failures that threatened train operations. While the Phase 5 stabilization project addresses safety and operational concerns with a 30-year design life, the stabilization projects and emergency repairs do not provide a long-term solution for sea level rise and the ongoing coastal erosion that pose substantial safety and economic risks to the region. Bluff retreat is estimated to occur at an average rate of 0.4 to 0.6 foot per year; however, large episodic bluff failures can result in more than 20 feet of bluff edge retreat in a single event. The California Coastal Commission (CCC) has required that SANDAG evaluate the removal of stabilization infrastructure prior to the expiration of the term of CCC approvals as part of their conditions of approval for current stabilization work. Further stabilization and emergency repair projects are likely to be required until the rail corridor is relocated from the coastal bluffs, or a more long-term structurally fortified solution is provided.

Study Area

The Project is located within portions of the cities of Del Mar and San Diego, as depicted on Figure 1. The Project study area begins at the future Special Events Platform that will be constructed as part of the San Dieguito Double Track Project in the north and ends at the Sorrento Valley Station in the south. The study area is generally bounded to the west by the Pacific Ocean and to the east by I-5.

Figure 1. Project Location



Note: Within the San Diego Subdivision, right-of-way north of Milepost 245.6 is owned by North County Transit District and right-of-way south of Milepost 245.6 is owned by Metropolitan Transit System. The future Special Events Platform has been approved and fully funded and will be constructed as part of the San Dieguito Double Track Project.

Planning Documents and Prior Studies

The 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. Previous planning and environmental studies have been undertaken to analyze the potential for realigning and double tracking the San Diego Subdivision in the Project study area through the cities of Del Mar and San Diego.

- In **2007**, Caltrans and the Federal Railroad Administration (FRA) finalized the [Los Angeles—San Diego Final Program EIR/Environmental Impact Statement \(EIS\)](#)¹, and on March 18, 2009, a [Record of Decision](#)² was published which records the decisions the United States Department of Transportation (U.S. DOT) made for proposed improvements to the LOSSAN Rail Corridor between Los Angeles and San Diego. The Program EIR/EIS carried forward two alternatives proposing tunnel options that deviated from the existing railroad alignment.
- In **August 2014**, the CCC unanimously approved the *North Coast Corridor Public Works Plan/Transportation and Resource Enhancement Program (PWP/TREP)*³. Jointly prepared by SANDAG and Caltrans, 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 that maintains and enhances public access and protects sensitive coastal resources. The scope of improvements discussed within the Project study area includes two conceptual alignments 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” (Chapter 4).
- In **December 2017**, SANDAG published a report entitled [Conceptual Engineering and Environmental Constraints for Double Track Alignment Alternatives Between Del](#)

¹ Web Page:
<https://railroads.dot.gov/elibrary/los-angeles-san-diego-lossan-corridor-program-final-programmatic-eireis>

PDF:
https://railroads.dot.gov/sites/fra.dot.gov/files/2023-10/2.2.11%20LOSSAN%20Programmatic%20EIR-EIS%20%282007%29_PDFa.pdf

² Web Page:
<https://railroads.dot.gov/elibrary/los-angeles-san-diego-lossan-corridor-program-eireis-record-decision>

PDF:
https://railroads.dot.gov/sites/fra.dot.gov/files/fra_net/192/LOSSAN_ROD_FINAL_2009.pdf

³ Web Page:
<https://dot.ca.gov/caltrans-near-me/district-11/programs/district-11-environmental/i-5pwp-toc/overview#Introduction>

[*Mar Fairgrounds and Sorrento Valley*](#)⁴ that 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. The study included conceptual engineering and preliminary construction costs for each alignment option.

- In **September 2018**, Caltrans released the [*2018 California State Rail Plan*](#)⁵, which 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. The plan recognized the challenges coastal erosion and sea level rise pose to the railroad tracks atop the eroding bluffs in Del Mar. It noted that about 50 trains on weekdays (mostly passenger) traverse the Del Mar bluffs, and sea level rise will accelerate erosion of the bluffs, threatening stability and the viability of the route. The plan states “erosion by 2100 could eliminate the rail line completely, as well as adjacent homes, absent preventative measures.”
- In **December 2021**, SANDAG adopted the [*2021 Regional Plan*](#)⁶, which envisioned an expanded system of transit services to reduce greenhouse gases from automobiles, while promoting safe, clean, and economically friendly ways to move goods throughout the region and beyond. The 2021 Regional Plan envisioned the relocation, straightening, and double tracking of the rail line through the study area to a more climate resilient location that could reduce travel time and service reliability.
- In **June 2022**, the CCC issued a Federal Consistency Certification (No. 0005-21) for the Del Mar Bluff Stabilization V project, which required SANDAG to evaluate the removal of all shoreline armoring after the expiration of the 30-year authorization period. The 30-year authorization period was to “allow SANDAG to protect the important railway line while planning of the pursuing [its] relocation.”
- In **August 2023**, SANDAG released the [*San Dieguito to Sorrento Valley Double Track Del Mar Tunnels Alternatives Analysis Report*](#)⁷, which refined five potential alignment alternatives based on the previous conceptual engineering study 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 then also evaluated to further minimize impacts on the community and private properties. Additional

⁴ Web Page: <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>

Appendices: <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-appendices-2023-09-08.pdf>

⁵ Web Page: <https://dot.ca.gov/programs/rail/2018-california-state-rail-plan>

⁶ Web Page: <https://www.sandag.org/regional-plan/2021-regional-plan/final-2021-regional-plan>

⁷ 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-2023-09-01.pdf>

conceptual alignments were considered at a high level to demonstrate potential connections between various portal locations.

- In **May 2024** SANDAG released the [*Alignments Screening Report*](#)⁸, which documented, assessed, and incorporated into the formal environmental review process for the SDLRR 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 report recommended a subset of alignments for inclusion in the June 2024 NOP for the SDLRR Project for further input on the Draft EIR scope and the alignments identified in the NOP.
- In **June 2024** SANDAG released the [*NOP*](#)⁹ which initiated formal environmental review of the SDLRR Project under CEQA. The NOP identified three proposed alternative alignments for consideration in the Draft EIR, and a No Project Alternative.
- In **January 2025** Caltrans released the final [*2024 California State Rail Plan*](#)¹⁰, which states “The rail line around San Clemente and the Del Mar bluffs in California is a scenic and crucial segment of the coastal rail corridor, connecting the southern Orange County area to San Diego, and facing ongoing challenges related to erosion and environmental concerns. The State views improving the resiliency in these areas as absolutely critical...” It goes on to recognize relocation of the tracks off the bluffs in Del Mar as a potential way to permanently improve climate resiliency and commits to providing funding and working to streamline the delivery of priority projects in this key corridor.
- In **February 2025** SANDAG released the [*Final Value Analysis Study Report*](#)¹¹, which documented the VA Study that was completed via a series of workshops and meetings with representatives from the cities of Carlsbad, Del Mar, Encinitas, San Diego, and Solana Beach; the Del Mar Fairgrounds; Caltrans; and NCTD from September through December 2024. The VA Study was a collaborative process leveraging the knowledge of the multidisciplinary VA team to brainstorm ideas for potential project alignments and other refinements to the Project. The VA Study Report is a summary of the VA Study and presents the ideas, suggestions, and alternative concepts developed and evaluated collaboratively by the VA team.
- In **May 2025** SANDAG released the [*San Diego LOSSAN Rail Realignment Project Post Value Analysis Study Assessment*](#)¹², which documented the steps taken by SANDAG staff following the VA Study. The outcomes of the VA Study Report helped inform SANDAG staff considerations of potential alternative concepts and refinements. This

⁸ PDF: <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>

⁹ PDF: <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>

¹⁰ Web Page: <https://dot.ca.gov/programs/rail/california-state-rail-plan>

¹¹ PDF: <https://www.sandag.org/-/media/SANDAG/Documents/PDF/projects-and-programs/featured-projects/lossan-rail-improvements-del-mar-bluffs/lossan-realignment/sandag-lossan-rail-realignment-final-value-analysis-study-report-2025-02-07.pdf>

¹² PDF: <https://www.sandag.org/sdlrrpostvastudyassessment>

document summarizes the SANDAG staff recommendation, based on information gained during the VA Study.

Public Outreach

Leading up to and following the release of the June 2024 NOP, SANDAG conducted public outreach events to inform, engage, and solicit public input to refine the description of the Project and the range of alternatives to be identified in the NOP. The meetings are listed below and videos for many of these meetings are available on the [SANDAG website](#).

- 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
- April 19, 2024: Oceanside Transit Center
- April 22, 2024: Encinitas Transit Center
- April 26, 2024: Solana Beach Transit Center
- April 30, 2024: Solana Beach Transit Center
- May 3, 2024: Old Town Transit Center
- May 14, 2024: Carlsbad Village Transit Center
- May 17, 2024: 12th and Imperial Transit Center
- June 1, 2024: Del Mar Farmer's Market
- June 5, 2024: Solana Beach Transit Center
- June 7, 2024: Solana Beach Transit Center
- June 11, 2024: Solana Beach Transit Center
- June 18, 2024: Public Scoping Meeting
- June 26, 2024: Solana Beach City Council Meeting
- June 28, 2024: Carlsbad Village Station
- July 10, 2024: Encinitas Transit Center
- July 16, 2024: Oceanside Transit Center
- July 18, 2024: SANDAG presentation to NCTD Board of Directors
- July 26: Solana Beach Transit Center
- February 11, 2025: SANDAG presentation to 22nd District Agricultural Association (i.e., Del Mar Fairgrounds) Board meeting
- February 12, 2025: SANDAG presentation to Solana Beach City Council
- February 13, 2025: Solana Beach Office Hours

- February 18, 2025: SANDAG presentation to Del Mar City Council
- February 19, 2025: Del Mar Public Information Session
- February 20, 2025: SANDAG presentation to Torrey Pines Community Planning Board
- February 28, 2025: SANDAG Board of Directors meeting

Project Goal and Objectives

The Project goal is as follows:

- To maintain and enhance passenger and freight service along the San Diego segment of the LOSSAN rail corridor.

The Project objectives are as follows:

- Improve rail service reliability by minimizing risks from climate change, including consideration of sea level rise, flooding, and the stability of the coastal bluffs.
- Maintain passenger rail service to Solana Beach and Sorrento Valley and accommodate direct rail access to the 22nd District Agricultural Association (Del Mar Fairgrounds) while minimizing disruptions to passenger and freight service during construction.
- Minimize impacts to existing homes, businesses, tourism, and major economic generators, including the Del Mar Fairgrounds, and transportation facilities during and after construction.
- Avoid and/or minimize negative effects, and where possible enhance biological, cultural, and recreational resources of national, state, or local significance, including publicly owned parks, recreational trails, 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 2024 California State Rail Plan by increasing passenger and freight train capacity, further reducing travel times, improving reliability, and considering existing and planned investments.
- Improve coastal access and safety by eliminating at grade railroad crossings and minimizing points of interaction between rail and all other modes of transportation.
- Demonstrate good public stewardship by delivering the project in a timely way that considers prior and ongoing investments, construction, right-of-way, operations, and maintenance costs.

Project Description

SANDAG proposes to improve resiliency and reliability of the segment of the San Diego Subdivision within the cities of Del Mar and San Diego where the rail line runs along a terrace on the eroding coastal bluffs. This includes double tracking the alignment between the future Special Events Platform that will be constructed as part of the San Dieguito Double Track Project in the City of Del Mar and the north end of Sorrento Valley in the City of San Diego. The improved resiliency and double tracking of the alignment would reduce reliability risks caused by bluff erosion and provide greater track capacity for trains that use the corridor, enabling projected increases in service and minimizing conflicts with pedestrians. The Project may include removal of existing stabilization infrastructure, consistent with the CCC's conditions of approval for the Del Mar stabilization projects.

Pursuant to State CEQA Guidelines, the SDLRR Draft EIR will consider a No Project Alternative and a reasonable range of Project alternatives. In accordance with CEQA, SANDAG has identified alternatives to be analyzed in the Draft EIR based on their potential feasibility, ability to attain the Project goal and the majority of the Project objectives, and potential to avoid or substantially lessen the significant effects of the Project and evaluate the comparative merits of the alternatives (California Code of Regulations title 14 § 15126.6).

As a result of prior planning studies, community engagement, comments received during the 2024 NOP scoping period, and the VA Study, in addition to the No Project alternative, four alternative alignments are proposed for analysis in the Draft EIR, as depicted on Figure 3. Of the four alternative alignments, three include a tunnel and have common components including a north and south portal, a bored tunnel connecting the portals, and double tracking of the rail line. These common components are described below under the heading “Tunnel Alternatives”. The fourth alternative alignment does not include a tunnel or portals and is described below under the heading “Non-Tunnel Alternative”.

The alignment types and infrastructure components defined in the callout box and depicted on Figure 2 are applicable to multiple of the alternative alignments.

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 which is excavated from the surface and then covered after it is constructed.

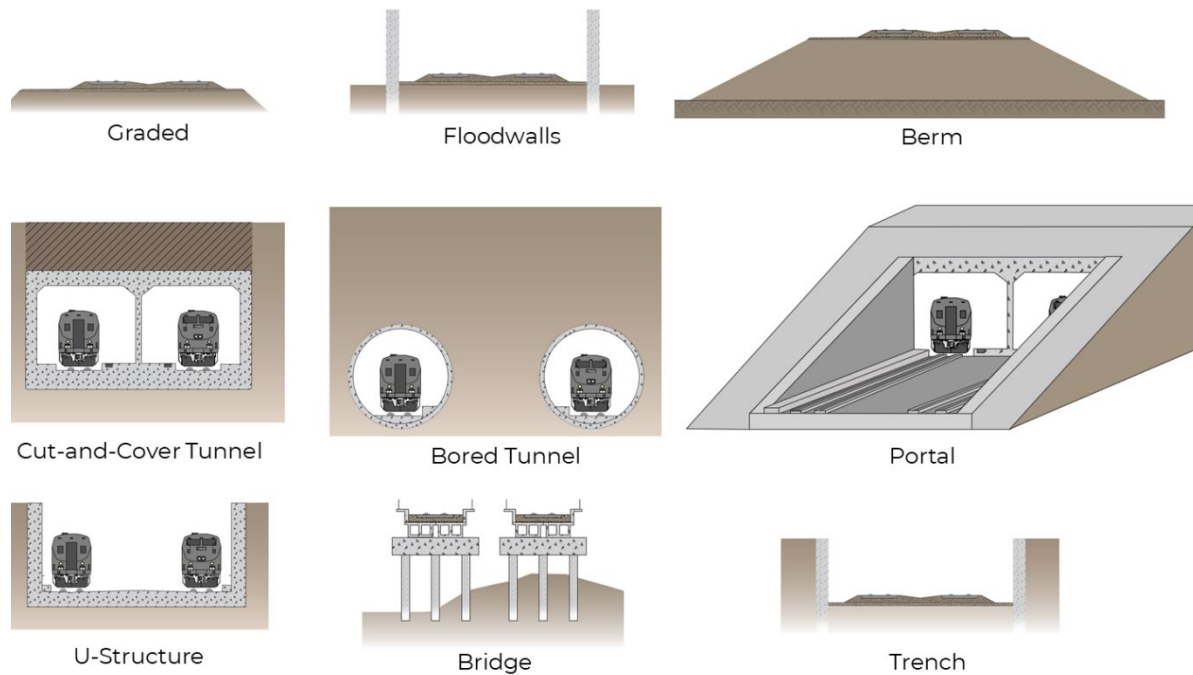
Bored tunnel: a circular shaped tunnel that is constructed using a tunnel boring machine that digs or bores through the earth without removing the ground above.

Portal: entrance to the tunnel.

Bridge: aerial structure carrying the rail tracks over roadways, canyons, or water.

Trench: a depressed section which is excavated from the surface that is typically protected with retaining walls.

Figure 2. Project Alignment Types and Infrastructure Components



Tunnel Alternative Alignments

The three tunnel alternative alignments are (1) San Dieguito Bridge to I-5 Alternative Alignment; (2) Under Crest Canyon Alternative Alignment; and (3) Under Camino Del Mar Alternative Alignment. Each alternative alignment is described below and includes the following components:

- Removal of existing rail infrastructure (e.g. rail track, ties, and ballast) on areas no longer needed after track relocation (timing of removal dependent on coordination with, and approval by, the rail owner and operators)
- Construction of bridge structures
- Construction of U-structures, retaining walls, and floodwalls
- Construction of twin-bored tunnels and cut-and-cover tunnels
- Construction of tunnel portals and associated portal infrastructure
- Installation of a tunnel system power supply
- Installation of tunnel ventilation systems
- Installation of communication systems, including signals, switches, and control points
- Modifications to drainage and roadways, as needed
- Relocation of utilities, as needed
- Potential placement of beach-quality sand excavated from tunnel boring activities onto beach(es) or near shore, in the vicinity of the study area
- Removal of prior bluff stabilization improvements consistent with the CCC's certification of Federal Consistency Certifications

North Portals

Two north portal locations have been identified depending on the track alignment. The portal locations are as follows:

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.

Racetrack View Drive

This proposed portal would be located east of Crest Canyon Trail and south of Racetrack View Drive. The portal infrastructure would be located within the northern portion of Crest Canyon Open Space Park.

South Portals

Two south portal locations have been identified depending on the track alignment. The portal locations are as follows:

Torrey Pines Road West

This proposed portal would be located near the intersection of Carmel Valley Road and North Torrey Pines Road. The portal infrastructure would be located on the southside of Carmel Valley Road.

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.

San Dieguito Bridge to I-5 Alternative Alignment:

As depicted on Figure 4, the San Dieguito Bridge to I-5 Knoll Alternative has two design variations that will be evaluated at the northern extent. One variation would transition from the south end of the future San Dieguito Double Track Project bridge and the other would transition from the south end of the future Special Events Platform. Both options would curve to the east toward the intersection of Jimmy Durante Boulevard and San Dieguito Drive. The alignment would be on a bridge located adjacent to the south side of San Dieguito Lagoon. The alignment would pass over Jimmy Durante Boulevard and continue over Racetrack View Drive on a bridge and then enter the Racetrack View Drive North Portal. The alignment would continue southeast and turn to follow under the I-5 freeway, then continue south and exit at the Knoll Near I-5 South Portal. The alignment would then rise above ground as it transitions back into the existing railroad alignment north of the Sorrento Valley Station.

During the post-VA Study period, SANDAG also conducted outreach in stakeholder communities. During those events, stakeholders described a more northerly variation of this alternative alignment. Staff will explore this design concept during the environmental process.

Under Crest Canyon Alternative Alignment:

As depicted on Figure 5, the Under Crest Canyon Alternative Alignment is approximately 5.1 miles in length and would descend immediately south of the future San Dieguito Double Track Project bridge that spans over the San Dieguito Lagoon and enter the Under Jimmy Durante Boulevard North Portal, then continue south, following under Crest Canyon, and exit at the Knoll Near I-5 South Portal. The tracks would then rise above ground as it transitions back into the existing railroad alignment north of the Sorrento Valley Station.

Under Camino Del Mar Alternative Alignment:

As depicted on Figure 6, the Under Camino Del Mar Alternative Alignment is approximately 4.9 miles in length and would descend immediately south of the future San Dieguito Double Track Project bridge that spans over the San Dieguito Lagoon and enter the Under Jimmy Durante Boulevard North Portal. This alternative would continue south, following mostly under Camino Del Mar, and exit at the Torrey Pines Road West South Portal, on a bridge over the Los Peñasquitos Lagoon, and then transition back to the existing railroad alignment. The existing railroad alignment within Los Peñasquitos Lagoon would be double tracked, which would require raising and widening the existing berm in the lagoon to address flooding and sea level rise projections.

Non-Tunnel Alternative Alignment

Del Mar Bluffs Double Track Reinforced Alternative Alignment

The non-tunnel alternative alignment, referred to as the Del Mar Bluffs Double Track Reinforced Alternative Alignment, includes the following components:

- Construction of a second railroad track adjacent to the existing line on the Del Mar bluffs
- Construction of a trench and retaining walls
- Construction of bluff stabilization elements, including new and expanded seawalls
- Construction of new and/or retrofit of existing bridge structures
- Installation of communication systems, including signals, switches, and control points
- Modifications to drainage and roadways, as needed
- Relocation of utilities, as needed
- Potential placement of beach-quality sand excavated from the trench excavation activities onto beach(es) or near shore, in the vicinity of the study area
- Grade separation of the rail line under Coast Boulevard

As depicted on Figure 7, the Del Mar Bluffs Double Track Reinforced Alternative Alignment would begin south of the Camino Del Mar roadway bridge and descend into a trench along the existing railroad alignment to the south and pass under Coast Boulevard removing the existing at-grade roadway crossing (i.e., railroad grade separation). The grade separation would also require raising Coast Boulevard to provide the necessary clearance. This alternative would continue south ascending to grade along the existing railroad alignment with grading and drainage improvements. This segment would require retaining walls along the eastern boundary. On the western side, adjacent to the beach, this alternative would include slope stabilization, including approximately 1.5 miles of sea walls up to approximately 20 feet in height. This alternative alignment would expand and increase the size of the existing stabilization infrastructure. The existing North Torrey Pines Road Overhead Bridge at the southern end of the bluffs may require modifications to accommodate the additional track. South of this bridge, the alternative would continue south on bridge and widened berm over Los Peñasquitos Lagoon, and then transition back to the existing railroad alignment. The existing railroad alignment within Los Peñasquitos Lagoon would be double tracked, which would require raising and widening the existing berm in the lagoon to address flooding and sea level rise projections.

No Project Alternative

The No Project Alternative would consist of the continuation of an existing single-track alignment along the bluffs that would require the continuation of major stabilization efforts to protect the tracks. The stabilization efforts would require the continued use and possible expansion of the existing stabilization infrastructure.

Potential Environmental Effects

The EIR will address impacts to the following resource categories listed in Appendix G:

- | | |
|------------------------------------|--|
| 1. Aesthetics | 11. Mineral Resources |
| 2. Air Quality | 12. Noise and Vibration |
| 3. Biological Resources | 13. Population and Housing |
| 4. Cultural Resources | 14. Public Services |
| 5. Energy | 15. Recreation |
| 6. Geology and Soils | 16. Transportation |
| 7. Greenhouse Gas Emissions | 17. Tribal Cultural Resources |
| 8. Hazards and Hazardous Materials | 18. Utilities and Service Systems |
| 9. Hydrology and Water Quality | 19. Wildfire |
| 10. Land Use and Planning | 20. Mandatory Findings of Significance |

In addition, the EIR will address cumulative impacts, growth-inducing impacts, and other mandatory CEQA topics.

Comments Requested

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 (May 16, 2025). Your comments may be submitted in writing to SANDAG no later than **June 30, 2025**.

SANDAG is seeking input on the Draft EIR scope, including the alternative alignments under consideration and potential environmental effects. A public scoping meeting is scheduled on May 29, 2025, from 6:00 to 7:30 p.m., as noted below. Written comments should be sent to SANDAG, 1011 Union Street, Suite 400, San Diego, CA 92101, ATTN: LOSSAN Comments; via email with subject line “SDLRR Project NOP” to: LOSSANcomments@sandag.org; or online at sandag.org/railrealignment. Comments may also be provided orally or in writing via the public scoping meeting.

Public Scoping Meetings

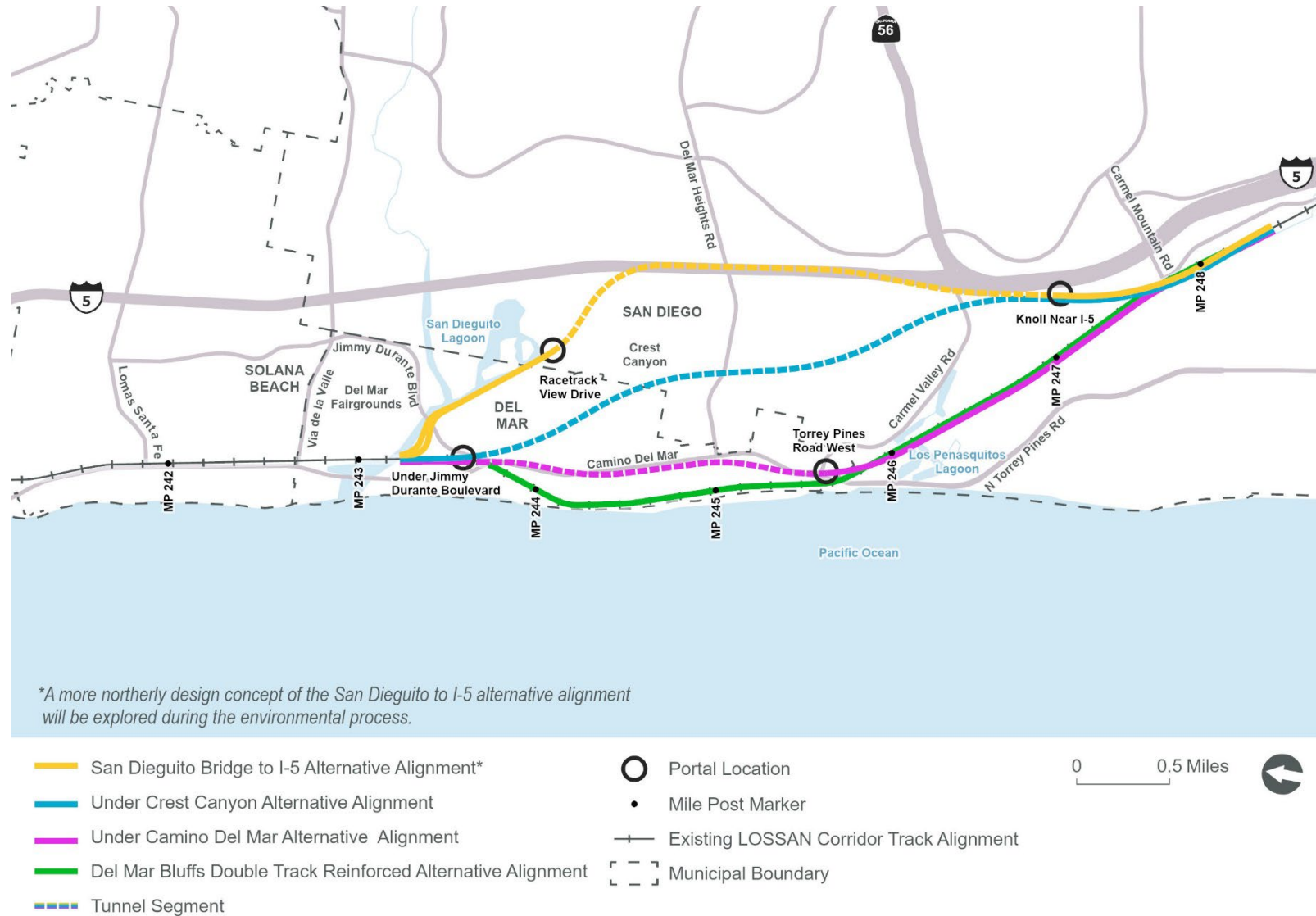
Pursuant to Public Resources Code Section 21083.9, a public scoping meeting is scheduled for May 29, 2025, from 6:00 p.m. to 7:30 p.m. at The Sound at the Del Mar Fairgrounds, 2260 Jimmy Durante Boulevard, Del Mar, CA 92014.

Additional Information

For additional information regarding the SDLRR Project, the scoping period, or the environmental process, please contact LOSSANcomments@sandag.org or visit sandag.org/railrealignment.

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Figure 3. Four Project Alternative Alignments



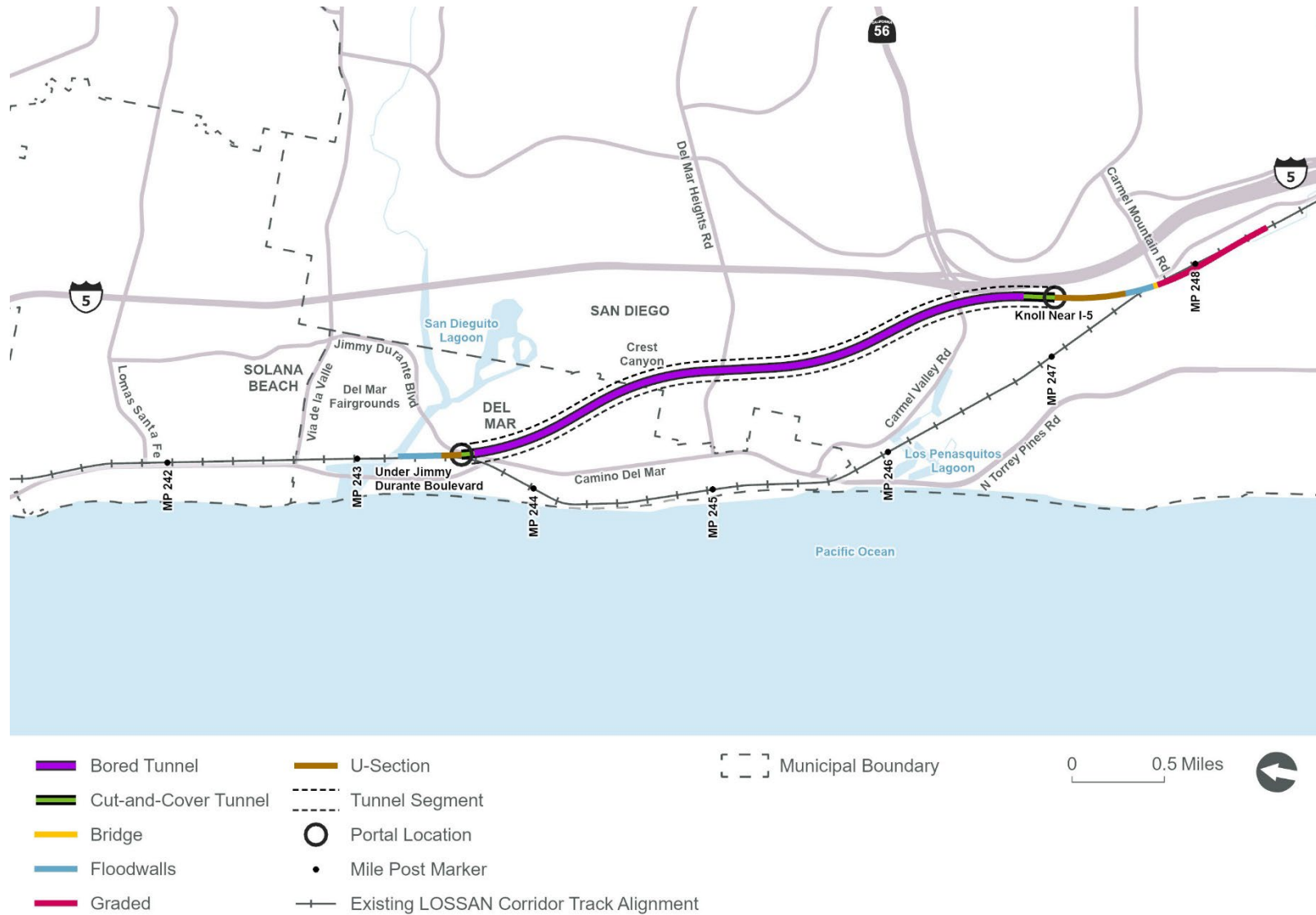
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Figure 4. San Dieguito to I-5 Alternative Alignment



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Figure 5. Under Crest Canyon Alternative Alignment



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Figure 6. Under Camino Del Mar Alternative Alignment



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Figure 7. Del Mar Bluffs Double Track Reinforced Alternative Alignment



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Agenda Item 4

June 20, 2025

TO: JPA Board

FROM: Staff

SUBJECT: E-bike Policy and Discussion

RECOMMENDATION:

Affirm current JPA e-bike policy and/or provide staff with other guidance.

Summary

Due to the growing popularity of e-bikes, park agencies in San Diego and throughout the state have been evaluating e-bike usage and e-bike policies and regulations to assess conflicts, public safety, and trail maintenance from e-bike usage on trails. JPA staff and the Citizens Advisory Committee (CAC) have been following and evaluating these same issues as e-bike usage has increased on the Coast to Crest Trail. The JPA's internal policy regarding e-bikes, in effect since 2019, allows Class 1 and 2 e-bikes on all San Dieguito River Park trails where traditional bikes are allowed including the Coast to Crest Trail consistent with the policies and regulations of the JPA's member agency jurisdictions through which SDRP trails pass.

After considering other park policies and input from the CAC Trails Committee and JPA staff, the CAC ultimately concurred at their June 6, 2025 meeting that Class 1 and 2 e-bikes should continue to be allowed on all SDRP trails (where bicycles are allowed) to be consistent with other jurisdictions and inclusive of all user groups, and that trail signage and education be improved, including signing where and what type of e-bikes are allowed and that e-bike classification labels should be clearly displayed.

Background

The classification of e-bikes is as follows:

Class 1	Pedal Assist System (PAS)	Motor Powered Speed Limit (MPSL) 20 MPH
Class 2	PAS and Throttle Element	MPSL 20 MPH
Class 3	PAS	MPSL 28 MPH

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June 20, 2025

The California Vehicle Code regulates e-bikes the same as bicycles (since 2016), meaning e-bikes are allowed on all roads and trails where bicycles are allowed unless specifically prohibited by ordinance. The vehicle code was amended in January 2023 (AB 1909) to expressly allow a local authority or governing body of a public agency with jurisdiction over an equestrian trail, or hiking or recreational trail, to prohibit, by ordinance, the operation of an electric bicycle or any class of electric bicycle on that trail (Attachment 1).

Current San Dieguito River Park JPA E-bike Policy

Per the Joint Exercise of Powers Agreement (JEPA) Section 13 (a) Operation and Maintenance, "The landowner retains full land use and management authority over the land including trails subject to the jurisdictional land use authority of the Public Agency in which the land is located". Thus, the JPA rules for trail use are typically consistent with those of the public agency jurisdictions through which the trails pass. The JPA enforces its rules for trails it manages, including the Coast to Crest Trail and auxiliary side and loop trails in accordance with its [Trails Management Plan and Standards](#) (2021).

Approximately 20 miles of existing CTC Trail are located within San Diego City jurisdiction and 21 miles within unincorporated San Diego County, with another 8 miles in Cleveland National Forest. These three jurisdictions allow Class 1 and 2 e-bikes on their trails where bicycles are allowed (the USFS prohibits e-bikes on other trails outside of SDRP). Less than ½ mile of CTC travels through the city limits of Del Mar.

Trail Management and Enforcement

Trail maintenance and management is conducted by JPA park rangers who regularly patrol trails and enforce and educate users on trail rules. Rangers are supplemented by trained volunteer trail patrollers including a bike patrol program and participates in a complementary bicycle bell program provided by the San Diego Mountain Biking Association. E-bikes continue to be a popular user group, particularly in populated areas, although fewer in number than regular bicycles. Because the CTC Trail is multi-use by design and travels through several jurisdictions, consistent rules along the trail are important for providing clarity to users and consistent enforcement. Rangers intercept violators such as those using Class 3 or unclassified motorized bikes, prohibited on trails.

JPA rangers enforce regulations using the "authority of the resource" technique meaning explaining rules and educating violators on why rules are in place. Rangers will instruct violators to leave the trail but do not have citation powers. Enforcement can be a challenge because e-bike class types are difficult to distinguish from a distance and are sometimes modified by the owner after purchase (known as "unclassified"). Trail signage expressly noting Class 3 and above as prohibited was recently added to CTC Trail segments where violators were encountered more frequently.

Summary of E-bike Regulations/Policies

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June 20, 2025

The City of San Diego follows the California Vehicle Code basically allowing e-bikes wherever regular bicycles are allowed. The County of San Diego Department of Parks and Recreation updated their e-bike policy in October 2024. The County's "E-Bike Use in Parks, Preserves, Trails and Pathways" is based on a multi-year assessment of other jurisdictional policies, field staff observations, and public input (Attachments 2 and 3). The updated policy slightly loosened restrictions allowing e-bikes on more trails than previously while making provisions to restrict e-bikes in certain preserves for safety and maintenance reasons. The County's policy allows Class 1 and 2 e-bikes on all County paved pathways and trails where bicycles are permitted. E-bikes are prohibited in five parks/trails, none of which are within the SDRP. County policy requires that the e-bike classification number be permanently affixed to the e-bike in a prominent location, as required by California Vehicle Code (section 312.5; Attachment 1).

The Del Mar City Council is considering amending their municipal code to prohibit bicycles, including e-bikes, from trails and sidewalks within the city limits with limited exceptions. Direction was provided to staff at their June 2nd meeting and a proposed ordinance will be scheduled for a future public hearing. The council and staff intend to expressly allow bikes and e-bikes on the multi-use Coast to Crest Trail within their jurisdiction to be consistent with the rest of the CTC Trail.

Education and Signage Recommendations

JPA staff supports the CAC's recommendation to continue allowing Class 1 and 2 e-bikes consistent with other jurisdictions and to supplement trail signage and education regarding e-bike rules, safety, and etiquette.

Respectfully submitted,

Shawna Anderson
Executive Director

Attachments:

Attachment 1: California Vehicle Code sections

Attachment 2: County of San Diego Parks and Recreation Policy Memorandum "E-Bike Use in Parks, Preserves, Trails and Pathways"

Attachment 3: County DPR Electric Bike Fact Sheet

State of California

VEHICLE CODE

Section 312.5

312.5. (a) An “electric bicycle” is a bicycle equipped with fully operable pedals and an electric motor that does not exceed 750 watts of power.

(1) A “class 1 electric bicycle,” or “low-speed pedal-assisted electric bicycle,” is a bicycle equipped with a motor that provides assistance only when the rider is pedaling, that is not capable of exclusively propelling the bicycle, except as provided in paragraph (4), that ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour, and that is not capable of providing assistance to reach speeds greater than 20 miles per hour.

(2) A “class 2 electric bicycle,” or “low-speed throttle-assisted electric bicycle,” is a bicycle equipped with a motor that may be used exclusively to propel the bicycle, and that is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour.

(3) A “class 3 electric bicycle,” or “speed pedal-assisted electric bicycle,” is a bicycle equipped with a motor that provides assistance only when the rider is pedaling, that is not capable of exclusively propelling the bicycle, except as provided in paragraph (4), and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour, and equipped with a speedometer.

(4) A class 1 or class 3 electric bicycle may have start assistance or a walk mode that propels the electric bicycle on motor power alone, up to a maximum speed of 3.7 miles per hour.

(b) A person riding an electric bicycle, as defined in this section, is subject to Article 4 (commencing with Section 21200) of Chapter 1 of Division 11.

(c) On and after January 1, 2017, manufacturers and distributors of electric bicycles shall apply a label that is permanently affixed, in a prominent location, to each electric bicycle. The label shall contain the classification number, top assisted speed, and motor wattage of the electric bicycle, and shall be printed in Arial font in at least 9-point type.

(d) The following vehicles are not electric bicycles under this code and shall not be advertised, sold, offered for sale, or labeled as electric bicycles:

(1) A vehicle with two or three wheels powered by an electric motor that is intended by the manufacturer to be modifiable to attain a speed greater than 20 miles per hour on motor power alone or to attain more than 750 watts of power.

(2) A vehicle that is modified to attain a speed greater than 20 miles per hour on motor power alone or to have motor power of more than 750 watts.

(3) A vehicle that is modified to have its operable pedals removed.

(Amended by Stats. 2024, Ch. 791, Sec. 2. (SB 1271) Effective January 1, 2025.)

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June 20, 2025
Attachment 1 cont.

State of California

VEHICLE CODE

Section 21207.5

21207.5. (a) Notwithstanding Sections 21207 and 23127 of this code, or any other law, a motorized bicycle shall not be operated on a bicycle path or trail, bikeway, bicycle lane established pursuant to Section 21207, equestrian trail, or hiking or recreational trail, unless it is within or adjacent to a roadway or unless the local authority or the governing body of a public agency having jurisdiction over the path or trail permits, by ordinance, that operation.

(b) The local authority or governing body of a public agency having jurisdiction over an equestrian trail, or hiking or recreational trail, may prohibit, by ordinance, the operation of an electric bicycle or any class of electric bicycle on that trail.

(c) The Department of Parks and Recreation may prohibit the operation of an electric bicycle or any class of electric bicycle on any bicycle path or trail within the department's jurisdiction.

(Amended by Stats. 2022, Ch. 343, Sec. 1. (AB 1909) Effective January 1, 2023.)

**COUNTY OF SAN DIEGO
DEPARTMENT OF PARKS AND RECREATION
POLICY & PROCEDURE MEMORANDUM**

POLICY NUMBER

C-50

Page 1 of 2

TITLE: E-Bike Use in Parks, Preserves, Trails and Pathways

Date issued/revised: October 2024

Authorized by: Jason Hemmens, Interim Director

Signature: 

IT IS THE POLICY of the County of San Diego Department of Parks and Recreation (DPR) that all people should have the opportunity to enjoy and have equal access to County operated parks and recreation facilities. County operated trails and pathways shall be used only for non-motorized transportation and multi-use recreation for pedestrians, equestrians, and cyclists.

The exceptions created by the State of California are as follows:

BACKGROUND

CA State Assembly Bill 1909 specifically gives the ability to prohibit the operation of an electric bicycle (E-Bike), or similar electric powered mobility device, on any path or trail within DPR's jurisdiction. In addition, San Diego County Ordinance Section 812.206 (b), Use of Trails, authorizes the County Official (Director of Parks and Recreation) to restrict the types of recreation and transportation uses that would be otherwise allowed on a trail or pathway if the County Official determines that to maintain the public safety and welfare or to prevent damage to a trail or pathway or the area along a trail or pathway, certain recreation and/or transportation uses would not be allowed on a trail or pathway or a segment thereof. All other E-Bikes that do not meet the definitions of an E-Bike are considered a motor vehicle by the California Department of Transportation and are required to stay on paved surfaces designed for motor vehicle use by the State of California and in DPR parks.

- The State of California passed AB 1906 in October 2015 which states Class 1 & 2 E-Bikes that are less than 750 watts/20 mph use limit are non-motorized bicycles that may go wherever a bicycle can go unless there is a specific ordinance restricting their use. In addition, Class 3 E-Bikes that are less than 750 watts/28 mph use limit can go on paved paths and be designated for other use areas by specific ordinance.
- The State of California passed AB 1909 in September 2022 which states Class 3 E-bikes that are less than 750 watts/28 mph use limit are non-motorized bicycles that may go where a bicycle can go, such as Class 1 & 2 E-Bikes in AB 1906, unless there is a specific ordinance or prohibition by the Department of Parks and Recreation to prohibit the operation of an electric bicycle on any path or trail within the department's jurisdiction.

PROCEDURE:

Class 1 & 2 E-Bikes are permitted on all County trails and paved paths/roadways where bicycles are permitted unless specifically restricted by the DPR Director for environmental, maintenance, or safety concerns.

- Class 1 & 2 E-Bikes must have a classification number label that is permanently affixed, in a prominent location, on each bike, as required by the State of California.
- A list of DPR facilities, County trails, and paved pathways where Class 1 & 2 E-Bikes are specifically restricted will be available on the DPR website www.sdparks.org.
- Class 3 E-Bikes are prohibited on DPR trails or paved paths and must follow motor vehicle laws on paved roadways in DPR parks.
- Personal electric vehicles that are not Class 1 or 2 E-Bikes, such as electric motorized skateboards and scooters, or similar devices (such as one-wheel devices) are prohibited on DPR trails and paved paths/roadways.

**COUNTY OF SAN DIEGO
DEPARTMENT OF PARKS AND RECREATION
POLICY & PROCEDURE MEMORANDUM****POLICY NUMBER
C-50
Page 2 of 2****TITLE: E-Bike Use in Parks, Preserves, Trails and Pathways**

- More powerful electric bikes that do not meet the Class 1 & 2 wattage and speed limits are considered motorized vehicles by the California Department of Transportation and are prohibited on DPR trails and paved paths/roadways.
- E-Bikes with controls that can be adjusted beyond the Class 1 & 2 speed limits are prohibited.
- Helmets are required of all E-Bike riders, including passengers, under the age of 18 and recommended for all bike riders and passengers on DPR trails and paved paths/roadways.
- E-Bikes, or similar personal electric vehicles, are prohibited on the Ramona Grasslands Old Survey Road 97 to limit potential impacts to federally protected species in that area.
- Improper use of any DPR trail or paved path/roadway can lead to the prohibition of a trail user.
- Laws & regulations within the Americans with Disabilities Act may supersede limitations in this Policy.
- E-Bike use on DPR trails or paved paths/roadways may be temporarily suspended when continued use may cause damage.
- It is prohibited to carry passengers on an E-Bike unless the bike has an extra permanent seat or when using a child safety seat.
- E-Bikes are not considered electric assisted mobility devices in the State of California. This policy does not apply to an electric assisted mobility device.

*****END*****



JASON HEMMENS
DIRECTOR

DEPARTMENT OF PARKS AND RECREATION
5510 OVERLAND AVENUE, SUITE 270, SAN DIEGO, CALIFORNIA 92123
(858) 565-3600
www.sdparks.org

Electric Bike Fact Sheet

General Information

The State of California passed Assembly Bill 1096 and 1909 which defines electric bicycles with electric motors of 750 watts or less, also known as e-bikes, as bicycles that have fully operative pedals by human power with an electric motor.

Electric bicycles have increased in popularity, often being used for commuting, general transportation, and recreational uses. E-bike can assist riders who may need additional assistance on uphill rides and increase access to the health benefits of cycling.

CLASS 1	Pedal Assist System (PAS)	Motor Powered Speed Limit (MPSL) 20 MPH
CLASS 2	PAS and Throttle Element	MPSL 20 MPH
CLASS 3	PAS	MPSL 28 MPH

The legislation prohibits the operation of Class 3 electric bicycles except on specified paths, lanes, or trails unless authorized by a local ordinance. The County of San Diego Department of Parks and Recreation (DPR) would need to approve the use of Class 3 electric bicycles in parks and preserves on a case-by-case basis, and only on trails designated by the approved authority.

Class 1 and 2 electric bicycles are permitted on all County of San Diego paved pathways and trails where bicycles are permitted unless specifically restricted by DPR for safety and maintenance concerns. All electric bicycles must have a classification number label permanently affixed, in a prominent location, on each electric bicycle as required by the State of California. Class 3 electric bicycles are not permitted on trails but are allowed on park roads and must follow all motorized vehicle regulations.

Class 3 electric bicycles are more powerful motorized electric bicycles that do not have wattage limits and are not defined by the same classifications. Class 3 electric bicycles are not permitted on County of San Diego trails.

The DPR parks and trails listed below are closed to use by all classes of electric bicycles.

- Lindo Lake County Park Skate Park
- Jess Martin County Park Skate Park
- Ramona Grasslands Old Survey Road 97 Trail
- Sweetwater Bike Park
- Valley Center Community Park Skate Park

