

# Memorandum

**To:** CHAIR AND COMMISSIONERS

**Date:** April 7-8, 2010

**From:** BIMLA G. RHINEHART  
Executive Director

**File:** Book Item 2.2c (13)  
Action

**Ref:** Mitigated Negative Declaration for the South Line Rail Goods Movement Project (Resolution E-10-30)

**ISSUE:** Should the Commission, as a Responsible Agency, accept the Mitigated Negative Declaration (MND) for the South Line Rail Goods Movement Project (project) in San Diego County and approve the project for future consideration of funding?

**RECOMMENDATION:** Staff recommends that the Commission accept the MND and approve the project for future consideration of funding.

**BACKGROUND:** The San Diego Association of Governments (SANDAG) is the CEQA lead agency for the project. On March 5, 2010 the SANDAG Board adopted the MND and found that the project would not have a significant effect on the environment after mitigation.

The project will increase freight rail capacity from two to four trains per night on the South Line segment of the existing San Diego and Arizona Eastern (SD&AE) Railroad Mainline between the San Diego and San Ysidro yards in San Diego, California. Current freight operations on the South Line are only allowed to occur during a 2.5 hour period when the MTS Blue Line trolley is not in service. This limited operating window restricts freight operations on the South Line to only two trains per night, one in each direction. The proposed improvements would increase the capacity of the existing corridor to accommodate one additional freight train in either direction per night. This increase in capacity would be achieved by expanding the operating window and allowing an early northbound freight movement during existing trolley service.

The proposed project would lead to changes in the existing environmental conditions at the site and the surrounding area. Based on the findings of the environmental analysis, without mitigation, the implementation of the proposed project would result in significant adverse environmental impacts to cultural resources and noise. Impacts to all other issues addressed in the initial study were found to be less than significant. Mitigation measures include, but are not limited to, consultation with a qualified archaeologist upon identification of potential cultural resources and implementation of noise control measures and temporary barriers during construction.

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The project is estimated to cost \$107,030,000 and is fully funded with TCIF (\$98,060,000) and Local (\$8,970,000) funds. The project will be constructed in three phases. The first phase is estimated to begin in fiscal year 2009/10.

On March 18, 2010, SANDAG provided confirmation that the project scope of work cleared through the MND is consistent with the project scope of work for the project programmed in the TCIF, Phases 1 through 3 and as proposed for amendment at the April Commission meeting.

Attachments

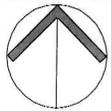
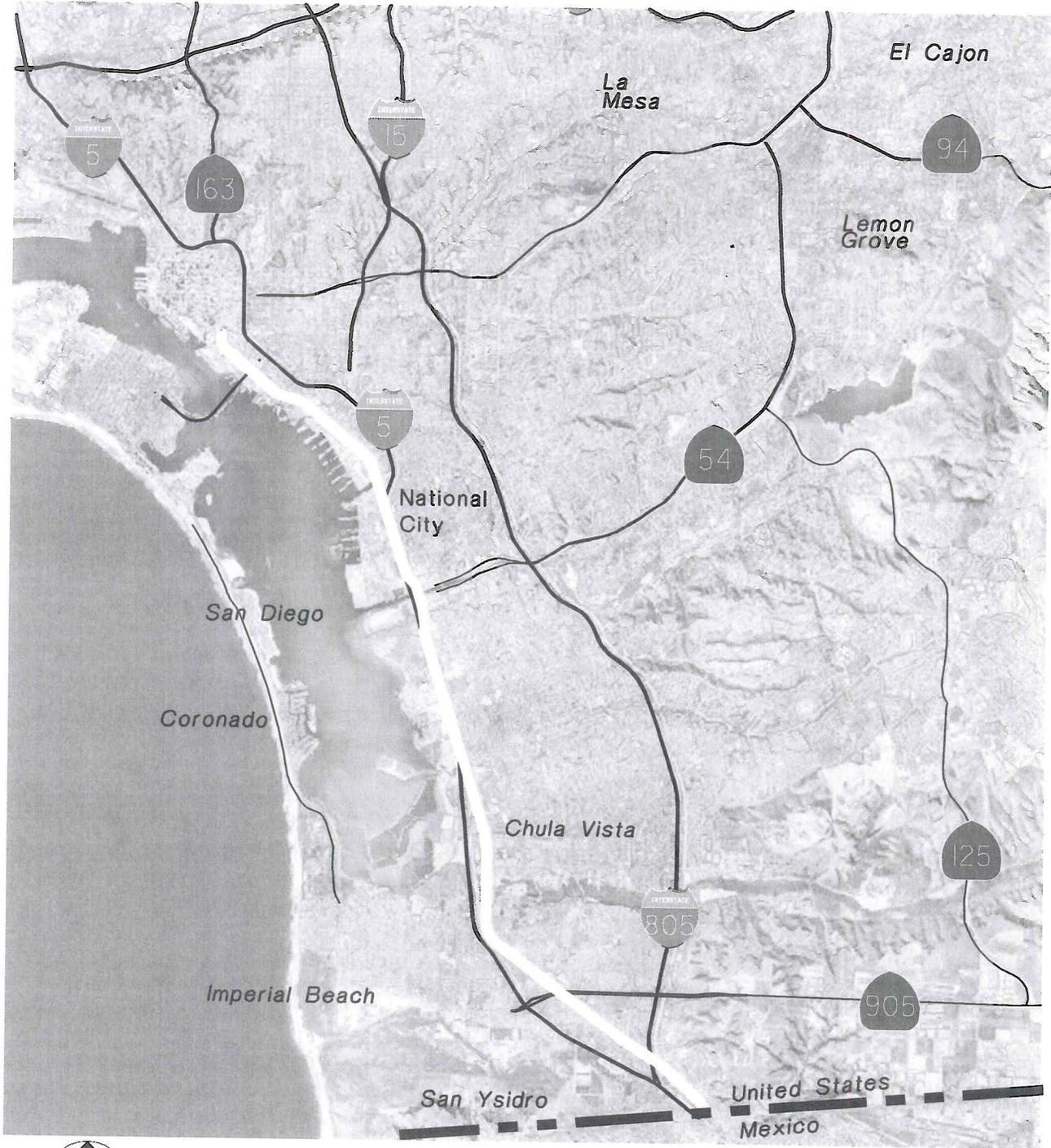
- Resolution E-10-30
- Project Location

# CALIFORNIA TRANSPORTATION COMMISSION

## Resolution for Future Consideration of Funding 11 – San Diego County Resolution E-10-30

- 1.1 **WHEREAS**, the San Diego Association of Governments (SANDAG) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
  - South Line Rail Goods Movement Project
- 1.2 **WHEREAS**, the SANDAG has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 **WHEREAS**, the project will provide signal, communications, and track improvements that will expand freight movements on the San Diego and Arizona Eastern (SD&AE) Railroad Mainline between the San Diego and San Ysidro Yards; and
- 1.4 **WHEREAS**, the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Mitigated Negative Declaration; and
- 1.5 **WHEREAS**, the SANDAG found that all significant or potentially significant impacts can be reduced by mitigation measures to a less than significant level; and
- 1.6 **WHEREAS**, the SANDAG adopted a Mitigation Monitoring or Reporting Program for the project; and
- 1.7 **WHEREAS**, the SANDAG approved the Mitigated Negative Declaration.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Mitigated Negative Declaration and approve the above referenced project to allow for future consideration of funding.

**South Line Rail Goods Movement Project**



**Legend**  
**South Line Rail**

Not to Scale

**Initial Study/Mitigated  
Negative Declaration**

**Figure 2-1  
Vicinity Map**