

Eastbrook To Shell Double Track Project

FACT SHEET



Status:

Engineering/Design

Current Budget:

\$10.5 million

Completion:

Design Complete 2023

Construction Complete 2025



The Project

The Eastbrook to Shell Double Track Project, located just north of Oceanside Transit Center, will replace the single-track rail bridge over the San Luis Rey River with a double-track bridge and add 0.6 miles of second main track between Oceanside Harbor and Surfrider Way in Oceanside. The project is within the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Corridor, on the right-of-way owned by North County Transit District (NCTD). When complete, this project will connect two double-track segments to create 10.3 miles of continuous second track.

SANDAG will design the double track through Surfrider Way to maintain the Quiet Zone recently implemented by the City of Oceanside and NCTD to limit train horn noise at the intersection. The project also includes new signaling, low retaining walls in the rail road right-of-way, extension of the existing undercrossing from the City of Oceanside parking lot to the Oceanside Harbor, and installation of one track crossover between Surfrider Way and Pier View Way. The crossovers will allow passenger and freight trains to

cross from one track to the other as they approach or leave Oceanside Transit Center.

Additionally, the project will enhance the pedestrian and bicycle undercrossing at the southern end of the rail bridge, which allows access to the San Luis Rey River Trail. SANDAG plans to realign the existing trail for improved public safety and visibility, increase the trail's elevation under the bridge, and add a drainage system to help reduce flood impacts that impede access to the trail. During project construction, SANDAG will work to keep the San Luis Rey River Trail entrance open to the fullest extent possible.

The Need

This project is a critical part of the 351-mile LOSSAN rail corridor and serves as a vital link for passenger and freight movements in the San Diego region. The LOSSAN corridor is the second busiest intercity passenger rail line in the United States. Additionally, the corridor is the only viable freight rail link between San Diego and the rest of the nation. The San Diego rail corridor was built more than 125 years ago. It is used daily by

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as many as 70 trains, including the NCTD COASTER commuter train, Amtrak Pacific Surfliner, Southern California Regional Rail Authority's Metrolink, and BNSF Railway freight trains. Currently, meeting or passing trains must take turns using the single-track, deck-truss San Luis Rey River rail bridge, built in 1913 and rehabilitated in 1970. By adding a second track and the double-track bridge, the project will reduce the need for trains to sit idle at a passing siding, reduce the effects of cascading system delays, and help improve air quality. As a secondary benefit, the addition of a second main track will expedite the movement of COASTER and Metrolink trains from the NCTD Stuart Mesa Maintenance Facility, located three miles north of Oceanside Transit Station.

Corridor Strategy

Three quarters of the county's LOSSAN rail corridor has been double tracked to date. Currently, SANDAG has sixteen LOSSAN rail transportation projects in various stages of planning, design, and construction. According to SANDAG's 2018 Infrastructure Development

Plan for the LOSSAN Rail Corridor in San Diego County, the Agency plans to double track 94 percent of the LOSSAN rail corridor by 2035 if project funding can be secured.

Double tracking allows trains traveling in opposite directions to pass without slowing down or stopping. Other infrastructure improvements include bridge and track replacements, new platforms, pedestrian crossings, modernization and operational enhancements. The rail enhancements are part of a strategy to improve all modes of transportation within the congested I-5 North Coast Corridor (NCC). The NCC Program is a balanced set of transportation, environmental, and coastal access projects to improve the quality of life for residents, create a stronger local and regional economy, and enhance the coastal environment.

Project Status

Engineering and environmental analysis for the project was completed in 2014 and followed requirements from the Federal Railroad Administration (FRA) under the National Environmental Policy

Act. Final Design and permitting for the project is in progress and expected to continue through mid-2023. The project is not yet funded for construction.

SANDAG estimates project completion by the year 2025 to meet future planned service levels of more than 90 trains each weekday. Once construction funding is secured, the project would be built over a two-year period.

Project Costs

The current budget for the project is \$10.5 million. To date, the SANDAG Board of Directors has allocated \$5 million from the regional TransNet half-cent sales tax for transportation to fund the design of this project. In addition, the project has attracted \$3.5 million in grant funds from the Passenger Rail Investment and Improvement Act (PRIIA). The project was also awarded \$2M in State SB1 LPP funding for Final Design. In the future, the TransNet funding for this project may be matched with other state and federal funding sources to complete the project. The preliminary cost estimate for the construction phase of the project is \$91.1 million.

For More Information

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