

NORTH OCEANSIDE DOUBLE TRACK- EASTBROOK TO SHELL/SAN LUIS REY RIVER FACT SHEET

Status:

Engineering/
Environmental Review

Current Budget:

\$7 million

Completion:

2020



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The Project

The North Oceanside 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 one mile of second main track between Oceanside Harbor and Pier View 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 redesign the existing at-grade crossing at Surfrider Way to help facilitate a future Quiet Zone, which will help to limit train horn noise at the intersection when fully implemented by the City of Oceanside and NCTD. 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 the addition of two track crossovers 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

(Continued on reverse)



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 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 1929 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

SANDAG is planning and constructing projects valued at \$900 million in the San Diego regional section of the LOSSAN corridor, including a primary effort to double track the corridor from Orange County to Downtown San Diego. To date, more than half of the region's rail corridor is double tracked. More than 97 percent of the corridor is anticipated to be double tracked by 2050.

The rail enhancements will reduce travel times for passengers, improve system reliability, facilitate goods movement, help to reduce passenger and truck volumes on I-5, and provide for increased passenger

and freight rail services in the future. The rail enhancements are part of a strategy to improve all modes of transportation within the congested I-5 North Coast Corridor.

Project Status

Engineering and environmental analysis for the project is expected to continue through early 2014 and follows requirements from the Federal Railroad Administration (FRA) under the National Environmental Policy Act. The project is not yet funded for construction.

SANDAG estimates project completion by the year 2020 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 \$7 million. To date, the SANDAG Board of Directors has allocated \$3 million from the regional *TransNet* half-cent sales tax for transportation to fund the design of this project. In addition, the project has attracted \$4 million in grant funds from the Passenger Rail Investment and Improvement Act (PRIIA). 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 design and construction of the project is \$60 million.

More Information

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