



Emergency Coastal Rail Projects Update and Planning for the Future

California Transportation Commission
August 16, 2023

Historical Coastal Conditions



1972

Milepost 206.8



2013



2017



2021

- Beach erosion
- Recent coastal studies
- Prior studies by state/federal agencies
- Milepost 206.8 incident
- Clear need to develop phased solutions to address infrastructure impacts

LOSSAN Corridor



Los Angeles – San Diego – San Luis Obispo (LOSSAN)

351
miles

6
counties

2nd
busiest intercity
passenger rail
corridor in the U.S.

8.3 million
pre-pandemic
annual ridership

41
stations

150
daily passenger
trains

70
daily freight
trains

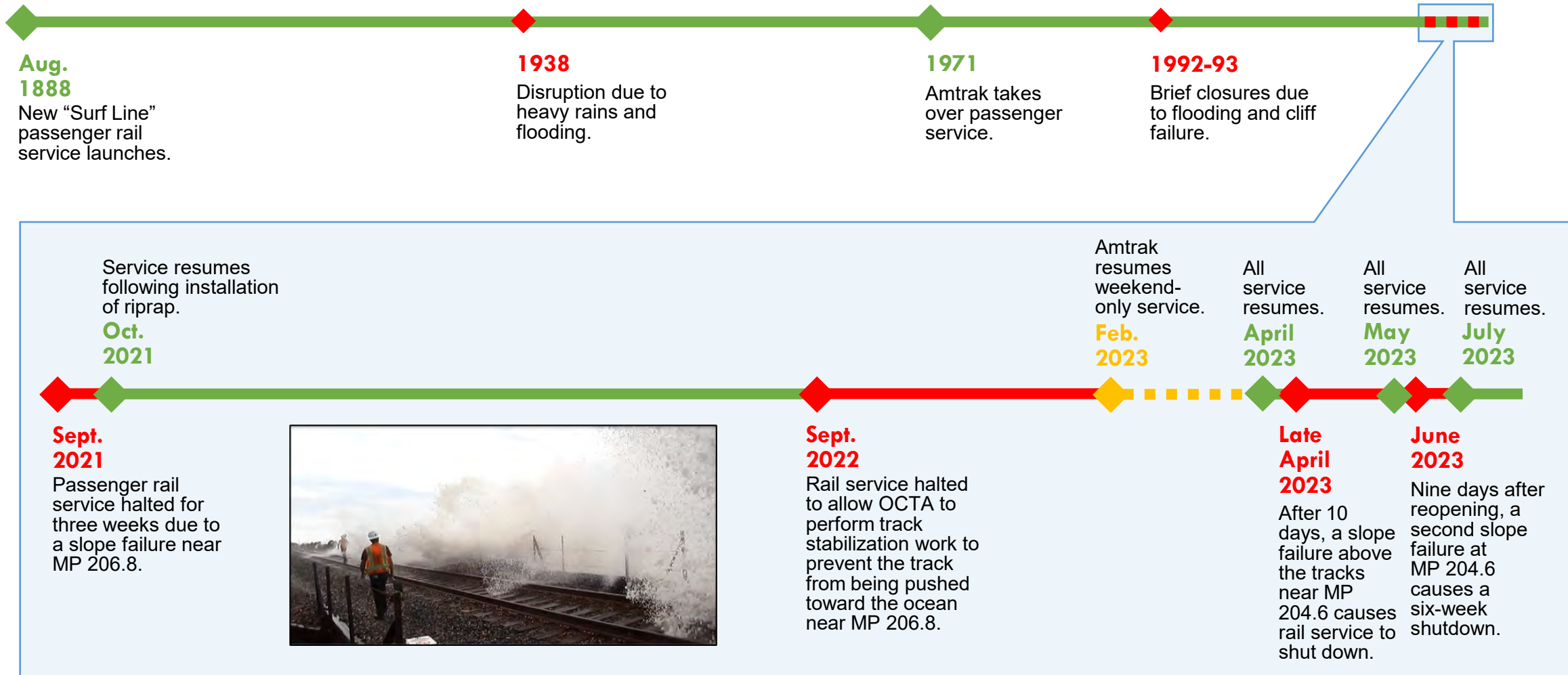
\$1 billion
carried in
freight annually

designated national defense rail corridor as part of the

Strategic Rail Corridor Network

by the Department of Defense

Passenger Rail Closures



Passenger rail open

Limited passenger service available

Passenger rail suspended

Funding for Emergency Projects



Total Emergency Work: \$27.7 million+

excludes right-of-way and permitting costs that have yet to be determined

Cyprus Shore Location

Cyprus Shore Initial Track Stabilization Project

MP 206.8

\$8 million

- **\$8 million** – OCTA funds
- Installation of riprap – Sept. 2021

Orange – prevent beach erosion

Blue – response to landslide

***further described in this presentation**

Cyprus Shore Track Stabilization Project*

MP 206.8

\$13.7 million+

does not include right-of-way and all environmental mitigation costs

- **\$6 million** – federal Surface Transportation Block Grant Program
- **\$6 million** – Interregional Transportation Improvement Program (ITIP)
 - Oct. 3, 2022 emergency CTC meeting
- **\$1 million** – federal Coronavirus Response and Relief Supplemental Appropriation Act
- **\$700,000** – OCTA funds

Casa Romantica Location

San Clemente Track Protection Project*

MP 204.6

\$6 million

- **\$3 million** – OCTA funds
- **\$3 million** – ITIP
 - Emergency CTC allocation under Resolution G-23-20 on June 20, 2023

MP 206.8 Cyprus Shore Track Stabilization Project



- Homes constructed on historic landslide
- Pushing track toward the ocean
- Solution – held back / tied back the slope



MP 206.8 Cyprus Shore Track Stabilization Project



- Project in close-out stages
- No further impacts to service

San Clemente Track Protection – Landslide



- Private property slope failure

- Debris on track

- Track protection required

San Clemente Track Protection Project



Approved Stabilization Strategy:

- Potholed utilities within wall limits
- Installed temporary debris catchment wall 12-feet high and 250-feet long to prevent slope slide material and debris from fouling the track
- Removed landslide soil on rail side of wall layout line
- Cleared project site for reinstatement of rail service
- Remove temporary debris wall after City of San Clemente installs permanent solution



----- Rail Right of Way

————— Temporary Wall

■ Landslide Extent

San Clemente Track Protection Project



Debris cleared, wall in place and passenger service restored July 17, 2023

Coastal Rail Protection Study *short- to medium-term solutions*

- Develop options to protect 7 miles of coastal rail infrastructure at various sea levels
- Gain an understanding of climate effects on coastal rail infrastructure
- Identify potential solutions, including sand replenishment / retention
- Engage key stakeholders / agencies
- OCTA Board action August 14, 2023
- **Next Step:** Environmental for Coastal Rail Infrastructure Resiliency Project

Coastal Rail Long-Term Solutions Study

- Develop options for potential long-term solutions for the coastal section of rail line
- Create an action plan for key elements
- Partner with LOSSAN, state and federal agencies
- Engage key stakeholders / agencies

Coastal Rail Protection Study

\$2 million

- \$1.77 million in federal Surface Transportation Block Grant Program
- \$330,000 in OCTA funds

Coastal Rail Infrastructure Resiliency Project - Environmental

Funding Need: \$15 million

- Seeking \$12 million in Local Transportation Climate Adaptation Program (LTCAP) from CTC
- \$3 million in OCTA funds

Coastal Rail Long-Term Solutions Study

\$8.5 million

- \$5 million in Transit and Intercity Rail Capital Program Funds (TIRCP)
- \$3.5 million in pending Community Project Funding

Key Takeaways



- Thank you to CTC, CalSTA and Caltrans
- Both CTC-supported emergency projects near complete
- Ongoing partnerships from state and federal agencies required
- Funding needed to protect Pacific Surfliner, Metrolink and other uses