

Coastal Rail Infrastructure Resiliency Project

PROJECT SCOPE

The Orange County Transportation Authority (OCTA) is proposing activities to protect the rail line in place to avoid future emergency track closures and service disruptions along seven miles of the railroad right-of-way in San Clemente, Orange County along the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor. OCTA has conducted an Initial Assessment along OCTA's Coastal Railroad (MP 200 – MP 207.4) and identified activities for immediate action. The solutions build on the recent efforts to maintain railroad operations and identified seven areas for monitoring activities and four areas for reinforcement to protect the railroad. Reinforcement activities to the four areas include repairing and augmenting existing revetment (riprap), installation of catchment walls and sidewalk, added rock placement as well as addressing beach erosion and sand replenishment.

ABOUT THE CORRIDOR

OCTA owns 40+ miles of rail between the cities of San Clemente and Fullerton. This vital link in the 351-mile LOSSAN Rail Corridor is the second busiest passenger rail corridor in the nation. The LOSSAN Corridor service includes 41 stations and more than 150 daily passenger trains, with an annual ridership prior to the pandemic of nearly 3 million on Amtrak Pacific Surfliner intercity trains and five million on Metrolink and COASTER commuter trains. The Corridor annually carries more than \$1 billion in freight throughout Southern California. Between Los Angeles and San Diego, the line is designated as a Strategic Rail Corridor Network by the Department of Defense due to its connectivity with military bases and major ports.

The rail line in south Orange County is vulnerable to catastrophic failure due to changing environmental conditions and coastal erosion. Service suspension has occurred multiple times for a cumulative total of over 12 months in the past 2.5 years, underscoring the importance of addressing resiliency of the coastal rail line.

OCTA has invested more than \$2.1 billion in the rail corridor and in Metrolink service to date. In addition, OCTA is undertaking two feasibility studies to help ensure uninterrupted coastal rail operations for both the short- and long-term. See <https://www.octa.net/programs-projects/programs/plans-and-studies/orange-county-coastal-rail-resiliency-study/>

PROJECT MODE

Commuter/Intercity Passenger Rail and Freight Rail.

TOTAL PROJECT BUDGET

Total Estimated Project Cost:	\$ 313,243,000
Request – State Local Transportation Climate Adaptation Program (LTCAP) Cycle 2 (Design-Build):	\$ 25,000,000
Other Funding:	\$ 288,243,000

ESTIMATED PROJECT TIMELINE*

- Project Approval/Environmental; Documentation (PAED): 01/01/2025
- Award emergency design-build contract: 07/01/2026
- Construction Complete: 12/31/2027
- Closeout: 12/31/2029

*Schedule estimates are subject to change.

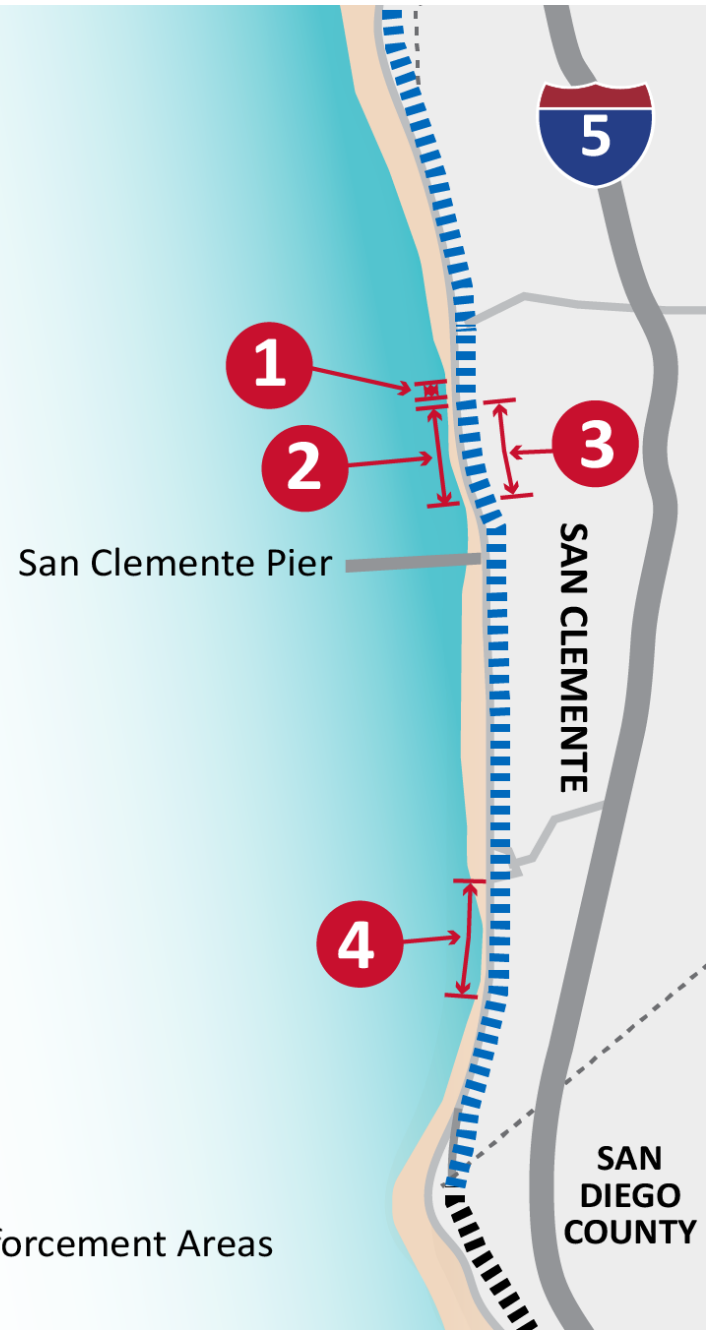
PROJECT BENEFITS

- Continuation of reduced vehicle miles traveled (VMT) by avoiding service disruptions for passenger and freight rail service in the corridor.
- Continuation of reduced greenhouse gas emissions (GHG) by avoiding service disruptions.
- Continuation of reduced congestion by avoiding service disruptions.
- Improved rail safety by avoiding future landslides and damage to the rail line and potentially to trains and rail passengers.
- Improved climate resiliency by avoiding future landslides and restoring beaches.
- Ensures continued rail connectivity with military bases and major ports.
- Protects the State's investment of over \$300 million and OCTA's investment of \$2.1 billion in this vital, strategic and extremely busy rail corridor.



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Coastal Rail Infrastructure Resiliency Project
Project Location



Reinforcement Areas