Adopt Resolution No. 2025-025 and Authorize the Chief Executive Officer to Take all Necessary Actions to Address the Emergency Need for Railroad Track Stabilization in the Vicinity of Mile Post 203.83 to 204.40 and 206.10 to 206.70 on the Orange Subdivision



Coastal Rail Stabilization Priority Project

- Four reinforcement areas were identified in January 2024
- Proposed solutions evaluated at a preliminary design level considering different materials, performance, costs, methods, and schedule

| Area | Location (MP) | Challenge | Proposed Solutions | | | |
|------|------------------------------------|--|---|--|--|--|
| 1 | 203.80 - 203.90 | Ongoing deterioration of existing riprap protection | Riprap repair (900 tons) followed by sand nourishment | | | |
| 2 | 204.00 – 204.40 | Erosion - no beach at high tide and direct wave attack damaging existing riprap protection | Riprap repair (6,750 tons) followed by sand nourishment | | | |
| 3 | 204.07 – 204.34 | Steep bluffs with high potential for failure that could impact rail infrastructure | 1400-ft catchment structure | | | |
| 4 | 206.00 - 206.10 206.42 - 206.70 | Near San Clemente State Beach - erosion exposing areas of limited to no riprap protection | Riprap repair (1,400 tons) and 1200-ft shoreline protection structure followed by sand nourishment | | | |



MP – Mile Post

Reinforcement Areas 1 through 4



3

Need for Emergency Action

- The project team has observed erosion, landslides, and riprap degradation over the last few months.
- The infrastructure is subject to imminent failure and poses an immediate and serious threat to the railroad, public safety, and national security.

| Risks | Impacts |
|--|---|
| Imminent Threat to Railroad Operations | Erosion and landslides are causing major disruptions to rail service. |
| Risk to Life and Safety | Landslides and debris pose a direct threat to pedestrians, passengers, and operators. |
| Progressive and Unpredictable Hazards | Slope instability could lead to sudden and catastrophic failures. |
| National Security Impacts | Disruption to transportation network for the defense corridor. |
| Interstate Commerce | Disruptions to transportation of goods. |





Area 3 - Landslides Adjacent to Active Track North of Pedestrian Bridge



Area 2 – Erosion of Beach and Riprap, Displaced Stones, and Steep Slopes Area 3 – Active Bluff Erosion and Landslides Adjacent to Active Track and Pedestrian Bridge



Area 4 – Degrading and Failure of Rock Riprap Adjacent to Active Track



Area 4 - Eroding Embankment and Degrading Riprap Adjacent to Active Track

Emergency Process

- Applies to situation posing a threat to railroad operations, safety and property requiring immediate action due to imminent risk to railroad operations, life, and property.
- Cyprus Shore, Casa Romantica, and Mariposa all implemented through the emergency process.
- California Coastal Commission eCDP submitted.
- USACE RGP 63 Emergency Permit submitted.
- Begin construction upon receiving emergency notice-to-proceed from regulatory agencies.
- USACE Letter of Permission for sand placement to be submitted late Summer.



CEQA – California Environmental Quality Act RGP – Regional General Permit eCDP – Emergency Coastal Development Permit USACE - United States Army Corps of Engineers

Area 1, 2, and 4 Riprap Repair

- Restore degraded riprap to protect tracks from wave damage and erosion and stabilize embankment to maintain slope integrity.
- Passenger rail service shutdown for up to four weeks for emergency riprap repairs and pedestrian bridge removal.
- Work proposed to be led by Metrolink contractors.





Area 3 Catchment Wall

- Remove existing pedestrian bridge.
- Install a 1400-ft long catchment wall to protect track by retaining debris and soil from hillside.
- Construct a new at-grade pedestrian trail, replacing the out-of-service pedestrian bridge.
- The selected design-build contractor will complete this work.
- Construction is expected to be completed within eight months.



Area 3 – Catchment Wall and Pedestrian Trail

Area 4 Shoreline Protection Structure

- Install a 1200-ft long shoreline protection structure to protect rail embankment from ongoing scour, erosion, and wave damage.
- All improvements will be constructed within railroad right-of-way.
- The selected design-build contractor will complete this work.
- Construction is expected to be completed within eight months.



Estimated Schedule

| Riprap Repair and Bridge Removal | | | | | | | | | | |
|---|----------|---|---------|---|---|---|---|---|---|----|
| Estimated Number of Weeks | | | | 1 | 2 | 2 | 3 | 3 | 4 | ļ. |
| Track Shutdown | | | 4 Weeks | | | | | | | |
| Area 1 | | | 2 Weeks | | | | | | | |
| Area 2 | | | 4 Weeks | | | | | | | |
| Area 3 | | | 2 Weeks | | | | | | | |
| Area 4 | | | 4 Weeks | | | | | | | |
| | | | | | | | | | | |
| Wall Construction | | | | | | | | | | |
| Estimated Number of Months | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| Area 3 - Catchment Wall | 8 Months | | | | | | | | | |
| Area 4 - Shoreline Protection Wall 8 Months | | | | | | | | | | |

Sand Placement

- OCTA released industry Request for Information for potential sand dredging contractors.
- OCTA is securing environmental clearance for offshore source dredging and placement of sand for Areas 1, 2, and 4.
- Evaluating Surfside-Sunset sand borrow source and other nearby offshore sand sources in partnership with City of San Clemente.
- Preliminary Schedule:
 - Environmental and final design approvals: Anticipated Q4 of 2025
 - Invitation for Bids (IFB): Anticipated Q1 of 2026
 - Bids Due Date: Anticipated Q2 of 2026
 - Contract Award and Notice to Proceed: Anticipated Q2 of 2026
 - Project Completion: Anticipated in 2027



Pictures from San Clemente Sand Replenishment Project

Funding Sources

| Coastal Rail Stabilization Priority Project | |
|--|-------------------|
| Coastal Rail Infrastructure Resiliency Project (Four Hot Spots) | |
| Project Approval/Environmental Document | Amount |
| Local Transportation Climate Adaptation Program (LTCAP) | \$ 3,820,000 |
| Measure M2/OC Go | \$ 960,000 |
| Subtotal | \$ 4,780,000 |
| | |
| Final Design and Construction | Amount |
| Senate Bill (SB) 125 Transit Program | \$ 3,800,000 |
| Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program | \$ 100,000,000 |
| SB 1 Trade Corridor Enhancement Program (TCEP) Advanced Programming | \$ 80,000,000 |
| 2024 Transit and Intercity Rail Capital Program (TIRCP) | \$ 125,000,000 |
| Subtotal | \$ 308,800,000 |
| | |
| Project Total | \$ 313,580,000 |

Note – State and Federal funding has not yet been allocated to project

Recommendations

- Adopt Resolution No. 2025-025 and authorize the Chief Executive Officer to take all necessary actions to address the emergency need for railroad track stabilization in the vicinity of Mile Post 203.83 to 204.40 and 206.10 to 206.70 on the Orange Subdivision, and to return to the Board of Directors, as required, to report on the status thereof.
- Authorize the Chief Executive Officer to take any and all necessary actions regarding agreements with partner public agencies to address the emergency need for railroad track stabilization in the vicinity of Mile Post 203.83 to 204.40 and 206.10 to 206.70 on the Orange Subdivision.
- Amend the Orange County Transportation Authority Fiscal Year 2024-25 Budget by \$135,000,000 to accommodate the additional budget needed for the Coastal Rail Stabilization Priority Project.