

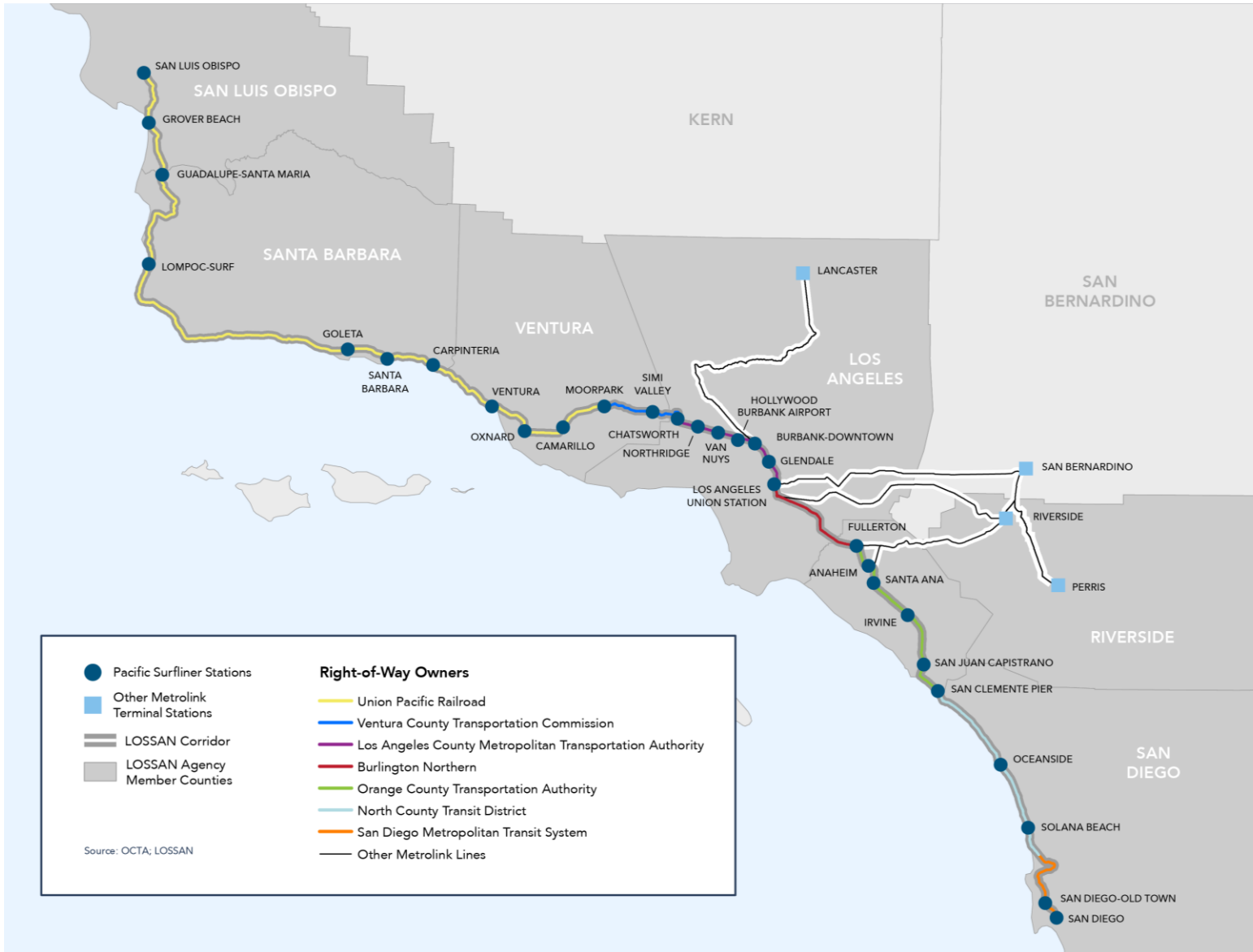


Emergency Coastal Rail Projects Update & Planning for the Future

Darrell E. Johnson, OCTA Chief Executive Officer
LOSSAN Rail Corridor Resiliency Subcommittee • Aug. 15, 2023

LOSSAN Corridor

Los Angeles – San Diego – San Luis Obispo



351
miles

6
counties

7
right-of-way
owners

55%
freight
owned

3
passenger rail
operators

2
freight
operators

Pacific Surfliner Service

the busiest State-supported
Amtrak route in the U.S.

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

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

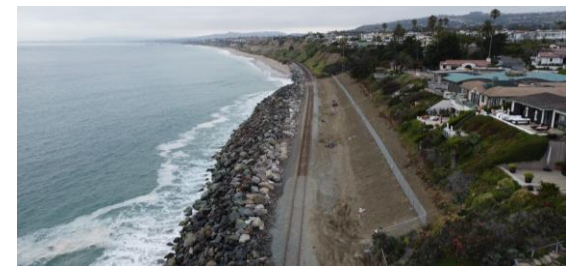
MP 204.6

\$6 million

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

*Orange – prevent beach erosion
Blue – response to landslide*

Working Together Toward a Solution



Cyprus Shore *October 2022*

CTC Policy *May 2023*

Casa Romantica *June 2023*

Next Steps

- The following actions were instrumental in allowing OCTA to expedite the work to safely restore passenger rail service:

- **Caltrans** declared a state transportation emergency
- **CTC** held a special meeting to consider emergency funding
- **OCTA** Board declared an emergency

- **CTC** establishes a new policy allowing for funding allocations for emergencies impacting publicly-owned rail facilities:

- **OCTA** was involved in its development following our experience with getting approvals for the events at Cyprus Shore

- The new **CTC** policy allowed the agency to quickly award funding after **Caltrans** declared an emergency, allowing **MetroLink** to award an emergency contract to begin work on the temporary barrier wall to protect the tracks.

- **OCTA** Board also declared an emergency to expedite process

- **OCTA** is moving forward on a study to look at near-term solutions to protect Orange County's coastal rail infrastructure.

- **OCTA** Board also looking at longer-term solutions, in part with \$5 million awarded by **CalSTA** through the Transit and Intercity Rail Capital Program

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 Action Protection (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