



ITEM ID: 2025-257-0

TRANSMITTAL DATE: June 20, 2025

MEETING DATE: June 27, 2025

TO: Board of Directors

FROM: Justin Fornelli, Chief, Program Delivery

SUBJECT: Cooperative Agreement between the Orange County Transportation Authority and the Authority for Construction Support Services for "Area 3" of the Coastal Rail Stabilization Priority Project Request for Amendment to Operating Budget to include Coastal Rail Stabilization - "Area 3"

Issue

Approval is required to negotiate and execute the Cooperative Agreement between the Orange County Transportation Authority and the Authority for Construction Support Services for "Area 3" of the Coastal Rail Stabilization Priority Project. An Amendment is also needed to the FY26 Operating Budget to include this San Clemente Item in the amount of \$4,500,000.

Recommendation

It is recommended that the Board authorize the Chief Executive Officer to negotiate and execute the Cooperative Agreement with the Orange County Transportation Authority for the Construction Support Services for "Area 3" of the Coastal Rail Stabilization Priority Project. This Agreement will provide \$4,500,000 of TIRCP & TCEP funding for project support services.

It is further recommended that the Committee recommend the Board adopt an Amendment to the FY26 Operating Budget in the amount of \$4,500,000 to cover the Constuction Support Services for "Area 3" of the Coastal Rail Stabilization.

Strategic Commitment

- This report aligns with the Strategic Business Plan commitments of:
Safety is Foundational: We will stay on the leading edge by deploying new

technologies and processes to enhance the safety and security of our riders, our fellow employees, and the communities we serve.

- **Customers Are Our Business:** We respect and value our customers, putting them at the heart of all we do, and work hard to attract and retain new customers by understanding their needs and finding new and innovative ways to bring them on board.
- **Connecting and Leveraging Partnerships:** We will forge new and enhanced relationships with our public and private partners to integrate and coordinate connecting services, providing residents throughout Southern California with better, seamless, sustainable alternatives to driving. We are working with stakeholders to ensure infrastructure stability.

Background

The Orange County Transportation Authority (OCTA) is conducting a Coastal Rail Resiliency Study (CRRS) to develop short to medium-term solutions to protect the coastal railroad in its existing right-of-way (ROW) and general alignment. As a part of CRRS, OCTA completed an Initial Assessment that identified four areas (Area 1 and 2, Area 3, and Area 4) that require mitigation due to the potential for slope instability, coastal erosion, and landslide hazards. These four areas are referred to as the Coastal Rail Stabilization Priority Projects (CRSPP), which are under imminent threat of additional passenger and freight rail service disruptions. Site observations were initially conducted, followed by a detailed LiDAR (Light Detection and Range) survey with orthometric and oblique aerial imagery (March 2024).

The field and survey assessment determined that:

- Areas 1 and 2: (Milepost [MP] 203.83 to MP 204.40). Several areas along the beachside were found to be over-steepened and susceptible to additional degradation, requiring immediate reinforcement. The potential impact of coastal erosion is high in these locations due to the narrow beach, direct wave attack, and existing displaced rock on steep slopes. This work has recently been completed by the Authority.
- Area 3: (MP 204.07 to 204.34). Several areas along the inland side of the track were found to be over-steepened, susceptible to additional degradation, and require immediate reinforcement. Area of coastal bluff erosion on the inland side of the railroad ROW vulnerable to steep bluffs and landslides that foul the railroad ROW. Additionally, a temporary solution of a soldier pile catchment wall was implemented by the Authority, in cooperation with OCTA near the Mariposa Pedestrian Beach Trail bridge located between the tracks and bluff at Milepost (MP) 204.2. The temporary mitigations aimed to prevent additional debris from reaching the tracks from a specific landslide. Since the construction of the wall, other failures along the bluff have occurred. The bluff in this vicinity has a history of slope failures.
- Area 4: (MP 206.00 to 206.10, MP 206.42 to 206.70). Portions of this area have been subject to recent coastal erosion where little to no riprap (large boulders with jagged edges) exists, posing a significant and immediate threat to the railroad ROW. This area is bounded to the south by riprap placed to arrest erosion and landslides at Cyprus Shore.

Discussion

In order to mitigate risks to the railroad right-of-way identified in Area 3, OCTA plans to

advance with the construction of a permanent catchment wall the San Clemente coast at approximately MP 204.07 to 204.34. The intent of this catchment wall is to ensure debris from ongoing landslides of the adjacent bluff do not encroach into the railroad right-of-way affecting passenger and freight rail operations. The project is also envisioned to reestablish the coastal pedestrian path through this area, as the previous pedestrian bridge through this area was removed as part of the work completed earlier this month to armor Areas 1 and 2. The Authority will need to provide technical and field support to OCTA and their contractor to complete the Area 3 work.

This Cooperative Agreement between OCTA and the Authority addresses the roles and responsibilities of both parties during design and through construction and provides \$4,500,000 of Trade Corridor Enhancement Program (TCEP) and Transit and Intercity Rail Capital Program (TIRCP) funding for Authority support services to include Project Management, design review, maintenance support, project coordination, and provision of Railroad Operational Protection throughout the design and construction period.

Authority support to the project is essential to ensure that all work will be undertaken in compliance with Authority safety practices, standards and criteria to maintain safe and reliable operation of the adjacent railroad.

Budget Impact

At OCTA's request, the California Transportation Commission has allocated \$4,500,000 of emergency funding under the Trade Corridor Enhancement Program (TCEP) and the Transit and Intercity Rail Capital Program (TIRCP) to Metrolink.

This expense was not included in the FY26 Operating Budget. Approval of this item will add \$4,500,000 of expense to the FY26 Budget and amend the FY26 Budget to include this amount. The amount requested will be funded entirely by the emergency funding provided by the two cost-reimbursement sources described above. OCTA will facilitate obtaining timely reimbursements from Caltrans to minimize working capital impacts.

Next Steps

Upon Board Authorization, the Cooperative Agreement for the Construction Support Services for "Area 3" of the Coastal Rail Stabilization Priority Project will be executed by both parties.

Prepared by: Adam Boyd, Railroad Civil Engineer II
Katy Thorpe, Principal Engineer, Construction
Andy Althorp, Director, Construction

Approved by: Justin Fornelli, Chief of Program Delivery