

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: October 17-18, 2024

From: TANISHA TAYLOR, Executive Director

Reference Number: 4.7, Action

Prepared By: Beverley Newman-Burckhard
Associate Deputy Director

Published Date: October 4, 2024

Subject: Advance 2024 Trade Corridor Enhancement Program Adoption, Resolution G-24-70,
Amending Resolution G-24-40

Recommendation:

Staff recommends the California Transportation Commission (Commission) approve advance programming of \$80,000,000 from the 2024 Trade Corridor Enhancement Program for the Coastal Rail Infrastructure Resiliency Project in Orange County, contingent on the award of federal discretionary funds, as allowed by the Trade Corridor Enhancement Program Guidelines.

Issue:

The Orange County Transportation Authority submitted an advance programming request of \$80,000,000 to the Commission for the construction phase of the Coastal Rail Infrastructure Resiliency Project. If approved, the Trade Corridor Enhancement Program award will serve as leverage for the Orange County Transportation Authority's total combined \$178 million request to two federal Multimodal Project Discretionary Grants (MPDG): the National Infrastructure Project Assistance (Mega) and Infrastructure for Rebuilding America (INFRA) programs. Additionally, the Trade Corridor Enhancement Program award will serve as leverage for the Orange County Transportation Authority's \$100 million request to the federal discretionary Consolidated Rail Infrastructure and Safety Improvements (CRISI) program.

Grant applications for the annual Mega and INFRA programs were due to the U.S. Department of Transportation on May 6, 2024, and grant applications for the CRISI program were due to the U.S. Department of Transportation on May 28, 2024. Both deadlines occurred over a year prior to the expected adoption of the 2024 Trade Corridor Enhancement Program in June 2025. The Orange County Transportation Authority anticipates that the U.S. Department of Transportation will announce awards for the Mega, INFRA, and CRISI programs prior to June 2025 and, therefore, submitted an application for advance programming consideration on July 3, 2024.

The Trade Corridor Enhancement Program Guidelines stipulate that if an applicant has an opportunity to use state Trade Corridor Enhancement Program funding to secure federal funds, the Commission may choose to award programmed funds to the project in advance of the regular programming process. The project must submit a Trade Corridor Enhancement Program application, be an eligible Trade Corridor Enhancement Program project, and demonstrate a significant freight benefit. Advanced funding opportunities are limited to 50 percent of the applicable regional funding corridor target. This limit aims to ensure that some regional funding remains available for projects that compete through the regular review and approval process. If the project requesting advance funds is not successful in obtaining the needed federal discretionary funds, then the Trade Corridor Enhancement Program funds are not awarded to the project and are returned to the applicable regional corridor funding target.

Staff reviewed the Coastal Rail Infrastructure Resiliency Project application and ranked it medium-high. In prior Trade Corridor Enhancement Program cycles, the Commission's adopted program of projects has included all projects ranked medium-high. A ranking of medium-high generally means that the project increases freight throughput, increases freight velocity, and improves freight service reliability while also reducing emissions, improving safety, and providing considerable economic benefit.

The Coastal Rail Infrastructure Resiliency Project will provide significant freight benefits by improving freight train velocity and reliability, while also improving travel times, reducing emissions, enhancing safety, and allowing for future growth of freight rail in the region, leading to less reliance on trucks carrying goods. Specifically, this project proposes track protection activities in four locations along a seven-mile segment of the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor. Since 2021, this segment of the LOSSAN Rail Corridor has experienced recurring emergency closures and freight service disruptions caused by climate-related slope erosion, storm surges, sea level rise, and landslides. These service disruptions have had a considerable impact on goods movement, forcing freight service to operate at significantly lower speeds, with additional delays caused by track safety inspections prior to the passage of any train along the four project locations. In addition to moving over \$1 billion in freight per year, this segment of the LOSSAN Corridor is designated as a part of the Strategic Rail Corridor Network by the Department of Defense due to its connectivity to military bases and major ports. If the climate-related issues are left unaddressed, the rail line could experience catastrophic failure, further jeopardizing goods movement and national security.

The project proposes to add rock to the existing riprap to protect the rail line from coastal erosion, construct a temporary catchment wall to address potential landslides, add an engineered revetment to address coastal erosion, and provide sand nourishment to restore an eroded beach. Once constructed, the project will eliminate service disruptions and closures, which will increase freight train speeds from 10 miles per hour to 50 miles per hour and remove current delays of 40 minutes per hour of travel for safety inspections. The project will also allow for increased freight throughput, with an expected growth rate of two percent per year in freight volumes. The project will also eliminate safety concerns related to landslides and track movement, prevent freight from being diverted to trucks due to closures, and reduce greenhouse gas emissions.

The Orange County Transportation Authority conducted extensive community engagement for this project, including eight listening sessions and nine focus group meetings with local, regional, state, and federal agencies, community-based organizations, environmental advocacy organizations, and community members. Additionally, the Orange County Transportation Authority will hire a consultant to conduct additional outreach and engagement with residents and disadvantaged communities throughout the design and construction phases.

Staff has determined that the project meets all eligibility requirements for the Trade Corridor Enhancement Program and the specific requirements for advanced programming. The project is consistent with the Southern California Association of Governments' Connect SoCal (2020–2045) Regional Transportation Plan/Sustainable Communities Strategy.

As the project meets all eligibility requirements and provides significant freight benefits, staff recommends the Commission approve the \$80,000,000 advance programming request. If approved, the 2024 Trade Corridor Enhancement Program regional corridor funding target for the Los Angeles/Inland Empire region will be reduced from \$359,856,000 to \$279,856,000. As stipulated in the 2022 Trade Corridor Enhancement Guidelines, if the Orange County Transportation Authority is unsuccessful in obtaining federal discretionary funds, the Trade Corridor Enhancement funds will be returned to the Los Angeles/Inland Empire regional corridor funding target and will not be awarded to the project, and the Orange County Transportation Authority must compete through the regular 2024 Trade Corridor Enhancement Program application process.

Background:

The Trade Corridor Enhancement Program funds projects designed to move freight more efficiently on corridors with high volumes of freight. Pursuant to program statute (Streets and Highways Code section 2192), the total available Trade Corridor Enhancement Program funding is split: 40 percent for Caltrans-nominated statewide projects and 60 percent for five freight regions in the state. The regional 60 percent is further broken into percentages for the five freight regions based on estimated freight need in each region. The percentages are known as “regional corridor targets.”

All projects nominated must be identified in a currently adopted regional transportation plan/sustainable community strategy the California Air Resources Board has determined would meet the region's greenhouse gas emissions reductions target, if implemented. The Commission evaluates and selects submitted applications based on specific Freight System Factors; Transportation System Factors; Community Impact Factors; the overall need, benefits, and cost of the project; project readiness; demonstration of matching funds; leveraging and coordination of funds from multiple sources; and jointly nominated and/or jointly funded.

The Commission adopted the 2022 Trade Corridor Enhancement Program Guidelines in August 2022. The guidelines were created in consultation with state agencies, regional transportation planning agencies, local governments, private industry, community-based organizations, non-governmental organizations, and members of the public. Prior to the adoption of the guidelines, the Commission conducted numerous public workshops throughout the state to solicit input and feedback. As the Orange County Transportation Authority

submitted the application for advance programming prior to the adoption of the 2024 Trade Corridor Enhancement Program Guidelines in August 2024, Commission staff evaluated the application using the 2022 Trade Corridor Enhancement Program Guidelines.

Coastal Rail Infrastructure Resiliency Project

- **Project Ranking:** Medium-High
- **Anticipated Project Benefits:** Increased freight train velocity, improved freight train reliability, improved travel times, improved safety, and reduced emissions.
- **Implementing Agencies:** Orange County Transportation Authority and the Southern California Regional Rail Authority.
- **Nominating Agency and Metropolitan Planning Organization:** The Nominating Agency is the Orange County Transportation Authority. The Metropolitan Planning Organization is the Southern California Association of Governments.
- **Consistency with Regional Transportation Plan and Sustainable Communities Strategy:** The project is consistent with the Southern California Association of Governments' Connect SoCal (2020–2045) Regional Transportation Plan/Sustainable Communities Strategy.
- **County:** Orange
- **Total Project Cost:** \$313,243,000
- **Trade Corridor Enhancement Program Funds:**
 - Recommended: \$80,000,000 total for the construction phase, from the Los Angeles/Inland Empire regional corridor funding target.
- **Fiscal Year of Requested Programming:** Fiscal Year 2025-26
- **Description of Project:** This project will conduct track protection activities in four locations along a seven-mile segment of the LOSSAN Rail Corridor. Since 2021, this segment of the LOSSAN Rail Corridor has experienced recurring emergency closures and freight service disruptions caused by climate-related slope erosion, storm surges, sea level rise, and landslides. These service disruptions have had a considerable impact on goods movement, forcing freight service to operate at significantly lower speeds, with additional delays caused by track safety inspections prior to the passage of any train along the four project locations. The project will address these issues by adding rock to the existing riprap to protect the rail line from coastal erosion, constructing a temporary catchment wall to address potential landslides, adding an engineered revetment to address coastal erosion, and providing sand nourishment to restore an eroded beach.

Attachments:

- Attachment A: Advance 2024 Trade Corridor Enhancement Program Adoption Resolution G-24-70, Amending Resolution G-24-40
- Attachment B: Advance 2024 Trade Corridor Enhancement Program – Program of Projects
- Attachment C: Project Letters

CALIFORNIA TRANSPORTATION COMMISSION
Advance 2024 Trade Corridor Enhancement Program Adoption

RESOLUTION G-24-70
AMENDING RESOLUTION G-24-40

- 1.1 **WHEREAS**, on April 28, 2017, Governor Brown signed Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017), known as the Road Repair and Accountability Act of 2017, and created the Trade Corridor Enhancement Account to fund corridor-based freight projects nominated by local agencies and the state; and
- 1.2 **WHEREAS**, on July 21, 2017, Governor Brown signed SB 103 (Committee on Budget and Fiscal Review, Chapter 95, Statutes of 2017), which directs the California Transportation Commission (Commission) to allocate the Trade Corridor Enhancement Account funds and the federal National Highway Freight Program funds to infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on the Primary Freight Network, and along corridors that have a high volume of freight movement, as determined by the Commission; and
- 1.3 **WHEREAS**, the Commission adopted the revised SB 1 Accountability and Transparency Guidelines on March 23, 2023, which govern and outline the Commission's responsibility for the accountability and transparency of SB 1 program funds under its purview; and
- 1.4 **WHEREAS**, it is the intent of the Commission that the Trade Corridor Enhancement Program work in alignment with other state and federal funding programs to support projects that achieve multiple objectives; and
- 1.5 **WHEREAS**, the adopted 2022 Trade Corridor Enhancement Program Guidelines stipulate that if an applicant has an opportunity to use Trade Corridor Enhancement Program funding to secure federal funds, the Commission may choose to award programmed funds to the project in advance of the regular programming process; and
- 1.6 **WHEREAS**, granting advance funds is subject to the discretion of the Commission; and
- 1.7 **WHEREAS**, Commission staff recommends \$80,000,000 in advance 2024 Trade Corridor Enhancement Program funding to the Coastal Rail Infrastructure Resiliency Project in Orange County, which will provide significant freight benefits by increasing freight train velocity, improving freight train reliability, improving travel times, reducing emissions, enhancing safety, and allowing for future growth of the freight rail in the region.

- 2.1 **NOW, THEREFORE, BE IT RESOLVED**, that the Commission hereby approves the advance 2024 Trade Corridor Enhancement Program as outlined in Attachment B; and
- 2.2 **BE IT FURTHER RESOLVED**, that this project must comply with all applicable rules and guidelines established for the adopted 2022 Trade Corridor Enhancement Program and with the SB 1 Accountability and Transparency Guidelines; and
- 2.3 **BE IT FURTHER RESOLVED**, that if the Orange County Transportation Authority does not receive the discretionary federal grants for which they applied, the Trade Corridor Enhancement Program funding will be returned to the Los Angeles/Inland Empire regional corridor target, and the Orange County Transportation Authority will need to compete for their full funding request through the normal 2024 Trade Corridor Enhancement Program application process.
- 2.4 **BE IT FURTHER RESOLVED**, that all provisions stipulated in Resolution G-24-40 remain in effect.

California Transportation Commission
Advance 2024 Trade Corridor Enhancement Program - Program of Projects
Resolution G-24-70, Amending Resolution G-24-40
(\$1000s)

Reference No.: 4.7
October 17-18, 2024
Attachment B

New programming is bolded and highlighted in yellow

Project Title	County	Region	Implementing Agency	Federal TCEP?	Regional	State	Total TCEP	FY	PS&E	R/W	R/W Sup	Const	Con Sup	Total Project Cost
Yolo 80 Corridor Improvements Project – Phase 1	Yolo	Bay Area/Central Valley	Caltrans	No	\$ 63,000	\$ 42,000	\$ 105,000	2023-24	\$ -	\$ -	\$ 100	\$ 104,900	\$ -	\$ 199,960
Coastal Rail Infrastructure Resiliency Project	Orange	Los Angeles / Inland Empire	Orange County Transportation Authority / Southern California Regional Rail Authority	No	\$ 80,000	\$ -	\$ 80,000	2025-26	\$ -	\$ -	\$ -	\$ 80,000	\$ -	\$ 313,243
					\$ 143,000	\$ 42,000	\$ 185,000							



SOUTHERN CALIFORNIA
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REGIONAL COUNCIL OFFICERS

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County of San Bernardino

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Community, Economic &
Human Development
David J. Shapiro, Calabasas

Energy & Environment
Luis Plancarte
County of Imperial
Transportation
Tim Sandoval, Pomona

Reference No.: 4.7
October 17-18, 2024
Attachment C

July 17, 2024

The Honorable Tanisha Taylor
Executive Director, California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

RE: SCAG's Support for OCTA's TCEP Application – Coastal Rail Infrastructure Resiliency Project

Dear Executive Director Taylor:

On behalf of the Southern California Association of Governments (SCAG), I am pleased to support the Orange County Transportation Authority's (OCTA's) funding request from the California Transportation Commission's Senate Bill (SB) 1 Trade Corridor Enhancement Program (TCEP) funding for the Coastal Rail Infrastructure Resiliency Project in south Orange County.

Protecting and expanding public transportation is a core OCTA strategy for meeting the travel needs of Orange County's disadvantaged residents, essential workers, commuters, residents, and visitors. A key element of this strategy is to provide safe and reliable rail service. Over the past 2.5 years, a 7-mile stretch of the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor running along the coast in south Orange County has had repeated closures for a cumulative total of over 12 months, negatively impacting transportation services and freight service in the region. Climate-induced storm surges, sea-level rise, and erosion have caused extensive railroad track movement and slope instability along the LOSSAN Rail Corridor right-of-way. This has impacted passenger and freight rail services between Orange and San Diego Counties inland to Riverside and San Bernardino Counties and north to Los Angeles County and beyond.

The 351-mile LOSSAN Rail Corridor travels through a six-county coastal region in Southern California. It is the second busiest intercity passenger rail corridor in the United States and the busiest state-supported Amtrak route. The LOSSAN rail corridor service includes 41 stations and more than 150 daily passenger trains, with an annual pre-pandemic ridership of nearly three million on Amtrak Pacific Surfliner intercity trains and five million on Metrolink and COASTER commuter trains. As defined by the Department of Defense, the rail line between Los Angeles and San Diego is designated as part of the Strategic Rail Corridor Network, which consists of key railroad lines most important to national defense. The

LOSSAN rail corridor is a vital transportation infrastructure that must be preserved to serve goods movement and the traveling public and continue to provide a critical alternative to vehicle and truck travel on the adjacent freeways between San Diego and Orange County as well as into the Inland Empire to the east and north through Los Angeles County to Ventura, Santa Barbara, and San Luis Obispo counties.

Building on prior emergency work, OCTA has identified solutions to maintain the rail corridor in its current alignment and protect the corridor from sea level rise and coastal erosion, allowing the continuation of passenger rail and freight rail service and avoiding future emergency track closures and service disruptions. The Project will construct resiliency and safety measures at four at-risk locations in the City of San Clemente to stabilize the track currently threatened by wave action and landslides from adjacent steep cliffs. We support OCTA's efforts as proposed through this grant program to implement solutions to avoid future service interruptions.

As a project consistent with the policies and goals set forth in Connect SoCal 2024, the 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), we support and respectfully request full and fair consideration of their grant application. If you have any questions, please do not hesitate to contact Mr. Philip Law, Manager of Mobility Planning & Goods Movement, at (213) 236-1841 or via email at Law@scag.ca.gov.

Sincerely,



Kome Ajise
Executive Director



July 19, 2024

Ms. Tanisha Taylor
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

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P.O. Box 14184
Orange, CA 92863-1584
Phone: (714) 560-6282
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MEMBER AGENCIES

Los Angeles County Metropolitan
Transportation Authority

North San Diego County
Transit District

Orange County
Transportation Authority

Riverside County
Transportation Commission

San Diego
Association of Governments

San Diego Metropolitan
Transit System

San Luis Obispo
Council of Governments

Santa Barbara County
Association of Governments

Ventura County
Transportation Commission

EX-OFFICIO MEMBERS

Amtrak

California Department of
Transportation

California High-Speed
Rail Authority

Southern California
Association of Governments

ADDITIONAL TECHNICAL
ADVISORY COMMITTEE
MEMBERS

BNSF Railway

California Public Utilities
Commission

Southern California
Regional Rail Authority

Union Pacific

**Re: Letter of Support for the Coastal Rail Infrastructure Resiliency Project
in South Orange County Submitted to the California Transportation
Commission for Senate Bill 1 Trade Corridor Enhancement Program
Funding**

Dear Ms. Taylor,

On behalf of the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency), I am pleased to support Orange County Transportation Authority's (OCTA) request for funding through the California Transportation Commission's Senate Bill (SB) 1 Trade Corridor Enhancement Program (TCEP) funding for the Coastal Rail Infrastructure Resiliency project (Project) in south Orange County.

Protecting and expanding public transportation is a core OCTA strategy for meeting the travel needs of Orange County's disadvantaged residents, essential workers, commuters, residents, and visitors. A key element of this strategy is to provide safe and reliable rail service. Over the past 2.5 years, a seven mile stretch of the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor running along the coast in south Orange County has had repeated closures for a cumulative total of over 12 months, negatively impacting transportation services and freight service in the region. Climate-induced storm surges, sea-level rise, and erosion have caused extensive railroad track movement and slope instability along the LOSSAN Rail Corridor right-of-way resulting in impacts to passenger and freight rail services between Orange and San Diego counties and inland to Riverside and San Bernardino counties and north to Los Angeles County and beyond.

Building on prior emergency work, OCTA has identified solutions to maintain the rail corridor in its current alignment and protect the corridor from sea level rise and coastal erosion, allowing the continuation of passenger rail and freight rail service and avoiding future emergency track closures and service disruptions.

The Project will construct resiliency and safety measures at four at-risk locations in the City of San Clemente to stabilize the track currently threatened by wave action and by landslides from adjacent steep cliffs. We support OCTA's efforts as proposed through this grant program to implement solutions that will avoid future service interruptions.

The 351-mile LOSSAN rail corridor travels through a six-county coastal region in Southern California and is the second busiest intercity passenger rail corridor in the United States and the busiest state-supported Amtrak route. The LOSSAN rail corridor service includes 41 stations and more than 150 daily passenger trains, with an annual pre-pandemic ridership of nearly three million on Amtrak Pacific Surfliner intercity trains and five million on Metrolink and COASTER commuter trains. As defined by the Department of Defense, the rail line between Los Angeles and San Diego is designated as part of the Strategic Rail Corridor Network, which consists of key railroad lines most important to national defense. The LOSSAN rail corridor is a vital transportation infrastructure that must be preserved to serve goods movement and the traveling public and continue to provide a critical alternative to vehicle and truck travel on the adjacent freeways between San Diego and Orange County as well as into the Inland Empire to the east and north through Los Angeles County to Ventura, Santa Barbara, and San Luis Obispo counties.

I would like to thank you in advance for your consideration of this important Project. If you have any questions, please do not hesitate to contact me at (714) 560-5086.

Sincerely,



Jason Jewell
Managing Director
LOSSAN Rail Corridor Agency



Ms. Tanisha Taylor
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

July 19, 2024

Dear Ms. Taylor:

On behalf of the Southern California Regional Rail Authority (Metrolink), I would like to offer this letter of support for the Orange County Transportation Authority's (OCTA) request for funding for the Coastal Rail Infrastructure Resiliency Project (Project) in south Orange County from the California Transportation Commission's Senate Bill (SB) 1 Trade Corridor Enhancement Program (TCEP). (We also support OCTA's request for \$125 million in funding for the Project through the California State Transportation Agency's Cycle 7 Transit and Intercity Rail Capital Program (TIRCP) program.)

Protecting and expanding public transportation is a core OCTA strategy for meeting the travel needs of Orange County's disadvantaged residents, essential workers, commuters, residents, and visitors. A key element of this strategy is to provide safe and reliable rail service. Over the past 2.5 years, a seven mile stretch of the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor running along the coast in south Orange County has had repeated closures for a cumulative total of over 12 months, negatively impacting transportation services and freight service in the region. Climate-induced storm surges, sea-level rise, and erosion have caused extensive railroad track movement and slope instability along the LOSSAN Rail Corridor right-of-way resulting in impacts to passenger and freight rail services between Orange and San Diego Counties and inland to Riverside and San Bernardino Counties and north to Los Angeles County and beyond.

Building on prior emergency work, OCTA has identified solutions to maintain the rail corridor in its current alignment and protect the corridor from sea level rise and coastal erosion, allowing the continuation of passenger rail and freight rail service and avoiding future emergency track closures and service disruptions. The Project will construct resiliency and safety measures at four at-risk locations in the City of San Clemente to stabilize the track currently threatened by wave action and by landslides from adjacent steep cliffs. We support OCTA's efforts as proposed through this grant program to implement solutions that will avoid future service interruptions.

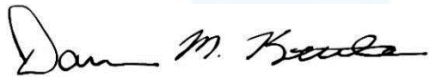
The 351-mile LOSSAN Rail Corridor travels through a six-county coastal region in Southern California and is the second busiest intercity passenger rail corridor in the United States and the busiest state-supported Amtrak route. The LOSSAN rail corridor service includes 41



stations and more than 150 daily passenger trains, with an annual pre-pandemic ridership of nearly 3 million on Amtrak Pacific Surfliner intercity trains and 5 million on Metrolink and COASTER commuter trains. As defined by the Department of Defense, the rail line between Los Angeles and San Diego is designated as part of the Strategic Rail Corridor Network, which consists of key railroad lines most important to national defense. The LOSSAN rail corridor is a vital transportation infrastructure that must be preserved to serve goods movement and the traveling public and continue to provide a critical alternative to vehicle and truck travel on the adjacent freeways between San Diego and Orange County as well as into the Inland Empire to the east and north through Los Angeles County to Ventura, Santa Barbara and San Luis Obispo counties.

I am proud to partner with OCTA for the advancement of this important project. If you have any questions regarding this letter, please contact Tom Schamber, Director, Grants at 213.452.0348.

Sincerely,



Darren M. Kettle

Chief Executive Officer



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California State Senate

SENATOR
CATHERINE BLAKESPEAR
THIRTY-EIGHTH SENATE DISTRICT



STANDING COMMITTEES
ELECTIONS AND CONSTITUTIONAL
AMENDMENTS
CHAIR
BUDGET AND FISCAL REVIEW

HOUSING
HUMAN SERVICES
TRANSPORTATION

SUBCOMMITTEES
LOSSAN RAIL CORRIDOR RESILIENCY
CHAIR

BUDGET SUBCOMMITTEE #2:
RESOURCES, ENVIRONMENTAL PROTECTION
AND ENERGY

JOINT COMMITTEES
CLIMATE CHANGE POLICIES
FAIRS ALLOCATION & CLASSIFICATION

July 23, 2024

Ms. Tanisha Taylor
Executive Director, California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Re: Orange County Transportation Authority (OCTA) Trade Corridor Enhancement Program (TCEP)
Application – SUPPORT

Dear Executive Director Taylor:

I would like to offer this letter of support for the Orange County Transportation Authority's (OCTA) request for funding through the California Transportation Commission's Senate Bill (SB) 1 Trade Corridor Enhancement Program (TCEP) funding for the Coastal Rail Infrastructure Resiliency Project (Project) in south Orange County.

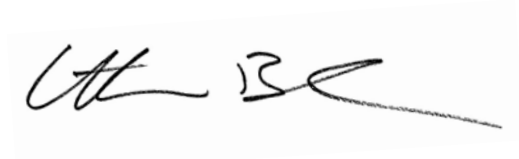
Protecting and expanding public transportation is a core OCTA strategy for meeting the travel needs of Orange County's disadvantaged residents, essential workers, commuters, residents, and visitors. A key element of this strategy is to provide safe and reliable rail service. Over the past two and a half years, a seven mile stretch of the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor running along the coast in south Orange County has had repeated closures for a cumulative total of over 12 months, negatively impacting transportation services and freight service throughout the region. Climate-induced storm surges, sea-level rise, and erosion have caused extensive railroad track movement and slope instability along the LOSSAN Rail Corridor right-of-way resulting in impacts to passenger and freight rail services between Orange and San Diego Counties and inland to Riverside and San Bernardino Counties and north to Los Angeles County and beyond.

Building on prior emergency work, OCTA has identified solutions to maintain the rail corridor in its current alignment and protect the corridor from sea level rise and coastal erosion, allowing the continuation of passenger rail and freight rail service and avoiding future emergency track closures and service disruptions. The Project will construct resiliency and safety measures at four at-risk locations in the City of San Clemente to stabilize the track currently threatened by wave action and by landslides from

adjacent steep cliffs. We support OCTA's efforts as proposed through this grant program to implement solutions that will avoid future service interruptions.

The 351-mile LOSSAN Rail Corridor travels through a six-county coastal region in Southern California and is the second busiest intercity passenger rail corridor in the United States and the busiest state-supported Amtrak route. The LOSSAN rail corridor service includes 41 stations and more than 150 daily passenger trains, with an annual pre-pandemic ridership of nearly 3 million on Amtrak Pacific Surfliner intercity trains and 5 million on Metrolink and COASTER commuter trains. As defined by the Department of Defense, the rail line between Los Angeles and San Diego is designated as part of the Strategic Rail Corridor Network, which consists of key railroad lines most important to national defense. The LOSSAN rail corridor is a vital transportation infrastructure that must be preserved to serve goods movement and the traveling public and continue to provide a critical alternative to vehicle and truck travel on the adjacent freeways between San Diego and Orange County as well as into the Inland Empire to the east and north through Los Angeles County to Ventura, Santa Barbara and San Luis Obispo counties. Thank you for your consideration of the submitted application, I fully support the funding request.

Sincerely,

A handwritten signature in black ink, appearing to read "C. Blakespear", with a long horizontal flourish extending to the right.

SENATOR CATHERINE BLAKESPEAR

SENATE DISTRICT 38



July 25, 2024

Ms. Tanisha Taylor
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Subject: Letter of Support for the Coastal Rail Infrastructure Resiliency Project in South Orange County Submitted to the California Transportation Commission for Senate Bill 1 Trade Corridor Enhancement Program Funding

Dear Ms. Taylor:

I would like to offer this letter of support for the Orange County Transportation Authority's (OCTA) request for funding through the California Transportation Commission's Senate Bill SB 1 Trade Corridor Enhancement Program (TCEP) funding for the Coastal Rail Infrastructure Resiliency Project in south Orange County.

Protecting and expanding public transportation is a core OCTA strategy for meeting the travel needs of Orange County's disadvantaged residents, essential workers, commuters, residents and visitors. A key element of this strategy is to provide safe and reliable rail service. Over the past two and a half years, a seven mile stretch of the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor running along the coast in south Orange County has had repeated closures for a cumulative total of over 12 months, negatively impacting transportation services and freight service throughout the region.

Climate-induced storm surges, sea-level rise, and erosion have caused extensive railroad track movement and slope instability along the LOSSAN Rail Corridor right-of-way resulting in impacts to passenger and freight rail services between Orange and San Diego Counties and inland to Riverside and San Bernardino Counties and north to Los Angeles County and beyond.

Building on prior emergency work, OCTA has identified solutions to maintain the rail corridor in its current alignment and protect the corridor from sea level rise and coastal erosion, allowing the continuation of passenger rail and freight rail service and avoiding future emergency track closures and service disruptions. The Project will construct resiliency and safety measures at four at-risk locations in the City of San Clemente to stabilize the track currently threatened by wave action and by landslides from adjacent steep cliffs. I support OCTA's efforts as proposed through this grant program to implement solutions that will avoid future service interruptions.

The 351-mile LOSSAN Rail Corridor travels through a six-county coastal region in Southern California and is the second busiest intercity passenger rail corridor in the United States and the busiest state-supported Amtrak route. The LOSSAN rail corridor service includes 41 stations and more than 150 daily passenger trains, with an annual pre-pandemic ridership of nearly 3 million on Amtrak Pacific Surfliner intercity trains and 5 million on Metrolink and COASTER commuter trains. As defined by the Department of Defense, the rail line between Los Angeles and San Diego is designated as part of the Strategic Rail Corridor Network, which consists of key railroad lines most important to national defense.

The LOSSAN rail corridor is a vital transportation infrastructure that must be preserved to serve goods movement and the traveling public and continue to provide a critical alternative to vehicle and truck travel on the adjacent freeways between San Diego and Orange County as well as into the Inland Empire to the east and north through Los Angeles County to Ventura, Santa Barbara and San Luis Obispo counties.

As a representative of Assembly District 74, I ask that you give this request full and fair consideration. If you have any questions, please do not hesitate to contact me at (949) 240-7300.

Sincerely,

A handwritten signature in cursive script that reads "Laurie Davies".

Laurie Davies
Assemblywoman, District 74