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San Clemente Rail Closure Update: May 8

California Coastal Commission approves additional part of OCTA permit for a 1,400-foot long catchment wall near the track; crews continue to make strong progress strategically placing riprap

ORANGE – As crews continue to push ahead on emergency efforts to reinforce the most vulnerable areas along the rail line in San Clemente, the Orange County Transportation Authority received additional approvals from the California Coastal Commission to advance more work.

The commission on Wednesday unanimously approved a request for a Coastal Development Permit to construct the catchment wall at Mariposa Point and restore the pedestrian trail. The 1,400-foot-long catchment wall will help protect the rail line from sliding debris from the privately owned hillside above the track.

In San Clemente, crews pushing ahead with the emergency work finished clearing out the remaining spans of the damaged pedestrian bridge near Mariposa Point, and continued strategically placing and repairing existing large boulders, known as riprap, in project Areas 1 and 2.

So far, approximately 2,200 tons of riprap have been placed next to the track. The rocks are being strategically sorted and placed primarily within the area where riprap previously existed to fortify the track and protect against coastal erosion. Approximately 240,000 cubic yards of sand will also be placed on the beach in Areas 1 and 2 between Mariposa Point and North Beach.



Work is scheduled to continue in Areas 1 and 2 through the weekend and throughout next week, typically between 5 a.m. and 8 p.m.

Passenger rail service is expected to remain suspended until early June.

Background:

Passenger rail service through San Clemente was suspended beginning April 28 to allow for crews to safely conduct emergency work to reinforce sections of track at immediate risk from landslides and coastal erosion.

The rail line is expected to be shut down for passenger service for a total of approximately six weeks, through early June. OCTA, in coordination with Metrolink and Amtrak Pacific Surfliner, is taking action to protect the only coastal rail link between San Diego and Orange counties, following continued threats from the privately owned bluffs and from coastal erosion and storm surges.

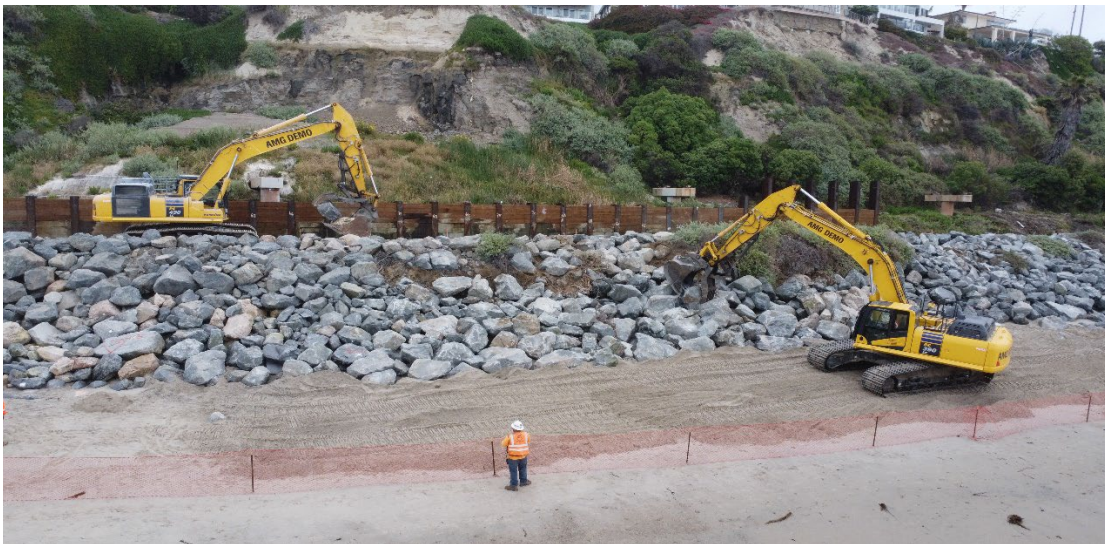
Over the past four years, San Clemente's eroding bluffs – on both city and private property – have repeatedly forced the closure of the rail line that has operated largely uninterrupted for more than 125 years.

During the closure, passengers are asked to check metrolinktrains.com/service-updates and www.pacificsurfliner.com/alerts for the latest service updates.

For the latest on the project, visit www.octa.net/railemergency.

OCTA submitted an emergency Coastal Development Permit application to the Coastal Commission that was partially approved in April. Additional work was approved on May 7. The total package of projects estimated at approximately \$300 million includes approximately 95% sand and 5% armoring.

The current work in Areas 1 and 2, estimated to cost approximately \$10 million, is moving forward under emergency authorization from the California Coastal Commission.



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***About OCTA:** The Orange County Transportation Authority is the county transportation planning commission, responsible for funding and implementing transit and capital projects for a balanced and sustainable transportation system that reflects the diverse travel needs of the county's 34 cities and 3.2 million residents. With the mission of keeping Orange County moving, this includes freeways and express lanes, bus and rail transit, rideshare, commuter rail and active transportation. To sign up for more OCTA news, visit octa.net/GetConnected.*