

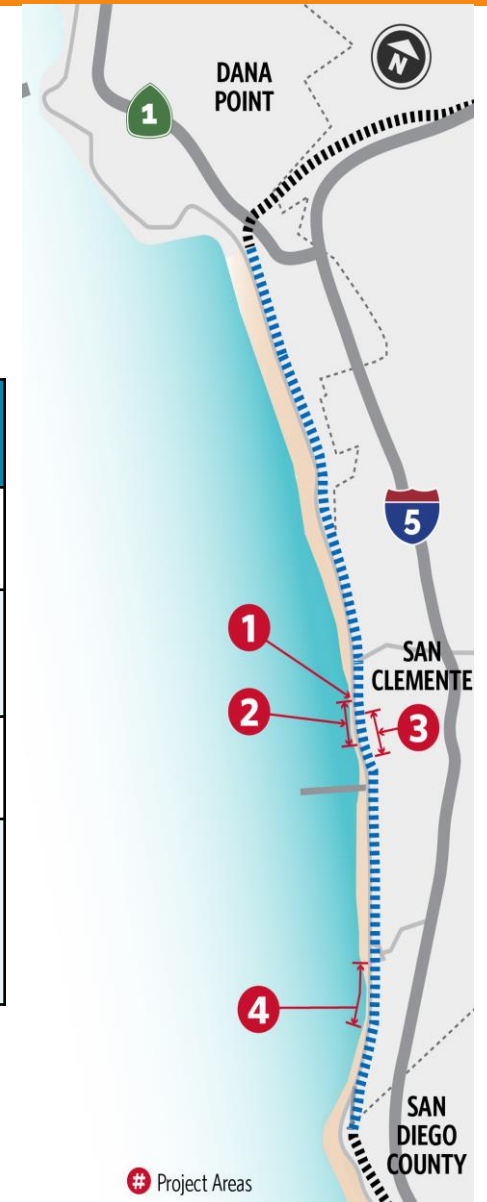
**Adopt Resolution No. 2025-068 and Authorize the
Chief Executive Officer to Take all Necessary Actions to
Address the Emergency Need for Railroad Track
Stabilization in the Vicinity of Mile Post 203.83 to 204.40
and 206.00 to 206.70 on the Orange Subdivision**

Coastal Rail Stabilization Priority Project

- Four priority 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/600 CY) 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/4,500 CY) followed by sand nourishment
3	204.07 – 204.34	Steep bluffs with high potential for failure that could impact rail infrastructure	1,400-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 (2,100 tons/1,400 CY) and 1,200-ft shoreline protection structure followed by sand nourishment

MP – Mile Post
CY – Cubic Yard



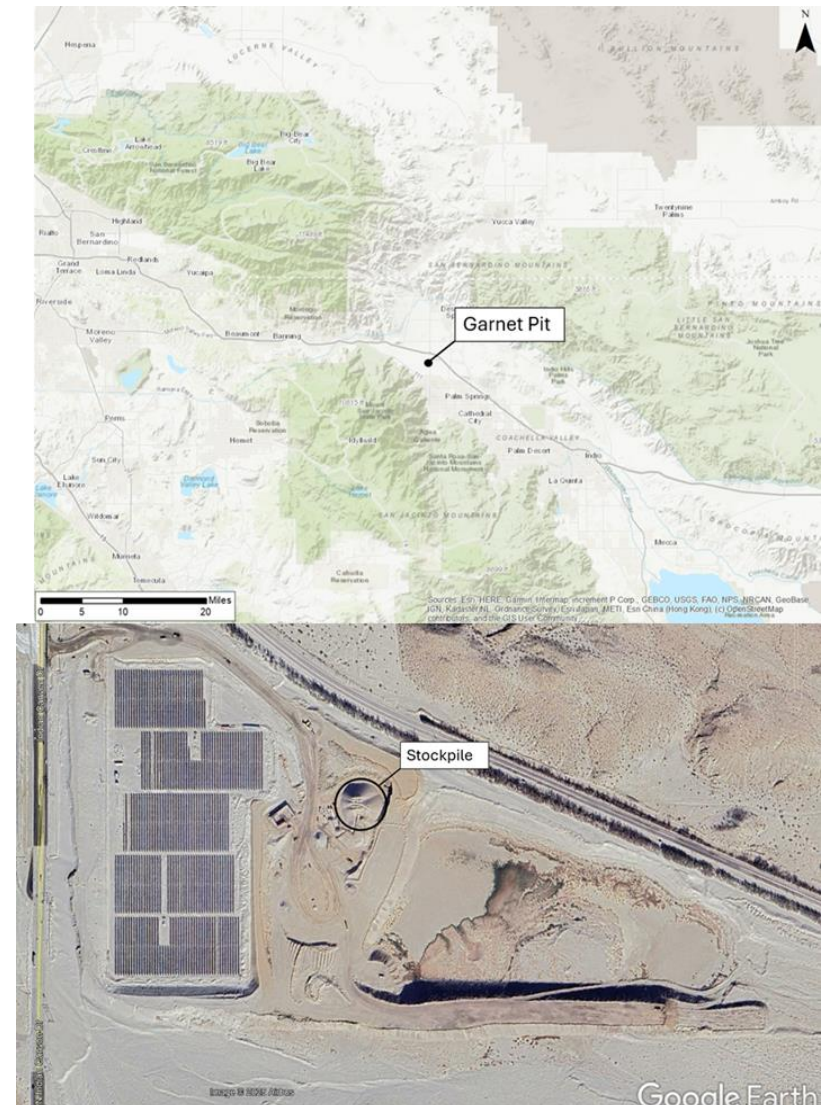
Areas 1 and 2 Riprap Repair Activities

- All construction activities have been completed
- Passenger rail service resumed on June 7, 2025
- Provided responses to the California Coastal Commission (CCC) on Emergency Coastal Development Permit (eCDP) conditions of approval for Areas 1 and 2 which included:
 - Revetment as-built plans
 - Sand and revetment monitoring plans
 - Sand nourishment update
 - California State Transportation Agency commitment letter to perform potential railroad relocation analysis
 - Correspondence on habitat mitigation and monitoring plan
 - Nesting birth monitoring and avoidance memorandum (April 23, 2025 and April 28, 2025 surveys)



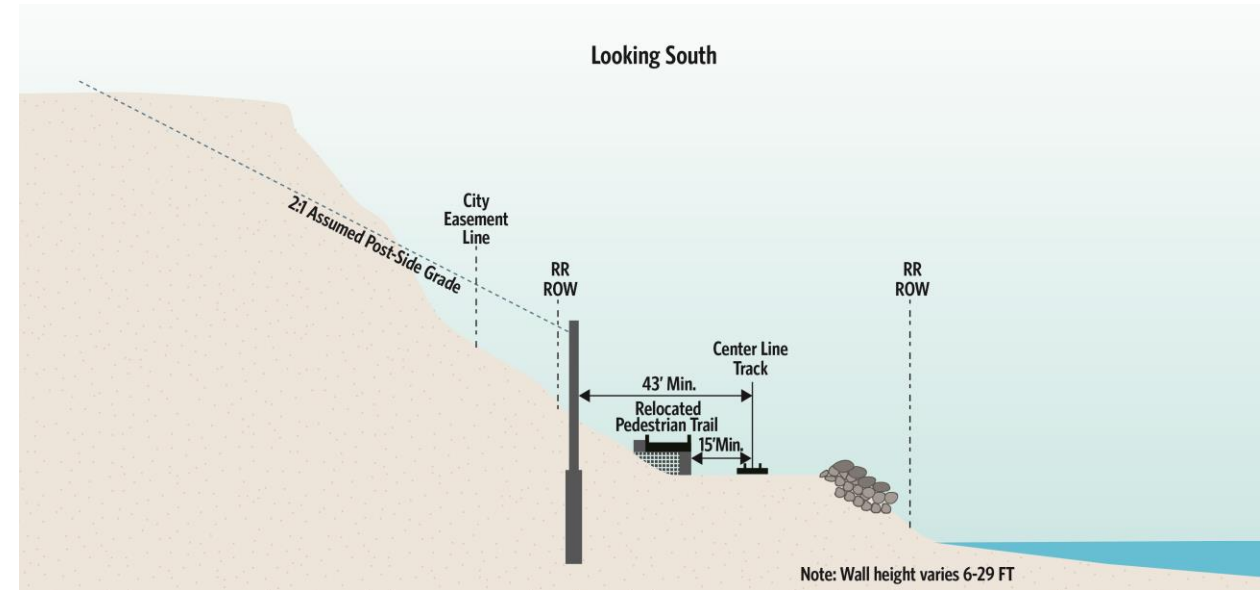
North Beach and Area 1 Initial Sand Placement

- Orange County Transportation Authority (OCTA) is pursuing an inland sand source to place ~6,500 CY of sand in Area 1 and North Beach, outside of the United States Army Corps of Engineers' (USACE) jurisdiction
- Ongoing coordination with Orange County Water District (OCWD) on availability of Prado Dam basin material
 - OCWD will environmentally clear, excavate, and move material from Prado Dam basin to nearby stockpile site in fall 2025
- Commercial sand pit (Garnet Pit) located near the City of Palm Springs has sand available immediately
 - Sampled and tested sand from the Garnet Pit and obtained approval for use from the Dredging Material and Management Team
- OCTA is coordinating with Southern California Regional Rail Authority (SCRRA) for right-of-entry permit, California State Lands Commission, USACE, and CCC on permitting, letter of permission, or waiver needs
- OCTA surveyed the latest beach conditions and is preparing sand placement plans and specifications for the initial sand placement for submittal to CCC
- This initial sand placement is part of the larger effort for placing 240,000 CY of sand nourishment for Areas 1 and 2 approved by the CCC



Area 3 Mariposa Catchment Wall Activities

- California Transportation Commission allocated \$92.231 million
- The Federal Railroad Administration (FRA) issued categorically excluded (CE) under the National Environmental Policy Act
- FRA approved pre-award federal obligational authority to cover expenditures incurred since approval of the CE on June 3, 2025
- Contract executed and Notice to Proceed issued on June 17, 2025, to design-build contractor, Condon Johnson & Associates (CJA)
 - 65 percent design package review is complete
 - Structural steel column order made by CJA (critical)
 - CJA working on 100 percent design package
- Cooperative agreement for construction support finalized with SCRRA (execution underway)
- Ongoing design and wall aesthetics meetings with SCRRA and the City of San Clemente (City)
- Preparing wall aesthetics and contractor proposed soil nail shoring submittals for CCC approval



RR – Railroad
ROW – Right-of-Way

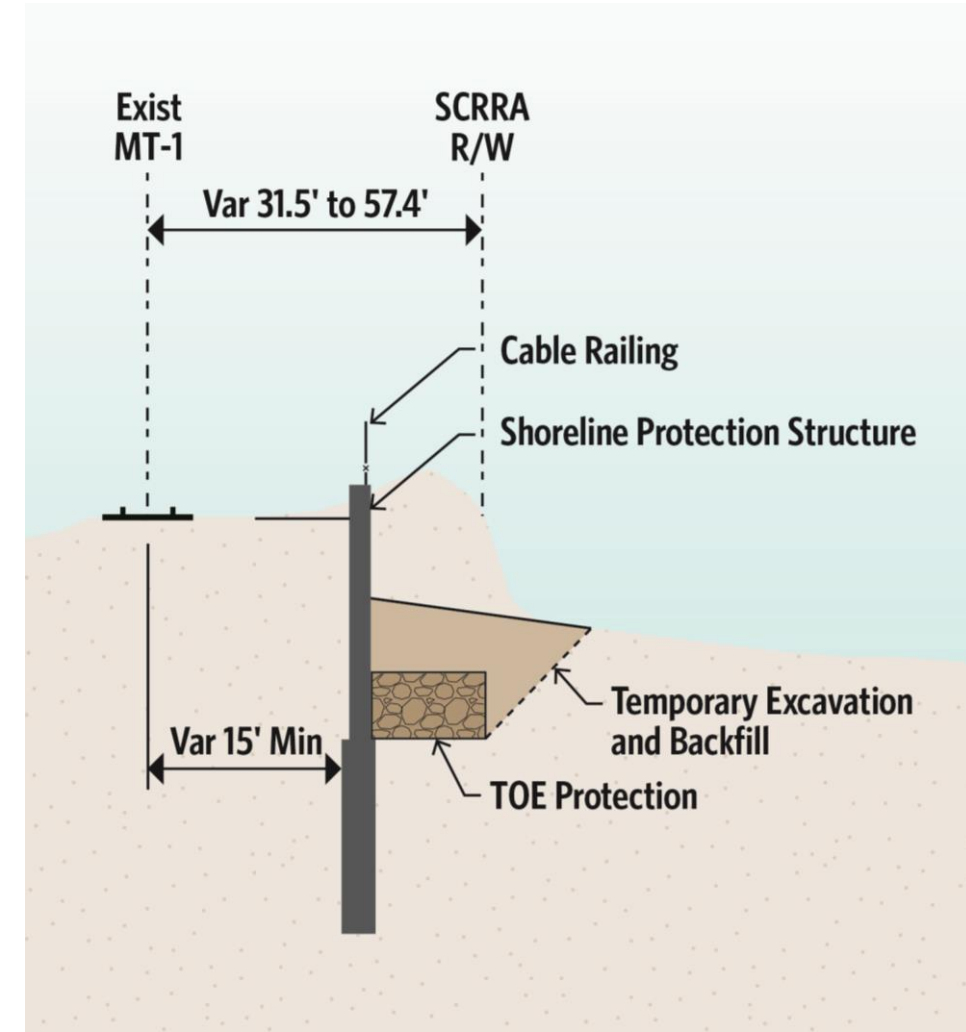
Concept as of July 2025, subject to change with design refinement

Area 3 Catchment Wall



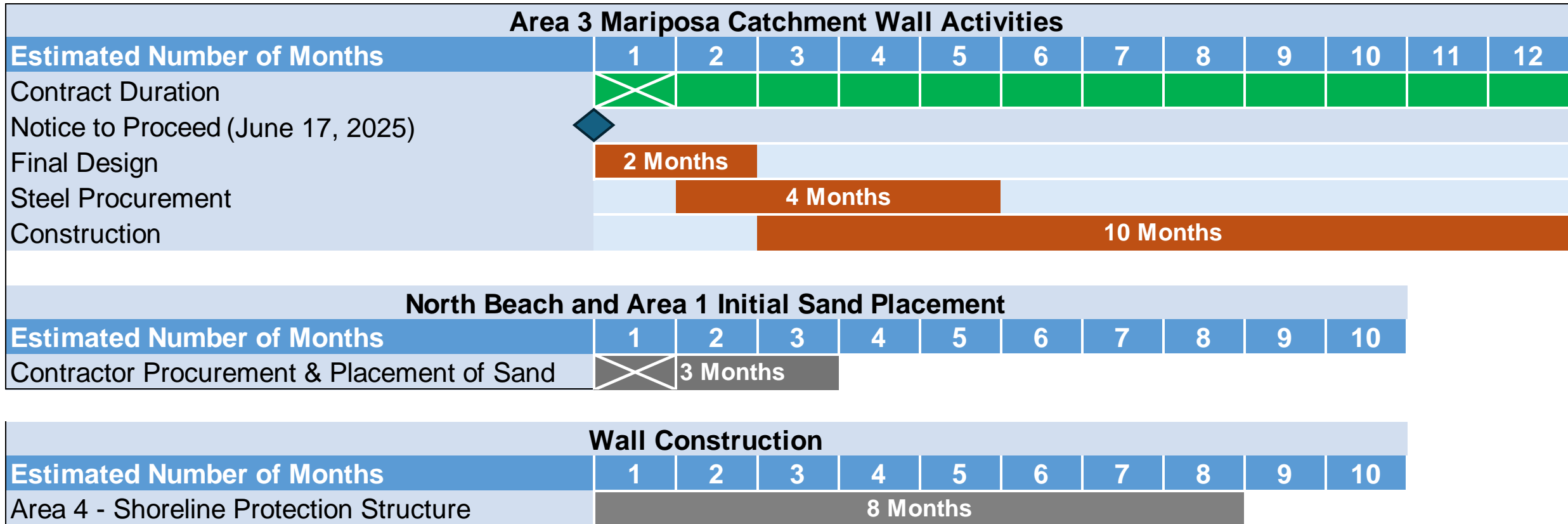
Area 4 Shoreline Protection Structure Activities

- CCC does not recognize Area 4 as an emergency; no eCDP will be issued
- Resumed prior efforts to complete the pending CDP from 2024 and submitted responses on June 30, 2025, and seek opportunities to expedite review and approval
- Resubmitted the draft coastal erosion modeling report to address CCC comments
- Planning for geotechnical field investigations in preparation for conceptual design
- CCC to consider Area 4 CDP at future CCC meeting (date to be determined)



Area 4 – Shoreline Protection Structure

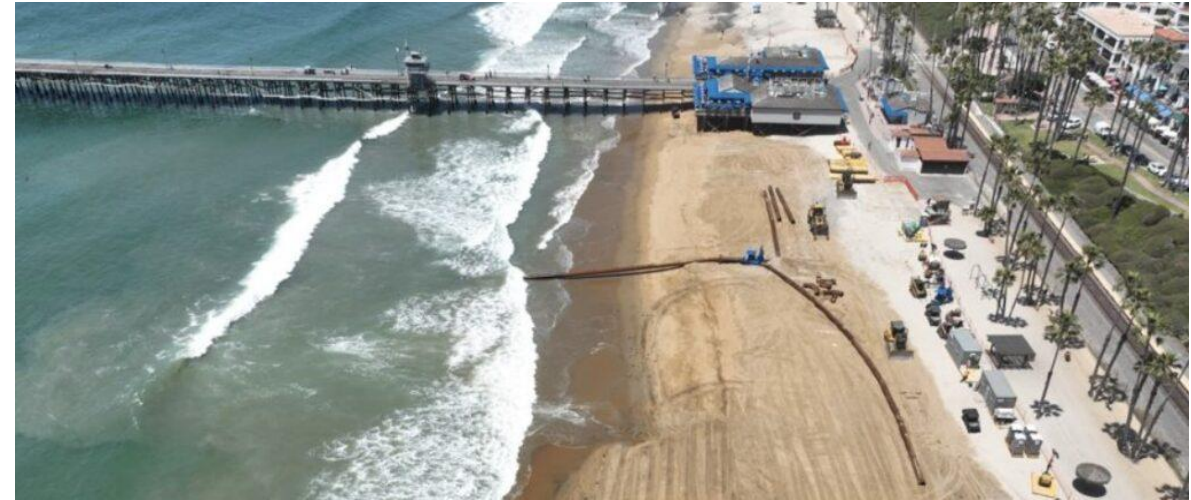
Estimated Schedule



Areas 1, 2, and 4 Overall Sand Nourishment Schedule is TBD depending on environmental and permit approvals

Sand Nourishment

- Received eight responses to Request for Information for sand dredging and placement on May 5, 2025; responsiveness review completed
- Met with responsive proposers Manson, Kiewit, Dutra, and Great Lakes Dredge & Dock on their proposals
- Recommendation memo on prospective contractors under review
- OCTA is securing environmental clearance for offshore source dredging and placement of sand for Areas 1, 2, and 4.
- OCTA is utilizing previous studies by the City to streamline the process, and the collaborative City offshore sand exploration is scheduled for August 2025, weather conditions permitting
- Marine environmental studies for beach nourishment is underway
- Preliminary schedule (subject to change):
 - Environmental and final design approvals: Anticipated Q4 of 2026
 - Procure sand placement contractor: Anticipated Q4 of 2026
 - Bids Due Date: Anticipated Q4 of 2026
 - Contract Award and Notice to Proceed: Anticipated Q1 of 2027
 - Project Completion: Anticipated in 2027



Pictures from San Clemente Sand Replenishment Project

Recommendation

- § Adopt Resolution No. 2025-068 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 206.00 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 206.00 to 206.70 on the Orange Subdivision.