Update on Emergency Need for Railroad Track Stabilization in the Vicinity of Mile Post 203.83 to 204.40 and 206.10 to 206.70 on the Orange Subdivision



Coastal Rail Stabilization Priority Project

- Four 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) 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) followed by sand nourishment	
3	204.07 – 204.34	Steep bluffs with high potential for failure that could impact rail infrastructure	1400-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 (1,400 tons) and 1200-ft shoreline protection structure followed by sand nourishment	



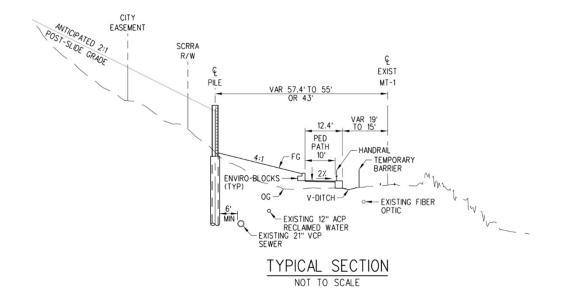
MP - Mile Post

Area 1 and 2 Riprap and Area 3 Catchment Wall Activities

- The California Transporation Commission (CTC) took emergency action to allocate funds for Areas 1, 2 and 3 (bridge removal) on April 16
- Partial emergency Coastal Development permit executed on April 17
- Finalized Cooperative Agreement with the Southern California Regional Rail Authority (SCRRA) for implementing the above work on April 22
- Met with SCRRA and their contractor to plan out the above work
- Investigated and identified material availability
- Coordinated with the California Coastal Commission (CCC) to follow up on the requirements
- Coordinated with the California State Lands Commission on their jurisdiction
- Received the State Water Board permit for emergency repairs and protection activities on April 21

Area 3 Catchment Wall Activities

- Issued Request for Proposals (RFP) to a design-build contractor on April 14
- Issued RFPs to an independent geotechnical engineering consultant and to a coastal engineering consultant
- Coordination meetings with the CCC and furnished data requested
- Working with the Federal Railroad Administration on funding allocation and environmental clearance
- Anticipate the CCC meeting on May 7 to consider the standard Coastal Development Permit (CDP)
- Anticipate the CTC meeting on May 15 and 16 to allocate additional funds



R/W – Right-of-Way VAR – Varies

MT-1 – Main Track 1

CL – Centerline

OR - Offset from Rail

PED – Pedestrian

% – Percent

FG – Final Grade OG – Original Grade

ail V-DITCH – V Shaped Ditch

TYP - Typical

MIN - Minimum

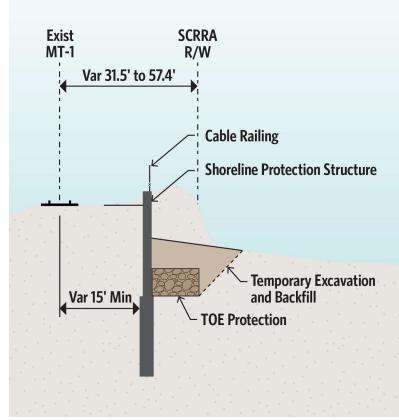
ACP - Asbestos Cement Pipe

VCP – Vitrified Clay Pipe ENVIRO - Environmental

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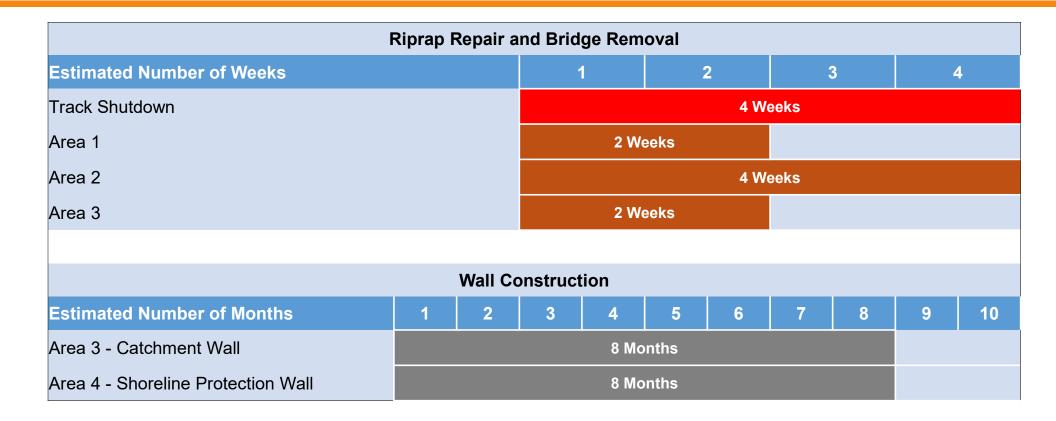
Area 4 Shoreline Protection Structure Activities

- Met with the CCC to go over the emergency actions needed at this location
- Provided additional photos and provided revised cross-sections to address the CCC comments
- The CCC indicated on April 16 an emergency situation has not been demonstrated
- The CCC recommends completing the CDP submitted by the Orange County Transportation Authority (OCTA) in 2024, and has requested an alternatives analysis and inclusion of coastal modeling



Area 4 - Shoreline Protection Structure

Estimated Schedule



Sand Placement

- Industry request for information for potential sand dredging contractors extended to May 5 due to a lack of responses
- OCTA is securing environmental clearance for offshore source dredging and placement of sand for Areas 1, 2, and 4
- OCTA utilizing previous studies by the City of San Clemente to streamline process
- Evaluating Surfside-Sunset sand borrow source and other nearby offshore sand sources in partnership with City of San Clemente
- · Preliminary Schedule:
 - Environmental and Final Design Approvals: Anticipated Q4 of 2025
 - Invitation for Bids: Anticipated Q1 of 2026
 - Bids Due Date: Anticipated Q2 of 2026
 - Contract Award and Notice to Proceed: Anticipated Q2 of 2026
 - Project Completion: Anticipated in 2027





Pictures from San Clemente Sand Replenishment Project

Funding Sources

Coastal Rail Stabilization Priority Project					
Coastal Rail Infrastructure Resiliency Project (Four Hot Spots)	Original Programmed	Current Programmed	Current Allocated		
Project Approval/Environmental Document	Amount	Amount			
Local Transportation Climate Adaptation Program	\$3,820,000	\$3,820,000	\$3,820,000		
Measure M2/OC Go	\$ 960,000	\$ 960,000	\$ 960,000		
Subtotal	\$4,780,000	\$4,780,000	\$4,780,000		
Final Design and Construction					
SB 125 Transit Program	\$3,800,000	\$3,800,000			
Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program	\$100,000,000	\$96,969,000 ¹			
SB 1 Trade Corridor Enhancement Program Advanced Programming	\$80,000,000	\$80,000,000	\$4,992,000		
2024 Transit and Intercity Rail Capital Program	\$125,000,000	\$125,000,000	\$4,992,000		
Subtotal	\$308,800,000	\$305,769,000	\$9,984,000		
1 - Programmed amount for CRISI is expected to reduce due to non-federalization of Area 1, 2, & 3 (bridge removal)		, ,	. , ,		
Project Total	\$313,580,000	\$310,549,000	\$14,764,000		

Recommendation

Reaffirm Resolution No. 2025-025 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 206.10 to 206.70 on the Orange Subdivision, and to return to the Board of Directors, as required, to report on the status thereof.