

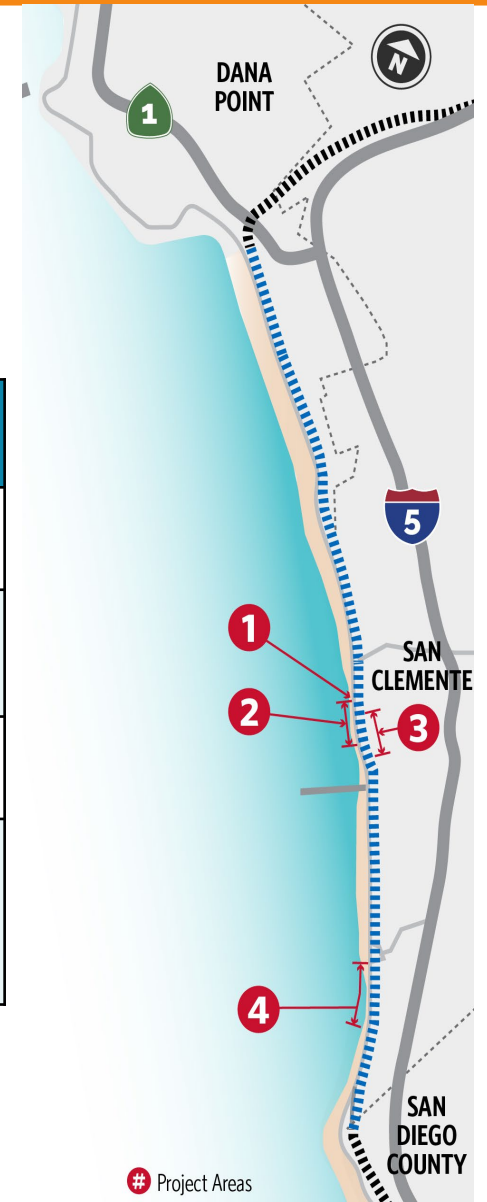
**Update on Emergency Need for Railroad Track
Stabilization in the Vicinity of Mile Post 203.83 to 204.40
and 206.00 to 206.70 on the Orange Subdivision**

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



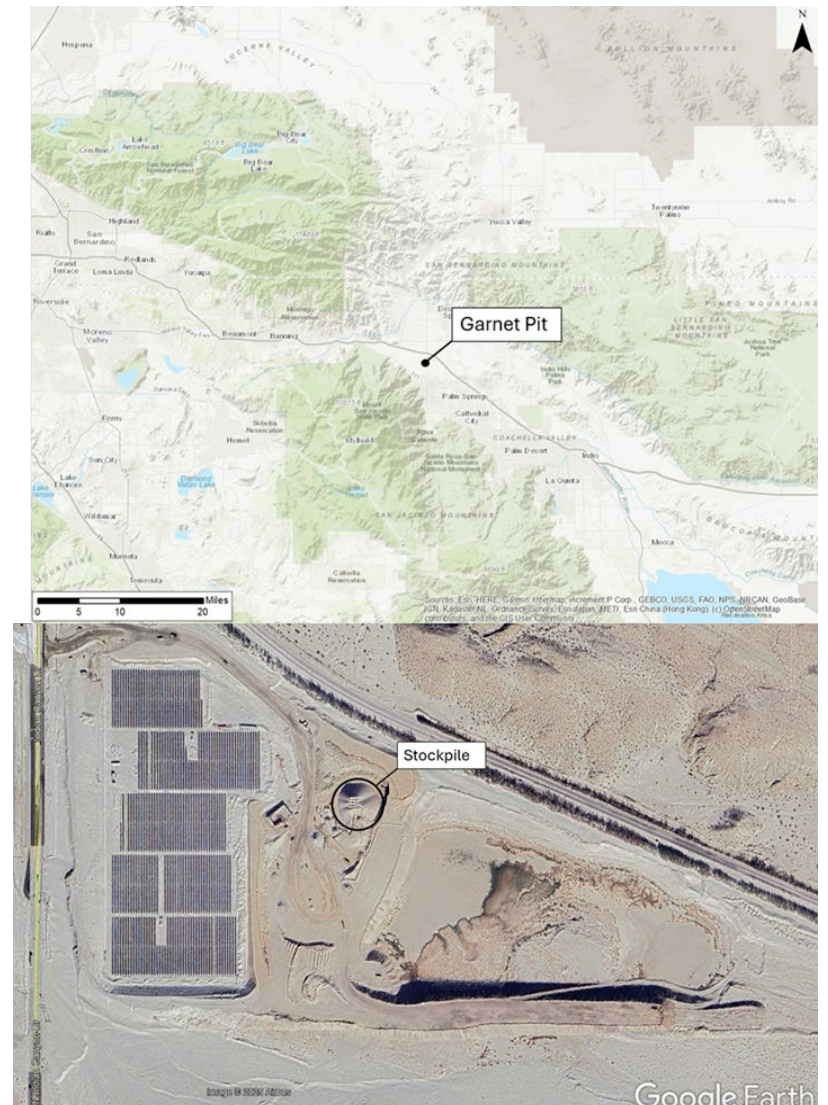
Areas 1 and 2 Riprap Repair Activities

- All construction activities have been completed
- 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 replenishment update
 - California State Transportation Agency commitment letter to perform potential railroad relocation analysis
 - Correspondence on habitat mitigation and monitoring plan
 - Nesting bird monitoring and avoidance memorandum (April 23, 2025 and April 28, 2025 surveys)
 - Resume of qualified engineer
 - Best management plan narrative
 - Before and after construction photos
 - Complaints or inquiries tracker
 - Sensitive work environment briefing and signatures
- Passenger rail service resumed on June 7, 2025



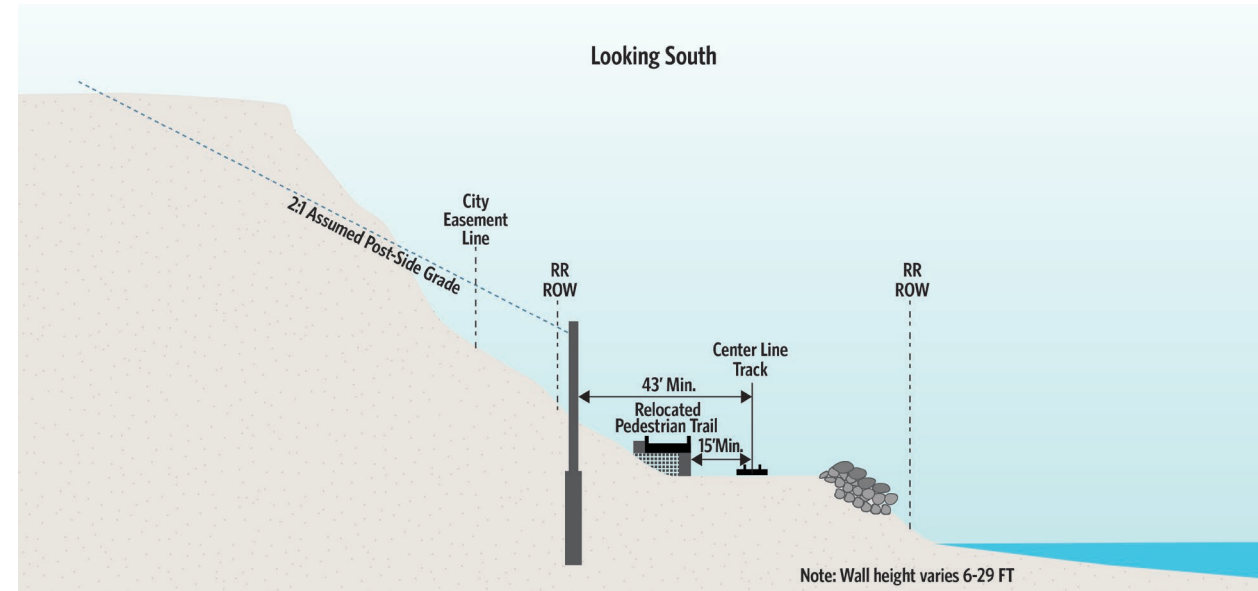
North Beach and Area 1 Initial Sand Placement

- Orange County Transportation Authority (OCTA) is pursuing an inland sand source to place ~10,000 CY of sand in Area 1 and North Beach, outside of the United States Army Corps of Engineers (USACE) jurisdiction
- On-going 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, USACE, and CCC on permitting, letter of permission, or waiver needs
- OCTA preparing sand placement plans and specifications for the initial sand placement
- 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 on May 16, 2025
- On June 3, 2025, the Federal Railroad Administration (FRA) determined Area 3 is categorically excluded (CE) under the National Environmental Policy Act
- On June 17, 2025, 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 to design-build contractor, Condon Johnson & Associates (CJA)
 - 65 percent design package reviewed
 - Structural steel column order made by CJA (critical)
- Cooperative agreement for construction support finalized with SCRRA
- On-going design and wall aesthetics meetings with SCRRA and the City of San Clemente (City)
- Preparing wall aesthetics submittal for CCC approval



RR – Railroad
ROW – Right-of-Way

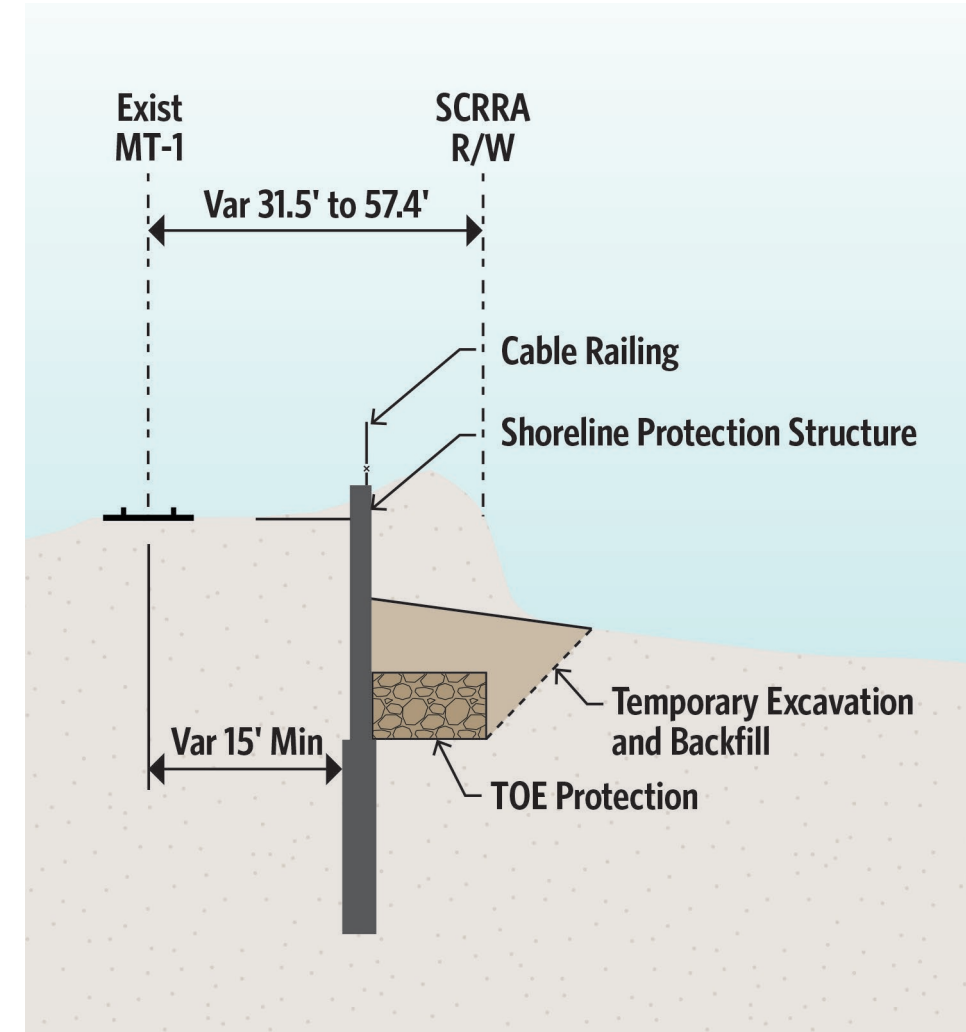
Area 3 Catchment Wall



“DRAFT” Rendering
Subject To Final Design Approvals

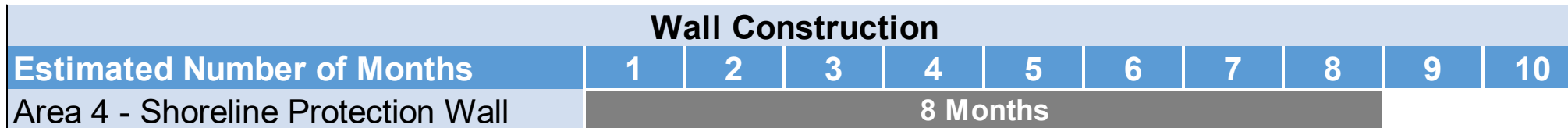
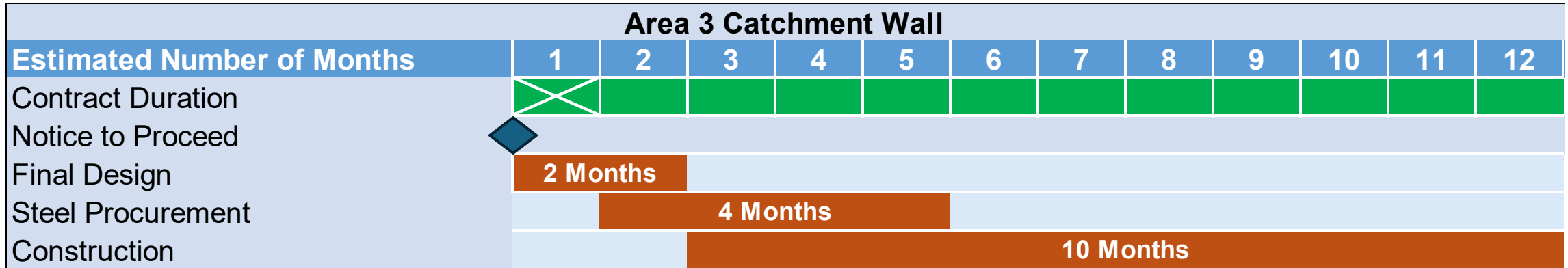
Area 4 Shoreline Protection Structure Activities

- CCC does not recognize Area 4 as an emergency; no eCDP will be issued
- Resumed prior efforts to complete the pending CDP submitted in August 2024 and seek opportunities to expedite
- Met with CCC and discussed the results of the draft design alternatives analysis and detailed the reasons for each alternative considered
- CCC is reviewing the draft coastal erosion modeling report
- CCC to consider Area 4 CDP at future CCC meeting (date to be determined)
- Planning for geotechnical field investigations in preparation for conceptual design



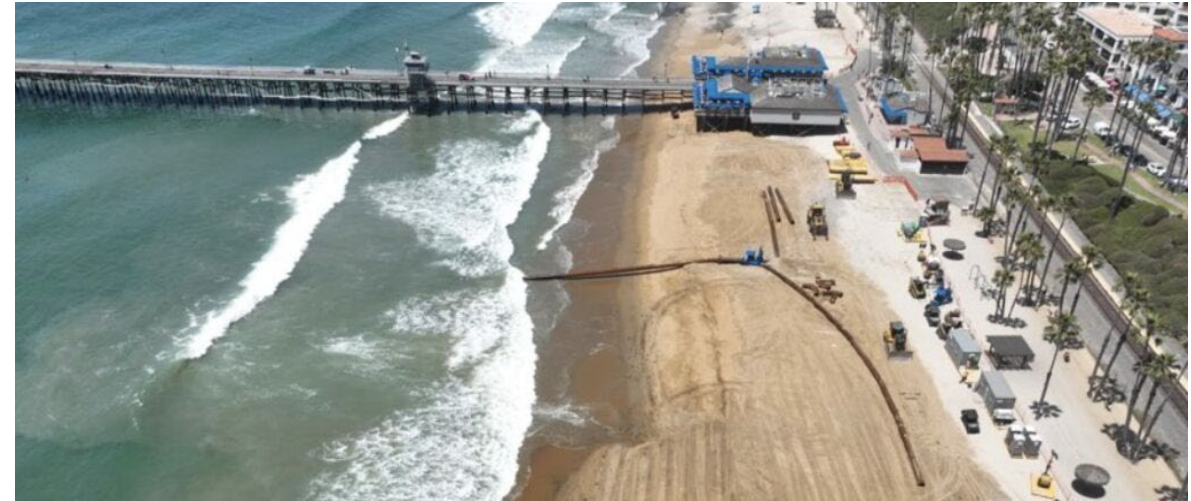
Area 4 – Shoreline Protection Structure

Estimated Schedule



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 Kiewit, Dutra, and Great Lakes Dredge & Dock on their proposals
- Preparing recommendation memo on prospective contractors
- 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 cooperative agreement with the City for offshore sand exploration is executed
- Marine environmental studies for beach nourishment planned and underway
- Preliminary schedule (subject to change):
 - Environmental and final design approvals: Anticipated Q4 of 2025
 - Procure sand placement contractor: 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

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 206.00 to 206.70 on the Orange Subdivision, and to return to the Board of Directors, as required, to report on the status thereof.