

**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 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



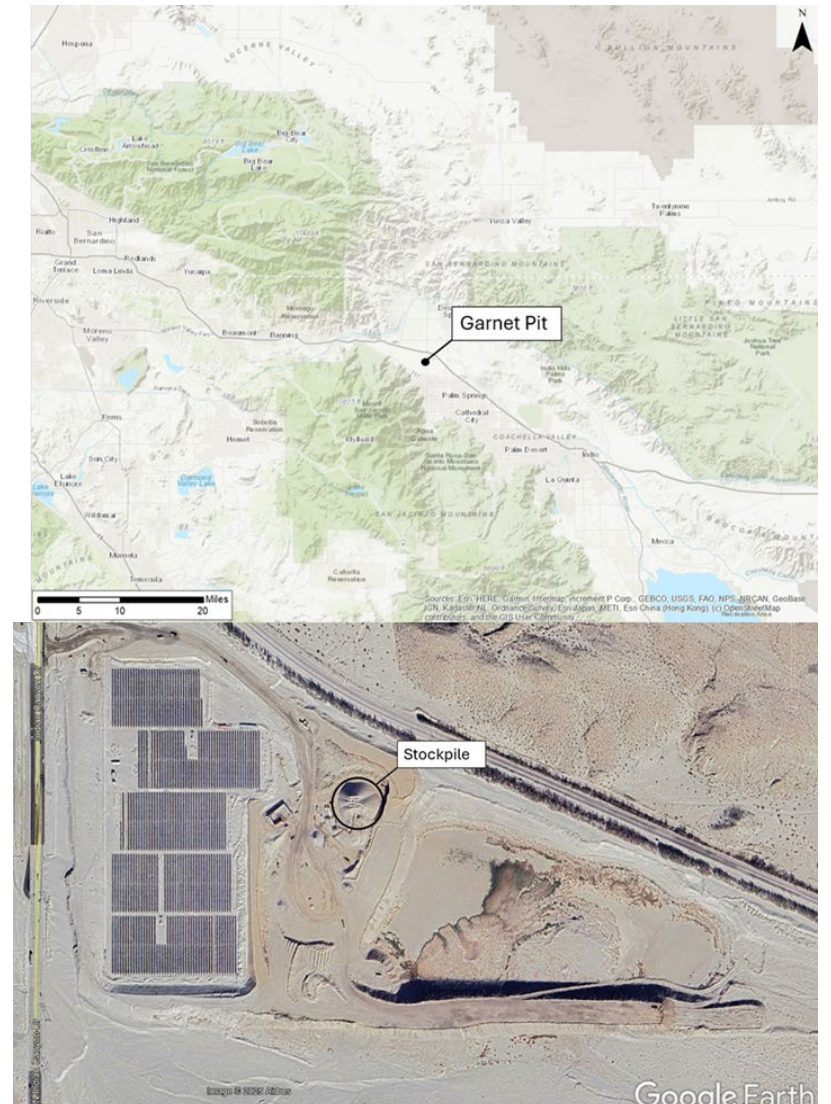
Areas 1 and 2 Riprap Repair Activities

- All construction activities have been completed
- Contractor has demobilized equipment
- Provided the California Coastal Commission (CCC) responses on conditions of approval enclosed in the Emergency Coastal Development Permit (eCDP) for Areas 1 and 2 which includes:
 - Sand replenishment, sand monitoring and revetment monitoring plan
 - California State Transportation Agency commitment letter to perform railroad relocation analysis
 - Correspondence on habitat mitigation and monitoring plan
 - Nesting bird monitoring and avoidance memo (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



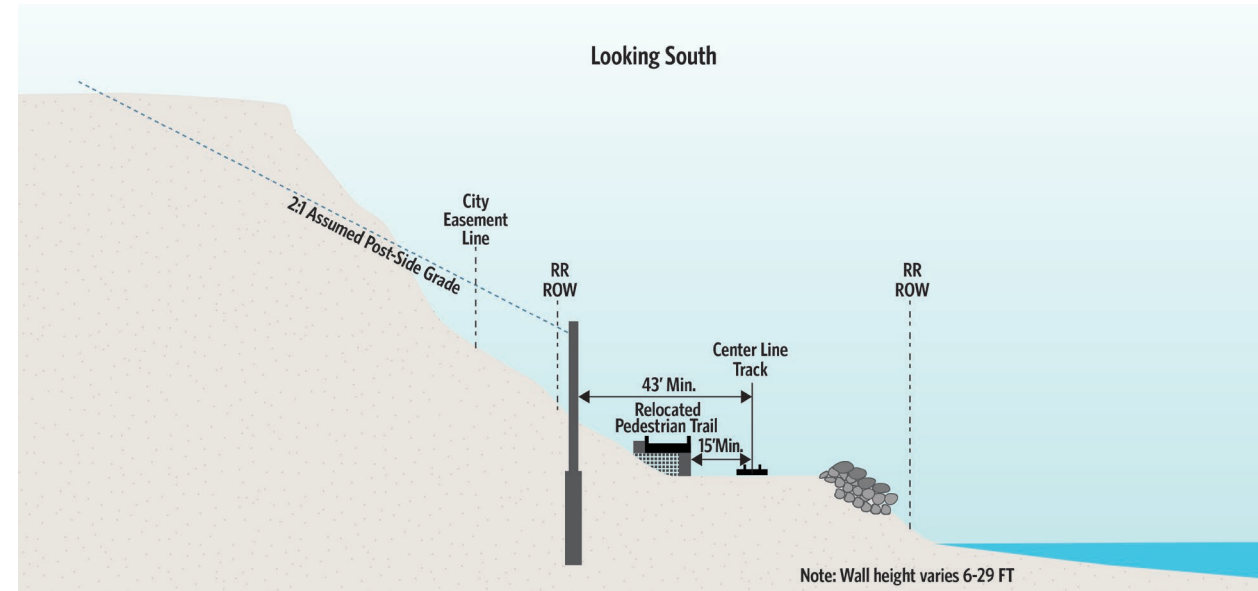
Area 1 Initial Sand Placement

- Orange County Transportation Authority (OCTA) is pursuing an inland sand source to place up to 10,000 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 basin sand source
 - OCWD intends to environmentally clear, excavate, and move sand from the Prado Dam basin to nearby stockpile site in September/October 2025
- Identified commercial sand pit (Garnet Pit) located near the City of Palm Springs
 - Sampling and Analysis Plan for the Garnet Pit approved by the Dredging Material and Management Team (DMMT)
 - OCTA conducted testing and will present the Sampling Results Plan to DMMT in late June 2025
- OCTA is coordinating with USACE and CCC on permitting needs
- This initial sand placement is part of the larger effort to obtain a sand source and approvals for the 240,000 CY of sand nourishment approved by the CCC for Areas 1 and 2



Area 3 Mariposa Catchment Wall Activities

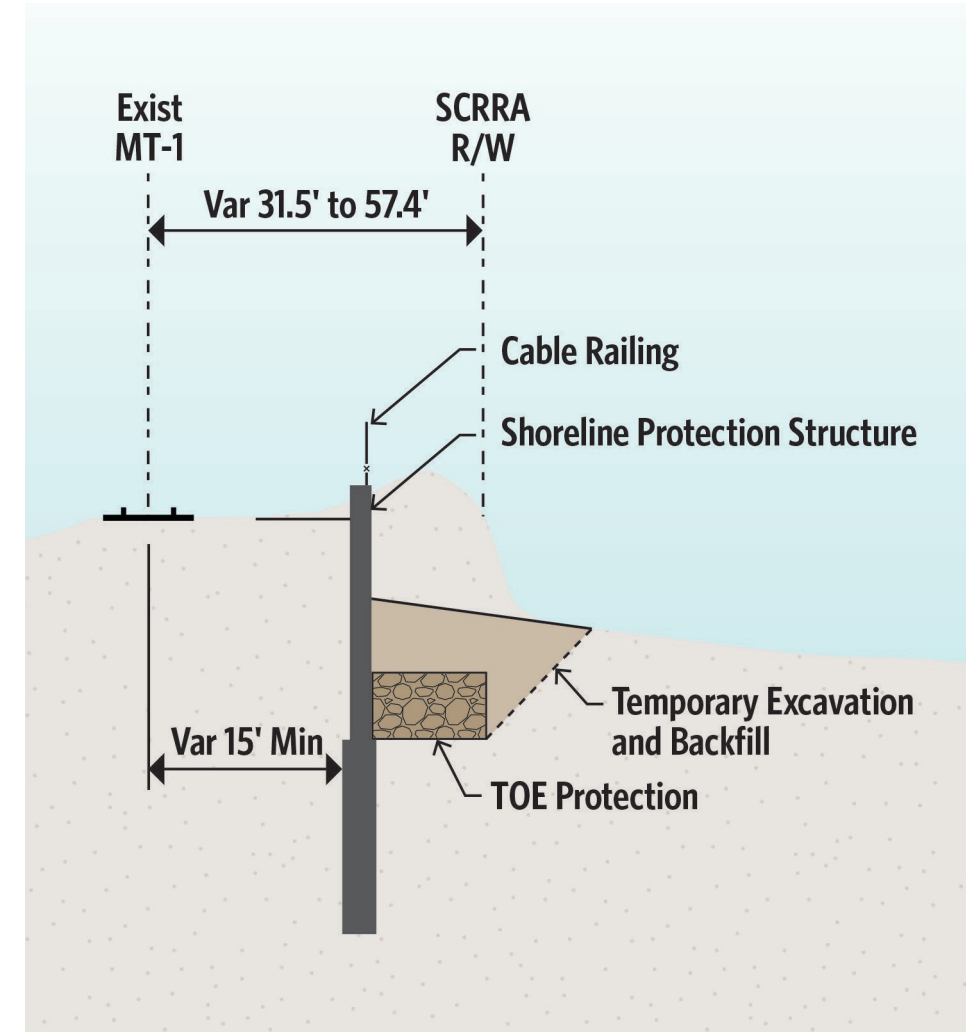
- California Transportation Commission allocated \$92.231 million on May 16, 2025
- On June 3, 2025, the Federal Railroad Administration (FRA) determined Area 3 is categorically excluded (CE) under the National Environmental Policy Act (NEPA)
- On June 17, 2025, FRA approved pre-award federal obligational authority to cover expenditures incurred since approval of the CE on June 3, 2025
- Contract executed and Notice to Proceed (NTP) issued to design-build (DB) contractor, Condon Johnson & Associates (CJA)
 - 65 percent design package submitted by CJA for review
 - Structural steel column order made by CJA (critical)
- NTP issued to Kleinfelder for independent geotechnical engineering services
- Cooperative agreement for construction support under review by Southern California Regional Rail Authority (SCRRA)
- Ongoing design and wall aesthetics meetings with SCRRA and the City of San Clemente (City)
- Ongoing wall aesthetics coordination with CCC



RR – Railroad
ROW – Right-of-Way

Area 4 Shoreline Protection Structure Activities

- CCC does not recognize Area 4 as an emergency; no emergency CDP 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 for future Commission hearing (date to be determined)



Area 4 – Shoreline Protection Structure

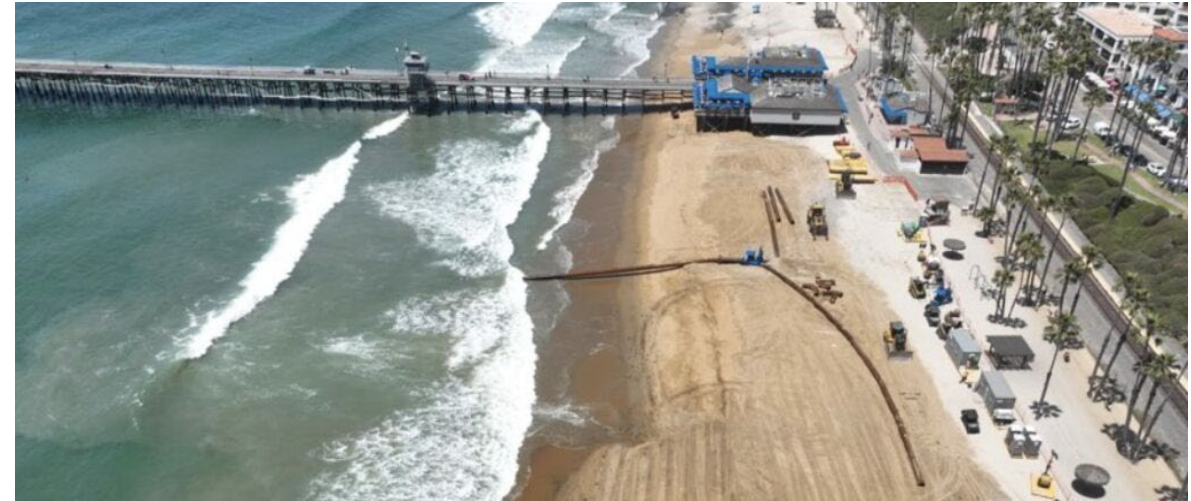
Estimated Schedule

Area 3 Catchment Wall												
Estimated Number of Months	1	2	3	4	5	6	7	8	9	10	11	12
Contract Duration												
NTP												
Final Design	2 Months											
Steel Procurement		4 Months										
Construction			10 Months									

Wall Construction										
Estimated Number of Months	1	2	3	4	5	6	7	8	9	10
Area 4 - Shoreline Protection Wall	8 Months									

Sand Nourishment

- Received eight responses to Request for Information for sand dredge and placement on May 5, 2025; responsiveness review completed
- Met with responsive proposers Kiewit, Dutra, and Great Lakes Dredge & Dock on their proposals
- Will determine by the end of June 2025 which firm would have the best capability and availability to meet the project schedule
- 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
- 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.