

**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/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

- Work began on April 28, 2025
- Riprap placement at Areas 1, 1A, and 2 completed with 5,895 tons/ 3930 CY supplemental riprap placed for repair
- Regular construction coordination meetings are taking place with the Southern California Regional Rail Authority (SCRRA) and City of San Clemente (City)
- Coordinated public outreach efforts with SCRRA contractor and the City
- Work scheduled to be completed by June 6, 2025, and passenger rail service to resume on June 7, 2025



Areas 1, 1A, and 2 – Before and After



Areas 1, 1A, and 2 – Before and After (Cont.)

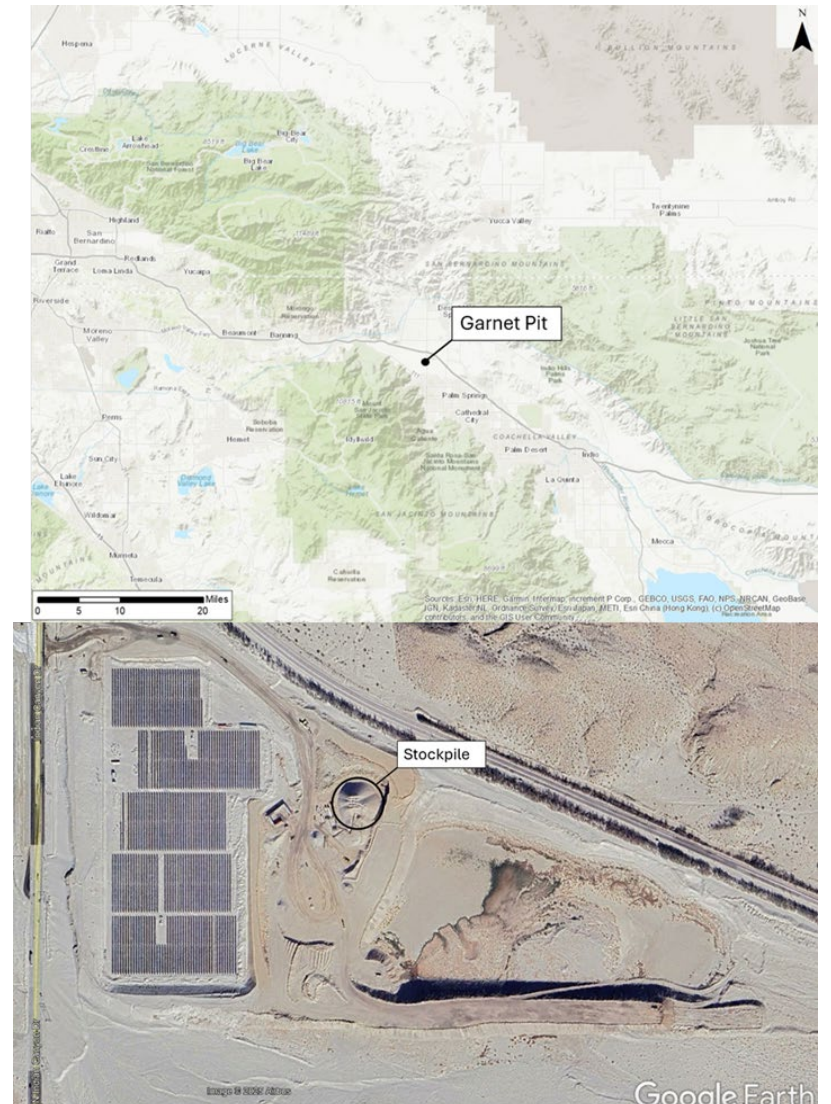


Areas 1, 1A, and 2 – Before and After (Cont.)



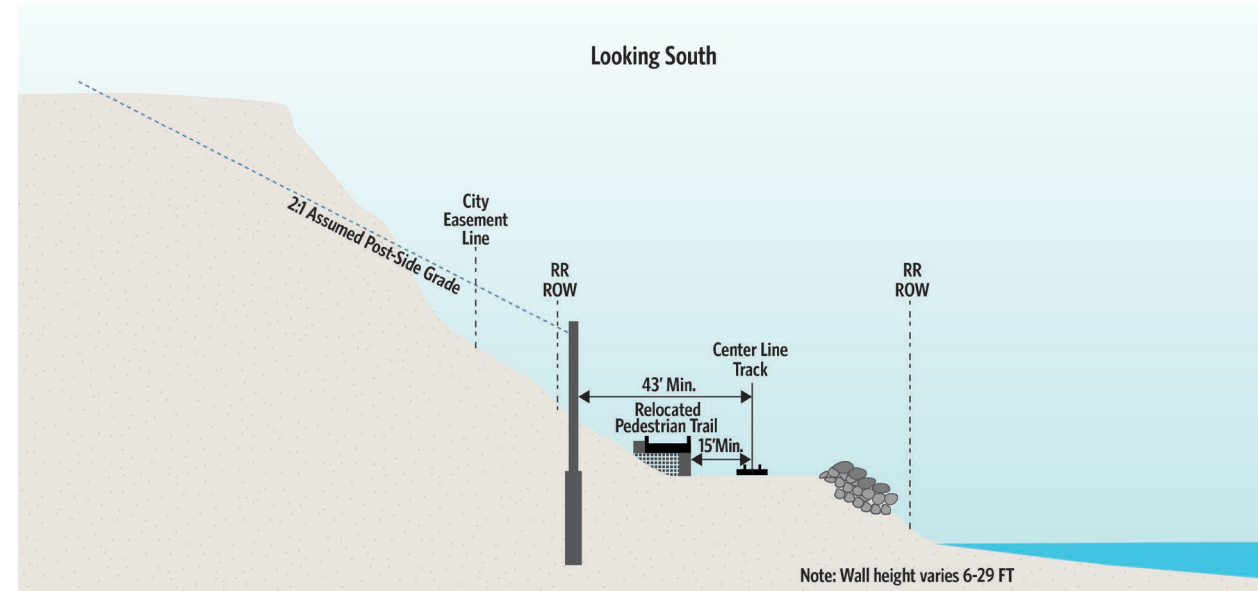
Area 1 Initial Sand Placement

- Orange County Transportation Authority (OCTA) is pursuing an inland sand source to place up to 30,000 CY of sand in Area 1
- Identified commercial sand pit (Garnet Pit) located near Palm Springs
- OCTA submitted and had the Sampling and Analysis Plan for the Garnet Pit approved by the Dredging Material and Management Team (DMMT)
- OCTA is conducting testing and will present the Sampling Results Plan to DMMT in June 2025
- OCTA is working with United States Army Corps of Engineers and California Coastal Commission (CCC) on streamlining permitting
- 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

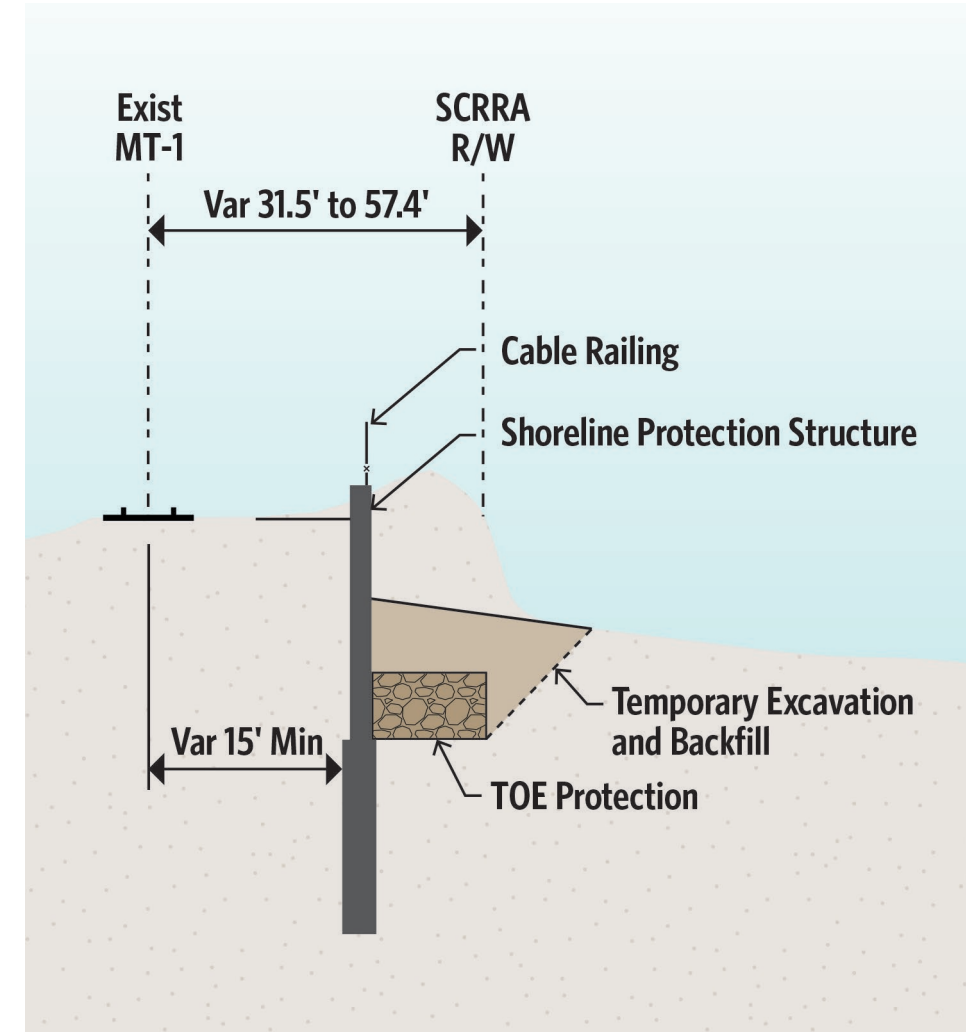
- California Transportation Commission allocated \$92.231 million on May 16, 2025
- On June 3, 2025, the Federal Railroad Administration (FRA) determined that Area 3 is categorically excluded from detailed environmental review under the National Environmental Policy Act (NEPA)
- OCTA working closely with FRA to obtain pre-award federal obligational authority to cover expenditures
- OCTA negotiating revised proposal for independent geotechnical engineering services
- OCTA reviewing updated proposal from design-build (DB) contractor
 - DB contract will be executed upon resolution of design and contractual questions, and obtainment of FRA pre-award authority
- K-rail was placed along Area 3 in advance of DB work
- Cooperative agreement for Area 3 construction support under review by SCRRA
- Ongoing Area 3 planning meetings with SCRRA and the City
- Meeting with State Coastal Conservancy on mitigation requirements set by CCC



RR – Railroad
ROW – Right-of-Way

Area 4 Shoreline Protection Structure Activities

- CCC does not recognize Area 4 as an emergency; no emergency Coastal Development Permit (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
- OCTA provided a draft coastal erosion modeling report to CCC
- CCC to consider Area 4 CDP for future Commission hearing (date to be determined)



Area 4 – Shoreline Protection Structure

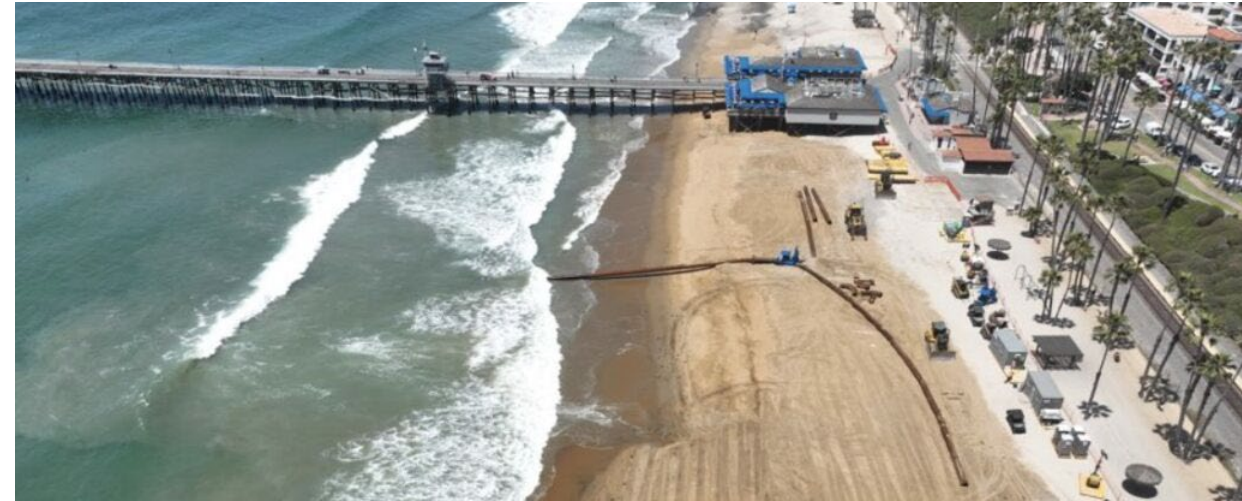
Estimated Schedule

Riprap Repair & Bridge Removal						
Estimated Number of Weeks	1	2	3	4	5	6
Track Shutdown 4/28						
Area 1					2 Weeks	
Area 1A				1 Week		
Area 2	4 Weeks					
Area 3 (Bridge)	2 Weeks					

Wall Construction										
Estimated Number of Months	1	2	3	4	5	6	7	8	9	10
Area 3 - Catchment Wall	10 Months									
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. Meetings are scheduled with responsive firms in the next two weeks. Will determine by the end of the month 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. Comments received from FRA on technical studies submitted for NEPA documentation
- OCTA is utilizing previous studies by the City to streamline the process and has provided a draft cooperative agreement with the City for offshore sand exploration, which is being finalized. City Council to consider the cooperative amendment at the June 3, 2025 meeting
- OCTA is beginning 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 206.10 to 206.70 on the Orange Subdivision, and to return to the Board of Directors, as required, to report on the status thereof.