COASTAL RAIL RESILIENCY STUDY

Public Meeting

Tuesday July 15, 2025

OCTA

We Want to Hear from You

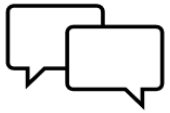
OCTA is committed to ensuring that all participants can fairly and clearly share ideas, comments and concerns about this project. To provide a safe and equitable process, we ask that during this meeting all participants:

- Respect the format of the meeting
- Treat others with respect
- Address all comments to the panel
- Maintain a conversational tone

Meeting Format

- This meeting is being audio recorded to accurately capture your input.

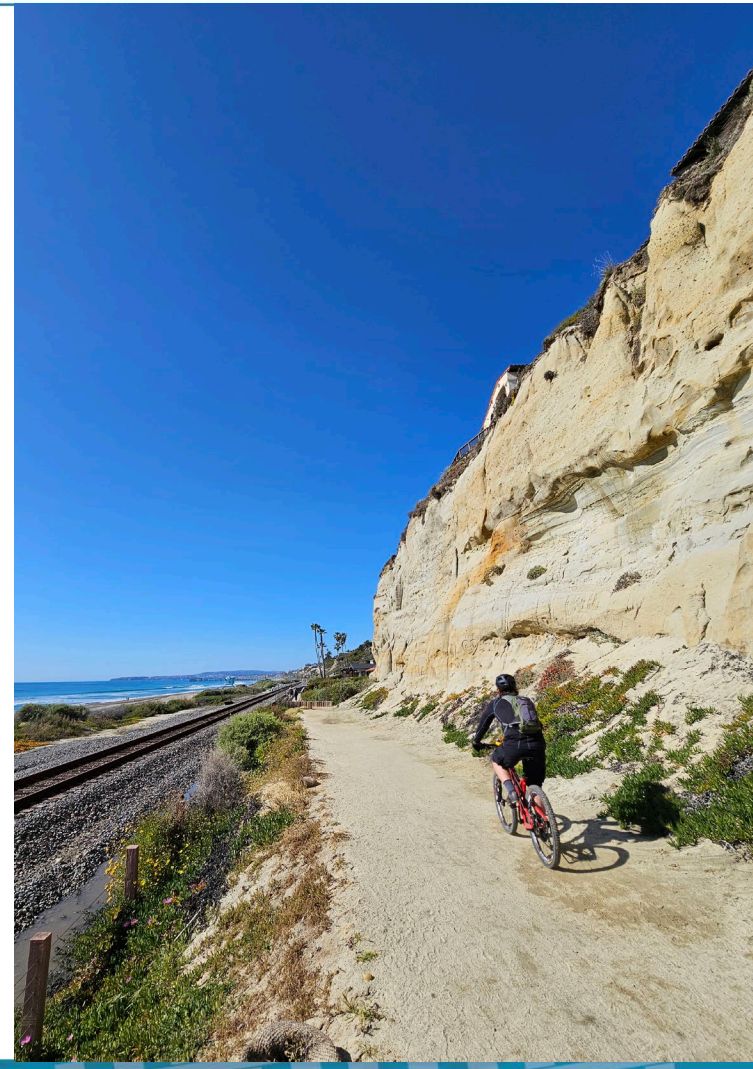
- Spanish interpretation is available at the back counter.



- Verbal questions will be received after the presentation during the Q&A session. If you would like to ask a question, please raise your hand and a project team member will bring you a microphone.
- Additionally, comment cards are available in the back. If you would like to provide a written comment, please fill one out and submit before you leave.

Agenda

- Meeting Purpose/Focus
- History
- Draft Alternative Concepts
- Q&A Session
- Next Steps



Meeting Purpose/Focus

Emergency Rail Projects
past projects

- **Cyprus shore** *(9/22 – 4/23)* slope secured with ground anchors
- **Casa Romantica** *(4/23 – 7/23)* temporary catchment wall built
- **Mariposa Point** (1/24 – 3/24) temporary catchment wall built
- Remove temporary catchment walls at Casa Romantica and Mariposa Point when appropriate
- Mitigation discussion are ongoing for the Cyprus Shore

Coastal Rail Stabilization Priority Project
immediate needs

- Address imminent threats to maintain rail operations
- Four reinforcement areas identified as top priority
- Projects include armoring, catchment wall, trail restoration and sand replenishment
- $305M in state and federal funds secured
- Recent emergency riprap repair was completed on June 7th
- Project website

Coastal Rail Resiliency Study
short- to mid-term solutions

- Develop solutions to protect the seven mile of coastal rail infrastructure
- Support the implementation of solutions that positively impact the surrounding community

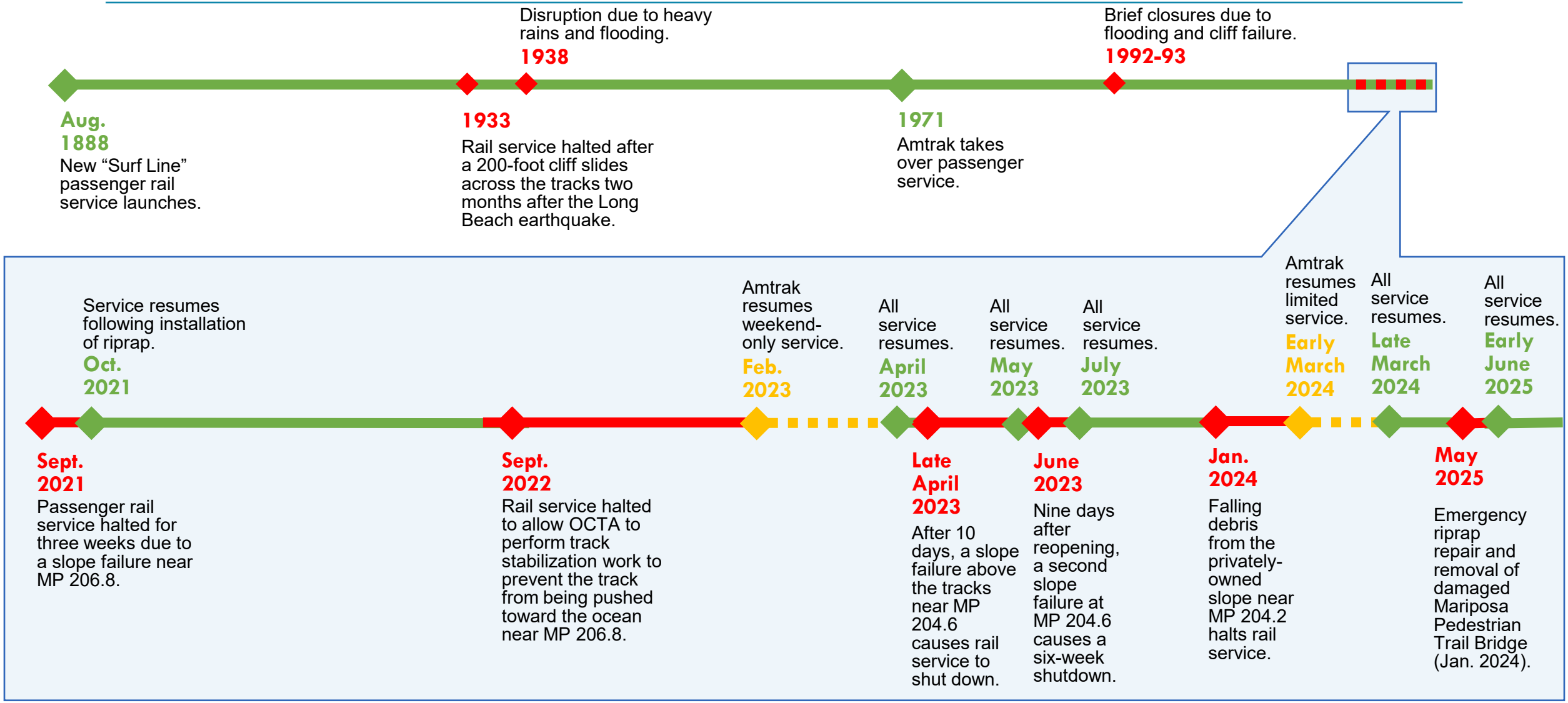
Solicit public input on:

- **Draft alternative concepts focused on the short- to mid-term (10-30 years) timeframes**

Coastal Rail Long-Term Solutions Study
long-term solutions

- State-led study
- Develop options for long-term solutions including potential rail line relocation
- Create an action plan for key elements
- Partner with LA-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN), state, and federal agencies
- Engage key stakeholders

History of Service Impacts



Study History

- Coastal Rail Resiliency Study (CRRS) kicked off in late 2023 to assess existing and future risks, challenges, and potential solutions to protect the rail line.
- Study area includes all seven miles of the coastal rail line in Orange County.
- OCTA held listening sessions in January through May 2024 to gain community, community-based organization, and stakeholder feedback.
- OCTA conducted an Expert Panel in December 2024
- Study has been split into three timeframe concentrations:
  - Immediate (<10 years)
  - **Short- to mid-term (10-30 years) ← today's update**
  - Long-term solutions (30+ years – led by State, timing TBD)

Draft Alternative Concepts (Purpose and Need)

Purpose

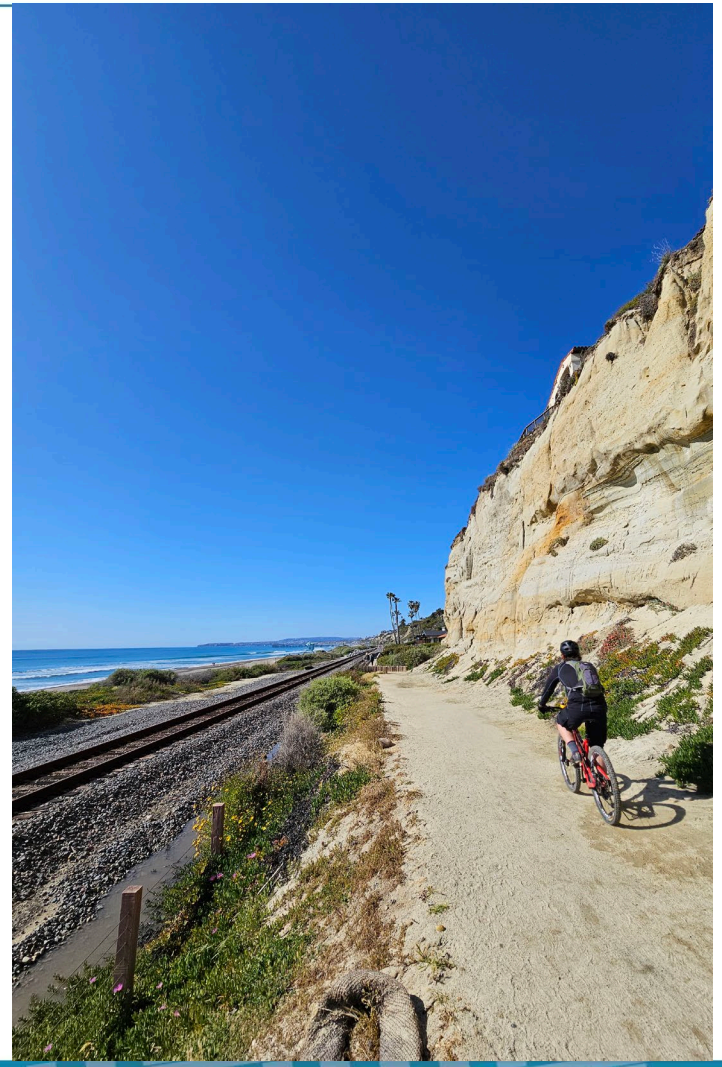
- Evaluate and prioritize adaptation strategies and engineering solutions that would maintain railroad operations generally within the existing right-of-way for up to the next 30 years.
- Identify and assess vulnerable locations that are at risk of railroad damage or operational disruptions.
- Minimize future disruptions and closures to improve service reliability.
- Support stewardship of the railroad corridor to implement multi-beneficial solutions that would positively impact the surrounding community.
- Build on the work of others in the region that would help to further protect the rail line.

Need

- A safe and reliable railroad corridor that can support the movement of people, freight, and national military readiness.
- A stable and dependable railroad corridor that is resilient against natural coastal erosion, increasing storm frequency and intensity, and accelerated sea level rise.
- Improved regional and freight operations by mediating continuous bluff failure and landslides that are impacting the railroad tracks.

Draft Alternative Concepts (Goals and Objectives)

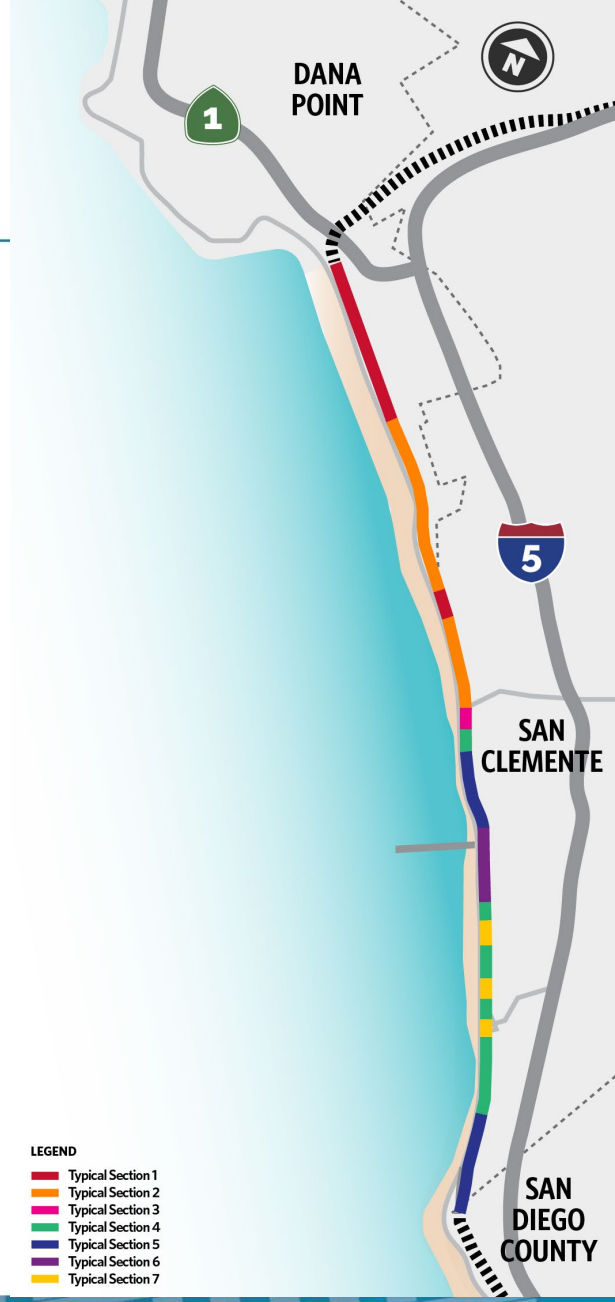
- Continual stakeholder engagement
- Minimize passenger and freight service disruptions
- Protect the railroad in place (up to 30 years)
- Assess, identify, and develop a program of capital projects within the OCTA ROW
- Develop short-term (ten years) and mid-term (30 years) conceptual alternatives
- Work with adjacent stakeholders to develop a comprehensive coastal capital program with roles and responsibilities beyond the OCTA ROW



OCTA – Orange County Transportation Authority
ROW – Right-of-Way

Draft Alternative Concepts

- Bluffside Concepts
- Beachside Concepts
- Rail Concepts



Draft Alternative Concepts*

Bluffside

1. Catchment walls (block slide debris)
2. Stabilization grading (buttress slide toe)
3. Tieback / soil nail / pin-pile walls (mitigate larger slides)
4. Ground improvement (bluff stabilization)
5. Surface matting & deep-rooted vegetation planting (reduce sediment erosion)
6. Drainage improvement via grading / detention basins / undertrack outlets
7. Deflection walls in tributaries (reduce flood and sedimentation flow rates)
8. Up-gradient cut-off drains (reduce source of water)
9. Hydraugers (lower hydraulic pressure and slide potential)

Beachside

1. Riprap placement
2. Engineered rock revetment
3. Vertical seawall
4. Hybrid structural solution
5. Beach nourishment with shoreline protection structure (1-4 above)
6. Beach nourishment with sand retention measures & shoreline protection structure (1-4 above)
7. Watershed modifications to increase beach sand supply (implemented by others)
8. No railroad action - monitor regional beach nourishment activities and participate as appropriate

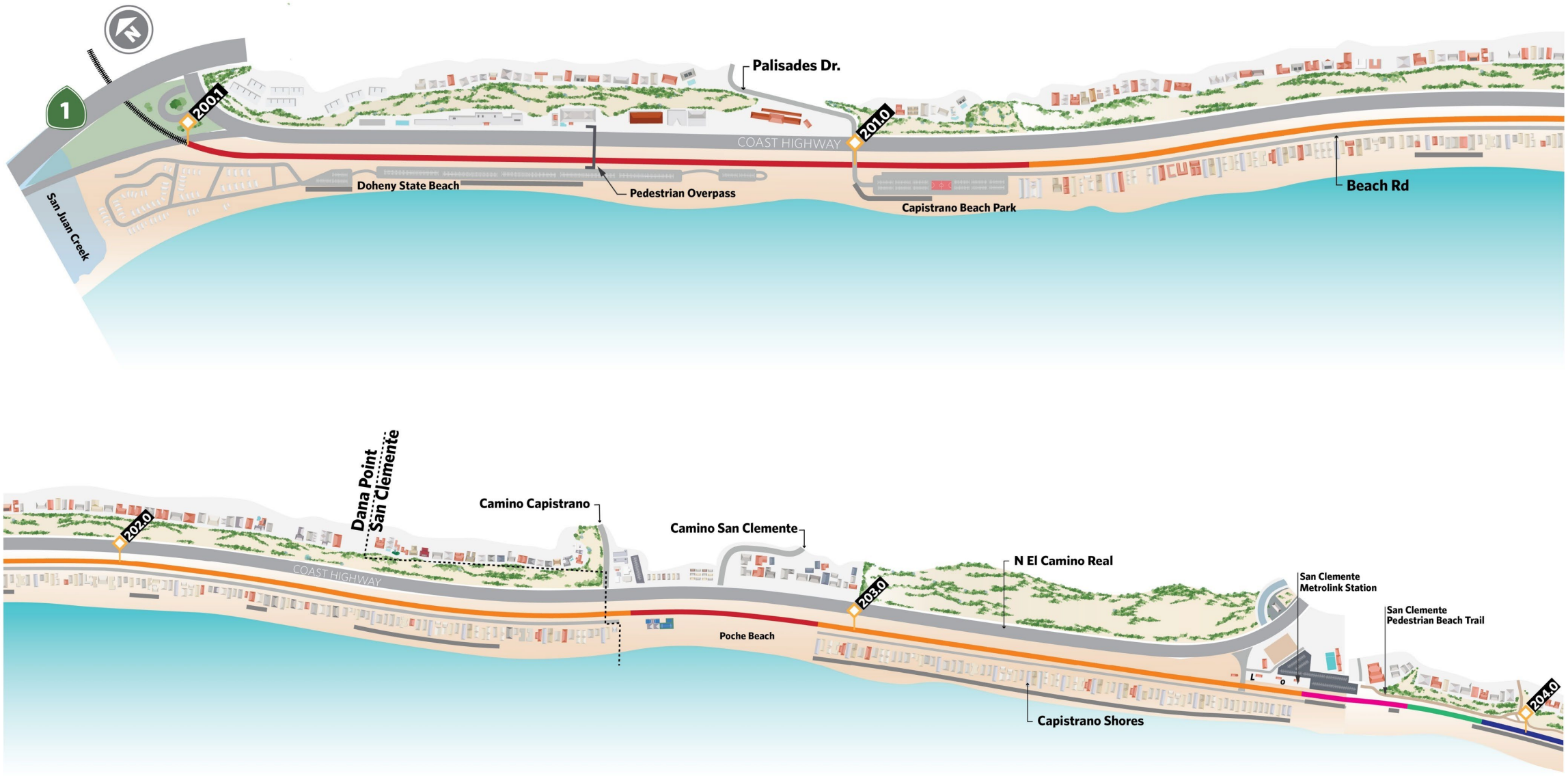
Rail

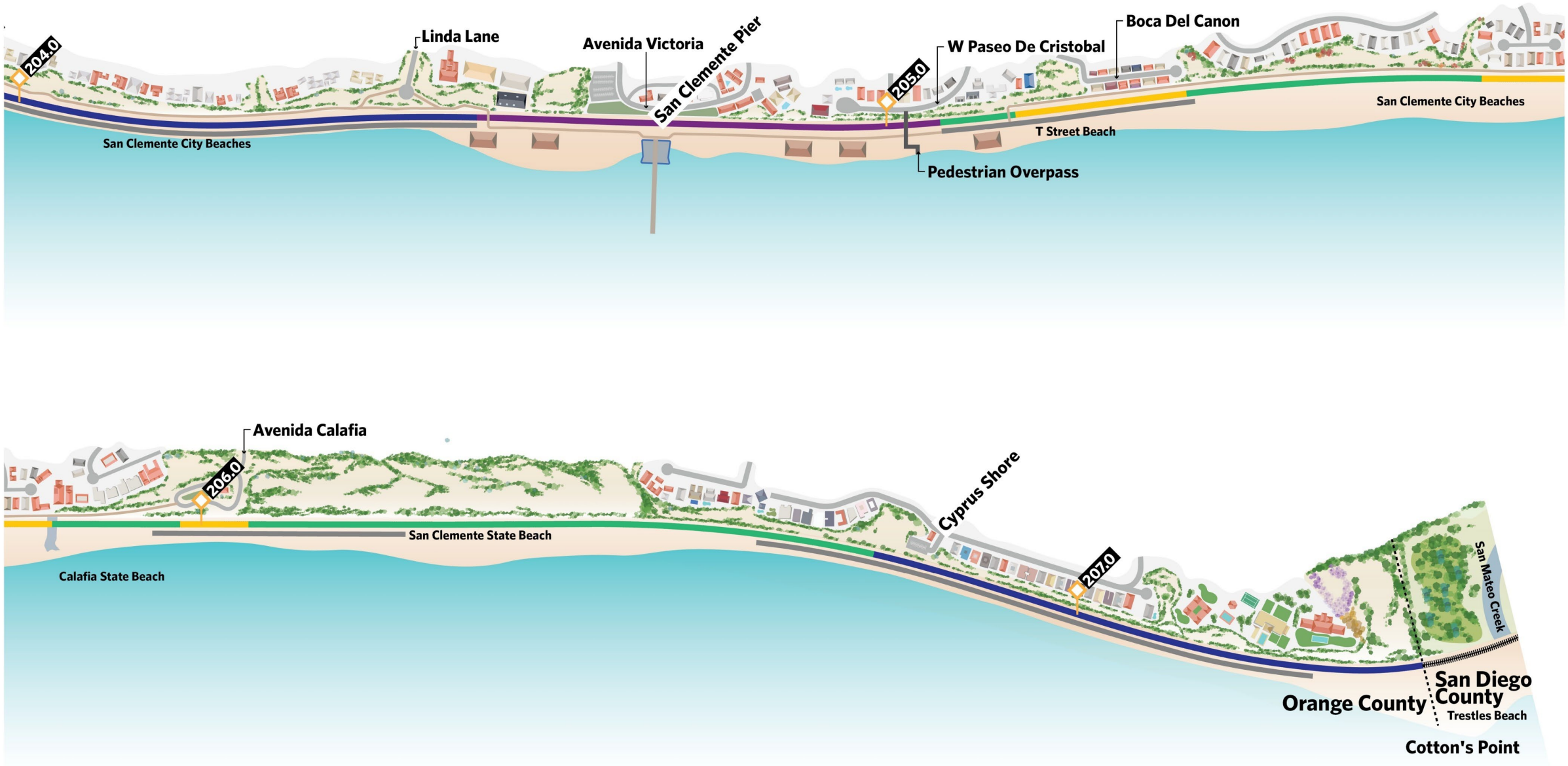
1. Elevate tracks
2. Alternative materials for critical railroad infrastructure to reduce lifecycle costs
3. Ground improvement (track-bed stabilization)

*No order of preference

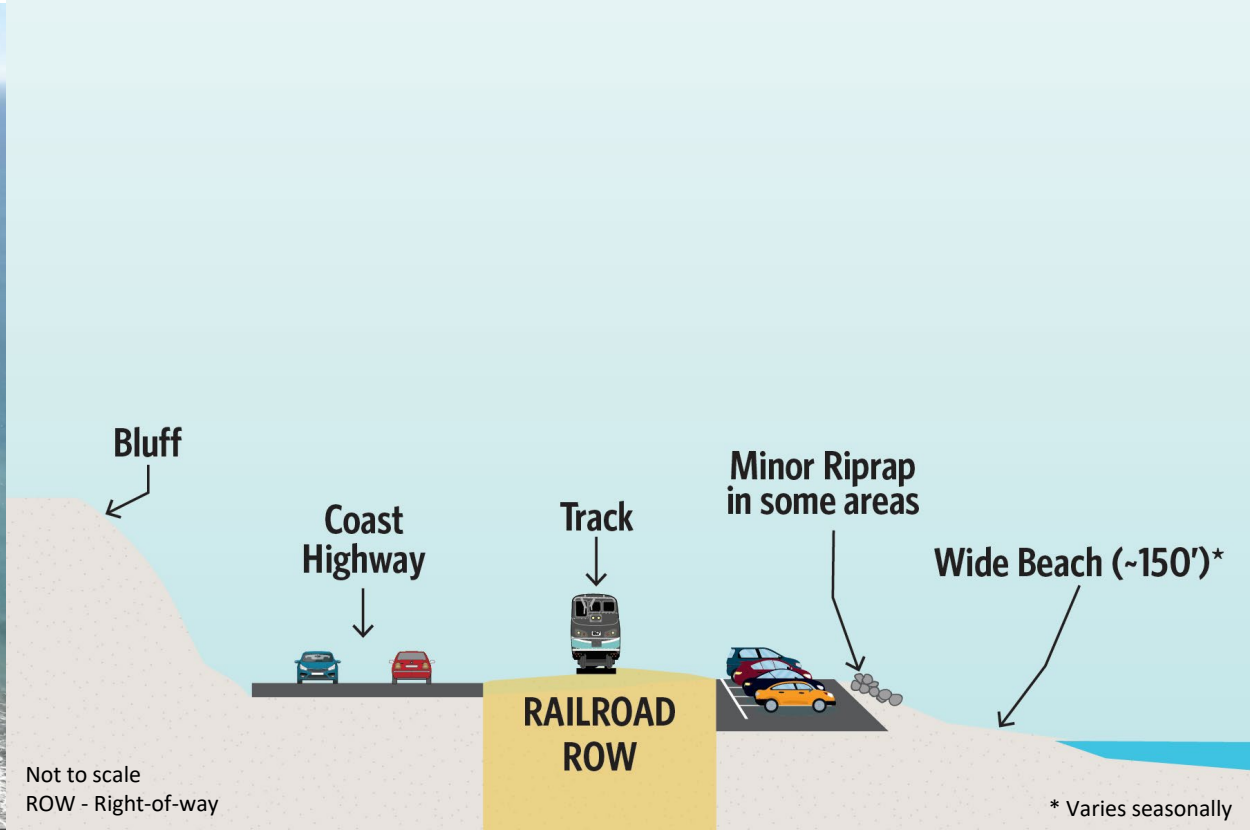
*See handout for glossary of terms

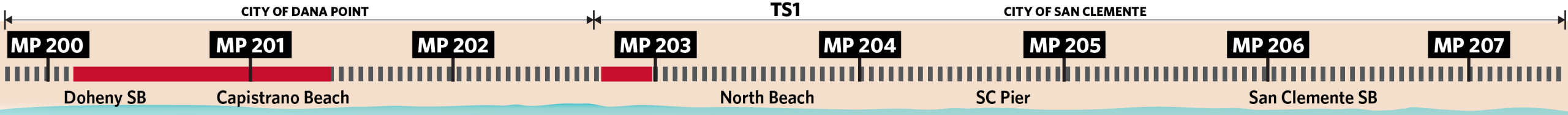
Typical Sections Review


1
200.1
Palisades Dr.
COAST HIGHWAY
201.0
Doheny State Beach
Pedestrian Overpass
San Juan Creek
Capistrano Beach Park
Beach Rd
Dana Point
San Clemente
202.0
Camino Capistrano
Camino San Clemente
COAST HIGHWAY
N El Camino Real
203.0
San Clemente
Metrolink Station
San Clemente
Pedestrian Beach Trail
Poche Beach
Capistrano Shores
204.0
Mile Post
Existing rip-rap
Typical Section 1
Typical Section 2
Typical Section 3
Typical Section 4
Typical Section 5
Typical Section 6
Typical Section 7

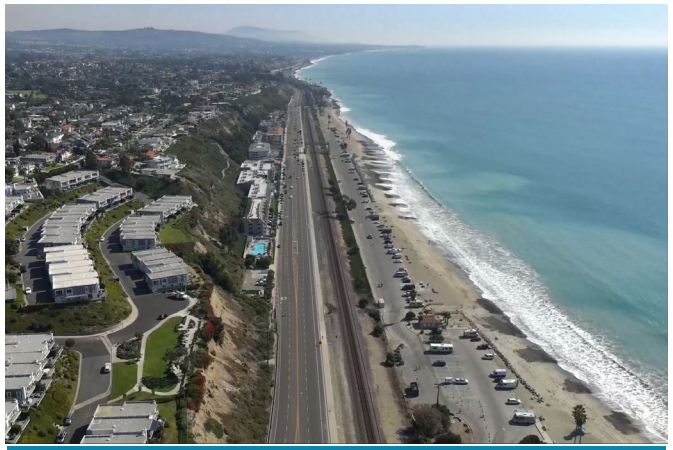

204.0
Linda Lane
Avenida Victoria
San Clemente Pier
205.0
W Paseo De Cristobal
Boca Del Canon
San Clemente City Beaches
T Street Beach
San Clemente City Beaches
Pedestrian Overpass
Avenida Calafia
206.0
Cyprus Shore
San Clemente State Beach
Calafia State Beach
207.0
San Mateo Creek
San Diego County
Orange County
Trestles Beach
Cotton's Point
Mile Post
Existing rip-rap
Typical Section 1
Typical Section 2
Typical Section 3
Typical Section 4
Typical Section 5
Typical Section 6
Typical Section 7

Typical Section 1: Railroad between Roadway and Beach

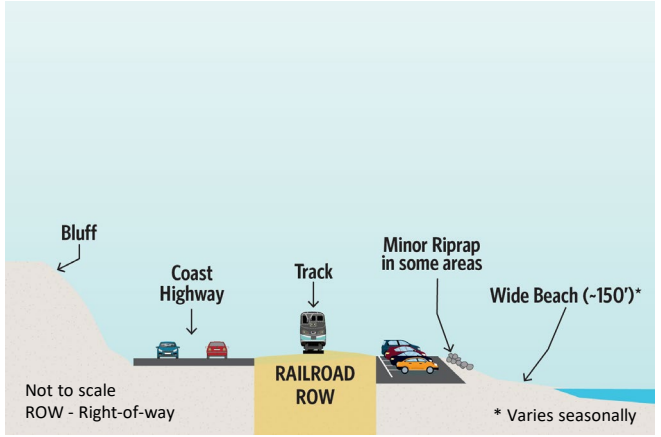




Typical Section 1: Railroad between Roadway and Beach



Typical Section (Existing Condition):



Bluffside

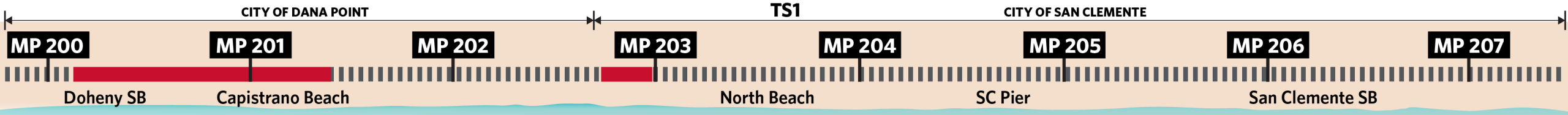
- ✓ No action

Beachside

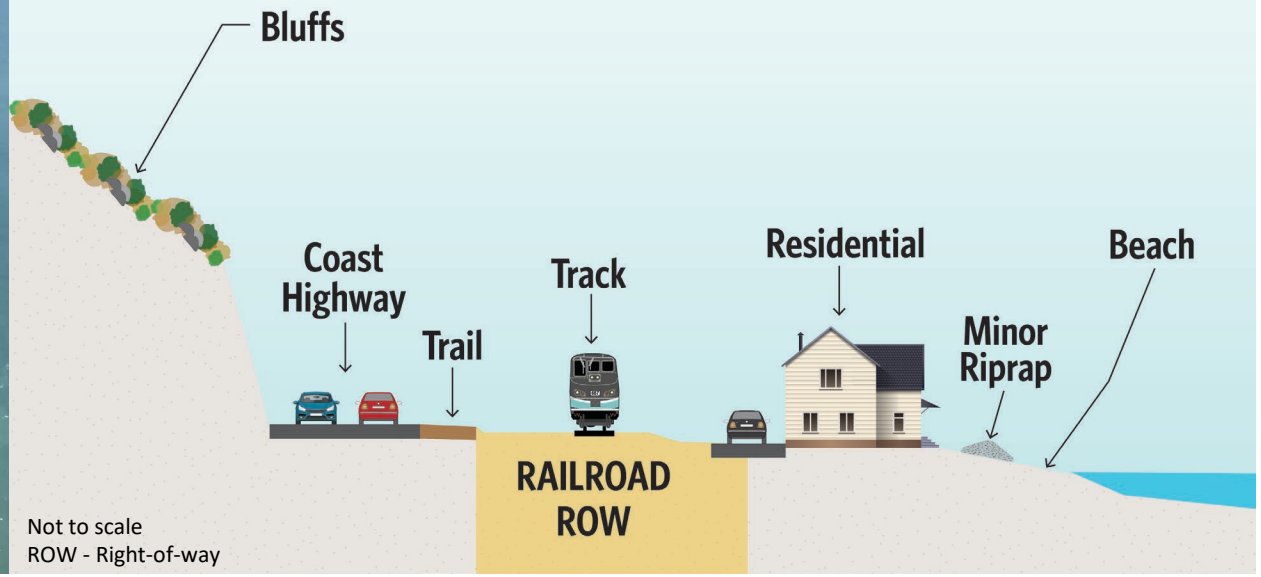
- ✓ Watershed modifications to increase beach sand supply (implemented by others)
- ✓ No direct railroad action – collaborate with regional beach sand project

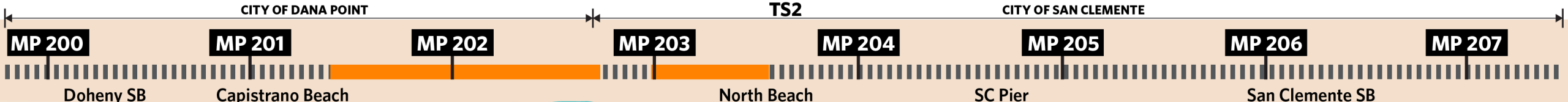
Rail

- ✓ Alternative materials for critical railroad infrastructure to reduce lifecycle costs

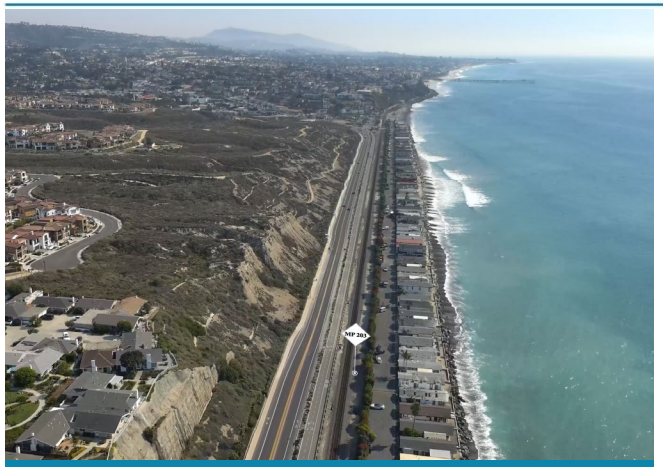


Typical Section 2: Railroad between Roadway and Homes

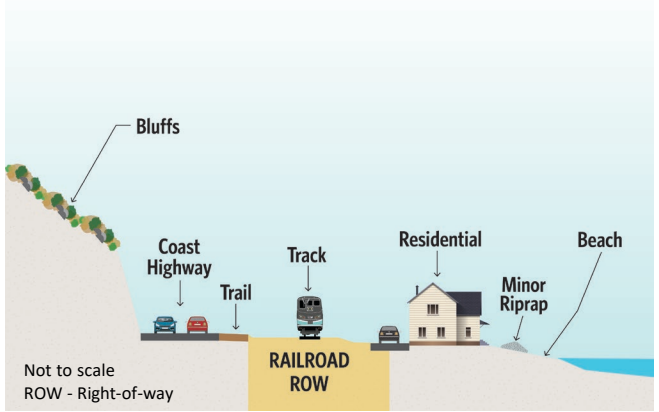




Typical Section 2: Railroad between Roadway and Homes



Typical Section
(Existing Condition):



Bluffside

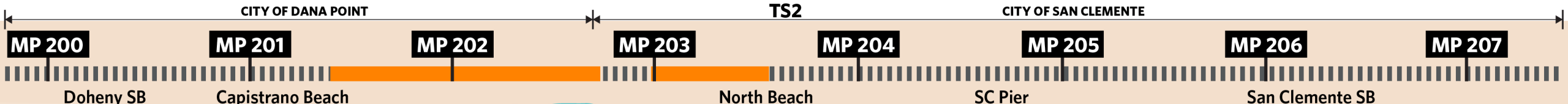
- ✓ No action

Beachside

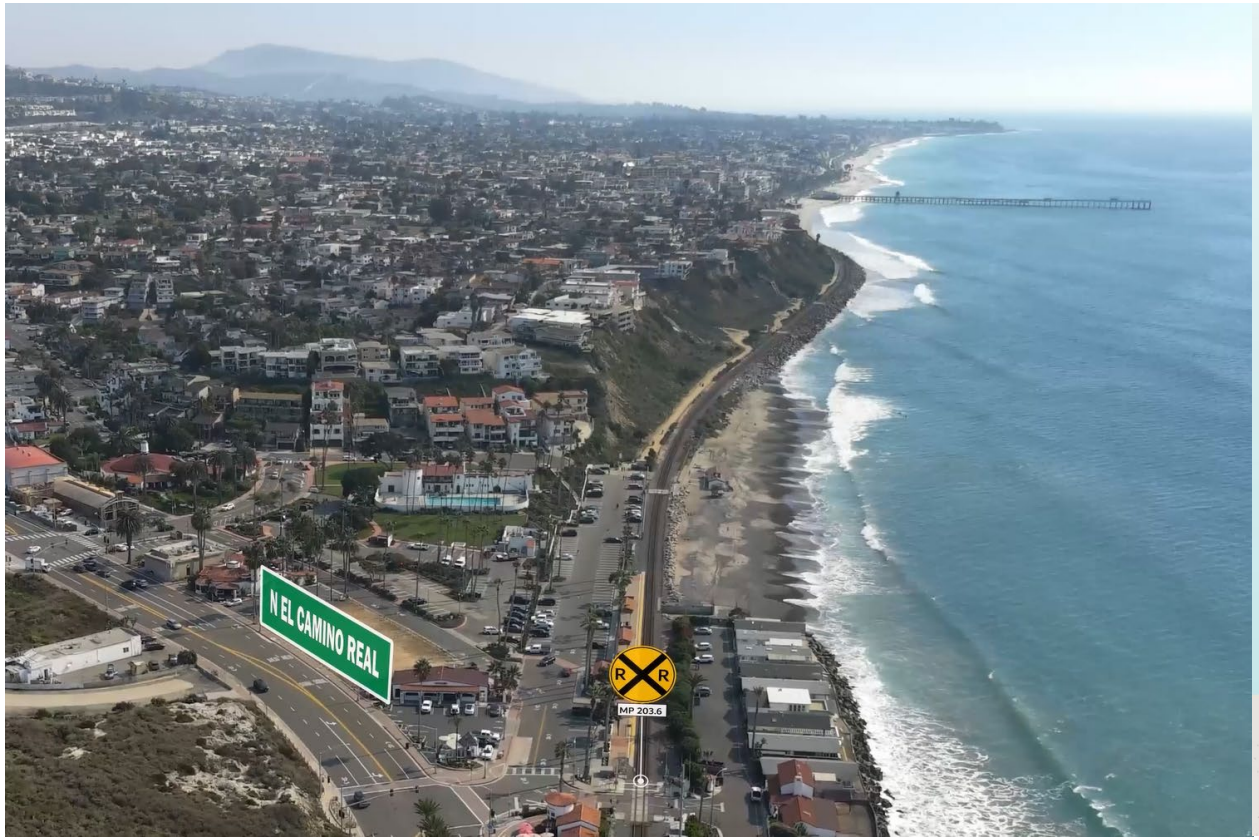
- ✓ Watershed modifications to increase beach sand supply (implemented by others)
- ✓ No direct railroad action – collaborate with regional beach sand project

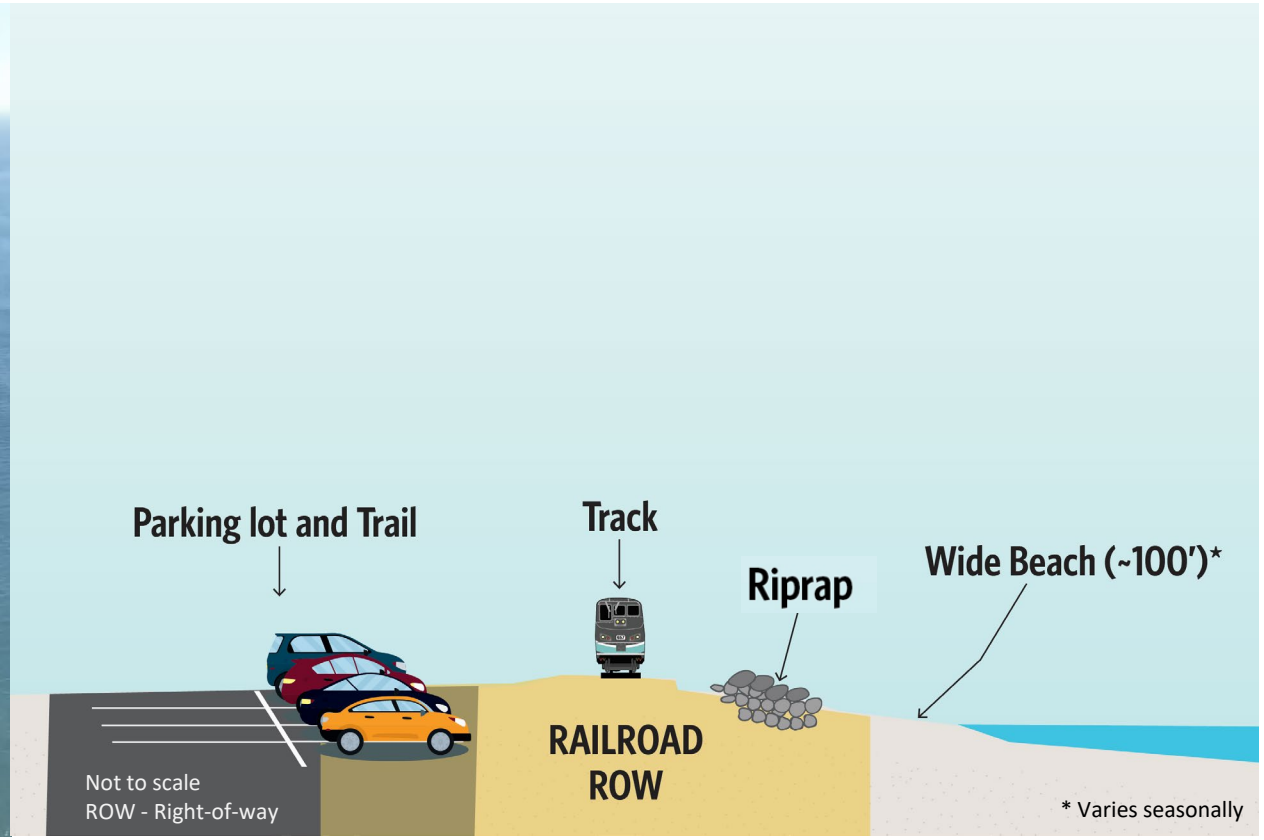
Rail

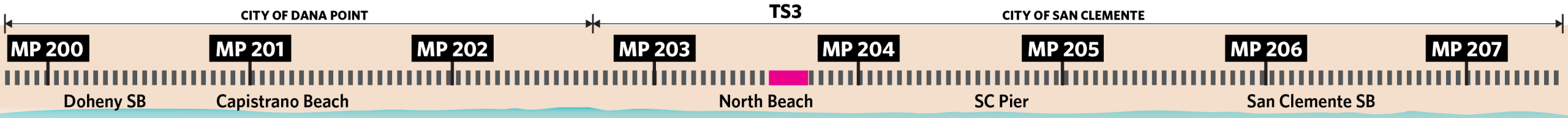
- ✓ Alternative materials for critical railroad infrastructure to reduce lifecycle costs



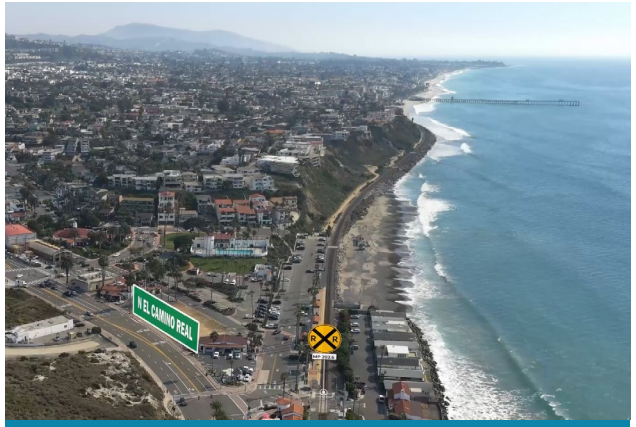
Typical Section 3: Railroad between Development/Trail and Beach



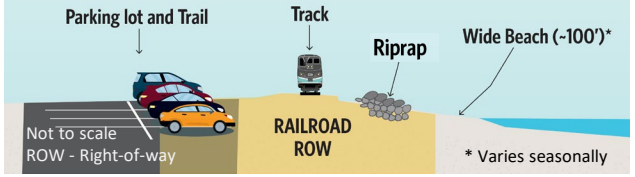




Typical Section 3: Railroad between Development/Trail and Beach



Typical Section (Existing Condition):



Bluffside

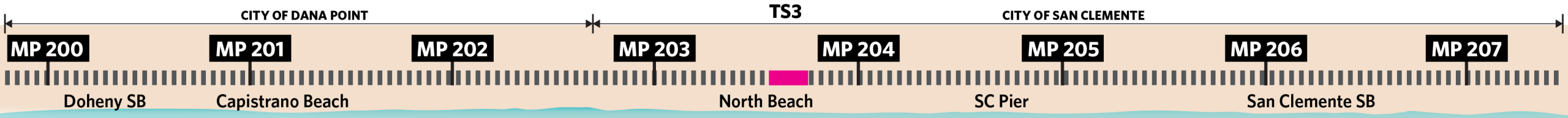
- ✓ No action

Beachside

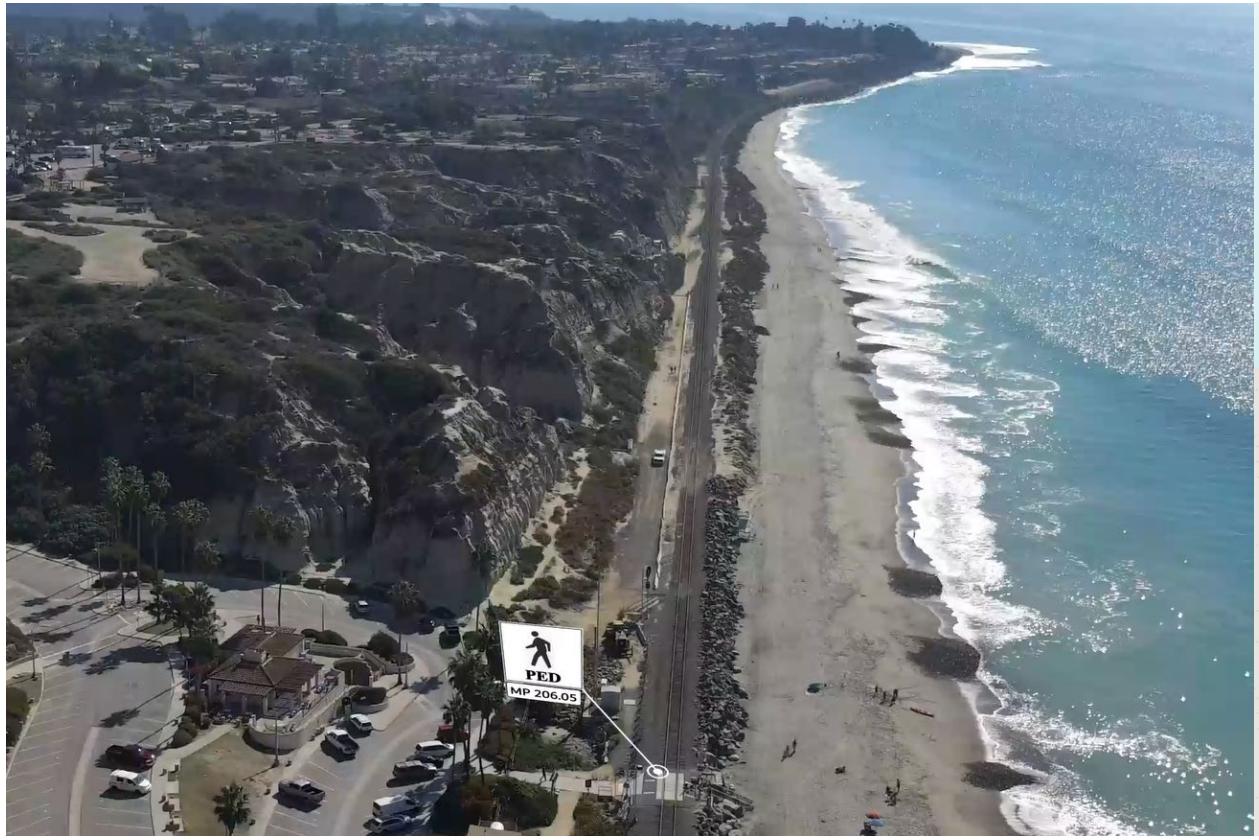
- ✓ Riprap placement
- ✓ Engineered rock revetment
- ✓ Vertical seawall
- ✓ Hybrid structural solution
- ✓ Beach nourishment with shoreline protection structure
- ✓ Beach nourishment with sand retention measures & shoreline protection structure
- ✓ No direct railroad action – collaborate with regional beach sand project

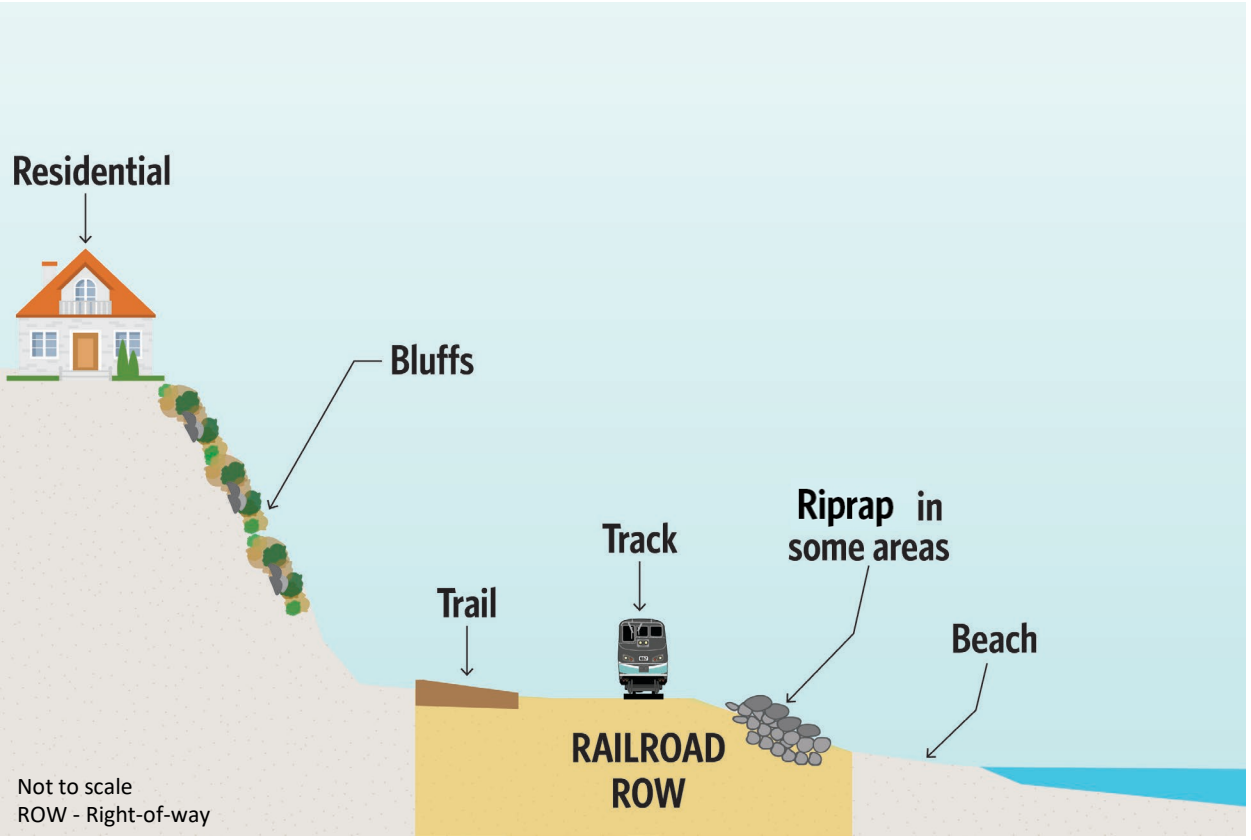
Rail

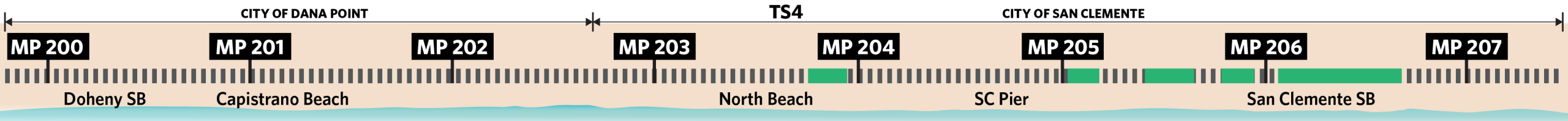
- ✓ Alternative materials for critical railroad infrastructure to reduce lifecycle costs



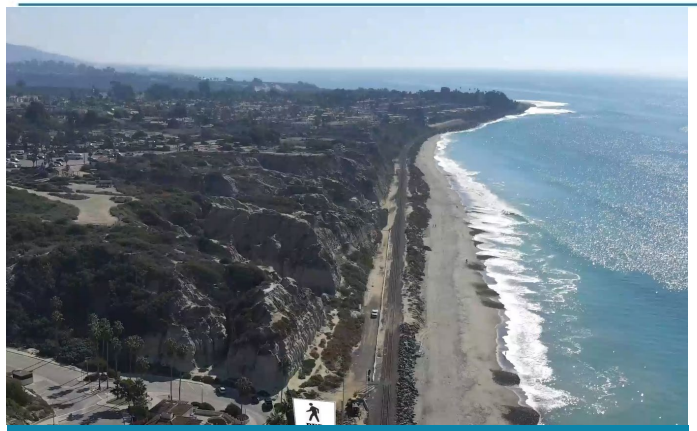
Typical Section 4: Railroad between Beach and Bluff/Trail



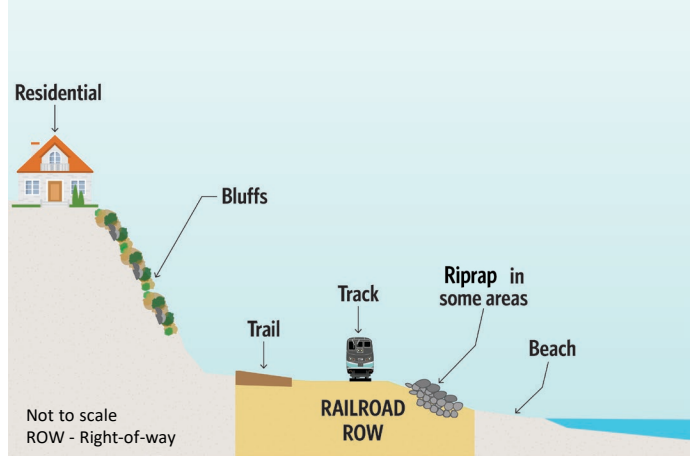




Typical Section 4: Railroad between Beach and Bluff/Trail



Typical Section (Existing Condition):

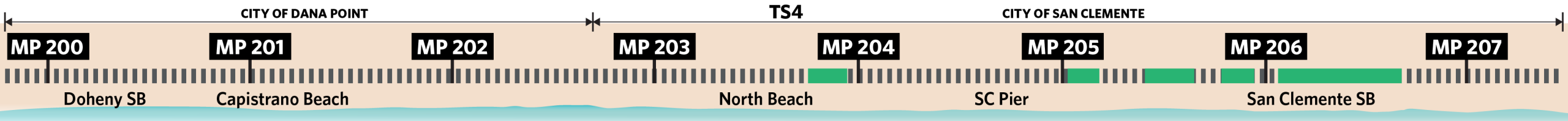


Bluffside

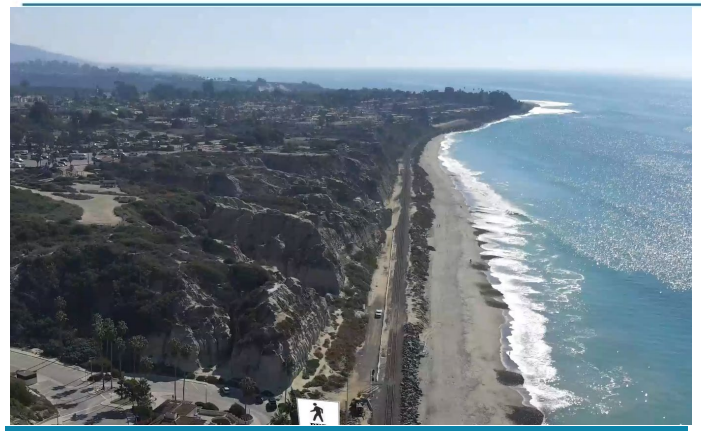
- ✓ Catchment walls (block slide debris)
- ✓ Stabilization grading (buttress slide toe)
- ✓ Tieback / soil nail / pin-pile walls (mitigate larger slides)
- ✓ Ground improvement (bluff stabilization)
- ✓ Hydraugers (lower hydraulic pressure and slide potential)

Rail

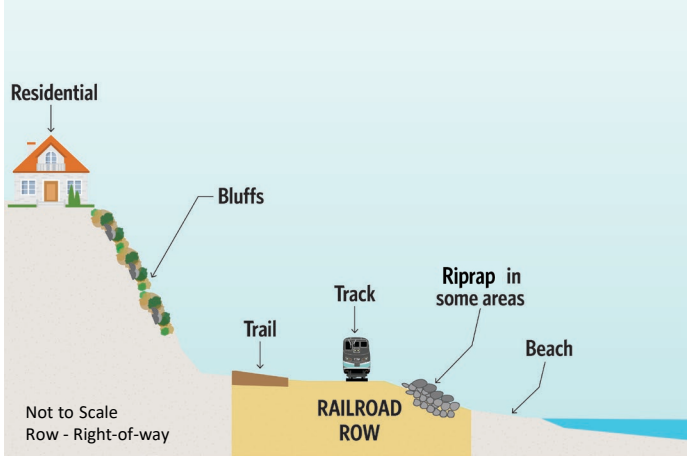
- ✓ Elevate tracks
- ✓ Alternative materials for critical railroad infrastructure to reduce lifecycle costs
- ✓ Ground improvement (track-bed stabilization)



Typical Section 4: Railroad between Beach and Bluff/Trail (cont'd)

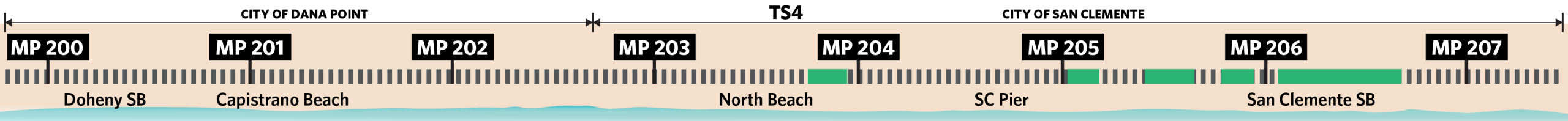


Typical Section (Existing Condition):

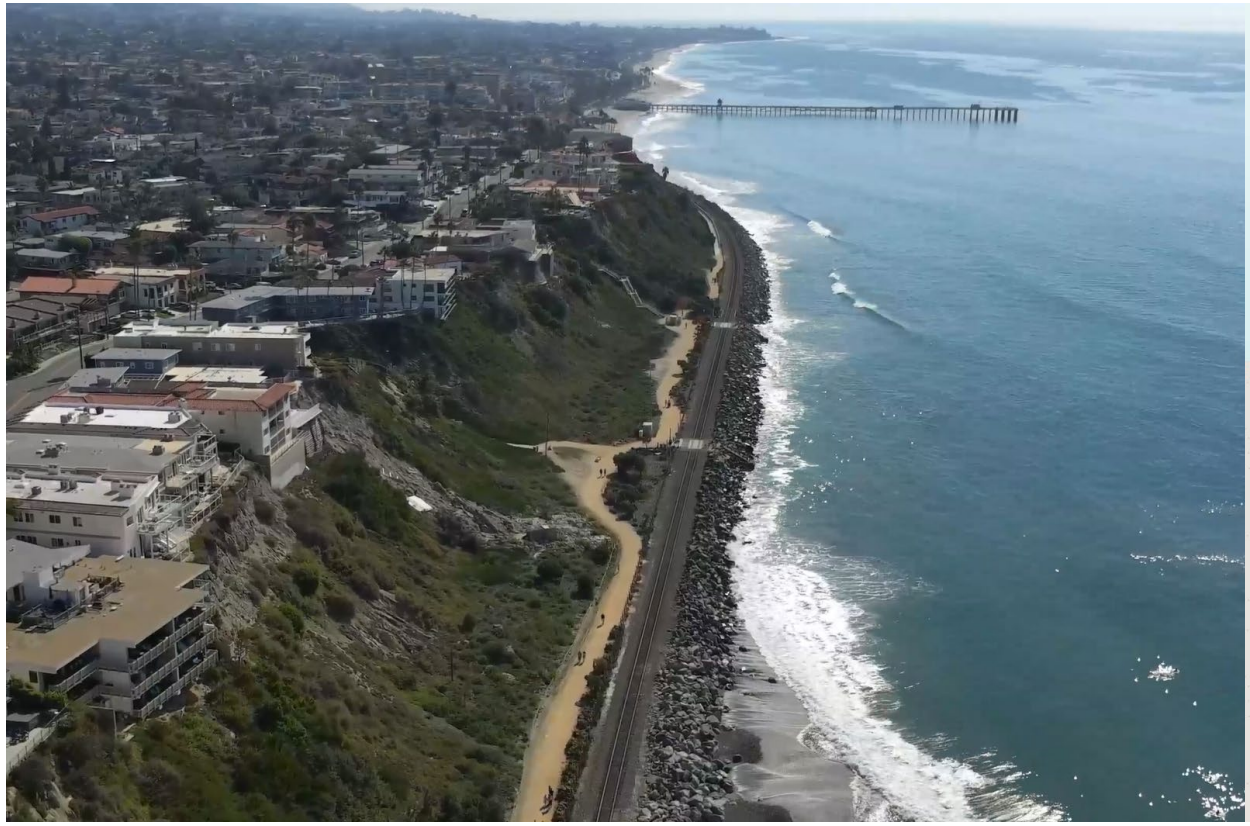


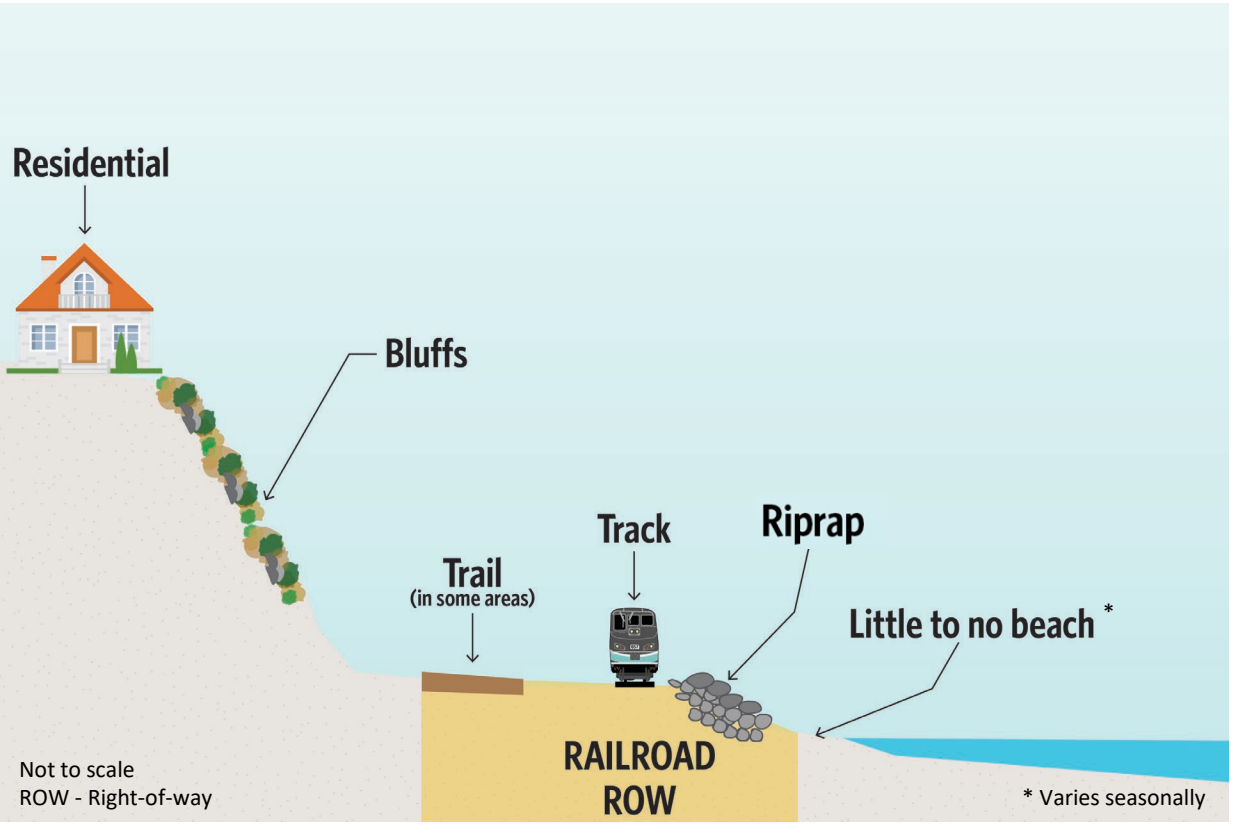
Beachside

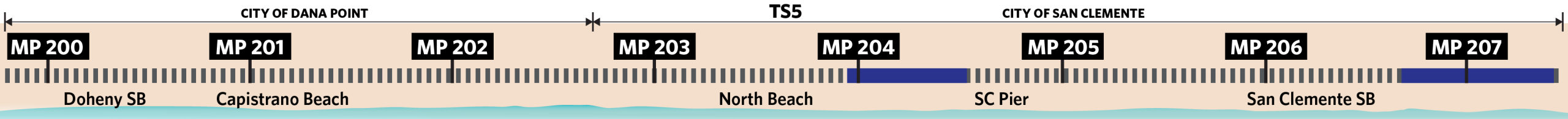
- ✓ Riprap placement
- ✓ Engineered rock revetment
- ✓ Vertical seawall
- ✓ Hybrid structural solution
- ✓ Beach nourishment with shoreline protection structure
- ✓ Beach nourishment with sand retention measures & shoreline protection structure
- ✓ No direct railroad action – collaborate with regional beach sand project



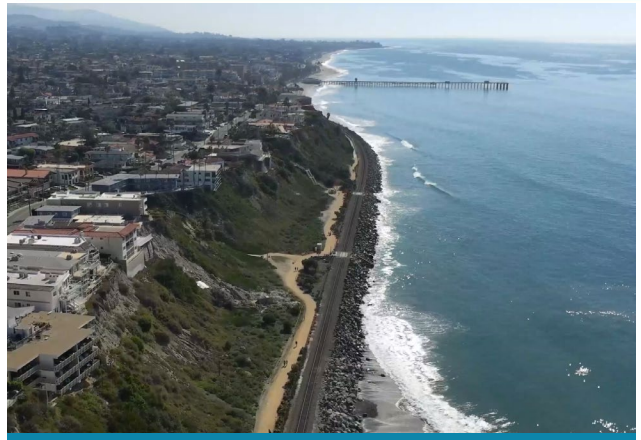
Typical Section 5: Railroad between Bluff/Trail and Ocean



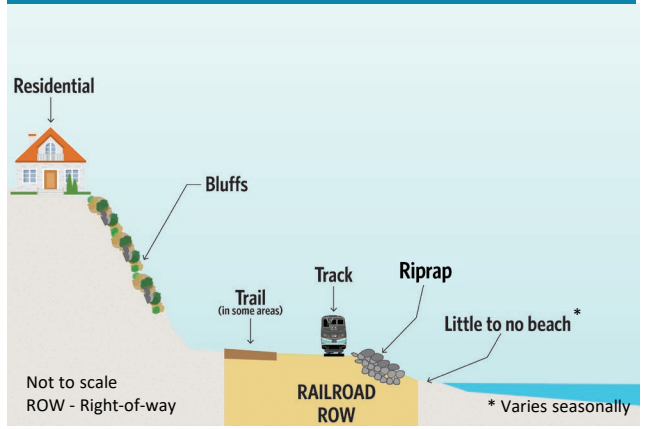




Typical Section 5: Railroad between Bluff/Trail and Ocean

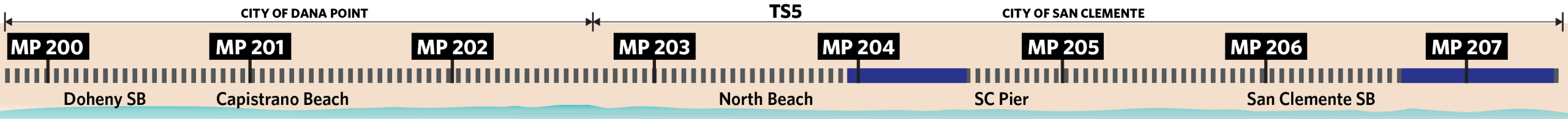


Typical Section (Existing Condition):

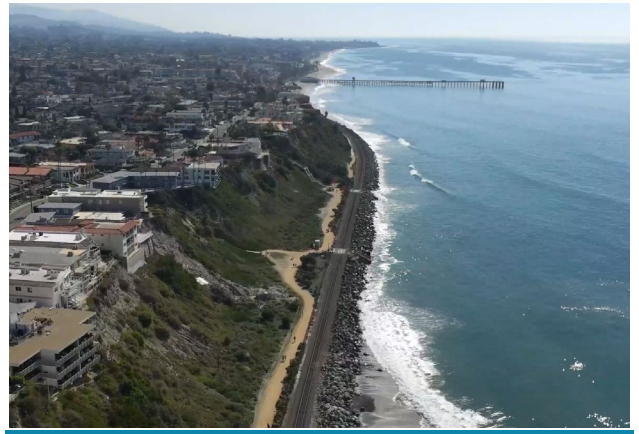


Bluffside

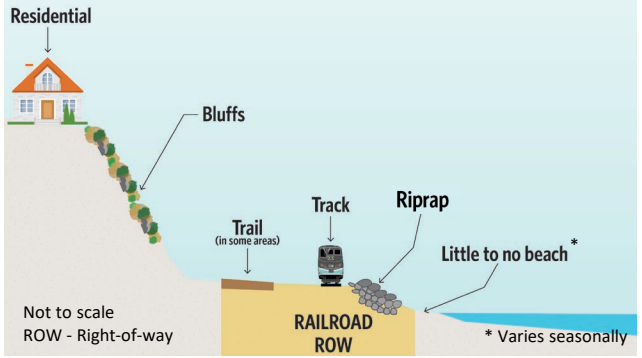
- ✓ Catchment walls (block slide debris)
- ✓ Stabilization grading (buttress slide toe)
- ✓ Tieback / soil nail / pin-pile walls (mitigate larger slides)
- ✓ Ground improvement (bluff stabilization)
- ✓ Up-gradient cut-off drains (reduce source of water)
- ✓ Hydraugers (lower hydraulic pressure and slide potential)



Typical Section 5: Railroad between Bluff/Trail and Ocean (cont'd)



Typical Section (Existing Condition):

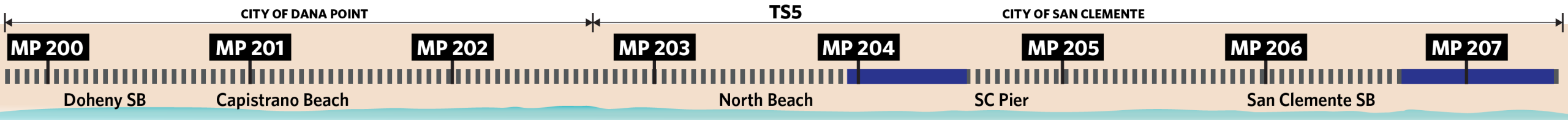


Beachside

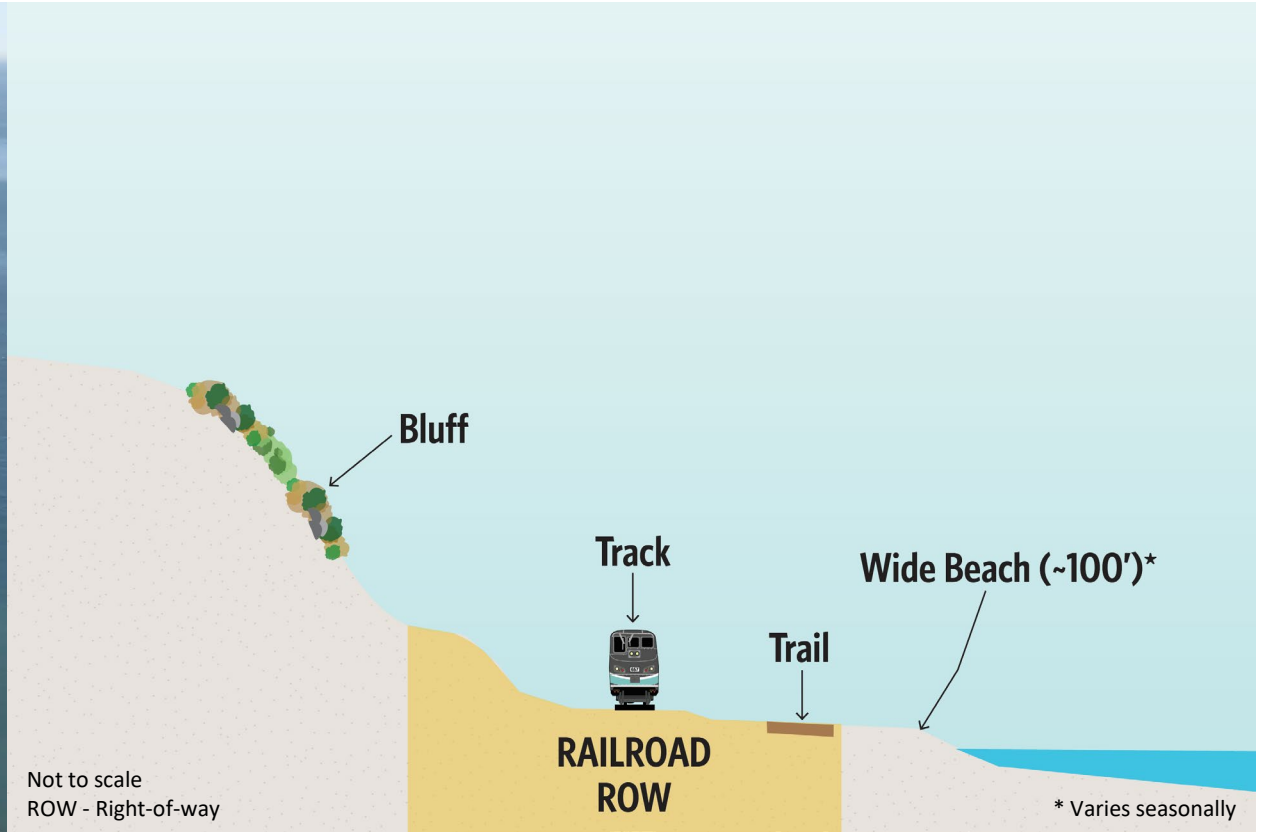
- ✓ Riprap placement
- ✓ Engineered rock revetment
- ✓ Vertical seawall
- ✓ Hybrid structural solution
- ✓ Beach nourishment with shoreline protection structure
- ✓ Beach nourishment with sand retention measures & shoreline protection structure

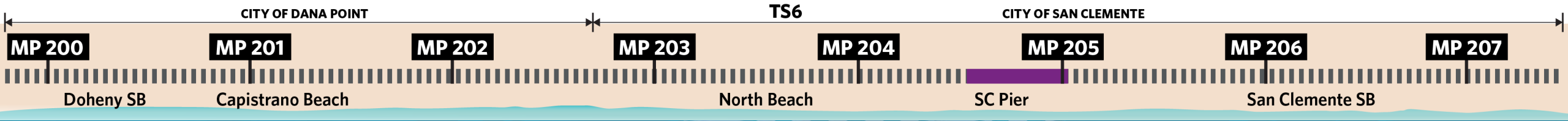
Rail

- ✓ Elevate tracks
- ✓ Alternative materials for critical railroad infrastructure to reduce lifecycle costs

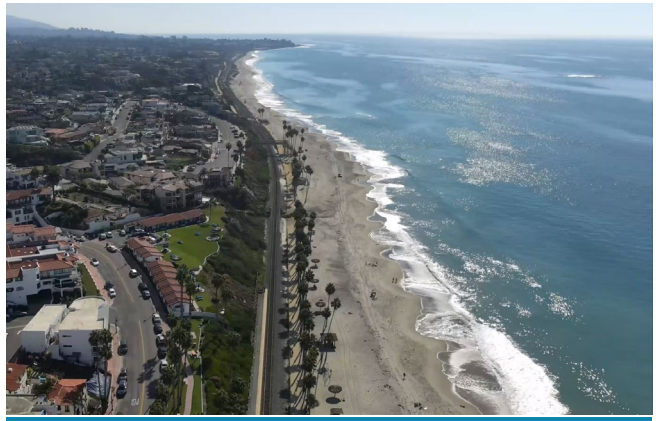


Typical Section 6: Railroad between Bluff and Beach/Trail

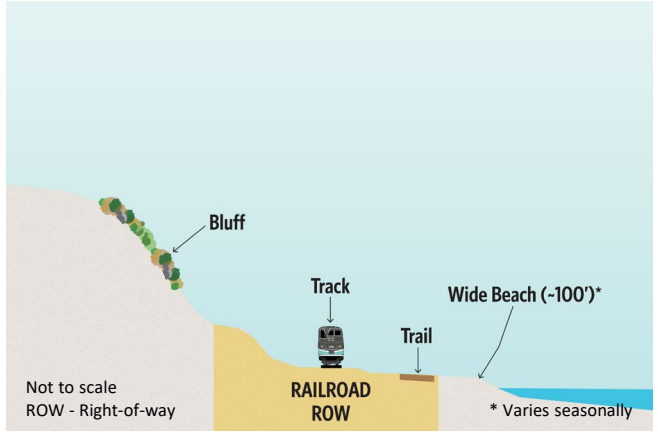




Typical Section 6: Railroad between Bluff and Beach/Trail



Typical Section (Existing Condition):



Bluffside

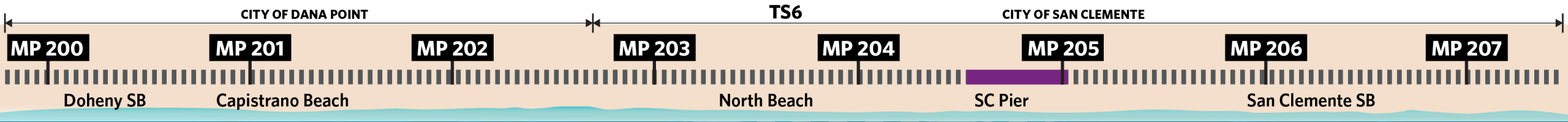
- ✓ Catchment walls (block slide debris)

Beachside

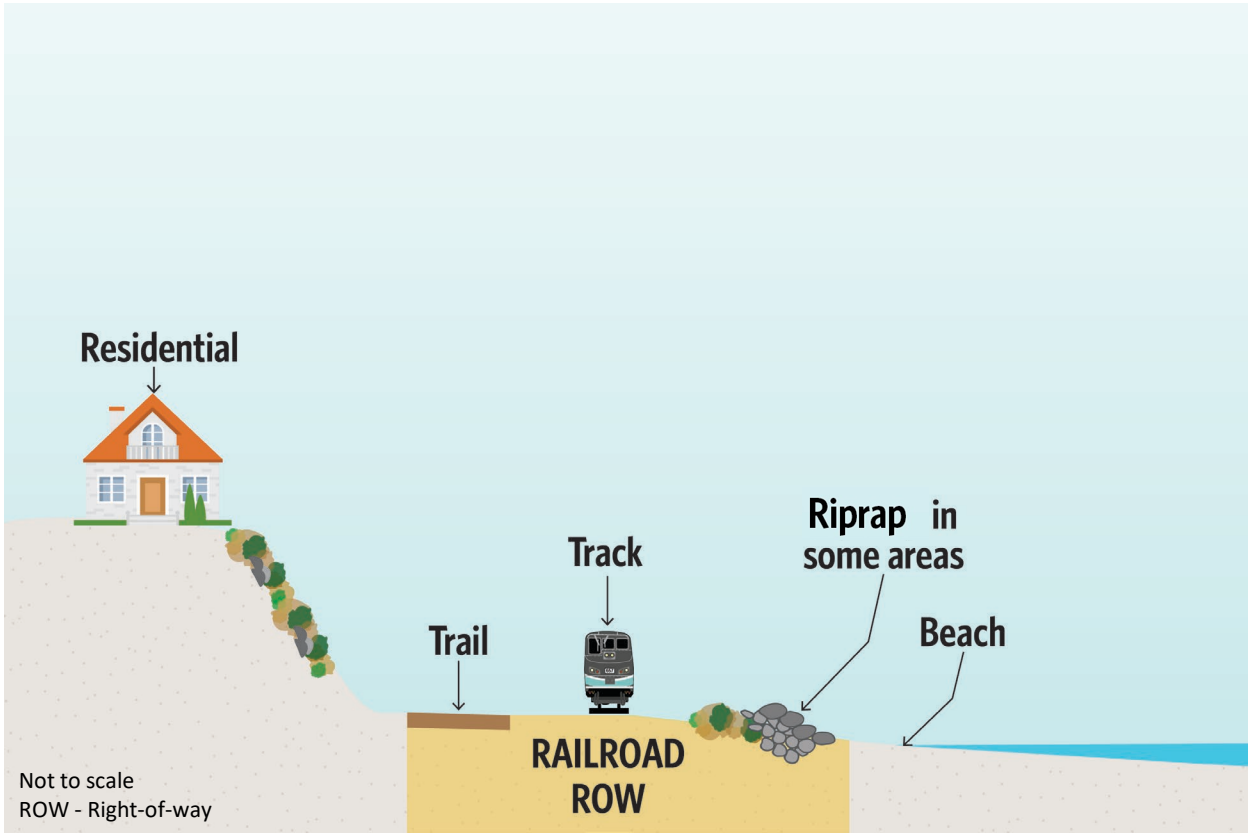
- ✓ No direct railroad action - collaborate with regional beach sand project

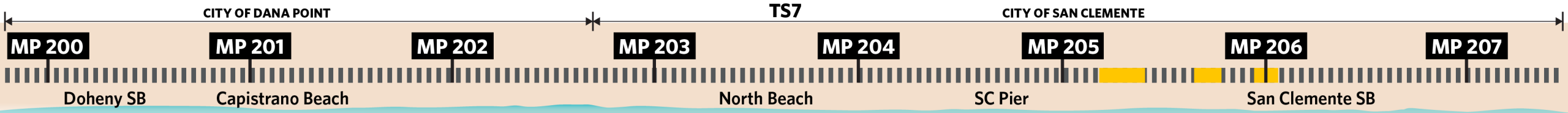
Rail

- ✓ Alternative materials for critical railroad infrastructure to reduce lifecycle costs

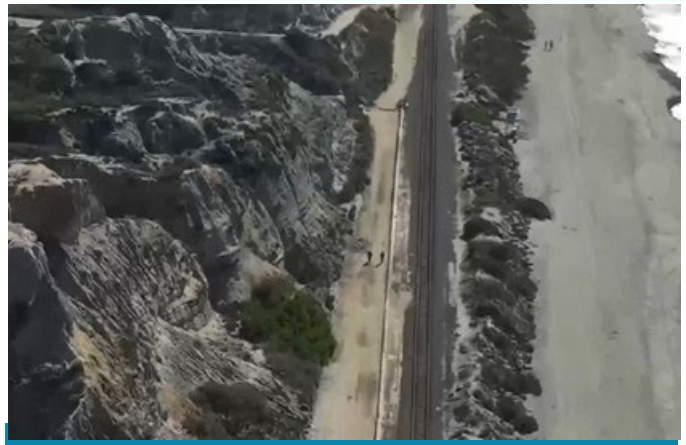


Typical Section 7: Railroad between Trail and Beach

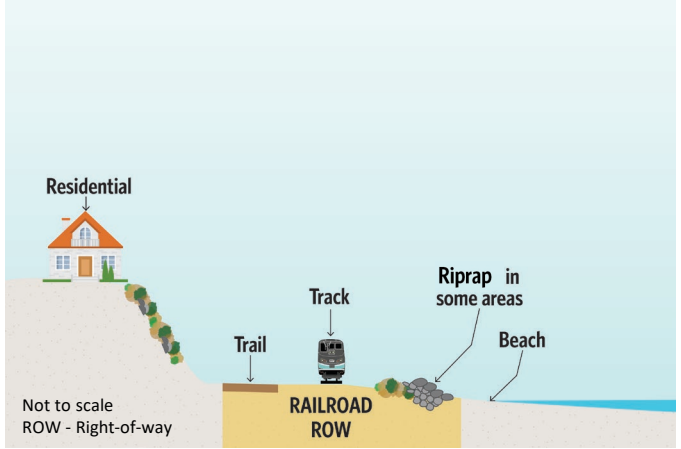




Typical Section 7: Railroad between Trail and Beach



Typical Section (Existing Condition):



Bluffside

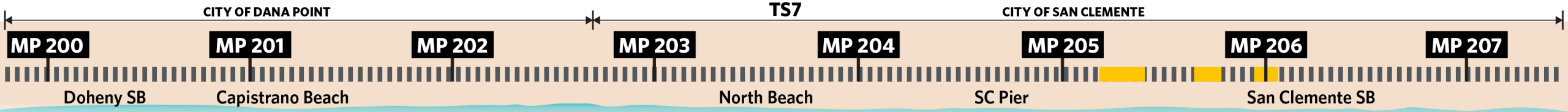
- ✓ No action

Beachside

- ✓ Engineered rock revetment
- ✓ Beach nourishment with shoreline protection structure
- ✓ Watershed modifications to increase beach sand supply (implemented by others)
- ✓ No direct railroad action – collaborate with regional beach sand project

Rail

- ✓ Alternative materials for critical railroad infrastructure to reduce lifecycle costs



Q&A Session

Q&A Session

- If you would like to ask a question, please raise your hand and a project team member will bring you a microphone.
- Each speaker will have 2 minutes to address the panel.

Next Steps

PURPOSE & NEED/ EVALUATION CRITERIA	DRAFT CONCEPT DEVELOPMENT	REFINEMENT OF CONCEPTS	DRAFT FEASIBILITY STUDY REPORT	FINAL FEASIBILITY STUDY REPORT
• Draft: summer ’24 • Informed by listening session feedback	• Draft alternative concepts: summer to fall ’24 • Obtain feedback from public, stakeholders and interest groups: fall ’24 to summer ‘25	• Refined alterative concepts: summer to fall ‘25 • Obtain feedback from public, stakeholders and interest groups: winter ’25 to spring ‘26	• Draft report: fall ’25 to spring ’26 • Obtain feedback from public, stakeholders and interest groups: summer ‘26	• Final report: summer ’26 • Present to Board / publish final report: fall ‘26

We are here

*Subject to change
Board: OCTA Board of Directors

Stay Connected

Chris Boucly

Public Outreach

(714) 560-5326

cboucly@octa.net

Rebekah Soto

Project Manager

(714) 560-5501

rsoto@octa.net

Study website and email:

www.OCTA.net/CRRS

CRRS@octa.net

To learn more about the Coastal Rail Emergency Projects, visit

https://octa.net/railemergency

Thank you!

OCTA