



Coastal Rail Resiliency Study (CRRS)

Public Meeting #2

Tuesday, July 29, 2025, from 5 - 6:30 p.m.

Zoom Webinar

See the table below to view the written questions and comments submitted by meeting participants.

#	Question/Comment
1	For Railroad beachside, please ONLY consider options 5-8 that include sand replishment. It appears that sand is the most effective method to reduce erosion issues, protect the tracks long term, and maintain our beaches. SAND IS THE WAY to push the water back!
2	Have nature-based solutions, such as vegetated dune restoration or cobble-boulder berms, been explored as feasible concepts? Besides sand nourishment, which is always accompanied by hard infrastructure, I do not see any included in the draft concepts.
3	Given the importance of public access to San Clemente's beaches and trails, how will OCTA ensure that restoring the beach area and reopening continuous trail access is treated as a top priority alongside protecting the rail line? Can OCTA commit to a clear timeline and plan that not only stabilizes the bluff, but also guarantees residents and visitors can enjoy safe and reliable access to the coastline as soon as possible?
4	What is the main danger to the rail - sope/bluff issues, wave/storm issues, or something else? (and on which parts)
5	Have you considered any difference in bluff types along the corridor? Some bluffs are quite solid turbodite sandstones while others are running shales and topsoils.

6	I heard that many years ago San Clemente was going to be avoided completely for rail. How about asking Defence dept to go through Pendleton?
7	Moving the railroad east of San Clemente would be the solution for the future. This was considered before in the past.
8	Our community respects and appreciates your desire to protect the rail line, but we also hope you respect and value the maintenance of our beaches. The installation of rock (rip rap) may help preserve the rail line, but at the expense of our beaches, which are harmed by waves meeting hard surfaces and scouring away sand. A wide sandy beach will protect the rail line. The OCTA should prioritize sand replenishment and recognize that only the minimum amount of rocks should be used to protect the rail line.
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9	Clear as mud... All solutions to all areas... why not identify the areas that need remediation for the railroad and then tell us how you will remediate? We don't want revetement and no more rocks - it ruins the beach. We feel you should be responsible for dropping the riprap and destroying the beach. Please consider adding sand to the beach to give protection to the railroad as well as remediating the damage the railroad has done by dropping riprap.
10	The City of San Clemente has done a large mitigation at Casa Romantica. Are you studying the work done at Casa and will you use the experience of the City of San Clemente as you develop viable options?
11	Which of these options best protects the beach?
12	Which of these options best protects the beach trail?
13	Does a cost estimate exist for possibly moving the tracks inland? How does that cost compare to the alternatives presented here?
14	Can OCTA clarify who is funding the consultants working on the coastal rail projects—are these costs covered by Measure M or other funding sources? Additionally, why does the rail line remain located along the beach in such a heavily used public access area, and how does OCTA plan to balance public coastal access with keeping the sand beach for the long term. This seems like a short term plan not taking the beach into consideration.

15	Can you explain the rationale behind development of the beachside alternatives when the impacts to date have been slope failure on the bluff side? Maybe I'm looking at it wrong, but on the NOAA sea level rise map interactive tool, the sea level would need to rise 9 feet before it started impacting the tracks. The Public Policy Institute of California is predicting 20 inches of sea level rise by 2050. A NASA study is saying 6-14.5 inches by 2050. Impacting the useability of San Clemente's beaches would be devastating to our community. We don't have professional industry/jobs here. People live here because of the beaches. Our tourism economy is dependent upon them. I think that future meetings should show the true impact of these alternatives on our beaches, so the public can understand how much encroachment there is. (Also when you reference "hybrid" of the alternatives, is there a chance that multiple of these would be used in a particular section, compounding the impacts?
16	The OCTA has failed to do what you are supposed to do. When you installed the rip rap at the south end of San Clemente in 2022, you were supposed to remediate the damage you caused. Three years later, you still have not announced a plan to remedy this damage, and this is causing the community to lose trust that OCTA will do what you say you will do. Please don't anticipate that the community will allow any more armoring or other major projects that could destabilize the beach until you have shown that you take your mitigation and remediation obligations seriously, and are not just giving "lip service" to the notion of repairing the damage your structures cause.
17	Hello, I am simply an orange county resident. Please do not have no action, this is one of the most used rail corridors in the country, and is hugely important to our community and for many of us to access the beach at all. I understand some concerns about the beach aesthetics, but there are so many of us that rely on this railroad to see our loved ones. I hope that OCTA prioritizes longer term track stability rather than sand replenishment, because it appears that sand replenishment is a significantly less permanent solution.
18	How will OCTA ensure that protecting the rail line does not come at the permanent expense of protecting the beach as a public trust resource?

19	<p>QUESTION #1:</p> <ul style="list-style-type: none"> • Since the LOSSAN rail corridor was formed as a JPA (Jt. Powers Authority), why is this study “to stabilize the corridor being done on a county-by-county basis vs. the LOSSAN Rail Corridor as a whole? • If addressed as a Rail CORRIDOR priority ‘to protect 7 miles of the corridor, why not conduct the study for the corridor vs. only & just Orange County portion of the rail corridor? • Who has funded the CRRS ‘Study’; OCTA or the JPA of the LOSSAN Rail Corridor? • Since “OCTA is conducting the Coastal Rail Resiliency Study (CRRS) to evaluate solutions for protecting approximately (ONLY) seven miles of coastal railroad between Dana Point & (ONLY) up to the San Diego County line for the next 30 years. AND that the study will assess existing and future environmental risks as well as challenges related to operations and maintenance along this critical segment of the LOSSAN Rail Corridor <p>QUESTION #2:</p> <p>If this study is to, assess existing and future environmental risks as well as challenges, why then would</p>
20	<p>How do these meetings truly address the concerns of the public who live in San Clemente and rely on access to the beach? I have yet to hear a clear plan for how OCTA intends to help restore and protect the beach and sand in a natural, sustainable way. It feels like yet another disappointing decision by OCTA that prioritizes its own objectives over the needs of the community and the coastal environment.</p>
21	<p>Mr. [REDACTED],</p>
22	<p>Why did you erase my previous comment that said your presentation was clear as mud?</p>
23	<p>How is OCTA ensuring that its immediate actions won’t lock California into a 20th-century coastal infrastructure model—one that sacrifices public beaches and delays the inevitable inland relocation of the LOSSAN rail corridor? Given that long-term solutions will require federal investment and coordination, OCTA’s decisions today must preserve both the beach and the flexibility to adapt. What safeguards are in place to prevent short-term fixes from becoming permanent mistakes?</p>
24	<p>Why are you skipping PAST my comment and responding to those submitted after mine? I thought you were committed to a fair forum where all ideas were considered equally?</p>
25	<p>We do not want more hard armoring or riprap. Replenishing the sand is the only feasible solution as the hard armoring ruins the beach.</p>

26	(Ran out of characters in previous Q) Additional comment: For future presentations, it would be helpful to include a slide like P1 of the handout, “draft alternative concepts,” but include a small map on the same page. The way the “typical sections” are chunked up, stakeholders don’t see the cumulative impacts of the different solutions. For example, Sections 3, 4, 5, and 7 all include alternatives for riprap, revetment and seawall which could be of great detriment to the enjoyability our beaches. Section 6 was the only area “left alone.” Not understanding how much these encroach on our beaches...you could be “taking out” most of our coastline but that’s not clear the way it’s currently presented. I accessed the presentation in advance and had to do quite a bit of flipping around to figure out the gravity of what you are studying.
27	Your chat session now says that you answered my question live. This is untrue. You neither read or responded to my question. Please correct the record and stop placing untrue statements into the record!
28	Can you clarify whether these proposed solutions are designed to truly balance OCTA’s priorities with the broader interests of the public who rely on access to our beaches? It often feels as though the railroad is being prioritized over the very resource that makes this community unique—the sand and the beaches themselves. Protecting and restoring the beaches should be the top priority.
29	What are you doing to expedite sand replenishment ?
30	Hello, [REDACTED] here from the San Diego Association of Governments. We support the work you are conducting to keep the rail line in operation for both passenger and goods movement services on the LOSSAN Corridor. In addition to all the emergency repair work you've been doing, OCTA's near-term solutions and Caltrans' long-term efforts will ensure that San Diego's only rail connection is safe and reliable. We look forward to continuing to work together to address these resiliency issues that impact San Diego, SoCal, and the entire LOSSAN Corridor. Thank you very much.
31	COMMENT for beachside concepts: Besides no action, the draft alternative concepts don’t include any possibility to avoid hard armoring, which the community does not want. Even concepts 5 and 6, which include beach nourishment, are in combination with hard infrastructure. The impacts of hard infrastructure are well-documented—they narrow the shoreline, degrade coastal habitats, and limit public beach access, as seen at Cyprus shores since the emergency rip rap placement. Please further investigate more nature-based alternatives—such as combinations of vegetated dunes and cobble-boulder berms—that, when used with strategic sand nourishment, can help maintain beach width and work with natural systems to support true resiliency. Hard armoring causes irreparable damage to our beaches, despite the “temporary” implication in the emergency coastal development permits. We want beaches, not boulders, and we cannot lose more of our beaches to multi-million-dollar riprap band-aids. Thank you.
32	Thank you!

33	Since it's indicated in BOLD that you 'want to hear' from us, what are the other opportunities to provide public input? Afterall, only seeing the PPT. for a few minutes, other questions to your presentations may arise after contemplating your presentations. The handouts don't include the PowerPts. Where can the public find tonight's PowerPts slides and what are the other opportunities and deadlines for the public to provide the input you seek?
34	The recent sand replenishment at Doheny didn't last long. Can you explain where you believe the replenishment sand is going -- I heard something about reef-building at one point. I believe the sand berm that is blocking the mouth of the San Juan Creek may be partly coming from the sand replenishment program. Last year the sand berm caused flooding of the trail. As far as I know, there are no plans to deal with it.
35	What is the consensus among you to what you believe what sea level rise will be in 30 years?
36	This study phase looks a lot like the last study phase. When are you going to have a real plan instead of waiting to declare emergencies?
37	The California Ocean Protection Council is predicting nine inches in the next 25 years.
38	Related to my earlier question and your reply ...though this is framed as a standalone study for Orange County, the outcomes will inevitably intersect with larger state and federal planning efforts—on rail relocation, coastal access, and sediment management. How is OCTA coordinating with CalSTA, the FRA, Coastal Commission, and others working on Del Mar, San Onofre segments to ensure that this study doesn't lock in short-term solutions that conflict with future corridor-wide strategies
39	Also, please diversify the days and times in which you seek public feedback for such a critical project. I appreciate the in person and virtual options, but both meetings were on the same day and at the same time, a time in which most people are at work or commuting from work (5 pm). A weekend option would allow for increased accessibility from the public and allow for more meaningful engagement in the process. Thanks.
40	Dr. [REDACTED] stated at the November 2024 Coastal Advisory Committee that the sand nourishment project at Doheny did not stay because of Hurricane Hilary since the fast and short waves caused the sand to migrate.
41	Thank you for the opportunity to participate virtually...
42	Is there a way to sign up to receive emails?

43	Dr. [REDACTED] stated that before Dana Point Harbor was started, there was a sand nourishment project of 1 million cubic yards of sand that migrated down to our beaches throughout the 60's and 70's.
44	Thank you very much for allowing me to speak. I had some technical issues on my end. Thanks again.
45	Thank you for hosting this event. It is good that OCTA wants to hear back from the community.