



Coastal Rail Resiliency Study (CRRS)

Public Meeting #1 / Listening Session

Thursday, April 11, 2024

See the table below to view questions and comments submitted through the Q&A.

#	Question/Comment
1	<p>Why is sand not being prioritized as the best way to protect both bluffs and the rail rip rap?</p> <p>-Chris Duncan (San Clemente resident, dad, and State Assembly candidate)</p>
2	<ul style="list-style-type: none">• “An urgent, sudden, and serious event or an unforeseen change in circumstances that necessitates immediate action” OCTA is not dealing with an emergency here as this has been ongoing for two and half years now, hardly the definition of an emergency. They should not be allowed to continue to circumvent regulations dealing with actions that affect the publicly owned beaches and coastal habitats, nor should they be exempt from mitigating the negative effects of their previous, current, and proposed actions.• While OCTA may own the rail right of way, they do not own the beaches. It would seem illegal, unethical, and socially tone deaf to propose actions to protect their assets but whose effect is to destroy the public beaches.• It seems that OCTA is only interested in solving their problem regardless of the damage it may cause. They have shown little to no interest in coming alongside the community to find mutually beneficial solutions.• It’s been mentioned many times that the Department of Defense has l
3	<p>Why didn't the OCTA evaluate relocating the tracks as an alternative, since they will eventually have to be moved off the beach for a variety of reasons.</p>

<p>4</p>	<ul style="list-style-type: none"> • It's been mentioned many times that the Department of Defense has labeled the railway a strategic asset for the military. Where is the Department of Defense in assisting with the funding and preservation of the railway if in fact it is of such vital importance. While it may be true that it is a strategic asset to the military, it is of little benefit to the City of San Clemente and its residents. Rather is a significant liability. • It's way past time to hit the STOP button using "emergency permit" and instead develop a long-term plan NOW that restores and preserves the public beaches of San Clemente. As the saying goes, the lack of planning by OCTA is not an emergency for the residents of San Clemente and all of the public who enjoy San Clemente beaches.
<p>5</p>	<p>The OC Register and San Diego Tribune have both indicated that OCTA plans to spend \$200 million to preserve the tracks. Is this the anticipated amount to be spent for addressing the four areas? Is this amount expected to be spent in the next 6, 9 or 12 months? From where will OCTA be obtaining these funds?</p>
<p>6</p>	<p>We all need to remember that the railroad efforts to protect its tracks also protect the bluffs and homes behind the tracks. If we think San Clemente is plagued by bluff collapse and landslides now, wait until the railroad is gone and surf crashes directly against the cliff faces. It will make the Solana Beach problem look like a picnic. The real problem, and it is an evil one, is the Coastal Commissions refusal to allow groins and offshore breakwaters be installed as sand retention devices, and/or the armoring of the bluffs to prevent collapse. The former devices are especially effective when strategically placed where the littoral ocean drift is strong and directional i.e., where the sand loss is likely to be the greatest.</p> <p>The alternative to sand retention devices and armoring is the CCC outrageous efforts to implement "managed retreat." This strategy is to cheer on bluff collapse as that makes new sand and so keeps the beaches sandy. Of course, the bluffs are already built to the edges and so whate</p>
<p>7</p>	<p>I'm adamantly opposed to placing rip rap on our beaches. This destruction of San Clemente beaches is unacceptable. Sand must be used to protect the railroad and our beaches.</p>
<p>8</p>	<p>Yes, since 1888, and it is today a truly antique routing. Purchased by OCTA in 1990, they have shown zero, nada, no interest in actually modernizing the railroad. Instead they have neglected the fact that it's failed to follow the growth of OC, where the people and industry is developing. They failed to anticipate or even follow growth trends. Instead they retro, retro, retrofit this old line. In no way would OCTA be able to build this rail line on a public beach today. No way.</p>
<p>9</p>	<p>Has OCTA studied the impact of train vibrations on the vulnerable, rain-soaked bluffs that line the coastal corridor? Have there been any efforts to monitor not just movement, but moisture levels and vibration?</p>

10	citing all these problems is mumbo jumbo. Yes the old alignment has a load of issues. It
11	It's antique. Grow up. Put your big boy pants on OCTA. MOve the damn tracks inland-- not under the I-5-- but to RMV, MV, and connect in Aliso Niquel.
12	What revenue does OCTA receive from use of the line? As the owner of the 44 miles, I understand that you lease the line for the use of Metrolink, Amtrak and BNSF. Do each of these agencies pay you for use of the line, and if so, how much does each pay annually? What contribution, if any, do the lessees make to the cost of maintaining the tracks?
13	Nick Gates - San Clemente Resident - I do not agree with placing rip rap or temporary fixes such as the wall recently put in for the slide in San Clemente. Solutions should be robust and take into consideration the environment, the beach, waves, etc. The reason there is a lack of beach is because all the rivers/ creeks/ etc have been concreted over and diverted so no new sand is being brought to the ocean during a storm. Also we have had two years of record rains, so to say the tracks have been fine until the last two years is a stretch. The landslide in san clemente started two years ago and nobody really did anything with it until this year when it stopped the train.
14	The efforts to protect the rail line by placing rip rap on the existing revetment was conducted using an Emergency Permit issued by the Coastal Commission. The only method to get sand on the beach in a reasonable timeframe to protect the revetment would be to obtain an emergency permit from the Coastal Commission to place sand on the beach in those same areas. Is OCTA willing to submit an application for an emergency permit to place sand on the beach? This would be the best short term solution. The ONLY proven way to push the water westward is sand. Sand is the answer to many of the problems being illustrated in the presentation.
15	IT is OCTA, SCRRRA's fault that they've allowed this state of "emergency" to evolve. Don't short and mid-term us. Grow up! Take real action to move the tracks!
16	When reading the Coastal Rail Resiliency Study, the Initial Assessment Technical Memorandum, it states the following, "While this Initial Assessment is limited to immediate actions to be performed by the railroad, the short- and medium-term solutions being explored will not be limited to that narrowed scope and will consider other regional solutions such as sand replenishment, seawalls, and groins and breakwaters as well." I hope that the OCTA makes a commitment to sand replenishment as mentioned. Thank you.
17	IF by "mid term" you mean sea wall and cementing your damn tracks in place. the answer is already NO.

18	Your own presentation highlights the fault in this whole process "Focus on preserving the railway" You can't, can't, can't JUST focus on protecting the railway at all costs.
19	It seems to me a reasonable option would be to relocate the tracks inland and run adjacent to the freeway and connect back in oceanside. Why is this not being thought of?
20	How many people are in this session?
21	My name is Suzie Whitelaw and I would like to speak
22	Does your 30 year plan take into account anticipated climate change effects such as sea level rise? Are you calculating the erosive effects of the riprap, which will seriously exacerbate erosion?
23	If you would like to speak, and PLEASE SPEAK, say so in your comment. It is inappropriate for OCTA to ask anyone not to speak, even if everyone is saying the same thing.
24	Brian Yannity works for RailPAC, a Political Action Committee supporting the railroad.
25	Eva Stromer - has OCTA DISCUSSED WITH COASTAL COMMISSION AND VARIOUS CITY BUILDING SERVICES THAT THEY MUST ADJUST THEIR STANDARD REVIEWS AND ALSO CONSIDER CURRENT BLUFF CONDITIONS WHERE THE DEVELOPMENT IS ON A BLUFF TOP
26	i would like to speak. thank you.
27	I would like to speak
28	Is the agency applying for any emergency funding for relocating the tracks inland away from the coast? I fear that we don't have decades to permanently solve this problem in light of climate change.
29	Hello, speaking as a San Clemente resident only. Has any closure been directly correlated to the ocean side of the tracks or has it all been bluff movement inland (east) of the track?
30	There is little debate that the riprap is accelerating the erosion of the beach along Cotton Point / Cyprus Shores. Your immediate plan is to dump more riprap. Why isn't additional sand the priority? The OCTA is focused on a solution that is OCTA win at all

	costs (riprap) and beach community lose. Why not pursue a win / win which is sand where OCTA wins and beach communities both win?
31	Feedback: OCTA was given \$2 million to produce a short-term study. Program Director Phu has indicated the present plan is for the “Here and Now,” which was not the original purpose of the \$2 million. How much of the \$2 million has been spent to develop the Here and Now plan?
32	OCTA should not be allowed to destroy any community just to prevent rail service disruption. It is incumbent on OCTA to find ways to protect the railroad AND to not destroy a community’s natural resources.
33	My experience with other projects that OCTA has lead is that they send their marketing team to look like they want to listen and take in feedback. In the long run they do whatever is best for their business, not for the City or their residents.
34	Why is the only solution just dumping rocks on the beach? There should be multiple options that include additional sand, cliff stabilization, and preserving the enviroment. Why not use temproray barriers that can be removed if an ocean storm event is going to occur?
35	Residents of San Clemente are in favor of a functioning rail line to support our economy. However a short term solution for preserving the rail line by adding more rocks as rip rap, is causing long term problems for our beaches by faster erosion of our beaches. We need SAND and the only long term solution is moving the tracks inland. Andrea Pernell
36	Eva Stromer - Please address if OCTA has plans to collaborate with the Coastal Commission for them to allow private home owners to build protective structures to prevent or mitigate failures on bluffs identified as structurally unsound.
37	I have a question: why aren’t the questions being answered?
38	There have been previous efforts by OCTA and the “initial Assessment builds on previous OCTA efforts in its pledge to study climate change impacts and implement sustainability measures. In January 2021, OCTA released its “OCTA Rail Defense Against Climate Change Plan,” which focused on the approximately 25-mile section of railway from Jeffery Road in Irvine to the Orange/San Diego County border and evaluated Metrolink Stations in Orange County south of Irvine, CA. “ This was part of Initial Assessment as well.
39	If the railroad rip rap destroys the beach, what coastal access exists for anyone, whether on the train or not?

40	I am a resident along the bluff at Calafia State Beach. We have a very stable turbodite sandstone bluff that is secure and not a threat to the tracks from above. We favor a major emphasis on sand replacement to not only protect the tracks but preserve the beaches for the residents and thousands of tourist that come here year round.
41	Why are you just reading the questions but not answering?
42	Why doesn't the railway train in the abundance of sand between El Centro and Yuma? Nothing but dunes out there. Bring it in and dump it on SC beaches.
43	Hopefully after this listening session, the presentation that provided the overview at the 7 different target areas will include sand as part of the initial plan for each of the options. If this truly is a listening session, than that should be incorporated into the overview/pitch. I hope we can see it reflected by the 5/30 meeting. Thanks
44	Are we looking at artificial reefs and groins to lessen the wave impact to the beaches and tracks? Andrea Pernell
45	Seems to me that OCTA should dedicate funds from the 2 year study to find out "What has changed"? Cannot be a coinkydink that ever since the Nuclear plant added the Wheeler reef in three phases over the last two decades! We now get our beach back in the winter when the sand comes in from the north. But we used to get summer sand from the south. Now we lose our sand. What has changed is the wheeler reef addition. Used to have a 100 foot beach as you can see from your own photos from 2013. If they are the cause, we can force the utility compnay to remove the manmade reef ASAP/
46	Some commenters have expressed a view that a fix involving sand replenishment is a temporary solution. This might be correct if we only dump sand on the beach. But the City, in cooperation with the nationally recognized consultant Moffatt & Nichol, has been developing a nature-based concept that includes both sand replenishment and hard structures (such as surfable breakwaters). The idea is that the offshore structures will diminish the wave energy, allowing the applied sand to remain on the beach. This is a viable solution that will help preserve our beaches, the beach trail, and also protect the rail line. Sand can be part of a long term solution, and that is what OCTA should be pursuing.
47	The project that Dan is talking about was approved within 9 months (for a complicated project) it was only the funding that took decades.

48	<p>If we arm the North Beach area we will eliminate the natural barrier we have now which is green space, which supports the sand replenishment process. So we need ot get our sand replenishment and natural replensihment process in place. There are two on going studies. One for sand replenishment and one for protecting the rail. Why dont you all get together on this and have all parties focused on the objective of protecting our rail road and growing and protecting our beaches. Katrina Foley can help with speeding up sand replenishment process.</p>
49	<p>Do you intend to schedule a session for bluff home owners?</p>
50	<p>Placing the rock (rip rap) first will eliminate the ability to place sand. Sand must be placed first. OCTA expects permitting agencies to grant emergency permits. Mr. Phu, are you expecting us to believe that permitting agencies would find placing sand down would be less desirable than would rip rap? We're not fools - stop treating us like fools</p>
51	<p>for more information go to: www.SaveOurBeachesSC.org</p>
52	<p>Appreciate the listening sessions, but not how you are presenting the data. You show Dr. Sanders slide without the appropriate context, which is those North County beaches are wide partly because they've had recurring sand replenishment programs for decades. This was pointed out to you at the first SC listening session, yet you still present the slide out of context, which is not listening. Likewise, you cite the inability to get sand timely by using the outlier of San Clemente's issues in getting sand. But for many communities in CAL and other states, it's not that lengthy, it's taking a proactive approach to it versus just throwing your hands up. If you all can move heaven and earth to get \$50M+ of boulders immediately, why can't you all move heaven and earth to get sand? We know there's other agencies involved, but as has been pointed out by your boosters, you all have a lot of pull.</p>
53	<p>I think it is important to listen to this week's OCTA meeting, where Mr. Johnson, OCTA CEO, spoke about the focused groups for the listening sessions and addressed any concerns about the \$200 Million dollars. He speaks at the time frame of approximately 1:46:10, https://octa.granicus.com/player/clip/2743?view_id=2&redirect=true</p>
54	<p>can you provide a list of the oral speakers?</p>
55	<p>Christine, I much appreciate your getting Dan to respond to several questions, thank you!</p>
56	<p>As a marine meteorologist, specializing in nearshore waves and currents for over 30 years...Thank you Joe Wilson for clearing up false information regarding the relationship between rip rap and beach erosion. Like you said, take a walk on the</p>

	<p>beach anywhere waves have reached rock or any hard object to see this empirical relationship: the beach fronting it WILL disappear — there is too much energy for accretion of sand to occur. Therefore sand MUST be placed in front of all existing, and any corrected structures to protect the rail. This is something that should have been occurring over time. Retention structures are not necessary in San Clemente, due to our unique bathymetric context.</p>
57	<p>Thank you Charilie Fox. It's hard to believe people still don't understand this phenomenon. We see it every day on our coast.</p>
58	<p>'@Toni Neslon...that's because they refuse to enter the laboratory.</p>
59	<p>You can bring in sand and put it on your right of way, very easily. We have a project that you can achieve without going off your right of way. Also, we know that you are already in discussions with State Parks to allow them access to their land in order to build your revetments. You are capable of discussing with them to deliver sand instead of rock, I'm pretty sure that State Parks would be receptive</p>
60	<p>OCTA asked Dr. Brett Sanders to peer review their workplan, he told them that it did not have any component of sand replenishment, and he encouraged them to develop a workplan. They did not. He tried to address the board a few weeks ago, they gave him three minutes and then cut him off. Dan Phu repeatedly states that his personal opinion is equivalent to Dr. Sanders' expert opinion.</p>
61	<p>'@Charlie Fox exactly. Now they're looking for "other experts" who might give them more acceptable answers.</p>
62	<p>Scientist "confidently" predict Sea Level Rise to be inches over the next several decades - not feet. Sea Level Rise is not the problem - it is a sand supply problem.</p>
63	<p>Wendy Morris you are right! We want to get sand from Prado Dam. Please look us up at www.SaveOurBeachesSC.org</p>
64	<p>Dan, per the current person speaking, have you looked into sand from Prado Dam?</p>
65	<p>RElocation: There are powerline easments from San Onofre northward to various potential reconnection with OCTA right of way. Those alignments will serve inland San Clemente, Mission Viejo, Rancho Mission Viejo, and connect at the Aliso Nlquel station. You can find these on a good map. You can imagine the increase in rail passengers by increasing the "catchment" are (compared with North Beach San Clemente where half the catchment is out to sea...</p>

	<p>seals don't ride Metrolink). All tracks south of the SC Pier should be taken up, out of the San Mateo ESA all the way down to the nuke plant.</p>
66	<p>And the Santa Ana River has a lot of sand as well. Capo Beach got it within months and it helped us preserve the coastal trail last year. We need much more.</p>
67	<p>We went through this in the early 2000s. Caltrans rail division, SCRRA, OCTA, NCTD were all there. They dithered for over 7 years! Then decided to do nothing. And here we are.</p>
68	<p>Why not consider artificial reefing nearer the shoreline, with simultaneous sand replenishment? Deep water south swells from May, to October, each year, are the main reason sand is washed from the beaches from Cotton's Point going northward. Note there are very little problems with sand going south along Trestles where there are natural beachside reefs. Thank you, Jon Morrison, Resident, Cyprus Cove, San Clemente</p>
69	<p>And the lady from Del Mar was 100% right. China is spending \$-billions to build factories in Mexico-- it's called "near shoring," as opposed to much hyped on-shoring. Burlington Northern</p>
70	<p>OCTA always muses about the problems of implementing sand as armoring. All of their excuses are nonsensical and insulting.</p>
71	<p>There is an ancient fault line that runs parallel to the I-5. There is also an ancient landslide the south San Clemente. There is also a ancient fault line that runs parallel to Avenida Pico, where there have been landslides at St. Andrews Church as a result of Monterey formation.</p>
72	<p>Burlington Northern Santa Fe wants a piece of that last leg of the supply chain, overland and they want a \$-piece. Friends it's all about more and longer freight trains. Californians will not take rail passenger service in significant numbers, but they know if they talk about passenger service they will get your ear. It's about the MONEY people.</p>
73	<p>Why hasn't OCTA released the findings from their sand studies that they have been conducting for two years?</p>

74	What cause the former wide beaches at place in San Clememte to disappear. This area of sand did not protect the railroad and would adding sand actually provide the protection some predict.
75	Dan is talking about a project spearheaded by OC Parks, which has nothing to do with getting sand to protect their tracks.
76	Dan Prather, it's the lack of sand supply. Flood control dams hold back water but also hold back sand. That's why we need to go to Prado Dam, dig it back up, and bring it down to our beaches.
77	Still waiting to see the value proposition of the rail road and the cost to maintane it.
78	Dan, the sand is brought down by rail cars to the siding at San Onofre, then offloaded onto trucks that can bring sand onto the beach. I'm NOT AN ENGINEER AND IT'S NOT COMPLICATED. Its the same process that you will be using to bring the rock. Its just a different material, and yes — ITS A BETTER MATERIAL.
79	OCTA was granted an emergency permit (G-5-21-0039) back in September 2021 (!) to add rip rap in San Clemente. This permit required OCTA to quickly restore "public access to the beach fronting the property" where the rip rap was added. Today, 2.5 years later, OCTA has still not restored the beach or provided public access. Today, 2.5 years later, OCTA has not mitigated the harm caused to our beach by the additional rip rap. To the best of my knowledge, OCTA has not even applied for a permit to replenish sand and mitigate the damage caused. If you cannot even get this started after 2.5 years, it doesn't seem that OCTA takes permit conditions seriously. How can we trust OCTA to fulfill your commitments to our community?
80	Go to Europe, people. You can't ride a train for 10 kilometers without going through a tunnel. Tunnels are expensive, but guess what? If you value your quality of life someone has to PAY for it. That's you, Mr & Mrs Taxpayer. You want to get the damn tracks off the beach, ask the city, OCTA, State and Ntl legislators to build a real railroad.
81	Does OCTA believe the railine will be able to run smoothly without sand on the beaches? When you armor the line and add more rip rap - the sand will decrease. This is fact. Can the rail line run with water lapping up to the side? Is that an equally desirable outcome to OCTA as working diligently to lay sand might be?
82	To the issue of limited access to "train cargo" time to bring sand, consider that you can stop the passenger and freight traffic temporarily to use the train to bring sand as we have disrupted the train for other types of repairs!

83	That's funny Mr. Phu!! Yes it would be so much more difficult to transport sand than it would be your favorite remedy rip rap. And the right type of sand, also very funny, I guess the right type of rock to place down doesn't need any study. Are you going to be at any comedy clubs in the near future?
84	Sarah Schneider — no. Intrusion of water into the underlying sand, when subjected to the vibration of the freight trains, will lead to liquefaction and failure. They need to keep the water away from the tracks, and the only way to do so is by restoring a wide beach.
85	All of you can voice your opinion to the California Coastal Commission tomorrow morning. Register tonight on their website under the "meetings" tab.
86	Just to add to the conversation regarding finding sand sources that are available for expeditious placement when needed, commercial stockpiles of material in Palm Springs or other desert areas east of the mountain range also may prove to be a good resource with already environmentally tested, white/tan, coarse grain sand suitable for placement. Example: Chambers Sand and Gravel stockpiles. This also helps avoid all of the permitting required to extract the material from a natural environment.
87	If water cannot lap up against the tracks, then OCTA's presentation makes ZERO sense. The only real solution at this point is to infuse sand on the beaches in San Clemente where the train line runs ON SAND.
88	Does Rob Klovsky work for the railroid or OCTA?
89	Rob is a consultant for OCTA who is making these recommendations to add rock to our precious beaches
90	Yes, a consultant that gets paid. No conflicts there.
91	Sand is easily washed off the beach by storm waves. Adding Rip Rap or a piled wall is the most secure way of protecting the tracks. Once that is done then place sand over the rip rap to cover it wby planting plant salt grass and dune plants. Bruce Smith
92	That was a question asked by two of us on does the emergency application for rip rap involve other agencies and stakeholders or does OCTA do unilaterlly?
93	We are still waiting for that sessiion for bluff owners. You should not be ignoring this key stakeholder group. They have unique interests and concerns that should be addressed.

94	On page 4 of the Coastal Rail Resiliency Study, the Initial Assessment Technical Memorandum, it states the following, “While this Initial Assessment is limited to immediate actions to be performed by the railroad, the short- and medium-term solutions being explored will not be limited to that narrowed scope and will consider other regional solutions such as sand replenishment, seawalls, and groins and breakwaters as well.” page 4. Please read all of their information.
95	please everyone who attended tonight (and it was 130 people!!!) attend the in person meeting, we need to fill City Hall and voice our concerns EVEN LOUDER. Thanks you!!
96	You’re not presenting
97	Bruce...correct....almost. And that sand will return if there is sufficient sand in the system. That is why we must ensure that sand does NOT reach the rip rap. And is replenished.