OCTA Coastal Stabilization Emergency
(rip-rap rock repair, catchment wall installation, and temporary access)

USACE RGP63 Emergency Notification Contents (see PCN form)

31 March 2025

(1) *The name, address, e-mail address and telephone number of the applicant and the designated point of contact and their address, e-mail address and telephone number;*

Applicant Information:

Applicant:
Orange County Transportation Authority (OCTA);
550 South Main Street, Orange, California 92688;
Jim Beil, JBeil@octa.net; 714-560-5646.

Authorized Representatives:
3230 El Camino Real, Suite 200, Irvine, California 92602;
Nina Delu: Nina.Delu@HDRinc.com; 949-892-9413;
Bonnie Rogers: Bonnie.Rogers@HDRinc.com; 213-395-7292.

(2) The location of the proposed project, including the identification of the waterbody(ies) (this should include a copy of a U.S. Geologic Survey [USGS] topographic map, electronic map images, annotated photographs, Thomas Guide map, or hand-drawn location map with suitable landmarks; the map should have sufficient detail to clearly indicate the location and extent of the project, as well as detailed directions to the site);

Project Location:
City of San Clemente, Orange County, California.
Los-Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor (Orange Subdivision)
Specific Mile Posts (MP) and coordinates for each overall work area (Figure 1 [Area 1&2 Project Area], Figure 4 [Area 3 Project Area], Figure 7 [Area 4 Project Area]):

Area 1: MP 203.83 to MP 203.90;
33°25’46.89” N, 117°37’49.32” W (33.429692°, -117.630367°) to 33°25’42.69” N, 117°37’45.79” W (33.428525°, -117.629386°).

Area 2: MP 204.00 to MP 204.40;
33°25’39.85” N, 117°37’43.84” W (33.427736°, -117.628844°) to 33°25’23.67” N, 117°37’25.07” W (33.423242°, -117.623631°).

Area 3: MP 204.30 to MP 204.70;
33°25’36.72” N, 117°37’39.58” W (33.426867°, -117.627661°) to 33°25’28.10” N, 117°37’30.82” W (33.424472°, -117.625228°);
and MP 204.30 to MP 204.34;
33°25’27.75” N, 117°37’30.36” W (33.424375°, -117.625100°) to 33°25’26.69” N, 117°37’28.71” W (33.424081°, -117.624642°).

Area 4: MP 205.98 to MP 206.67, MP 206.00 to MP 206.10;
33°24’20.07” N, 117°36’24.72” W (33.405575°, -117.606867°) to 33°24’14.14” N, 117°36’19.86” W (33.403928°, -117.605517°),
MP 206.65 to MP 207.70, and MP 206.42 to MP 206.65;
33°24’01.91” N, 117°36’09.98” W (33.400531°, -117.602772°) to 33°23’47.14” N, 117°35’59.93” W (33.396428°, -117.599981°).

(3) A brief, but clear, description of the imminent threat to life or property and the proposed project's purpose and need;

Emergency situation: The proposed emergency includes conducting shoreline protection along the embankment and coastline of the LOSSAN railroad track structure and track to reduce progressing erosion and protect critical rail infrastructure. The progressing upslope landslides and coastal erosion poses an imminent threat to life, safety, and property, that if not alleviated could result in the loss of life and property inclusive of critical rail passenger, commercial, and military services.

Proposed shoreline protection activities include conducting rip-rap rock repair on existing rock revetments (Areas 1, 2, and 4), construction of a new debris catchment wall at Area 3, installation of a new shoreline protection structure at Area 4, temporary access (staging and laydown) for construction, and placement of sand for beach nourishment over the existing and new shoreline protection rock and structure. Sand placement is being requested to provide protection over the rip rap rock, through separate application for an individual Letter of Permission.

Project purpose: The proposed emergency action purpose is to install shoreline protection devices to stabilize and prevent failure of the LOSSAN railroad track structure along San Clemente, Orange, California.

Need: The LOSSAN railroad track structure is part of the Strategic Rail Corridor Network (STRACNET) identified to support national defense and services to defense installations whose mission requires rail service. The LOSSAN rail corridor is the only rail connection between areas north of San Diego County and San Diego County, including military operations in Southern California. The LOSSAN rail provides transportation for passengers daily and supports over $1 billion in annual commercial freight movement.

Recent storm, oceanic, and King Tide events are continuing to exacerbate existing conditions and erosion. As a result, there is a high risk for additional landslides to occur and track movement. Existing debris catchment walls have built up debris behind the walls and are at full capacity.

(4) A brief description of methods anticipated to be used to rectify the situation ("Field Engineering" is not an adequate description). It is presumed if one mobilizes material and a particular piece of equipment to a site, then one probably has a fairly well defined intention for that material and equipment. Plans, drawings or sketches showing the area to be impacted; cross sections showing details of construction; and a short narrative describing how the work is to be completed should be provided as a minimum.);

Proposed Work and Activities:
All proposed impacts are to non-wetland waters of the United States (WOUS) (Figure 2 [Area 1&2 Project Area WOUS], Figure 5 [Area 3 Project Area WOUS], Figure 8 [Area 4 Project Area WOUS]). WOUS is mapped within the Aquatic Resources Survey Area and includes landward side aquatic features and the Pacific Ocean (mapped by the RHA Section 10 Mean High Water line (4.41 foot NAVD88) and the CWA Section 404 High Tide Line (6.65 foot NAVD88**).**

Areas 1 & 2 (rip-rap rock repair and temporary access) (Figure 3 [Area 1&2 Project Area WOUS impacts]):

- Work is above the High Tide Line (HTL) and outside WOUS not requiring Corps authorization:
  Repair existing rip-rap by adding approximately 5,464 cubic yards (CY) [7,650 tons] of quarry rock [Area 1 (approximately 642 CY / 900 tons) and Area 2 (approximately 4,821 CY / 6,750 tons)].

- Work is seaward of the HTL and in WOUS requiring RGP63 authorization:
- Conduct rip-rap rock repair in Area 2 resulting in impacts within WOUS. Utilize heavy equipment in Area 2 for temporary access within WOUS.

Area 3 (construction in WOUS) (Figure 6 [Area 3 Project Area WOUS impacts]):

- Work is above the HTL and outside WOUS, not requiring Corps authorization: Demolition of remaining portions of Mariposa Pedestrian Bridge structure. Demolition of existing Mariposa debris catchment wall. Construction of a new soldier pile debris catchment wall.
- Work is within non-wetland WOUS requiring RGP63 authorization: Permanently impact non-wetland WOUS (Tributary C) to construct new debris catchment wall.

Area 4 (temporary access impacts) (Figure 9 [Area 4 Project Area WOUS impacts]):

- Work is above the HTL and outside WOUS not requiring Corps authorization: Rip-rap rock repairs in two areas (approximately 1,178 CY / 1,650 tons and 321 CY / 450 tons). Construction of a new engineered shore protection structure (approximately 23,571 CY / 33,000 tons).
- Work is seaward of the HTL and in WOUS requiring Corps authorization: Utilize heavy equipment for temporary access within WOUS.

(5) A brief description of the project area's existing conditions and anticipated environmental impacts resulting from the proposed work (amount of dredge or fill material, acreage of disturbance, removal of significant vegetation, loss of habitat, etc.).

<u>Environmental Impacts</u>:

<u>Area 1</u>:

Condition: Prior disturbance from rip-rap rock placement and highly ambulatory intertidal sandy shoreline. The Action Area is previously impacted and contains minimal dry beach.
Impacts to WOUS: 0 acre (0 linear feet) impacts to WOUS from rip-rap rock repair; 0 acre impacts to WOUS from temporary access.
ESA Section 7: Low potential presence of federally listed threatened and endangered species (see ESA section below).
NHPA Section 106: Minimal soil excavation, low sensitivity for archaeological resources.
MSA/EFH: Adverse effects to Essential Fish Habitat (EFH) but with mitigation measures, minimal impacts anticipated (see EFH section below).

Public Interest: Temporary impacts to public beach access.
Avoidance/Minimization Measures:

- Pre-construction land-based biological survey.
- Daily biological monitoring during emergency work.
- All fueling and maintenance of vehicles outside WOUS.
- Staging of vehicles outside WOUS when not working.

Area 2:
Condition: Prior disturbance from rip-rap rock placement and highly ambulatory intertidal sandy shoreline. The Action Area is previously disturbed and contains minimal dry beach.
Impacts to WOUS: 0.095 acre (883 linear feet) impacts to WOUS from rip-rap rock repair; 0.92 acre (3,421 linear feet) impacts to WOUS from temporary access.
ESA Section 7: Low potential presence of federally listed threatened and endangered species (see ESA section below).
NHPA Section 106: Minimal soil excavation, low sensitivity for archaeological resources.
MSA/EFH: Adverse effects to Essential Fish Habitat (EFH) but with mitigation measures, minimal impacts anticipated (see EFH section below).
Public Interest: Temporary impacts to public beach access.
Avoidance/Minimization Measures:

- Pre-construction land-based biological survey.
- Daily biological monitoring during emergency work.
- All fueling and maintenance of vehicles outside WOUS.
- Staging of vehicles outside WOUS when not working.

Area 3:
Condition: Prior disturbance from coastal access trail and railroad maintenance. The Action Area is previously disturbed and contains several state and/or federal aquatic resource tributaries.
Impacts to WOUS: 0.006-acre (160 linear feet) impacts to non-wetland WOUS (Tributary C) from construction of a new debris catchment wall.
ESA Section 7: Low potential presence of federally listed threatened and endangered species (see ESA section below).
NHPA Section 106: Minimal soil excavation, low sensitivity for archaeological resources.
MSA/EFH: No potential adverse effects to Essential Fish Habitat (EFH).
Public Interest: Temporary impacts to public beach access.
Avoidance/Minimization Measures:

- Pre-construction land-based biological survey.

- Daily biological monitoring during emergency work.
- All fueling and maintenance of vehicles outside WOUS.
- Staging of vehicles outside WOUS when not working.

Area 4

Condition: Prior disturbance from rip-rap rock placement in portions of Area 4. Area 4 supports a vegetated dune habitat positioned above the HTL seaward of the rail. The Action Area varies along its extent containing large eroding dunes, partial dry beach, or existing rip-rap.

Impacts to WOUS: 0.0 acres impacts to WOUS from engineered shore protection structure and rip-rap rock repair, 0.029 acres (179 linear feet) impacts to WOUS from temporary access.

ESA Section 7: Low potential presence of federally listed threatened and endangered species (see ESA section below).

NHPA Section 106: Low sensitivity for archaeological resources, however, a construction monitor is proposed during excavation.

MSA/EFH: Adverse effects to Essential Fish Habitat (EFH) but with mitigation measures, minimal impacts anticipated (see EFH section below).

Public Interest: Temporary impacts to public beach access.

Avoidance/Minimization Measures:

- Pre-construction land-based biological survey.
- Daily biological monitoring during emergency work.
- All fueling and maintenance of vehicles outside WOUS.
- Staging of vehicles outside WOUS when not working.

Table 1 (Summary of Impacts to WOUS by area):

Area*	Activity	Impacts to WOUS (acres/linear feet)	Cubic Yards **	Impact Type
Area 1	Temporary access	0.0 (0)	0.00	-
Area 2	Rip-rap rock repair	0.095 (883)	306	Temporary
	Temporary access	0.92 (3,421)	2,968	Temporary
Area 3	Catchment wall	0.006 (160)	19	Permanent
Area 4	Rip-rap rock repair; shoreline protection structure.	0.0 (0)	-	-
	Temporary access	0.029 acre (179)	93	Temporary
Total		**1.05 (4,643)**	**3,386**	

*Each proposed rip-rap rock repair and its associated temporary access in a given Area is a single action/project due to the localized need for shoreline rail protection.

**Cubic yards for temporary work access is estimated based on a 2-foot depth.

Other:

Agency Coordination and Environmental Compliance:

Coordination with the California Coastal Commission, USACE, San Diego Regional Water Quality Control Board (SDRWQCB), and California State Lands Commission (SLC).
Intention to file California Environmental Quality Act (CEQA) Statutory Exemptions and Notice of Exemptions.
Discussions with Federal Railroad Administration (within and outside Corps WOUS) regarding funding and NEPA compliance.

Endangered Species Act (ESA) Assessment:

There is a low potential for USFWS-managed ESA federally listed threatened and endangered species to be present (**Attachment 1** USFWS IPaC report listing potential species). No USFWS Critical Habitat is present in the work area (**Attachment 2** Critical Habitat USFWS). Endangered California least tern (*Sternula antillarum browni*) may temporarily utilize habitat or forage in or near the site due to the presence of coastal resources but are expected to move away from the work area.

The area supports proposed mapped Critical Habitat for threatened green sea turtle (*Chelonia mydas*) (**Attachment 3** Critical Habitat NOAA map). Due to the nearshore sandy habitat condition, which is not known to support eelgrass (*Zostera marina*) habitat, and lacks warm temperature waters (no bay or artificial thermal source), green sea turtle are not expected to occupy the work area.

The area is adjacent but outside NOAA-managed mapped Critical Habitat for steelhead (Southern California Distinct Population Segment) (*Oncorhynchus mykiss*) at San Mateo Creek, which is not known to support steelhead and is situated downcoast of the work area (see **Attachment 3** Critical Habitat NOAA map).

Note California Department of Fish and Wildlife (CDFW) manages California grunion (*Leuresthes tenuis)* which if work occurs within the grunion run season, monitoring would occur.

Essential Fish Habitat (EFH) Assessment:

The project area is tidally influenced and therefore supports EFH habitat for species managed under Fishery Management Plans of the Magnuson-Stevens Fishery Conservation and Management Act, including Coastal Pelagic Species and Pacific Groundfish (see

Attachment 4 EFH map). Highly Migratory Species are expected to occur farther offshore outside the work area.

Habitat Areas of Particular Concern (HAPC) are mapped where rocky reef and hard bottom naturally occur nearshore (**Attachment 5** HAPC EFH map). These mapped HAPCs occur beyond and outside the work area, however, recent shallow surveys to map the nearshore habitat have not been conducted. Based on seafloor bathymetry and LiDAR data (see **Attachment 6** bathymetric map), the nearshore is expected to support primarily sandy habitat. The work area would occur within sandy intertidal and subtidal habitat that includes placed rip-rap rock and sand.

ATTACHMENTS:

Attachment 1: USFWS iPaC report
Attachment 2: Critical Habitat USFWS
Attachment 3: Critical Habitat NOAA
Attachment 4: Essential Fish Habitat (EFH)
Attachment 5: Habitat Areas of Particular Concern with EFH
Attachment 6: Bathymetry vicinity

FIGURES:

Area 1&2:
Figure 1: Area1&2 Project Area
Figure 2: Area 1&2 Project Area with WOUS
Figure 3: Area 1&2 Project Area with WOUS and impacts

Area 3:
Figure 4: Area 3 Project Area
Figure 5: Area 3 Project Area with WOUS
Figure 6: Area 3 Project Area with WOUS and impacts

Area 4:
Figure 7: Area 4 Project Area
Figure 8: Area 4 Project Area with WOUS
Figure 9: Area 4 Project Area with WOUS and impacts