



AFFILIATED AGENCIES

*Orange County
Transit District*

*Local Transportation
Authority*

*Service Authority for
Freeway Emergencies*

*Consolidated Transportation
Service Agency*

*Congestion Management
Agency*

March 31, 2025

**SUBJECT: Request for Information (RFI) 5-4047
“Dredging and Placement of Sand for the Coastal Rail Stabilization
Priority Projects”**

All:

The Orange County Transportation Authority (OCTA) is releasing this Request for Information (RFI) to gather insights from qualified firms regarding potential solutions and industry best practices related to the attached project background (Exhibit A). The feedback collected through this RFI will help OCTA refine its requirements and objectives in preparation for issuing a formal Invitation for Bids (IFB) for subject services.

Participation in this process is optional, and no contracts will be awarded under this RFI.

If you have any questions regarding this RFI, please submit them in writing to the undersigned via email at mbornman@octa.net no later than 5:00 p.m. on Thursday, April 4, 2025. OCTA's responses to the questions received will be posted on CAMM NET.

Please submit all RFI responses via email to mbornman@octa.net by **5:00 p.m., April 21, 2025.**

Sincerely,

Megan Bornman
Senior Contract Administrator
Contracts Administration and Materials Management

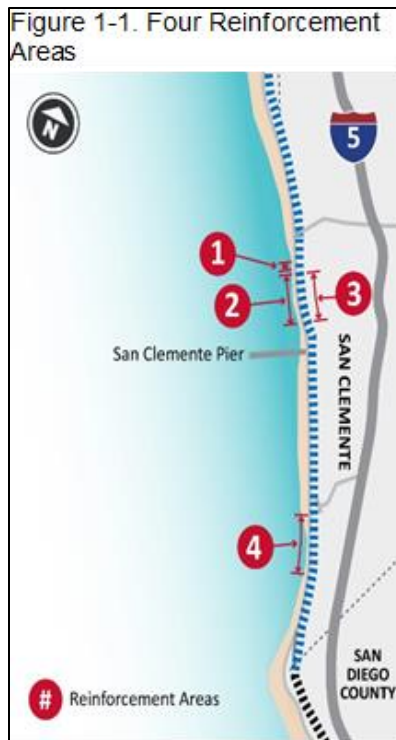
Project Background

Dredging and Placement of Sand for the Coastal Rail Stabilization Priority Projects

The Orange County Transportation Authority (OCTA) has identified a need for companies that services in offshore sand dredging and sand placement at specified locations for its the Coastal Rail Stabilization Priority Projects in Orange County.

Background:

OCTA is conducting a Coastal Rail Resiliency Study (CRRS) to develop short to medium-term solutions to protect the coastal railroad in its current right-of-way (ROW) and alignment. As part of the CRRS, OCTA completed an initial assessment that identified four areas - Area 1 and 2, Area 3, and Area 4, (shown in Figure 1-1), at risk of slope instability, coastal erosion, and landslide hazards. These four areas are referred to as the Coastal Rail Stabilization Priority Projects (CRSPP), and face imminent threats of further passenger and freight rail service disruptions. Initial site observations were initially conducted and followed by a detailed light detection and ranging (LiDAR) survey with orthometric and oblique aerial imagery in March 2024. The field and survey assessment determined that:



- **Areas 1 and 2 (Milepost [MP] 203.80 to MP 204.40):**

Several areas along the beach side were found to be over-steepened and prone to additional degradation requiring immediate reinforcement. The potential impact of coastal erosion is high in these locations due to the narrow beach, direct wave attack, and existing displaced rock on steep slopes. OCTA, in cooperation with Southern California Regional Railroad Authority (SCRRA), is currently in the process of developing and implementing the design and construction of Riprap Repair and Revetment for these Areas of CRSPP which will require approximately 240,000 CY of sand placement in these areas.

- **Area 3 (MP 204.00 to 204.50) FOR INFORMATION ONLY:**

Several areas along the inland side of the track were found to be over-over-steepened and susceptible to additional degradation requiring immediate reinforcement. This area of coastal bluff erosion on the inland side of the railroad ROW is vulnerable to steep bluffs and landslides that foul the railroad ROW. Additionally, a temporary solution of a soldier pile catchment wall was implemented by the operator of the Metrolink passenger rail service, SCRRA, in cooperation with OCTA, the owner of the railroad ROW near the Mariposa Pedestrian Beach Trail bridge located between the tracks and bluff at Milepost (MP) 204.2. The temporary solution aimed to prevent additional debris reaching the tracks from a specific landslide. Other failures along the bluff have occurred during this period that did not reach the tracks and the bluff in this vicinity has a history of slope failures. Sand placement is not needed in this area

- **Area 4 (MP 206.00 to 206.67):**

Portions of this beach have been subject to recent coastal erosion where little to no riprap exists, posing a significant and immediate threat to the railroad ROW. This area is bounded to the south by riprap placed to arrest erosion and landslides at Cyprus Shore. OCTA is currently in the process of developing and implementing the design and construction of Riprap Repair and Engineered Shore Protection Structure for this segment of CRSPP which will require approximately 300,000 CY of sand placement in this area.

OCTA is currently in the process of identifying and obtaining environmental clearance for an offshore dredging location for sourcing the sand for Areas 1, 2, & 4. A potential sand source location that is being evaluated by OCTA is Surfside Sunset, as well as other potential sand sources closer to the San Clemente placement sites.

The current project schedule for dredging and sand placement is as follows:

- Environmental approval for sand placement at Areas 1, 2, & 4: 12/30/2025
- Finalized design package for sand placement at Areas 1, 2, & 4: 12/30/2025

Based on the schedule above, the preliminary schedule for procurement and construction for the Project is as follows:

- Invitation for Bids (IFB): Anticipated Q1 of 2026;
- Bids Due Date: Anticipated Q2 of 2026;
- Contract Award & Notice to Proceed: Anticipated Q2 of 2026;
- Project Completion: Anticipated in 2027.

OCTA seeks a contractor committed to safety and quality, with proven expertise in administration and construction. The ideal partner will bring innovation to ensure timely completion, and be willing to collaborate with OCTA and stakeholders for the Project's mutual success.

Respondents are encouraged to submit additional information such as availability based on the preliminary schedule, equipment availability, qualifications to perform the required work, the respondent's participation/interest category, e.g. prime contractor, subcontractor, or supplier, and any other pertinent information.

Responses shall include the name, phone number, and e-mail address of the person who may be contacted by OCTA for further information about the project .

Note: Submission of an RFI response is not a prerequisite for participating in the procurement process. **Receipt of a response to this RFI does not guarantee that OCTA will be contacting individual firms in regard to its submission, or that a firm will be awarded the contract for these services.**

OCTA reserves the sole right, without incurring any liability, to change any aspect of the proposed project/procurement timeline described above, including the right to withdraw or cancel the project/procurement and/or the right to proceed in a different manner or on a different timeline from the one described above.