Approval to Adopt the Mitigated Negative Declaration Finding for the Orange County Maintenance Facility Project

Project Background

The Orange County Transportation Authority (OCTA) and the City of Irvine (City) have a long partnership in the planning and acquisition of the Orange County Maintenance Facility (OCMF) property.

2010

OCTA provides the City with property for the Sand Canyon Grade Separation

In return, the City reserves the OCMF property for OCTA with an option to acquire the property

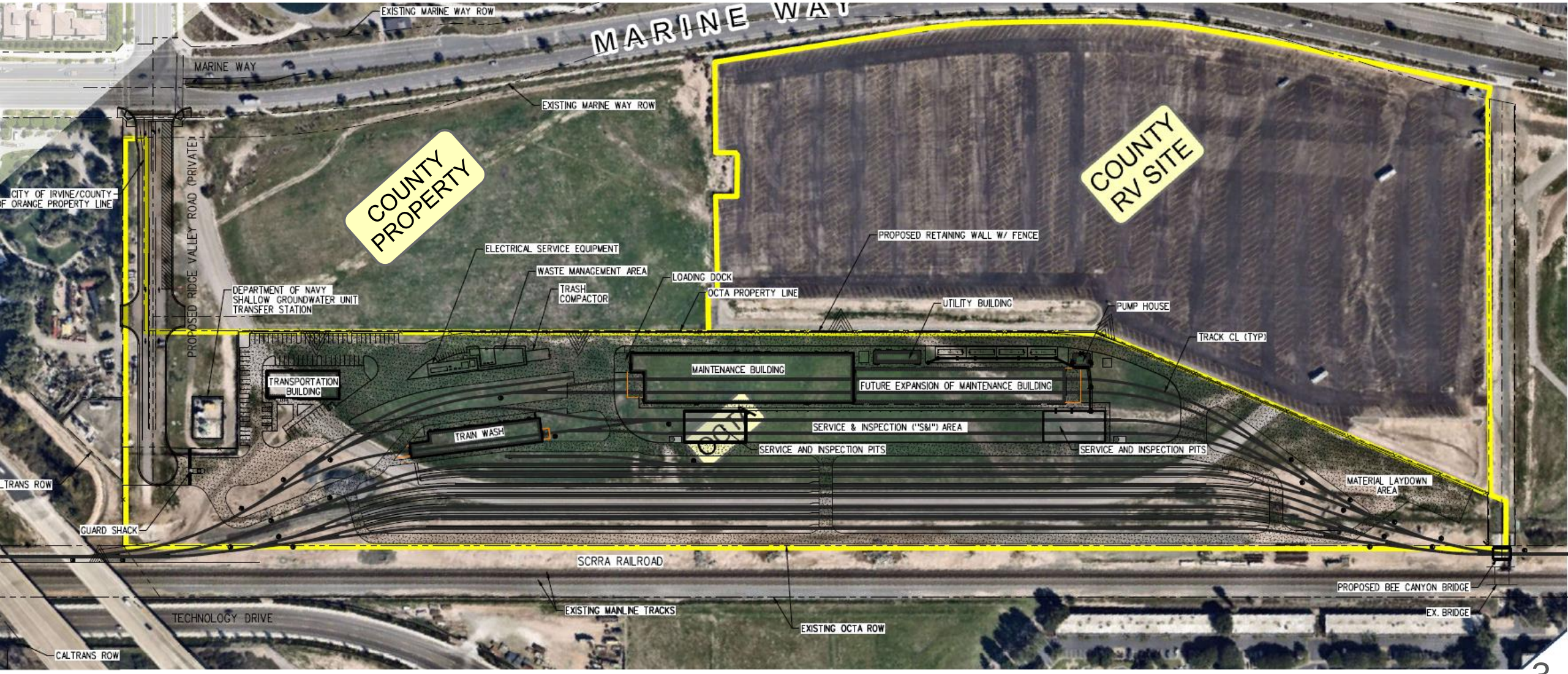
2015

OCTA chooses to acquire OCMF property

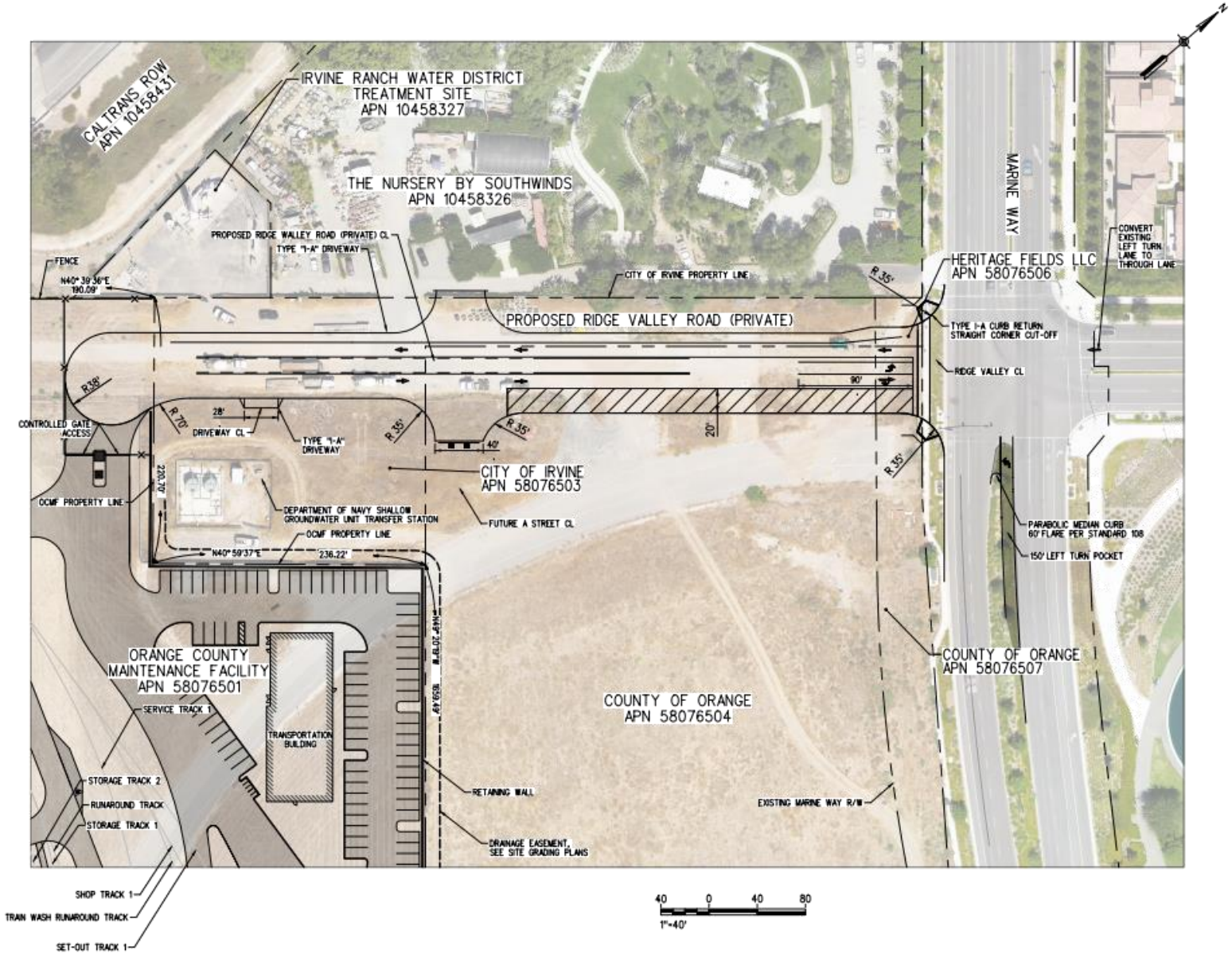
The agreement between OCTA and the City states that the property will be used as a commuter rail maintenance facility

Sand Canyon Grade Separation

Project Overview



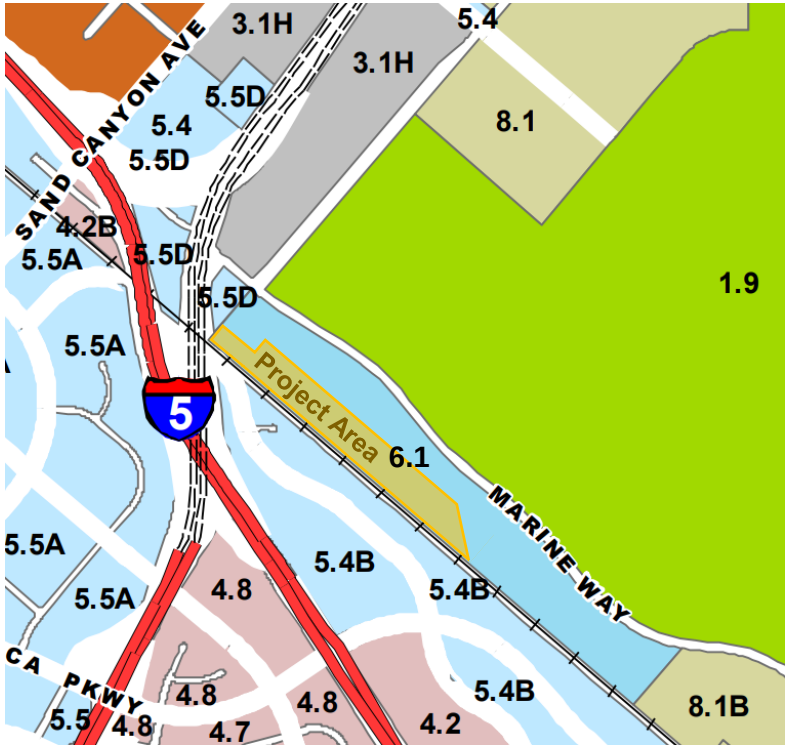
Ridge Valley Extension



City Zoning

OCMF:

- Located in City Planning Area 51
- Conditionally allowable under use zoning code **6.1 Institutional**
- Requires a Conditional Use Permit, which is currently under review by the City



6.1 Institutional	5.2 Industrial
Intended for public and quasi-public facilities, including government facilities, which the OCMF will be.	Typically used for private land use where raw materials can be manufactured into goods. The OCMF will not be manufacturing anything and will be a public use.

Project Need

Efficiency

- Eliminates need to move empty trains to facilities in other counties at the end of the day
- Allows better use of Metrolink's existing fleet

Public Transit

- Serves long-term public transportation needs by accommodating a future expansion of Metrolink's fleet

Maintenance

- Provides needed additional service capacity
- Serves long-term maintenance of public rail facilities

Project Benefits

Environment

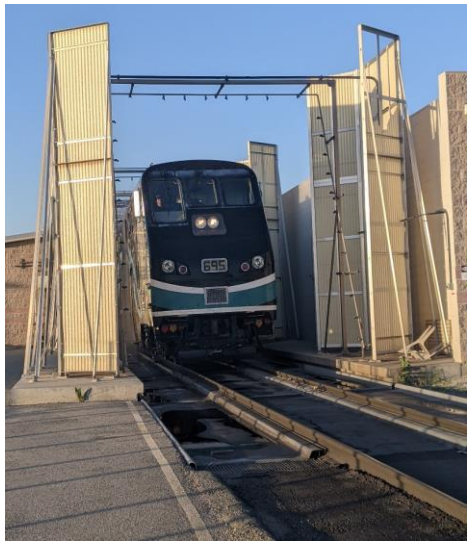
- Reduces greenhouse gas emissions by getting vehicles off the road
- Reduces emissions by eliminating need to move empty trains to other facilities

Public Transit

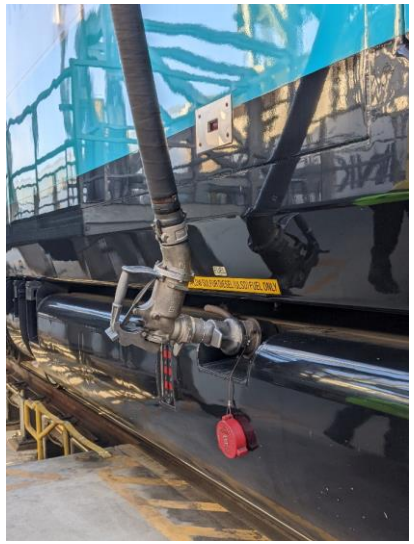
- Accommodates future expansion of the Metrolink system
- Allows for more frequent service
- Improves on-time train performance

Site Activities

- Interior cleaning
- Inspections of brakes and other parts
- Fueling
- Light repairs
- Train storage
- Train washing
- Sand replenishment
- Restroom cleaning



Automated Train Wash



Fueling

Service & Inspection Station

Dump Station

***** Heavy repairs trains will travel to other facilities *****

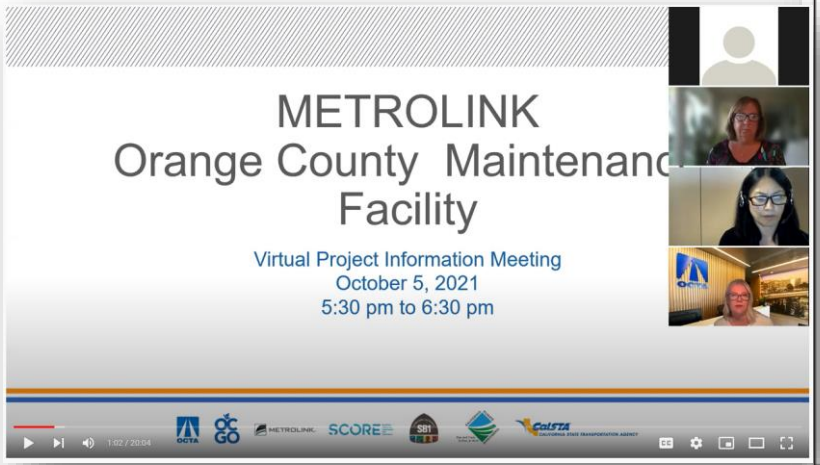
Outreach

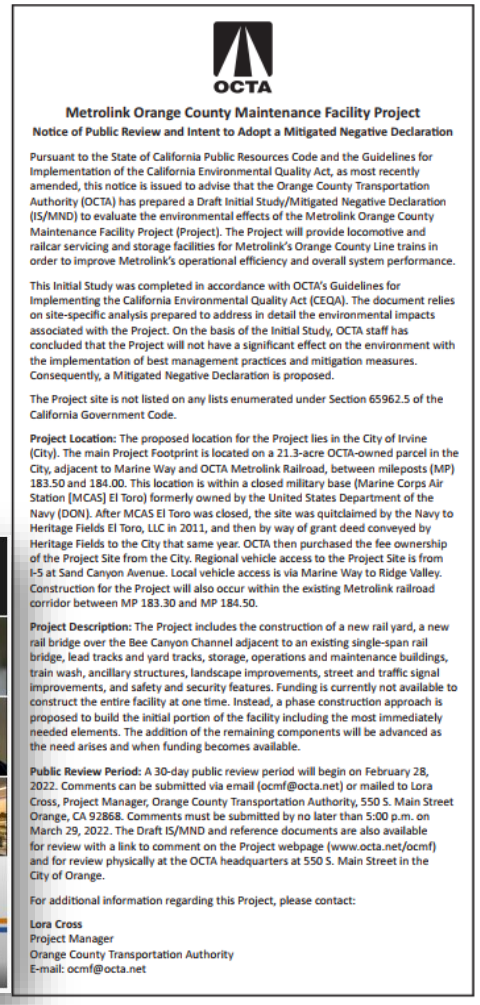
Meetings:

- Oct. 5 - Virtual Meeting
- Nov. 4 - OCTA Representative at Travata Community
- Jan. 12 - Travata Community Meeting
- March 14 - Travata Community Meeting

Notices/Collateral:

- Travata Community Email System
- Physical Notices
- Notice of Intent
- Social Media
- Newspaper Ads
- Project Collateral and Website





OCTA

Metrolink Orange County Maintenance Facility Project

Notice of Public Review and Intent to Adopt a Mitigated Negative Declaration

Pursuant to the State of California Public Resources Code and the Guidelines for Implementation of the California Environmental Quality Act, as most recently amended, this notice is issued to advise that the Orange County Transportation Authority (OCTA) has prepared a Draft Initial Study/Mitigated Negative Declaration (IS/MND) to evaluate the environmental effects of the Metrolink Orange County Maintenance Facility Project (Project). The Project will provide locomotive and railcar servicing and storage facilities for Metrolink's Orange County Line trains in order to improve Metrolink's operational efficiency and overall system performance.

This Initial Study was completed in accordance with OCTA's Guidelines for Implementing the California Environmental Quality Act (CEQA). The document relies on site-specific analysis prepared to address in detail the environmental impacts associated with the Project. On the basis of the Initial Study, OCTA staff has concluded that the Project will not have a significant effect on the environment with the implementation of best management practices and mitigation measures. Consequently, a Mitigated Negative Declaration is proposed.

The Project site is not listed on any lists enumerated under Section 65962.5 of the California Government Code.

Project Location: The proposed location for the Project lies in the City of Irvine (City). The main Project Footprint is located on a 21.3-acre OCTA-owned parcel in the City, adjacent to Marine Way and OCTA Metrolink Railroad, between mileposts (MP) 183.50 and 184.00. This location is within a closed military base (Marine Corps Air Station [MCAS] El Toro) formerly owned by the United States Department of the Navy (DON). After MCAS El Toro was closed, the site was quitclaimed by the Navy to Heritage Fields El Toro, LLC in 2011, and then by way of grant deed conveyed by Heritage Fields to the City that same year. OCTA then purchased the fee ownership of the Project Site from the City. Regional vehicle access to the Project Site is from I-5 at Sand Canyon Avenue. Local vehicle access is via Marine Way to Ridge Valley. Construction for the Project will also occur within the existing Metrolink railroad corridor between MP 183.30 and MP 184.50.

Project Description: The Project includes the construction of a new rail yard, a new rail bridge over the Bee Canyon Channel adjacent to an existing single-span rail bridge, lead tracks and yard tracks, storage, operations and maintenance buildings, train wash, ancillary structures, landscape improvements, street and traffic signal improvements, and safety and security features. Funding is currently not available to construct the entire facility at one time. Instead, a phase construction approach is proposed to build the initial portion of the facility including the most immediately needed elements. The addition of the remaining components will be advanced as the need arises and when funding becomes available.

Public Review Period: A 30-day public review period will begin on February 28, 2022. Comments can be submitted via email (ocmf@octa.net) or mailed to Lora Cross, Project Manager, Orange County Transportation Authority, 550 S. Main Street Orange, CA 92868. Comments must be submitted by no later than 5:00 p.m. on March 29, 2022. The Draft IS/MND and reference documents are also available for review with a link to comment on the Project webpage (www.octa.net/ocmf) and for review physically at the OCTA headquarters at 550 S. Main Street in the City of Orange.

For additional information regarding this Project, please contact:

Lora Cross
Project Manager
Orange County Transportation Authority
E-mail: ocmf@octa.net

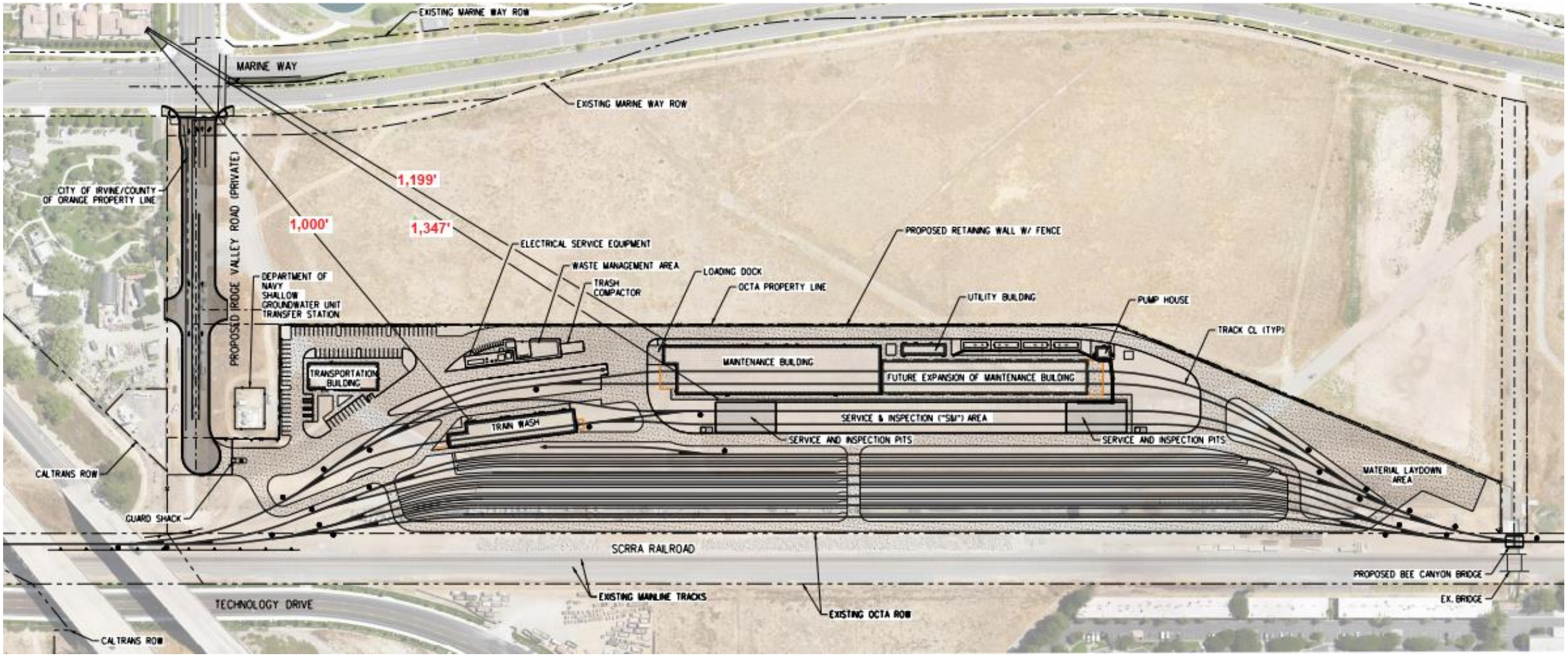
Common Concerns

- Visual
- Noise
- Air Quality
- Traffic

Visual

Study shows no significant impacts to aesthetics or glare from the maintenance facility.

Site Plan


EXISTING MARINE WAY ROW
MARINE WAY
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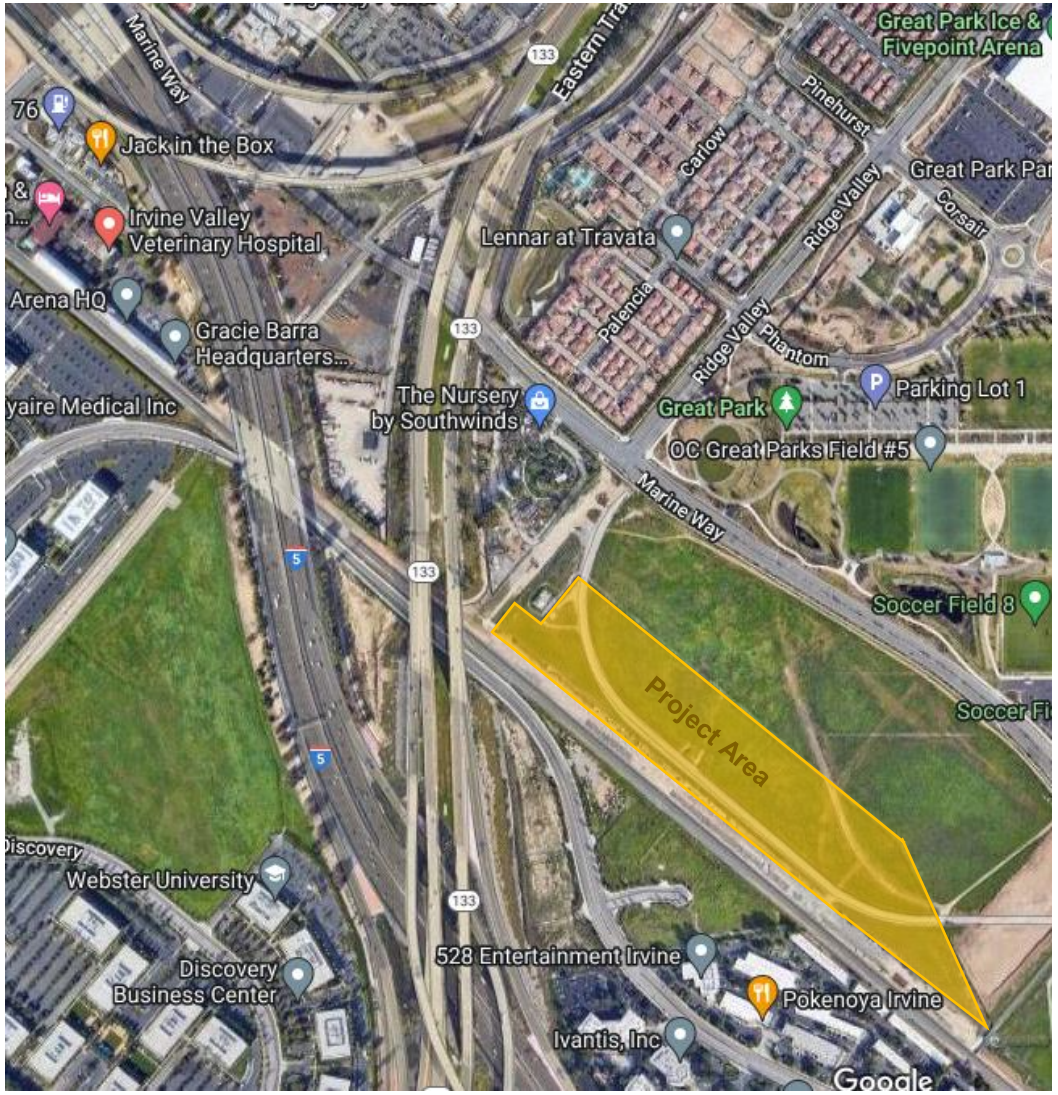
CITY OF IRVINE/COUNTY OF ORANGE PROPERTY LINE
PROPOSED RIDGE VALLEY ROAD (PRIVATE)
1,199'
1,000'
1,347'
ELECTRICAL SERVICE EQUIPMENT
WASTE MANAGEMENT AREA
TRASH COMPACTOR
LOADING DOCK
OCTA PROPERTY LINE
PROPOSED RETAINING WALL W/ FENCE
UTILITY BUILDING
PUMP HOUSE
TRACK CL (TYP)
DEPARTMENT OF NAVY SHALLOW GROUNDWATER UNIT TRANSFER STATION
TRANSPORTATION BUILDING
MAINTENANCE BUILDING
FUTURE EXPANSION OF MAINTENANCE BUILDING
TRAIN WASH
SERVICE & INSPECTION ("S&I") AREA
SERVICE AND INSPECTION PITS
SERVICE AND INSPECTION PITS
CALTRANS ROW
GUARD SHACK
MATERIAL LAYDOWN AREA
SCRRA RAILROAD
PROPOSED BEE CANYON BRIDGE
EX. BRIDGE
TECHNOLOGY DRIVE
EXISTING MAINLINE TRACKS
EXISTING OCTA ROW
CALTRANS ROW

Noise



Study shows no significant impacts to noise from construction or operations of the facility.

Current ambient noise at Travata Community	63-68 decibels
Noise at Travata Community during construction	68 decibels or below
Noise at Travata Community during operations of facility	68 decibels or below

Silent Library
30 decibels

Rainfall
50 decibels

Busy Traffic
70 decibels

Vacuum Cleaner
80 decibels

Lawn Mower
100 decibels

Rock Band
110 decibels

Jackhammer
130 decibels

Air Quality Advancements

Location of facility will reduce emissions by eliminating need to move empty trains to other counties at the end of the day and decreasing train idling due to more efficient logistics.

- Metrolink is the first passenger rail agency in the nation to be **completely powered by renewable fuel**
- Nearly 75 percent of Metrolink's locomotives use Tier 4 clean technology, which **reduce emissions by up to 85 percent** compared to older models

Air Quality

Study shows no significant impacts to air quality

SCAQMD threshold for maximum cancer risk in an age restricted community	10 in 1 million
Maximum modeled cancer risk of Project	1 in 1 million

- SCAQMD threshold for the maximum excess cancer risk for an individual in an age restricted community is 10 in 1 million. This project is well below the established threshold with 1 in 1 million.
- VOC emissions during construction can be mitigated by using water based or low VOC interior and exterior paints

SCAQMD – South Coast Air Quality Management District
VOC – volatile organic compounds

Traffic

Study shows no significant impacts to traffic

80 employees would access the facility daily

10 fleet vehicles will work out of the facility

20 other vehicles including deliveries and visitors

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220 total daily trips in and out of the facility each day

Schedule and Funding

- **2022** — Complete Environmental Review
- **2023** — Design Phase Begins
- **2024**
- **2025** — Complete Design Phase
- **2026** — Construction Begins
- **2027**
- **2028** — Project Completion (does not include the maintenance building)

Total project cost is $150 - $165 million:

- $54 million state grant is funding environmental, design, and a portion of construction

Questions?

More information about the project: **octa.net/OCMF**

More information about Metrolink: **MetrolinkTrains.com**