

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

Orange County Maintenance Facility (OCMF) History



OCTA and the City of Irvine (City) have a long partnership in the planning and acquisition of the OCMF property.

2003

- **The Great Park Master Plan identifies and designates land for the future OCMF.**

2010

- **The City reserves the OCMF property for OCTA with an option to acquire the property.**
In return, OCTA provides the City with property for the Sand Canyon Grade Separation.

2015

- **OCTA purchases the OCMF property.**
The sale agreement between OCTA and the City specifies that the property will be used as a commuter rail maintenance facility.











Sand Canyon Grade Separation

Project Overview



On-site Activities:

-  Interior cleaning
-  Inspections of brakes and other parts
-  Minor repairs, such as oil changes and brake pad replacement
-  Fueling
-  Train storage
-  Train washing
-  Wheel maintenance
-  Restroom cleaning

Trains will travel to other facilities for major repairs, such as engine overhauls and wheel truing.

VIDEO WILL
PLAY HERE

OCMF Project Need



Public Transit

Serves long-term public transportation needs by accommodating expansion of Metrolink's service and providing alternatives to driving.



Efficiency

Allows better use of Metrolink's existing fleet by eliminating the need to move trains without passengers to facilities in other counties at the end of the day.






Maintenance

Optimizes current and future maintenance needs of Orange County's rail system.





OCMF Benefits



Environmental Benefits:

-  Gets vehicles off the road and reduces congestion
-  Ensures Metrolink service continues to run efficiently and accommodates current and future operations
-  Reduces greenhouse gas (GHG) emissions

Public Transportation Benefits:

-  Supports the future expansion of the Metrolink system by meeting rail vehicle servicing and storage needs
-  Allows for more frequent passenger rail service and transit connectivity
-  Improves on-time train performance
-  Reduces operating costs

OCMF Environmental Study Results

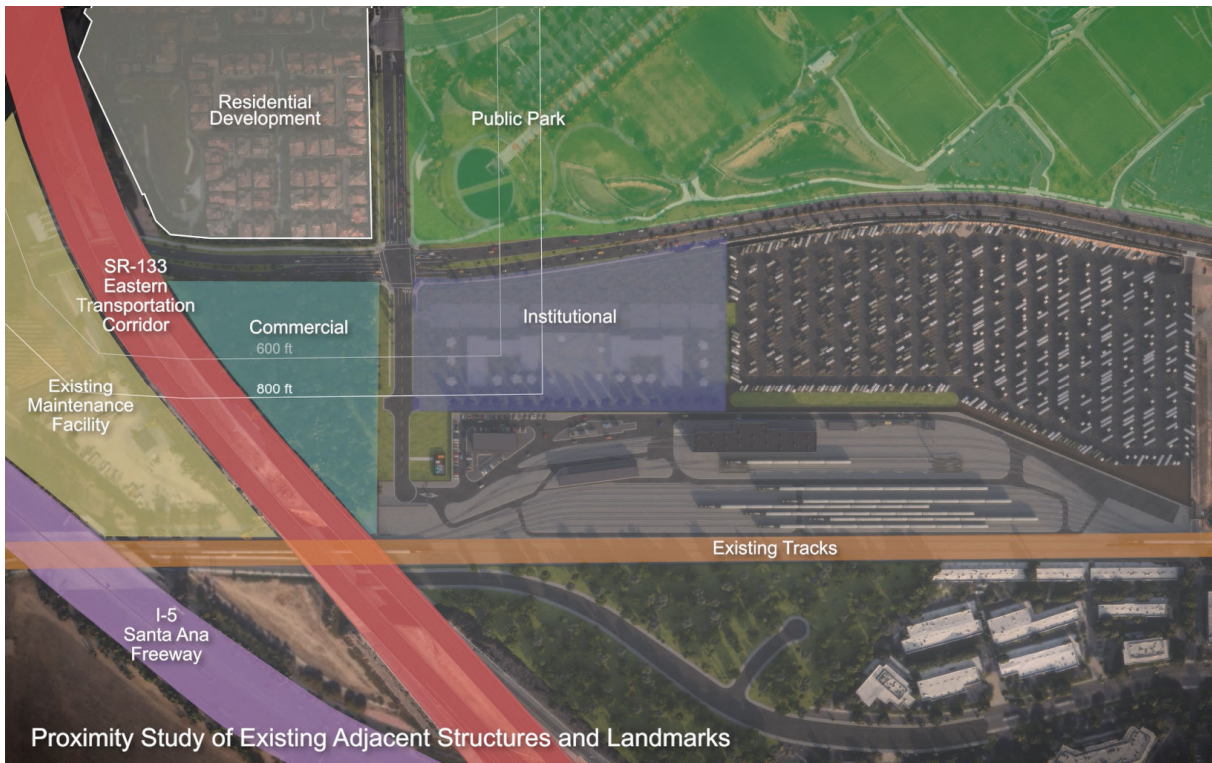


Visual

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



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



Current ambient noise at nearby residential community closest to OCMF facility	63-68 decibels
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Noise related to OCMF at the nearby residential community during construction	50-68 decibels
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Noise related to OCMF at the nearby residential community during operations	52-67 decibels
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Study shows no significant impacts to air quality.

The location of the facility will reduce GHG emissions by eliminating need to move trains without passengers to other counties at the end of the day and decrease 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 GHG emissions by up to 85 percent compared to older models.

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.

220 total daily trips in and out of the facility.

For comparison:

- Sand Canyon Avenue carries 30,000 total daily trips.
- Marine Way carries 17,400 total daily trips.

Recommendations



- A. Approve Resolution No. 2023-057 to adopt the Mitigated Negative Declaration, and Mitigation Monitoring and Reporting Program, pursuant to the California Environmental Quality Act, for the OCMF.
- B. Approve the OCMF.
- C. Authorize the Chief Executive Officer to direct staff to implement the Metrolink OCMF consistent with the 2015 Purchase and Sale Agreement between the City and OCTA.