

# ORANGE COUNTY MAINTENANCE FACILITY PROJECT

(OCMF)

FAQs



## FREQUENTLY ASKED QUESTIONS

### 1. What is the Orange County Maintenance Facility?

It is a rail yard where passenger trains will be serviced, cleaned, stored overnight and where train crews will use as a base for shift changes. It will include a 48-foot tall one-story warehouse type building which includes locomotive and car service platforms for inspection. Additional services on site include sanding of train wheels, fueling of the locomotives and sanitation dump stations. The site will also include an exterior train washing facility similar to a car wash station. Additional facility components include office space for crews and maintenance staff, parts storage and management, on-site water treatment, parking, access roads, and security.

#### Who will use the rail maintenance facility?

- Metrolink maintenance staff and crews will use the maintenance facility.

#### Where will the OCMF be located?

- The OCMF will be located off an extension of Ridge Valley west of Marine Way in Irvine, California, east of I-5/SR-133 and west of the Orange County Great Park. The extension of Ridge Valley is part of the OCMF project.

#### What is the purpose and need for this project?

- Meets rail vehicle servicing needs for compliance with railroad safety and maintenance requirements.
- Provides train storage to accommodate current and future operations to better serve the region's transportation needs and allow for more frequent service.
- Reduces operating costs by eliminating the need to run trains serving the Metrolink Orange County Line to distant facilities in Los Angeles, San Diego and San Bernardino.
- Improves system performance and rail service throughout southern California by relieving the maintenance and storage demand in other parts of the system.
- Benefits the environment by reducing emissions associated with automotive transportation and reduces locomotive travel to and from distant maintenance facilities.

### 2. What is the project status and schedule?

This project is in preliminary design and is beginning the environmental clearance phase under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) processes. In conformance with the CEQA process, OCTA will release a Notice of Intent (NOI) to adopt a Mitigated Negative Declaration for the project in fall 2021. At the time the NOI is published, the Mitigated Negative Declaration will be available for public review and comment for a 30-day period. The environmental clearance phase is expected to conclude in spring of 2022.

### 3. What is CEQA and NEPA, and how can I get involved?

CEQA is a state law that requires state and/or local government agencies to inform the public about potential environmental impacts of proposed projects and to avoid or reduce those environmental impacts as much as possible. OCTA is the CEQA lead agency for this project.



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NEPA is a federal procedural law that provides a framework for environmental planning and decision-making on projects that receive federal funds or require federal approvals. The Federal Transit Administration (FTA) is the NEPA lead agency for this project.

Both CEQA and NEPA include provisions for public involvement. OCTA will host a virtual community meeting in October 2021 to inform the public of the project prior to the release of the NOI. To get involved, you can review published project information and/or attend a public meeting and submit comments on the project.

### **4. Is the project subject to other planning permits or approvals?**

The project is located in the City of Irvine Planning Area 51. It is a conditionally allowable use under zoning defined by the City's 2015 General Plan. The project will require an approved Conditional Use Permit from the City of Irvine.

### **5. What is the decibel of sound that the maintenance facility will create and how far below the allowed sound decibel is that?**

The loudest construction activities are expected to occur during daytime hours and analysis indicates that the noise levels (ranging between 56 to 74 decibels) are under the FTA's construction noise criteria limits.

The operational noise analysis results indicate that noise from operations at the proposed OCMF are projected to be approximately an average of 52 decibels.

### **6. What hours of the day/night will there be sound, if any?**

Construction activities shall occur only between the hours of 7 a.m. and 7 p.m. Monday through Friday and between 9 a.m. and 6 p.m. on Saturday. Operation of the facility would be 24 hours. While noise analysis results indicate that the project is not expected to exceed maximum allowable noise levels or cause noise impacts, it is still conceivable that residents may occasionally hear noise from the proposed facility.

### **7. How many employees will there be and what will the impact to traffic be on Marine Way?**

It is estimated that 80 employees would access the maintenance facility on a daily basis, which would result in 160 additional daily trips (traveling to and from the site). Additionally, 10 fleet vehicles are estimated to access the maintenance facility, which result in 20 additional daily trips. Other vehicles including deliveries, visitors, and other ancillary traffic would result in 40 daily trips. Combined, the total number of project-related vehicles is expected to be 220 vehicles per day (that represents vehicles arriving at and departing from the OCMF throughout a 24-hour period).

### **8. Where can I find more project information?**

More information can be found at [octa.net/OCMF](http://octa.net/OCMF).

### **9. My question wasn't answered here. Can I contact someone?**

You can contact the project team by email at [ocmf@octa.net](mailto:ocmf@octa.net) or Tresa Oliveri at [toliveri@octa.net](mailto:toliveri@octa.net), or call (714) 560-5374.



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