

WELCOME

ORANGE COUNTY MAINTENANCE FACILITY

Project Update Open House

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STATION 1

PROJECT

BACKGROUND

OCMF HISTORY

OCTA and the City of Irvine have a long partnership in the planning and acquisition of the Orange County Maintenance Facility property.

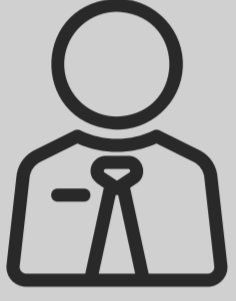
- 2003** **The Great Park Master Plan identifies and designates land for the future OCMF.** 
- 2010** **The City reserves the OCMF property for OCTA with an option to acquire the property.** 
 In return, OCTA provides the City with property for the Sand Canyon Grade Separation, which was a major traffic relief and safety improvement project for businesses and residents traversing through Sand Canyon.
- 2015** **OCTA acquires the OCMF property.** 
 The agreement between OCTA and the City specified that the property will be used as a commuter rail maintenance facility.
- 2016** **The City Planning Commission approves the Travata housing development.**
 Includes a condition that the developer must provide the following disclosure to future residents as part of the home sales literature for the Travata development:
"...a future Metrolink Maintenance facility is contemplated as a future addition to the area."

 *Approved by the Irvine City Council*

CITY OF IRVINE TRANSPORTATION NEEDS



Irvine's population grew 30% between 2010 and 2020. ¹

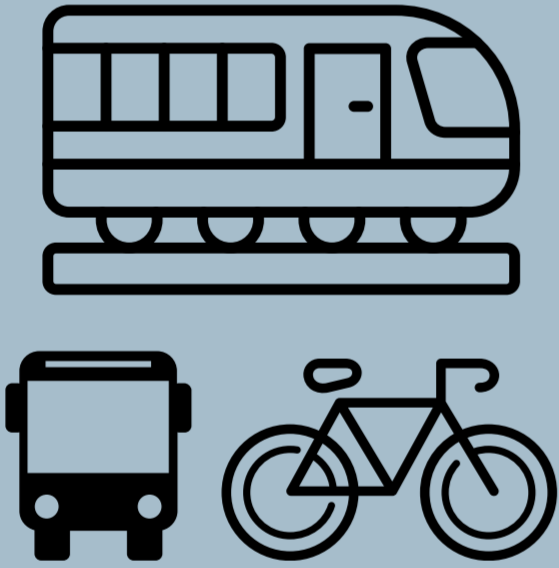


72% of Irvine's working residents have jobs outside the city. ²



88% of workers in Irvine live outside the city. ²

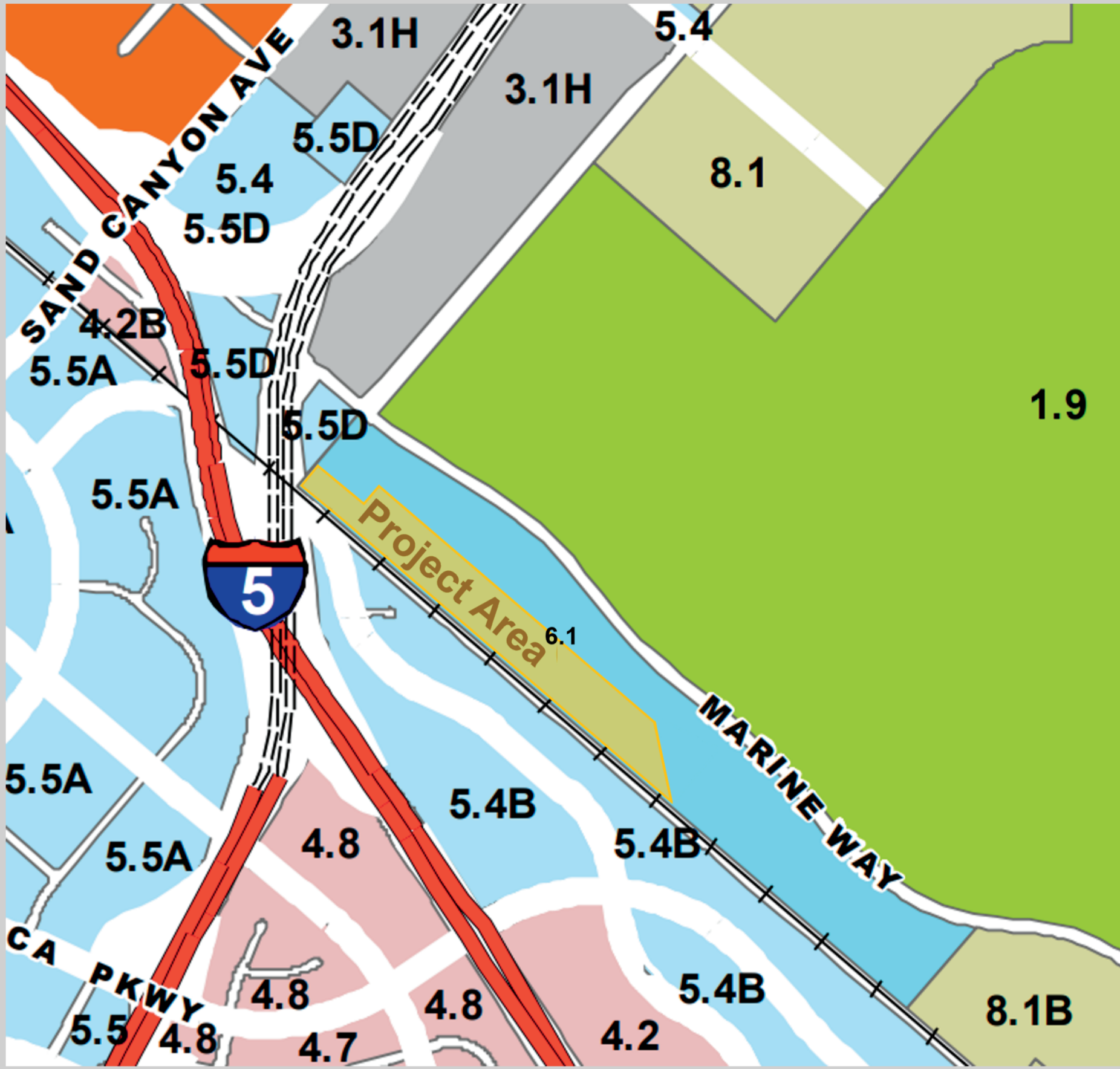
¹ From the Center for Demographic Projections
² From the 2020 U.S. Census



This level of commute travel cannot be sustained by roadways alone. Multimodal solutions must be considered to maintain quality of life.

OCMF CITY OF IRVINE ZONING:

- Located in City of Irvine Planning Area 51
- Conditionally allowable under use zoning code 6.1 Institutional



6.1 Institutional

Intended for public and quasi-public facilities, including government facilities, which the Orange County Maintenance Facility will be.











Great Park Master Plan

Approved by the Irvine City Council in 2003, the Great Park Master Plan designates land for the Orange County Maintenance Facility.

STATION 2 PROJECT OVERVIEW

OCCMF 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.



Automated Train Wash



Fueling



Restroom Cleaning



Service & Inspection Station

STATION 3

PROJECT NEED AND BENEFITS

OCMF PROJECT NEED



Public Transit

- Serves long-term public transportation needs by accommodating a future 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 long-term maintenance needs of Orange County's rail system.

1

2

3

4

5

OCMF COMMUNITY BENEFITS

ENVIRONMENTAL



Gets vehicles off the road and reduces congestion.



Ensures that Metrolink service continues to run efficiently and accommodate current and future operations.



Reduces greenhouse gas (GHG) emissions.



Supports the City of Irvine's Climate and Adaption Plan - which provides a framework for reaching the City's climate goals - by reducing GHG emissions associated with driving vehicles and accommodating a future expansion of Metrolink's service.

On-road transportation accounts for more than half of the City's GHG emissions, according to the 2019 City of Irvine Community GHG Emissions Inventory.

The combined benefits of the OCMF, Irvine Metrolink Station improvements and added service will:

- Reduce vehicle miles traveled (VMT) by 6.9 million annually
- Lower fossil fuel consumption by 200,000 gallons annually
- Reduce GHG emissions by an equivalent of 2,200 metric tons of carbon dioxide each year

Based on the California Air Resources Board Calculator

1

2

3

4

5

OCMF COMMUNITY BENEFITS

PUBLIC TRANSIT



Supports the future expansion of the Metrolink system serving Irvine and all of Orange County by meeting rail vehicle servicing and storage needs.



Allows for more frequent passenger rail service and transit connectivity including iShuttle and OC Bus.



Improves on-time train performance by allowing trains to begin their trips in Orange County and be stored and repaired locally.



Reduces operating costs by eliminating the need to move trains without passengers to facilities in other counties.

The OCMF is part of a multimodal solution for Irvine.

- Irvine's Metrolink station is the third busiest Metrolink station in Orange County.
- 34.5% of people who work in Irvine travel 25 miles or more to work, according to the 2020 U.S. Census.
 - Nearly half of those are traveling 50 miles or more.
- Long-range plans include more Metrolink service to manage growth in vehicle miles traveled.

STATION 4

ENVIRONMENTAL STUDY RESULTS

OCMF ENVIRONMENTAL VISUAL

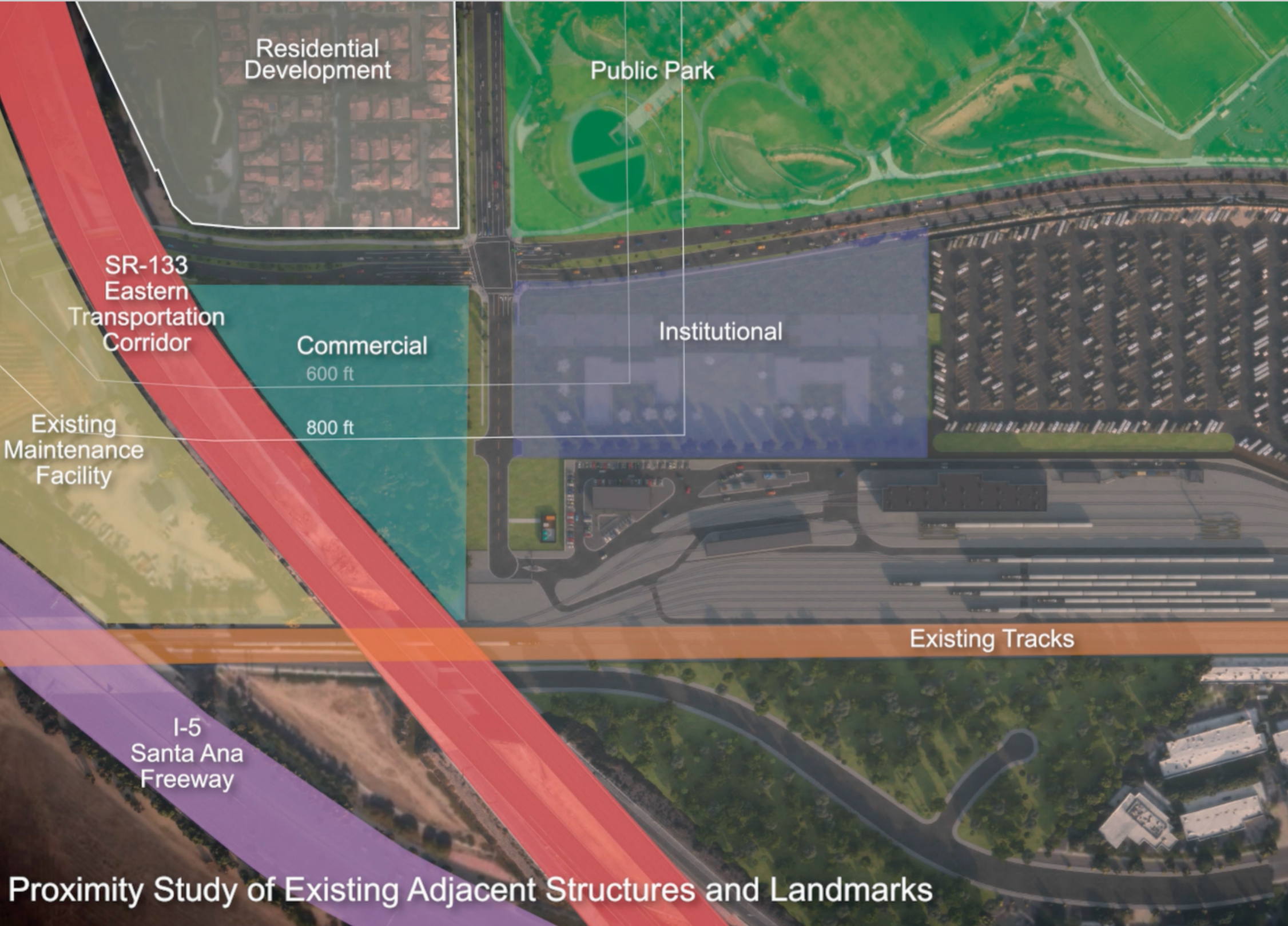
Study shows no significant impacts to aesthetics or glare from the facility.



OCMF ENVIRONMENTAL NOISE

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

Current ambient noise at nearby residential community closest to the OCMF facility	63-68 decibels
Noise related to OCMF at the nearby residential community during construction	50-68 decibels
Noise related to OCMF at the nearby residential community during operations	52-67 decibels



- Silent library: 30 decibels
- Rainfall: 50 decibels
- Busy traffic: 70 decibels
- Vacuum cleaner: 80 decibels
- Lawn mower: 100 decibels
- Jackhammer: 130 decibels

OCMF ENVIRONMENTAL AIR QUALITY

Study shows no significant impacts to air quality.

The location of the facility will reduce emissions by eliminating the 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% of Metrolink's locomotives use Tier 4 clean technology, which **reduce emissions by up to 85%** compared to older models.

OCMF ENVIRONMENTAL 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.

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.

STATION 5 LOOKING AHEAD

OCMF

ANTICIPATED SCHEDULE AND FUNDING



Ongoing
Environmental Phase



Two-Year Process
Design Phase



Two-Year Process
Construction
excluding maintenance building

Project Cost: \$180 Million

Funding Source: Transit and Intercity Rail Capital Program

This project is part of the SCORE* program for Metrolink’s Orange County and Inland Empire-Orange County lines and Amtrak’s Pacific Surfliner. Metrolink has been awarded grants through California’s Transit and Intercity Rail Capital Program (TIRCP), which utilizes SB 1 funding, as part of the SCORE program’s \$10 billion funding goal. Since TIRCP funding is involved in the project, it’s part of California Climate Investments, a statewide initiative that puts billions of Cap-and-Trade dollars to work reducing greenhouse gas emissions, strengthening the economy, and improving public health and the environment — particularly in disadvantaged communities.

**Southern California Optimized Rail Expansion*

OCMF

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Learn more and sign up to receive project updates
octa.net/OCMF



More information about Metrolink
MetrolinkTrains.com



Contact the project team
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