

PUBLIC NOTICE OF PREPARATION AND
PUBLIC SCOPING MEETING

As the Lead Agency pursuant Section 21067 of the California Environmental Quality Act (CEQA), the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) intends to prepare an Environmental Impact Report and hold a public scoping meeting for the following project:

Project Title: Central Coast Layover Facility (CCLF)

Scoping Meeting: A virtual public scoping meeting will be held for this project on Wednesday March 10, 2021, at 6:00 p.m. A presentation will be made at the scoping meeting that will include a description of the project and the purpose of the scoping meeting. The virtual meeting will consist of a live presentation followed by an opportunity for public input on the scope of the EIR or project.

Remote Viewing: The public scoping meeting is an agenda item on the City of San Luis Obispo's Planning Commission meeting. Members of the public wishing to watch the meeting can find information on the City's website at least 72 hours prior to the meeting date, and published here:

<https://www.slocity.org/government/advisory-bodies/agendas-and-minutes/planning-commission>

Project Address/Location: The project site is located on approximately 8.3 acres of relatively undeveloped land in the City of San Luis Obispo, which is situated along the Central Coast region of the state, about 190 miles north of Los Angeles (Figure 1). The proposed project is located south of the existing San Luis Obispo Amtrak Station (1011 Railroad Avenue). It extends from the existing Amtrak Station south to Francis Street, between the Union Pacific Main Tracks and existing commercial and residential development to the west. The southern limits of the project site is located just west of McMillan Avenue.

Project Description: The proposed project includes the construction of a new rail yard, storage and servicing tracks, operations and maintenance buildings, landscape improvements, pedestrian improvements, and safety and security features. Perimeter fencing would be installed around the facility for site security and public safety. Since funding is not available to construct the entire facility at once, construction phasing for the project is anticipated. This includes constructing the initial most critical portions of the facility, and the remaining components as need arises and funding becomes available.

The sections below will provide some details that are known at this stage in the project; the information is subject to change as design work proceeds.

Rail Yard and Tracks. The proposed project would construct a new rail yard with up to five new tracks.

- Train Wash Track
- Service & Inspection (S&I) Track
- Storage Track (3)

Trains would enter the site from the mainline switch at the north end of the site, passing through the Train Wash. Trains would travel south, passing the train wash building onto the tail track and then reverse direction into either the S&I Track or to one of the other storage tracks. Upon reaching the S&I position or a storage track, the trains would park for the night, connecting to ground power to allow for the electric functions of the train to continue and connecting to a yard air compressor to keep the brake system charged. These connections allow for continuity of these functions without the locomotive engine running, minimizing engine idling within the facility.

From the S&I or storage positions, daily servicing and light maintenance can occur. Trains stored on the S&I track would also undergo additional safety, operational and reliability inspections.

Trains would exit the facility north toward the San Luis Obispo station at intervals based on the approved and published service schedules.

Buildings. The proposed CCLF would consist of a series of single-story structures housing a variety of functions including office space, storage space, workshops, train wash, train S&I and wheel truing.

Operations/Fleet Maintenance Building. The Operations Building would be an approximately 3,000 square feet (sf) one-story building, which would house administrative offices and restrooms for operations and maintenance staff.

Fleet Maintenance Shops Building. The Fleet Maintenance Shops Building would be a one-story building and approximately 2,900 sf and would house a welding/fabrication shop, brake and coupler shop, and toolbox storage.

Parts Storeroom Building. The Parts Storeroom Building would be a one-story building, approximately 1,500 sf, located adjacent to the Fleet Maintenance Shops Building and Maintenance of Way Building. This building would store components and parts that are required on a frequent basis to support maintenance activities, and would include a dedicated secure area for shipping, receiving and storage.

Maintenance of Way (MOW) Building. The MOW Building would be a one-story building, approximately 2,200 sf, located adjacent to the Parts Storeroom Building. MOW is responsible for inspection and maintenance of track, roadbed, and buildings for the facility. MOW is also responsible for inspection and maintenance of non-revenue vehicles assigned to the CCLF.

Wash Building. The Wash Building would be a 10,000 sf one-story building, located at the center of the project site, along the Train Wash Track. An automatic, drive-through train wash would be enclosed in the Wash Building. As described above, trains entering the maintenance facility would pass through the Train Wash Building for cleaning prior to being placed on one of the storage tracks or the S&I track.

The train wash is anticipated to operate 7 days per week. Each train arriving at the facility at the end of its service day will enter through the wash, requiring it to run for about 5-10 minutes for each train. The timing of the train wash operation will depend on the approved and published service schedule, and would likely be during the evening hours.

Wheel Truing Building. The Wheel Truing Building would be a one-story building, approximately 1,900 sf in size and located at the north end of the project site adjacent to the San Luis Obispo Railroad Museum parking lot. The Wheel Truing Building would house an underfloor pit-mounted

wheel truing machine. Use of this facility is anticipated to be infrequent and not part of the daily operation.

S&I Shelter. One of the tracks would function as a storage track with an S&I position. The S&I track would be covered by a 24' high shelter. To provide access to the underside of a train for inspection and maintenance, a lower level work area or gauge pit would be installed.

Cleaning Shelters. Two cleaning shelters would be provided south of the Wash Building and storage tracks.

Parking. The proposed project would provide a total of 54 on-site parking spaces for employees and visitors. Most of the parking spaces would be located on the west end of the central yard in between the Roundhouse Site and Operations building. The other parking spaces would be located adjacent to the MOW Shops building.

Access. Primary employee and visitor access to the site would be from Roundhouse Avenue. Additional emergency access to the site would be available from the train museum parking lot (north end of site), from the parking lot off Alphonso Street (center of site), and from Francis Avenue (south end of site).


Potential Environmental Impacts to be Considered:

| | | | | | |
|--------------------------|-------------------------------|---------------------------|--------------------|---------------------|-----------------|
| Aesthetics | Air Quality | Biological Resources | Cultural Resources | Energy | Geology/Soils |
| Greenhouse Gas Emissions | Hazards & Hazardous Materials | Hydrology/Water Quality | Land Use/Planning | Noise and Vibration | Public Services |
| Transportation | Tribal Cultural Resources | Utilities/Service Systems | Wildfire | | |

We would like to get your input on the potential environmental effects of the project and how it can be improved to reduce/avoid significant environmental impacts. Your input will help us decide what issues to analyze in the environmental review of this project. An initial study was **not** prepared for the project.

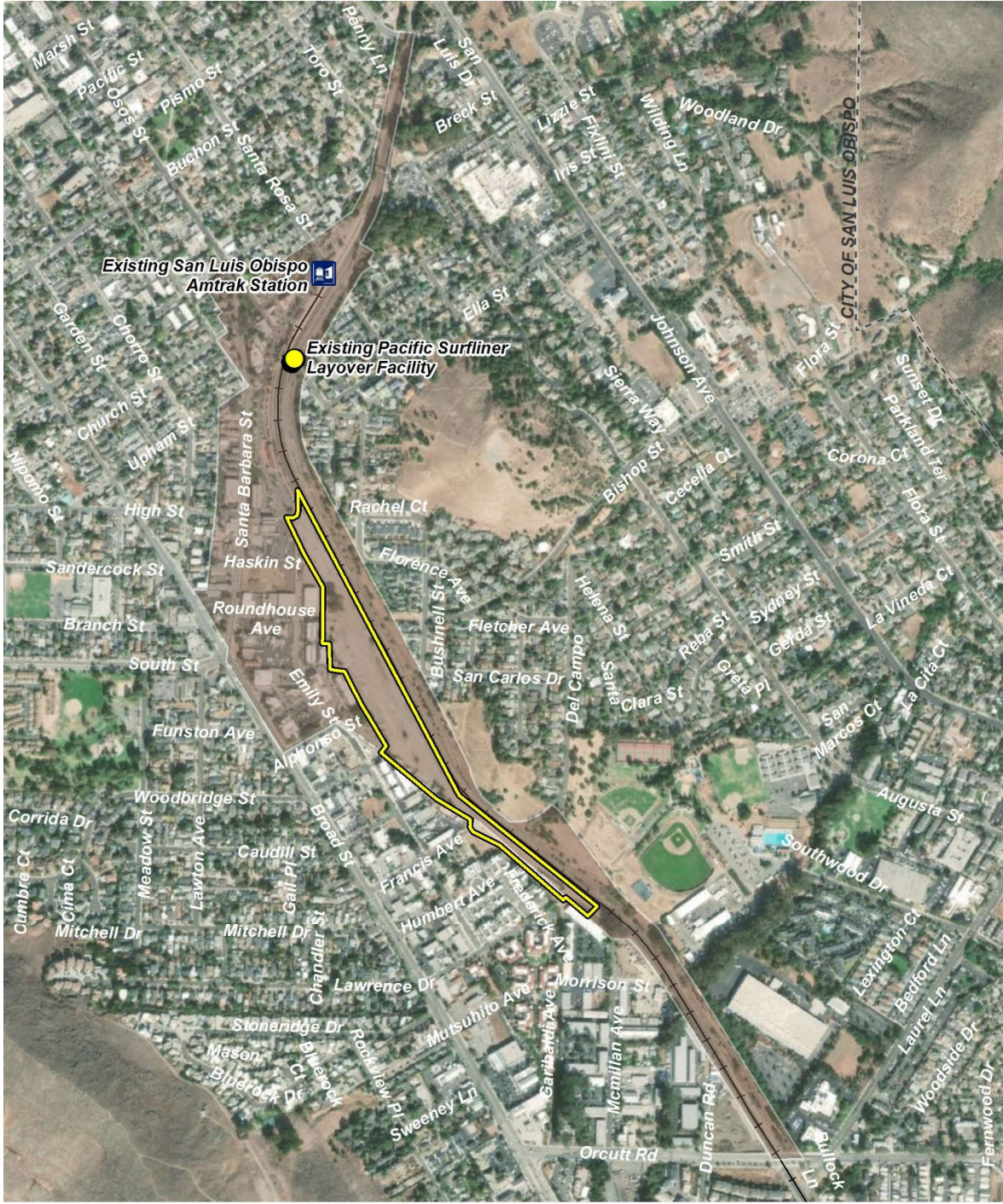
Due to the time limits mandated by CEQA, your response must be submitted by March 26, 2021. Your comments may be submitted via mail and email at the address below:

James Campbell, Manager of Programs
 LOSSAN Rail Corridor Agency
 600 South Main Street
 Orange, CA 92863
capitalprojects@lossan.org (e-mail with subject line "Central Coast Layover Facility" or "CCLF")

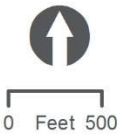
 2/23/2021

James Campbell Date
 Manager of Programs

Figure 1. Project Location



- Project Site
- City Limits
- Railroad Historic District
- LOSSAN Rail Corridor
- Existing Pacific Surfliner Layover Facility
- Existing San Luis Obispo Amtrak Station



Source: HDR