

**PUBLIC NOTICE OF PREPARATION
AND
PUBLIC SCOPING MEETING**

PLEASE TAKE NOTICE:

As the lead agency, the Southern California Regional Rail Authority (SCRRA) intends to prepare an Environmental Impact Report and hold a public scoping meeting for the following project:

Project Number and Title: Serra Siding Extension Project

Project Applicant: Southern California Regional Rail Authority

Scoping Meeting: A virtual public scoping meeting will be held for this project on Wednesday, February 24, 2021 at 5:30 to 6:30 pm. Refer to Metrolink's project website for more information on accessing the meeting at [Rail Projects - Serra Siding Project \(octa.net\)](https://www.metrolink.net/rail-projects/serra-siding-project). A presentation of the proposed Project will be made at the scoping meeting that will include a description of the project and the purpose of the scoping meeting.

Project Address/Location: The Serra Siding Extension Project (Project) is located within a 1.2-mile long Metrolink segment that serves two lines, the Orange County Line and the Inland Empire-Orange County Line, which run between downtown Los Angeles and Oceanside and between downtown San Bernardino and Oceanside, respectively (Figure 1). Specifically, the Project alignment follows existing railroad right-of-way (ROW) and runs in a northeast to southwest direction from Mile Post (MP) 199.80 to MP 201.00 within the City of Dana Point (Figure 2). A new control point (CP), CP Doheny, would be established at the Project's eastern terminus at MP 201.00. The existing CP, CP Serra, will be retired and will become a new intermediate signal, installed at MP 199.70.

The Project's northeastern terminus is located approximately at Victoria Boulevard in the City of Dana Point. From its northeast terminus, the Project alignment runs west-southwest, parallel to, and 500 feet east of the San Juan River and Trail for approximately 0.2 mile before passing under the Pacific Coast Highway (PCH). After passing under the PCH bridge location (Bridge 1), the Project alignment continues south for another 0.11 mile before passing over the PCH via a single span, steel through plate-girder bridge (Bridge 2). After its second intersection with the PCH, the Project alignment curves east for another 0.9 mile before ending at its southwestern terminus at CP Doheny, approximately 70 feet, northwest of the existing Beach Road at-grade crossing in the City of Dana Point. Two major freeways provide regional access to the Project alignment: PCH and Interstate 5 (Camino Capistrano).

Project Description: The proposed Project involves the construction of new rail infrastructure within existing railroad ROW, owned by the Orange County Transportation Authority (OCTA). The proposed Project would replace the existing single track within the Project alignment and extend the existing Serra siding south between MP 199.80 and CP Doheny at MP 201.00.

Under the proposed Project, the proposed main track and siding would run parallel to each other, 15 feet apart, except where the main track and siding pass above the PCH (i.e., at Bridge 2), where they would run further apart. The existing single-track single-span bridge structure over the PCH would be demolished and replaced by the two new single-track single-span bridge structures. Additionally, the track profiles would be raised where the main tracks and siding tracks cross over PCH to provide additional vertical clearance for vehicular traffic beneath the bridge, per California Department of Transportation (Caltrans) standards and specifications for expressways.

The existing CP Serra at MP 199.90 would be retired, and a new intermediate signal would be installed in its place at MP 199.70. At the eastern end of the siding extension, a new CP (CP Doheny) would be added at MP 201.00. An existing at-grade crossing south of the Project alignment, located at MP 201.00, where Palisades Drive and Beach Road meet at the PCH, would be unaffected by the Project.

Multiple above and underground utilities and drainage facilities within the railroad corridor would be relocated, extended, and/or protected in place as part of the Project. New retaining walls, totaling approximately 1,200 linear feet and ranging from 4 to 15 feet in height, would also be constructed along the Project alignment, where required.

Project construction is expected to begin in 2024 and would continue for up to 24 months. Project construction would largely occur within OCTA/SCRRA ROW. Construction staging area locations would be situated adjacent to the OCTA/SCRRA corridor to the greatest extent feasible.

Once constructed, the proposed Project would improve safety and reliability within the corridor and would also create additional train capacity with the goal of improving passenger train operations and on-time performance for both Metrolink's Orange County and Inland Empire-Orange County Lines.

Reviewing Agencies and Potential Approvals Required: The following agencies may have jurisdiction/interests concerning the proposed Project:

Regional, State and Federal:

- Federal Railroad Administration
- Federal Communications Commission
- United States Army Corps of Engineers
- United States Fish and Wildlife Service
- State Historic Preservation Officer
- California Public Utilities Commission
- California Department of Fish and Wildlife
- California Coastal Commission
- California State Transportation Agency
- Caltrans
- California Department of Parks and Recreation
- Regional Water Quality Control Board

Local:

- City of Dana Point
- Orange County
- OCTA

Potential Environmental Effects (to be considered): Aesthetics, Agriculture and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Energy, Geology/Soils, Greenhouse Gas Emissions, Hazards & Hazardous Materials, Hydrology/Water Quality, Land Use/Planning, Mineral Resources, Noise and Vibration, Population/Housing, Public Services, Recreation, Transportation, Tribal Cultural Resources, Utilities/Service Systems, Wildfire, and Mandatory Findings of Significance.

An Initial Study was not prepared for this Project.

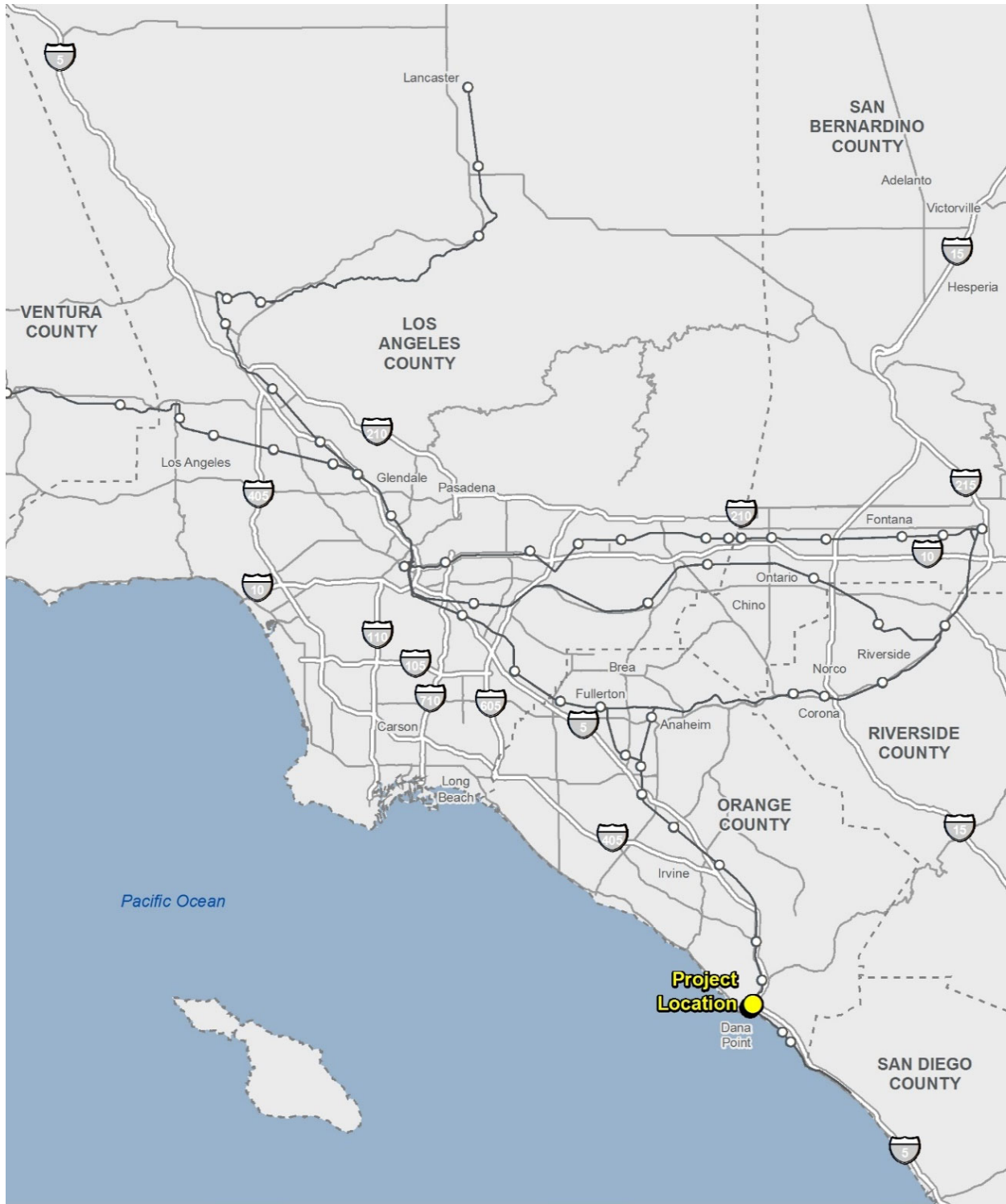
Pursuant to California Environmental Quality Act (CEQA) Section 21080.4(a) and Section 15082 of the CEQA Guidelines, responsible and trustee agencies and members of the public are asked to provide written comments regarding the scope and content of the Environmental Impact Report. Therefore, we need to know your views, or the views of your organization, regarding the effect this Project might have on the environment and your suggestions for ways the Project could be revised to reduce or avoid any significant environmental impacts. Your comments will help us decide what issues to analyze in the environmental review of this Project.

Due to the time limits mandated by state law, your response must be sent as soon as possible but not later than 90 days after the date of publication of this notice. Your comments may be submitted in writing to Chris Haskell, 900 Wilshire Boulevard, Suite 1500, Los Angeles, California, 90017, or via e-mail to HaskellC@scrra.net no later than July 31, 2021, 173 days from publish date. Please include in your response the name, email address, phone number, and mailing address of the contact person.

Public Comment Period: February 8, 2021 to July 31, 2021

Publish Date: February 8, 2021

Figure 1. Regional Location



- Project Location
- County Boundary
- Metrolink Station
- Interstate
- Metrolink Line
- Highway



Figure 2. Project Location and Study Area



-  Study Area
-  Mile Post
-  Project Limits
-  Existing Rail
-  City Boundary

