

**CALIFORNIA TRANSPORTATION COMMISSION
JUNE 2026 AMENDED BASELINE AGREEMENT**

On June 26, 2026, the California Transportation Commission approved an amendment to the 2022 Solutions for Congested Corridors Program and 2023 Active Transportation Program Metropolitan Planning Organization Component Baseline Agreement for the **U.S. 101 Connected Communities Corridor Rail and Active Transportation Improvements** project.

This amendment included the following documents:

1. Letters from the implementing agency requesting the amendment (page 2-6).
2. June 2026 Commission actions approving the program amendments (pages 7-18).
3. June 2026 Commission action approving the amendment to the Baseline Agreement (pages 19-20)
4. Revised electronic Project Programming Requests for the impacted components (pages 21-40).
5. Original Baseline Agreement approved by the Commission in May 2024 (pages 41-317).



SOUTHERN CALIFORNIA
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Transportation Commission

April 28, 2026

Ms. Tanisha Taylor
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

RE: SCAG Letter of Support for Funding Distribution Change: Santa Paula Trail, East Ventura Station to e/o Wells Road – City of Ventura

Dear Executive Director Taylor:

On behalf of the Southern California Association of Governments (SCAG), I would like to offer this letter of support for the city of Ventura's request for a funding distribution change for the Santa Paula Trail, East Ventura Station to e/o Wells Road Project, which was awarded through the MPO Component of ATP Cycle 6.

The city of Ventura is designing and constructing a Class I bicycle trail in the city of Ventura and unincorporated areas of Ventura County, providing an improved east-west bicycle and pedestrian route between the East Ventura Metrolink Station and east of Wells Road (State Route 118) along the Santa Paula Rail Line. The city is requesting to move cost savings in the Right-of-Way phase to the Construction phase because the actual Right-of-Way impacts were minimal and largely limited to temporary construction easements rather than the anticipated significant appraisal, negotiation, and legal efforts. Therefore, the city is requesting to shift \$1.77 million cost savings from the \$2.278 million currently programmed under the Right-of-Way phase to the Construction phase.

With a funding distribution change, the project is expected to continue supporting SCAG's Active Transportation component of Connect SoCal 2024, the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which encourages the development of Complete Streets that comprise a safe, multimodal network with flexible use of public rights-of-way for people of all ages and abilities using a variety of modes. Increasing non-motorized transportation infrastructure will help improve safety and enhance public health in our region.

If you have any questions, please contact Courtney Aguirre, Manager of Mobility Planning and Goods Movement, at (213) 236-1990 or aguirre@scag.ca.gov.

Sincerely,

A handwritten signature in blue ink that reads "Kome Ajise". The signature is written in a cursive, flowing style.

Kome Ajise
Executive Director



Ventura County Transportation Commission

April 28, 2026

California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Dear Ms. Aulenbacher:

The Ventura County Transportation Commission (VCTC) respectfully requests an amendment to the current Active Transportation Program (ATP) programming for PPNO 6194, Santa Paula Trail, East Ventura Station to east of Wells Road. Specifically, VCTC requests to reprogram \$1.770 million in savings from the Right-of-Way (ROW) Phase to the Construction Phase.

The Santa Paula Trail, East Ventura Station Project designs and constructs a Class I bicycle trail in the City of Ventura and unincorporated areas of Ventura County, providing an improved east-west bicycle and pedestrian route between the East Ventura Metrolink Station and east of Wells Road (State Route 118) along the Santa Paula Rail Line.

Current programming reflects \$2.278 million of ATP funds in the ROW Phase. The City anticipates approximately \$1.770 million in savings in this phase. It was initially anticipated that more right-of-way work would be required; however, actual impacts were minimal and largely limited to temporary construction easements. Coordination with the single affected farmland owner helped limit the extent of right-of-way needs, and overall appraisal, negotiation, and legal efforts were less extensive than originally anticipated, resulting in cost savings. These savings reflect the City's conservative, worst-case planning assumptions early in project development to account for potential right-of-way impacts that ultimately did not materialize.

The total Construction Phase cost is reflected as \$20.417 million in the currently approved Baseline Agreement. Updated cost estimates now reflect a Construction Phase cost of \$25.933 million. The increase in construction cost is primarily attributable to design refinements identified through continued coordination with a critical project stakeholder as the project advanced into final design. These refinements reflect stakeholder requirements identified through standard review and coordination processes and were incorporated to ensure the project meets safety, and long-term compatibility needs. In addition, construction cost escalation since initial programming, including increases in labor, materials, and contractor pricing, has contributed to the overall increase in the Construction Phase cost.

The project includes \$20.417 million in Solutions for Congested Corridors Program (SCCP) funds programmed in the Construction Phase. These funds were awarded in June 2023 as part of a \$75 million package supporting a suite of regionally significant transportation projects. The project team is prepared to request allocation for the Construction Phase at the June 2026 California Transportation Commission meeting. To assist with processing this request, VCTC has included an updated Project Programming Request (PPR) form.

Reprogramming the available ROW cost savings to the Construction Phase will allow the project to remain fully funded and advance construction consistent with the approved scope and schedule. We appreciate your consideration of this request and your continued support of ATP projects in Ventura County. If you have any questions, please contact me at (805) 642-1591, x 106 or vschoenewald@goventura.org.

Respectfully,

A handwritten signature in black ink, appearing to read "Vanessa Schoenewald". The signature is fluid and cursive, with the first name "Vanessa" being more prominent than the last name "Schoenewald".

Vanessa Schoenewald
Director of Programming
VCTC

Attachment:

ePPR



Ventura County Transportation Commission

April 28, 2026

California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Dear Ms. Taylor:

The Ventura County Transportation Commission (VCTC) respectfully requests California Transportation Commission (CTC) approval to segment the Rail Stations EV Chargers Project (PPNO 6220) to reflect two separate construction contracts: one for the Camarillo Rail Station and one for the Oxnard Rail Station.

The approved project proposes installation of six electric vehicle (EV) chargers at two rail stations in Ventura County. Four chargers will be installed at the Camarillo Rail Station, and two chargers will be installed at the Oxnard Rail Station. PPNO 6220 includes \$60,000 in Solutions for Congested Corridors Program (SCCP) funds programmed in the Construction Phase. These funds were awarded by the CTC in June 2023 as part of a \$75 million package supporting regionally significant transportation projects.

Segmentation is appropriate because the improvements will be delivered through two separate construction contracts, awarded by the Cities of Camarillo and Oxnard. The SCCP funds will be distributed equally between the two project segments, resulting in \$30,000 allocated to each construction contract. The segmentation of PPNO 6220 does not revise the approved project scope, outputs, or outcomes and is consistent with CTC practice.

VCTC is prepared to request allocation for the Construction Phase for both segments at the June 2026 California Transportation Commission meeting. We appreciate your consideration of this request. If you have any questions, please contact me at (805) 642-1591 or via email at merickson@goventura.org.

Respectfully,

Martin Erickson
Executive Director
VCTC

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 25-26, 2026

From: TANISHA TAYLOR, Executive Director

Reference Number: 4.19, Action

Prepared By: Anja Aulenbacher
Associate Deputy Director

Published Date: June 12, 2026

Subject: 2023 Active Transportation Program Funding Distribution Project Amendment,
Resolution G-26-53, Amending Resolution G-25-48

Recommendation:

Staff recommends the California Transportation Commission (Commission) approve a funding distribution amendment to the 2023 Active Transportation Program Metropolitan Planning Organization (MPO) Component as reflected in the updated Program of Projects (Attachment A).

Issue:

The 2023 Active Transportation Program MPO Component included the City of Ventura's Santa Paula Trail, East Ventura Station to east of Wells Road Project (PPNO 6194). Ventura County Transportation Commission and the City of Ventura request to reprogram \$1,770,000 in right of way savings to the construction phase. This amendment is an exception to Active Transportation Program Guidelines, which do not allow funding distribution amendments after allocation.

The project's right of way cost was not as high as anticipated, leading to \$1,770,000 in savings. It was initially anticipated that more right of way work would be necessary, however, actual activities were limited to negotiation with a single parcel owner that reduced the need for overall appraisal and legal efforts, resulting in cost savings. This project represents one segment of a 32-mile trail that will connect the region. However, the project's construction costs are considerably higher than anticipated because of design refinements developed with stakeholders to meet safety and long-term compatibility requirements. The City requests to move the right of way funds to construction to contribute to the cost increase in the construction phase. Additionally, the City of Ventura has secured \$3,676,000 to cover the balance of the cost increase on the construction phase, which also includes \$20,417,000 in 2022 Solutions for Congested Corridors Program funds.

Staff recommends approval of this amendment because of the City's prudent and efficient coordination of the right of way phase, and to support the region's priority improving this corridor. Additionally, the City has been communicating and coordinating with Commission staff for more than a year to ensure timely delivery of this project. Granting this exception helps the City fill their construction phase funding gap preserving the viability of this Active Transportation Program and Solutions for Congested Corridor funded project.

The proposed amendment would move funds as shown in the chart below. The total funds programmed to the project will not change. Related items on this agenda include reference number 2.5w.(7), which requests approval to deallocate \$1,770,000 in Active Transportation Program funds from the right of way phase, reference number 4.13, which requests the Commission's approval to amend the Baseline Agreement to reflect these changes, and reference number 2.5s.(5), which requests approval of the multi-funded construction allocation for this project.

PHASE	PSE (FY 23/24)	RW (FY 23/24)	CON (FY 24/25)	TOTAL ATP FUNDS
Original	\$4,438,000	\$2,278,000	\$ 70,000	\$6,786,000
Change	-	- \$1,770,000	+\$1,770,000	-
Proposed	\$4,438,000	\$508,000	\$1,840,000	\$6,786,000

Background:

The Active Transportation Program was created by Senate Bill 99 (Committee on Budget and Fiscal Review, Chapter 359, Statutes of 2013) and Assembly Bill 101 (Committee on Budget, Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking.

The Active Transportation Program Guidelines allow an agency to request to move funds between programmed phases provided the total programmed amount does not increase, the project remains fully funded, project benefits are preserved or improved, and an allocation has not yet occurred.

On June 28, 2023, the Commission adopted the 2023 Active Transportation Program MPO Component (Resolution G-23-49) which included \$6,716,000 for the City of Ventura's Santa Paula Trail, East Ventura Station to east of Wells Road Project. The project will construct a Class I bicycle trail in the City of Ventura and unincorporated areas of Ventura County, providing an improved east-west bicycle and pedestrian route between the East Ventura Metrolink Station and east of Wells Road (State Route 118) along the Santa Paula Rail Line.

At the August 2024 Commission meeting, the Commission amended the 2023 Active Transportation Program MPO Component for the Southern California Association of Governments (Resolution G-24-67) to program \$70,000 to the construction phase for the Santa Paula Trail, East Ventura Station to east of Wells Road Project, bringing the total Active Transportation Program funds programmed to this project to \$6,786,000.

At the June 2025 Commission meeting, the Commission amended the 2023 Active Transportation Program MPO Component (Resolution G-25-48) to deprogram projects that requested cancelation. The City of Ventura's Santa Paula Trail, East Ventura Station to east of Wells Road Project was not impacted by this amendment.

RESOLUTION G-26-53, amending Resolution G-25-48

Be it Resolved, that the Commission does hereby amend the 2023 Active Transportation Program Metropolitan Planning Organization (MPO) Component to move \$1,770,000 from the right of way phase to the construction phase for the Santa Paula Trail, East Ventura Station to east of Wells Road Project.

Be it Further Resolved, that Resolution G-25-48 is hereby amended to reflect the funding distribution change to the Santa Paula Trail, East Ventura Station to east of Wells Road Project (PPNO 6194); and

Be it Further Resolved, that all provisions stipulated in Resolution G-23-49 remain in effect.

Attachments:

- Attachment A: Amended 2023 Active Transportation Program Metropolitan Planning Organization Component Program of Projects
- Attachment B: Request for Funding Distribution Change

2023 Active Transportation Program
Metropolitan Planning Organization Component
Amended Program of Projects
Resolution G-26-53, Amending Resolution G-25-48
(\$1,000's)

Reference Number 4.19
June 25-26, 2026
Attachment A

Amendments are shown in bold and strikethrough and highlighted in yellow

MPO	County	Application ID	Project Title	Total Project Cost	ATP Funding	FY 23-24	FY 24-25	FY 25-26	FY 26-27	PAED	PSE	ROW	CON	CON-NI	Project Type	DAC	SRTS	State Score	Regional Score or Rank*
FCOG	Fresno	6-Fresno, City of-3	Downtown Neighborhood Safe Schools Crossing	\$ 1,636	\$ 1,636	\$ 148	\$ 7	\$ 1,472	\$ 9	\$ 3	\$ 145	\$ 7	\$ 1,472	\$ 9	Small Infrastructure + Non-Infrastructure	X	X	86	84
FCOG	Fresno	6-Fresno County-3	Calwa Sidewalk Project	\$ 3,429	\$ 2,697	\$ 39	\$ 314	\$ -	\$ 2,344	\$ 39	\$ 314	\$ -	\$ 2,344	\$ -	Small Infrastructure	X	X	83	82
FCOG	Fresno	6-Parlier, City of-1	City of Parlier Limitless Lane Network	\$ 3,008	\$ 3,008	\$ 15	\$ 345	\$ 2,648	\$ -	\$ 15	\$ 345	\$ -	\$ 2,648	\$ -	Small Infrastructure	X	X	89	82
FCOG	Fresno	6-Parlier, City of-2	City of Parlier Schools Corridor Active Transportation Improvements Project	\$ 3,000	\$ 3,000	\$ 270	\$ 408	\$ 2,322	\$ -	\$ 10	\$ 408	\$ -	\$ 2,322	\$ 260	Small Infrastructure + Non-Infrastructure	X	X	N/A	81
FCOG	Fresno	6-Coalinga, City of-1	Coalinga Perimeter Trail Interconnect Pacific South and Gregory North	\$ 2,016	\$ 1,774	\$ 117	\$ -	\$ 197	\$ 1,460	\$ 117	\$ 91	\$ 106	\$ 1,460	\$ -	Small Infrastructure	X		83	80
FCOG	Fresno	6-Fowler, City of-2	Fremont Elementary/ Marshall Elementary/Fowler High Safe Routes to School	\$ 600	\$ 600	\$ 5	\$ 50	\$ 545	\$ -	\$ 5	\$ 50	\$ -	\$ 545	\$ -	Small Infrastructure	X	X	71	78
FCOG	Fresno	6-Selma, City of-2	Selma Branch Canal Parkway Project	\$ 3,500	\$ 3,098	\$ 13	\$ 384	\$ -	\$ 2,701	\$ 13	\$ 384	\$ -	\$ 2,701	\$ -	Small Infrastructure	X	X	N/A	76
FCOG	Fresno	6-Fresno County-2	Tranquility Sidewalk Project	\$ 4,608	\$ 458	\$ 79	\$ 379	\$ -	\$ -	\$ 79	\$ 379	\$ -	\$ -	\$ -	Medium Infrastructure	X	X	74	74
FCOG	Fresno	6-Fresno County-5	Herndon-Barstow Elementary High Intensity Activated Crosswalk	\$ 801	\$ 603	\$ 107	\$ 496	\$ -	\$ -	\$ -	\$ 84	\$ 23	\$ 496	\$ -	Small Infrastructure	X	X	N/A	74
FCOG	Fresno	6-Huron, City of-1	Citywide Sidewalk Improvements	\$ 1,741	\$ 1,741	\$ 209	\$ 1,532	\$ -	\$ -	\$ 5	\$ 204	\$ -	\$ 1,532	\$ -	Small Infrastructure	X		69	71
KCOG	Kern	9-Tehachapi, City of-1	Valley Boulevard and Mill Street Gap Closure Project	\$ 3,266	\$ 3,266	\$ 65	\$ 315	\$ 200	\$ 2,686	\$ 65	\$ 315	\$ 200	\$ 2,686	\$ -	Small Infrastructure	X		87	87
KCOG	Kern	6-Kern County - D6-4	Kern River Parkway Multi-use Path Safety & Connectivity Project	\$ 8,035	\$ 6,800	\$ -	\$ 900	\$ -	\$ 5,900	\$ -	\$ 900	\$ -	\$ 5,900	\$ -	Medium Infrastructure	X		81	81
KCOG	Kern	6-Kern County - D6-5	Safe Route To School (SRTS) ADA Crosswalk Safety	\$ 2,342	\$ 1,760	\$ -	\$ -	\$ -	\$ 1,760	\$ -	\$ -	\$ -	\$ 1,760	\$ -	Small Infrastructure	X	X	78	78
KCOG	Kern	6-Wasco, City of-1	Central Avenue Class I & Class II Bicycle Trails	\$ 660	\$ 660	\$ 5	\$ 71	\$ 584	\$ -	\$ 5	\$ 71	\$ -	\$ 584	\$ -	Small Infrastructure	X		73	73
KCOG	Kern	6-Delano, City of-1	ATP-6 SRTS Sidewalk Gap and Crosswalk Improvement Project	\$ 703	\$ 703	\$ -	\$ 75	\$ 628	\$ -	\$ -	\$ 75	\$ -	\$ 628	\$ -	Small Infrastructure	X	X	71	71
KCOG	Kern	6-Taft, City of-1	10th St & San Emidio St - Intersection Safety Improvements	\$ 455	\$ 455	\$ -	\$ 47	\$ 408	\$ -	\$ 5	\$ 42	\$ -	\$ 408	\$ -	Small Infrastructure	X		70	70
KCOG	Kern	6-Bakersfield, City of-3	H Street Corrior (SR-204 to Hwy 58)	\$ 8,454	\$ 3,154	\$ -	\$ 3,154	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,154	\$ -	Medium Infrastructure	X	X	66	66
SACOG	Sacramento	3-Elk Grove, City of-1	Laguna Creek Inter-Regional Trail SR 99 Overcrossing and Gap Closure	\$ 10,900	\$ 6,874	\$ -	\$ -	\$ -	\$ 6,874	\$ -	\$ -	\$ -	\$ 6,874	\$ -	Large Infrastructure			66	83
SACOG	Sacramento	3-Citrus Heights, City of-3	Arcade Cripple Creek Extension	\$ 8,084	\$ 7,155	\$ 500	\$ -	\$ 806	\$ 5,849	\$ 500	\$ 600	\$ 206	\$ 5,849	\$ -	Medium Infrastructure	X		N/A	81
SACOG	Placer	3-Roseville, City of-1	Dry Creek Greenway East Multi-Use Trail, Phase 2	\$ 8,942	\$ 6,063	\$ -	\$ -	\$ -	\$ 6,063	\$ -	\$ -	\$ -	\$ 5,848	\$ 215	Medium Infrastructure + Non-Infrastructure			66	81
SACOG	El Dorado	3-El Dorado County-2	El Dorado Trail / Missouri Flat Road Bicycle/Pedestrian Overcrossing	\$ 5,850	\$ 3,271	\$ 3,271	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,271	\$ -	Medium Infrastructure			80	79
SACOG	Sacramento	3- Sacramento County Regional Parks-1	Dry Creek Parkway Trail	\$ 8,696	\$ 7,704	\$ -	\$ -	\$ 975	\$ 6,729	\$ -	\$ 975	\$ -	\$ 6,729	\$ -	Medium Infrastructure			N/A	78
SACOG	Sacramento	3-Sacramento County-2	Bell Street Safe Routes to School	\$ 9,949	\$ 8,808	\$ 270	\$ 2,102	\$ -	\$ 6,436	\$ 270	\$ 340	\$ 1,762	\$ 6,304	\$ 132	Medium Infrastructure + Non-Infrastructure	X	X	82	78
SACOG	Sacramento	3-Sacramento, City of-3	9th Street Separated Bikeway Project	\$ 2,899	\$ 2,564	\$ 132	\$ -	\$ 325	\$ 2,107	\$ 132	\$ 325	\$ -	\$ 2,107	\$ -	Small Infrastructure	X		N/A	77
SACOG	Yolo	3-West Sacramento, City of-2	West Capitol Avenue Regional Connection Bicyclist and Pedestrian Safety Improvements	\$ 909	\$ 735	\$ -	\$ 735	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 735	\$ -	Small Infrastructure	X		N/A	77
SACOG	Sacramento	3-Folsom, City of-1	Folsom-Placerville Rail Trail Gap Closure Project	\$ 3,048	\$ 1,700	\$ 200	\$ -	\$ 1,500	\$ -	\$ -	\$ 200	\$ -	\$ 1,500	\$ -	Small Infrastructure			84	76
SACOG	Yolo	3-West Sacramento, City of-3	North 5th Street Complete Streets & Connectivity Project	\$ 3,536	\$ 638	\$ 89	\$ -	\$ 549	\$ -	\$ 89	\$ 310	\$ 239	\$ -	\$ -	Medium Infrastructure	X		N/A	76
SANDAG	San Diego	11-San Diego Association of Governments (SANDAG)-3	Bayshore to Imperial Bikeway: Connecting Regional Bikeways	\$ 68,596	\$ 4,614	\$ 4,614	\$ -	\$ -	\$ -	\$ 4,614	\$ -	\$ -	\$ -	\$ -	Large Infrastructure	X	X	87	1
SANDAG	San Diego	11-National City, City of-5	Bayshore Bikeway Segment 5	\$ 9,588	\$ 2,072	\$ 2,072	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,072	\$ -	Medium Infrastructure	X		N/A	2
SANDAG	San Diego	11-Chula Vista, City of-1	F Street Promenade Phase 1, from Bay Boulevard to Broadway	\$ 18,845	\$ 9,762	\$ 78	\$ -	\$ 1,295	\$ 8,389	\$ 78	\$ 1,295	\$ -	\$ 8,389	\$ -	Large Infrastructure	X	X	75	3
SANDAG	San Diego	11-National City, City of-6	8th Street Bicycle and Pedestrian Rail Crossing Enhancements	\$ 6,373	\$ 2,248	\$ 600	\$ -	\$ 1,648	\$ -	\$ 100	\$ 370	\$ 130	\$ 1,648	\$ -	Medium Infrastructure	X		N/A	4
SANDAG	San Diego	11-San Diego Association of Governments (SANDAG)-5	Pacific Highway Coastal Rail Trail Airport Connection (PACTAC)	\$ 88,131	\$ 3,818	\$ 3,818	\$ -	\$ -	\$ -	\$ 3,818	\$ -	\$ -	\$ -	\$ -	Large Infrastructure	X		76	6
SANDAG	San Diego	11-El Cajon, City of-1	Main Street Green Street Phase 2 Roundabout	\$ 6,800	\$ 5,984	\$ 575	\$ -	\$ 5,409	\$ -	\$ 3	\$ 572	\$ -	\$ 5,409	\$ -	Medium Infrastructure	X		67	9

**2023 Active Transportation Program
Metropolitan Planning Organization Component
Amended Program of Projects
Resolution G-26-53, Amending Resolution G-25-48
(\$1,000's)**

Reference Number 4.19
June 25-26, 2026
Attachment A

MPO	County	Application ID	Project Title	Total Project Cost	ATP Funding	FY 23-24	FY 24-25	FY 25-26	FY 26-27	PAED	PSE	ROW	CON	CON-NI	Project Type	DAC	SRTS	State Score	Regional Score or Rank*
SANDAG	San Diego	11-San Diego, City of-6	Accessibility Safety Plan for Individuals with Disabilities in Disadvantaged Communities	\$ 1,500	\$ 1,239	\$ 1,239	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,239	Plan	X		67	10
SANDAG	San Diego	11-San Diego, City of-5	San Diego CicloSDias Pilot	\$ 500	\$ 500	\$ 500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500	Non-Infrastructure	X		61	11
SANDAG	San Diego	11-San Diego Association of Governments (SANDAG)-6	Bridging the North Park/Mid-City Gap: Robinson Bikeway	\$ 9,530	\$ 5,172	\$ 546	\$ 4,626	\$ -	\$ -	\$ -	\$ -	\$ 546	\$ 4,626	\$ -	Medium Infrastructure	X		N/A	12
SANDAG	San Diego	11-Lemon Grove, City of-3	Connect Main Street Phases 2 and 3	\$ 4,891	\$ 4,890	\$ 374	\$ -	\$ 4,516	\$ -	\$ -	\$ 374	\$ -	\$ 4,516	\$ -	Medium Infrastructure			N/A	13
SANDAG	San Diego	11-Lemon Grove, City of-1	Connect Main Street Phases 4 thru 6	\$ 8,085	\$ 8,004	\$ 115	\$ 1,194	\$ -	\$ 6,695	\$ 115	\$ 1,194	\$ -	\$ 6,695	\$ -	Medium Infrastructure	X		76	14
SANDAG	San Diego	11-San Diego Association of Governments (SANDAG)-7	Bayshore Bikeway Barrio Logan Phase 2: Intersection Safety Improvements	\$ 9,345	\$ 6,344	\$ 6,344	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,344	\$ -	Medium Infrastructure	X		N/A	15
SANDAG	San Diego	11-Chula Vista, City of-2	Bayshore Bikeway Segment 6A	\$ 3,810	\$ 3,010	\$ 100	\$ 150	\$ 2,760	\$ -	\$ 100	\$ 150	\$ -	\$ 2,760	\$ -	Medium Infrastructure	X		78	17
SANDAG	San Diego	11-National City, City of-2	22nd Street Separated Bikeway	\$ 3,290	\$ 3,288	\$ 148	\$ 380	\$ -	\$ 2,760	\$ 148	\$ 380	\$ -	\$ 2,760	\$ -	Small Infrastructure	X		87	19
SANDAG	San Diego	11-San Diego Association of Governments (SANDAG)-4	Uptown Phase 4: Mission Hills to Old Town Bikeway	\$ 8,800	\$ 982	\$ 339	\$ 464	\$ 179	\$ -	\$ 339	\$ 366	\$ 98	\$ 179	\$ -	Medium Infrastructure	X	X	83	21
SCAG	Imperial	11-Imperial County Transportation Commission-1	Pedestrian Improvementsfor the Calexico Intermodal Transportation Center	\$ 1,173	\$ 1,073	\$ -	\$ 1,073	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,073	\$ -	Small Infrastructure	X		60	80
SCAG	Imperial	11-El Centro, City of-1	City of El Centro Pedestrian Improvement Project	\$ 1,300	\$ 1,200	\$ -	\$ -	\$ 1,200	\$ -	\$ -	\$ -	\$ -	\$ 1,200	\$ -	Small Infrastructure	X		56	76
SCAG	Imperial	11-Calipatria, City of-1	City of Calipatria - Bonita Place Pedestrian Safety Project	\$ 997	\$ 997	\$ 88	\$ 909	\$ -	\$ -	\$ 20	\$ 68	\$ -	\$ 909	\$ -	Small Infrastructure	X		48	68
SCAG	Los Angeles	7-Los Angeles, City of-8	Boyle Heights Community Connectivity Project	\$ 37,725	\$ 32,019	\$ 3,395	\$ -	\$ 2,886	\$ 25,738	\$ 3,395	\$ 2,037	\$ 849	\$ 25,738	\$ -	Large Infrastructure	X	X	89	99
SCAG	Los Angeles	7-Pasadena, City of-1	North Lake Avenue Pedestrian and Safety Enhancement Project	\$ 10,116	\$ 9,938	\$ 120	\$ 702	\$ -	\$ 9,116	\$ 120	\$ 672	\$ 30	\$ 9,116	\$ -	Large Infrastructure	X		88	98
SCAG	Los Angeles	7-Huntington Park, City of-1	Huntington Park's Safe Routes for Students and Seniors	\$ 4,761	\$ 4,261	\$ 55	\$ 320	\$ 3,886	\$ -	\$ 55	\$ 320	\$ -	\$ 3,886	\$ -	Medium Infrastructure	X	X	87	97
SCAG	Los Angeles	7-San Gabriel Valley Council of Governments-1	Pomona Safe and Active: Bike/Ped Safety Improvements & Gap Closure	\$ 9,998	\$ 5,976	\$ 418	\$ 5,558	\$ -	\$ -	\$ -	\$ 299	\$ 119	\$ 5,558	\$ -	Medium Infrastructure	X		87	97
SCAG	Los Angeles	7-California State Polytechnic University, Pomona (Cal Poly Pomona)-1	Cal Poly Pomona Campuswide Active Transportation Plan	\$ 299	\$ 299	\$ -	\$ 299	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 299	Plan	X	X	87	96
SCAG	Los Angeles	7-Pico Rivera, City of-1	Pico Rivera Active Transportation Master Plan	\$ 411	\$ 411	\$ 411	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 411	Plan	X		85	95
SCAG	Los Angeles	7-Los Angeles County-4	Rosewood/West Rancho Dominguez Vision Zero Traffic Safety Enhancement Project	\$ 25,163	\$ 10,730	\$ 766	\$ 1,150	\$ 8,814		\$ 766	\$ 1,150	\$ -	\$ 8,814	\$ -	Large Infrastructure	X		89	94
SCAG	Los Angeles	7-Paramount, City of-1	West Paramount Utility Easement Multi-Use Path - Phase 1	\$ 9,661	\$ 9,661	\$ 10	\$ 765	\$ 8,886	\$ -	\$ 10	\$ 750	\$ 15	\$ 8,886	\$ -	Medium Infrastructure	X		85	94
SCAG	Los Angeles	7-Los Angeles County-5	Walnut Park Pedestrian Plan Implementation	\$ 8,395	\$ 2,446	\$ 175	\$ 262	\$ 2,009	\$ -	\$ 175	\$ 262	\$ -	\$ 2,009	\$ -	Medium Infrastructure	X		83	93
SCAG	Los Angeles	7-Los Angeles County-6	Unincorporated Los Angeles County Safe Routes to School Plan	\$ 750	\$ 750	\$ 750	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 750	Plan	X	X	83	93
SCAG	Los Angeles	7-Los Angeles, City of-10	SRTS Center City Schools Neighborhood Safety & Climate Resilience Project	\$ 36,238	\$ 30,766	\$ 1,099	\$ -	\$ 4,395	\$ 25,272	\$ 1,099	\$ 4,395	\$ -	\$ 25,272	\$ -	Large Infrastructure	X	X	83	93
SCAG	Los Angeles	7-Glendale, City of-2	Phase 1 of Citywide Pedestrian Master Plan	\$ 10,000	\$ 9,000	\$ 9,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,000	\$ -	Medium Infrastructure	X	X	83	92
SCAG	Los Angeles	7-Lancaster, City of-1	City of Lancaster 5th Street Corridor School Connections Project	\$ 8,332	\$ 6,655	\$ 471	\$ 711	\$ -	\$ 5,473	\$ 471	\$ 711	\$ -	\$ 5,473	\$ -	Medium Infrastructure	X	X	86	91
SCAG	Los Angeles	7-South Gate, City of-2	WSAB LRT Stations First-Last Mile Bikeway Safety and Access Project	\$ 3,375	\$ 3,375	\$ -	\$ 3,375	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,375	\$ -	Small Infrastructure	X	X	81	91
SCAG	Los Angeles	7-West Covina, City of-1	West Covina Safe Routes to School & Pedestrian Safety Project	\$ 2,561	\$ 2,561	\$ 10	\$ 180	\$ 2,371	\$ -	\$ 10	\$ 180	\$ -	\$ 2,371	\$ -	Small Infrastructure	X	X	88	91
SCAG	Los Angeles	7-Carson, City of-1	City of Carson Master Bicycle Plan	\$ 897	\$ 897	\$ 897	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 897	Plan	X		80	90
SCAG	Los Angeles	7-Los Angeles County-10	Pedestrian Plans for Five High-Collision Disadvantaged Communities in LA County	\$ 1,968	\$ 1,968	\$ -	\$ 1,968	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,968	Plan	X		80	90
SCAG	Los Angeles	7-Santa Monica, City of-1	Wilshire Active Transportation Safety Project	\$ 5,957	\$ 4,765	\$ -	\$ 4,765	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,765	\$ -	Medium Infrastructure	X		82	89
SCAG	Los Angeles	7-South El Monte, City of-1	Merced Avenue Greenway	\$ 3,488	\$ 2,561	\$ -	\$ 2,561	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,561	\$ -	Small Infrastructure	X		83	88
SCAG	Los Angeles	7-Avalon, City of-1	Tremont Five Corners School Safety Roundabouts	\$ 4,092	\$ 3,238	\$ 3,238	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,210	\$ 28	Medium Infrastructure + Non-Infrastructure	X	X	86	87
SCAG	Los Angeles	7-Diamond Bar, City of-1	Diamond Bar Boulevard Complete Streets Project	\$ 7,047	\$ 3,936	\$ -	\$ 3,936	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,936	\$ -	Medium Infrastructure			85	87
SCAG	Los Angeles	7-South Gate, City of-1	Tweedy Boulevard Complete Streets, Phase II	\$ 6,594	\$ 5,257	\$ -	\$ 5,257	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,257	\$ -	Medium Infrastructure	X	X	82	87

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MPO	County	Application ID	Project Title	Total Project Cost	ATP Funding	FY 23-24	FY 24-25	FY 25-26	FY 26-27	PAED	PSE	ROW	CON	CON-NI	Project Type	DAC	SRTS	State Score	Regional Score or Rank*
SCAG	Los Angeles	7-Downey, City of-1	South Downey Safe Routes to School Phase II Project	\$ 1,145	\$ 1,145	\$ 165	\$ 120	\$ 860	\$ -	\$ 65	\$ 120	\$ -	\$ 860	\$ 100	Small Infrastructure + Non-Infrastructure	X	X	83	85
SCAG	Los Angeles	7-Pomona, City of-1	San Jose Creek Multi-Use Bikeway in the City of Pomona	\$ 13,123	\$ 11,623	\$ -	\$ 11,623	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,305	\$ 318	Large Infrastructure + Non-Infrastructure	X		82	85
SCAG	Los Angeles	7-La Puente, City of-1	City of La Puente's Safe Routes for Students Improvement Project	\$ 4,389	\$ 4,384	\$ -	\$ 325	\$ 4,059	\$ -	\$ -	\$ 300	\$ 25	\$ 4,059	\$ -	Medium Infrastructure	X	X	79	82
SCAG	Los Angeles	7-Los Angeles County-1	Los Nietos Pedestrian Access Improvements	\$ 6,542	\$ 5,233	\$ 561	\$ -	\$ 374	\$ 4,298	\$ 561	\$ 374	\$ -	\$ 4,298	\$ -	Medium Infrastructure	X		78	81
SCAG	Los Angeles	7-Signal Hill, City of-1	E. Burnett Street Historical District Pedestrian and Bike Enhancement Project	\$ 2,894	\$ 2,785	\$ 192	\$ 306	\$ 2,287	\$ -	\$ 192	\$ 306	\$ -	\$ 2,287	\$ -	Small Infrastructure	X		79	81
SCAG	Los Angeles	7-Los Angeles County-9	Lennox Vision Zero Traffic Safety Enhancements	\$ 1,141	\$ 1,141	\$ 1,141	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,141	\$ -	Quick Build			N/A	80
SCAG	Los Angeles	7-Carson, City of-2	City of Carson City-wide Community Safety Improvements	\$ 3,467	\$ 3,451	\$ 30	\$ 175	\$ -	\$ 3,246	\$ 30	\$ 175	\$ -	\$ 3,246	\$ -	Small Infrastructure	X		75	78
SCAG	Los Angeles	7-Cudahy, City of-1	Salt Lake Avenue Pedestrian Accessibility Project	\$ 7,125	\$ 7,125	\$ 275	\$ 632	\$ 675	\$ 5,543	\$ 275	\$ 632	\$ 675	\$ 5,543	\$ -	Medium Infrastructure	X	X	68	78
SCAG	Los Angeles	7-Santa Clarita, City of-2	Orchard Village Road Protected Pedestrian and Bicycle Facility	\$ 764	\$ 764	\$ 764	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 764	\$ -	Quick Build			N/A	77
SCAG	Los Angeles	7-San Gabriel Valley Council of Governments-3	East San Gabriel Valley Sustainable Multimodal Improvement Project	\$ 64,829	\$ 1,625	\$ 100	\$ 1,525	\$ -	\$ -	\$ 100	\$ 1,525	\$ -	\$ -	\$ -	Large Infrastructure	X		58	66
SCAG	Los Angeles	7-Maywood, City of-1	Randolph Street Bike and Facilities Improvement Project	\$ 1,375	\$ 1,375	\$ -	\$ 15	\$ 130	\$ 1,230	\$ 15	\$ 130	\$ -	\$ 1,230	\$ -	Small Infrastructure	X		58	63
SCAG	Orange	12-Anaheim, City of-1	Rio Vista Safe Routes to School Project	\$ 1,312	\$ 1,312	\$ 40	\$ 293	\$ 979	\$ -	\$ 40	\$ 173	\$ 120	\$ 979	\$ -	Small Infrastructure	X	X	88	108
SCAG	Orange	12-Santa Ana, City of-16	Mendez Int Advance Learning Santiago ES Sierra Int SRTS	\$ 9,987	\$ 9,987	\$ 50	\$ 900	\$ -	\$ 9,037	\$ 50	\$ 900	\$ -	\$ 9,037	\$ -	Medium Infrastructure	X	X	88	105
SCAG	Orange	12-Santa Ana, City of-20	Memory Lane and Flower Street Bikeway	\$ 6,264	\$ 5,000	\$ -	\$ 450	\$ -	\$ 4,550	\$ -	\$ 450	\$ -	\$ 4,550	\$ -	Medium Infrastructure	X		85	105
SCAG	Orange	12-Santa Ana, City of-15	MacArthur Intermediate and Taft Elementary SRTS	\$ 4,900	\$ 4,900	\$ 50	\$ 650	\$ -	\$ 4,200	\$ 50	\$ 650	\$ -	\$ 4,200	\$ -	Medium Infrastructure	X	X	88	105
SCAG	Orange	12-Buena Park, City of-1	Dale / Whitaker Complete Streets Project	\$ 4,595	\$ 4,368	\$ 765	\$ 3,603	\$ -	\$ -	\$ 100	\$ 665	\$ 130	\$ 3,473	\$ -	Medium Infrastructure	X		81	101
SCAG	Orange	12-Santa Ana, City of-5	Jackson Elementary and Diamond Elementary SRTS	\$ 8,262	\$ 8,262	\$ 100	\$ 850	\$ -	\$ 7,312	\$ 100	\$ 850	\$ -	\$ 7,312	\$ -	Medium Infrastructure	X	X	84	101
SCAG	Orange	12-Santa Ana, City of-12	Madison ES Roosevelt-Walker Academy Century HS SRTS	\$ 9,990	\$ 9,990	\$ 50	\$ 1,100	\$ -	\$ 8,840	\$ 50	\$ 1,100	\$ -	\$ 8,840	\$ -	Medium Infrastructure	X	X	89	101
SCAG	Orange	12-Fullerton, City of-1	Bridging the Gap: Nutwood Avenue Bicycle and Pedestrian Mobility Enhancements	\$ 7,140	\$ 7,140	\$ -	\$ 535	\$ 6,605	\$ -	\$ 50	\$ 400	\$ 85	\$ 6,605	\$ -	Medium Infrastructure	X	X	80	100
SCAG	Orange	12-Anaheim, City of-2	Anaheim Pedestrian Crosswalk Safety Improvements Project	\$ 1,112	\$ 1,112	\$ 42	\$ 128	\$ -	\$ 942	\$ 42	\$ 128	\$ -	\$ 942	\$ -	Small Infrastructure	X		82	99
SCAG	Orange	12-Orange County Transportation Authority (OCTA)-1	Next STEP (Safe Travels Education Program)	\$ 850	\$ 850	\$ 850	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 850	Non-Infrastructure	X		67	82
SCAG	Orange	12-Santa Ana, City of-1	Santa Ana High School and Heninger Elementary School SRTS	\$ 8,222	\$ 8,222	\$ 120	\$ 1,200	\$ -	\$ 6,902	\$ 120	\$ 1,200	\$ -	\$ 6,902	\$ -	Medium Infrastructure	X	X	84	17
SCAG	Riverside	8-Riverside County-7	Riverside County Safe Routes for All - City of Moreno Valley	\$ 442	\$ 442	\$ -	\$ 442	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 442	Non-Infrastructure	X	X	87	107
SCAG	Riverside	8-Desert Hot Springs, City of-1	Hacienda Avenue East SRTS Phase II Improvement Project	\$ 9,922	\$ 8,422	\$ -	\$ -	\$ 8,422	\$ -	\$ -	\$ -	\$ -	\$ 8,422	\$ -	Medium Infrastructure	X	X	89	102
SCAG	Riverside	8-Menifee, City of-1	Harvest Valley Elementary Safe Routes to School	\$ 5,230	\$ 4,354	\$ 124	\$ 1,483	\$ 2,747	\$ -	\$ 124	\$ 417	\$ 1,066	\$ 2,747	\$ -	Medium Infrastructure	X	X	89	96
SCAG	Riverside	8-Desert Hot Springs, City of-2	Palm Drive Improvements - I-10 to Camino Aventura	\$ 9,973	\$ 8,975	\$ 8,975	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,975	\$ -	Medium Infrastructure	X		76	96
SCAG	Riverside	8-Riverside, City of-1	Five Points Neighborhood Pedestrian Safety Improvements	\$ 7,416	\$ 6,525	\$ -	\$ -	\$ 1,134	\$ 5,391	\$ -	\$ -	\$ 1,134	\$ 5,391	\$ -	Medium Infrastructure	X	X	88	91
SCAG	Riverside	8-Moreno Valley, City of-1	ADA Curb Ramps Remediation Project	\$ 1,523	\$ 1,523	\$ 100	\$ 170	\$ 1,253	\$ -	\$ 100	\$ 170	\$ -	\$ 1,253	\$ -	Small Infrastructure	X	X	84	91
SCAG	Riverside	8-Riverside, City of-4	Riverside Civil Rights Walk	\$ 3,216	\$ 3,216	\$ 200	\$ 75	\$ 2,941	\$ -	\$ 200	\$ 75	\$ -	\$ 2,941	\$ -	Small Infrastructure	X		80	87
SCAG	Riverside	8-Riverside, City of-2	Mitchell Avenue Sidepath Gap Closure	\$ 7,465	\$ 6,756	\$ -	\$ 245	\$ 2,516	\$ 3,995	\$ -	\$ 245	\$ 2,516	\$ 3,995	\$ -	Medium Infrastructure	X		83	86
SCAG	Riverside	8-Menifee, City of-2	Romoland Elementary Safe Routes to School	\$ 5,561	\$ 4,880	\$ 131	\$ 527	\$ 4,222	\$ -	\$ 131	\$ 527	\$ -	\$ 4,222	\$ -	Medium Infrastructure	X	X	77	84
SCAG	Riverside	8-Riverside County-5	Riverside County Safe Routes for All - Palm Springs	\$ 556	\$ 556	\$ -	\$ 556	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 556	Non-Infrastructure	X	X	78	78
SCAG	Riverside	8-Riverside County-6	Riverside County Safe Routes for All - Cathedral City	\$ 745	\$ 745	\$ -	\$ 745	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 745	Non-Infrastructure	X	X	78	78
SCAG	San Bernardino	8-Montclair, City of-1	Montclair Safe Routes to School Implementation Project	\$ 6,335	\$ 5,701	\$ 521	\$ 5,180	\$ -	\$ -	\$ 130	\$ 391	\$ -	\$ 5,104	\$ 76	Medium Infrastructure + Non-Infrastructure	X	X	89	109

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SCAG	San Bernardino	8-Upland, City of-1	City of Upland Mobility Master Plan	\$ 300	\$ 300	\$ 300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300	Plan	X		84	104
SCAG	San Bernardino	8-San Bernardino County-2	Bloomington Area Schools Pedestrian Safety Improvements	\$ 3,383	\$ 3,383	\$ 302	\$ 581	\$ -	\$ 2,500	\$ 302	\$ 201	\$ 380	\$ 2,500	\$ -	Small Infrastructure	X		84	104
SCAG	San Bernardino	8-San Bernardino County-1	San Bernardino Valley Safe Routes to School Plan (Unincorporated Schools)	\$ 500	\$ 500	\$ 500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500	Plan	X	X	81	101
SCAG	San Bernardino	8-Apple Valley, Town of-1	Powhatan Road Complete Streets, Apple Valley	\$ 1,735	\$ 1,562	\$ 202	\$ 1,360	\$ -	\$ -	\$ -	\$ 202	\$ -	\$ 1,360	\$ -	Small Infrastructure	X		80	100
SCAG	San Bernardino	8-Twenty-nine Palms, City of-1	Sullivan Road/Hatch Road Side Path/Bicycle Lanes	\$ 3,480	\$ 3,480	\$ 60	\$ 420	\$ 3,000	\$ -	\$ 60	\$ 220	\$ 200	\$ 3,000	\$ -	Small Infrastructure	X	X	78	98
SCAG	San Bernardino	8-Rialto, City of-1	Rialto Pacific Electric Trail Extension	\$ 7,822	\$ 7,037	\$ 185	\$ 725	\$ 6,127	\$ -	\$ 185	\$ 725	\$ -	\$ 5,922	\$ 205	Medium Infrastructure + Non-Infrastructure	X		75	95
SCAG	San Bernardino	8-Yucaipa, City of-1	15th Street (Avenue D to Yucaipa Blvd)	\$ 320	\$ 320	\$ 320	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 320	\$ -	Small Infrastructure	X		75	95
SCAG	San Bernardino	8-Adelanto, City of-1	Adelanto Safe Routes to School	\$ 9,121	\$ 9,121	\$ 375	\$ 875	\$ 7,871	\$ -	\$ 375	\$ 875	\$ -	\$ 7,871	\$ -	Medium Infrastructure + Non-Infrastructure	X	X	71	91
SCAG	San Bernardino	8-Needles, City of-1	City of Needles Schools and Seniors Sidewalk Project	\$ 1,658	\$ 1,565	\$ 54	\$ 275	\$ -	\$ 1,236	\$ 54	\$ 162	\$ 113	\$ 1,236	\$ -	Small Infrastructure	X	X	71	91
SCAG	San Bernardino	8-Barstow, City of-1	Pedestrian, Bicyclist, and Safety Improvements	\$ 4,140	\$ 4,140	\$ 622	\$ -	\$ 622	\$ 2,896	\$ 622	\$ 622	\$ -	\$ 2,896	\$ -	Medium Infrastructure	X		69	89
SCAG	San Bernardino	8-Fontana, City of-1	Foothill Boulevard Active Transportation Improvement	\$ 9,971	\$ 4,925	\$ -	\$ 4,925	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,925	\$ -	Medium Infrastructure	X		69	89
SCAG	Ventura	7-Thousand Oaks, City of-1	Lynn Road Bike Lanes and Pedestrian Improvements	\$ 6,852	\$ 2,602	\$ -	\$ -	\$ 2,602	\$ -	\$ -	\$ -	\$ -	\$ 2,602	\$ -	Small Infrastructure			86	101
SCAG	Ventura	7-Thousand Oaks, City of-2	Hillcrest Drive Class IV Bike Lanes and Pedestrian Improvements	\$ 2,840	\$ 2,350	\$ -	\$ 2,350	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,350	\$ -	Small Infrastructure			86	101
SCAG	Ventura	7-Ventura, City of-1	Santa Paula Trail, East Ventura Station to east of Wells Road	\$ 27,133	\$ 6,786	\$4,946 \$6,716	\$1,840 \$70	\$ -	\$ -	\$ -	\$ 4,438	\$508 \$2,278	\$1,840 \$70	\$ -	Large Infrastructure	X	X	78	96
SCAG	Ventura	7-Ventura County-2	Piru Pedestrian Improvement Project	\$ 3,450	\$ 3,450	\$ 200	\$ -	\$ 390	\$ 2,860	\$ 200	\$ 390	\$ -	\$ 2,860	\$ -	Small Infrastructure	X	X	55	73
SCAG	Ventura	7-Simi Valley, City of-1	Simi Valley Bicycle Master Plan	\$ 250	\$ 250	\$ 250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250	Plan	X		40	55
SCAG	Ventura	7-Simi Valley, City of-2	Arroyo Simi Greenway Phase 5 AP#2	\$ 1,310	\$ 751	\$ 14	\$ 737	\$ -	\$ -	\$ 14	\$ 72	\$ 6	\$ 659	\$ -	Small Infrastructure			29	42
SJCOG	San Joaquin	10-San Joaquin Regional Rail Commission-1	East Channel Street Streetscape and Connectivity Project	\$ 10,492	\$ 3,500	\$ 3,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,500	\$ -	Large Infrastructure	X		N/A	178
SJCOG	San Joaquin	10-San Joaquin County-2	Countywide Sidewalks Connectivity Plan	\$ 566	\$ 273	\$ 273	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 273	Plan	X		82	147
SJCOG	San Joaquin	10-Stockton, City of-4	Main and Market Complete Streets (Phase 1)	\$ 10,142	\$ 8,226	\$ 1,333	\$ 6,893	\$ -	\$ -	\$ -	\$ 1,333	\$ -	\$ 6,893	\$ -	Large Infrastructure	X	X	76	146
SJCOG	San Joaquin	10-Tracy, City of-1	East Schulte Safety and Multimodal Community Corridor - MacArthur Phase	\$ 1,712	\$ 1,712	\$ -	\$ 53	\$ 200	\$ 1,459	\$ 53	\$ 200	\$ -	\$ 1,459	\$ -	Medium Infrastructure	X		66	132
StanCOG	Stanislaus	10-Ceres, City of-2	Building on Active Transportation Connectivity and Access within the City	\$ 2,858	\$ 2,858	\$ -	\$ 256	\$ 2,602	\$ -	\$ -	\$ 256	\$ -	\$ 2,602	\$ -	Small Infrastructure	X		N/A	103
StanCOG	Stanislaus	10-Stanislaus County-1	Denair School Safe Crossing and Active Transportation Connectivity Project	\$ 3,498	\$ 1,978	\$ -	\$ -	\$ -	\$ 1,978	\$ -	\$ -	\$ -	\$ 1,978	\$ -	Small Infrastructure		X	N/A	99
StanCOG	Stanislaus	10-Waterford, City of-2	Waterford Tim Bell Road Pedestrian Improvements	\$ 1,993	\$ 1,993	\$ 15	\$ 170	\$ 1,808	\$ -	\$ 15	\$ 55	\$ 115	\$ 1,808	\$ -	Small Infrastructure	X		N/A	95
StanCOG	Stanislaus	10-Oakdale, City of-1	Southwest Downtown - Safe Routes to School Project	\$ 998	\$ 968	\$ 968	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 968	\$ -	Small Infrastructure	X	X	59	94
StanCOG	Stanislaus	10-Ceres, City of-1	Improving Pedestrian Safety on Central Ave and Hackett Road Corridor	\$ 2,612	\$ 2,495	\$ 80	\$ 850	\$ -	\$ 1,565	\$ 80	\$ 213	\$ 637	\$ 1,565	\$ -	Small Infrastructure	X	X	78	94
TCAG	Tulare	6-Woodlake, City of-1	West Sequoia Avenue Multi-Modal Improvements Project	\$ 2,922	\$ 2,532	\$ -	\$ 2,532	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,532	\$ -	Small Infrastructure	X	X	78	100
TCAG	Tulare	6-Tulare County-2	Poplar Pedestrian Connectivity Project	\$ 3,182	\$ 2,539	\$ -	\$ 485	\$ -	\$ 2,054	\$ -	\$ 200	\$ 285	\$ 2,054	\$ -	Small Infrastructure	X	X	88	95
TCAG	Tulare	6-Tulare County Association of Governments-1	Tule River Tribe Complete Streets and Two Pedestrian Bridges Project, Phase 1	\$ 2,981	\$ 2,981	\$ 168	\$ 397	\$ 2,416	\$ -	\$ 168	\$ 357	\$ -	\$ 2,416	\$ 40	Small Infrastructure + Non-Infrastructure	X	X	87	94
TCAG	Tulare	6-Visalia, City of-1	Goshen - Visalia Corridor (GVC) Improvement Project, Phase 1	\$ 3,816	\$ 795	\$ -	\$ 795	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 795	\$ -	Medium Infrastructure	X	X	87	92
TMPO	El Dorado	3-South Lake Tahoe, City of-1	Pioneer Trail Pedestrian Improvement Project Phase II	\$ 4,980	\$ 1,200	\$ 1,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,200	\$ -	Medium Infrastructure	X	X	N/A	326
TMPO	El Dorado	3-El Dorado County-6	Apache Avenue Pedestrian Safety and Connectivity Project	\$ 3,502	\$ 1,701	\$ 1,701	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,701	\$ -	Medium Infrastructure		X	N/A	335
MTC	Alameda	4-Oakland, City of-1	Bancroft Avenue Greenway	\$ 34,675	\$ 29,311	\$ -	\$ 5,446	\$ -	\$ 23,865	\$ -	\$ 5,446	\$ -	\$ 23,865	\$ -	Large Infrastructure	X	X	88	102
MTC	Alameda	4-Alameda County-2	Mission Boulevard Safe and Complete Street for Active Transportation	\$ 32,683	\$ 25,000	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ -	Large Infrastructure	X	X	87	101

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MTC	Alameda	4-Alameda County Transportation Commission-1	East Bay Greenway Multimodal, Phase 1	\$ 120,947	\$ 19,500	\$ -	\$ 19,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,500	\$ -	Large Infrastructure	X		74	100
MTC	Alameda	4-Alameda County-3	San Lorenzo Creekway: Building Equitable Active Transportation in Alameda County	\$ 33,477	\$ 17,200	\$ -	\$ -	\$ -	\$ 17,200	\$ -	\$ -	\$ -	\$ 17,200	\$ -	Large Infrastructure + Non-Infrastructure	X	X	87	99
MTC	Alameda	4-Alameda County-4	Oakland Making Moves: Active Oakland Neighborhoods	\$ 1,000	\$ 999	\$ 999	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 999	Non-Infrastructure	X	X	88	98
MTC	Alameda	4-Berkeley, City of-2	Washington Elementary and Berkeley High SR2S Project	\$ 1,511	\$ 1,511	\$ 30	\$ 150	\$ 1,331	\$ -	\$ 30	\$ 150	\$ -	\$ 1,331	\$ -	Small Infrastructure	X	X	88	98
MTC	Marin	4-San Rafael, City of-2	Canal Neighborhood Active Transportation Enhancements Project	\$ 5,154	\$ 4,123	\$ 158	\$ 630	\$ -	\$ 3,335	\$ 158	\$ 630	\$ -	\$ 3,335	\$ -	Medium Infrastructure	X	X	76	97
MTC	Marin	4-San Rafael, City of-1	San Rafael Canal Crossing Project	\$ 23,525	\$ 3,925	\$ -	\$ 1,575	\$ -	\$ 2,350	\$ 1,575	\$ 2,350	\$ -	\$ -	\$ -	Large Infrastructure	X	X	72	97
MTC	Contra Costa	4-San Pablo, City of-1	Broadway-El Portal Safe Routes Project, City of San Pablo	\$ 9,143	\$ 7,248	\$ 12	\$ 1,295	\$ -	\$ 5,941	\$ 12	\$ 1,295	\$ -	\$ 5,941	\$ -	Medium Infrastructure + Non-Infrastructure	X	X	85	96
MTC	Alameda	4-Alameda County Transportation Commission-2	San Pablo Avenue Safety and Bus Bulbs Project	\$ 22,740	\$ 9,000	\$ -	\$ 9,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,000	\$ -	Large Infrastructure	X		81	93
MTC	Contra Costa	4-Concord, City of-1	Willow Pass Road Bikeway Connection Project	\$ 4,058	\$ 2,835	\$ -	\$ -	\$ 2,835	\$ -	\$ -	\$ -	\$ -	\$ 2,835	\$ -	Medium Infrastructure	X	X	81	93
MTC	Marin	4-Corte Madera, Town of-1	Central Marin Regional Pathways Gap Closure Project	\$ 2,075	\$ 1,500	\$ 1,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500	\$ -	Small Infrastructure	X	X	76	93
MTC	Sonoma	4-Healdsburg, City of-1	Healdsburg Avenue Complete Streets Project	\$ 14,774	\$ 11,819	\$ -	\$ -	\$ 11,819	\$ -	\$ -	\$ -	\$ -	\$ 11,819	\$ -	Large Infrastructure	X		87	92
MTC	San Mateo	4-San Mateo County-1	Santa Cruz Avenue/Alameda de las Pulgas Complete Street Project	\$ 6,629	\$ 5,435	\$ 5,435	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,435	\$ -	Medium Infrastructure	X	X	83	91
MTC	Santa Clara	4-San Jose, City of-1	Story-Keyes Bikeway Project	\$ 41,098	\$ 3,656	\$ -	\$ -	\$ -	\$ 3,656	\$ -	\$ -	\$ -	\$ 3,656	\$ -	Large Infrastructure	X		81	91
				\$ 1,282,269	\$ 682,816														

*Regional scores and ranks are on various scales (and not necessarily out of 100). Individual scoring systems are outlined in each MPO's guidelines.

Adopted June 28, 2023, Resolution G-23-49
Amended August 16-17, 2023, Resolution G-23-60
Amended August 15-16, 2024, Resolution G-24-67
Amended June 26-27, 2025, Resolution G-25-48

Abbreviations, Acronyms, and Initialisms	
CON	Construction Phase
DAC	Disadvantaged Community
FCOG	Fresno Council of Governments
KCOG	Kern Council of Governments
MPO	Metropolitan Planning Organization
MTC	Metropolitan Transportation Commission (Bay Area)
NI	Non-Infrastructure
PAED	Project Approval and Environmental Document Phase
PSE	Plans, Specifications, and Estimate Phase
ROW	Right-of-Way Phase
SACOG	Sacramento Area Council of Governments
SANDAG	San Diego Association of Governments
SCAG	Southern California Association of Governments
SJCOG	San Joaquin Council of Governments
SRTS	Safe Routes to School Project
StanCOG	Stanislaus Council of Governments
TCAG	Tulare County Association of Governments
TMPO	Tahoe Metropolitan Planning Organization

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 25-26, 2026

From: TANISHA TAYLOR, Executive Director

Reference Number: 4.26, Action

Prepared By: Naveen Habib
Associate Deputy Director

Published Date: June 12, 2026

Subject: 2022 Solutions for Congested Corridors Program Amendment, Resolution G-26-58, Amending Resolution G-25-58

Recommendation:

Staff recommends the California Transportation Commission (Commission) approve amendments to the 2022 Solutions for Congested Corridors Program, as reflected in the updated Program of Projects (Attachment B).

Issue:

The 2022 Solutions for Congested Corridor Program includes \$74,897,000 for the Ventura County Transportation Commission's U.S. 101 Connected Communities Corridor Rail and Active Transportation Improvements project. The Ventura County Transportation Commission identified that this project would be constructed and delivered in multiple packages. For timely tracking and reporting purposes, this program amendment will split the programmed Construction component into two individual components.

As reflected in Attachment B, the program amendment would:

1. Segment the existing project component "Rail Stations' EV Chargers" into two components, and distribute the \$60,000 of Solutions for Congested Corridors Program funds as follows:
 - \$30,000 to Rail Stations' EV Chargers - Camarillo Station.
 - \$30,000 to Rail Stations' EV Chargers - Oxnard Station.
2. Reduce the total project cost for these two components from \$411,000 to \$286,000. This reduction reflects refined estimates based on 100% design plans, which confirmed power sources and trenching requirements at both stations and allowed an accurate and lower estimate.
3. Update project descriptions and outputs for each component identified above to match the locations of the segments that will be constructed and delivered as part of each separate contract.

This program amendment amends the project title, components, description, and total project cost, and preserves the complete original project scope, outputs, and outcomes.

Related items on the agenda include Reference Number 4.13, which requests the Commission's approval to amend the multi-funded 2022 Solutions for Congested Corridors Program Baseline Agreement to reflect these changes.

This amendment is consistent with the Solutions for Congested Corridors Program Guidelines.

Background:

On June 28, 2023, the Commission adopted the 2022 Solutions for Congested Corridors Program. Resolution G-23-45 authorized Commission staff, in consultation with the California Department of Transportation and regional agencies, to make minor technical changes to the 2022 Solutions for Congested Corridors Program, to reflect the most current information or to clarify the Commission's programming commitments, and request any substantive changes be brought before the Commission for approval.

During the May 2024 Commission meeting, the Commission approved the original Baseline Agreement for the U.S. 101 Connected Communities Corridor Rail and Active Transportation Improvements project.

During the May 2025 Commission meeting, the Commission approved a time extension to extend the period of project allocation for Rail Stations' EV Chargers to June 30, 2026.

Attachments:

- Attachment A: Resolution G-26-58, Amending Resolution G-25-58
- Attachment B: Updated 2022 Solutions for Congested Corridors Program of Projects

**CALIFORNIA TRANSPORTATION COMMISSION
2022 SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM AMENDMENT**

**RESOLUTION G-26-58
AMENDING RESOLUTION G-25-58**

- 1.1 **WHEREAS**, the California Transportation Commission (Commission) adopted the 2022 Solutions for Congested Corridors Program, Resolution G-23-45, on June 28, 2023; and
- 1.2 **WHEREAS**, Resolution G-23-45 authorized Commission staff, in consultation with the California Department of Transportation and project sponsors, to make minor technical changes as needed to the 2022 Solutions for Congested Corridors Program to reflect the most current information, or to clarify the Commission's programming commitments, and to request Commission approval of any substantive changes; and
- 1.3 **WHEREAS**, the 2022 Solutions for Congested Corridors Program Guidelines allow Commission staff to bring recommended amendments to the Commission for action; and
- 1.4 **WHEREAS**, Commission staff, in consultation with staff from the California Department of Transportation, and Ventura County Transportation Commission, have identified changes to the U.S. 101 Connected Communities Corridor Rail and Active Transportation Improvements project, as reflected in the updated Program of Projects (Attachment B).
- 2.1 **NOW, THEREFORE BE IT RESOLVED**, that the Commission approves the changes to amend the 2022 Solutions for Congested Corridors Program, as reflected in Attachment B; and
- 2.2 **BE IT FURTHER RESOLVED**, that all provisions stipulated in previous amendments, including Resolution G-25-58, will remain in effect; and
- 2.3 **BE IT FURTHER RESOLVED**, that Resolution G-25-58 is hereby amended.

Attachment B

County	Nominating Agency	Implementing Agency	Project Title	Project Description	Congested Corridor	Total Project Cost	Total Programmed	Fiscal Year	
Ventura	Department of Transportation		U.S. 101 Connected Communities Corridor Rail and Active Transportation Improvements		Rt 101	\$ 118,080	\$ 74,897	2024-25	
		Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency	Leesdale Passing Siding	3.7 miles of new track 5 grade separations 300 culverts		\$ 69,500	\$ 43,500	2024-25	
		City of Camarillo	Camarillo Station Improvements	1 station improvement 2,653 linear feet of repaired sidewalks 3,318 sq. ft. of new detectable warning surfaces installed		\$ 15,000	\$ 7,920	2024-25	
		Ventura County Transportation Commission	Camarillo Station ADA Improvements	11 repaired / upgraded curb ramps 4,644 linear feet of modified crosswalks 2 station improvements		\$ 6,161	\$ 3,000	2024-25	
		Ventura County Transportation Commission	Rail Stations' EV Chargers - Camarillo Station	1 facility improvement (installing 4 EV chargers)		\$ 159	\$ 30	2024-25	
		Ventura County Transportation Commission	Rail Stations' EV Chargers - Oxnard Station	1 facility improvement (installing 2 EV chargers)		\$ 127	\$ 30	2024-25	
		City of Ventura	Santa Paula Trail, East Ventura Station to elo Wells Road	8 bicycle lane-miles 9 crosswalks 170 new sidewalks 14 new curb ramp installations		\$ 27,133	\$ 20,417	2024-25	
Sonoma	Department of Transportation	Sonoma Marin Area Rail Transit	SMART Windsor Extension Project		Rt 101	\$ 70,000	\$ 30,000	2023-24	
		Sonoma Marin Area Rail Transit	SMART Larkspur to Windsor Corridor	Develop construction documents, procure materials, demolition / removal, and prep site. 3.1 miles of rehabilitated rail track 1 mile of new rail track 1 new station		\$ 24,250	\$ -	-	
		Sonoma Marin Area Rail Transit	SMART Windsor Rail System Extension Project	3.1 miles of bicycle / pedestrian facilities 5 grade separations / rail crossing improvements 5 grade separations / rail crossing improvements		\$ 34,000	\$ 30,000	2023-24	
		Sonoma Marin Area Rail Transit	SMART Windsor Rail Project - Positive Train Control & Signal Crossings	5 grade separations / rail crossing improvements		\$ 11,750	\$ -	-	
Los Angeles	Department of Transportation		City of Inglewood Mobility and Congestion Relief Program		Rt 105 Rt 405	\$ 1,584,165	\$ 6,340	2024-25	
		City of Inglewood	Inglewood Transit Connector	24 rail cars / transit vehicles 3.2 miles of new rail track 3 new stations		\$ 1,565,465	\$ 6,340	2024-25	
		City of Inglewood	Inglewood Mobility and Congestion Relief Program ITS Elements	3 miles of communications (fiber optics) 40 traffic monitoring detection stations 54 real-time transit information signs 80 closed circuit television cameras		\$ 18,700	\$ -	-	
Santa Barbara	Department of Transportation		Santa Barbara U.S. 101 Multimodal Corridor Project - Three Creeks		Rt 101	\$ 168,510	\$ 118,632	2023-24	
				20,602 sq. ft. of new bridges and tunnels 233.61 linear feet of culverts 1.7 miles of mixed flow mainline 0.9 miles of HOV/HOT mainline 0.1 mile of ramps and connectors 0.9 miles of mainline shoulders 1 ramp modification 3 curve and vertical alignment corrections 2 shoulder widenings 2.4 miles of mixed flow mainline 633 linear feet of culverts 1.2 miles of HOV/HOT mainline 0.3 mile of ramps and connectors 1.2 miles of mainline shoulders 2 ramp modifications 1 curve and vertical alignment correction 2 shoulder widenings 1 turn pocket 0.42 miles of sound wall 41 bus contactless card readers and system equipment					
		Department of Transportation	Segment 4D South - Three Creeks			\$ 76,955	\$ 51,955	2023-24	
		Department of Transportation	4E South - City of Santa Barbara			\$ 72,589	\$ 51,427	2023-24	
		Santa Barbara County Association of Governments	Contactless Card Readers on VCTC Coastal Express Commuter Buses			\$ 700	\$ 600	2023-24	
		Santa Barbara Metropolitan Transit District	Electric Transit Bus Replacement		\$ 13,771	\$ 10,500	2023-24		
		Santa Barbara County	Sheffield Drive to Ortega Hill Pedestrian and Bicycle Connector		\$ 2,410	\$ 2,250	2023-24		
		City of Santa Barbara	Zero Emission Vehicle Infrastructure: City of Santa Barbara		\$ 1,450	\$ 1,325	2023-24		
		Santa Barbara County	Zero Emission Vehicle Infrastructure: County of Santa Barbara	8 facility improvements - ZEV chargers installation		\$ 635	\$ 575	2023-24	
Placer Sacramento	Department of Transportation		Capitol Corridor Regional Transit Improvement Project		Rt 51 Rt 80	\$ 248,696	\$ 50,000	2024-25	
		Capitol Corridor Joint Powers Authority	Sacramento to Roseville 3rd Mainline Track	6.3 miles of new rail track		\$ 213,989	\$ 25,000	2024-25	
		Sacramento Regional Transit District	Sacramento Valley Light Rail Station Realignment	0.57 miles of new rail track 1 station improvement		\$ 34,707	\$ 25,000	2024-25	
Alameda	Department of Transportation	Alameda County Transportation Commission	East Bay Greenway Multimodal - North Segment Project Phase 1		Rt 185	\$ 196,654	\$ 39,375	2024-25	
		Alameda County Transportation Commission	Pre-Construction	-		\$ 17,322	\$ -	-	
		Alameda County Transportation Commission	Oakland North Construction Package 1	4.5 miles of bicycle / pedestrian facilities		\$ 61,514	\$ 39,375	2024-25	
		Alameda County Transportation Commission	Oakland South Construction Package 2	2.3 miles of bicycle / pedestrian facilities		\$ 55,073	\$ -	-	
		Alameda County Transportation Commission	San Leandro Construction Package 3	2.4 miles of bicycle / pedestrian facilities		\$ 27,273	\$ -	-	
		Alameda County Transportation Commission	E 14 th Construction Package 4	1.4 miles of bicycle / pedestrian facilities		\$ 35,472	\$ -	-	
Los Angeles	Department of Transportation		Los Angeles Metro Light Rail CORE Capacity & System Integration Project		Rt 105 Rt 405	\$ 203,357	\$ 20,000	2023-24	
		Los Angeles County Metropolitan Transportation Authority	Track Ties and Fastener Replacement	6.5 miles of rehabilitated rail track		\$ 9,151	\$ -	-	
		Los Angeles County Metropolitan Transportation Authority	Overhead Catenary System Replacement	6.5 miles of rail / transit equipment replacement		\$ 14,235	\$ -	-	
		Los Angeles County Metropolitan Transportation Authority	New - Traction Power Substations (TPSS)	2 rail / transit equipment installations		\$ 35,161	\$ -	-	
		Los Angeles County Metropolitan Transportation Authority	Replacement - Traction Power Substations (TPSS)	4 rail / transit equipment installations		\$ 24,810	\$ 20,000	2023-24	
		Los Angeles County Metropolitan Transportation Authority	Platform Extension and Station Improvements	7 station improvements		\$ 120,000	\$ -	-	
Riverside	Riverside County Transportation Commission		Mid County Connectivity Enhancement Program		Rt 79 Rt 215	\$ 223,793	\$ 44,500	2024-25	
		Riverside County Transportation Commission	Mid County Parkway: Ramona Expressway	121,086 sq. ft. of new local road bridge structures 4 intersection / signal improvements 17 roadway lane miles 14 accessible pedestrian signals installations 14 new curb ramps installations 3,000 linear feet of culverts 17 bicycle lane-miles		\$ 189,793	\$ 44,500	2024-25	
		Riverside County Transportation Commission	Metrolink Double Track Project: Moreno Valley to Perris	6.5 miles of rehabilitated rail tracks		\$ 34,000	\$ -	-	
Los Angeles	Los Angeles County Metropolitan Transportation Authority		I-405 Corridor Community Bus Service Improvement Program		Rt 405	\$ 85,203	\$ 32,000	2023-24	
		Los Angeles County Metropolitan Transportation Authority	North San Fernando Valley Battery Electric Bus Project (Buses)	75 rail cars / transit vehicles - battery electric buses		\$ 75,000	\$ 25,507	2023-24	
		Los Angeles County Metropolitan Transportation Authority	Venice Blvd Bus Speed and Reliability - (Lighting)	38 station improvements - lighting installations		\$ 55	\$ -	-	
		Los Angeles County Metropolitan Transportation Authority	Venice Blvd. Bus Speed and Reliability (Bus Boarding Islands and Bus Pads)	38 station improvements - boarding islands		\$ 8,528	\$ 5,320	2024-25	
		Los Angeles County Metropolitan Transportation Authority	Venice Blvd Bus Speed and Reliability - (Real-Time Passenger Info and Bus Shelters)	27 station improvements - bus shelters		\$ 1,620	\$ 1,173	2024-25	
San Diego	San Diego Association of Governments	San Diego Association of Governments	Build North Coast Corridor (NCC) Batiquitos	0.6 miles of new rail track - bridge replacement	Rt 5	\$ 117,800	\$ 103,300	2023-24	
						\$ 3,016,358	\$ 119,044		
						Total Funding Capacity	\$ 499,664		
						Recommendation Oversubscribed	\$ 19,380		

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 25-26, 2026

From: TANISHA TAYLOR, Executive Director

Reference Number: 4.13, Action

Prepared By: Naveen Habib
Associate Deputy Director

Published Date: June 12, 2026

Subject: Multi-funded Solutions for Congested Corridors Program and Active Transportation Program Baseline Agreement Amendment
Resolution SCCP-P-2526-09BA, Amending Resolution SCCP-P-2324-07B
Resolution ATP-P-2526-16B

Recommendation:

Staff recommends the California Transportation Commission (Commission) approve an amendment to the 2022 Solutions for Congested Corridors Program and 2023 Active Transportation Program multi-funded Baseline Agreement submitted in accordance with the Commission's Senate Bill (SB) 1 Accountability and Transparency Guidelines and establish the agreement as the basis for project delivery and monitoring.

The Ventura County Transportation Commission's U.S. 101 Connected Communities Corridor Rail and Active Transportation Improvements Baseline Agreement amendment reflects the program amendments recommended for Commission approval at this meeting under Reference items 4.19 and 4.26.

PPNO	COUNTY	IMPLEMENTING AGENCY	PROJECT TITLE (With embedded link to agreement)
6194 6220 6220A	Alameda	Ventura County Transportation Commission	U.S. 101 Connected Communities Corridor Rail and Active Transportation Improvements

Issue:

The implementing agency requests Commission approval of an amendment to the U.S. 101 Connected Communities Corridor Rail and Active Transportation Improvements Baseline Agreement. This project was programmed in the 2022 Solutions for Congested Corridors Program and the 2023 Active Transportation Program Metropolitan Planning Organization Component.

Reference items 4.19 and 4.26 on this agenda request Commission approval of program amendments to the 2023 Active Transportation Program and 2022 Solutions for Congested Corridors Program, respectively. Approval of those amendments requires a corresponding update to the Baseline Agreement originally approved in May 2024.

Commission staff has reviewed the amended Baseline Agreement and determined that the project's benefits, schedule, costs, and funding plan remain consistent with the Commission-approved amendments and program commitments. Approval of this amendment will establish the updated basis for project delivery and monitoring.

Background:

The Commission adopted the revised SB 1 Accountability and Transparency Guidelines at its May 15, 2025, meeting. The Guidelines direct agencies to provide executed Baseline Agreements that set forth the agreed-upon expected benefits, delivery schedule, project cost, and funding plan. The Baseline Agreement provides a benchmark for comparison to the current status of a project for subsequent reporting purposes. The Baseline Agreement must be signed by the California Department of Transportation Director and District Director, the Commission's Executive Director, the project applicant, and the implementing agency.

During the May 2024 Commission meeting, the Commission approved the original Baseline Agreement for the U.S. 101 Connected Communities Corridor Rail and Active Transportation Improvements project.

Resolution SCCP-P-2526-09BA and Resolution ATP-P-2526-16B

Be It Resolved, that the Commission hereby amends the multi-funded Solutions for Congested Corridors Program and Active Transportation Program Baseline Agreement for the U.S. 101 Connected Communities Corridor Rail and Active Transportation Improvements to reflect the program amendments under Reference items 4.19 and 4.26.

Amendment (Existing Project) ☒ YES ☐ NO				Date	04/28/2026 13:58:59
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☐ STIP ☐ Other					
District	EA	Project ID	PPNO	Nominating Agency	
07		0723000303	6194	Ventura County Transportation Commission	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Ventura County					
				MPO	Element
				SCAG	Local Assistance
Project Manager/Contact			Phone	Email Address	
Derek Towers			805-654-7849	dtowers@cityofventura.ca.gov	

Project Title

Santa Paula Trail, East Ventura Station to e/o Wells Road

Location (Project Limits), Description (Scope of Work)

Environmental, design and construction for a Class I trail in the City of Ventura and unincorporated Ventura County providing an improved east-west bicycle and pedestrian route between East Ventura Metrolink Station and east of Wells Road (SR-118) along the Santa Paula Rail Line, in the City of Ventura (San Buenaventura) and unincorporated Ventura County.

Component	Implementing Agency
PA&ED	City of Ventura
PS&E	City of Ventura
Right of Way	City of Ventura
Construction	City of Ventura

Legislative Districts

Assembly:	38	Senate:	21	Congressional:	24
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	01/15/2023	01/15/2023
Circulate Draft Environmental Document Document Type EIR/EIS	06/15/2023	06/15/2023
Draft Project Report	08/15/2023	08/15/2023
End Environmental Phase (PA&ED Milestone)	12/15/2023	12/15/2023
Begin Design (PS&E) Phase	02/01/2024	02/01/2024
End Design Phase (Ready to List for Advertisement Milestone)	05/15/2025	05/15/2025
Begin Right of Way Phase	02/01/2024	02/01/2024
End Right of Way Phase (Right of Way Certification Milestone)	05/15/2025	05/15/2025
Begin Construction Phase (Contract Award Milestone)	10/01/2025	10/01/2025
End Construction Phase (Construction Contract Acceptance Milestone)	08/27/2027	08/27/2027
Begin Closeout Phase	09/01/2027	09/01/2027
End Closeout Phase (Closeout Report)	11/01/2027	11/01/2027

Date 04/28/2026 13:58:59

Purpose and Need

Close a gap on a popular Class I trail in the City of Ventura that is needed to create a 4.0-mile long continuous Active Transportation corridor. Provide a direct route for residents of Saticoy, Montalvo, and Cabrillo Village for bike and pedestrian access to the Class I trails on each end, increase the proportion of trips accomplished by biking and walking, increase safety and mobility for non-motorized users, reduce VMT, advance the active transportation efforts of regional agencies to achieve Greenhouse Gas (GHG) reduction goals, and enhance public health.

NHS Improvements	☒ YES ☐ NO	Roadway Class	NA	Reversible Lane Analysis	☐ YES ☒ NO
Inc. Sustainable Communities Strategy Goals	☒ YES ☐ NO	Reduce Greenhouse Gas Emissions	☒ YES ☐ NO		

Project Outputs

Category	Outputs	Unit	Total
Active Transportation	Bicycle lane-miles	Miles	8
ADA Improvements	New sidewalk	LF	170
ADA Improvements	New curb ramp installed	EA	14
Active Transportation	Crosswalk	EA	9

Date 04/28/2026 13:58:59

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	0	0	0
			VTM per Capita	0	0	0
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	0	0	0
			Hours per Capita	0	0	0
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	0	0	0
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0	0	0
			PM 10 Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	-16	0	-16
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	0	0	0
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0	0	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	353	0	353
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	3.7	0	3.7
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	0	0	0
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	0	0	0

District	County	Route	EA	Project ID	PPNO
07	Ventura County			0723000303	6194

Project Title

Santa Paula Trail, East Ventura Station to e/o Wells Road

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									City of Ventura
PS&E		4,438						4,438	City of Ventura
R/W SUP (CT)									City of Ventura
CON SUP (CT)									City of Ventura
R/W		2,278						2,278	City of Ventura
CON			20,487					20,487	City of Ventura
TOTAL		6,716	20,487					27,203	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									
PS&E		4,438						4,438	
R/W SUP (CT)									
CON SUP (CT)									
R/W		508						508	
CON			25,933					25,933	
TOTAL		4,946	25,933					30,879	

Fund #1:	ATP - Active Transportation Program (ST-ATP) – SB1 (Committed)								Program Code
	Existing Funding (\$1,000s)								20,30,720,100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									\$2278 RW voted 08/16/23 \$4438 PSE voted 08/16/23 \$70 CON EXT. TO 06/30/26
PS&E		4,438						4,438	
R/W SUP (CT)									
CON SUP (CT)									
R/W		2,278						2,278	
CON			70					70	
TOTAL		6,716	70					6,786	
Proposed Funding (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									\$1.770M in savings from R/W Phase shifted to CON.
PS&E		4,438						4,438	
R/W SUP (CT)									
CON SUP (CT)									
R/W		508						508	
CON			1,840					1,840	
TOTAL		4,946	1,840					6,786	

Fund #2:	State SB1 SCCP - Solution for Congested Corridors Program (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.210.350
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ \$20417 CON EXT. TO 06/30/26
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			20,417					20,417	
TOTAL			20,417					20,417	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			20,417					20,417	
TOTAL			20,417					20,417	
Fund #3:	Other State - State Legislature-Local (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									State Earmark, PLBP (Priority Legislative Budget Project)
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			3,676					3,676	
TOTAL			3,676					3,676	

Complete this page for amendments only				Date 04/28/2026 13:58:59	
District	County	Route	EA	Project ID	PPNO
07	Ventura County			0723000303	6194

SECTION 1 - All Projects

Project Background

The Santa Paula Trail, East Ventura Station Project designs and constructs a Class I bicycle trail in the City of Ventura and unincorporated areas of Ventura County, providing an improved east west bicycle and pedestrian route between the East Ventura Metrolink Station and east of Wells Road (State Route 118) along the Santa Paula Rail Line. The implementing agency for the Project is the City of Ventura.

Programming Change Requested

Requests an amendment to the current Active Transportation Program (ATP) programming for PPNO 6194, Santa Paula Trail, East Ventura Station to east of Wells Road. Specifically, VCTC requests to reprogram \$1,991 million from the Right of Way (ROW) Phase to the Construction Phase.

Reason for Proposed Change

The total Construction Phase cost is reflected as \$20.417 million in the currently approved Baseline Agreement. Updated cost estimates now reflect a Construction Phase cost of \$25,900 million. The increase in construction cost is primarily attributable to design refinements identified through continued coordination with a critical project stakeholder as the project advanced into final design. These refinements reflect stakeholder requirements identified through standard review and coordination processes and were incorporated to ensure the project meets safety, and long term compatibility needs. In addition, construction cost escalation since initial programming, including increases in labor, materials, and contractor pricing, has contributed to the overall increase in the Construction Phase cost.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

N/A

Other Significant Information

N/A

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

Requests an amendment to the current Active Transportation Program (ATP) programming for PPNO 6194, Santa Paula Trail, East Ventura Station to east of Wells Road. Specifically, VCTC requests to reprogram \$1,991 million from the Right of Way (ROW) Phase to the Construction Phase. Updated CON cost estimate is reflected.

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Amendment (Existing Project) ☒ YES ☐ NO				Date	04/28/2026 16:02:57
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☐ STIP ☐ Other					
District	EA	Project ID	PPNO	Nominating Agency	
75			6220	Ventura County Transportation Commission	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Ventura County					
				MPO	Element
				SCAG	Rail
Project Manager/Contact			Phone	Email Address	
Heather Miller			805-642-1591	hmiller@goventura.org	

Project Title

Rail Stations' EV Chargers-Camarillo Station

Location (Project Limits), Description (Scope of Work)

In Ventura County, station improvements at the Camarillo Rail Station. Improvements include installation of four (4) EV chargers at the Camarillo Rail Station.

Component	Implementing Agency
PA&ED	Ventura County Transportation Commission
PS&E	Ventura County Transportation Commission
Right of Way	Ventura County Transportation Commission
Construction	Ventura County Transportation Commission

Legislative Districts

Assembly:	42	Senate:	21	Congressional:	26
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	09/01/2023	09/01/2023
Circulate Draft Environmental Document Document Type	09/01/2023	09/01/2023
Draft Project Report	01/19/2024	01/19/2024
End Environmental Phase (PA&ED Milestone)	10/26/2023	10/26/2023
Begin Design (PS&E) Phase	02/01/2024	02/01/2024
End Design Phase (Ready to List for Advertisement Milestone)	08/01/2024	08/01/2024
Begin Right of Way Phase	09/15/2023	09/15/2023
End Right of Way Phase (Right of Way Certification Milestone)	09/15/2024	09/15/2024
Begin Construction Phase (Contract Award Milestone)	10/01/2024	10/01/2024
End Construction Phase (Construction Contract Acceptance Milestone)	08/14/2026	08/14/2026
Begin Closeout Phase	08/14/2026	08/14/2026
End Closeout Phase (Closeout Report)	10/14/2026	10/14/2026

Date 04/28/2026 16:02:57

Purpose and Need

The EV Ready Blueprint identifies siting priorities for EV charging stations in locations with longer vehicle dwell times such as transit hubs, are proximate to disadvantaged communities, and are proximate to major transportation corridors. This train station meets these priority criteria.

NHS Improvements	☐ YES ☒ NO	Roadway Class	NA	Reversible Lane Analysis	☐ YES ☒ NO
Inc. Sustainable Communities Strategy Goals	☒ YES ☐ NO	Reduce Greenhouse Gas Emissions	☒ YES ☐ NO		

Project Outputs

Category	Outputs	Unit	Total
Facilities	Facility Improvement	EA	1

Date 04/28/2026 16:02:57

Additional Information

Performance Indicators and Measures are reflected in the parent project, PPNO 6220, ePPR-6155-2023-0004. The Performance Indicators and Measures are duplicated to reflect the same for both ePPRs. Parent Project PPNO 6220 being segmented to reflect two construction contracts, see below; overall project outputs and scope remain unchanged. The Rail Stations' EV Chargers Project is being delivered under two construction contracts:

- 1) PPNO 6220: Rail Stations' EV Chargers - Camarillo Station
- 2) PPNO 6220A: Rail Stations' EV Chargers - Oxnard Station

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	-196,814	0	-196,814
			VTM per Capita	0	0	0
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	0	0	0
			Hours per Capita	0	0	0
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	0	0	0
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0	0	0
			PM 10 Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	0	0	0
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0	0	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	0	0	0
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	2.2	0	2.2
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	0	0	0
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	0	0	0

District	County	Route	EA	Project ID	PPNO
75	Ventura County				6220

Project Title
Rail Stations' EV Chargers-Camarillo Station

Existing Total Project Cost (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Implementing Agency
E&P (PA&ED)		13						13	Ventura County Transportation Comm
PS&E		51						51	Ventura County Transportation Comm
R/W SUP (CT)									Ventura County Transportation Comm
CON SUP (CT)									Ventura County Transportation Comm
R/W									Ventura County Transportation Comm
CON			347					347	Ventura County Transportation Comm
TOTAL		64	347					411	

Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)		13						13	
PS&E		36						36	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			110					110	
TOTAL		49	110					159	

Fund #1:	State SB1 SCCP - Solution for Congested Corridors Program (Committed)								Program Code
	Existing Funding (\$1,000s)								20,30,210,350
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Ventura County Transportation Comm
PS&E									\$60 CON EXT. TO 06/30/26
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			60					60	
TOTAL			60					60	

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			30					30	
TOTAL			30					30	

Fund #2:	Other State - STA Transit Assist (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.207.811
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)		13						13	Ventura County Transportation Com
PS&E		51						51	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			287					287	
TOTAL		64	287					351	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		13						13	
PS&E		36						36	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			80					80	
TOTAL		49	80					129	

Complete this page for amendments only					Date 04/28/2026 16:02:57
District	County	Route	EA	Project ID	PPNO
75	Ventura County				6220

SECTION 1 - All Projects

Project Background

In Ventura County, station improvements at the Camarillo Rail Station. Improvements include installation of four (4) EV chargers at the Camarillo Rail Station.

Programming Change Requested

Segmenting project to reflect two separate Construction Contracts: one awarded by City of Camarillo and the other awarded by the City of Oxnard. Updating cost/funding to request allocation at the June 2026 CTC meeting.

Reason for Proposed Change

Segmenting project to reflect two separate Construction Contracts: one awarded by City of Camarillo and the other awarded by the City of Oxnard. Updating cost/funding to request allocation at the June 2026 CTC meeting.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

N/A

Other Significant Information

N/A

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

Segmenting project to reflect two separate Construction Contracts: one awarded by City of Camarillo and the other awarded by the City of Oxnard. Updating cost/funding to request allocation at the June 2026 CTC meeting.

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Amendment (Existing Project) ☐ YES ☒ NO				Date	04/29/2026 17:01:42	
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☐ STIP ☒ Other						
District	EA	Project ID	PPNO	Nominating Agency		
07			6220A	Ventura County Transportation Commission		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Ventura County						
				MPO	Element	
				SCAG	Rail	
Project Manager/Contact			Phone	Email Address		
Heather Miller			805-642-1591	hmiller@goventura.org		

Project Title

Rail Stations' EV Chargers-Oxnard Station

Location (Project Limits), Description (Scope of Work)

In Ventura County, station improvements at the Oxnard Rail Station. Improvements include installation of two (2) EV chargers at the Oxnard Rail Station.

Component	Implementing Agency
PA&ED	Ventura County Transportation Commission
PS&E	Ventura County Transportation Commission
Right of Way	Ventura County Transportation Commission
Construction	Ventura County Transportation Commission

Legislative Districts

Assembly:	38	Senate:	21	Congressional:	26
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	09/01/2023	09/01/2023
Circulate Draft Environmental Document Document Type CE	09/01/2023	09/01/2023
Draft Project Report	01/19/2024	01/19/2024
End Environmental Phase (PA&ED Milestone)	10/26/2023	10/26/2023
Begin Design (PS&E) Phase	02/01/2024	02/01/2024
End Design Phase (Ready to List for Advertisement Milestone)	08/01/2024	08/01/2024
Begin Right of Way Phase	09/15/2023	09/15/2023
End Right of Way Phase (Right of Way Certification Milestone)	09/15/2024	09/15/2024
Begin Construction Phase (Contract Award Milestone)	10/01/2024	10/01/2024
End Construction Phase (Construction Contract Acceptance Milestone)	08/14/2026	08/14/2026
Begin Closeout Phase	08/14/2026	08/14/2026
End Closeout Phase (Closeout Report)	10/14/2026	10/14/2026

Date 04/29/2026 17:01:42

Purpose and Need

The EV Ready Blueprint identifies siting priorities for EV charging stations in locations with longer vehicle dwell times such as transit hubs, are proximate to disadvantaged communities, and are proximate to major transportation corridors. This train station meets these priority criteria.

NHS Improvements ☐ YES ☒ NO

Roadway Class NA

Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO

Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs			
Category	Outputs	Unit	Total
Facilities	Facility Improvement	EA	1

Date 04/29/2026 17:01:42

Additional Information

Performance Indicators and Measures are reflected in the parent project, PPNO 6220, ePPR-6155-2023-0004. The Performance Indicators and Measures are duplicated to reflect the same for both ePPRs. Parent Project PPNO 6220 being segmented to reflect two construction contracts, see below; overall project outputs and scope remain unchanged. The Rail Stations' EV Chargers Project is being delivered under two construction contracts:

- 1) PPNO 6220: Rail Stations' EV Chargers - Camarillo Station
- 2) PPNO 6220A: Rail Stations' EV Chargers - Oxnard Station

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	-196,814	0	-196,814
			VTM per Capita	0	0	0
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	0	0	0
			Hours per Capita	0	0	0
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	0	0	0
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0	0	0
			PM 10 Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	0	0	0
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0	0	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	0	0	0
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	2.2	0	2.2
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	0	0	0
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	0	0	0

District	County	Route	EA	Project ID	PPNO
07	Ventura County				6220A

Project Title

Rail Stations' EV Chargers-Oxnard Station

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		15						15	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			112					112	
TOTAL		15	112					127	

Fund #1:	State SB1 SCCP - Solution for Congested Corridors Program (Committed)								Program Code
Existing Funding (\$1,000s)									20,30,210,350
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Ventura County Transportation Comm \$60 CON EXT. TO 06/30/26
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			30					30	
TOTAL			30					30	

Fund #2:	Other State - STA Transit Assist (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.207.811
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Ventura County Transportation Comm
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		15						15	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		15						15	
Fund #3:	Local Funds - City Funds (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									City of Oxnard funding
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			82					82	
TOTAL			82					82	

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

U.S. 101 Connected Communities Corridor Rail and Active Transportation Improvements in Ventura County

Resolution **SCCP-P-2324-07B**
(to be completed by CTC)

1. FUNDING PROGRAM

- ☒ Active Transportation Program
☐ Local Partnership Program (Competitive)
☒ Solutions for Congested Corridors Program
☐ State Highway Operation and Protection Program
☐ Trade Corridor Enhancement Program

2. PARTIES AND DATE

- 2.1 This Project Baseline Agreement (Agreement) effective on **May 17, 2024** (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, **VCTC and Caltrans**, and the Implementing Agency, **VENTURA, LOSSAN, CAMARILLO, VCTC**, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.1 Whereas at its **6/28/2023** meeting the Commission approved the **Solutions for Congested Corridors Program** and included in this program of projects the **U.S. 101 Connected Communities Corridor Rail and Active Tr**, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as **Exhibit A**, the Project Report attached hereto as **Exhibit B**, the Performance Metrics Form, if applicable, attached hereto as **Exhibit C**, as the baseline for project monitoring by the Commission.
- 3.2 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions of the Commission:

- ☒ Resolution **G-23-49**, "Adoption of Program of Projects for the Active Transportation Program", dated **6/28/2023**
- ☐ Resolution , "Adoption of Program of Projects for the Local Partnership Program", dated
- ☒ Resolution **G-23-45**, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated **6/28/2023**
- ☐ Resolution , "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated
- ☐ Resolution , "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated

- 4.3 All signatories agree to adhere to the Commission's Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 VENTURA, LOSSAN, CAMARILLO, VCTC agrees to secure funds for any additional costs of the project.
- 4.6 VENTURA, LOSSAN, CAMARILLO, VCTC agrees to report to Caltrans on a quarterly basis; on the progress made toward the implementation of the project, including scope, cost, schedule, and anticipated benefits/performance metric outcomes.
- 4.7 Caltrans agrees to prepare program progress reports on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 VENTURA, LOSSAN, CAMARILLO, VCTC agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 VENTURA, LOSSAN, CAMARILLO, VCTC agrees to submit a timely Project Performance Analysis as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.10 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits and performance metric outcomes during the course of the project, and retain those records for six years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.11 The Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for six years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

- 5.1 Project Schedule and Cost
See Project Programming Request Form, attached as Exhibit A.
- 5.2 Project Scope
See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.
- 5.3 Performance Metrics
See Performance Metrics Form, if applicable, attached as Exhibit C.
- 5.4 Additional Provisions and Conditions *(Please attach an additional page if additional space is needed.)*

The state will not cover costs in the event of a cost overrun.

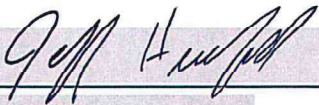
Attachments:

- Exhibit A: Project Programming Request Form
Exhibit B: Project Report
Exhibit C: Performance Metrics Form *(if applicable)*

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Project Name U.S. 101 Connected Communities Corridor Rail and Active Transportation Improvements in Ventura County
Resolution **SCCP-P-2324-07B**
(to be completed by CTC)


Date 3/7/24
Martin Erickson, Executive Director
Ventura County Transportation Commission
Project Applicant


Date 2/5/2024
Jeff Hereford, Acting City Engineer
City of Ventura
Implementing Agency


Date 04/03/2024
Monica Benavides (Apr 3, 2024 16:11 PDT)
Gloria Roberts
District Director
California Department of Transportation


Date 05/28/2024
Michael Keever (May 28, 2024 18:14 PDT) for
Tony Tavares
Director
California Department of Transportation


Date 07/02/2024
Tanisha Taylor
Executive Director
California Transportation Commission

ADDITIONAL SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT
Project Title: U.S. 101 Connected Communities Corridor Rail and
Active Transportation Improvements in Ventura County
Resolution: SCCP-P-2324-07B
(to be completed by CTC)


Monica Benavides (Apr 3, 2024 16:11 PDT)

04/03/2024

Chief Deputy District Director

Date

Caltrans

Project Applicant


Jason Jewell, Managing Director

1/24/2024

Date

LOSSAN Rail Corridor Agency

Implementing Agency


Greg Ramirez, City Manager

03 / 06 / 2024

Date

City of Camarillo

Implementing Agency


Executive Director

3/7/24

Date

Ventura County Transportation Commission

Implementing Agency

B. FACT SHEET

Project Scope

The US 101 Connected Communities Corridor Rail and Active Transportation Improvements project proposes to construct:

Double Track: 3.2 miles of additional main track between the Camarillo and Oxnard Train Stations to reduce travel time, provide capacity for more passenger trains, and improve operational reliability for Metrolink, Amtrak and freight trains. **PPNO 9887**

Santa Paula Branch Line Trail: 3.9 miles of a new multi-use bicycle and pedestrian trail including 2 bridges, 16 curb ramps and 9 crosswalks on the Santa Paula Branch Line Trail to provide a safer route from the East Ventura Metrolink Train Station to residential areas located east of the station. **PPNO 6194**

EV Charging Stations: Four (4) electric vehicle charging stations at the Camarillo Train Station and two (2) EV charging stations at the Oxnard Train Station to improve station amenities for commuters. **PPNO 6220**

Camarillo Train Station Undercrossing: One (1) new pedestrian undercrossing at the Camarillo Train Station to improve access between the two parking lots and improve train operations by utilizing both existing platforms. **PPNO 6219**

Camarillo Train Station ADA Improvements: Improvements to include accessible routes from the public right-of-way, public transit, accessible parking, and from passenger loading zones to ensure individuals with disabilities safe and convenient access to train platforms at the Camarillo station. **PPNO 6282**



Figure 1 (above) – Santa Paula Branch Line Trail Rendering

The improvements are expected to reduce greenhouse gas emissions by 3,400 tons annually. The project supports transportation equity by improving travel safety, mobility and accessibility for all people including disadvantaged communities within the project area. Impacts to the community are expected to be minimal because the improvements are mostly located within existing government-owned property or adjacent to farmland.

Nominating Agencies:

- California Department of Transportation
- Ventura County Transportation Commission

Project Cost:

- SCCP Funds Requested: \$74,897,000
- Total Project Cost: \$117,855,000

Project Schedule:

- Construction Start: Summer/Fall 2025
- Construction End: Summer/Fall 2027

Key Project Benefits

\$7.9
Million
Annually

Travel Time Savings

\$4.9
Million
Annually

**Walking & Cycling
Safety**

\$2.9
Million
Annually

**Travel Time
Reliability**

\$2.3
Million
Annually

**Vehicle Operating
Cost Savings**

818,000
Annually

**Person Hours of Time
Saved**

Amendment (Existing Project) ☒ YES ☐ NO				Date 04/15/2024 14:47:26	
Programs ☐ LPP-C ☐ LPP-F ☒ SCCP ☐ TCEP ☐ STIP ☐ Other					
District	EA	Project ID	PPNO	Nominating Agency	
75			6220	Ventura County Transportation Commission	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Ventura County					
				MPO	Element
				SCAG	Rail
Project Manager/Contact			Phone	Email Address	
Peter De Haan			805-642-1591	pdehaan@goventura.org	

Project Title

Rail Stations' EV Chargers

Location (Project Limits), Description (Scope of Work)

In Ventura County, station improvements at two (2) rail facilities including the Camarillo Station and Oxnard Station. Improvements include installation of four (4) EV chargers at the Camarillo station and two (2) EV chargers at the Oxnard station for a total of six chargers .

Component	Implementing Agency
PA&ED	Ventura County Transportation Commission
PS&E	Ventura County Transportation Commission
Right of Way	Ventura County Transportation Commission
Construction	Ventura County Transportation Commission

Legislative Districts

Assembly:	38,42	Senate:	21	Congressional:	24,26
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	08/01/2022	09/01/2023
Circulate Draft Environmental Document Document Type	05/01/2023	09/01/2023
Draft Project Report	09/01/2023	01/19/2024
End Environmental Phase (PA&ED Milestone)	10/01/2023	10/26/2023
Begin Design (PS&E) Phase	09/15/2023	02/01/2024
End Design Phase (Ready to List for Advertisement Milestone)	09/15/2024	08/01/2024
Begin Right of Way Phase	09/15/2023	09/15/2023
End Right of Way Phase (Right of Way Certification Milestone)	09/15/2024	09/15/2024
Begin Construction Phase (Contract Award Milestone)	10/01/2025	10/01/2024
End Construction Phase (Construction Contract Acceptance Milestone)	11/01/2026	08/14/2026
Begin Closeout Phase	11/01/2026	08/14/2026
End Closeout Phase (Closeout Report)	11/01/2027	10/14/2026

Date 04/15/2024 14:47:26

Purpose and Need

The EV Ready Blueprint identifies siting priorities for EV charging stations in locations with longer vehicle dwell times such as transit hubs, are proximate to disadvantaged communities, and are proximate to major transportation corridors. Each train station meets these priority criteria.

NHS Improvements

☐ YES ☒ NO

Roadway Class

NA

Reversible Lane Analysis

☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals

☒ YES ☐ NO

Reduce Greenhouse Gas Emissions

☒ YES ☐ NO

Project Outputs			
Category	Outputs	Unit	Total
Facilities	Facility Improvement	EA	2

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	-196,814	0	-196,814
			VMT per Capita	0	0	0
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	0	0	0
			Hours per Capita	0	0	0
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	0	0	0
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0	0	0
			PM 10 Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	0	0	0
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0	0	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	0	0	0
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	2.2	0	2.2
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	0	0	0
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	0	0	0

District	County	Route	EA	Project ID	PPNO
75	Ventura County				6220
Project Title					
Rail Stations' EV Chargers					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									Ventura County Transportation Comm
PS&E									Ventura County Transportation Comm
R/W SUP (CT)									Ventura County Transportation Comm
CON SUP (CT)									Ventura County Transportation Comm
R/W									Ventura County Transportation Comm
CON			60					60	Ventura County Transportation Comm
TOTAL			60					60	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)		13						13	
PS&E		51						51	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			347					347	
TOTAL		64	347					411	

Fund #1:	State SB1 SCCP - Solution for Congested Corridors Program (Committed)								Program Code
	Existing Funding (\$1,000s)								20.30.210.350
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Ventura County Transportation Comm
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			60					60	
TOTAL			60					60	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			60					60	
TOTAL			60					60	

Fund #2:	Other State - STA Transit Assist (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Ventura County Transportation Com
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		13						13	
PS&E		51						51	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			287					287	
TOTAL		64	287					351	

Complete this page for amendments only					Date 04/15/2024 14:47:26
District	County	Route	EA	Project ID	PPNO
75	Ventura County				6220

SECTION 1 - All Projects

Project Background

Original project scope: In Ventura County, station improvements at three (3) rail facilities including the Camarillo Station, Oxnard Station, and East Ventura. Improvements include the installation of two (2) EV chargers at each station for a total of six chargers.

Programming Change Requested

Change from “In Ventura County, installation of two EV chargers at Camarillo, Oxnard, and E. Ventura rail station for a total of 6 chargers” to “In Ventura County, installation of four (4) EV chargers at Camarillo train station and two (2) at Oxnard station for a total of six (6) chargers.”

Reason for Proposed Change

The Oxnard station currently has one charger while the Camarillo and East Ventura stations each have two. As project design progressed, it was discovered that in order to comply with ADA regulations, the initial location of charging stations at the East Ventura Station would need to be moved to a different location at the station resulting in significant and unanticipated construction costs increases associated with providing power to these new locations. Furthermore, additional analysis into the projected usage of the EV stations correlating to train and express bus ridership at all three stations determined that the East Ventura Station has much lower ridership than either the Camarillo or Oxnard Stations and that project benefits would actually increase if the two chargers would instead be installed at the Camarillo station since that station sees significantly more daily train passengers. Additionally, the Camarillo and Oxnard Stations see significantly higher public transit passenger traffic overall as major hubs for local and intercity bus services. VCTC therefore proposes a change to scope for this project such that no additional chargers would be installed at the East Ventura station, with the existing two chargers deemed sufficient for this station; instead, VCTC proposes increasing from two (2) to four (4) as the number of chargers to be installed at the Camarillo Station and keep the two (2) EV chargers to be installed at the Oxnard station.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

The proposed scope change will not delay the project nor does it increase the cost of the project; instead, the scope change is meant to mitigate significant cost increases otherwise incurred with relocation of EV stations at the East Ventura station.

Other Significant Information

Currently the Camarillo and East Ventura stations each have two charging ports. VCTC reviewed the usage data at both stations and determined that the Camarillo station chargers are fully utilized nearly 100% of weekdays, while the East Ventura station chargers are fully utilized only 10% of weekdays. The relatively low usage in East Ventura is likely due to the relatively low transit ridership at that station. Therefore, four (4) additional chargers are justified in Camarillo whereas East Ventura is sufficiently supported with the existing two charging ports. Likewise, the project benefits are greater with four (4) additional chargers in Camarillo and zero additional chargers in East Ventura, rather than two (2) additional chargers at each location. Of additional consideration is that the area adjacent to the East Ventura station does not have any type of Disadvantaged Community designation. On the other hand, the area adjacent to the Camarillo Station qualifies as a Low-Income Community and a Historically Disadvantaged Community. The proposed scope change will mitigate cost increases while better serving public needs.

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

Change from “In Ventura County, installation of two EV chargers at Camarillo, Oxnard, and E. Ventura rail station for a total of 6 chargers” to “In Ventura County, installation of four (4) EV chargers at Camarillo train station and two (2) at Oxnard station for a total of six (6) chargers.”

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Amendment (Existing Project) ☐ YES ☒ NO				Date	03/29/2024 14:08:40	
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☐ STIP ☒ Other						
District	EA	Project ID	PPNO	Nominating Agency		
75			6282	Ventura County Transportation Commission		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Ventura County						
				MPO	Element	
				SCAG	Rail	
Project Manager/Contact			Phone	Email Address		
Peter De Haan			805-642-1591	pdehaan@goventura.org		

Project Title

Camarillo Train Station ADA Improvements

Location (Project Limits), Description (Scope of Work)

In the City of Camarillo in Ventura County, the Camarillo Station Americans with Disabilities Act (ADA) Improvement Project (Project) will update the Camarillo Rail Station to be ADA compliant.

Component	Implementing Agency				
PA&ED	Ventura County Transportation Commission				
PS&E	Ventura County Transportation Commission				
Right of Way	Ventura County Transportation Commission				
Construction	Ventura County Transportation Commission				
Legislative Districts					
Assembly:	42	Senate:	21	Congressional:	26
Project Milestone			Existing	Proposed	
Project Study Report Approved					
Begin Environmental (PA&ED) Phase				04/01/2023	
Circulate Draft Environmental Document	Document Type			11/06/2023	
Draft Project Report				12/20/2023	
End Environmental Phase (PA&ED Milestone)				11/21/2023	
Begin Design (PS&E) Phase				11/22/2023	
End Design Phase (Ready to List for Advertisement Milestone)				08/01/2024	
Begin Right of Way Phase				08/15/2024	
End Right of Way Phase (Right of Way Certification Milestone)				09/15/2024	
Begin Construction Phase (Contract Award Milestone)				06/01/2025	
End Construction Phase (Construction Contract Acceptance Milestone)				08/14/2026	
Begin Closeout Phase				08/14/2026	
End Closeout Phase (Closeout Report)				02/14/2027	

Date 03/29/2024 14:08:40

Purpose and Need

The ADA improvements will provide individuals with disabilities safe access to the rail platforms from the public right of way through accessible path of travel, appropriate wayfinding signage, and surface improvements.

NHS Improvements

☐ YES ☒ NO

Roadway Class

NA

Reversible Lane Analysis

☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals

☒ YES ☐ NO

Reduce Greenhouse Gas Emissions

☒ YES ☐ NO

Project Outputs			
Category	Outputs	Unit	Total
ADA Improvements	Repair existing sidewalk	LF	2,653
ADA Improvements	Install new detectable warning surface	SQFT	3,318
ADA Improvements	Repair/upgrade curb ramp	EA	11
ADA Improvements	Modify crosswalk	LF	4,644
Rail/ Multi-Modal	Station improvements	EA	2

District	County	Route	EA	Project ID	PPNO
75	Ventura County				6282
Project Title					
Camarillo Train Station ADA Improvements					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)		379						379	
PS&E		1,398						1,398	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			4,384					4,384	
TOTAL		1,777	4,384					6,161	

Fund #1:	State SB1 SCCP - Solution for Congested Corridors Program (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			3,000					3,000	
TOTAL			3,000					3,000	

Fund #2:	Other State - STA Transit Assist (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		379						379	
PS&E		1,398						1,398	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		1,777						1,777	
Fund #3:	FTA Funds - State of Good Repair Formula Grants (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,384					1,384	
TOTAL			1,384					1,384	

Amendment (Existing Project) ☐ YES ☒ NO				Date	01/08/2024 14:59:04
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☒ STIP ☒ Other					
District	EA	Project ID	PPNO	Nominating Agency	
75			9887	Los Angeles-San Diego-San Luis Obispo Rail Corridor Agen	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Ventura County	LOS	405.430	409.160		
				MPO	Element
				SCAG	Rail
Project Manager/Contact			Phone	Email Address	
James Campbell			714-560-5390	jcampbell@octa.net	

Project Title

Leesdale Passing Siding

Location (Project Limits), Description (Scope of Work)

This project is to upgrade, power, and extend the existing 3,330-ft siding to the west 3.7 miles to accommodate freight trains and eliminate the need for passenger trains to wait as much as 10 minutes on a regular basis at the Oxnard station, in Oxnard, California. This will also serve future needs to expand the Oxnard station to two platforms. This siding extension is needed to expand service, improve reliability, and reduce travel time. This will result in increased ridership and a reduction in Greenhouse Gas (GHG) emissions. District 7 – Ventura County – UPRR Santa Barbara Subdivision Begin Post Mile/End Post Mile
MP 405.17 / MP 409.16 1.3 miles east of the Oxnard Train Station and 0.2 miles east of Rose Ave to 0.3 miles east of Wood Road – 3.7 miles total.

Component	Implementing Agency
PA&ED	Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (
PS&E	Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (
Right of Way	Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (
Construction	Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (

Legislative Districts

Assembly:	37,44	Senate:	19	Congressional:	26
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	08/01/2022	08/01/2022
Circulate Draft Environmental Document Document Type CE/CE	05/01/2023	05/01/2023
Draft Project Report	09/01/2023	09/01/2023
End Environmental Phase (PA&ED Milestone)	10/01/2023	10/01/2023
Begin Design (PS&E) Phase	12/01/2023	12/01/2023
End Design Phase (Ready to List for Advertisement Milestone)	07/01/2024	12/01/2024
Begin Right of Way Phase		03/01/2024
End Right of Way Phase (Right of Way Certification Milestone)		10/01/2024
Begin Construction Phase (Contract Award Milestone)	10/01/2024	03/01/2025
End Construction Phase (Construction Contract Acceptance Milestone)	11/01/2026	02/01/2027
Begin Closeout Phase	11/01/2026	03/01/2027
End Closeout Phase (Closeout Report)	11/01/2027	03/01/2028

Date 01/08/2024 14:59:04

Purpose and Need

The existing Leesdale Siding is also not a Centralized Traffic Control (CTC) siding and requires manual operation to change the direction of the switches on either side. The project would replace the manual switches with remote-controlled switching equipment on both sides of the siding. The Las Posas Road and Pleasant Valley Road grade crossing signal systems would be modified to accommodate. The current Leesdale siding is 3,700 feet long and is manually operated. This is too short for the average freight train to currently utilize, as that the average freight train has the length of 5,500 feet. This configuration results in a bottleneck on the line, since one train must back up to clear the tracks for the other trains to depart, using about five to 10 minutes for the maneuver. This project would allow for service expansion, improved reliability and reduced travel time. Specifically, the project will provide direct benefits to Metrolink and Surfliner services in this area by allowing for 30-minute frequencies in this segment.

NHS Improvements

☐ YES ☒ NO

Roadway Class

NA

Reversible Lane Analysis

☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals

☒ YES ☐ NO

Reduce Greenhouse Gas Emissions

☒ YES ☐ NO

Project Outputs			
Category	Outputs	Unit	Total
Rail/ Multi-Modal	Miles of new track	Miles	3.7
Rail/ Multi-Modal	Grade separations/ rail crossing improvemnets	EA	5
Drainage	Culverts	LF	300

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	2,287,130	2,329,600	-42,470
			VTM per Capita	0	0	0
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	1,924,484	0	1,924,484
			Hours per Capita	0	0	0
	TCEP	Change in Daily Vehicle Hours of Delay	Hours	0	0.2	-0.2
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	0	0	0
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	94	90	4
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0	0	0
			PM 10 Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	-69,206	0	-69,206
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	-8	0	-8
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	-1	0	-1
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	-165	0	-165
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	-11	0	-11
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0	0	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	1,138	0	1,138
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	3.1	0	3.1
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	28,080	28,080	0
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	218,400	109,200	109,200

District	County	Route	EA	Project ID	PPNO
75	Ventura County	LOS			9887
Project Title					
Leesdale Passing Siding					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)	1,000							1,000	Los Angeles-San Diego-San Luis Obispo
PS&E		2,500						2,500	Los Angeles-San Diego-San Luis Obispo
R/W SUP (CT)									Los Angeles-San Diego-San Luis Obispo
CON SUP (CT)									Los Angeles-San Diego-San Luis Obispo
R/W									Los Angeles-San Diego-San Luis Obispo
CON			22,500					22,500	Los Angeles-San Diego-San Luis Obispo
TOTAL	1,000	2,500	22,500					26,000	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		3,500						3,500	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			66,000					66,000	
TOTAL		3,500	66,000					69,500	

Fund #1:	Other State - STA Transit Assist (Committed)								Program Code
	Existing Funding (\$1,000s)								30.20.020.000
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)	1,000							1,000	If earmark is NOT awarded, LOSSAN fully intends to fund this \$6M with State Rail Assistance funding.
PS&E		2,500						2,500	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			2,500					2,500	
TOTAL	1,000	2,500	2,500					6,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		3,500						3,500	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			2,500					2,500	
TOTAL		3,500	2,500					6,000	

Fund #2:	IIP - Public Transportation Account (Committed)								Program Code
Existing Funding (\$1,000s)									30.20.020.720
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			20,000					20,000	
TOTAL			20,000					20,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			20,000					20,000	
TOTAL			20,000					20,000	
Fund #3:	State SB1 SCCP - Solution for Congested Corridors Program (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Ventura County Transportation Com
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			43,500					43,500	
TOTAL			43,500					43,500	

Complete this page for amendments only					Date 01/08/2024 14:59:04
District	County	Route	EA	Project ID	PPNO
75	Ventura County	LOS			9887

SECTION 1 - All Projects

Project Background

The need for siding/double track extensions between Moorpark and Oxnard was highlighted in the California State Rail Plan in 2013. The existing Leesdale Siding is short (3,330 feet) with non-powered switches, no signalization, and substandard rails, which constrains the capacity on the Los Angeles to Santa Barbara/San Luis Obispo Corridor. In 2021, LOSSAN's Optimization Report identified infrastructure improvements needed to implement pulse scheduling and service patterns. The Oxnard / Camarillo Double Track project (formerly known as the Leesdale Siding Extension) is identified as a near-term project, critical to the improvements in service patterns planned for this portion of the LOSSAN Corridor.

Other studies have been performed for this section of track, which include analyzing different lengths of siding extensions and adding a second platform at the Oxnard Station. In 2021, a study was completed to consider combining the Oxnard Station Second Platform with the Leesdale Siding extension. This study evaluated several track alignment options to create a second platform at Oxnard station (utilizing the existing freight yard track) and extending an additional track to connect the station with the Leesdale Siding. (The freight yard track would be replaced with a "run-around" track on the other side of the freight yard). The conclusion of this study determined that an extension of the Leesdale Siding should be completed as a first phase of improvements to facilitate later phases at the Oxnard Station. This siding extension (or double track) will provide the capacity needed for improved service, reliability, and train meets.

Programming Change Requested

Adding SCCP funding to the project.

Reason for Proposed Change

Additional scope that will increase the project to 3.7 miles. The benefits will include:

- Maximize the reduction in wait time for a train meet
- Allows for future double-track to Camarillo
- Allows for future second station platform at Oxnard
- Allows for continuous double track east of Oxnard station, eliminating the "island siding" from the 2.0-mile alternative
- Provides grade crossing safety upgrades to two additional crossings: Del Norte and Rice Ave.
- Provides upgrades to an additional 1.7 miles of track infrastructure

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

No

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

- Project is PPNO 9887
- Leesdale Passing Siding: TITLE
- Updated description from 6218

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

- Attachments
- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Amendment (Existing Project) ☒ YES ☐ NO				Date 03/29/2024 14:32:05	
Programs ☐ LPP-C ☐ LPP-F ☒ SCCP ☐ TCEP ☐ STIP ☐ Other					
District	EA	Project ID	PPNO	Nominating Agency	
75			6219	Ventura County Transportation Commission	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Ventura County					
				MPO	Element
				SCAG	Rail
Project Manager/Contact			Phone	Email Address	
David Klotzle			805-383-5642	dklotzle@cityofcamarillo.org	

Project Title

Camarillo Station Improvements

Location (Project Limits), Description (Scope of Work)

In Camarillo, construct a pedestrian undercrossing at the Camarillo Station, 30 Lewis Rd., Camarillo in Ventura County on the LOSSAN Rail Corridor. The station is currently served by ten daily Amtrak intercity passenger trains and six daily Metrolink commuter rail trains.

Component	Implementing Agency
PA&ED	City of Camarillo
PS&E	City of Camarillo
Right of Way	City of Camarillo
Construction	City of Camarillo

Legislative Districts

Assembly:	42	Senate:	21	Congressional:	26
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	08/01/2022	08/01/2022
Circulate Draft Environmental Document Document Type	05/01/2023	05/01/2023
Draft Project Report	09/01/2023	09/01/2023
End Environmental Phase (PA&ED Milestone)	10/01/2023	10/01/2023
Begin Design (PS&E) Phase	12/01/2023	12/01/2023
End Design Phase (Ready to List for Advertisement Milestone)	07/01/2024	07/01/2024
Begin Right of Way Phase	12/01/2023	12/01/2023
End Right of Way Phase (Right of Way Certification Milestone)	07/01/2024	07/01/2024
Begin Construction Phase (Contract Award Milestone)	10/01/2024	10/01/2024
End Construction Phase (Construction Contract Acceptance Milestone)	11/01/2026	11/01/2026
Begin Closeout Phase	11/01/2026	11/01/2026
End Closeout Phase (Closeout Report)	11/01/2027	12/31/2027

Date 03/29/2024 14:32:05

Purpose and Need

The new underpass will create a safer and more convenient grade-separated path between the two passenger platforms at the Camarillo station, one of which is not routinely used by Metrolink due to the poor pedestrian access between the platforms. The inability to use both platforms creates a bottleneck for train capacity at this location.

NHS Improvements

☐ YES ☒ NO

Roadway Class

NA

Reversible Lane Analysis

☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals

☒ YES ☐ NO

Reduce Greenhouse Gas Emissions

☒ YES ☐ NO

Project Outputs			
Category	Outputs	Unit	Total
Rail/ Multi-Modal	Station improvements	EA	1

Date 03/29/2024 14:32:05

Additional Information

Performance Measures included in a combined total with Oxnard/Camarillo Double Tracking project (ePPR-6155-2023-0002).

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	0	0	0
			VMT per Capita	2,287,130	2,329,600	-42,470
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	1,924,484	0	1,924,484
			Hours per Capita	0	0	0
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	0	0	0
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	94	90	4
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0	0	0
			PM 10 Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	68,206	0	68,206
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	8	0	8
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	1	0	1
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	165	0	165
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	11	0	11
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0	0	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	1,138	0	1,138
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	3.1	0	3.1
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	0	0	0
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	0	0	0

District	County	Route	EA	Project ID	PPNO
75	Ventura County				6219
Project Title					
Camarillo Station Improvements					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)	700							700	City of Camarillo
PS&E		1,360						1,360	City of Camarillo
R/W SUP (CT)									City of Camarillo
CON SUP (CT)									City of Camarillo
R/W		400						400	City of Camarillo
CON			15,540					15,540	City of Camarillo
TOTAL	700	1,760	15,540					18,000	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	700							700	
PS&E		1,360						1,360	
R/W SUP (CT)									
CON SUP (CT)									
R/W		400						400	
CON			12,540					12,540	
TOTAL	700	1,760	12,540					15,000	

Fund #1:	State SB1 SCCP - Solution for Congested Corridors Program (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.210.350
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commission
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			10,920					10,920	
TOTAL			10,920					10,920	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			7,920					7,920	
TOTAL			7,920					7,920	

Fund #2:	Other State - Transit and Intercity Rail Capital Program (TIRCP) (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.207.811
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Los Angeles-San Diego-San Luis Obispo
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			3,445					3,445	
TOTAL			3,445					3,445	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			3,445					3,445	
TOTAL			3,445					3,445	
Fund #3:	Local Funds - City Funds (Committed)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)	190							190	City of Camarillo
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	190							190	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	190							190	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	190							190	

Fund #4:	State Bond - Public Transportation Modernization Improvement (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.400
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)	510							510	Los Angeles-San Diego-San Luis Obispo
PS&E		1,360						1,360	
R/W SUP (CT)									
CON SUP (CT)									
R/W		400						400	
CON			1,175					1,175	
TOTAL	510	1,760	1,175					3,445	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	510							510	
PS&E		1,360						1,360	
R/W SUP (CT)									
CON SUP (CT)									
R/W		400						400	
CON			1,175					1,175	
TOTAL	510	1,760	1,175					3,445	

Complete this page for amendments only					Date 03/29/2024 14:32:05
District	County	Route	EA	Project ID	PPNO
75	Ventura County				6219

SECTION 1 - All Projects

Project Background

The “Camarillo Station Improvements” project, to be implemented by the City of Camarillo, will construct a new pedestrian undercrossing at the Camarillo rail station to improve access between two parking lots located on either side of the tracks, and to utilize both existing train platforms instead of one platform in the current configuration. The proposed project also included ADA improvements at the station in the original SCCP application. The ADA improvements provide safety for individuals with disabilities accessing the rail platforms from the public right of way through accessible paths of travel, thus ensuring the station is ADA compliant. With further project study, it was determined that the construction of the ADA improvements would be significantly more complex than anticipated and that the cost would be significantly higher than the original estimate, thus requiring additional federal (FTA) funding and NEPA clearance.

Programming Change Requested

VCTC requests a “scope change” to move ADA Improvements and \$3 million in SCCP funds out of the “Camarillo Station Improvements” project and into a new standalone project titled “Camarillo Station ADA Improvements”. According to estimates during preliminary design work, the originally proposed construction costs of \$3,000,000 for ADA Improvements would increase to \$4,384,000. The \$3,000,000 in SCCP funding and associated costs of the ADA Improvements will be removed/deducted from the “Camarillo Train Station Undercrossing” project and added to the “Camarillo Station ADA Improvements” project with VCTC providing additional funds for cost increases.

Reason for Proposed Change

Ongoing design work concluded that the ADA component will be significantly more complex and costly than originally anticipated, and it would be more efficient for the ADA work to be put into a separate contract administered directly by VCTC. VCTC is therefore proposing that the ADA work be made into a separate project component utilizing \$3,000,000 of approved SCCP funds from the “Camarillo Train Station Improvements” project, plus an additional amount of VCTC’s own funds. The Camarillo Station Improvements project will construct a pedestrian undercrossing with City of Camarillo as implementing agency.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Proposed scope change is not expected to delay the project. Neither the scope of work nor the schedule would be impacted by this change as the work will be performed concurrently with the Camarillo Pedestrian Undercrossing project.

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

The proposed scope change seeks to move ADA Improvement work elements and \$3 million in SCCP funds from the original “Camarillo Train Station Improvements” project to a standalone project named “Camarillo Station ADA Improvements” to accommodate the change in Implementing Agency from the City of Camarillo to VCTC. Additionally, to accommodate federal (FTA) funds being added to the “ADA Improvements” project since VCTC is the recipient of the funds. The proposed scope change ensures the project will be completed as proposed by introducing additional federal funding to cover construction cost increases for the ADA improvements. The two projects combined (Camarillo “Undercrossing” and “ADA Improvements”) will fulfill the scope of work, schedule, and project benefits/outputs as originally proposed in the SCCP project application.

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

-
- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
 - 2) Project Location Map

Amendment (Existing Project) ☐ YES ☒ NO				Date	03/26/2024 15:03:57
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☐ STIP ☒ Other					
District	EA	Project ID	PPNO	Nominating Agency	
07		0723000303	6194	Ventura County Transportation Commission	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Ventura County					
				MPO	Element
				SCAG	Local Assistance
Project Manager/Contact			Phone	Email Address	
Derek Towers			805-654-7849	dtowers@cityofventura.ca.gov	

Project Title

Santa Paula Trail, East Ventura Station to e/o Wells Road

Location (Project Limits), Description (Scope of Work)

Environmental, design and construction for a Class I trail in the City of Ventura and unincorporated Ventura County providing an improved east-west bicycle and pedestrian route between East Ventura Metrolink Station and east of Wells Road (SR-118) along the Santa Paula Rail Line, in the City of Ventura (San Buenaventura) and unincorporated Ventura County.

Component	Implementing Agency
PA&ED	City of Ventura
PS&E	City of Ventura
Right of Way	City of Ventura
Construction	City of Ventura

Legislative Districts

Assembly:	38	Senate:	21	Congressional:	24
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	01/15/2023	01/15/2023
Circulate Draft Environmental Document Document Type EIR/EIS	06/15/2023	06/15/2023
Draft Project Report	08/15/2023	08/15/2023
End Environmental Phase (PA&ED Milestone)	12/15/2023	12/15/2023
Begin Design (PS&E) Phase	02/01/2024	02/01/2024
End Design Phase (Ready to List for Advertisement Milestone)	05/15/2025	05/15/2025
Begin Right of Way Phase	02/01/2024	02/01/2024
End Right of Way Phase (Right of Way Certification Milestone)	05/15/2025	05/15/2025
Begin Construction Phase (Contract Award Milestone)	10/01/2025	10/01/2025
End Construction Phase (Construction Contract Acceptance Milestone)	08/27/2027	08/27/2027
Begin Closeout Phase	09/01/2027	09/01/2027
End Closeout Phase (Closeout Report)	11/01/2027	11/01/2027

Date 03/26/2024 15:03:57

Purpose and Need

Close a gap on a popular Class I trail in the City of Ventura that is needed to create a 4.0-mile long continuous Active Transportation corridor. Provide a direct route for residents of Saticoy, Montalvo, and Cabrillo Village for bike and pedestrian access to the Class I trails on each end, increase the proportion of trips accomplished by biking and walking, increase safety and mobility for non-motorized users, reduce VMT, advance the active transportation efforts of regional agencies to achieve Greenhouse Gas (GHG) reduction goals, and enhance public health.

NHS Improvements

☒ YES ☐ NO

Roadway Class

NA

Reversible Lane Analysis

☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals

☒ YES ☐ NO

Reduce Greenhouse Gas Emissions

☒ YES ☐ NO

Project Outputs			
Category	Outputs	Unit	Total
Active Transportation	Crosswalk	EA	9
ADA Improvements	New curb ramp installed	EA	14
ADA Improvements	New sidewalk	LF	170
Active Transportation	Bicycle lane-miles	Miles	8

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	0	0	0
			VMT per Capita	0	0	0
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	0	0	0
			Hours per Capita	0	0	0
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	0	0	0
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0	0	0
			PM 10 Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	-16	0	-16
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	0	0	0
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0	0	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	353	0	353
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	3.7	0	3.7
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	0	0	0
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	0	0	0

District	County	Route	EA	Project ID	PPNO
07	Ventura County			0723000303	6194
Project Title					
Santa Paula Trail, East Ventura Station to e/o Wells Road					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									City of Ventura
PS&E		4,438						4,438	City of Ventura
R/W SUP (CT)									City of Ventura
CON SUP (CT)									City of Ventura
R/W		2,278						2,278	City of Ventura
CON			20,417					20,417	City of Ventura
TOTAL		6,716	20,417					27,133	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		4,438						4,438	
R/W SUP (CT)									
CON SUP (CT)									
R/W		2,278						2,278	
CON			20,417					20,417	
TOTAL		6,716	20,417					27,133	

Fund #1:	ATP - Active Transportation Program (ST-ATP) – SB1 (Committed)								Program Code
	Existing Funding (\$1,000s)								20.30.720.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									MPO Regional Component of the State ATP Program\$2278 RW voted 08/16/23 \$4438 PSE voted 08/16/23
PS&E		4,438						4,438	
R/W SUP (CT)									
CON SUP (CT)									
R/W		2,278						2,278	
CON									
TOTAL		6,716						6,716	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		4,438						4,438	
R/W SUP (CT)									
CON SUP (CT)									
R/W		2,278						2,278	
CON									
TOTAL		6,716						6,716	

Fund #2:	State SB1 SCCP - Solution for Congested Corridors Program (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.210.350
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			20,417					20,417	
TOTAL			20,417					20,417	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			20,417					20,417	
TOTAL			20,417					20,417	

PROJECT REPORT EQUIVALENT



Project Title Rail Stations' EV Chargers

Project Location Description: *Electric Vehicle Charging Station (EVCS) Improvements at Camarillo and Oxnard Stations.*

Project Location Description

Project is located at two locations in Ventura County.

Location 1: Camarillo Train Station on the Union Pacific Railroad Santa Barbara Subdivision, Mile Post 413.35. The address is 30 South Lewis Road, Camarillo, Ca, 93010.

Location 2: Oxnard Transportation Center on the Union Pacific Railroad Santa Barbara Subdivision, Mile Post 403.94. The address is 201 E 4th Street, Oxnard, Ca, 93030.

Vicinity Map

Figure 1 Regional Vicinity Map

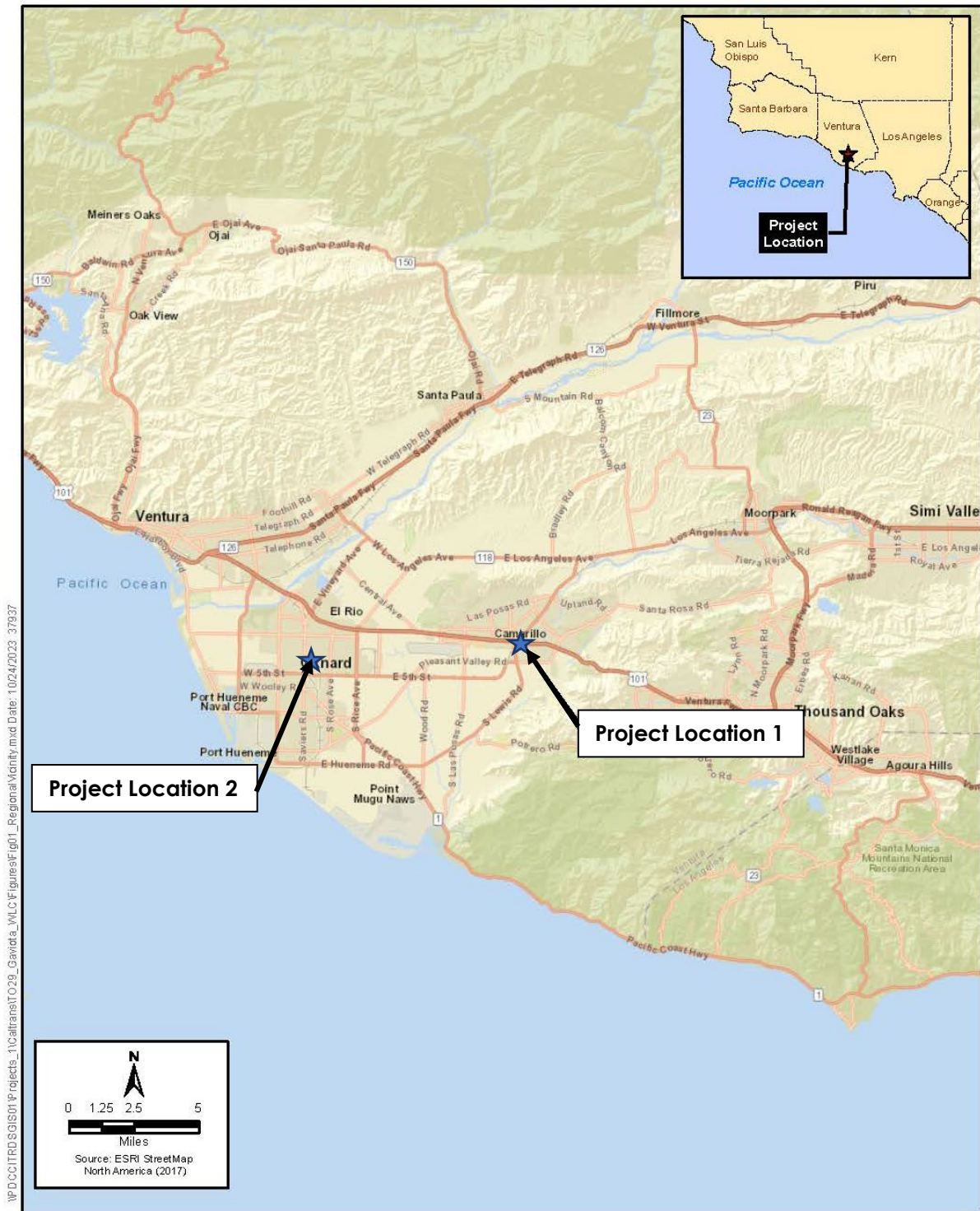


Figure 2 Improvements Locations

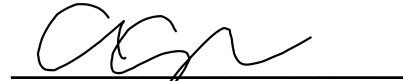


Location 1 EVCS at Camarillo Station



Location 2 EVCS at Oxnard Station

I, Claire Grasty, Director of Public Transit have been given full authority by Ventura County Transportation Commission (VCTC) to prepare this report. I certify that the information and data contained in this report are true to the best of my knowledge and belief and I understand that disciplinary action may be taken in the event that the following information are found to be falsified.



Claire Grasty

1/24/24

Date

Program Manager-Regional Transit Planning

Ventura County Transportation Commission

I have reviewed the information contained in this report and find the data and information to be complete, current, and accurate



Claire Grasty, Director of Public Transit

1/24/24

Date

Ventura County Transportation Commission

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1. INTRODUCTION

Detailed Project Description/Scope: The Ventura County Transportation Commission (VCTC) is currently proposing the Electric Vehicle Charging Station (EVCS) Improvements at Camarillo and Oxnard Stations, which will add 6 total electric vehicle (EV) charging spaces at Camarillo and Oxnard Stations.

The proposed improvements will include adding 4 EV spaces at Camarillo Station and 2 EV spaces at Oxnard Station. One of the EV will be designated for a van accessible handicapped parking spots to meet the California Building Code (CBC) requirements. Improvements will include installing the EVCS infrastructure including the charger, foundation, trenching to the connection point, new meter, and all other electrical appurtenances required for EVCS installation. These new EV charging spaces will include appropriate signage and striping to indicate the change in use.

Project Limit/Footprint	District 07-Ventura County-LOSSAN-Santa Barbara Subdivision Camarillo Station Oxnard Station Union Pacific Railroad Santa Barbara Subdivision, Mile Post 413.35(Camarillo) and Mile Post 403.94(Oxnard). Project will be within VCTC, City of Oxnard and UPRR ROW.
Total Project Cost	\$410,700
Outputs	4 EV Charging Spaces (Camarillo) 2 EV Charging Spaces (Oxnard)
Outcomes	Providing EV charging capabilities to the public.
Environmental Determination or Document	CEQA NOE was filed with the County Clerk on October 26th, 2023.

2. BACKGROUND

The proposed project is located within the City of Camarillo and City of Oxnard, within Ventura County. Improvements involve limited construction and are restricted to the VCTC, City of Oxnard and Union Pacific Railroad (UPRR) right-of-way (ROW).

3. PURPOSE AND NEED

Purpose

The proposed Electric Vehicle Charging Station (EVCS) Improvements at Camarillo and Oxnard Station is to add EV charging spaces to Camarillo and Oxnard Stations, improve amenities at the stations, improve accessibility to the EV Charging for users with wheelchairs, and align VCTC's goals to align with California statewide electric vehicle programs.

Need

A. Problem:

Currently there are no EV Chargers at Oxnard Station. There are only two(2) chargers owned by Caltrans at Camarillo Station, located away from the station and not accessible to a person in a wheelchair.

B. Regional and System Planning:

The charging stations are consistent with the recommendations of the Ventura County Electric Vehicle Ready Blueprint which supports electric vehicle and associated charging infrastructure development throughout Ventura County. The Blueprint highlights the existing market, funding, and policy context informing electric vehicle ecosystem development at regional and local levels for Ventura County. The Ventura County Electric Vehicle Ready Blueprint also provides a set of comprehensive recommendations to further accelerate the adoption of electric vehicles, expand access to electric vehicle charging through infrastructure improvements, and align Ventura County's transportation electrification initiatives with California's statewide electric vehicle programs, projects, and incentives

C. Traffic

The EVCS improvements will improve accessibility to the EV charging amenities and encourage more residents to use EV vehicles.

4. ENVIRONMENTAL CLEARANCE DESCRIPTION

CEQA Notice of Exemption (NOE) Statutory Exemption 15275 Specified Mass Transit Projects – filed on October 26th, 2023

5. CONSIDERATIONS REQUIRING DISCUSSION

5A. Hazardous Waste

The project is exempt under Statutory Exemption 15275 Specified Mass Transit Projects. No hazardous waste is anticipated.

5B. Value Analysis

The design team and stakeholders will perform internal Value Engineering Analysis on the project during the design.

5C. Resource Conservation

Existing infrastructure (asphalt pavement, base, railing.) will be salvaged and reused to the greatest extent possible.

5D. Right-of-Way Issues

Acquisition of ROW is not anticipated. All of the ROW is owned by Ventura County Transportation Commission (VCTC) and City of Oxnard. Agreements are not anticipated

5E. Environmental Compliance

CEQA Notice of Exemption (NOE) Statutory Exemption 15275 Specified Mass Transit Projects – filed on October 26th, 2023.

5F. Air Quality Conformity

The project is exempt under Statutory Exemption 15275 Specified Mass Transit Projects. No long-term air quality impact is anticipated.

5G. Title VI Considerations

Title VI considerations have not been incorporated at this stage of the project development. State Small Business and DBE requirements will be followed for construction of the project as well.

5H. Noise Abatement Decision Report

The project is exempt under Statutory Exemption 15275 Specified Mass Transit Projects. No long-term noise impact is anticipated.

6. FUNDING, PROGRAMMING AND ESTIMATE

Funding

The Preliminary Engineering and Final Design is funded through State Transit Assistance (STA) funds in the VCTC budget. The construction will be funded through Federal Transit Administration (FTA) funds.

Fund Source	Project Component (in \$1,000)						
	PA&ED Support	PS&E Support	Right-of-Way Support	Construction Support	Right-of-Way Support	Construction	Total
SBI-SCCP						\$60	\$60
STA(Local)	\$13	\$51.4		\$28.5		\$257.8	\$350.7
Total	\$ 13	\$ 51.4		\$28.5			\$410.7

Estimate

The project estimate was developed from the concept level design. The construction cost was developed from preliminary takeoffs and typical unit costs. The soft costs (Management, design, permitting, flagging) were developed as percentages of the construction cost based on experience with similar projects in Southern California.



PROJECT COST ESTIMATE

Project Name: EVCS at Camarillo and Oxnard Station
Design Level: ROM Estimate
Last Updated: January 16th, 2024

ITEM NO.	WORK DESCRIPTION			QUANTITY	UNIT COST	TOTAL COST	NOTES
CONSTRUCTION COSTS							
1	EVCS AT CAMARILLO STATION					\$ 139,500.00	10% of total cost
2	EVCS AT OXNARD STATION					\$ 98,500.00	
SUB-TOTAL: CONSTRUCTION COSTS						\$ 238,000.00	
PROJECT RELATED OVERHEAD COSTS							
6	CAMARILLO STATION DESIGN					\$ 37,665.00	Design through 60%
7	OXNARD STATION DESIGN					\$ 26,595.00	Final design, support through construction, final certification
8	CONSTRUCTION CONTINGENCY		10%			\$ 23,800.00	% of Construction per SCRRA DPM, (10% Design and 10% Construction Contingency)
9	PROJECT MANAGEMENT (Lead Agency)	DPM	4%			\$ 9,520.00	% of Construction per SCRRA DPM
10	CONSTRUCTION MANAGEMENT	DPM	8%			\$ 19,040.00	% of Construction per SCRRA DPM
11	FLAGGING	DPM	0%			\$ -	% of Construction per SCRRA DPM
12	AGENCY & STAKEHOLDER COSTS (SOCAL EDISON, CITY, SCRRA, COUNTY, MISC OTHER STAKEHOLDERS)	DPM	10%			\$ 23,800.00	% of Construction per SCRRA DPM; includes costs to other agencies for participation.
13	MAINTENANCE OF WAY: TRACK/STRUCT. MAINTENANCE SUPPORT, S&C MAINTENANCE SUPPORT					n/a	
14	AGENCY MATERIAL PROCUREMENT LIST (From DPM -17)					n/a	
15	RIGHT-OF-WAY ACQUISITION/EASEMENTS					n/a	
16	ENVIRONMENTAL MITIGATIONS					n/a	
17	SCRRA RAILROAD WORK ORDERS					n/a	
18	OTHERS (FEES, LEGAL)					n/a	Stakeholder agreements; C&M agreement, etc.
19	BUILDING AND SAFETY PERMIT					n/a	
20	TITLE REPORTS					n/a	
21	OTHER PERMITTING/CITY REQUIREMENTS		4.0%			\$ 9,520.00	% of Construction; Assumes City permits will be required.
SUB-TOTAL: PROJECT RELATED OVERHEAD COSTS						\$ 149,940.00	
22	PROJECT RESERVE/CONTINGENCY	DPM	15%			\$ 9,282.00	% of Construction per SCRRA DPM
23	INFLATION		Rate: 3.40%	# Years	1.0	\$ 13,505.55	To midpoint of construction. The inflation is applied for soft costs and construction cost
TOTAL CONSTRUCTION COSTS AND OVERHEAD COSTS:						\$ 410,727.55	

7. DELIVERY SCHEDULE

Project Milestones	Milestone Date (Month/Day/Year)	Milestone Designation (Target/Actual)
Project Study Report Approved	NA	NA
Begin Environmental (PA&ED) Phase	09/23	Actual
Circulate Draft Environmental	09/23	Actual

Document – Document Type (ND/MND)/FONSI		
Draft Project Report	01/19/24	Target
End Environmental Phase (PA&ED Milestone)	10/26/23	Actual
Begin Design (PS&E) Phase	02/01/24	Actual
End Design Phase (Ready to List for Advertisement Milestone)	08/01/24	Target
Begin Right of Way Phase	9/15/2023	Target
End Right of Way Phase (Right of Way Certification Milestone)	9/15/2024	Target
Begin Construction Phase (Contract Award Milestone)	10/01/24	Target
End Construction Phase (Construction Contract Acceptance Milestone)	8/14/26	Target
Begin Closeout Phase	08/14/26	Target
End Closeout Phase (Closeout Report)	10/14/26	Target

8. RISKS

Risks to the project include:

- *Delays in gaining approval as-builts from the right of way owners may delay the project. Both locations have other projects that have as built drawings already collected.*
- *Southern California Edison may be involved especially at Camarillo Station due to installation of new meter, presence during construction and new work order. Team will collaborate with So Cal Edison early and establish the necessary permitting early to meet project schedules.*
- *EVCS may be a long lead item and not readily available. Team had received actual quote for the chargers and will be collaborating with vendors to see if material can be expedited to be on hand.*

- *If it is determined that utilities need to be relocated during the design process, then coordination with third party utility owners could delay the project. The design team will attempt to identify utility conflicts early in the project development process and reach out to utility owners as early in the process as possible.*

9. EXTERNAL AGENCY COORDINATION (anticipated agreements)

The project requires the following coordination:

Southern California Edison

Preliminary Permit/ Work Order– Pending

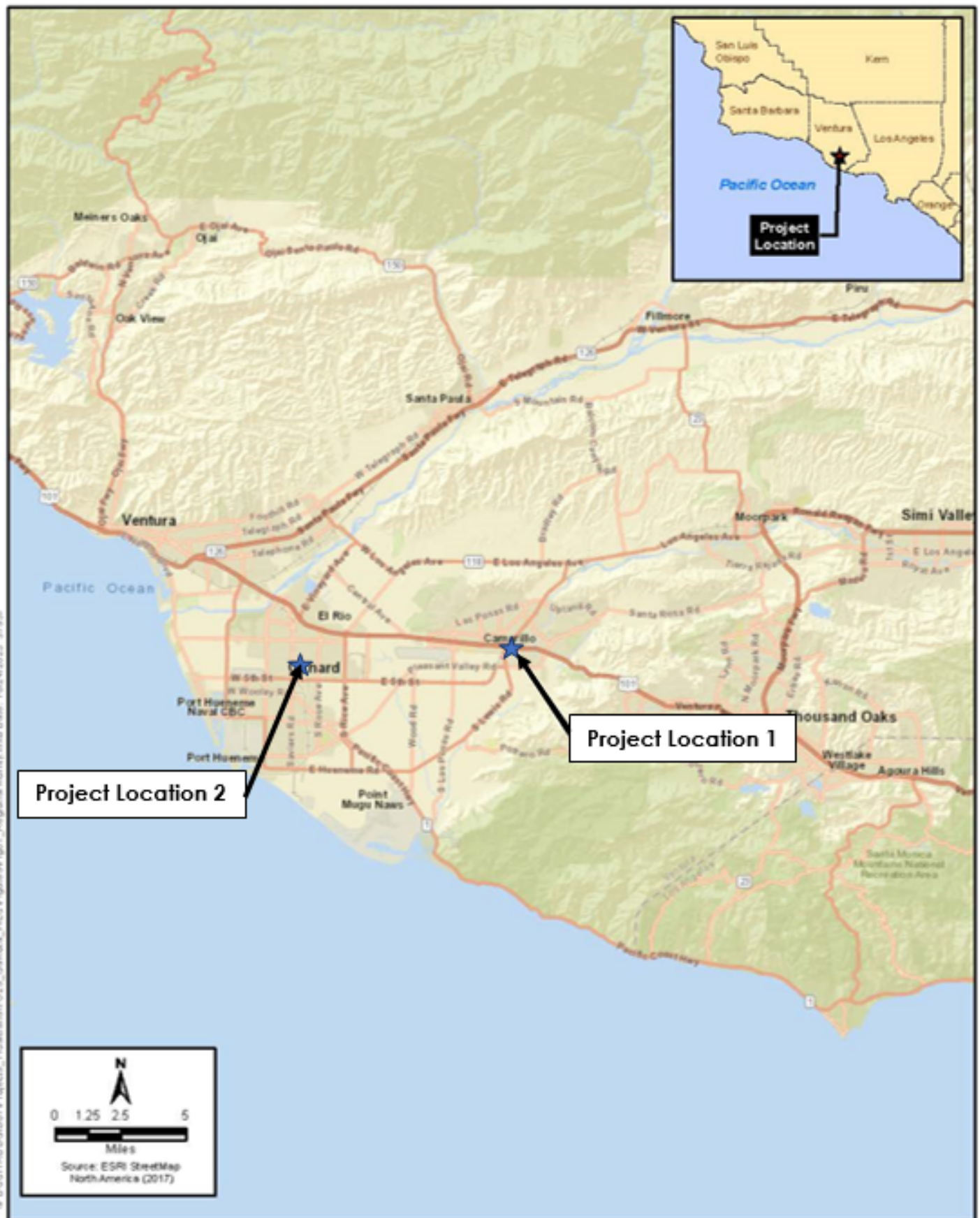
10. ADDITIONAL INFORMATION

11. ATTACHMENTS

- A. Project Location Map (2 Pages)
- B. Notice of Exemption (CEQA) (2 Page)
- C. Engineers Estimate (3 Page)
- D. Conceptual Exhibits (5 Pages)

ATTACHMENT A
PROJECT LOCATION MAP

Project Location Map Exhibit



Amendment (Existing Project) ☒ YES ☐ NO				Date	04/15/2024 14:47:26
Programs ☐ LPP-C ☐ LPP-F ☒ SCCP ☐ TCEP ☐ STIP ☐ Other					
District	EA	Project ID	PPNO	Nominating Agency	
75			6220	Ventura County Transportation Commission	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Ventura County					
				MPO	Element
				SCAG	Rail
Project Manager/Contact			Phone	Email Address	
Peter De Haan			805-642-1591	pdehaan@goventura.org	

Project Title

Rail Stations' EV Chargers

Location (Project Limits), Description (Scope of Work)

In Ventura County, station improvements at two (2) rail facilities including the Camarillo Station and Oxnard Station. Improvements include installation of four (4) EV chargers at the Camarillo station and two (2) EV chargers at the Oxnard station for a total of six chargers .

Component	Implementing Agency
PA&ED	Ventura County Transportation Commission
PS&E	Ventura County Transportation Commission
Right of Way	Ventura County Transportation Commission
Construction	Ventura County Transportation Commission

Legislative Districts

Assembly:	38,42	Senate:	21	Congressional:	24,26
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	08/01/2022	09/01/2023
Circulate Draft Environmental Document Document Type	05/01/2023	09/01/2023
Draft Project Report	09/01/2023	01/19/2024
End Environmental Phase (PA&ED Milestone)	10/01/2023	10/26/2023
Begin Design (PS&E) Phase	09/15/2023	02/01/2024
End Design Phase (Ready to List for Advertisement Milestone)	09/15/2024	08/01/2024
Begin Right of Way Phase	09/15/2023	09/15/2023
End Right of Way Phase (Right of Way Certification Milestone)	09/15/2024	09/15/2024
Begin Construction Phase (Contract Award Milestone)	10/01/2025	10/01/2024
End Construction Phase (Construction Contract Acceptance Milestone)	11/01/2026	08/14/2026
Begin Closeout Phase	11/01/2026	08/14/2026
End Closeout Phase (Closeout Report)	11/01/2027	10/14/2026

Date 04/15/2024 14:47:26

Purpose and Need

The EV Ready Blueprint identifies siting priorities for EV charging stations in locations with longer vehicle dwell times such as transit hubs, are proximate to disadvantaged communities, and are proximate to major transportation corridors. Each train station meets these priority criteria.

NHS Improvements	☐ YES ☒ NO	Roadway Class	NA	Reversible Lane Analysis	☐ YES ☒ NO
Inc. Sustainable Communities Strategy Goals	☒ YES ☐ NO	Reduce Greenhouse Gas Emissions	☒ YES ☐ NO		

Project Outputs

Category	Outputs	Unit	Total
Facilities	Facility Improvement	EA	2

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	-196,814	0	-196,814
			VMT per Capita	0	0	0
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	0	0	0
			Hours per Capita	0	0	0
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	0	0	0
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0	0	0
			PM 10 Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	0	0	0
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0	0	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	0	0	0
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	2.2	0	2.2
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	0	0	0
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	0	0	0

District	County	Route	EA	Project ID	PPNO
75	Ventura County				6220
Project Title					
Rail Stations' EV Chargers					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									Ventura County Transportation Comm
PS&E									Ventura County Transportation Comm
R/W SUP (CT)									Ventura County Transportation Comm
CON SUP (CT)									Ventura County Transportation Comm
R/W									Ventura County Transportation Comm
CON			60					60	Ventura County Transportation Comm
TOTAL			60					60	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)		13						13	
PS&E		51						51	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			347					347	
TOTAL		64	347					411	

Fund #1:	State SB1 SCCP - Solution for Congested Corridors Program (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.210.350
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Ventura County Transportation Comm
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			60					60	
TOTAL			60					60	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			60					60	
TOTAL			60					60	

Fund #2:	Other State - STA Transit Assist (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Ventura County Transportation Com
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		13					13	13	
PS&E		51					51	51	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			287				287	287	
TOTAL		64	287				351	351	

Complete this page for amendments only					Date 04/15/2024 14:47:26
District	County	Route	EA	Project ID	PPNO
75	Ventura County				6220

SECTION 1 - All Projects

Project Background

Original project scope: In Ventura County, station improvements at three (3) rail facilities including the Camarillo Station, Oxnard Station, and East Ventura. Improvements include the installation of two (2) EV chargers at each station for a total of six chargers.

Programming Change Requested

Change from “In Ventura County, installation of two EV chargers at Camarillo, Oxnard, and E. Ventura rail station for a total of 6 chargers” to “In Ventura County, installation of four (4) EV chargers at Camarillo train station and two (2) at Oxnard station for a total of six (6) chargers.”

Reason for Proposed Change

The Oxnard station currently has one charger while the Camarillo and East Ventura stations each have two. As project design progressed, it was discovered that in order to comply with ADA regulations, the initial location of charging stations at the East Ventura Station would need to be moved to a different location at the station resulting in significant and unanticipated construction costs increases associated with providing power to these new locations. Furthermore, additional analysis into the projected usage of the EV stations correlating to train and express bus ridership at all three stations determined that the East Ventura Station has much lower ridership than either the Camarillo or Oxnard Stations and that project benefits would actually increase if the two chargers would instead be installed at the Camarillo station since that station sees significantly more daily train passengers. Additionally, the Camarillo and Oxnard Stations see significantly higher public transit passenger traffic overall as major hubs for local and intercity bus services. VCTC therefore proposes a change to scope for this project such that no additional chargers would be installed at the East Ventura station, with the existing two chargers deemed sufficient for this station; instead, VCTC proposes increasing from two (2) to four (4) as the number of chargers to be installed at the Camarillo Station and keep the two (2) EV chargers to be installed at the Oxnard station.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

The proposed scope change will not delay the project nor does it increase the cost of the project; instead, the scope change is meant to mitigate significant cost increases otherwise incurred with relocation of EV stations at the East Ventura station.

Other Significant Information

Currently the Camarillo and East Ventura stations each have two charging ports. VCTC reviewed the usage data at both stations and determined that the Camarillo station chargers are fully utilized nearly 100% of weekdays, while the East Ventura station chargers are fully utilized only 10% of weekdays. The relatively low usage in East Ventura is likely due to the relatively low transit ridership at that station. Therefore, four (4) additional chargers are justified in Camarillo whereas East Ventura is sufficiently supported with the existing two charging ports. Likewise, the project benefits are greater with four (4) additional chargers in Camarillo and zero additional chargers in East Ventura, rather than two (2) additional chargers at each location. Of additional consideration is that the area adjacent to the East Ventura station does not have any type of Disadvantaged Community designation. On the other hand, the area adjacent to the Camarillo Station qualifies as a Low-Income Community and a Historically Disadvantaged Community. The proposed scope change will mitigate cost increases while better serving public needs.

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

Change from “In Ventura County, installation of two EV chargers at Camarillo, Oxnard, and E. Ventura rail station for a total of 6 chargers” to “In Ventura County, installation of four (4) EV chargers at Camarillo train station and two (2) at Oxnard station for a total of six (6) chargers.”

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk

County of: Ventura

800 S. Victoria Avenue

Ventura, CA 93009

From: (Public Agency): _____

Ventura County Transportation Commission (VCTC)

751 E. Daily Drive, Suite 420 Camarillo, CA 93010

(Address)

Project Title: Camarillo Transit Station Electric Vehicle Charging Stations Project

Project Applicant: Ventura County Transportation Commission (VCTC)

Project Location - Specific:

30 S Lewis Rd, Camarillo, CA 93010

Project Location - City: Camarillo

Project Location - County: Ventura

Description of Nature, Purpose and Beneficiaries of Project:

The project will install six (6) electric vehicle charging stations at the existing parking lot located at the Camarillo Transit Station to improve station amenities for commuters and transit riders. Beneficiaries of the project include Metrolink, VCTC Intercity, Santa Barbara Airbus, and Camarillo Area transit riders. Installation will support California's transition to zero-emission vehicles.

Name of Public Agency Approving Project: Ventura County Transportation Commission (VCTC)

Name of Person or Agency Carrying Out Project: Ventura County Transportation Commission (VCTC)

Exempt Status: (check one):

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☐ Categorical Exemption. State type and section number: _____
- ☒ Statutory Exemptions. State code number: 15275(a) Specified Mass Transit Projects/Pub Util Code 21080(b)(10)

Reasons why project is exempt:

This project meets the above statutory exemption as it is consistent with Guidelines section 15275(a) and Pub Util Code 21080(b)(10) because the project entails modernizing an existing station and associated parking facilities.

Lead Agency

Contact Person: Aubrey Smith

Area Code/Telephone/Extension: (805) 642-1591 ext. 110

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? • Yes No

Signature: [Signature] Date: 10/16/23 Title: Program Manager

Signed by Lead Agency

Signed by Applicant

Date Received for filing at OPR: _____

FILED
DATE: **OCT 26 2023**
MICHELLE ASCENCION
Ventura County Clerk and Recorder
By: [Signature], Deputy

POSTED
OCT 26 2023
MICHELLE ASCENCION
Ventura County Clerk and Recorder
By: _____, Deputy

Revised 2011



State of California - Department of Fish and Wildlife
2023 ENVIRONMENTAL DOCUMENT FILING FEE
CASH RECEIPT
DFW 753.5a (REV. 01/01/23) Previously DFG 753.5a

Print

StartOver

Save

RECEIPT NUMBER:

56 — —

STATE CLEARINGHOUSE NUMBER (If applicable)

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY.

LEAD AGENCY Ventura County Transportation Commission	LEAD AGENCY EMAIL asmith@goventura.org	DATE 10/16/2023
COUNTY/STATE AGENCY OF FILING Ventura	DOCUMENT NUMBER	
PROJECT TITLE		

Camarillo Transit Station Electric Vehicle Charging Stations Project

PROJECT APPLICANT NAME Ventura County Transportation Commission (VCTC)	PROJECT APPLICANT EMAIL asmith@goventura.org	PHONE NUMBER (805) 642-1591
PROJECT APPLICANT ADDRESS 751 E. Daily Drive, Suite 420	CITY Camarillo	STATE CA
	ZIP CODE 93010	

PROJECT APPLICANT (Check appropriate box)

☐ Local Public Agency ☐ School District ☒ Other Special District ☐ State Agency ☐ Private Entity

CHECK APPLICABLE FEES:

☐ Environmental Impact Report (EIR)	\$3,839.25	\$	0.00
☐ Mitigated/Negative Declaration (MND)(ND)	\$2,764.00	\$	0.00
☐ Certified Regulatory Program (CRP) document - payment due directly to CDFW	\$1,305.25	\$	0.00

☐ Exempt from fee

☒ Notice of Exemption (attach)

☐ CDFW No Effect Determination (attach)

☐ Fee previously paid (attach previously issued cash receipt copy)

☐ Water Right Application or Petition Fee (State Water Resources Control Board only)	\$850.00	\$	5 0.00
☐ County documentary handling fee		\$	
☐ Other		\$	

PAYMENT METHOD:

☐ Cash ☒ Credit ☐ Check ☐ Other

TOTAL RECEIVED \$ 5 0.00

SIGNATURE  Digitally signed by Aubrey Smith Date: 2023.10.25 10:35:54 -07'00'	AGENCY OF FILING PRINTED NAME AND TITLE Aubrey Smith, Program Manager - Regional Transit Planning
--	--

Filed in County Clerk's Office
Michelle Ascencion
Ventura County Clerk-Recorder

2023100015295

10/26/2023

01:39 PM

VEN

DocType: FISH
MCVICKG

Pages: 1

Fees: \$50.00

ORIGINAL - PROJECT APPLICANT

COPY - CDFW/ASB

COPY - LEAD AGENCY





Ventura County

Michelle Ascencion , County Clerk-Recorder & Registrar of Voters

800 S. Victoria Ave.

Ventura, CA 93009

(805) 654-2263 (Clerk/Vitals)

(805) 654-3665 (Recorder)

Receipt: 23-90522

Product	Name	Extended
FISH	FISH AND WILDLIFE FILING	\$50.00
	# Pages	1
	Document #	2023100015295
	Document Info:	VENTURA COUNTY TRANSPORTATION COMMISSION
	Filing Type	NOE
	State Fee Prev Charged	false
	No Handling Fee	false
Total		\$50.00
Tender (On Account)		\$50.00
Account #	800	
Account Name	VITAL CHECK RECORDER	
Customer Name	VCTC / CLAIRE	
Balance		
Comments	171025695	

Thank you for your order.

1

Note: If payment was by credit card with Vital Check, balance shown is for internal purposes only.

10/26/23 1:39 PM MCVICKG

VENTURA

10/26/2023

01:38 PM PDT

VENTURA COUNTY RECORDER
600 SOUTH VICTORIA AVENUE
VENTURA, CA 93009

TERMINAL NAME: E2530704

ORDER# 171025695

PURCHASE

CLERK FEES

\$50.00

AGENCY SUBTOTAL: \$50.00
LEXISNEXIS SERVICE FEE: \$2.50

TOTAL USD: \$52.50

CARD #:	4312	MASTERCARD
PAYMENT:	CREDIT	CHIP READ-CONTACT
MODE:		ISSUER
AUTH CODE:		08435J
TRAN REF #:		HEBBS20ET1026
REC #:		0003
APP LABEL:		MASTERCARD
CVM:		NO SIG REQUIRED
AID:		A0000000041010
AROC:		BFCE599CD4754BD2
AMOUNT:		\$52.50

*** CARD APPROVED ***

AMOUNT PAID:
\$52.50

I AGREE TO PAY ABOVE TOTAL AMOUNT
ACCORDING TO CARD ISSUER AGREEMENT
(MERCHANT AGREEMENT IF CREDIT VOUCHER)

RETAIN THIS COPY FOR
STATEMENT VERIFICATION

CUSTOMER COPY

Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk

County of: Ventura

800 S. Victoria Avenue

Ventura, CA 93009

From: (Public Agency): _____
Ventura County Transportation Commission (VCTC)
751 E. Daily Drive, Suite 420 Camarillo, CA 93010

(Address)

Project Title: Oxnard Transit Center Electric Vehicle Charging Stations Project

Project Applicant: Ventura County Transportation Commission (VCTC)

Project Location - Specific:

201 E. 4th Street

Project Location - City: Oxnard Project Location - County: Ventura

Description of Nature, Purpose and Beneficiaries of Project:

The project will install two (2) new electric vehicle charging stations and relocate two (2) existing charging stations at the existing parking lot located at the Oxnard Transit Center to improve station amenities for commuters and transit riders. Beneficiaries of the project include Ventura County Area transit riders. Installation will support California's transition to zero-emission vehicles.

Name of Public Agency Approving Project: Ventura County Transportation Commission (VCTC)

Name of Person or Agency Carrying Out Project: Ventura County Transportation Commission (VCTC)

Exempt Status: (check one):

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☐ Categorical Exemption. State type and section number: _____
- ☒ Statutory Exemptions. State code number: 15275(a) Specified Mass Transit Projects/Pub Util Code 21080(b)(10)

Reasons why project is exempt:

This project meets the above statutory exemption as it is consistent with Guidelines section 15275(a) and Pub Util Code 21080(b)(10) because the project entails modernizing an existing station and associated parking facilities.

Lead Agency
Contact Person: Caitlin Brooks Area Code/Telephone/Extension: (805) 642-1591 ext. 119

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? ■ Yes No

Signature: Caitlin Brooks Date: 11/29/23 Title: Program Manager

Signed by Lead Agency

Signed by Applicant

Date Received for filing at OPR: _____



State of California - Department of Fish and Wildlife
2023 ENVIRONMENTAL DOCUMENT FILING FEE
CASH RECEIPT
DFW 753.5a (REV. 01/01/23) Previously DFG 753.5a

Print

StartOver

Save

RECEIPT NUMBER:

56 —

STATE CLEARINGHOUSE NUMBER (If applicable)

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY.

LEAD AGENCY

Ventura County Transportation Commission (VCTC)

LEAD AGENCY EMAIL

cbrooks@goventura.org

DATE

11/29/2023

COUNTY/STATE AGENCY OF FILING

Ventura

DOCUMENT NUMBER

PROJECT TITLE

Oxnard Transit Center Electric Vehicle Charging Stations Project

PROJECT APPLICANT NAME

Ventura County Transportation Commission (VCTC)

PROJECT APPLICANT EMAIL

cbrooks@goventura.org

PHONE NUMBER

(805) 642-1591

PROJECT APPLICANT ADDRESS

751 E. Daily Drive, Suite 420

CITY

Camarillo

STATE

CA

ZIP CODE

93010

PROJECT APPLICANT (Check appropriate box)

☐

Local Public Agency

☐

School District

☒

Other Special District

☐

State Agency

☐

Private Entity

CHECK APPLICABLE FEES:

☐

Environmental Impact Report (EIR)

\$3,839.25

\$

0.00

☐

Mitigated/Negative Declaration (MND)(ND)

\$2,764.00

\$

0.00

☐

Certified Regulatory Program (CRP) document - payment due directly to CDFW

\$1,305.25

\$

0.00

☒

Exempt from fee

☒

Notice of Exemption (attach)

☐

CDFW No Effect Determination (attach)

☐

Fee previously paid (attach previously issued cash receipt copy)

☐

Water Right Application or Petition Fee (State Water Resources Control Board only)

\$850.00

\$

50.00

☐

County documentary handling fee

\$

☒

Other

\$

PAYMENT METHOD:

☐

Cash

☒

Credit

☐

Check

☐

Other

TOTAL RECEIVED

\$

50.00

SIGNATURE

X *Caitlin Brooks*

AGENCY OF FILING PRINTED NAME AND TITLE

VCTC- Caitlin Brooks, Program Manager

FILED

DEC 05 2023

POSTED

DEC 05 2023

DATE:

MICHELLE ASCENCION

Ventura County Clerk-Recorder

By: *[Signature]*, Deputy

MICHELLE ASCENCION

Ventura County Clerk and Recorder

By: _____, Deputy

Filed in County Clerk's Office
Michelle Ascencion
Ventura County Clerk-Recorder

2023100016732

12/05/2023

09:18 AM

VEN

DocType: FISH

SOLORCI

Pages: 1

Fees: \$50.00

ATTACHMENT C
ENGINEER'S ESTIMATE



PROJECT COST ESTIMATE

Project Name: EVCS at Camarillo and Oxnard Station
 Design Level: ROM Estimate
 Last Updated: January 16th, 2024

ITEM NO.	WORK DESCRIPTION			QUANTITY	UNIT COST	TOTAL COST	NOTES
CONSTRUCTION COSTS							
1	EVCS AT CAMARILLO STATION					\$ 139,500.00	10% of total cost
2	EVCS AT OXNARD STATION					\$ 98,500.00	
SUB-TOTAL: CONSTRUCTION COSTS						\$ 238,000.00	
PROJECT RELATED OVERHEAD COSTS							
6	CAMARILLO STATION DESIGN					\$ 37,665.00	Design through 60%
7	OXNARD STATION DESIGN					\$ 26,595.00	Final design, support through construction, final certification
8	CONSTRUCTION CONTINGENCY		10%			\$ 23,800.00	% of Construction per SCRRA DPM, (10% Design and 10% Construction Contingency)
9	PROJECT MANAGEMENT (Lead Agency)	DPM	4%			\$ 9,520.00	% of Construction per SCRRA DPM
10	CONSTRUCTION MANAGEMENT	DPM	8%			\$ 19,040.00	% of Construction per SCRRA DPM
11	FLAGGING	DPM	0%			\$ -	% of Construction per SCRRA DPM
12	AGENCY & STAKEHOLDER COSTS (SOCAL EDISON, CITY, SCRRA, COUNTY, MISC OTHER STAKEHOLDERS)	DPM	10%			\$ 23,800.00	% of Construction per SCRRA DPM; includes costs to other agencies for participation.
13	MAINTENANCE OF WAY: TRACK/STRUCT. MAINTENANCE SUPPORT, S&C MAINTENANCE SUPPORT					n/a	
14	AGENCY MATERIAL PROCUREMENT LIST (From DPM -17)					n/a	
15	RIGHT-OF-WAY ACQUISITION/EASEMENTS					n/a	
16	ENVIRONMENTAL MITIGATIONS					n/a	
17	SCRRA RAILROAD WORK ORDERS					n/a	
18	OTHERS (FEES, LEGAL)					n/a	Stakeholder agreements; C&M agreement, etc.
19	BUILDING AND SAFETY PERMIT					n/a	
20	TITLE REPORTS					n/a	
21	OTHER PERMITTING/CITY REQUIREMENTS		4.0%			\$ 9,520.00	% of Construction; Assumes City permits will be required.
SUB-TOTAL: PROJECT RELATED OVERHEAD COSTS						\$ 149,940.00	
22	PROJECT RESERVE/CONTINGENCY	DPM	15%			\$ 9,282.00	% of Construction per SCRRA DPM
23	INFLATION		Rate: 3.40%	# Years	1.0	\$ 13,505.55	To midpoint of construction. The inflation is applied for soft costs and construction cost
TOTAL CONSTRUCTION COSTS AND OVERHEAD COSTS:						\$ 410,727.55	



ENGINEER'S ESTIMATE

Project Name: Camarillo Station ADA Improvements
EV Chargers at Camarillo Station and Oxnard Stations

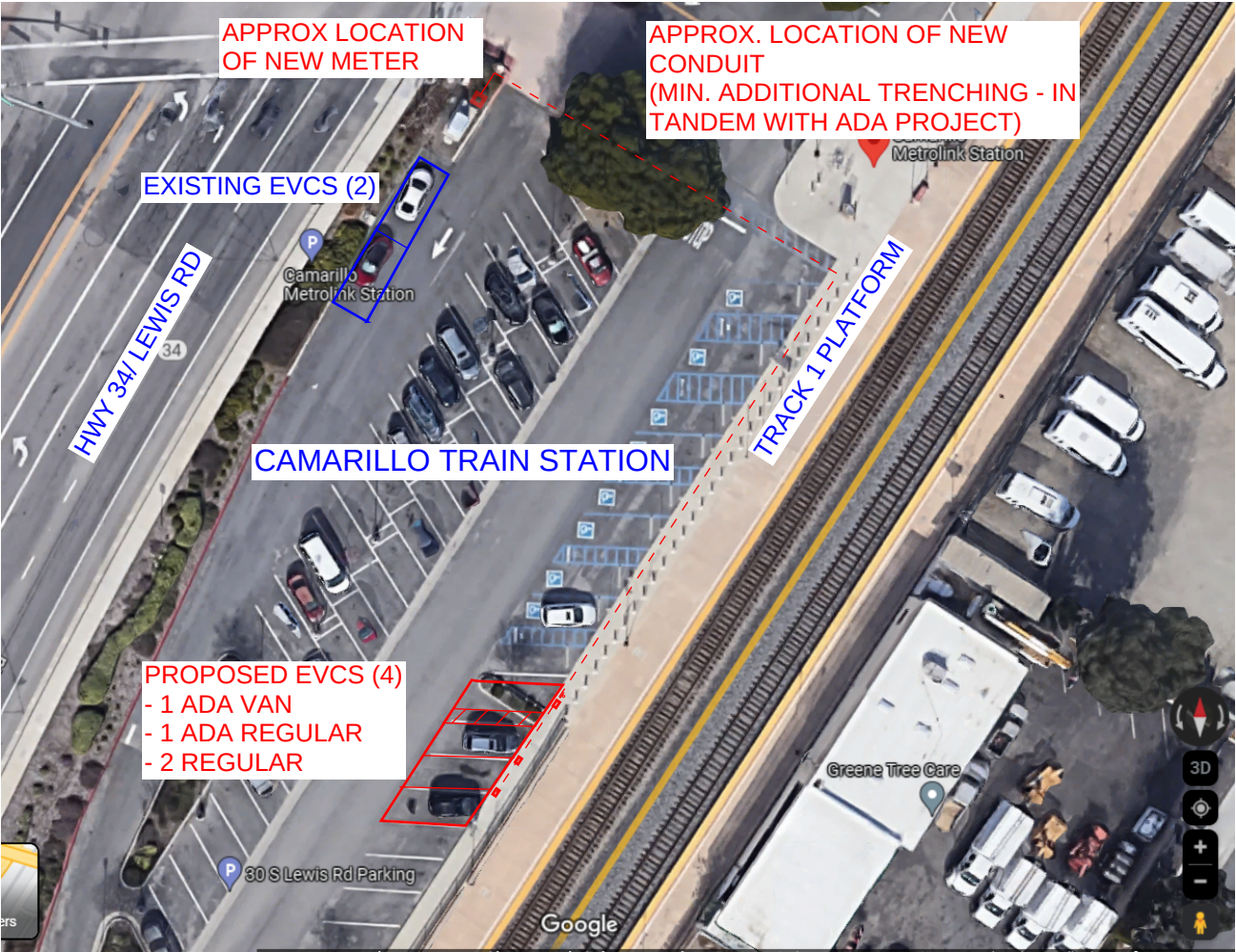
Design Level: ROM Estimate

Last Updated: January 16th, 2024

NO.	SPEC	WORK DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
SCHEDULE A - EVCS at Camarillo Station						
1 GENERAL						
1.1	Mobilization	Mobilization / Demobilization 10%	LS	1	\$ 12,500	\$ 12,500
1.2	General	Temporary BMP during construction	LS	1	\$ 2,000.00	\$ 2,000.00
2 UTILITIES						
2.1	Utilities	Utility Relocation Allowance	LS	1	\$ 10,000.00	\$ 10,000.00
2.2	Utilities	Electrical EVCS Removal and Installation	EA	4	\$ 20,000.00	\$ 80,000.00
3 IMPROVEMENTS						
3.1	Improvements	Surface Improvements, Signage, Trenching, Patching, Restriping	LS	1	\$ 35,000.00	\$ 35,000.00
SCHEDULE A - EVCS at Camarillo Station Construction Cost:						\$ 139,500.00
SCHEDULE B - EVCS at Oxnard Station						
1 GENERAL						
1.1	Mobilization	Mobilization / Demobilization 10%	LS	1	\$ 12,500	\$ 12,500
1.2	General	Temporary BMP during construction	LS	1	\$ 2,000.00	\$ 2,000.00
2 UTILITIES						
2.1	Utilities	Electrical panel and wiring	LS	1	\$ 8,000.00	\$ 8,000.00
2.2	Utilities	Disconnect safety switch	LS	1	\$ 3,000.00	\$ 3,000.00
2.3	Utilities	Level-2 dual port chargin station	LS	1	\$ 20,000.00	\$ 20,000.00
2.4	Utilities	Electrical EVCS Removal and Installation	LS	1	\$ 500.00	\$ 500.00
3 IMPROVEMENTS						
3.1	Improvements	Underground conduit and conductor run	LF	350	\$ 150.00	\$ 52,500.00
SCHEDULE B - EVCS at Oxnard Station Construction Cost:						\$ 98,500.00
Total Contingency (35%)						\$ 83,300.00
INFLATION	Rate:	3.40%	# Years	1.00	\$	10,924.20
SCHEDULE A and B - BASE BID TOTAL CONSTRUCTION COST:						\$ 332,224.20

ATTACHMENT D
CONCEPTUAL
EXHIBITS

EXHIBIT A ADDITIONAL EVCS





OXNARD TRANSIT
CENTER
201 E FOURTH STREET
OXNARD, CA 93030
DEMOLITION PLAN

NO.	REVISION	DATE
1		
2		
3		
4		
5		

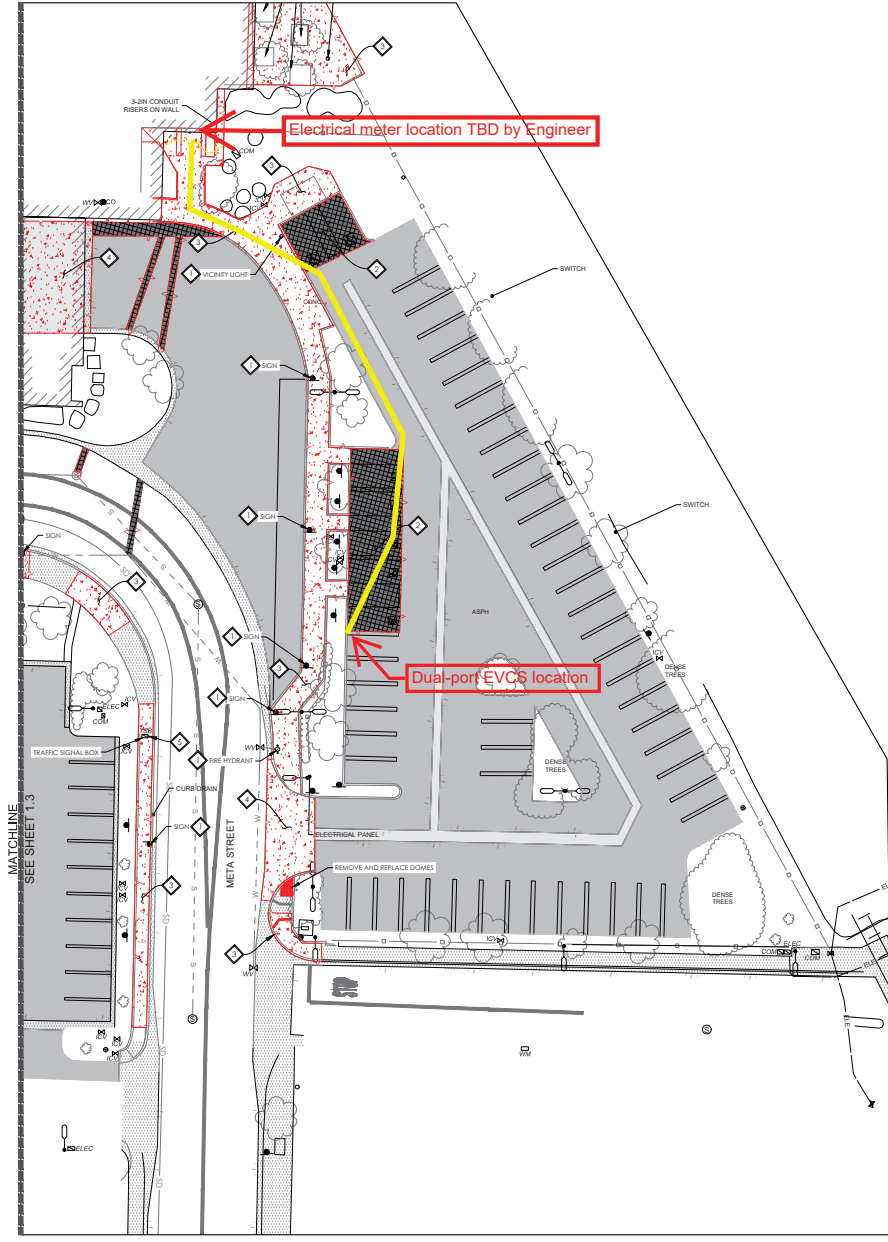
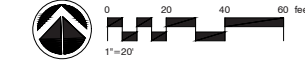
PROJECT MANAGER
DRAWN BY
DATE
OCTOBER, 2023
PROJECT NUMBER
3136-01-CI23
SHEET

C-1.4

- DEMOLITION NOTES**
- PROTECT EXISTING FEATURE IN PLACE.
 - SAWCUT AND REMOVE EXISTING ASPHALT PAVING, LIMITS PER PLAN.
 - SAWCUT AND REMOVE EXISTING CONCRETE SIDEWALK, LIMITS PER PLAN.
 - SAWCUT AND REMOVE EXISTING CONCRETE PAVEMENT, LIMITS PER PLAN.
 - COORDINATE WITH UTILITY COMPANY TO REPLACE COVER TO ACHIEVE LESS THAN 1/2" CHANGE IN ELEVATION.
 - REMOVE BENCH AND REINSTALL.
 - REMOVE GATE.
 - REMOVE PASSENGER INFORMATION TELEPHONE BOX FROM POLE.
 - REMOVE EXISTING TRASH ENCLOSURE.

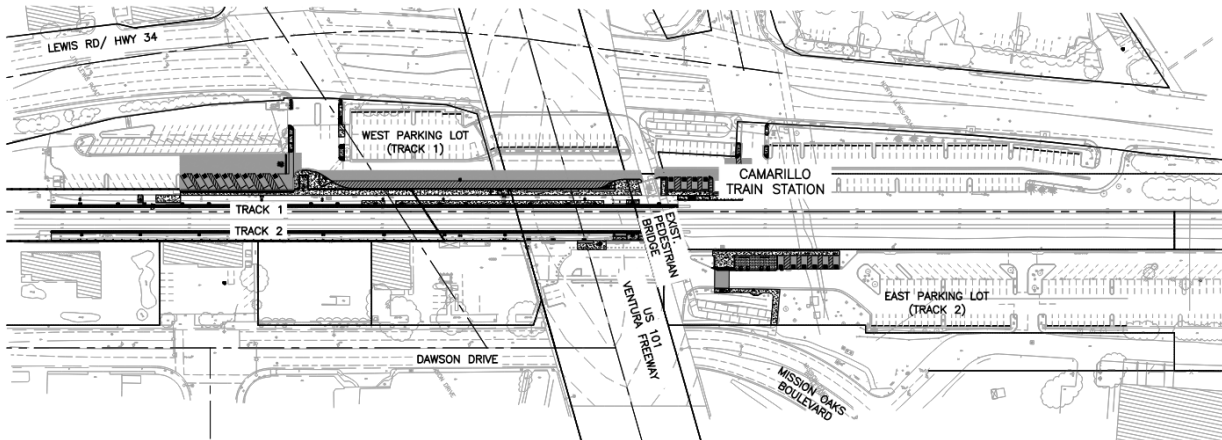
- LEGEND**
- EXISTING CONCRETE SIDEWALK
 - EXISTING CONCRETE PAVEMENT
 - EXISTING ASPHALT PAVEMENT
 - PROPOSED CONCRETE SIDEWALK REMOVAL
 - PROPOSED CONCRETE PAVEMENT REMOVAL
 - PROPOSED ASPHALT PAVEMENT REMOVAL
 - PROPOSED BRICK PAVEMENT REMOVAL
 - PROPOSED SPOT REMOVAL
 - SAWCUT LINE/LIMIT OF WORK
 - EXISTING ADA COMPLIANT DETECTABLE WARNING
 - PROPOSED DETECTABLE WARNING REMOVAL

- AREA LIGHT
- LIGHT STANDARD
- MANHOLE
- COMMUNICATION MANHOLE
- ELECTRICAL MANHOLE
- STORM DRAIN MANHOLE
- SANITARY SEWER MANHOLE
- TELEPHONE MANHOLE
- COMMUNICATION BOX
- CABLE TELEVISION BOX
- ELECTRICAL BOX
- GAS BOX
- STREET LIGHT BOX
- TELEPHONE BOX
- TRAFFIC SIGNAL BOX
- CABLE TELEVISION PEDESTAL
- TELEPHONE PEDESTAL
- ELECTRIC METER
- GAS METER
- WATER METER
- GAS VALVE
- IRRIGATION CONTROL VALVE
- WATER VALVE
- FIRE HYDRANT
- GUY WIRE
- TELEPHONE POLE
- JOINT UTILITY POLE
- POWER POLE
- POWER POLE WITH DROP
- BOLLARD/SMALL POLE
- TRAFFIC LIGHT SIGNAL
- RAILROAD LIGHT
- SANITARY SEWER CLEAN OUT
- DRAIN INLET
- STREET SIGN/SIGN POST
- TRASH CAN
- FOUND MONUMENT AS DESCRIBED
- TREE DRIP LINE
- BRUSH LINE/DRIP LINE
- WATER PAINT MARK
- PALM TREE
- BUILDING
- EVE LINE





PROJECT REPORT EQUIVALENT



Project Title Camarillo Train Station ADA Improvements

Project Location Description: Camarillo Train Station in the City of Camarillo, California

Project Location Description Project is located at the Camarillo Train Station on the Union Pacific Railroad Santa Barbara Subdivision, Mile Post 413.35. The address is 30 South Lewis Road, Camarillo, Ca, 93010.

Vicinity Map

Figure 1 Regional Vicinity Map

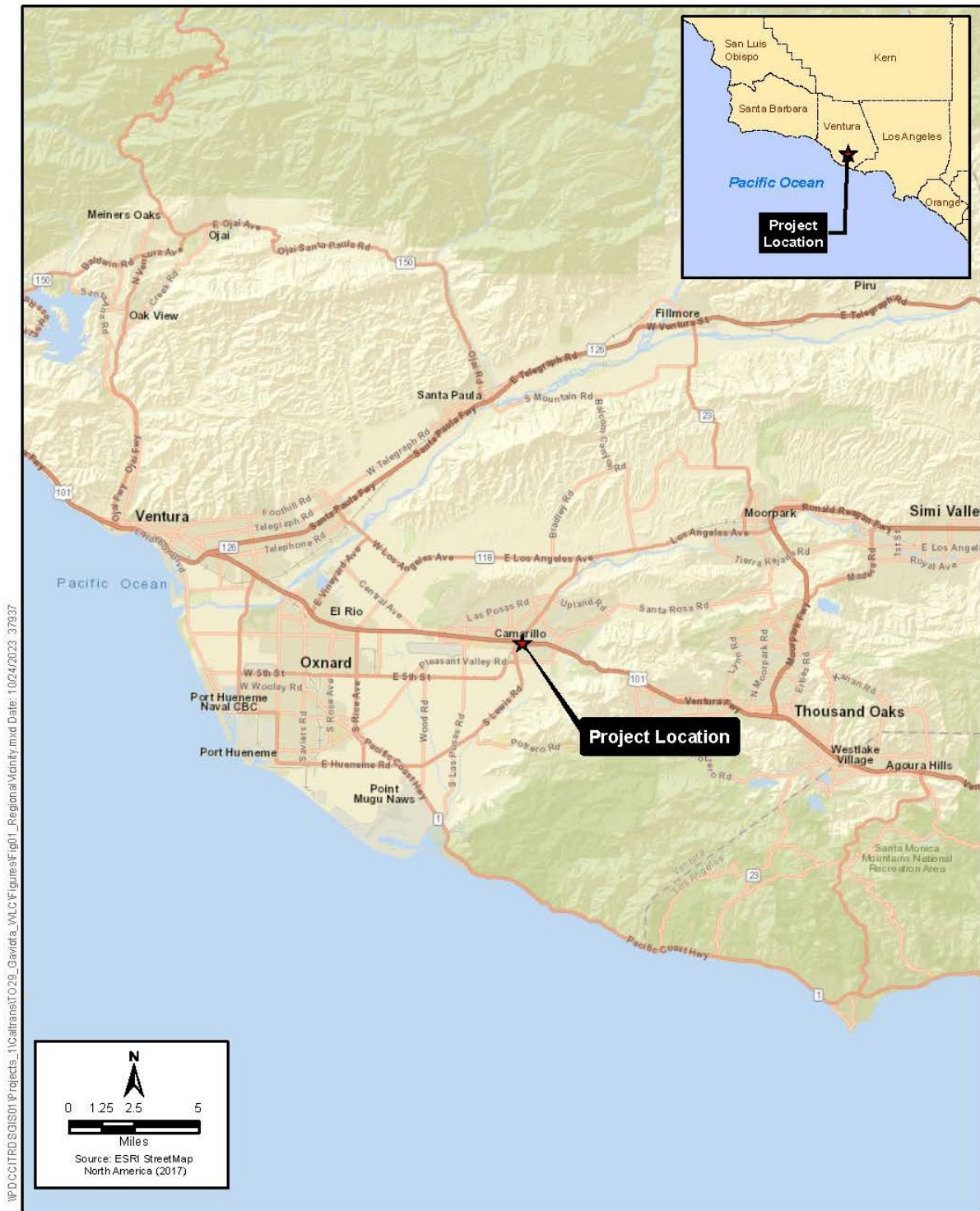
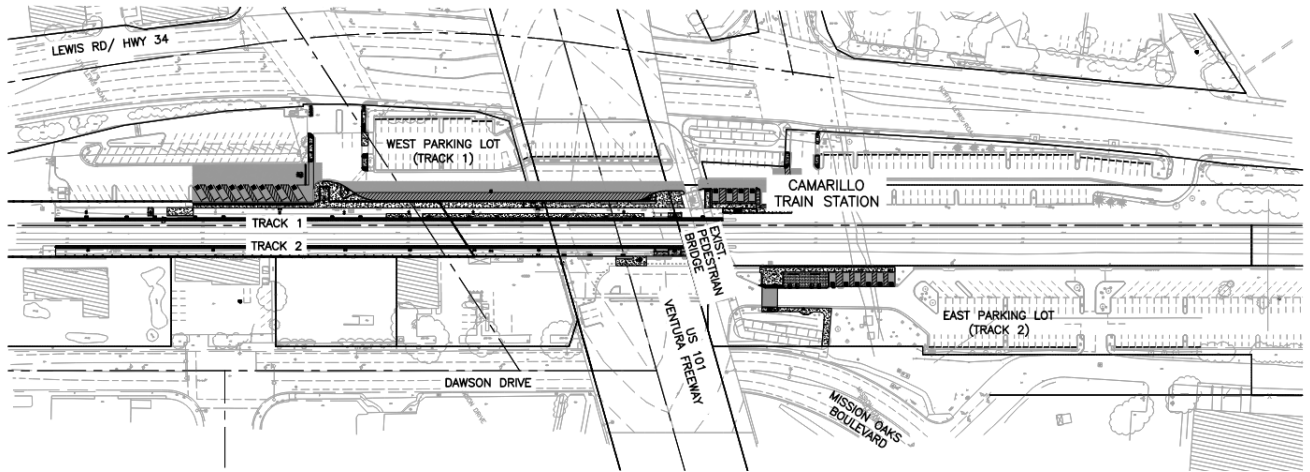
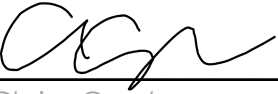


Figure 2 Improvements Locations



I, Claire Grasty, Director of Public Transit have been given full authority by Ventura County Transportation Commission (VCTC) to prepare this report. I certify that the information and data contained in this report are true to the best of my knowledge and belief and I understand that disciplinary action may be taken in the event that the following information are found to be falsified.



Claire Grasty

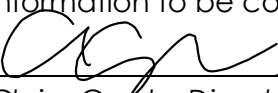
1/11/24

Date

Program Manager-Regional Transit Planning

Ventura County Transportation Commission

I have reviewed the information contained in this report and find the data and information to be complete, current, and accurate



Claire Grasty, Director of Public Transit

1/11/24

Date

Ventura County Transportation Commission

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1. INTRODUCTION

Detailed Project Description/Scope: *The Ventura County Transportation Commission (VCTC) is currently proposing the Camarillo Station Americans with Disabilities Act (ADA) Improvement Project, which will update the Camarillo rail station to be ADA compliant.*

The proposed improvements will include improving accessible routes from the public right-of-way, public transit, accessible parking, and from passenger loading zone by fixing abrupt elevation changes, excessive slopes, lack of detectable warnings at pedestrian/vehicular transition areas, and others. The project will stripe unmarked access aisles in the passenger loading zone, install detectable warnings for curb ramps, improve station identification signage and accessible visual signage, etc. The improvements will be focused on the West Parking Lot/Platform (Track 1) and East Parking Lot/Platform (Track 2), bus station, accessible routes from the public right-of-way. A separate Caltrans funded project to install Electric Vehicle (EV) charging stations will also occur within the Project boundaries, concurrently.

Project Limit/Footprint	<i>District 07-Ventura County-LOSSAN-Santa Barbara Subdivision Camarillo Metrolink Station UPRR Santa Barbara Subdivision, Mile Post 413.3 Begin West Parking Lot (Track 1) end East Parking Lot (Track 2). Project will be within VCTC and UPRR ROW.</i>
Total Project Cost	<i>\$6.161M</i>
Outputs	<i>Repair Existing Sidewalk 2,653 LF Install New Detectable Warning Surface 3,318 SF Repair/Upgrade Curb Ramp 11 EA Modify Crosswalk 4,644 LF Station Improvements 2 EA</i>
Outcomes	<i>Updating all ADA deficiencies in VCTC ROW that are within VCTC's jurisdiction.</i>

Environmental Determination or Document	The project would qualify as a CE under 23 CFR 771.1888 (c)(5) Activities
--	--

2. BACKGROUND

The proposed project is located within the City of Camarillo, within Ventura County. Improvements involve limited construction and are restricted to the VCTC and Union Pacific Railroad (UPRR) right-of-way (ROW).

The proposed project involved addressing all ADA deficiencies at the Camarillo Station in response to the USDOJ lawsuit USAO #2018V00600 and Settlement Agreement DJ #204-12C-493. All remedies must occur by March 15th, 2027.

The existing railroad tracks are owned by Union Pacific Railroad (UPRR) and are utilized by the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency Pacific Surfliner, Metrolink, and Amtrak. The station parking lot is owned by Ventura County Transportation Commission (VCTC) and is separated by the train tracks into an eastern and western side.

3. PURPOSE AND NEED

Purpose

The proposed ADA improvements would provide access to the platform and allow station users to utilize Metrolink and Amtrak facilities, improving operational overall accessibility. The project would fulfill VCTC's maintenance responsibility in the settlement with the DOJ.

Need

A. Problem:

The current Camarillo Metrolink Station is not in compliance with Title II of the ADA and is not readily accessible to and usable by individuals with disabilities. The DOJ had provided a deadline of March 15th 2027 for all deficiencies to be remedied.

B. Regional and System Planning:

VCTC had responded to the DOJ settlement dated October 17th, 2022, in prioritizing the project to a faster procurement to meet the DOJ construction deadline of March 15th 2027.

C. Traffic

The ADA improvements will improve safety for pedestrians reaching the rail platforms from the public right of way through accessible path of travel, appropriate wayfinding signage, surface improvements. Upgrades to the ADA parking lots will improve travel path for the users with disabilities to the platforms.

4. ENVIRONMENTAL CLEARANCE DESCRIPTION

FTA Region 9 Categorical Exclusion – filed on November 21, 2023

5. CONSIDERATIONS REQUIRING DISCUSSION

5A. Hazardous Waste

A review of the State Water Resources Control Board's (SWRCB) Geotracker and Department of Toxic Substances Control's (DTSC) Envirostor online databases identified multiple sites in the immediate vicinity of the Project site. Two of the sites (91 and 92 Dawson Drive) were listed in the Leaking Underground Storage Tank (LUST) database and one (159 Dawson Drive) was listed as a Cleanup Program Site. All the sites mentioned conducted onsite remediation to the satisfaction of the oversight agency and were listed as closed cases. Moreover, the Project involves addressing ADA deficiencies at the Camarillo Station and would not involve significant ground disturbance (a maximum of 3 feet at select locations), further reducing the potential risk of exposure to contaminated media. Additionally, none of the project features include the demolition of existing structures, potentially resulting in the exposure to hazardous building materials. Therefore, the Project would not result in hazardous materials impacts.

5B. Value Analysis

The design team and stakeholders will perform internal Value Engineering Analysis on the project during the design.

5C. Resource Conservation

Existing infrastructure (asphalt pavement, base, railing.) will be salvaged and reused to the greatest extent possible.

5D. Right-of-Way Issues

Acquisition of ROW is not anticipated. All of the ROW is owned by UPRR, the City of Camarillo, or Ventura County Transportation Commission (VCTC). Agreements between the stakeholders will be required for construction.

5E. Environmental Compliance

A NEPA Categorical Exclusion was completed and submitted on November 21st 2023.

5F. Air Quality Conformity

Short-term air pollutant emissions would result from the proposed Project, due to construction related activities. Adherence to Ventura County Air Pollution Control District (VCAPCD) air quality regulations for construction and implementation of standard best management practices (BMPs) would ensure that no local or regional air quality impacts would occur.

Per 40 CFR 93.126, the Project would be exempt from all project-level conformity requirements (i.e., project type from Table 2: Projects that correct, improve, or eliminate a hazardous location or feature). Therefore, no additional air quality analysis is required.

5G. Title VI Considerations

Title VI considerations have not been incorporated at this stage of the project development. State Small Business and DBE requirements are being met for the design and will be followed for construction of the project as well.

5H. Noise Abatement Decision Report

The potential noise impact was analyzed using data and modeling methodologies from FHWA's Roadway Construction Noise Model (FHWA 2008). The model predicts average noise levels at nearby receptors by analyzing the types of equipment, the distance from source to receptor, usage factor and the presence or absence of intervening shielding between source and receptor. The noise level would be less than the 90 dBA Leq daytime noise threshold for residential land uses listed in Table 7-2 of FTA's Transit Noise and Vibration Impact Assessment Manual (FTA 2018). Therefore, the Project would not result in short-term noise impacts.

6. FUNDING, PROGRAMMING AND ESTIMATE

Funding

The Preliminary Engineering and Final Design is funded through State Transit Assistance (STA) funds in the VCTC budget. The construction will be funded through a mix of Solutions for Congested Corridors Program (SCCP) funds and

Fund Source	Project Component (in \$1,000)						
	PA&ED Support	PS&E Support	Right-of-Way Support	Construction Support	Right-of-Way Support	Construction	Total
SBI-SCCP						\$3,000	\$3,000
STA(Local)	\$379	\$1,398					\$1,777
FTA						\$1,384	\$1,384
Total	\$379	\$1,398				\$4,384	\$6,161

Federal Transit Administration (FTA) funds.

Programming

District 7 - Ventura County – LOSSAN – Santa Barbara Subdivision – Mile Post 413.35
Expenditure Authorization (EA)– Planning Program Number (PPNO)6282
TIRCP, SCCP, and Prop 1B
December/2023

Estimate

The project estimate was developed from the concept level design. The construction cost was developed from preliminary takeoffs and typical unit costs. The soft costs (Management, design, permitting, flagging) were developed as percentages of the construction cost based on experience with similar projects in Southern California.



PROJECT COST ESTIMATE
Project Name: Camarillo Station ADA Improvements
Design Level: 30% Prelim Engineering
Last Updated: December 14, 2023

ITEM NO.	WORK DESCRIPTION			QUANTITY	UNIT COST	TOTAL COST	NOTES	
CONSTRUCTION COSTS								
1	MOBILIZATION					\$ 212,952.47	10% of total cost	
2	GENERAL					\$ 33,000.00		
3	UTILITIES					\$ 25,000.00		
4	DEMOLITION					\$ 378,637.93		
5	EXTERIOR IMPROVEMENTS					\$ 1,692,886.77		
SUB-TOTAL: CONSTRUCTION COSTS						\$ 2,342,477.17		
PROJECT RELATED OVERHEAD COSTS								
6	CONCEPT DESIGN, UDOJ REPORT, CBC					\$ 378,829.00	Design through 60%	
7	FINAL DESIGN, BID SUPPORT, DSDC, CERTIFICATION TO THE DOJ					\$ 866,512.00	Final design, support through construction, final certification	
8	DESIGN AMENDMENTS					\$ 81,027.00		
9	DESIGN CONTINGENCY		6.5%			\$ 152,261.02		
10	CONSTRUCTION CONTINGENCY		25%			\$ 585,619.29	% of Construction per SCRRA DPM, (10% Design and 10% Construction Contingency)	
11	PROJECT MANAGEMENT (Lead Agency)	DPM	4%			\$ 93,699.09	% of Construction per SCRRA DPM	
12	CONSTRUCTION MANAGEMENT	DPM	8%			\$ 187,398.17	% of Construction per SCRRA DPM	
13	FLAGGING	DPM	6%			\$ 140,548.63	% of Construction per SCRRA DPM	
14	AGENCY & STAKEHOLDER COSTS (CITY, SCRRA, COUNTY, UPRR, CALTRANS, AMTRAK, MISC OTHER STAKEHOLDERS)	DPM	15%			\$ 351,371.58	% of Construction per SCRRA DPM; includes costs to other agencies for participation.	
15	MAINTENANCE OF WAY- TRACK/STRUCT.					n/a		
16	AGENCY MATERIAL PROCUREMENT LIST					n/a		
17	RIGHT-OF-WAY ACQUISITION/EASEMENTS					n/a		
18	ENVIRONMENTAL MITIGATIONS					n/a		
19	SCRRA RAILROAD WORK ORDERS					n/a		
20	OTHERS (FEES, LEGAL)					\$ 25,000.00	Stakeholder agreements; C&M agreement, etc.	
21	BUILDING AND SAFETY PERMIT					n/a		
22	TITLE REPORTS					n/a		
23	OTHER PERMITTING/CITY REQUIREMENTS		4.0%			\$ 93,699.09	% of Construction; Assumes City permits will be required. Caltrans Permit	
SUB-TOTAL: PROJECT RELATED OVERHEAD COSTS						\$ 2,955,964.86		
24	PROJECT RESERVE/CONTINGENCY	DPM	20%			\$ 178,343.31	% of Construction per SCRRA DPM	
25	INFLATION		Rate:	4.00%	# Years	3.0	\$ 683,853.33	To midpoint of construction. The inflation is applied for soft costs and construction cost
TOTAL CONSTRUCTION COSTS AND OVERHEAD COSTS:						\$ 6,160,638.67		

7. DELIVERY SCHEDULE

Project Milestones	Milestone Date (Month/Day/Year)	Milestone Designation (Target/Actual)
Project Study Report Approved	NA	Target
Begin Environmental (PA&ED) Phase	04/01/23	Actual
Circulate Draft Environmental Document – Document Type (ND/MND)/FONSI	11/06/23	Actual
Draft Project Report	12/20/23	Actual
End Environmental Phase (PA&ED Milestone)	11/21/23	Actual
Begin Design (PS&E) Phase	11/22/23	Actual
End Design Phase (Ready to List for Advertisement Milestone)	08/01/24	Target
Begin Right of Way Phase	NA	Target
End Right of Way Phase (Right of Way Certification Milestone)	NA	Target
Begin Construction Phase (Contract Award Milestone)	06/01/25	Target
End Construction Phase (Construction Contract Acceptance Milestone)	08/14/26	Target
Begin Closeout Phase	08/14/26	Target
End Closeout Phase (Closeout Report)	02/14/27	Target

8. RISKS

Risks to the project include:

- *Delays in gaining approval from UPRR to review and approve of improvements at the platforms in their corridor. VCTC is entering coordination with UPRR at 30 percent submittal.*
- *A lack of available work windows to construct the improvements at the platform could extend the project duration and increase cross. VCTC*

and design team will work with UPRR to gain consensus on available work windows and build the windows into project specifications.

- Caltrans could become involved in the project as owners of the existing overhead bridge. Coordination with Caltrans could require additional time and add cost and schedule duration to the project. Stakeholders are attempting to reach out and work with Caltrans early in the project development process to determine Caltrans level of involvement.*
- Another agency (Amtrak) has a similar settlement from the DOJ and had been planning on improving the station. Amtrak involvement could cause delay to the project. VCTC and design team will work with Amtrak to address their needs at the station and address their comments early in the design.*
- If it is determined that utilities need to be relocated during the design process, then coordination with third party utility owners could delay the project. The design team will attempt to identify utility conflicts early in the project development process and reach out to utility owners as early in the process as possible.*
- The project stakeholders include Caltrans, LOSSAN, City of Camarillo, SCRRA who may have lengthy review periods. The project team will identify review durations, schedule review and comment resolution meetings with the stakeholders.*

9. EXTERNAL AGENCY COORDINATION (anticipated agreements)

The project requires the following coordination:

Union Pacific Railroad

Preliminary Engineering Agreement – Pending

SCRRA

Preliminary Engineering Agreement - Pending

LOSSAN Agency

Funding agreements

City of Camarillo

Grading Permits and Construction Agreements

California Public Utilities Commission

Level Boarding Report

10. ADDITIONAL INFORMATION

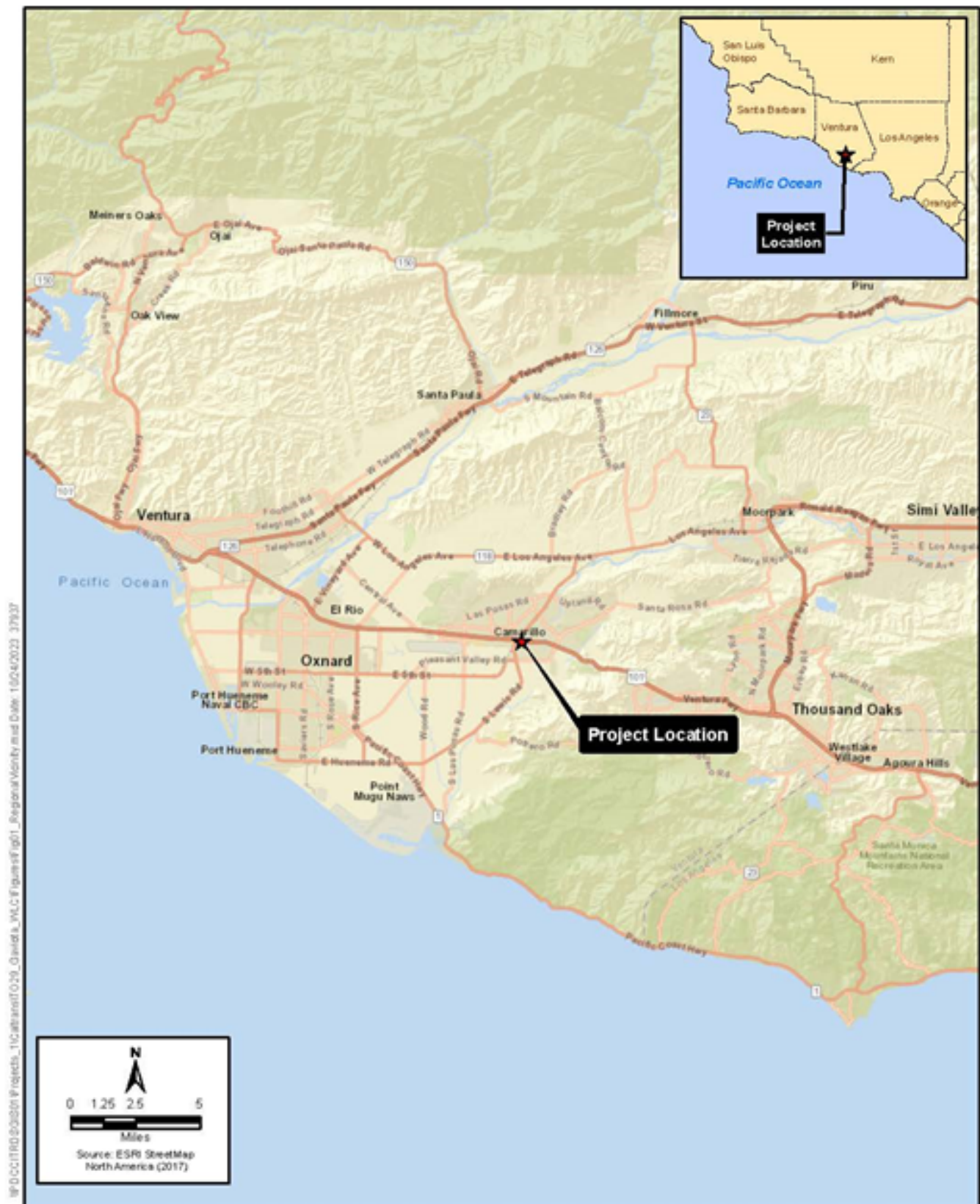
The project received approval for the NEPA clearance documents to Federal Transit Agency (FTA) on November 11th, 2023.

11. ATTACHMENTS

- A. Project Location Map (3 Pages)
- B. FTA Region 9 Supporting Information for Probable Categorical Exclusion (NEPA) (30 Pages)
- C. Engineers Estimate (3 Page)
- D. 30 Percent Plans (16 Pages)

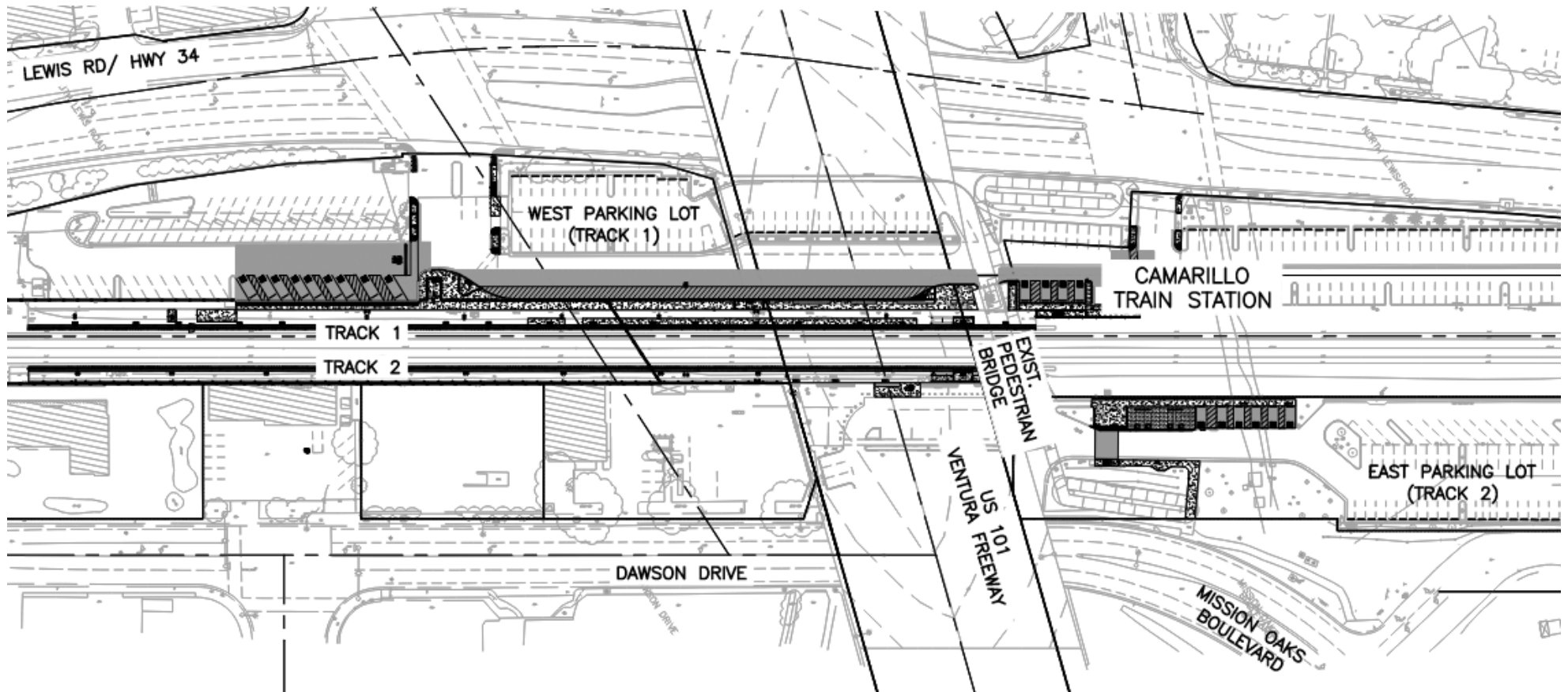
ATTACHMENT A
PROJECT LOCATION MAPS

Project Location Map Exhibit



Vicinity Map

Project Location Map Exhibit



Improvements Map

ATTACHMENT B
FTA REGION 9 CAT
EXCLUSION (NEPA)

From: [Nguyen, Mary \(FTA\)](#)
To: [Peter DeHaan](#); [Lopez, Luis \(FTA\)](#); [Lee Lorenzo, Charlene \(FTA\)](#)
Cc: [Whisman, Rusty \(FTA\)](#)
Subject: RE: NEPA Checklist for Camarillo Metrolink Station ADA Improvements
Date: Tuesday, November 21, 2023 7:31:08 PM

Peter,

The Federal Transit Administration (FTA) has completed its review of your submittal on November 20, 2023, requesting an environmental determination for the Camarillo Station Americans with Disabilities Act (ADA) Improvement Project (Project). The Ventura County Transportation Commission (VCTC) is currently proposing to update the Camarillo rail station to be ADA compliant, which includes striping unmarked access aisles in the passenger loading zone, installing detectable warnings for curb ramps, improving station identification signage and accessible visual signage, etc. Your letter and supporting documented submitted states that the project is consistent with the criteria associated with a categorical exclusion.

The project meets the conditions under the activities-based approach of the *Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way* (Program Comment, as amended in 2019) by the Advisory Council on Historic Preservation. The Program Comment exempts those actions listed in 36 CFR Appendix A to Part 61 from Section 106 review since those activities should have minimal or no adverse effects on historic properties. The proposed project includes activities listed under Appendix A, Activity C.1: Railroad and Rail Transit Buildings (e.g., Passenger Stations and Depots, Maintenance and Equipment Buildings, Interlocking Towers) and Boarding Platforms.

Based on the information submitted, the FTA determines that the project qualifies as a categorical exclusion under 23 CFR part 771.118(c)(5), “*Activities, including repairs, replacements, and rehabilitations, designed to promote transportation safety, security, accessibility, and effective communication within or adjacent to existing right-of-way, such as: The deployment of Intelligent Transportation Systems and components; installation and improvement of safety and communications equipment, including hazard elimination and mitigation; installation of passenger amenities and traffic signals; and retrofitting existing transportation vehicles, facilities or structures, or upgrading to current standards.*”

This review, which is based on past experience with similar projects, finds that the project:

- does not induce significant environmental impacts to planned growth or land use for the area;
- does not require the relocation of significant numbers of people;
- does not have a significant impact on natural, recreational, or other resource;
- does not have an adverse effect to cultural resources or historic properties as defined in Section 106 of the National Historic Preservation Act, 36 CFR Part 800;
- does not involve significant air, noise, or water quality impacts;
- does not have significant impacts on travel patterns;
- does not result in any use of historic or other resources within the meaning of Section 4(f) of the Department of Transportation Act, 49 USC § 303;
- and does not otherwise, either individually or cumulatively, have any significant environmental impact.

Please include the checklist in TrAMS and contact Luis Lopez or me if you have any questions.

Thank you,

Mary Nguyen | Director, Office of Planning and Program Development

Federal Transit Administration, Region 9

888 South Figueroa Street, Suite 440

Los Angeles, CA 90017-5467

tel: 213.202.3960

fax: 213.202.3961

www.fta.dot.gov

From: Peter DeHaan <pdehaan@goventura.org>

Sent: Monday, November 20, 2023 8:48 AM

To: Lopez, Luis (FTA) <l.lopez@dot.gov>; Lee Lorenzo, Charlene (FTA) <Charlene.LeeLorenzo@dot.gov>

Cc: Nguyen, Mary (FTA) <Mary.Nguyen@dot.gov>; Whisman, Rusty (FTA) <russell.whisman@dot.gov>

Subject: RE: NEPA Checklist for Camarillo Metrolink Station ADA Improvements

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Luis and Mary,

Thank you for your fast response to this request for NEPA review. Attached per your approval is the revised checklist. The requested verbiage is found on pages 7 & 17. Please let me know if you have any questions.

Peter

Peter De Haan

Ventura County Transportation Commission

751 E. Daily Dr. STE#420

Camarillo, CA 93010

(805) 642-1591, extension 106

Cell: (805) 850-9528

FTA REGION 9 SUPPORTING INFORMATION FOR PROBABLE CATEGORICAL EXCLUSION

Grant applicants should provide adequate information for the Federal Transit Administration (FTA) to make a Categorical Exclusion (CE) determination. The purpose of this worksheet is to assist grantees in gathering and organizing materials for the environmental analysis required under the National Environmental Policy Act (NEPA), particularly for projects that may qualify as a CE per 23 Code of Federal Regulations (CFR) 771.118(c)(5).

The following information may be included in the request letter or attached to the letter from the grantee to FTA Region 9 to support the grantee's recommendation for a CE determination.

A. DETAILED PROJECT DESCRIPTION:

The Ventura County Transportation Commission (VCTC) is currently proposing the Camarillo Station Americans with Disabilities Act (ADA) Improvement Project (Project), which will update the Camarillo rail station to be ADA compliant. The proposed project involved addressing all ADA deficiencies at the Camarillo Station in response to the USDOJ lawsuit USAO #2018V00600 and Settlement Agreement DJ #204-12C-493. All remedies must occur by March 15th, 2027.

In response to the settlement, the proposed improvements will include improving accessible routes from the public right-of-way, public transit, accessible parking, and from passenger loading zone by fixing abrupt elevation changes, excessive slopes, lack of detectable warnings at pedestrian/vehicular transition areas, and others. The project will stripe unmarked access aisles in the passenger loading zone, install detectable warnings for curb ramps, improve station identification signage and accessible visual signage, etc. The improvements will be focused on the West Parking Lot/Platform (Track 1) and East Parking Lot/Platform (Track 2), bus station, accessible routes from the public right-of-way. A separate Caltrans funded project to install Electric Vehicle (EV) charging stations will also occur within the Project boundaries, concurrently. A California Environmental Quality Act (CEQA) Notice of Exemption was prepared for the EV project and filed with the County Clerk on October 26th, 2023.

The proposed project is located within the City of Camarillo, within Ventura County. Improvements involve limited construction and are restricted to the VCTC and Union Pacific Railroad right-of-way (ROW). The proposed project entails modifications (e.g., repair, extension, widening, slope adjustments, changes in height) to non-character defining passenger platforms and walkways that are necessary to meet Americans with Disabilities Act (ADA) requirements or other federal or municipal public or life safety codes and standards. The proposed action is designed to meet the criteria for a Categorical Exclusion (CE) in the Council on Environmental Quality (CEQ) regulations (40 CFR 1508.4) and paragraph (a) of this section and not require further NEPA approvals by the FTA. The project meets the definitions of a CE per 23 Code of Federal Regulations (CFR) 771.118(c)5.

§ 771.118 FTA categorical exclusions.

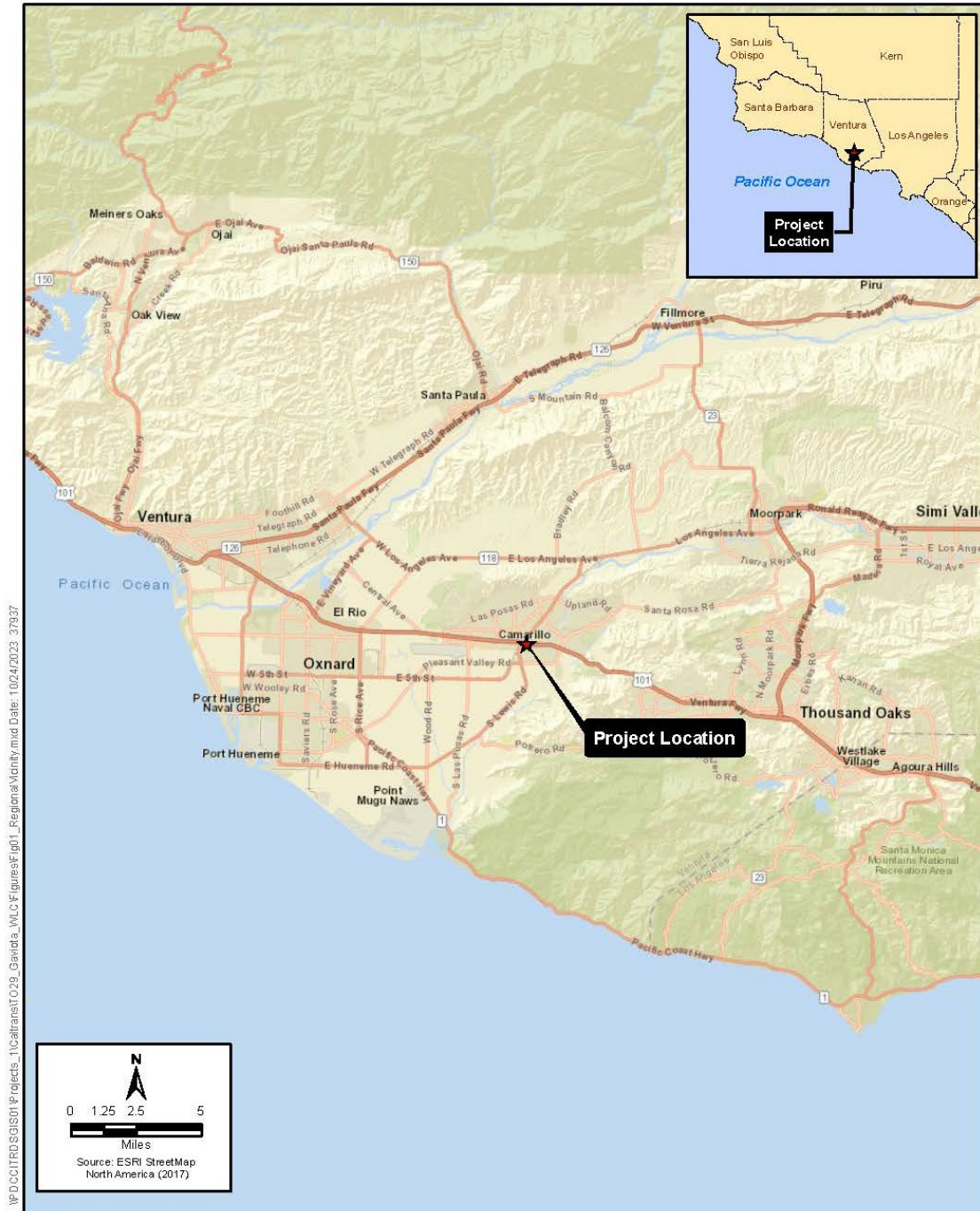
- (c) Actions that FTA determines fall within the following categories of FTA CEs and that meet the criteria for CEs in the CEQ regulation (40 CFR 1508.4) and paragraph (a) of this section normally do not require any further NEPA approvals by FTA.

- (5) Activities, including repairs, replacements, and rehabilitations, designed to promote transportation safety, security, accessibility, and effective communication within or adjacent to existing right-of-way, such as: The deployment of Intelligent Transportation Systems and components; installation and improvement of safety and communications equipment, including hazard elimination and mitigation; installation of passenger amenities and traffic signals; and retrofitting existing transportation vehicles, facilities or structures, or upgrading to current standards.

B. LOCATION (INCLUDING ADDRESS):

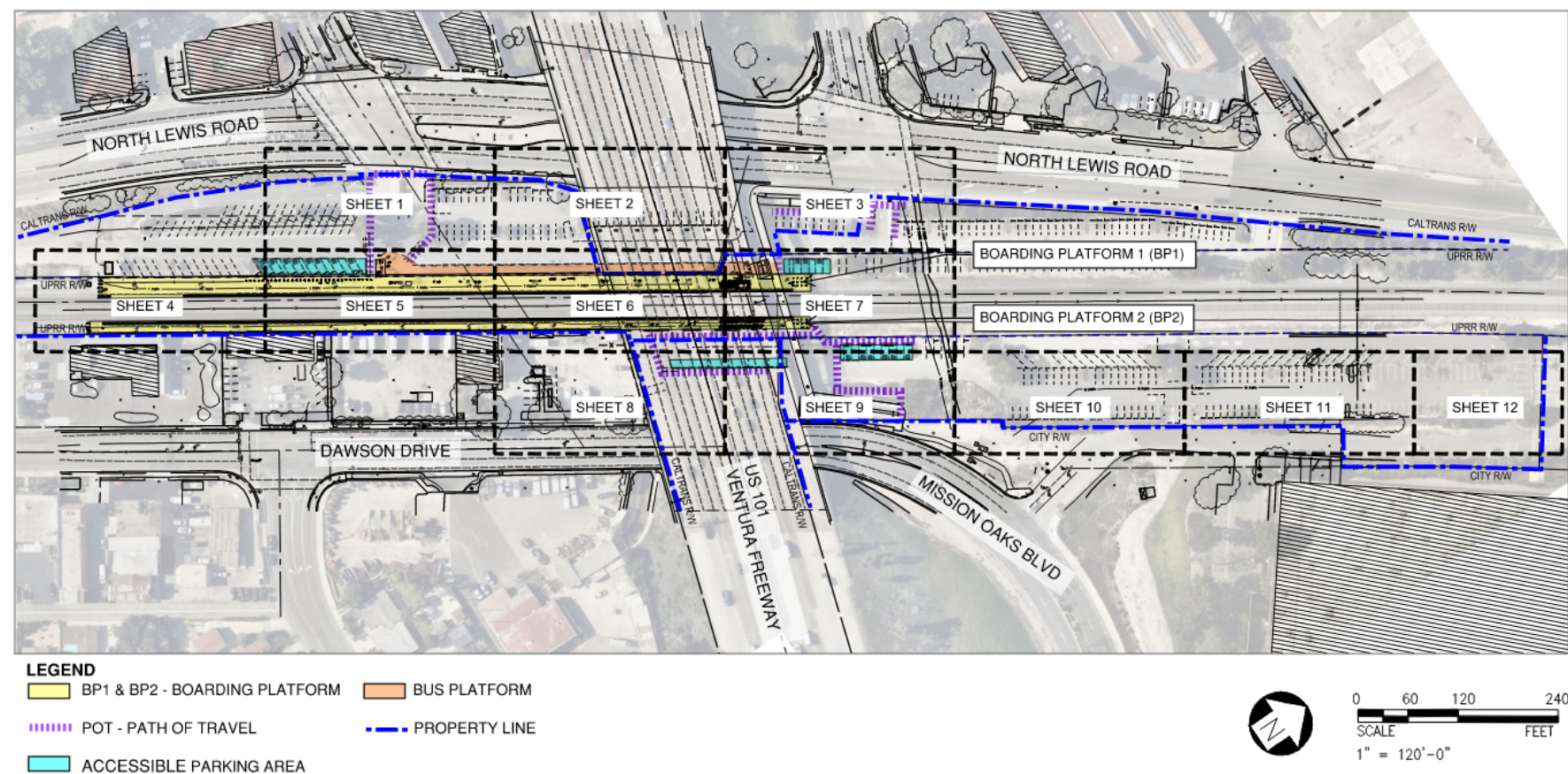
The project is located in the City of Camarillo, within Ventura County at 30 S Lewis Rd, Camarillo, CA 93010.

Figure B-1. Regional Vicinity Map



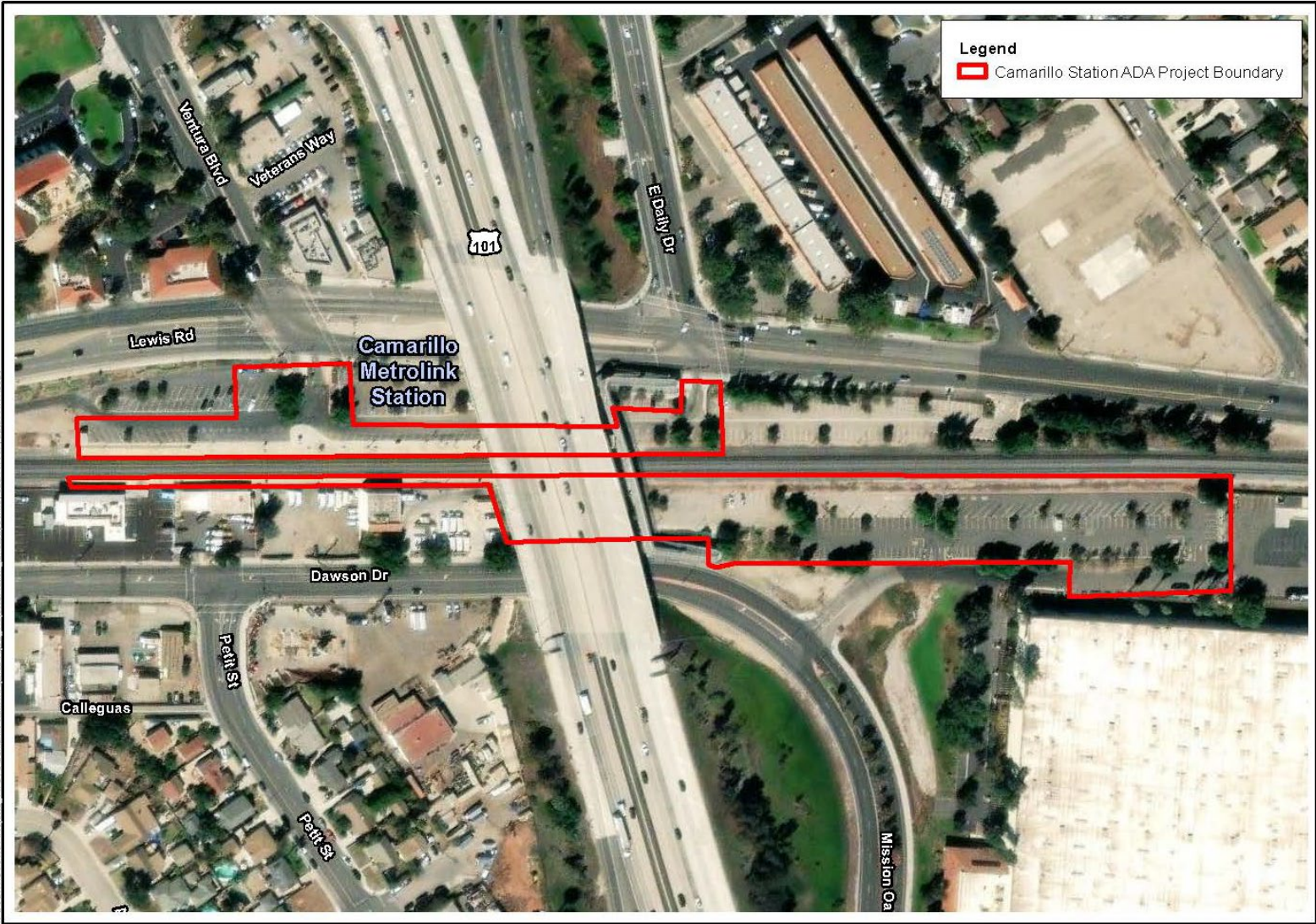
Source: ICF 2023

Figure B-2. Improvement Locations



Source: RailPros 2023

Figure B-3 Project Boundary



Source: ICF 2023

_____C.

METROPOLITAN PLANNING AND AIR QUALITY CONFORMITY:

Is the proposed project "included" in the current adopted MPO plan, either explicitly or in a grouping of projects or activities? What is the conformity status of that plan? Is the proposed project, or appropriate phases of the project, included in the TIP? What is the conformity status of the TIP?

The Project consists of minor ADA improvements. According to 40 CFR 93.126, due to the nature of the Project, the Project is considered air quality neutral and thus exempt from all project-level conformity requirements. Projects that are exempt from conformity are generally those that are air quality neutral. Such projects are organized into the categories of Safety, Mass Transit, Air Quality, and Other projects. The CFR and the California Department of Transportation (Caltrans) define "Other" projects as follows: "Other projects: engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." No further conformity is required at this time.

_____D.

LAND USE AND ZONING:

Description of zoning, if applicable, and consistency with proposed use (attach maps).

All Project improvements would be within the VCTC ROW in the city of Camarillo. Given the temporary and minor nature of this Project (i.e., Camarillo Metrolink Station improvements to meet ADA standards), no changes in land use or zoning are proposed as part of the Project. The Project site has a zoning designation for light manufacturing along with an industrial land use designation [Southern California of Governments (SCAG) 2019].

_____ E. PRIME AND UNIQUE FARMLANDS:
Does the proposal involve the conversion of any prime or unique farmlands into a transportation use? If so, describe potential impacts, acreage of farmlands affected, and any coordination with the Soil Conservation Service of the U.S. Department of Agriculture (attach maps).

Ventura County adopted the Save Open Space & Agricultural Resources (SOAR) ordinance to protect open space agricultural land that requires countywide voter approval of any change to the General Plan, or General Plan goals involving Agricultural, Open Space, or Rural land use designations (County 2020). Additionally, the City of Camarillo adopted the SOAR ordinances to establish urban growth boundaries which require voter approval to allow city annexation or development of land outside the boundaries (County 2020). However, there is no potential for the Project to affect prime or unique farmlands because the Project would not be located on or near any such farmlands and improvements are within the VCTC ROW. The Project site is classified as “Urban and Built-Up Farmland” by the California Department of Conservation; no prime or unique farmlands are within or adjacent to the Project site (2022).

_____ F. TRAFFIC AND PARKING IMPACTS:
Describe potential traffic impacts, including whether the existing roadways have adequate capacity to handle increased bus and other vehicular traffic. Describe potential impacts to on- and off-street parking.

The Project would be minor in nature; therefore, traffic and parking impacts would be minimal, occurring only during the short-term Project construction activities. Although some adjacent roads and parking areas may be temporarily and partially closed to carry out construction activities, any disruptions would be coordinated with local authorities to maintain access for emergency vehicles, in accordance with local guidelines. No permanent impacts on traffic or parking are anticipated. Traffic lanes and bus services are not part of the proposed Project and would not be modified and would be maintained at all times. Trucks are expected to access the Project site via the existing ROW and connecting arterial streets. Construction related truck traffic (e.g., trips by workers, vendors, and haul trucks) would not be substantial. The number of truck trips in the vicinity would increase only temporarily. Given the nature of the Project, and the temporary duration of the Project, the Project is not expected to affect traffic. The existing roadways have the capacity needed to handle the temporary increase in construction related traffic.

_____ G. AESTHETICS AND VISUAL QUALITY:
Will the project affect or block views of a designated scenic vista? Will the project substantially change the existing visual character or quality of the site and its surroundings? Describe any new sources of light, glare, and shade and shadow on adjacent land uses.

No designated scenic roadway, highways, or vistas are located near the Project. The Project site and surrounding areas are previously disturbed locations consisting of urban and suburban land uses, as well as VCTC ROW. During construction, there would be visual disturbance of the existing view caused by construction equipment. However, the impact would be temporary in nature, lasting only the duration of construction. In addition, the proposed construction activities would not be out of character for the VCTC ROW setting. Therefore, the Project would not substantially degrade the visual character or quality of the site or its surroundings during construction.

The Project would not introduce new sources of light or glare once it is constructed; therefore, it would therefore have no impact on daytime or nighttime views. During

construction, temporary lighting may be utilized at the Project site if nighttime construction is implemented. However, these impacts would be temporary in nature, lasting less than the duration of construction. Therefore, the impact would not adversely affect nighttime views.

____ H.

AIR QUALITY:

Does the project have the potential to impact air quality? Is the project located in a non-attainment or maintenance area. If there are traffic delays at intersections, and if the area is nonattainment for CO, demonstrate that CO hot spots will not result.

Short-term air pollutant emissions would result from the proposed Project, due to construction related activities. Adherence to Ventura County Air Pollution Control District (VCAPCD) air quality regulations for construction and implementation of standard best management practices (BMPs) would ensure that no local or regional air quality impacts would occur.

Per 40 CFR 93.126, the Project would be exempt from all project-level conformity requirements (i.e., project type from Table 2: Projects that correct, improve, or eliminate a hazardous location or feature). Therefore, no additional air quality analysis is required.

____ I.

HISTORIC AND CULTURAL RESOURCES:

Describe any cultural, historic, or archaeological resource in the immediate vicinity of the proposed project and the impact of the project on the resource. Discuss State Historic Preservation Officer (SHPO) consultation. Discuss consultation with Native American tribes or historic preservation groups. Attach any relevant correspondence or call logs.

The project meets the conditions under the activities-based approach of the Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way (Program Comment, as amended in 2019) by the Advisory Council on Historic Preservation. The Program Comment exempts those actions listed in 36 CFR Appendix A to Part 61 from Section 106 review since those activities should have minimal or no adverse effects on historic properties. The proposed project includes activities listed under Appendix A, Activity C.1: Railroad and Rail Transit Buildings (e.g., Passenger Stations and Depots, Maintenance and Equipment Buildings, Interlocking Towers) and Boarding Platforms.

There are no cultural resources in the immediate vicinity of the proposed project, which would be limited to the railroad right-of-way (referred to as the Project Site), station platform and associated surface parking lots. The original depot at this location was constructed in 1910, relocated during the construction of U.S. 101 over Lewis Road in the mid-1950s, and eventually demolished in the 1970s.

Summary of Identification Efforts and Methods

This section describes the background literature search, records search, and framework for identifying and evaluating historic properties in the Project Site. To determine the presence of previously documented resources proximate to the project, archaeologists and architectural historians consulted national, state and local inventories of architectural and historic resources, including the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), and the Built Environment Resource Directory (BERD). Only one property in Camarillo is listed in the NRHP: the Camarillo Ranch House, located just over a mile to the east of the project location. There are four historic resources in Camarillo identified in the Ventura County Historical Landmarks and Points of Interest (Ventura County Cultural Heritage Staff, 2016) but none of these are in the project vicinity. The BERD for Ventura County, downloaded from the Office of Historic Preservation website - https://ohp.parks.ca.gov/?page_id=30338 (accessed on

October 25, 2023) did not identify any previously recorded built-environment resources in the project ROW. The City of Camarillo does not have a historic preservation ordinance or local register, but the city does recognize the historic significance of six properties, none of which are located at or near the Project Site.

Additionally, ICF conducted a review of the results from a previously conducted records search for a transportation project in the vicinity of the current Camarillo Station Project. The original records search was conducted at the Southern California Coastal Information Center (SCCIC), which is a branch of the California Historical Resources Information Center, which maintains California's official records of previously recorded cultural resource studies, recorded archaeological sites, and built-environment resources. The SCCIC maintains the records for Los Angeles, San Bernardino, Ventura, and Orange Counties. The results of the records search indicated that no previously recorded archaeological or built environment resources are located within or in the immediate vicinity of the Project Site.

A Sacred Lands File request was not sent to the California Native American Heritage Commission as part of the current identification efforts.

Historic aerials were viewed to chart the changes to the Project Site before the construction of U.S. 101 in the early 1950s and again in the late 1970s once the depot had been removed from the property (Pacific Air Industries, 1952) and (Pacific Aerial Surveys, 1979). Additional research was conducted using ParcelQuest: <https://pqweb.parcelquest.com/#home> (accessed on October 26, 2023); all parcels within the project ROW are identified as owned by either Southern Pacific Railroad (Union Pacific Railroad) or the Ventura County Transportation Commission and do not show building construction dates.

Results and Findings

The records search results did not identify any previously recorded cultural resources (archaeological and built environment) within or near the immediate vicinity of the Project site.

A desktop review of historical aerial imagery, historic maps and modern aerial images was conducted in lieu of any pedestrian survey. The entire project area has been developed and is currently covered in asphalt, concrete and infrastructure related to the existing railroad ROW. The subsurface conditions of the Project Site could not be confirmed by the desktop survey; however, the project design information indicates that the entire areas in underlain by artificial fill deposits and has been disturbed through previous construction activities related to the construction or maintenance of rail and rail infrastructure. The approximate depth of previous disturbance and artificial fill deposits is at least 3 feet below the existing ground surface.

Archaeological Resources

The entire Area of Potential Effect (APE) and Study Area has been previously surveyed for archaeological resources; no previously recorded archaeological resources have been identified within the APE or in the immediate vicinity of the APE. The lack of previously recorded resources in the study area is due, in part, to dense urban development within the Project study area and the resulting disturbance of the native ground surface through construction of the railroad and rail infrastructure and adjacent residential/commercial development.

Impacts and Analysis

Archaeological Resources

The results of the records search was negative for archaeological resources within the Project Site. The entire Project Site has been surveyed for archaeological resources, with negative results. No archaeological resources were recorded in the Project study area during the previous surveys or encountered and recorded during previous construction activities. The Project ground disturbance would involve limited excavation for sign placement and will extend no more than 3 feet below ground surface. All excavation is expected to occur in artificial fill deposits which have been disturbed through previous excavation and have limited sensitivity for containing intact archaeological deposits.

Given the lack of resources present in the Site and the documented level of previously developed disturbance and the limited construction occurring only in fill deposits, the Project has no potential for the discovery of intact archaeological resources at the surface and limited potential for subsurface deposits. The Project would not adversely affect any known archaeological sites or resources; therefore, no project or mitigation measures are required.

Historic Properties

Because of the nature of the Project footprint, ICF conducted a desktop review of the proposed Project Site including the NRHP, CRHR, and local historic registers, as well as the BERD, to identify historic properties in lieu of a built-environment resources study. There are no historic properties in the Project Site.

Conclusions

No previously recorded archaeological resources are in the Project Site. The Project would not adversely affect archaeological resources and no Project related or mitigation measures are recommended. No historic properties are within the Project Site; therefore, no historic properties would be affected.

____J.

NOISE:

Compare the distance between the center of the proposed project and the nearest noise receptor to the screening distance for this type of project in FTA's guidelines. If the screening distance is not achieved, attach a "General Noise Assessment" with conclusions.

The proposed project would update the rail station to be ADA compliant. The station which is located at the US 101 overcrossing over N Lewis Road is located within 350 feet of sensitive land uses (residences located to the east of the station). The potential noise impact was analyzed using data and modeling methodologies from FHWA's Roadway Construction Noise Model (FHWA 2008). The model predicts average noise levels at nearby receptors by analyzing the types of equipment, the distance from source to receptor, usage factor (i.e., the amount of time the equipment is operating in its noisiest mode), and the presence or absence of intervening shielding between source and receptor. Although the Project is not a roadway construction project, the model is broad enough to be applicable and provides noise data for all equipment types typically required during conventional construction. Based on the reference noise levels and usage factors listed in Table J-1, graders and dozers (representative of the type of equipment that could be used on the project site) would generate noise levels of up to 85.0 and 81.7 A-weighted decibels (dBA), maximum sound level (L_{max}), at 50 feet. Within a 1-hour period, the average noise level from these pieces of equipment at the closest sensitive receptor (350 feet) would be 61 and 64 dBA (when rounded to the nearest whole number), equivalent sound level (L_{eq}) (respectively). This noise level would be less than the 90 dBA L_{eq} daytime noise threshold for residential land uses listed in Table 7-2 of FTA's *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018). Therefore, the Project would not result in short-term noise impacts.

Table J-1. Construction Equipment Noise Levels

Equipment Item	Reference Noise Level at 50 feet, dBA	Usage Factor^a
Air Compressor	78	0.4
Backhoe	78	0.4
Concrete Mixer Truck	79	0.4
Concrete Pump	82	0.2
Concrete/Industrial Saws	90	0.2
Crane	81	0.16
Dozer	82	0.4
Drill Rig	84	0.2
Excavator	81	0.4
Forklift	79.1	0.4
Grader	85.0	0.4
Loader	79	0.4
Aerial Lift	75	0.2
Paver	77	0.5
Roller	80.0	0.2
Scraper	83.684	0.4

Source: FHWA 2006.

^a. usage factor = the amount of time the equipment is operating in its noisiest mode.

 K.

VIBRATION:

If the proposed project involves new or relocated steel tracks, compare the distance between the center of the proposed project and the nearest vibration receptor to the screening distance for this type of project in FTA's guidelines. If the screening distance is not achieved, attach a "General Vibration Assessment" with conclusions.

The proposed project does not involve new or relocated steel tracks. Similar to noise, discussed above, the proposed project would occur within 350 feet of sensitive land uses. The closest structure (which is not noise sensitive) would be approximately 100 feet from the project site. According to the source levels in Table 7-4 of FTA's *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018), a large dozer would generate a vibration level of up to 0.089 inch per second or a vibration velocity level (Lv) of 87 vibration decibels (VdB) at 25 feet. These levels are below the 0.12 inch per second, or 90 VdB, criterion for construction damage listed in Table 7-5 of FTA's *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018) for buildings that are extremely susceptible to vibration damage. Therefore, the Project would not result in short-term vibration impacts.

 L.

ACQUISITIONS & RELOCATIONS REQUIRED:

Describe land acquisitions and displacements of residences and businesses. Include discussion of any permanent or temporary easements required.

No permanent property acquisition would be required as part of the Project, and no relocation of businesses or individuals would be required.

 M.

HAZARDOUS MATERIALS:

Is there any known or potential contamination at the project site? This may include, but is not limited to, lead/asbestos in existing facilities or building materials, above- or below-ground storage tanks, or a history of industrial uses of the site.

A review of the State Water Resources Control Board's (SWRCB) *Geotracker* and Department of Toxic Substances Control's (DTSC) *Envirostor* online databases identified multiple sites in the immediate vicinity of the Project site. Two of the sites (91 and 92 Dawson Drive) were listed in the Leaking Underground Storage Tank (LUST) database and one (159 Dawson Drive) was listed as a *Cleanup Program Site*. All the sites mentioned conducted onsite remediation to the satisfaction of the oversight agency and were listed as closed cases. Moreover, the Project involves addressing ADA deficiencies at the Camarillo Station and would not involve significant ground disturbance (a maximum of 3 feet at select locations), further reducing the potential risk of exposure to contaminated media. Additionally, none of the project features include the demolition of existing structures, potentially resulting in the exposure to hazardous building materials. Therefore, the Project would not result in hazardous materials impacts.

____ N.

COMMUNITY DISRUPTION AND ENVIRONMENTAL JUSTICE:

Provide a socio-economic profile of the affected community. Describe the impacts of the proposed project on the community. Identify any community resources that would be affected and the nature of the effect.

The Project would be located entirely within VCTC ROW. The Project would not result in permanent effects and would not physically divide a community. The Project site is not located in or near environmental justice communities. In addition, as stated in the sections above, the Project is not anticipated to result in substantial vibration or noise impacts. Furthermore, it would follow all established BMPs related to air quality. The Project would focus on remedying the existing features to make improvements on station accessibility, which would be beneficial to surrounding communities. The Project would not permanently disrupt community activities or community uses. As such, the Project would not result in community impacts.

____ O.

SECTION 4(f) USE:

Indicate park and recreational areas, historic resources, and any other Section 4(f) resources on the site map. If the activities and purposes of these resources will be affected by the proposed project, state how. State if the project will result in a use (direct and/or constructive use) or temporary occupancy of a Section 4(f) resource. If the project results in a Section 4(f) use, would the impacts be considered *de minimis*?

There are various Section 4(f) resources within 0.5 mile of the Project. However, the Project would not require full or partial acquisition of any Section 4(f) properties, including those adjacent to the Project, or require a temporary or permanent easement. Construction activities would be minor in intensity and duration and would not result in the use of any Section 4(f) resource. Therefore, the Project would not result in impacts to Section 4(f) properties.

_____P.

SECTION 6(f):

If the project is located in or adjacent to a park or recreation area, indicate if the park involved Land and Water Conservation Act funds (Section 6(f)).

There are no Section 6(f) resources in the Project area; therefore, the Project would not result in Section 6(f) conversion.

_____Q.

SEISMIC AND SOILS:

Are there any unusual seismic or soil conditions (soils prone to liquefaction, subsidence, erosion, etc.) in the project vicinity? If so, indicate on project map and describe the seismic standards to which the project will be designed.

As a portion of the Project area is located within a California Geological Survey's (CGS) Earthquake Zone of Required Investigation for fault rupture (Simi-Santa Rosa Fault Zone), the Project could be exposed to seismically related ground failure and strong seismic shaking. However, the Project involves addressing ADA deficiencies at the Camarillo Station and would not involve the construction of habitable features that could expose additional people or structures to seismic hazards. Potential seismic and soils impacts would be similar to existing conditions. Furthermore, the Project would follow all applicable local, state, and federal requirements during implementation. In addition, due to the nature of the Project features, the Project would not exacerbate any existing deleterious soils or geologic conditions. No impacts are anticipated.

_____R.

IMPACTS ON WETLANDS:

Show potential wetlands on the site map. Describe the project's impact on on-site and adjacent wetlands.

Aquatic resources in the Project area were investigated through desktop analysis. Field surveys, including a jurisdictional delineation, were not performed for the Project due to the developed nature of the entire Project site and all Project work being limited to the existing ROW. Based on the desktop analysis, using U.S. Geological Survey (USGS) National Hydrography Dataset (NHD) (USGS 2023) and U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI) (USFWS 2023a) mapping data, as well as reviewing aerial imagery and site photographs (Google Earth 2023), no state or federally protected wetlands or other jurisdictional waters appear to be present within the Project site. No USGS NHD or USFWS NWI features are depicted within the Project area (USGS 2023, USFWS 2023a). All Project work would occur within developed upland areas (i.e., in the rail ROW, Camarillo Station parking lot, boarding platforms); no work would be conducted within any jurisdictional wetlands or other waters and no jurisdictional waters would be affected by the Project. Consequently, no regulatory permits from the U.S. Army Corps of Engineers, Regional Water Quality Control Board, or California Department of Fish and Wildlife (CDFW) would be required.

____ S.

FLOODPLAIN IMPACTS:

Is the proposed project located within the 100-year floodplain? If so, address possible flooding of the proposed project site and flooding induced by proposed project due to its taking of floodplain capacity.

ADA compliance and enhanced access to the Camarillo station would be located outside the designated Federal Emergency Management Agency (FEMA) 1-percent-annual-chance (100-year) floodplain. A portion of the Project area is within the 0.2-percent-annual-chance (500-year) flood zone, while the remainder of the project area is outside the 0.2-percent-annual-chance (500-year) flood zone, as shown in Figure 3 (FEMA 2020). Floodplain impacts associated with the Project are not anticipated. No further action is required.

Figure 3. FEMA Floodplain Zones

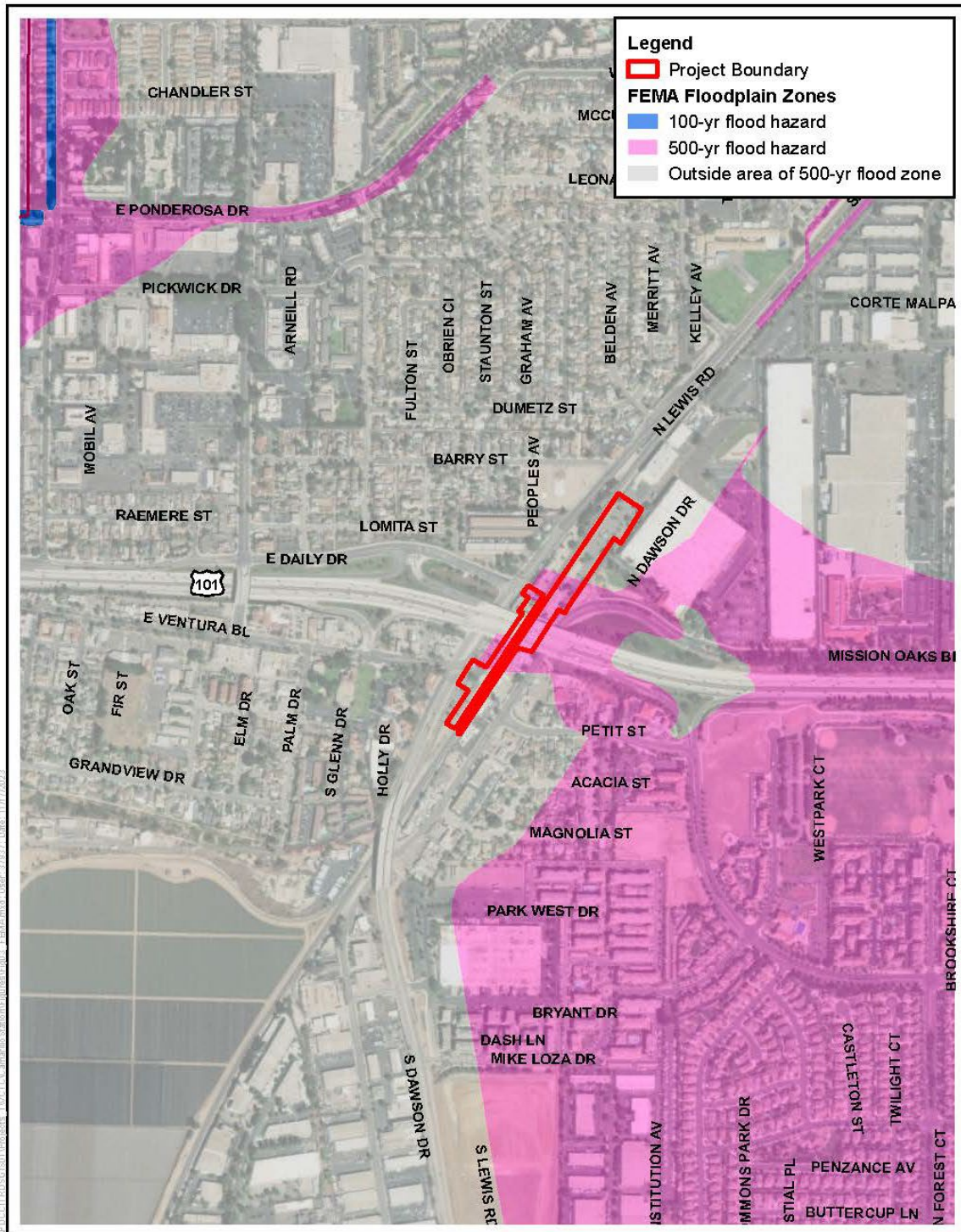


Figure 3
FEMA Floodplain Zones
Camarillo ADA Improvements Project

Source: ICF 2023

T. IMPACTS ON WATER QUALITY, NAVIGABLE WATERWAYS, & COASTAL ZONES:
Describe surface and ground water resources in the project vicinity and their approximate distance to the project. State if any Clean Water Act 303d Listed Impaired Water Bodies are in the project vicinity. Explain if the project would alter or create a new direct connection to a surface water body. If any of these are implicated, provide detailed analysis.

The Project location is within the Revolon Slough-Calleguas Creek which ultimately drains to the Pacific Ocean. The Project area drains to Calleguas Creek Reach 3 (Potrero Rd to Conejo Creek), which is 303(d) listed as impaired for Ammonia, Chlordane, Chloride, DDT (Dichlorodiphenyltrichloroethane), Dieldrin, Indicator Bacteria, Nitrate and Nitrite, PCBs (Polychlorinated biphenyls), Sedimentation/Siltation, Total Dissolved Solids, Toxaphene, and trash. The project area is 8 miles from the coast; therefore, the Project would not occur within a designated coastal zone. The Project area is within the Pleasant Valley groundwater basin, which is a high priority basin under the California Sustainable Groundwater Management Act. Critical overdraft has caused subsidence and saltwater intrusion. It is not a designated U.S. Environmental Protection Agency sole-source aquifer.

ADA compliance and enhanced access would not alter surface water bodies or create new connections to such waters. During construction, a Stormwater Pollution Prevention Plan (SWPPP) and associated erosion- and sediment-control BMPs and good housekeeping measures would be implemented to minimize the release of contaminants into surface waters. Furthermore, there would be no change in the impervious surface area; therefore, drainage patterns and groundwater recharge would be similar to existing conditions. Stormwater runoff would continue to be conveyed to existing stormwater facilities. No groundwater would be pumped for project construction or operation. Therefore, no additional analysis is required for water quality or hydrology because no substantial adverse impacts are anticipated from the Project.

U. IMPACTS ON ECOLOGICALLY SENSITIVE AREAS AND ENDANGERED SPECIES:
Describe any natural areas (woodlands, prairies, wetlands, rivers, lakes, streams, designated wildlife or waterfowl refuges, and geological formations) on or near the proposed project area. If present, state the results of consultation with a federal or state resources agency on the impacts to these natural areas and on threatened and endangered fauna and flora that may be affected.

The Project area encompasses or is located in an area that is heavily developed, with land uses consisting of transportation infrastructure (e.g., rail lines, bike paths, road shoulders) and ornamental landscaping. Surrounding land uses include commercial and residential development. The majority of the Project improvements are located along railroad tracks and the station parking lot that is paved. No native habitat is present within the Project area.

Based on a desktop review of aerial imagery for Project site and the surrounding area (Google Earth 2023), the Project would be located outside areas that could support any special-status species. No suitable habitat for any special-status plant or wildlife species, including federally and/or state-listed species, is present within the Project area, and there are no extant records of occurrence within the Project area (CDFW 2023a; USFWS 2021).

No USFWS-designated critical habitat, sensitive natural communities, wildlife corridors, essential fish habitat, or other conservation areas are located within the Project area (USFWS 2023b; CDFW 2023a, 2023b).

Because the Project would have no effect on federally listed species or any USFWS-designated critical habitat, Section 7 consultation with USFWS will not be required for the Project. There has been no federal Environmental Species Act consultation to date. In

addition, given the lack of suitable habitat within the area, the Project would result in no “take” of state-listed species (i.e., threatened, endangered, or candidate for endangered status under Section 2081 of the California Fish and Game Code [CFG Code]). Finally, no National Marine Fisheries Service (NMFS) resources are present within the Project area; therefore, a NMFS species list is not required, and no effects on NMFS species or protected resources are anticipated. Consequently, species permits are not anticipated to be required for the Project.

The Project area contains suitable nesting habitat (e.g., mature trees, shrubs) for a variety of avian species that are protected by the Migratory Bird Treaty Act or CFG Code sections. Vegetation within the biological study area provides suitable habitat for nesting birds. Although the Project area may be used by birds, disturbances (e.g., traffic, noise, lights, human activity) in the surrounding, heavily urbanized area would preclude nesting by species that are sensitive to human presence, including most special-status species. The Project has the potential to affect active nests of native resident and/or migratory birds if trees and shrubs are trimmed or ground cover is removed during the avian nesting season. Although no trimming or tree removal is anticipated with the Project, landscaping in the work area, which contains suitable nesting habitat, may be disturbed. In addition, Project-related work activities could occur adjacent to active nests, causing nest failures or abandonment. Therefore, Project Conditions (PCs) would be required to avoid impacts on these biological resources. Should vegetation clearing, tree trimming, or ground disturbance occur during the nesting season, implementation of PC BIO-1 would be expected to avoid impacts on nesting birds.

- **PC BIO-1: Nesting Bird Surveys.** If vegetation clearing, tree trimming, or ground disturbance in areas suitable for supporting nesting birds (e.g., trees, shrubs, grasses) is to occur during the breeding season for passerine birds (i.e., February 1–September 1) or raptors (i.e., January 1–September 1), a qualified biologist will conduct a preconstruction survey of Project area and an appropriate buffer no more than 72 hours prior to vegetation clearing, tree trimming, or ground disturbance to identify the locations of avian nests. Should nests be found, an appropriate buffer will be established by a qualified biologist around each nest site. To the extent feasible, no construction activities will take place within this buffer until the nest is no longer active. In the event that construction must occur within the buffer areas, the designated biologist will ensure that construction activities will not disturb or disrupt nesting activities. If the designated biologist determines that construction activities are disturbing or disrupting nesting activities, then the biologist will notify the appropriate personnel. Nesting bird habitat within the biological study area will be resurveyed during the breeding bird season if there is a lapse in Project work activities longer than 7 days.

The proposed work activities under the Project are not expected to require the removal or trimming of any mature trees. However, should tree trimming or removal be needed, then the Project would follow any applicable guidelines included in local policies or ordinances that cover protected trees, including obtaining a tree removal permit, if needed.

_____ V.

IMPACTS ON SAFETY AND SECURITY:

Describe the measures that would need to be taken to provide for the safe and secure operation of the project after its construction.

Locations of Project improvements during construction would be clearly delineated and blocked off from public access. Roads and parking lots would be closed when necessary to carry out Project construction safely. There would be no impact on safety and security in the area from the Project.

- _____ **W. IMPACTS CAUSED BY CONSTRUCTION:**
Describe the construction plan and identify impacts due to construction noise, utility disruption, debris and spoil disposal, air and water quality, safety and security, and disruptions of traffic and access to property.
- The Project would be constructed entirely within the ROW and therefore, would be consistent with the existing land use. As discussed in the previous sections, the Project involves addressing ADA deficiencies at the Camarillo Station and improvements would be minor in nature. Therefore, the Project is not expected to result in impacts related to visual resources, floodplains, hazardous materials, water resources, and biological and wetland resources, cultural resources, communities, safety and security, and transportation/traffic. Refer to Sections F through U for the details of construction impacts. Impacts related to construction, such as an increase in noise or emissions, would be temporary. Construction emissions would occur but would be in conformity with state and local regulations. Noise and vibration would occur with operation of construction equipment; however, no adverse effects would occur. Operation of construction equipment at the Project site would be below the 90 dBA L_{eq} daytime noise threshold for residential land uses found in Table 7-2 of FTA's *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018). In addition, the Project would not result in temporary vibration impacts. Construction would not have adverse effects on safety in the area.
- _____ **X. SUPPORTING TECHNICAL STUDIES OR MEMORANDA:**
List any technical studies or memoranda prepared for the project.
- None
- _____ **Y. PUBLIC OUTREACH AND AGENCY COORDINATION:**
Describe any federal/ state agency coordination, public outreach efforts, public meetings, or public hearing held or public notices posted for the project. Discuss if project information is posted on a project website.
- No public outreach will occur for the Project.
- _____ **Z. MODAL CATEGORICAL EXCLUSIONS AND RELATED NEPA DOCUMENTS.**
Has a CE or other NEPA document been prepared for the project by another federal lead agency? If so, attach the related document.
- No additional CEs have been prepared for the Project.

The action described above meets the criteria for a NEPA CE in accordance with 23 CFR Part 771.118(c)(5). The project would qualify as a CE under 23 CFR 771.1888 (c)(5) Activities, including repairs, replacements, and rehabilitations, designed to promote transportation safety, security, accessibility, and effective communication within or adjacent to existing right-of-way, such as: The deployment of Intelligent Transportation Systems and components; installation and improvement of safety and communications equipment, including hazard elimination and mitigation; installation of passenger amenities and traffic signals; and retrofitting existing transportation vehicles, facilities or structures, or upgrading to current standards.

REFERENCE

Class II (CEs). Actions that do not individually or cumulatively have a significant environmental effect are excluded from the requirement to prepare an environmental assessment or environmental impact statement. A specific list of CEs normally not requiring NEPA documentation is set forth in 7 Section 771.118(c) for FTA actions. When appropriately documented, additional projects may also qualify as CEs under Section 771.118(d) for FTA actions.

It is FTA's responsibility to determine whether the action described by the grant applicant ("applicant") falls within the CE category (i.e., the action meets all conditions listed in the CE), whether the action is inappropriately segmented from a larger project, and whether there are unusual circumstances that would make a CE determination inappropriate.

Grant applicants should include adequate information for FTA to make a CE determination. A description of the project in the grant application, as well as any maps or figures typically included with the application or as requested by the FTA Regional Office, should be submitted to FTA to determine whether the CE applies. Section 771.118(d), which is an open-ended CE authority, lists example actions. It requires documentation to verify the application of a CE is appropriate (i.e., the action meets the criteria established in Section 771.118[a] and [b]).

Cross-Agency Use of Modal CEs

This policy addresses cross-agency use of modal CEs under 23 CFR 771.116(d), 771.117(h), and 771.118(e). The policy statement adds new provisions that FHWA, FTA, and the Federal Railroad Administration (FRA) to use each other's CEs. This will increase efficiencies while not functionally expanding the type of projects to which the CE is applied.

Compliance with Other Laws

Documentation demonstrating compliance with environmental requirements other than NEPA, such as Section 106 of the National Historic Preservation Act or Section 7 of the Endangered Species Act, may be necessary for processing of the grant. Other applicable environmental requirements must be met, regardless of the applicability of the CE under NEPA, but compliance with other environmental requirements does not elevate an action that otherwise is categorically excluded under Section 771.118(c) to Section 771.118(d).

Pursuant to 40 CFR Section 1506.5, applicants or applicants' contractors may prepare NEPA documents for submittal to federal agencies. However, the applicant is responsible for submitting accurate and complete documentation to FTA. The applicant should prepare a separate transmittal letter or statement to accompany the CE, verifying that it reviewed the information contained in the document when it transmitted it to FTA. The transmittal should include the following statement:

in submitting the (project name) categorical exclusion (CE) to the FTA, the applicant (insert name/agency info) affirms that it has reviewed and supports the information presented documenting the proposed action as meeting the criteria for a CE in accordance with 23 CFR Part 771.118 (d) (insert appropriate number here). Following independent review and verification by FTA, applicant (insert DOT name/information) requests that it be notified of the acceptability of its submission.

FTA Planning and Environment Resources: <https://www.transit.dot.gov/regulations-and-guidance/environmental-programs/environmental-resources-information-0>

FTA Environmental Standard Operating Procedures: <https://www.transit.dot.gov/regulations-and-guidance/environmental-programs/environmental-standard-operating-procedures>

Please visit the *Federal Register* to access other documents and/or related procedures.
<https://www.federalregister.gov/documents/2014/10/06/2014-23660/environmental-impact-and-related-procedures-programmatic-agreements-and-additional-categorical>

<https://www.federalregister.gov/documents/2018/10/29/2018-23286/environmental-impacts-and-related-procedures>

23 CFR 771.116, FRA CEs

(a) CEs are actions that meet the definition contained in 40 CFR 1508.4 and, based on FRA's past experience with similar actions, do not involve significant environmental impacts. They are actions that do not induce significant impacts on planned growth or land use for the area; do not require the relocation of significant numbers of people; do not have a significant impact on any natural, cultural, recreational, historic, or other resources; do not involve significant air, noise, or water quality impacts; do not have significant impacts on travel patterns; or do not otherwise, either individually or cumulatively, have any significant environmental impacts.

(b) Any action that normally would be classified as a CE but could involve unusual circumstances will require FRA, in cooperation with the applicant, to conduct appropriate environmental studies to determine if the CE classification is proper. Such unusual circumstances include:

- (1) Significant environmental impacts,
- (2) Substantial controversy on environmental grounds,
- (3) Significant impact on properties protected by Section 4(f) requirements or Section 106 of the National Historic Preservation Act, or
- (4) Inconsistencies with any federal, state, or local law, requirement, or administrative determination related to the environmental aspects of the action.

(c) Actions that FRA determines fall within the following categories of FRA CEs and meet the criteria for CEs in the Council on Environmental Quality (CEQ) regulation (40 CFR 1508.4) and paragraph (a) of this section may be designated as CEs only after FRA approval. FRA may request the applicant or project sponsor submit documentation to demonstrate that the specific conditions or criteria for these CEs are satisfied and that significant environmental effects will not result.

- (1) Administrative procurements (e.g., for general supplies) and contracts for personal services and *training*.
- (2) Personnel actions.
- (3) Planning or design activities that do not commit to a *particular course of action affecting the environment*.
- (4) Localized geotechnical and other investigations to provide information for preliminary design and for environmental analyses and permitting purposes, such as drilling test bores for soil sampling, archeological investigations for archeology resources assessment or similar survey, *and wetland surveys*.
- (5) Internal orders, policies, and procedures not required to be published in the *Federal Register* under the Administrative Procedure Act, 5 United States Code (U.S.C.) 552(a)(1).
- (6) Rulemakings issued under section 17 of the Noise Control Act of 1972, 42 U.S.C. 4916.
- (7) *Financial assistance to an applicant where the financial assistance funds an activity that is already completed, such as refinancing outstanding debt.*
- (8) Hearings, meetings, or public affairs activities.
- (9) Maintenance or repair of existing railroad facilities where *such activities do not change the existing character of the facility, including equipment; track and bridge structures; electrification, communication, signaling, or security facilities; stations; tunnels; maintenance-of-way and maintenance-of-equipment bases.*
- (10) Emergency repair or replacement, including reconstruction, restoration, or retrofitting, of an essential rail facility damaged by the occurrence of a natural disaster or catastrophic failure. Such repair or replacement may include *upgrades to meet existing codes and standards as well as upgrades warranted to address conditions that have changed since the rail facility's original construction.*

(11) Operating assistance to a railroad to continue existing service or to increase service to meet demand where the assistance will not significantly alter the traffic density characteristics of existing rail service.

(12) Minor rail line additions, including construction of side tracks, passing tracks, crossovers, short connections between existing rail lines, and new tracks within existing rail yards or rights-of-way, *provided that such additions are not inconsistent with existing zoning, do not involve acquisition of a significant amount of right-of-way, and do not significantly alter the traffic density characteristics of the existing rail lines or rail facilities.*

(13) Acquisition or transfer of real property or existing railroad facilities, including track and bridge structures; electrification, communication, signaling or security facilities; stations; and maintenance-of-way and maintenance-of-equipment bases, or the right to use such real property and railroad facilities, for the purpose of conducting operations of a nature and at a level of use similar to that *presently or previously existing on the subject properties or facilities.*

(14) Research, development, or demonstration activities on existing railroad lines or facilities, such as advances in signal communication or train control systems, equipment, or track, provided that such activities *do not require the acquisition of a significant amount of right-of-way and do not significantly alter the traffic density characteristics of the existing rail line or facility.*

(15) Promulgation of rules, the issuance of policy statements, the waiver or modification of existing regulatory requirements, or discretionary approvals that *do not result in significantly increased emissions of air or water pollutants or noise.*

(16) Alterations to existing facilities, locomotives, stations, and rail cars *in order to make them accessible for the elderly and persons with disabilities, such as modifying doorways, adding or modifying lifts, constructing access ramps and railings, modifying restrooms, and constructing accessible platforms.*

(17) The rehabilitation, reconstruction, or replacement of bridges; the rehabilitation or maintenance of the rail elements of docks or piers for the purposes of intermodal transfers; and the construction of bridges, culverts, or grade separation projects that are predominantly within existing right-of-way and do not involve extensive in-water construction activities, such the replacement of bridge components, including stringers, caps, piles, or decks; the construction of roadway overpasses to replace at-grade crossings; construction or reconstruction of approaches or embankments to bridges; or construction or replacement of short-span bridges.

(18) Acquisition (including purchase or lease), rehabilitation, transfer, or maintenance of vehicles or equipment, including locomotives, passenger coaches, freight cars, trainsets, and construction, maintenance, or inspection equipment, that does not significantly alter the traffic density characteristics of an existing rail line.

(19) Installation, repair, and replacement of equipment and small structures designed to promote transportation safety, security, accessibility, communication, or operational efficiency that take place predominantly within the existing right-of-way and do not result in a major change in traffic density on the existing rail line or facility, such as the installation, repair, or replacement of surface treatments or pavement markings, small passenger shelters, passenger amenities, benches, signage, sidewalks or trails, equipment enclosures, fencing, railroad warning devices, train control systems, signals, electric traction equipment and structures, electronics, photonics, communications systems and equipment, equipment mounts, towers and structures, information processing equipment, *and security equipment, including surveillance and detection cameras.*

(20) Environmental restoration, remediation, pollution prevention, and mitigation activities conducted in conformance with applicable laws, regulations, and permit requirements, including activities such as noise mitigation, landscaping, natural resource management activities, replacement or improvement to stormwater oil/water separators, installation of pollution containment systems, slope stabilization, and contaminated soil removal *or remediation activities.*

(21) Assembly or construction of facilities or stations that are consistent with existing land use and zoning requirements, do not result in a major change in traffic density on existing rail or highway facilities, and result in approximately less than 10 *acres of surface disturbance, such as storage and maintenance facilities, freight or passenger loading and unloading facilities or stations, parking facilities, passenger platforms, canopies, shelters, pedestrian overpasses or underpasses, paving, or landscaping.*

(22) Track and track structure maintenance and improvements carried out predominantly within the existing right-of-way that do not cause a substantial increase in rail traffic beyond existing or historic levels, such as stabilizing embankments; installing or reinstalling track; re-grading; replacing rails, ties, slabs, and ballast; installing, maintaining, or restoring drainage ditches; cleaning ballast; constructing minor curve realignments; improving or replacing interlockings; and installing or maintaining ancillary equipment.

(d) Any action qualifying as a CE under Section 771.117 or Section 771.118 may be approved by FRA when the applicable requirements of those sections have been met. FRA may consult with FHWA or FTA to ensure the CE is applicable to the proposed action.

23 CFR 771.117: FHWA CEs

(a) CEs are actions that meet the definition contained in 40 CFR 1508.4 and, based on FHWA's past experience with similar actions, do not involve significant environmental impacts. They are actions that do not induce significant impacts on planned growth or land use for the area; do not require the relocation of significant numbers of people; do not have a significant impact on any natural, cultural, recreational, historic, or other resource; do not involve significant air, noise, or water quality impacts; do not have significant impacts on travel patterns; or do not otherwise, either individually or cumulatively, have any significant environmental impacts.

(b) Any action that normally would be classified as a CE but could involve unusual circumstances will require the FHWA, in cooperation with the applicant, to conduct appropriate environmental studies to determine if the CE classification is proper. Such unusual circumstances include:

- (1) Significant environmental impacts,
- (2) Substantial controversy on environmental grounds,
- (3) Significant impact on properties protected by Section 4(f) requirements or Section 106 of the National Historic Preservation Act, or
- (4) Inconsistencies with any federal, state, or local law, requirement, or administrative determination related to the environmental aspects of the action.

(c) The following actions meet the criteria for CEs in the CEQ regulations (40 CFR 1508.4) and paragraph (a) of this section and normally do not require any further NEPA approvals by FHWA:

- (1) Activities that do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed; and federal-aid system revisions that establish classes of highways on the federal-aid highway system.
- (2) *Approval of utility installations along or across a transportation facility.*
- (3) Construction of bicycle and pedestrian lanes, paths, and facilities.
- (4) Activities included in the state's *highway safety plan under 23 U.S.C. 402.*
- (5) Transfer of federal *lands pursuant to 23 U.S.C. 107(d) and/or 23 U.S.C. 317 when the land transfer is in support of an action that is not otherwise subject to FHWA review under NEPA.*
- (6) The installation of noise barriers or alterations to existing publicly owned buildings to provide for *noise reduction.*

(7) *Landscaping.*

(8) Installation of fencing, signs, pavement markings, small passenger shelters, traffic signals, and railroad warning devices where no substantial land acquisition or traffic disruption will occur.

(9) The following actions for transportation facilities damaged by an incident resulting in an emergency declared by the governor of the state and concurred by the secretary or a disaster or emergency declared by the president *pursuant to the Robert T. Stafford Act (42 U.S.C. 5121)*:

(i) Emergency repairs under 23 U.S.C. 125 and

(ii) The repair, reconstruction, restoration, retrofitting, or replacement of any road, highway, bridge, tunnel, or transit facility (such as a ferry dock or bus transfer station), including ancillary transportation facilities (such as pedestrian/bicycle paths and bike lanes), that was in operation or under construction when damaged and the action:

(A) Occurs within the existing right-of-way and in a manner that substantially conforms to the preexisting design, function, and location (which may include upgrades to meet existing codes and standards as well as upgrades warranted to address conditions that have changed since the original construction); and

(B) Is commenced within a 2-year period beginning on the date of the declaration.

(10) Acquisition of scenic easements.

(11) Determination of payback under 23 U.S.C. 156 for property previously acquired with federal-aid participation.

(12) Improvements to existing rest *areas and truck weigh stations.*

(13) *Ridesharing activities.*

(14) Bus and rail car rehabilitation.

(15) Alterations to facilities or vehicles to make them accessible for elderly and handicapped persons.

(16) Program administration, technical *assistance activities, and operating assistance to transit authorities to continue existing service or increase service to meet routine changes in demand.*

(17) The purchase of vehicles by the applicant where the use of these vehicles can be accommodated by *existing facilities or by new facilities that themselves are within a CE.*

(18) Track and railbed maintenance and improvements carried out within the existing right-of-way.

(19) Purchase and installation of operating or maintenance equipment to be *located within the transit facility and with no significant impacts off the site.*

(20) Promulgation of rules, regulations, and directives.

(21) Deployment of electronics, photonics, communications, or information processing used singly or in combination, or as components of a fully integrated system, to improve the efficiency or safety of a surface transportation system or to enhance security or passenger convenience. Examples include, but are not limited to, traffic control and detector devices, lane management systems, electronic payment equipment, automatic vehicle locaters, automated passenger counters, computer-aided dispatching systems, radio communications systems, dynamic message signs, and security equipment, including surveillance and detection cameras *on roadways and in transit facilities and on buses.*

(22) Projects, as defined in 23 U.S.C. 101, that would take place entirely within the existing operational right-of-way. *Existing operational right-of-way* means all real property interests acquired for the construction, operation, or mitigation of a project. This area includes the features associated with the physical footprint of the project, including, but not limited to, the roadway, bridges, interchanges, culverts, drainage, clear zone, traffic control *signage, landscaping, and any rest areas*

with direct access to a controlled access highway. This also includes fixed guideways, mitigation areas, areas maintained or used for safety and security of a transportation facility, parking facilities with direct access to an existing transportation facility, transportation power substations, transportation venting structures, and transportation maintenance facilities.

(23) Federally funded projects:

- (i) That receive less than \$5,000,000 (as adjusted annually by the secretary to reflect any increases in the consumer price index prepared by the Department of Labor; see www.fhwa.dot.gov or www.fta.dot.gov) in federal funds or
- (ii) With a total estimated cost of not more than \$30,000,000 (as adjusted annually by the secretary to reflect any increases in the consumer price index prepared by the Department of Labor; see www.fhwa.dot.gov or www.fta.dot.gov) and federal funds composing less than 15 percent of the total estimated project cost.

(24) Localized geotechnical and other investigation to provide information for preliminary design and environmental analyses and permitting purposes, such as drilling test bores for soil sampling, archeological investigations for archeology resources assessment or similar survey, *and wetland surveys.*

(25) Environmental restoration and pollution abatement actions to minimize or mitigate the impacts of any existing transportation facility (including retrofitting and construction of stormwater treatment systems to meet federal and state requirements under sections 401 and 402 of the Federal Water Pollution Control Act [33 U.S.C. 1341; 1342]) carried out to address water pollution or environmental degradation.

(26) Modernization of a highway by resurfacing, restoring, rehabilitating, reconstructing, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes) if the action meets the constraints in paragraph (e) of this section.

(27) Highway safety or traffic operations improvement projects, *including the installation of ramp metering control devices and lighting, if the project meets the constraints in paragraph (e) of this section.*

(28) Bridge rehabilitation, reconstruction, or replacement or the construction of grade separations to replace existing at-grade railroad crossings if the actions meet the constraints in paragraph (e) of this section.

(29) Purchase, construction, replacement, or rehabilitation of ferry vessels (including improvements to ferry vessel safety, navigation, *and security systems*) *that would not require a change in the function of the ferry terminals and can be accommodated by existing facilities or by new facilities that themselves are within a CE.*

(30) Rehabilitation or reconstruction of existing ferry facilities *that occupy substantially the same geographic footprint, do not result in a change in their functional use, and do not result in a substantial increase in the existing facility's capacity. Example actions include work on pedestrian and vehicle transfer structures and associated utilities, buildings, and terminals.*

(d) Additional actions that meet the criteria for a CE in the CEQ regulations (40 CFR 1508.4) and paragraph (a) of this section may be designated as CEs only after administration approval, unless otherwise authorized under an executed agreement pursuant to paragraph (g) of this section. The applicant must submit documentation that demonstrates that the specific conditions or criteria for these CEs are satisfied and that significant environmental effects will not result. Examples of such actions include but are not limited to:

(1)–(3) [reserved]

(4) Transportation corridor fringe parking facilities.

(5) Construction of new *truck weigh stations or rest areas.*

(6) Approvals for disposal of excess right-of-way or for joint or limited use of right-of-way where the proposed use does not have significant adverse impacts.

(7) Approvals for changes in access control.

(8) Construction of new bus storage and maintenance facilities in *areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and located on or near a street with adequate capacity to handle anticipated bus and support vehicle traffic.*

(9) Rehabilitation or reconstruction of existing rail and bus buildings and ancillary facilities where only minor amounts of additional land are required and there is not a substantial increase in the number of users.

(10) Construction of bus transfer facilities (an open area consisting of passenger shelters, boarding areas, kiosks, and related street improvements) when located in a commercial area or other high-activity center in which there is adequate street capacity for projected bus traffic.

(11) Construction of rail storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and where there is no significant noise impact on the surrounding community.

(12) *Acquisition of land for hardship or protective purposes. Hardship and protective buying will be permitted only for a particular parcel or a limited number of parcels. These types of land acquisition qualify for a CE only where the acquisition will not limit the evaluation of alternatives, including shifts in alignment for planned construction projects, which may be required in the NEPA process. No project development on such land may proceed until the NEPA process has been completed.*

(i) Hardship acquisition is early acquisition of property by the applicant at the property owner's request to alleviate particular hardship to the owner, in contrast to others, because of an inability to sell his property. This is justified when the property owner can document on the basis of health, safety, or financial reasons that remaining in the property poses an undue hardship compared to others.

(ii) Protective acquisition is done to prevent imminent development of a parcel that may be needed for a proposed transportation corridor or site. *Documentation must clearly demonstrate that development of the land would preclude future transportation use and that such development is imminent. Advance acquisition is not permitted for the sole purpose of reducing the cost of property for a proposed project.*

(13) *Actions described in paragraphs (c)(26), (c)(27), and (c)(28) of this section that do not meet the constraints in paragraph (e) of this section.*

(e) Actions described in (c)(26), (c)(27), and (c)(28) of this section may not be processed as CEs under paragraph (c) if they involve:

(1) An acquisition of more than a minor amount of right-of-way or that would result in any residential or non-residential displacements;

(2) An action that needs a bridge permit from the U.S. Coast Guard *or an action that does not meet the terms and conditions of a U.S. Army Corps of Engineers nationwide or general permit under section 404 of the Clean Water Act and/or section 10 of the Rivers and Harbors Act of 1899;*

(3) A finding of "adverse effect" on historic properties under the National Historic Preservation Act, the use of a resource protected under 23 U.S.C. 138 or 49 U.S.C. 303 (Section 4[f]), except for actions resulting in *de minimis impacts, or a finding of "may affect, likely to adversely affect" threatened or endangered species or critical habitat under the Endangered Species Act;*

(4) Construction of *temporary access or the closure of existing road, bridge, or ramps that would result in major traffic disruptions;*

(5) *Changes in access control;*

(6) A floodplain encroachment other than functionally dependent uses (e.g., bridges, wetlands) or actions that facilitate open space use (e.g., recreational trails, bicycle and pedestrian paths); or construction activities in, across, or adjacent to a river component designated or proposed for inclusion in the National Wild and Scenic Rivers.

(f) Where a pattern emerges of granting CE status for a particular type of action, the FHWA will initiate rulemaking proposing to add this type of action to the list of categorical exclusions in paragraph (c) or (d) of this section, as appropriate.

(g) FHWA may enter into programmatic agreements with a state to allow a state Department of transportation (DOT) to make a NEPA CE certification or determination and approval on FHWA's behalf for CEs specifically listed in paragraphs (c) and (d) of this section and that meet the criteria for a CE under 40 CFR 1508.4 and are identified in the programmatic agreement. Such agreements must be subject to the following conditions:

(1) The agreement must set forth the state *DOT's responsibilities for making CE determinations, documenting the determinations, and achieving acceptable quality control and quality assurance;*

(2) The agreement may not have a term of more than 5 years *but may be renewed;*

(3) The agreement must provide for FHWA's monitoring of the state DOT's compliance with the terms of the agreement and for the state DOT's execution of any needed corrective action. FHWA must take into account the state *DOT's performance when considering renewal of the programmatic CE agreement; and*

(4) The agreement must include stipulations for amendment, termination, and public availability of the agreement once it has been executed.

(h) Any action qualifying as a CE under Section 771.116 or Section 771.118 may be approved by FHWA when the applicable requirements of those sections have been met. FHWA may consult with FRA or FTA to ensure the CE is applicable to the proposed action.

23 C.F.R Part 771.118, FTA Categorical Exclusions [as amended, October 3, 2019]

(a) CEs are actions which meet the definition contained in 40 CFR 1508.4 and, based on past experience with similar actions, do not involve significant environmental impacts. They are actions that do not induce significant impacts on planned growth or land use for the area; do not require the relocation of significant numbers of people; do not have a significant impact on any natural, cultural, recreational, historic, or other resource; do not involve significant air, noise, or water quality impacts; do not have significant impacts on travel patterns; or do not otherwise, either individually or cumulatively, have any significant environmental impacts.

(b) Any action which normally would be classified as a CE but could involve unusual circumstances will require FTA, in cooperation with the applicant, to conduct appropriate environmental studies to determine if the CE classification is proper. Such unusual circumstances include:

(1) Significant environmental impacts,

(2) Substantial controversy on environmental grounds,

(3) Significant impact on properties protected by Section 4(f) of the DOT Act or Section 106 of the National Historic Preservation Act, or

(4) Inconsistencies with any federal, state, or local law, requirement, or administrative determination related to the environmental aspects of the action.

(c) Actions that FTA determines fall within the following categories of FTA CEs and that meet the criteria for CEs in the CEQ regulation (40 CFR 1508.4) and paragraph (a) of this section normally do not require any further NEPA approvals by FTA.

(1) Acquisition, installation, operation, evaluation, replacement, and improvement of discrete utilities and similar appurtenances (existing and new) within or adjacent to existing transportation right-of-way, such as utility poles, underground wiring, cables, and information systems and power substations and utility transfer stations.

(2) Acquisition, construction, maintenance, rehabilitation, and improvement or limited expansion of stand-alone recreation, pedestrian, or bicycle facilities, such as a multiuse pathway, lane, trail, or pedestrian bridge and transit plaza amenities.

(3) Activities designed to mitigate environmental harm that cause no harm themselves or maintain and enhance environmental quality and site aesthetics and employ construction best management practices, such as *noise mitigation activities; rehabilitation of public transportation buildings, structures, or facilities; retrofitting for energy or other resource conservation; and landscaping or re-vegetation.*

(4) Planning and administrative activities that do not involve or lead directly to construction, such as training, technical assistance, and research; *promulgation of rules, regulations, directives, or program guidance; approval of project concepts; engineering; and operating assistance to transit authorities to continue existing service or increase service to meet routine demand.*

(5) Activities, including repairs, replacements, and rehabilitations, designed to promote transportation safety, security, accessibility, and effective communication within or adjacent to existing rights-of-way, such as the deployment of Intelligent Transportation Systems and components; installation and improvement of safety and communications equipment, including hazard elimination and mitigation; installation of passenger amenities and traffic signals; and retrofitting existing transportation vehicles, facilities, or structures or *upgrading to current standards.*

(6) Acquisition or transfer of an interest in real property that is not within or adjacent to recognized environmentally sensitive areas (e.g., wetlands, non-urban parks, wildlife management areas) and does not result in a substantial change in the functional use of the property or in substantial displacements, such as acquisition *for scenic easements or historic sites for the purpose of preserving the site. This CE extends only to acquisitions and transfers that will not limit the evaluation of alternatives for future FTA-assisted projects that make use of the acquired or transferred property.*

(7) Acquisition, installation, rehabilitation, replacement, and maintenance of vehicles or equipment, within or accommodated by existing facilities, that does not result in a change in functional use of the facilities, such as equipment to be located within existing facilities and with no substantial off-site impacts and vehicles, including buses, rail cars, trolley cars, ferry boats, and people movers, that can be accommodated by existing facilities or by new facilities that qualify for a CE.

(8) Maintenance, rehabilitation, and reconstruction of facilities that occupy substantially the same geographic footprint and do not result in a change in functional use, such as improvements to *bridges, tunnels, storage yards, buildings, stations, and terminals; construction of platform extensions, passing track, and retaining walls; and improvements to tracks and railbeds.*

(9) Assembly or construction of facilities that is consistent with existing land use and zoning requirements (including floodplain regulations) and uses primarily land disturbed for transportation use, such as buildings and associated structures, bus transfer stations or intermodal centers, busways and streetcar lines or other transit investments within areas of the right-of-way occupied by the physical footprint of the existing facility or otherwise maintained or used for transportation operations, *and parking facilities.*

(10) Development of facilities for transit and non-transit purposes located on, above, or adjacent to existing transit facilities that are not part of a larger transportation project and do not substantially enlarge such facilities, such as *police facilities, daycare facilities, public service facilities, amenities, and commercial, retail, and residential development.*

(11) The following actions for transportation facilities damaged by an incident resulting in an emergency declared by the governor of the state and concurred by the Secretary or a disaster or emergency declared by the president *pursuant to the Robert T. Stafford Act (42 U.S.C. 5121)*:

(i) Emergency repairs under 49 U.S.C. 5324 and

(ii) The repair, reconstruction, restoration, retrofitting, or replacement of any road, highway, bridge, tunnel, or transit facility (such as a ferry dock or bus transfer station), including ancillary transportation facilities (such as pedestrian/bicycle paths and bike lanes), that was *in operation or under construction when damaged and the action*:

(A) Occurs within the existing right-of-way and in a manner that substantially conforms to the preexisting design, function, and location (which may include upgrades to meet existing codes and standards as well as upgrades warranted to address conditions that have changed since the original construction) and

(B) Is commenced within a 2-year period beginning on the date of the declaration.

(12) Projects, as defined in 23 U.S.C. 101, that would take place entirely within the existing operational right-of-way. *Existing operational right-of-way* means all real property interests acquired for the construction, operation, or mitigation of a project. This area includes the features associated with the physical footprint of the project, including, but not limited to, the roadway, bridges, interchanges, culverts, drainage, clear zone, traffic control signage, landscaping, and any rest areas with direct access to a controlled access highway. This also *includes fixed guideways, mitigation areas, areas maintained or used for safety and security of a transportation facility, parking facilities with direct access to an existing transportation facility, transportation power substations, transportation venting structures, and transportation maintenance facilities.*

(13) Federally funded projects:

(i) That receive less than \$5,000,000 (as adjusted annually by the secretary to reflect any increases in the consumer price index prepared by the Department of Labor; see www.fhwa.dot.gov or www.fta.dot.gov) in federal funds or

(ii) With a total estimated cost of not more than \$30,000,000 (as adjusted annually by the secretary to reflect any increases in the consumer price index prepared by the Department of Labor; see www.fhwa.dot.gov or www.fta.dot.gov) and federal funds comprising less than 15 percent of the total estimated project cost.

(14) Bridge removal and bridge removal related activities, such as in-channel work, disposal of materials and debris in accordance *with applicable regulations, and transportation facility realignment.*

(15) Preventative maintenance, including safety treatments, to culverts and channels within and adjacent to transportation rights-of-way to prevent damage to the transportation facility and adjoining property plus any necessary channel work, such as restoring, replacing, reconstructing, and rehabilitating culverts and drainage pipes and expanding existing culverts and drainage pipes.

(16) Localized geotechnical and other investigations to provide information for preliminary design and for environmental analyses and permitting purposes, such as drilling test bores for soil sampling, archeological investigations for archeology resources assessment or similar survey, and *wetland surveys.*

(d) Additional actions that meet the criteria for a CE in the CEQ regulations (40 CFR 1508.4) and paragraph (a) of this section may be designated as CEs only after FTA approval. The applicant must submit documentation that demonstrates that the specific conditions or criteria for CEs are satisfied and that significant environmental effects will not result. Examples of such actions include, but are not limited to:

(1) Modernization of a highway by resurfacing, restoring, rehabilitating, or *reconstructing shoulders or auxiliary lanes (e.g., lanes for parking, weaving, turning, climbing).*

(2) Bridge replacement or the construction of grade separation to replace existing at-grade railroad crossings.

(3) Acquisition of land for hardship or protective purposes. *Hardship and protective buying will be permitted only for a particular parcel or a limited number of parcels. These types of land acquisition qualify for a CE only where the acquisition will not limit the evaluation of alternatives, including shifts in alignment for planned construction projects, which may be required in the NEPA process. No project development on such land may proceed until the NEPA process has been completed.*

(i) Hardship acquisition is early acquisition of property by the applicant at the property owner's request to alleviate particular hardship to the owner, in contrast to others, because of an inability to sell his property. This is justified when the property owner can document on the basis of health, safety, or financial reasons that remaining in the property poses an undue hardship compared to others.

(ii) Protective acquisition is done to prevent imminent development of a parcel that may be needed for a proposed transportation corridor or site. Documentation must clearly demonstrate that development of the land would preclude future transportation use and that such development is imminent. Advance acquisition is not permitted for the sole purpose of reducing the cost of property for a proposed project.

(4) Acquisition of right-of-way. No project development on the acquired right-of-way may proceed until the NEPA process for such project development, including the consideration of alternatives, has been completed.

(5) [reserved]

(6) Facility modernization through construction or replacement of existing components.

(7) Minor transportation facility realignment for rail safety reasons, such as improving vertical and horizontal alignment of railroad crossings, and improving sight distance at railroad crossings.

(8) Modernization or minor expansions of transit structures and facilities outside existing right-of-way, such as bridges, stations, or rail yards.

(e) Any action qualifying as a CE under Section 771.116 or Section 771.117 may be approved by FTA when the applicable requirements of those sections have been met. FTA may consult with FHWA or FRA to ensure the CE is applicable to the proposed action.

(f) Where a pattern emerges of granting CE status for a particular type of action, FTA will initiate rulemaking proposing to add this type of action to the appropriate list of CEs in this section.

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ATTACHMENT C
ENGINEER'S ESTIMATE



PROJECT COST ESTIMATE

Project Name: Camarillo Station ADA Improvements
 Design Level: 30% Prelim Engineering
 Last Updated: December 14, 2023

ITEM NO.	WORK DESCRIPTION			QUANTITY		UNIT COST	TOTAL COST	NOTES
CONSTRUCTION COSTS								
1	MOBILIZATION						\$ 212,952.47	10% of total cost
2	GENERAL						\$ 33,000.00	
3	UTILITIES						\$ 25,000.00	
4	DEMOLITION						\$ 378,637.93	
5	EXTERIOR IMPROVEMENTS						\$ 1,692,886.77	
SUB-TOTAL: CONSTRUCTION COSTS							\$ 2,342,477.17	
PROJECT RELATED OVERHEAD COSTS								
6	CONCEPT DESIGN, UDOJ REPORT, CBC						\$ 378,829.00	Design through 60%
7	FINAL DESIGN, BID SUPPORT, DSDC, CERTIFICATION TO THE DOJ						\$ 866,512.00	Final design, support through construction, final certification
8	DESIGN AMENDMENTS						\$ 81,027.00	
9	DESIGN CONTINGENCY		6.5%				\$ 152,261.02	
10	CONSTRUCTION CONTINGENCY		25%				\$ 585,619.29	% of Construction per SCRRA DPM, (10% Design and 10% Construction Contingency)
11	PROJECT MANAGEMENT (Lead Agency)	DPM	4%				\$ 93,699.09	% of Construction per SCRRA DPM
12	CONSTRUCTION MANAGEMENT	DPM	8%				\$ 187,398.17	% of Construction per SCRRA DPM
13	FLAGGING	DPM	6%				\$ 140,548.63	% of Construction per SCRRA DPM
14	AGENCY & STAKEHOLDER COSTS (CITY, SCRRA, COUNTY, UPRR, CALTRANS, AMTRAK, MISC OTHER STAKEHOLDERS)	DPM	15%				\$ 351,371.58	% of Construction per SCRRA DPM; includes costs to other agencies for participation.
15	MAINTENANCE OF WAY: TRACK/STRUCT.						n/a	
16	AGENCY MATERIAL PROCUREMENT LIST						n/a	
17	RIGHT-OF-WAY ACQUISITION/EASEMENTS						n/a	
18	ENVIRONMENTAL MITIGATIONS						n/a	
19	SCRRA RAILROAD WORK ORDERS						n/a	
20	OTHERS (FEES, LEGAL)						\$ 25,000.00	Stakeholder agreements; C&M agreement, etc.
21	BUILDING AND SAFETY PERMIT						n/a	
22	TITLE REPORTS						n/a	
23	OTHER PERMITTING/CITY REQUIREMENTS		4.0%				\$ 93,699.09	% of Construction; Assumes City permits will be required. Caltrans Permit
SUB-TOTAL: PROJECT RELATED OVERHEAD COSTS							\$ 2,955,964.86	
24	PROJECT RESERVE/CONTINGENCY	DPM	20%				\$ 178,343.31	% of Construction per SCRRA DPM
25	INFLATION		Rate:	4.00%	# Years	3.0	\$ 683,853.33	To midpoint of construction. The inflation is applied for soft costs and construction cost
TOTAL CONSTRUCTION COSTS AND OVERHEAD COSTS:							\$ 6,160,638.67	



ENGINEER'S ESTIMATE

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NO.	SPEC	WORK DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
SCHEDULE B - BASE BID						
1 GENERAL						
1.1	01 71 13	Mobilization / Demobilization 10%	LS	1	\$ 212,952	\$ 212,952
1.2	01 57 19	SWPPP	LS	1	\$ 8,000.00	\$ 8,000.00
1.3	01 57 19	Temporary BMP during construction	LS	1	\$ 5,000.00	\$ 5,000.00
1.4	07 71 13	Water Service	LS	1	\$ 10,000.00	\$ 10,000.00
1.5	31 11 00	Clearing/Grubbing (Vegetation only)	LS	1	\$ 10,000.00	\$ 10,000.00
2 UTILITIES						
2.1	01 14 19	Utility Relocation (Allowance)	LS	1	\$ 25,000.00	\$ 25,000.00
3 DEMOLITION						
3.01	31 11 50	Sawcut and demolish Structural Concrete Slab (Platform)	SF	15,105	\$ 7.00	\$ 105,733.18
3.02	31 11 50	Remove Sidewalk	SF	514	\$ 5.00	\$ 2,571.75
3.03	31 11 50	Remove Asphalt Pavement	SF	24,842	\$ 4.00	\$ 99,368.00
3.04	31 11 50	Remove Mini High Platform	LS	1	\$ 20,000.00	\$ 20,000.00
3.05	31 11 50	Remove Curb	LF	921	\$ 20.00	\$ 18,420.00
3.06	31 11 50	Remove Curb and Gutter	LF	20	\$ 33.00	\$ 660.00
3.07	31 11 50	Remove Ribbon Gutter	LF	35	\$ 25.00	\$ 875.00
3.08	31 11 50	Remove Sign and Post (To Be Salvaged)	EA	19	\$ 250.00	\$ 4,750.00
3.09	01 11 16	Remove System Map (By Metrolink)	EA	1	\$ 1,100.00	\$ 1,100.00
3.1	31 11 50	Remove Utility Box	EA	40	\$ 1,100.00	\$ 44,000.00
3.11	31 11 50	Remove and Salvage Wheel Stops	EA	15	\$ 200.00	\$ 3,000.00
3.12	31 11 50	Remove and Salvage Sign and Post	EA	17	\$ 200.00	\$ 3,400.00
3.13	01 11 16	Remove and Salvage Metrolink Ticket Vending Device for Reinstallation (By Metrolink)	EA	1	\$ 2,000.00	\$ 2,000.00
3.14	TBD	Remove and Salvage Bollards	EA	38	\$ 1,000.00	\$ 38,000.00
3.15	31 11 50	Remove Railing	LF	119	\$ 40.00	\$ 4,760.00
3.16	31 11 50	Miscellaneous Removals	LS	1	\$ 30,000.00	\$ 30,000.00
4 EXTERIOR IMPROVEMENTS						
4.01	32 16 00	Construct 4" PCC over 4" AB Sidewalk	SF	2,653	\$ 15.00	\$ 39,789.15
4.02	TBD	Construct Colored Concrete	SF	309	\$ 21.00	\$ 6,492.36
4.03	32 16 00	Install Curb Ramp	EA	11	\$ 7,000.00	\$ 77,000.00
4.04	32 16 00	Construct 6" Curb Only	LF	1,285	\$ 50.00	\$ 64,258.00
4.05	32 16 00	Install 3 Ft Wide 6" Thick Concrete Ribbon Gutter	LF	35	\$ 100.00	\$ 3,500.00
4.06	TBD	Replace Platform Paving	SF	15,105	\$ 30.00	\$ 453,142.20
4.07	TBD	Grind Platform to 2% Max Cross Slope	SF	2,452	\$ 22.50	\$ 55,165.95
4.08	TBD	Concrete Patchwork - Fill in Gaps	LS	1	\$ 5,000.00	\$ 5,000.00
4.09	03 21 00, 03 31 00, 05 52 00, 05 55 00, 08 70 00, 09 61 50, 09 90 00.	Type 2 Side Platform Mini-High and Appurtenances per SCRRRA ES3101-2 (Inclusive of structural concrete, reinforcing steel, railings, miscellaneous metals, finish hardware, painting and coatings, bollards and detectable warning tactile)	EA	2	\$ 50,000.00	\$ 100,000.00
4.10	09 61 50	Install Yellow Detectable Warning Tactile (Parking Lot)	SF	1,031	\$ 15.00	\$ 15,465.00
4.11	09 61 50	Install Detectable Warning Tactile for Station Platform per ES3203 (Metrolink Platform)	SF	3,318	\$ 35.00	\$ 116,120.90
4.12	09 61 50	Install Directional Bar Tile (Metrolink Standards)	SF	253	\$ 20.00	\$ 5,060.00
4.13	32 12 00	Construct AC Pavement 4" AC on 8" AB	SF	24,555	\$ 7.00	\$ 171,885.00
4.14	32 17 13	Install Salvaged Wheel Stop	EA	15	\$ 250.00	\$ 3,750.00
4.15	TBD	Install New Wheel Stops	EA	4	\$ 350.00	\$ 1,400.00
4.16	32 17 23	Install Salvaged Accessibility Sign and Post R99C	EA	50	\$ 220.00	\$ 11,000.00
4.17	32 17 23	Install ISA Marking A24C per Plan	EA	19	\$ 110.00	\$ 2,090.00
4.18	09 61 50	Directional Bars (Metrolink Platform)	EA	21	\$ 325.00	\$ 6,825.00
4.19	32 17 23	Install 12" White Cross Hatched Lines at 36" OC.(Thermoplastic)	SF	4,644	\$ 6.00	\$ 27,864.00
4.2	32 17 23	Install 4" Blue Diagonal Striping at 36" Max	SF	342	\$ 4.00	\$ 1,369.08
4.21	32 17 23	Install 4" Blue Striping Paint	SF	39	\$ 4.00	\$ 156.53



ENGINEER'S ESTIMATE

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Design Level: 30% Prelim Engineering

Last Updated: December 14, 2023

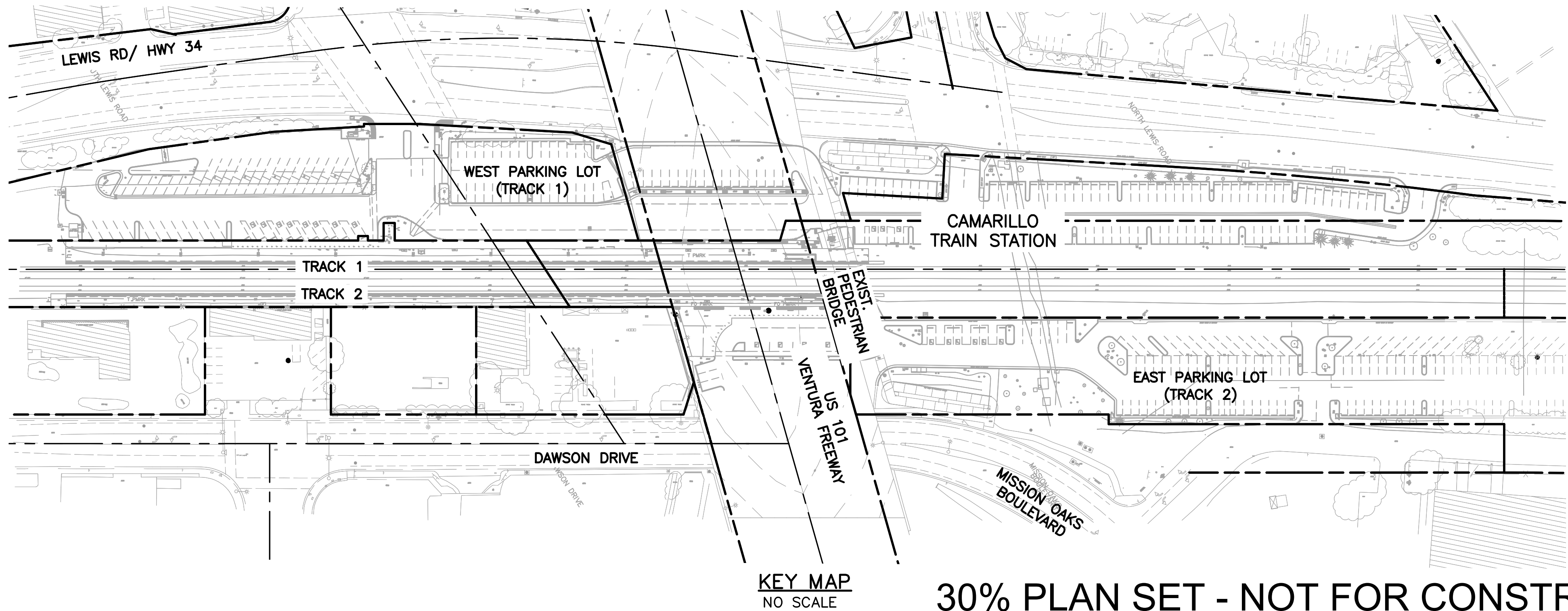
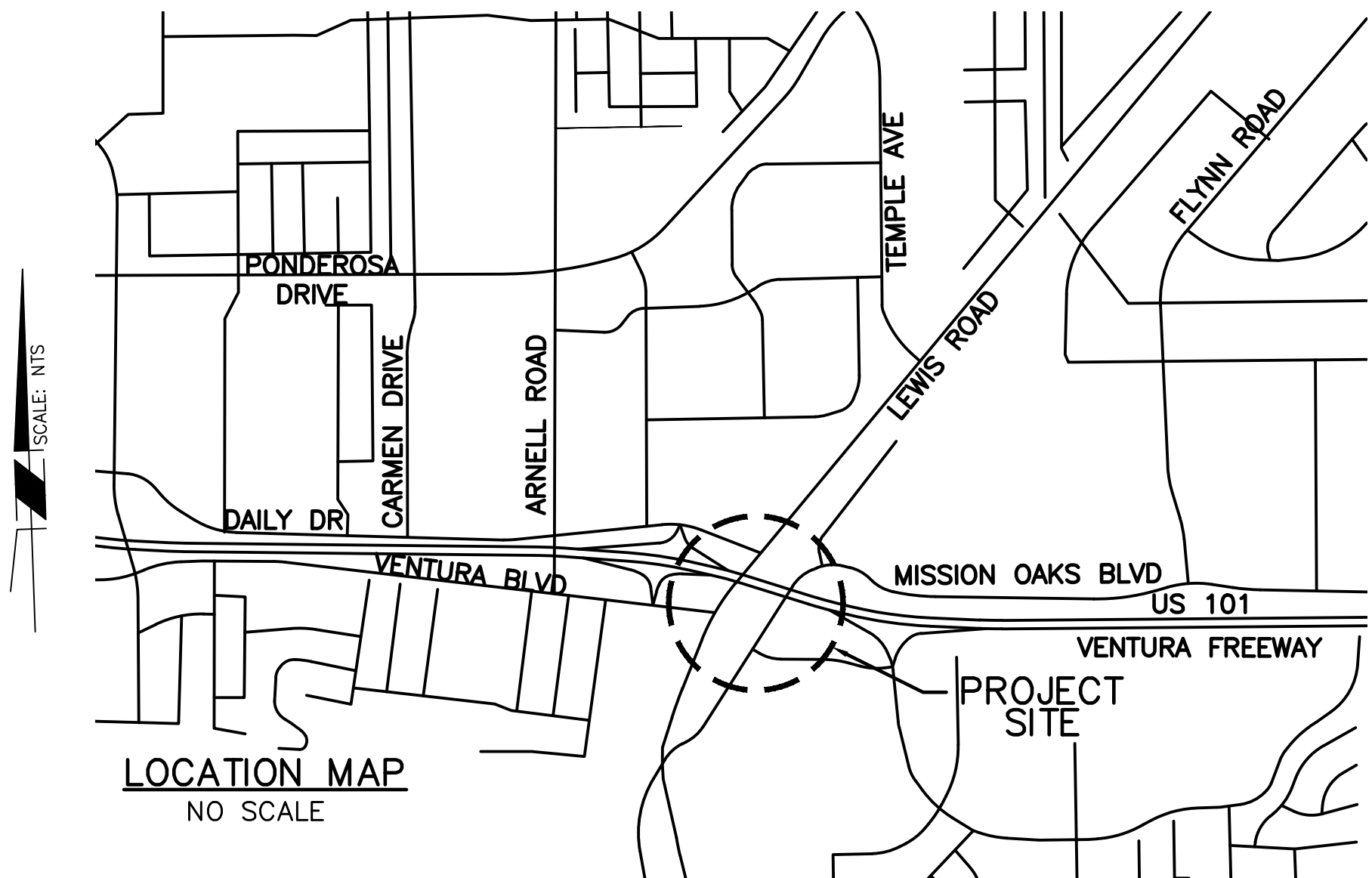
4.22	32 17 23	Install 4" White Striping Paint	SF	573	\$	4.00	\$	2,293.20
4.23	TBD	Blackout Existing Striping	LS	1	\$	5,000.00	\$	5,000.00
4.24	TBD	Paint Green Curb	LS	1	\$	2,000.00	\$	2,000.00
4.25	TBD	Paint Red Curb	LS	1	\$	500.00	\$	500.00
4.26	TBD	Paint Blue Curb	LS	1	\$	2,000.00	\$	2,000.00
4.23	TBD	Replace Pull Box	EA	40	\$	1,000.00	\$	40,000.00
4.24	TBD	Adjust Pullbox To Grade	EA	26	\$	500.00	\$	13,000.00
4.27	TBD	Adjust Sign to Grade	EA	5	\$	1,000.00	\$	5,000.00
4.28	TBD	Adjust Light Pole to Grade	EA	12	\$	5,000.00	\$	60,000.00
4.25	TBD	Adjust Bench to Grade	EA	3	\$	1,000.00	\$	3,000.00
4.25	32 31 19	Construct Handrailing	LF	732	\$	175.00	\$	128,100.00
4.26	29 00 00	Install VMS Sign (By Metrolink)	EA	5	\$	30,000.00	\$	150,000.00
4.27	01 11 16	Install Passenger Information Phone (By Metrolink)	EA	1	\$	20,000.00	\$	20,000.00
4.28	01 11 16	Install System Map (By Metrolink)	EA	1	\$	25,000.00	\$	25,000.00
4.29	01 11 16	Reinstall salvaged Metrolink Ticket Vending Device (By Metrolink)	EA	1	\$	15,000.00	\$	15,000.00
4.3	TBD	Install Salvaged Bollards	EA	31	\$	400.00	\$	12,400.00
4.31	TBD	Install Landscaping	SF	1,409	\$	30.00	\$	42,260.40
SCHEDULE 1 - BASE BID CONSTRUCTION COST:							\$	2,342,477.17
Contingency (25%)							\$	585,619.29
INFLATION	Rate:	4.00%	# Years	3.00	\$			365,613.84
SCHEDULE 1 - BASE BID TOTAL CONSTRUCTION COST:							\$	3,293,710.30

ATTACHMENT D
PROJECT 30% PLANS

VENTURA COUNTY TRANSPORTATION COMMISSION

CAMARILLO TRAIN STATION

ADA IMPROVEMENTS PROJECT
IN THE CITY OF CAMARILLO, CALIFORNIA
UPRR SANTA BARBARA SUBDIVISION
MILE POST 413.3



30% PLAN SET - NOT FOR CONSTRUCTION

**RAILPROS**

250 Commerce | Suite 200 | Irvine | California | 92618
www.railpros.com

**VENTURA COUNTY
TRANSPORTATION COMMISSION**

751 E. DAILY DRIVE, SUITE 420
CAMARILLO, CA 93010

SUBMITTED: _____ DATE: DEC 8TH, 2023
SASHA FOX, P.E., PROJ. MGR.

APPROVED: _____ DATE: _____
AUBREY SMITH, PROJECT MANAGER



PLANS PREPARED BY:
**RAILPROS**
250 Commerce | Suite 200 | Irvine | California | 92618
www.railpros.com

DESIGNED BY: SF DATE: XX
DRAWN BY: LB DATE: XX
CHECKED BY: MB DATE: XX
UNDER THE SUPERVISION OF:
XX, P.E. RCE # 77487 DATE: _____



REVISIONS					
No.	DATE	BY	DESCRIPTION	APP'D BY	DATE

BENCH MARK:
Y 1451 1989 / VCPID 120 / NGSPID EW 9465
IN CAMARILLO, AT JUNCTION OF U.S. HIGHWAY
101 OVERPASS AND THE SOUTHERN PACIFIC
RAILROAD, SET VERTICALLY IN THE EAST FACE OF
THE MOST NORTHERLY 1 OF 6 COLUMNS OF
THE FORTH PIER EAST OF THE WEST CONCRETE
ABUTMENT OF THE U.S. HIGHWAY BRIDGE OF THE
RAILROAD TRACKS. 76.8 FEET WEST OF THE
NEAR RAIL, 55.4 FEET NORTH OF THE CENTER
OF THE HIGHWAY BRIDGE, 4.6 FEET ABOVE THE
GROUND SURFACE. ELEV 154.36 FT NAVD 88,
ADJUSTMENT VEN CO ADJ PUB 1992.

APPROVALS		
DIVISION	BY	DATE
DESIGN		
TRAFFIC		
RIGHT OF WAY		
UTILITIES		
PROJECT MANAGER		
APPROVED		
CHIEF ENGINEER	RCE #	DATE

VENTURA COUNTY
VCTC
CAMARILLO STATION
ADA IMPROVEMENTS PROJECT

CONTRACT No. XX-XX | DWG | SHEET OF 1

7/19/2018 10:52 AM
CADD PROJECT FILE NAME: VCTC-CAMARILLO_G-01.dwg
TIME: 10:52 AM DATE: X/XX/18

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GENERAL

1	G-01	0	TITLE SHEET
2	G-02	0	INDEX OF DRAWINGS SHEET
3	G-03	0	ABBREVIATIONS AND SYMBOLS
4	G-04	0	KEY MAP
5	G-05	0	GENERAL NOTES

SURVEY CONTROL

6	SC-01	0	SURVEY CONTROL PLAN
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CIVIL

7	DM-01	0	DEMOLITION PLAN SHEET 1 OF 3
8	DM-02	0	DEMOLITION PLAN SHEET 2 OF 3
9	DM-03	0	DEMOLITION PLAN SHEET 3 OF 3
10	CS-01	0	CIVIL SITE PLAN SHEET 1 OF 3
11	CS-02	0	CIVIL SITE PLAN SHEET 2 OF 3
12	CS-03	0	CIVIL SITE PLAN SHEET 3 OF 3
13	CD-001	0	CIVIL DETAILS

STRIPING AND SIGNAGE

14	SS01	0	STRIPING AND SIGNAGE PLAN SHEET 1 OF 3
15	SS02	0	STRIPING AND SIGNAGE PLAN SHEET 2 OF 3
16	SS03	0	STRIPING AND SIGNAGE PLAN SHEET 3 OF 3



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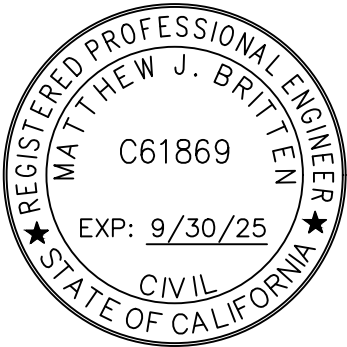


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JOHN C. KIMBALL



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DRAWN BY:
CHECKED BY:
SCALE:
DATE:
JOB NUMBER:

REVIEWED BY: _____ DATE: _____
AUBREY SMITH
APPROVAL BY: _____ DATE: _____
CLAIRE GRASTY
APPROVED BY: _____ DATE: _____
DIRECTOR OF PUBLIC WORKS
VENTURA COUNTY TRANSPORTATION COMMISSION

CITY OF CAMARILLO, CA
CAMARILLO STATION ADA
INDEX OF DRAWINGS
FOR: VENTURA COUNTY TRANSPORTATION COMMISSION

SHEET

G-02

X OF XX SHEETS

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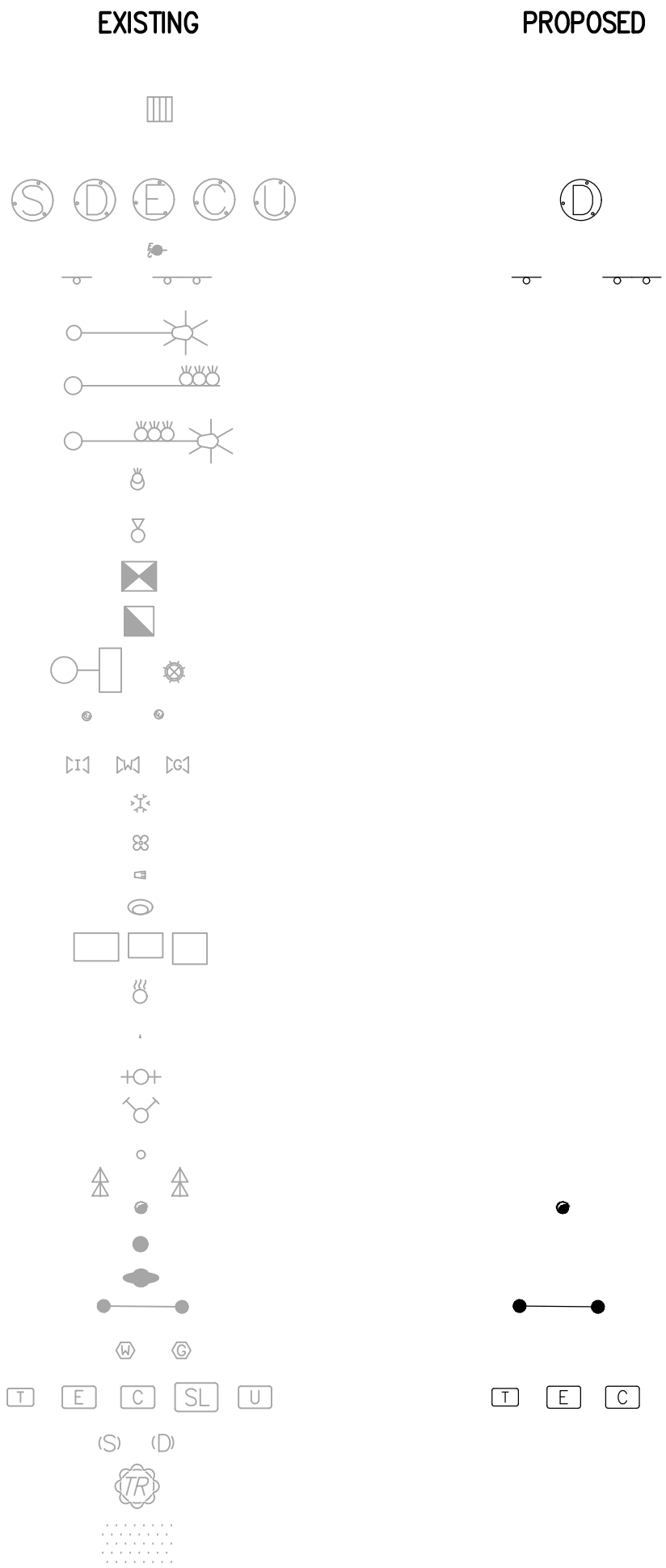
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ABBREVIATIONS

AB	AGGREGATE BASE
AC	ASPHALT CONCRETE
AFF	ABOVE FINISH GRADE
BRT	BUS RAPID TRANSIT
BW	BACK OF WALK
BTM	BOTTOM
BX	BOTTOM OF X
BKLN	BREAK LINE
BLDG	BUILDING
CL	CENTERLINE
CLF	CHAIN LINK FENCE
CV	CONTROL VALVE
CNC	CONCRETE
COM	COMMUNICATIONS
DD	DOWNSPOUT DRAIN
DI	DRAIN INLET
DO	DRAIN OUTLET
EOA	EDGE OF ASPHALT
EOC	EDGE OF CONCRETE
EVCS	ELECTRIC VEHICLE CHARGING STATION
EMH	ELECTRIC MANHOLE
EPNL	ELECTRIC PANEL
EX	EXISTING
EXIST	EXISTING
FL	FLOWLINE
FS	FINISH SURFACE
FW	FRONT OF WALK
GB	GRADE BREAK
GP (TYP)	GUARD POST (TYPICAL)
HNDRL	HANDRAIL
INV	INVERT
ISA	INTERNATIONAL SYMBOL OF ACCESS
JB	JUNCTION BOX
LABOE	LOS ANGELES BUREAU OF ENGINEERING
LG	LIP OF GUTTER
LP	LIGHT POLE
MT	MAIN TRACK
MUTCD	MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES
MX	MAXIMUM
PB	PULLBOX
PCC	PORTLAND CEMENT CONCRETE
PM-C	COMMUNICATION PAINT MARKER
PM-E	ELECTRIC PAINT MARKER
PM-FUEL	FUEL PAINT MARKER
PM-SS	STREET SEWER PAINT MARKER
R/W	RIGHT-OF-WAY
SCRRA	SOUTHER CALIFORNIA RAILROAD ASSOCIATION
SDI	STORM DRAIN INLET
STEP	STAIR
SSMH	SEWER MANHOLE
SDMH	STORM DRAIN MANHOLE
STD	STANDARD
STRP-W	STRIPE WHITE
STRP-Y	STRIPE YELLOW
TC	TOP OF CURB
TP	TOP OF PIPE
TOR	TOP OF RAIL
TX	TOP OF X
UPRR	UNION PACIFIC RAILROAD
VLT	VAULT
VMS	VARIABLE MESSAGE SIGN
W	WATER
WCV	WATER CONTROL VALVE
WTR	WATER
WV	WATER VALVE
WRIF	WROUGHT IRON FENCE

SYMBOLS

AREA DRAIN
CATCH BASIN W/ACCESS HOLE
MANHOLE (SEWER, STORM DRAIN, POWER, COMM., UNKNOWN)
POWER POLE (E) / TELEPHONE POLE (C)
SIGN (SINGLE / DOUBLE POST)
STREET LIGHT
TRAFFIC SIGNAL W/ MAST ARM
TRAFFIC SIGNAL W/STREET LIGHT
TRAFFIC SIGNAL ON POLE
PEDESTRIAN PUSH BUTTON ON POLE
TRAFFIC SIGNAL CONTROLLER CABINET
TRAFFIC SIGNAL SERVICE CABINET
PARKING LOT/SITE LIGHT ARM ON POLE GLOBE ON POLE
RISERS (GAS/WATER/ELECTRIC/COMM.)
IRRIGATION / WATER / GAS VALVE
IRRIGATION SPRINKLER HEAD
HOSE BIBB
DOWNSPOUT
CURB DRAIN
ELECTRICAL VAULT / COMM. VAULT / WATER VAULT
UTILITY VENT
ELEC GROUND (8"D LID)
FIRE HYDRANT
FIRE DEPARTMENT CONNECTION
POST INDICATOR VALVE
BACKFLOW PREVENTER
BOLLARD / GUARD POST
GATE POST
PARKING METER
BIKE RACK
METER (WATER/GAS)
TRAFFIC/ELEC./COMM./STREET LIGHT/UNK. PULL BOX
CLEAN OUT (SEWER / STORM)
TRASH RECEPTACLE
TRUNCATED DOMES



SIGNING AND STRIPING NOTES:

- 1
- REPLACE SIGN IN KIND WITH ADA COMPLIANT CHARACTER HEIGHT
- 2
- REPLACE VARIABLE MESSAGE SIGN (VMS)
- 3
- INSTALL PAVEMENT MARKINGS PER CALTRANS STD PLAN A24F, TYPE AS NOTED
- 4
- INSTALL 4" BLUE STRIPING PAINT
- 5
- INSTALL 4" BLUE DIAGONAL STRIPING AT 36" MAX
- 6
- INSTALL ADA ACCESSIBLE PARKING MARKINGS PER CALTRANS STD PLANS A24C AND A90A
- 7
- FURNISH AND INSTALL SIGN AND POST AS SHOWN
- 8
- CROSS HATCHED LINES AT 36" OC. (THERMOPLASTIC)
- 9
- INSTALL ACCESSIBILITY R99C SIGN AND POST
- 10
- INSTALL VAN ACCESSIBLE SIGN PER MUTCD R7-8B (12"x6") WITH POST
- 11
- INSTALL 12" THERMOPLASTIC WHITE BASIC CROSSWALK STD PLANS A24F
- 12
- PAINT GREEN CURB, 2 COATS (LENGTH PER PLAN) – PASSENGER DROP OFF/PICK UP
- 13
- PAINT RED CURB, 2 COATS (LENGTH PER PLAN) – NO PARKING
- 14
- PAINT BLUE CURB, 2 COATS (LENGTH PER PLAN) – ADA PARKING
- 15
- INSTALL SCRRA TYPE 16 SIGN PER STD DWG ES3323
- 16
- INSTALL SCRRA MODIFIED SIGN R5-1 PER STD DWG ES3101
- 17
- BLACKOUT EXISTING STRIPING
- 18
- REMOVE EXIST. SIGN
- 19
- INSTALL 15 MIN. LOADING ZONE SIGN
- 20
- INSTALL 12" WHITE LIMIT LINE PER CALTRANS STD PLAN A24F
- 21
- INSTALL "NO PARKING" LETTERING 12" PER DETAIL ON SHEET CD-01

DEMOLITION LEGEND:



DEMOLITION LIMITS

CONSTRUCTION NOTES:

- 1
- PROTECT IN PLACE
- 2
- SAWCUT
- 3
- CONSTRUCT MODIFIED CURB ONLY PER SPPWC STD PLAN 120-3, HEIGHT PER PLAN DETAIL ON SHEET CD-01
- 4
- CONSTRUCT SIDEWALK PER SPPWC STD PLAN 112-2
- 5
- CONSTRUCT CURB RAMP PER SPPWC STD PLAN 111-5
- 6
- CONSTRUCT COLORED CONCRETE
- 7
- CONSTRUCT RIBBON GUTTER PER DETAIL ON SHEET CD-01
- 8
- CONSTRUCT AC PAVEMENT PER DETAIL ON SHEET CD-01
- 9
- INSTALL DETECTABLE WARNING SURFACE PER DETAIL SHEET 10 OF SPPWC STANDARD PLAN 111-5
- 10
- REPLACE PULL BOX
- 11
- REMOVE AND REPLACE 24" WIDE DETECTABLE WARNING TILE PER SCRRA ES3203
- 12
- CONSTRUCT METAL HAND RAILING PER SPPWC STD PLAN 606-5
- 13
- REPLACE PLATFORM PAVING
- 14
- GRIND PLATFORM TO 2% MAX CROSS SLOPE
- 15
- INSTALL DIRECTIONAL BAR DETECTABLE WARNING TILE PER SCRRA ES3203
- 16
- REPLACE EXIST. VMS SIGN PER SCRRA STD PLAN ES3504
- 17
- INSTALL BOLLARDS
- 18
- INSTALL SALVAGE WHEEL STOPS
- 19
- INSTALL NEW WHEEL STOPS
- 20
- REPLACE PASSENGER INFORMATION PHONE (BY METROLINK)
- 21
- REPLACE SYSTEM MAP AND STAND (BY METROLINK)
- 22
- ADJUST TO GRADE
- 23
- RESET EXIST. TVD (BY METROLINK)
- 24
- CONSTRUCT MODIFIED TYPE II MINI-HIGH PLATFORM PER DETAIL ON SHEET CD-1
- 25
- INSTALL BLACK AND WHITE DETECTABLE WARNING TILE PER SCRRA ES3103
- 26
- FILL IN GAPS
- 27
- REPLACE HANDRAILING
- 28
- INSTALL LANDSCAPING

LEGEND

	AC PAVEMENT
	LANDSCAPE
	CONCRETE SURFACE
	DETECTABLE WARNING SURFACE
	DIRECTIONAL BAR DETECTABLE WARNING SURFACE



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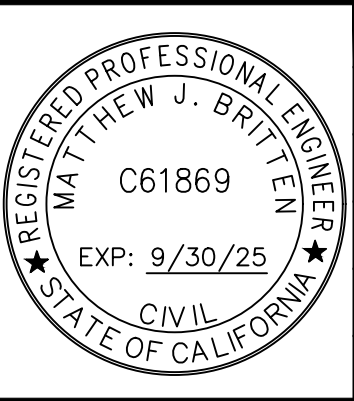
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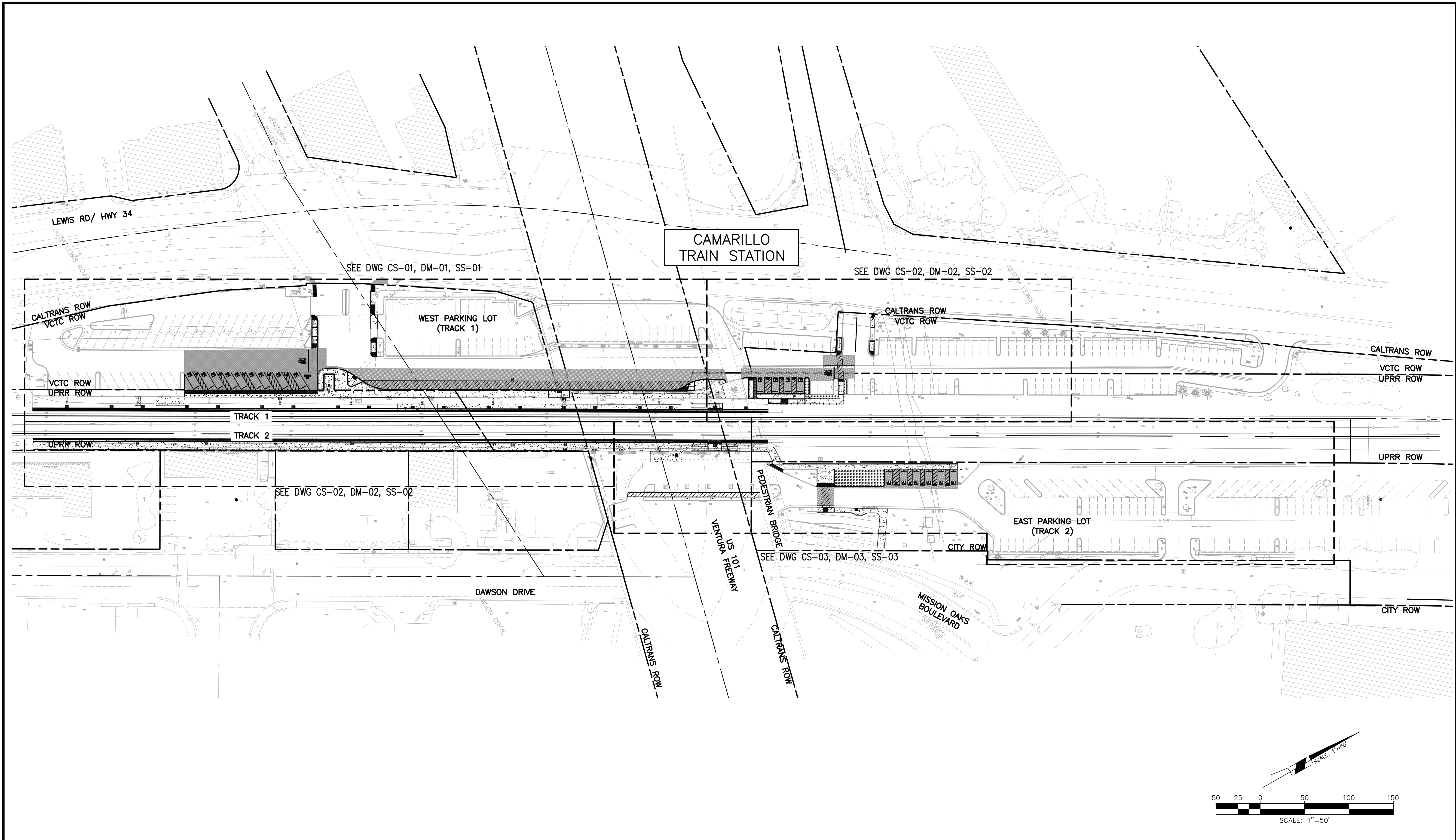
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ABBREVIATIONS & SYMBOLS
FOR: VENTURA COUNTY TRANSPORTATION COMMISSION

SHEET
G-03
OF XX SHEETS

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REGISTERED PROFESSIONAL ENGINEER
MATTHEW J. BRITTEN
C61869
EXP: 9/30/25
CIVIL
STATE OF CALIFORNIA

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DIRECTOR OF PUBLIC WORKS
VENTURA COUNTY
TRANSPORTATION COMMISSION

CITY OF CAMARILLO, CA
CAMARILLO STATION ADA

KEY MAP

FOR:
VENTURA COUNTY TRANSPORTATION COMMISSION

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G-04
X OF XX SHEETS

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GENERAL NOTES:

1. ALL LOCAL, STATE, AND FEDERAL SAFETY CODES AND REGULATIONS AND THE SPECIFICATIONS SHALL BE COMPLIED WITH FOR THIS CONTRACT. ALL WORK SHALL CONFORM TO THE LATEST SCRRRA ENGINEERING STANDARD PLANS AND SPECIFICATIONS, STANDARDS FOR PUBLIC WORKS CONSTRUCTION (SSPWC) AND CALTRANS STANDARD SPECIFICATIONS LATEST APPLICABLE STANDARD PLANS, AS NOTED ON PLANS. OTHER STANDARDS MAY BE APPLICABLE AS CALLED OUT ON THE PLANS. ALL WORK SHALL MEET 2022 CALIFORNIA BUILDING CODE REQUIREMENTS OF CHAPTER 11B FOR ACCESSIBILITY, AS WELL AS ANY ADDITIONAL REQUIREMENTS BY METRO.
2. THE ENGINEER SHALL BE NOTIFIED OF ALL CONSTRUCTION ACTIVITIES INCLUDING COORDINATION WITH VARIOUS COMPANIES, AGENCIES AND OTHER CONTRACTORS WHO MAY BE AFFECTED BY THIS WORK. ALL REQUIRED PERMITS NEEDED FOR THE WORK SHALL BE OBTAINED BY THE CONTRACTOR UNLESS OTHERWISE NOTED.
3. HORIZONTAL AND VERTICAL CONTROL POINTS FOR THE SITE LAYOUT ARE IDENTIFIED IN THE CONTRACT DOCUMENTS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO UTILIZE THESE CONTROL POINTS TO ASSURE THAT ALL CONSTRUCTION INCLUDED IN THIS PROJECT IS CONSTRUCTED AT THE CORRECT VERTICAL AND HORIZONTAL LOCATIONS.
4. SECTION 4216/4217 OF THE GOVERNMENT CODE REQUIRES A DIG ALERT IDENTIFICATION NUMBER BE ISSUED BEFORE A "PERMIT TO EXCAVATE" IS VALID. THE CONTRACTOR SHALL CALL THE UNDERGROUND SERVICE ALERT OR 811 (1-800-422-4133) TWO WORKING DAYS PRIOR TO CONSTRUCTION TO OBTAIN A DIG ALERT ID NUMBER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING THE FIBER OPTIC LINES AND ALL OTHER UTILITIES.
5. THE CONTRACTOR SHALL BECOME FAMILIAR WITH LEGISLATION OUTLINING PROCEDURES FOR LOCATING UTILITIES BY HAND EXCAVATION AND COMPLY WITH ITS DIRECTIVE PRIOR TO EACH CONSTRUCTION ACTIVITY WITHIN LACMTA RIGHT-OF-WAY.
6. THE CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS FOR CONFLICTS WITH EXISTING UTILITIES, SIGNAL CABLES / EQUIPMENT AND/OR OTHER ITEMS THAT MIGHT IMPAIR CONSTRUCTION ACTIVITIES. INCONSISTENCIES FOUND SHALL BE REPORTED TO THE ENGINEER. CONTRACTOR SHALL CALL SCRRRA'S SIGNAL DEPARTMENT AT (909) 592-1346 A MINIMUM OF FIVE (5) DAYS PRIOR TO BEGINNING CONSTRUCTION TO MARK SIGNAL AND COMMUNICATION CABLES AND CONDUITS, AT CONTRACTOR'S EXPENSE. TO ASSURE CABLES AND CONDUITS HAVE BEEN MARKED, NO WORK MAY PROCEED UNTIL YOU HAVE BEEN PROVIDED WITH A SCRRRA DIG NUMBER. SCRRRA IS NOT A MEMBER OF DIGALERT.
7. LOCATIONS OF ALL UTILITY FACILITIES SHOWN ON THESE PLANS ARE APPROXIMATE AND SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.
8. REPAIRS TO DAMAGED MATERIALS OR FACILITIES INTENDED TO REMAIN IN PLACE SHALL BE MADE BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE UNLESS OTHERWISE STATED BY THE ENGINEER. ALL REPAIRS MUST BE RESTORED TO PREVIOUS EXISTING CONDITION OR BETTER AND APPROVED BY THE ENGINEER.
9. ALL EXCAVATED WASTE MATERIAL SHALL BE IMMEDIATELY REMOVED FROM THE SITE. ONSITE STORAGE OF EXCAVATED WASTE MATERIAL SHALL NOT BE PERMITTED AT ANY TIME.
10. FOR REFERENCE ONLY CONSTRUCTION PHASING PLANS ARE PROVIDED AS PART OF THE CONTRACT DRAWINGS. IT IS ESSENTIAL THAT THE CONTRACTOR REVIEW THESE DRAWINGS BEFORE PROCEEDING WITH CONSTRUCTION. CONTRACTOR SHALL SUBMIT FINAL CONSTRUCTION PHASING PLAN TO ENGINEER FOR REVIEW AND APPROVAL. THE CONSTRUCTION PHASES OUTLINE VARIOUS ELEMENTS OF PROJECT CONSTRUCTION. SOME ELEMENTS CAN BE PERFORMED CONCURRENTLY WITH OTHER PHASES. WITH THE ENGINEER'S APPROVAL, THE CONTRACTOR CAN WORK ON MORE THAN ONE PHASE AT A TIME. HOWEVER, THE CONTRACTOR SHALL SCHEDULE THE WORK TO MINIMIZE THE TIME THAT ANY TRACKS AND RAIL OPERATIONS ARE OUT OF SERVICE.
11. DEFINITIONS:

A. TRACK OUTAGE:

TRACK WHICH IS OUT OF SERVICE FOR A GIVEN PERIOD OF TIME.

B. ACTIVE TRACK:

TRACK ON WHICH TRAINS ARE OPERATING OR ARE SCHEDULED TO OPERATE AND INTERRUPTION OF SERVICE MAY OCCUR ONLY WITHIN AN APPROVED "WINDOW", AS DEFINED BELOW.

C. WORK WINDOW:

A PERIOD OF TIME WITH SPECIFIC BEGINNING AND ENDING TIME AND DURATIONS FOR WHICH THE TRACK, SIGNALS, BRIDGES AND OTHER OPERATING SYSTEM ELEMENTS WITHIN THE OPERATING ENVELOPE ARE TEMPORARILY REMOVED FROM SERVICE OR MODIFIED IN SOME OTHER MANNER AND TRAIN AND OTHER OPERATIONS SUSPENDED OR MODIFIED TO ALLOW CONSTRUCTION OR MAINTENANCE WORK TO OCCUR. WRITTEN AUTHORITY FROM SCRRRA AND AN APPROVED SITE SPECIFIC WORK PLAN (SSWP) IS REQUIRED BEFORE THE CONTRACTOR IS GRANTED A WORK WINDOW. THE CONTRACTORS WORK WINDOW SHALL HAVE SPECIFIC GEOGRAPHIC LIMITS, WHICH ARE DEFINED IN THE APPROVED SSWP. MODIFICATIONS OR SUSPENSION OF TRAIN AND ON-TRACK EQUIPMENT MOVEMENTS RESULTING FROM A WORK WINDOW INVOLVES WRITTEN CHANGES TO THE RAILROAD'S RULES OF TRAIN AND ON-TRACK EQUIPMENT OPERATIONS.

D. ABSOLUTE/EXCLUSIVE TRACK WINDOW:

AN APPROVED WORK WINDOW IN WHICH NO TRAIN MOVEMENTS (EXCEPT THE CONTRACTOR OR SCRRRA WORK TRAINS OR EQUIPMENT UNDER CONTROL OF THE EIC, PER THE SSWP) WILL OPERATE ON ANY TRACK WITHIN THE WINDOW LIMITS. THE CONTRACTOR MAY DISMANTLE, REMOVE, RECONSTRUCT, OR OTHERWISE OBSTRUCT TRACKS WITHIN THE LIMITS OF SUCH A WINDOW. THIS WORK MAY BE PROTECTED BY TRACK OUT OF SERVICE, TRACK AND TIME LIMITS, OR BY FORM B TRACK BULLETIN.

E. LIMITED TRACK WINDOW:

AN APPROVED WORK WINDOW FOR SOME, BUT NOT ALL TRACKS WITHIN A GENERAL WORK AREA (E.G. ONE TRACK REMAINS FOR OPERATION OF TRAINS, OTHER TRACKS ARE AVAILABLE FOR THE CONTRACTORS WORK). MOVEMENT OF TRAINS OVER THE TRACK(S) OF A LIMITED TRACK WINDOW IS UNDER THE CONTROL OF THE EIC WHO WILL NOT AUTHORIZE TRAIN MOVEMENT UNLESS AND UNTIL THE CONTRACTOR PERSONNEL AND EQUIPMENT ARE CLEAR OF THE OPERATING TRACK. THE CONTRACTOR MAY REMOVE, CONSTRUCT, OR OBSTRUCT ONLY THE TRACK DESIGNATED BY THE SSWP AND MUST ARRANGE THE WORK SO THAT TRAINS CAN OPERATE WITHOUT DELAY ON THE REMAINING TRACK(S) IN THE WORK AREA. THIS WORK MAY BE PROTECTED BY TRACK OUT OF SERVICE, TRACK AND TIME, OR BY FORM B TRACK BULLETIN.

- F. FORM B WORK WINDOW:

AN APPROVED WORK WINDOW IN WHICH PASSENGER, FREIGHT AND ALL OTHER TRAINS AND ON-TRACK EQUIPMENT MOVEMENTS CAN BE PROHIBITED FROM ENTERING THE DEFINED LIMITS OF A SEGMENT OF TRACK. THE FORM B WORK WINDOW DOES NOT ALLOW THE CONTRACTOR TO REMOVE FROM SERVICE OR MODIFY THE TRACKS, SIGNALS, BRIDGES, STATIONS OR OTHER ELEMENTS OF THE OPERATING SYSTEM IN A MANNER, WHICH WILL DELAY OR IN ANY WAY AFFECT THE SAFE OPERATION OF THE TRAINS. THE FORM B WORK WINDOW ALLOWS THE CONTRACTOR THE ABILITY TO ENTER THE OPERATING ENVELOPE AND PERFORM CONSTRUCTION ACTIVITIES SUBJECT TO THE CONDITIONS ABOVE. AN EMPLOYEE-IN-CHARGE/FLAGMAN FROM SCRRRA WILL EXERCISE STRICT CONTROL OVER THE CONTRACTOR'S CONSTRUCTION ACTIVITIES IN CONJUNCTION WITH ROADWAY WORKER PROTECTION REQUIREMENTS, TO ASSURE THAT THE CONTRACTOR'S ACTIVITIES DO NOT DELAY OR IMPACT TRAIN SERVICE.
12. ON-SITE CONSTRUCTION BY OTHERS, INCLUDING ROUTINE MAINTENANCE WORK, (SCRRRA FORCES, SCRRRA SIGNAL CONTRACTOR, FIBER OPTIC, UTILITIES, ETC.) MAY OCCUR DURING THE CONSTRUCTION PERIOD OF THIS CONTRACT. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES THROUGH THE ENGINEER SO AS TO MINIMIZE INTERFERENCE WITH OTHERS.
13. PRIOR TO COMMENCING WORK, ALL EXISTING SITE AND TRACK CONDITIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER TO ASCERTAIN THE LIMITS OF WORK ACTIVITIES. THE CONTRACTOR SHALL SUBMIT AND RECEIVE THE ENGINEER'S APPROVAL OF THE CONTRACTOR'S PROJECT SCHEDULE, CONSTRUCTION, AND OPERATIONS PLAN. EACH ITEM OF WORK DESCRIBED AND ACCOUNTED FOR IN THE CONTRACT DOCUMENTS SHALL BE ADDRESSED IN THE SCHEDULE, CONSTRUCTION, AND OPERATIONS PLAN. THE CONTRACTOR SHALL REFER TO THE SPECIFICATIONS FOR FURTHER INFORMATION REGARDING SUBMITTAL REQUIREMENTS.
14. RAIL TRAFFIC DISRUPTIONS SHALL BE KEPT TO A MINIMUM. DISRUPTIONS IN RAIL TRAFFIC THAT MAY BE REQUIRED SHALL BE COORDINATED WITH THE ENGINEER BEFOREHAND. NO SUCH WORK SHALL BE COMMENCED WITHOUT THE ENGINEER'S APPROVAL. WORK AFFECTING THE MOVEMENT OF TRAINS WILL BE UNDER THE AUTHORITY AND OVERALL CONTROL OF THE ENGINEER OR ENGINEER'S REPRESENTATIVE. METROLINK COMMUTER TRAIN OPERATIONS AND FREIGHT TRAFFIC SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD.
15. THE CONTRACTOR SHALL NOT PLACE MATERIAL AND/OR EQUIPMENT WITHIN 20 FEET OF AN ACTIVE TRACK AT ANY TIME WITHOUT PRIOR APPROVAL OF THE ENGINEER.
16. EXISTING RAILROAD SIGNAGE (INCLUDING SPEED SIGNS) SHALL BE MAINTAINED DURING THE CONSTRUCTION PERIOD. ALL RAILROAD SIGNAGE SHALL BE FULLY RESTORED UPON COMPLETION OF EACH DAYS' WORK IN ACCORDANCE WITH SCRRRA ENGINEERING STANDARDS. PRIOR TO CONSTRUCTION, SCRRRA STANDARD PROJECT NOTICE SIGNS SHALL BE PLACED AT LOCATIONS AS DIRECTED BY THE ENGINEER. NO TRESPASSING SIGNS SHALL BE PLACED IN ACCORDANCE WITH ES 5214 AND AS SHOWN ON THE DRAWINGS.
17. ALL WORK SHALL BE COORDINATED WITH SCRRRA'S SIGNAL ENGINEER, SIGNAL FORCES AND SIGNAL CONTRACTOR THRU THE ENGINEER. WORK WILL BE PHASED TO NOT AFFECT THE CONTINUED OPERATION OF EXISTING SIGNAL SYSTEM DURING CONSTRUCTION. IN NO INSTANCE SHALL WORK PROCEED IN ANY AREA WITHOUT ADVANCE APPROVAL OF SCRRRA'S SIGNAL ENGINEER. THE CONTRACTOR SHALL LOCATE ALL PROPOSED AND VERIFY SCRRRA MARKOUT OF ALL SIGNAL AND COMMUNICATION CONDUITS, CABLES, WIRES, OR OTHER TRACK, TRACK BED, AND RIGHT-OF-WAY.
18. EDGE OF PLATFORM SHALL BE 8" ABOVE TOP OF RAIL (ATR) AND SHALL BE 5'-4" FROM CENTER LINE OF TRACK. THESE RELATIVE DIMENSIONS BETWEEN PLATFORM AND TRACK SUPERCEDE ANY ABSOLUTE LOCATION OF PLATFORM AS DIMENSIONED IN PLANS.
19. NO ONE CAN BE ON THE RAILROAD RIGHT-OF-WAY WITHOUT PROPER SAFETY PROTECTION AS DICTATED BY SCRRRA.
20. CONTRACTOR SHALL OBTAIN SCRRRA RIGHT-OF-ENTRY PER SCRRRA FORM 37 BEFORE CONTRACTOR CAN BE ON-SITE. CONTRACTOR SHALL ADHERE TO ALL SCRRRA RIGHT OF ENTRY PROCEDURES, AND OBTAIN ANY AND ALL APPROVALS PRIOR TO ENTERING THE RAILROAD RIGHT OF WAY. A RAILROAD FLAGMAN, EMPLOYEE-IN-CHARGE, IS REQUIRED TO BE PRESENT WHEN ANY WORK IS CONDUCTED ON RAILWAY PROPERTY, WHEN MEN OR EQUIPMENT HAVE THE POTENTIAL TO FOUL THE RAILROAD TRACKS OR WHEN WITHIN 20FT OF THE NEAREST RAIL OR 25FT FROM ANY TRACK. SCRRRA APPLICATION, INSTRUCTIONS/PROCESS, AND FEES ARE POSTED ON SCRRRA'S WEBSITE: [HTTP://WWW.METROLINKTRAINS.COM/ABOUT/AGENCY/ENGINEERING--CONSTRUCTION/](http://www.metrolinktrains.com/about/agency/engineering--construction/)
21. CONTRACTOR SHALL SUBMIT SITE SPECIFIC WORK PLAN FOR EACH CONSTRUCTION PHASE. IT SHALL INCLUDE ALL MAJOR WORK ACTIVITIES, SHOW HOW CONTRACTOR WILL MAINTAIN REQUIRED TRACK CLEARANCES, AND DESCRIBE THE REQUIRED FLAGGING PROTECTION NEEDED.
22. REFERENCE SURVEY PREPARED BY PSOMAS ON MAY 24TH, 2023.



BY	MARK	DATE	DESCRIPTION				APPR.	DATE	
ENGINEER			R E V I S I O N S				CITY		

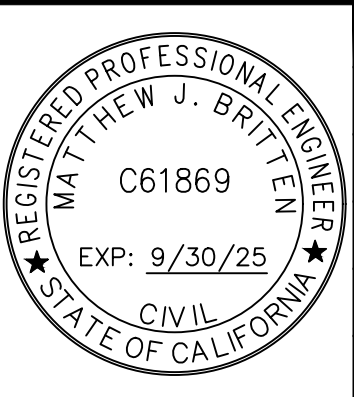


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* EXP. 03-31-22

JOHN C. KIMBALL



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DRAWN BY:

CHECKED BY:

SCALE:

DATE:

JOB NUMBER:

REVIEWED BY: _____ DATE: _____
AUBREY SMITH

APPROVAL BY: _____ DATE: _____
CLAIRE GRASTY

APPROVED BY: _____ DATE: _____
DIRECTOR OF PUBLIC WORKS

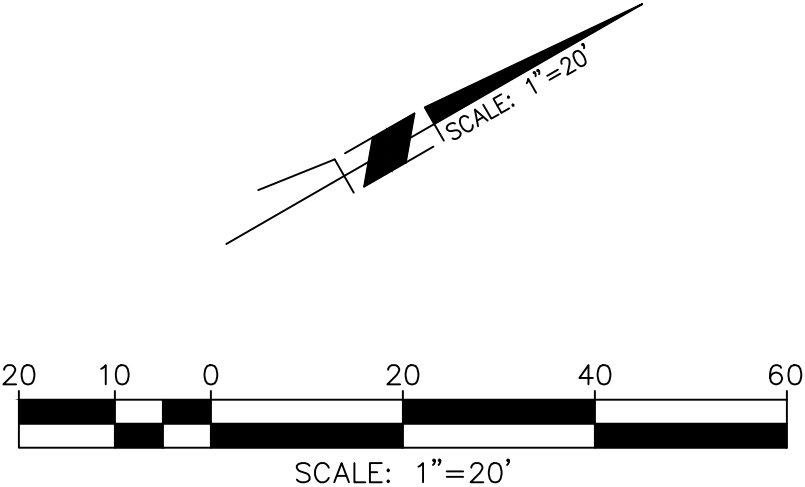
VENTURA COUNTY
TRANSPORTATION COMMISSION

CITY OF CAMARILLO, CA

CAMARILLO STATION ADA

GENERAL NOTES

FOR:
VENTURA COUNTY TRANSPORTATION COMMISSION



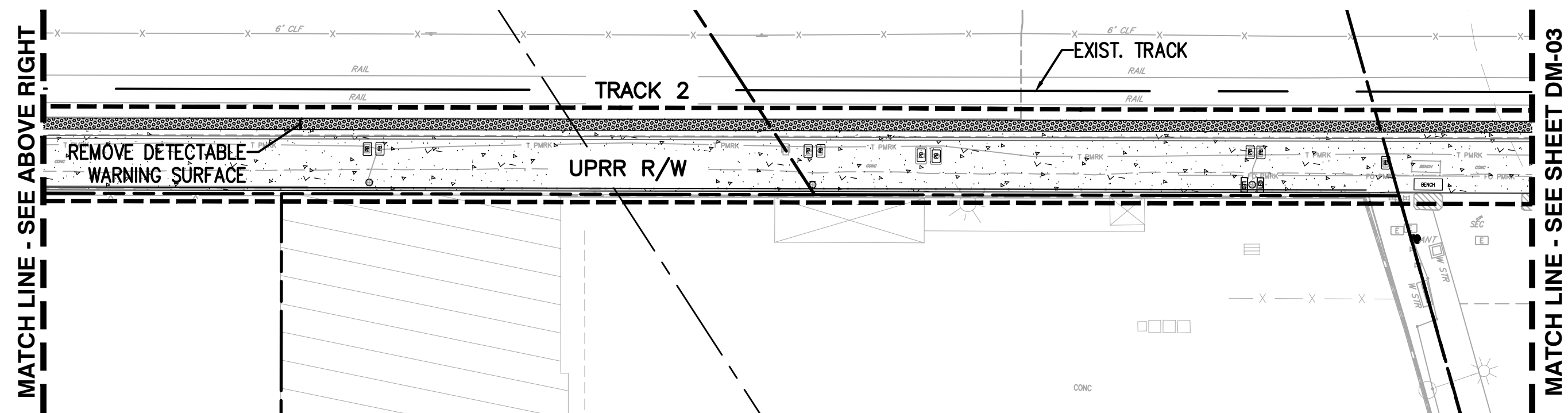
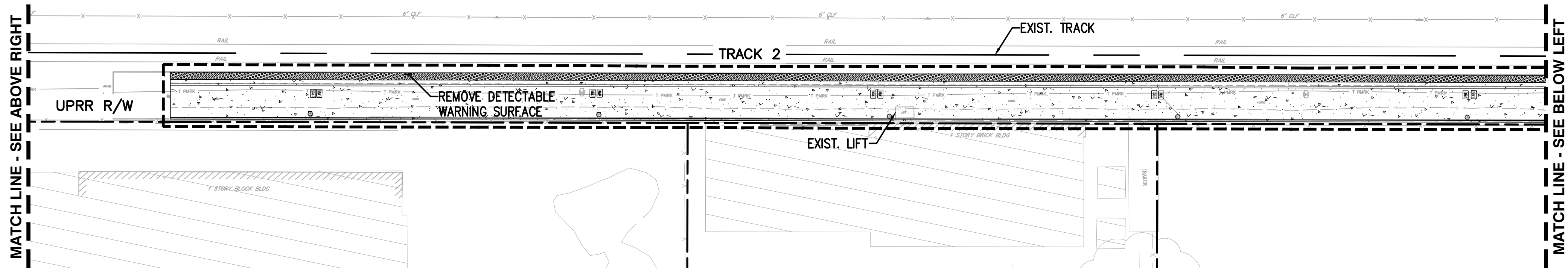
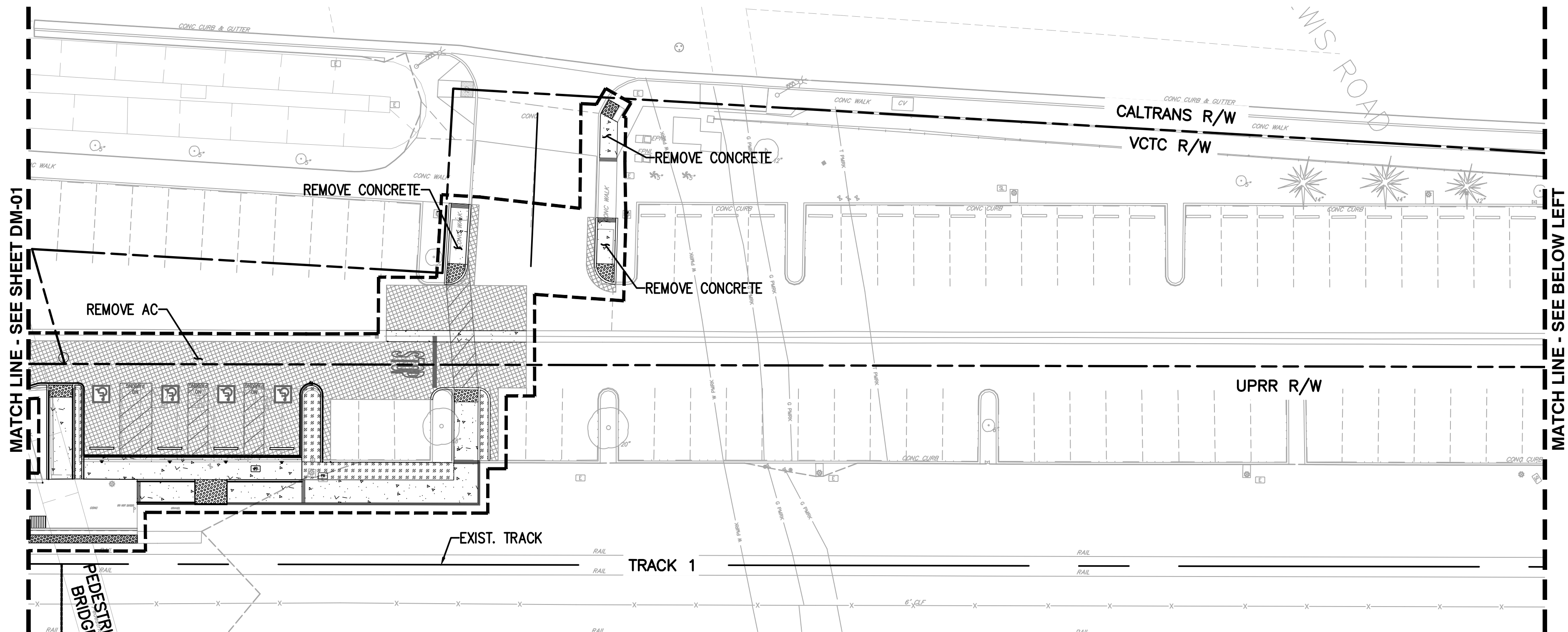
 Underground Service Alert Call: TOLL FREE 1-800-227-2600 TWO WORKING DAYS BEFORE YOU DIG								 RAILPROS 15265 ALTON PKWY, STE 140 IRVINE, CA 92618 WWW.RAILPROS.COM E-MAIL: INFO@RAILPROS.COM PHONE: (714) 734 - 8765		DESIGN BY:			CITY OF CAMARILLO, CA		SHEET
		DRAWN BY:			CAMARILLO STATION ADA		DM-01								
		CHECKED BY:			DEMOLITION PLAN SHEET 1 OF 3										
SCALE:			APPROVAL BY: _____ DATE: _____		APPROVED BY: _____ DATE: _____		VENTURA COUNTY TRANSPORTATION COMMISSION		FOR: VENTURA COUNTY TRANSPORTATION COMMISSION		X OF XX SHEETS				
DATE:			APPROVED BY: _____ DATE: _____		APPROVED BY: _____ DATE: _____		VENTURA COUNTY TRANSPORTATION COMMISSION		FOR: VENTURA COUNTY TRANSPORTATION COMMISSION						
JOB NUMBER:			APPROVED BY: _____ DATE: _____		APPROVED BY: _____ DATE: _____		VENTURA COUNTY TRANSPORTATION COMMISSION		FOR: VENTURA COUNTY TRANSPORTATION COMMISSION						

LAURA BARNEY

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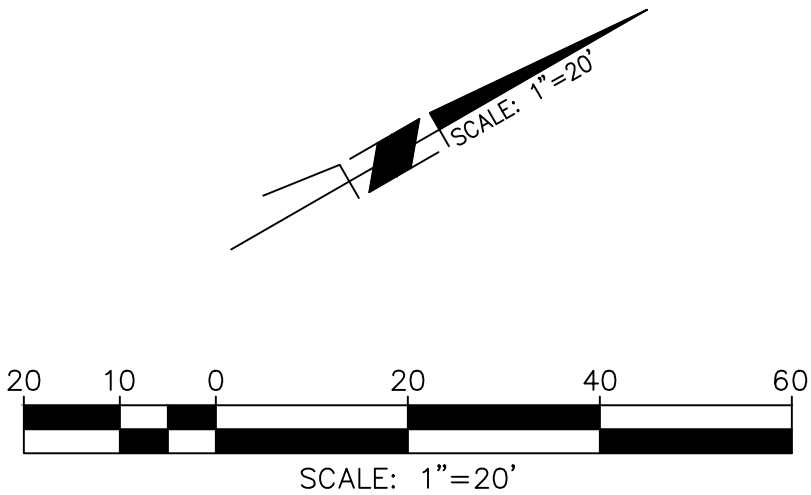
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DEMOLITION LEGEND:

DEMOLITION LIMITS



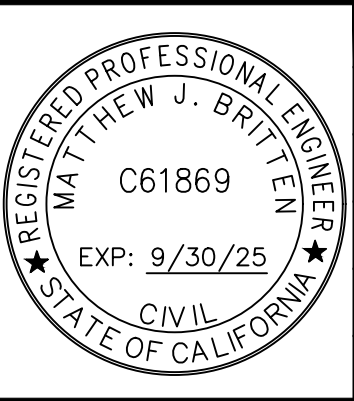
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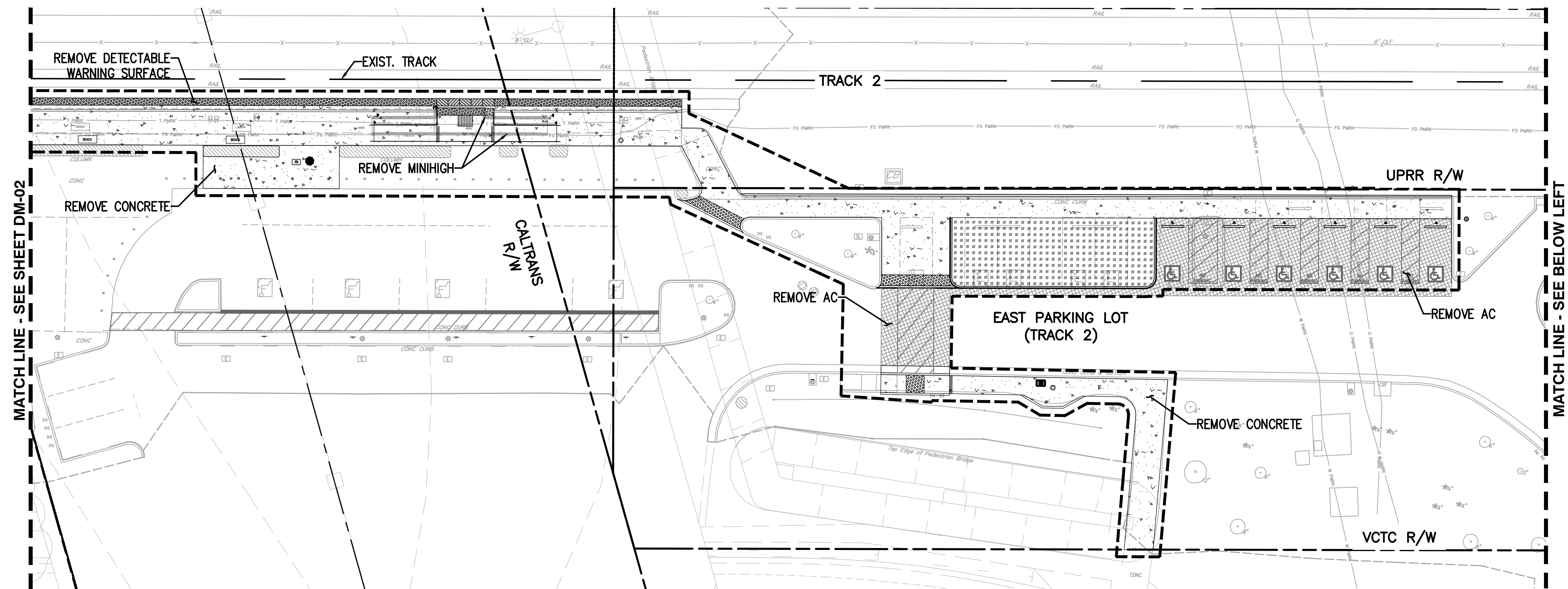
JOHN C. KIMBALL



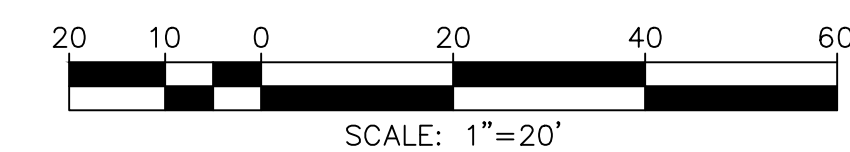
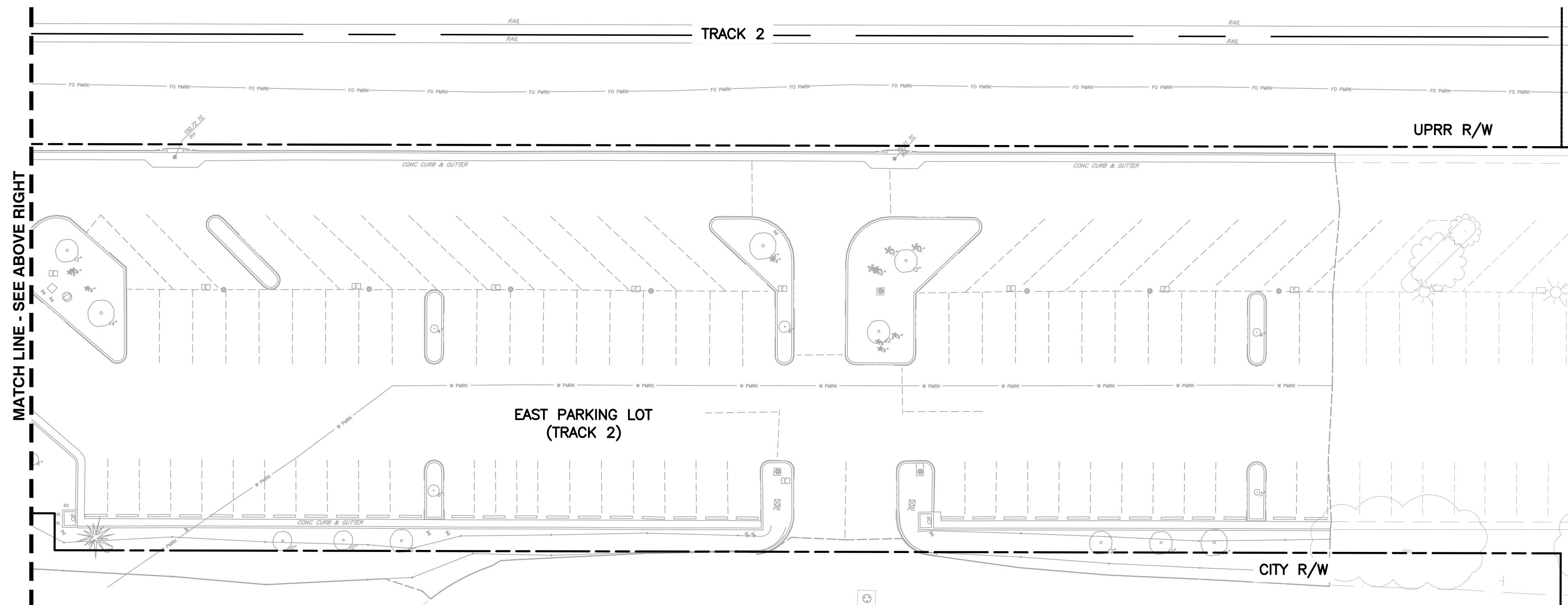
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DRAWN BY:	AUBREY SMITH
CHECKED BY:	APPROVAL BY: _____ DATE: _____
SCALE:	CLAIRE GRASTY
DATE:	APPROVED BY: _____ DATE: _____
JOB NUMBER:	DIRECTOR OF PUBLIC WORKS
	VENTURA COUNTY TRANSPORTATION COMMISSION

CITY OF CAMARILLO, CA
CAMARILLO STATION ADA
DEMOLITION PLAN SHEET 2 OF 3
FOR: VENTURA COUNTY TRANSPORTATION COMMISSION

SHEET
DM-02
X OF XX SHEETS



DEMOLITION LEGEND:



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	CHECKED BY:
	SCALE:
	DATE:
	JOB NUMBER:

REVIEWED BY: _____ DATE: _____
AUBREY SMITH

APPROVAL BY: _____ DATE: _____
CLAIRE GRASTY

APPROVED BY: _____ DATE: _____
DIRECTOR OF PUBLIC WORKS

VENTURA COUNTY
TRANSPORTATION COMMISSION

CITY OF CAMARILLO, CA
CAMARILLO STATION ADA

DEMOLITION SHEET 3 OF 3

FOR:	VENTURA COUNTY TRANSPORTATION COMMISSION	X
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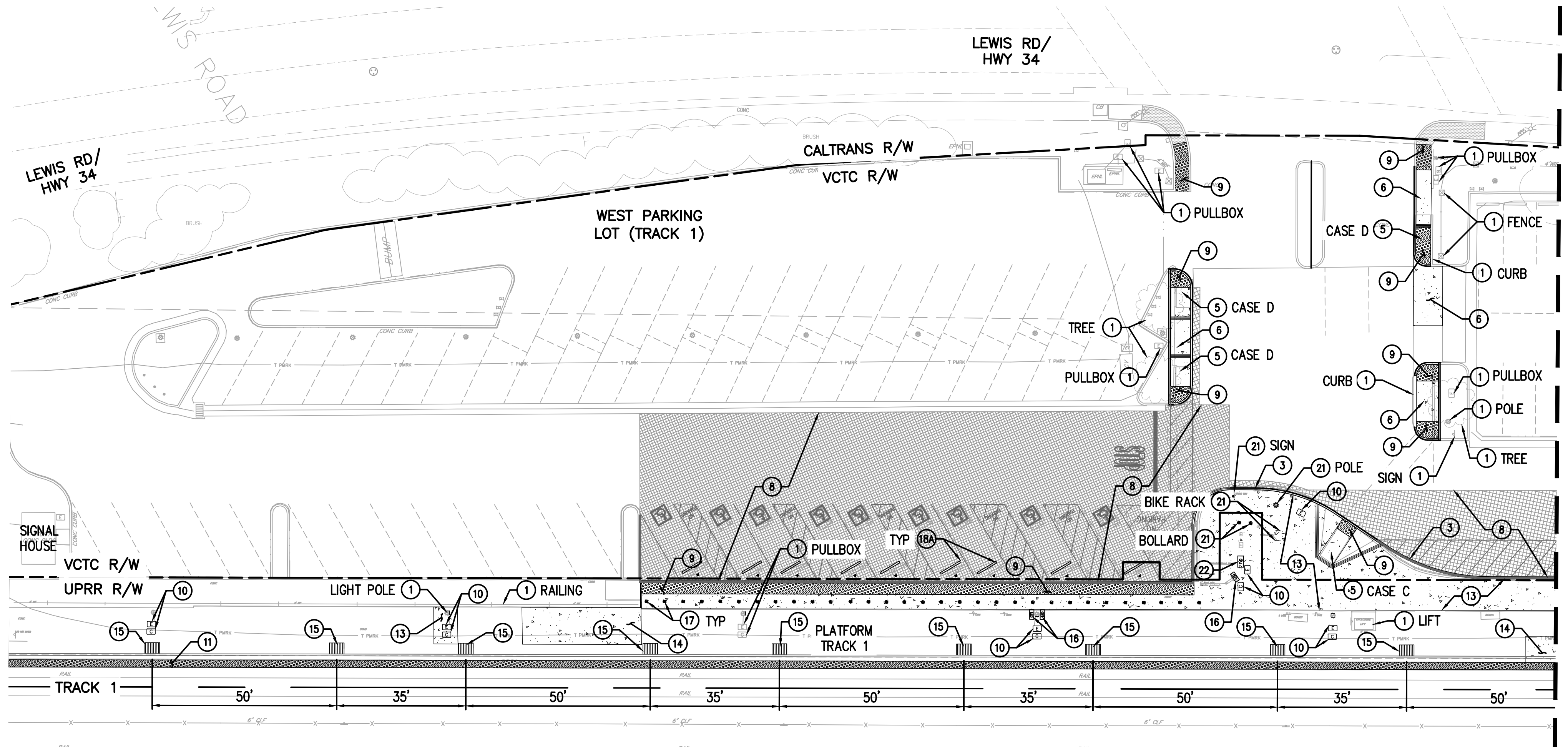
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DM-03

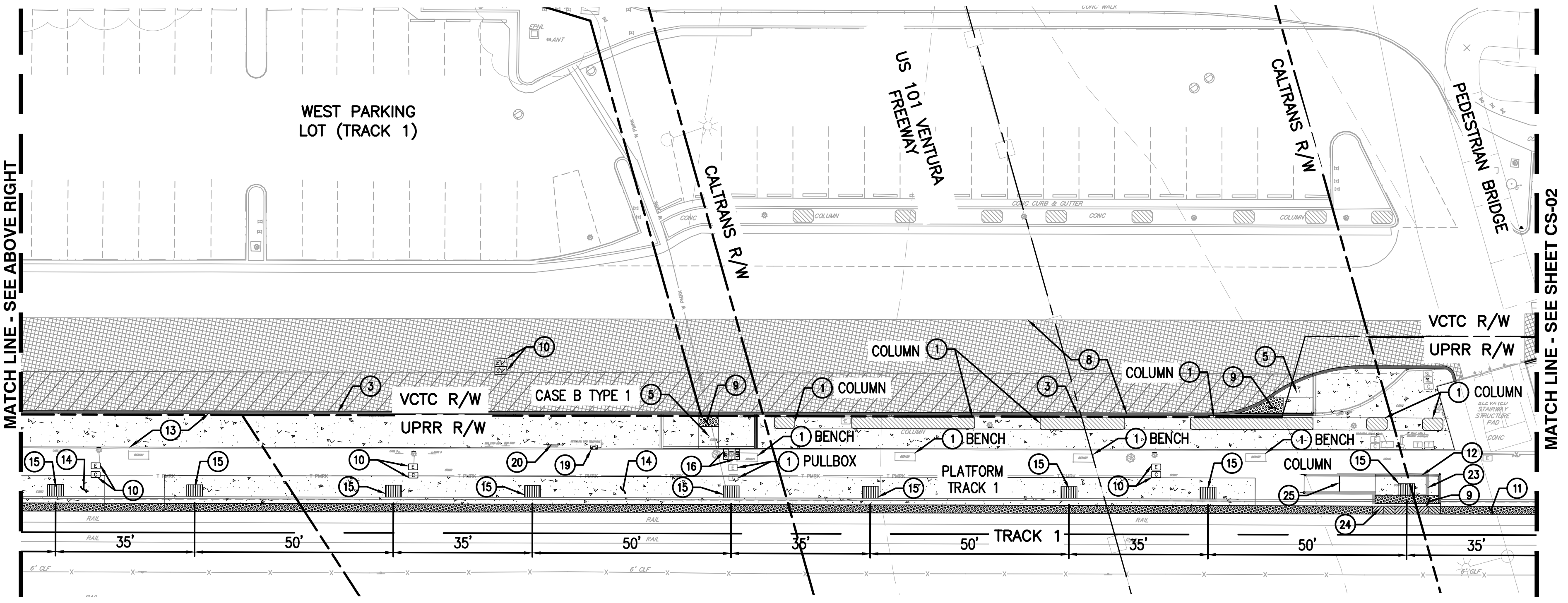
XX SHEETS

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MATCH LINE - SEE BELOW LEFT



MATCH LINE - SEE ABOVE RIGHT

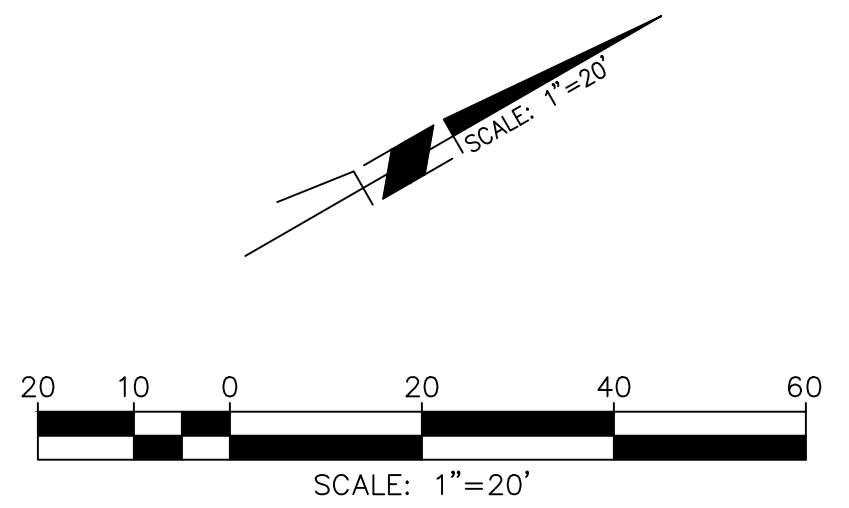
MATCH LINE - SEE SHEET CS-02

CONSTRUCTION NOTES:

- 1 PROTECT IN PLACE
- 2 SAWCUT
- 3 CONSTRUCT MODIFIED CURB ONLY PER SPPWC STD PLAN 120-3, HEIGHT PER PLAN DETAIL ON SHEET CD-01
- 4 CONSTRUCT SIDEWALK PER SPPWC STD PLAN 112-2
- 5 CONSTRUCT CURB RAMP PER SPPWC STD PLAN 111-5
- 6 CONSTRUCT COLORED CONCRETE
- 7 CONSTRUCT RIBBON GUTTER PER DETAIL ON SHEET CD-01
- 8 CONSTRUCT AC PAVEMENT PER DETAIL ON SHEET CD-01
- 9 INSTALL DETECTABLE WARNING SURFACE PER DETAIL SHEET 10 OF SPPWC STANDARD PLAN 111-5
- 10 REPLACE PULL BOX
- 11 REMOVE AND REPLACE 24" WIDE DETECTABLE WARNING TILE PER SCRRR ES3203
- 12 CONSTRUCT METAL HAND RAILING PER SPPWC STD PLAN 606-5
- 13 REPLACE PLATFORM PAVING
- 14 GRIND PLATFORM TO 2% MAX CROSS SLOPE
- 15 INSTALL DIRECTIONAL BAR DETECTABLE WARNING TILE PER SCRRR ES3203
- 16 REPLACE EXIST. VMS SIGN PER SCRRR STD PLAN ES3504
- 17 INSTALL BOLLARDS
- 18A INSTALL SALVAGE WHEEL STOPS
- 18B INSTALL NEW WHEEL STOPS
- 19 REPLACE PASSENGER INFORMATION PHONE (BY METROLINK)
- 20 REPLACE SYSTEM MAP AND STAND (BY METROLINK)
- 21 ADJUST TO GRADE
- 22 RESET EXIST. TVD (BY METROLINK)
- 23 CONSTRUCT MODIFIED TYPE II MINI-HIGH PLATFORM PER DETAIL ON SHEET CD-1
- 24 INSTALL BLACK AND WHITE DETECTABLE WARNING TILE PER SCRRR ES3103
- 25 FILL IN GAPS
- 26 REPLACE HANDRAILING
- 27 INSTALL LANDSCAPING

LEGEND

- AC PAVEMENT
- LANDSCAPE
- CONCRETE SURFACE
- DETECTABLE WARNING SURFACE
- DIRECTIONAL BAR DETECTABLE WARNING SURFACE

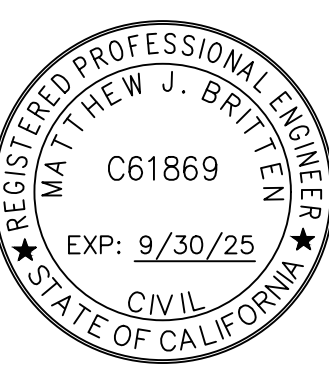


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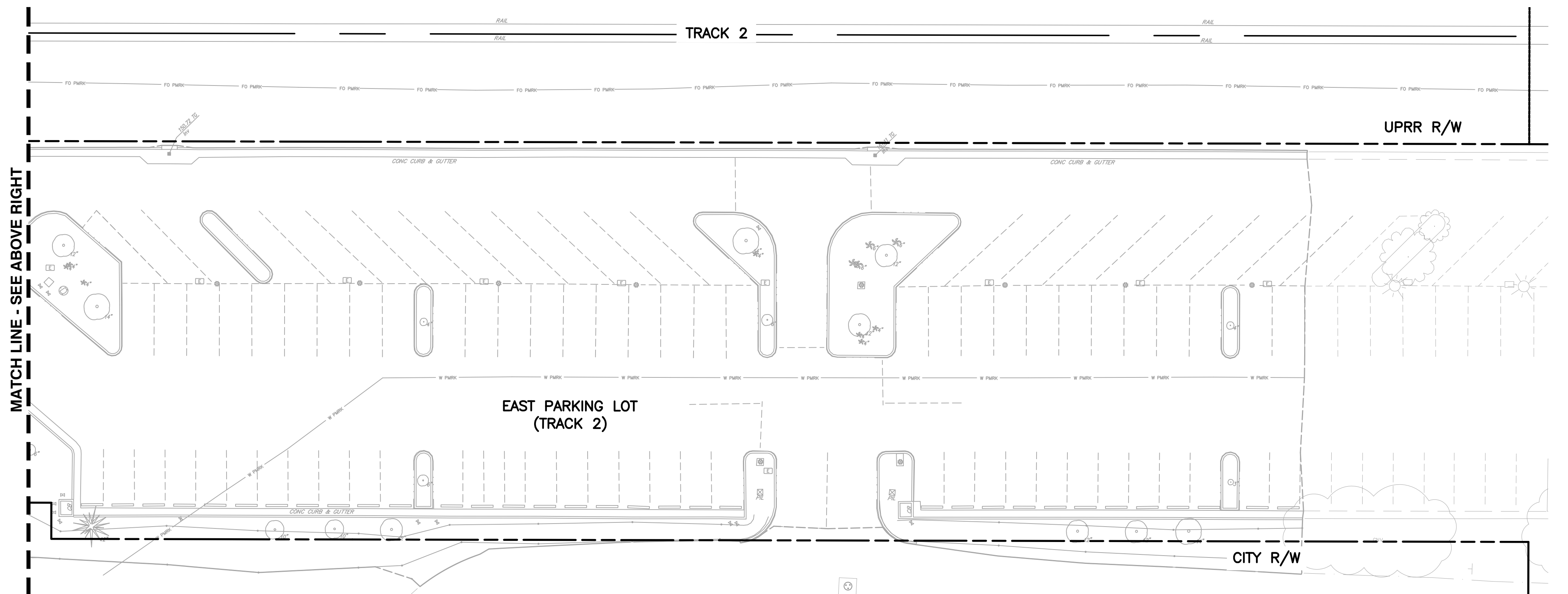
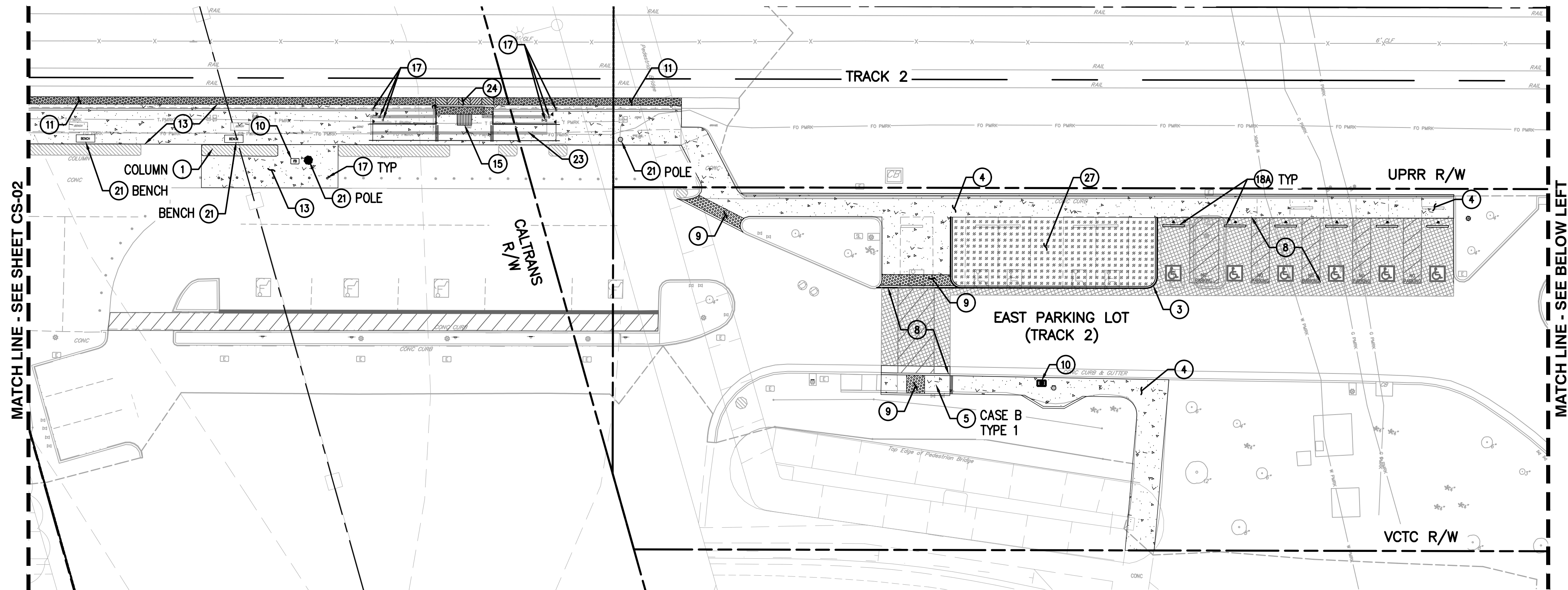


DESIGN BY:
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CHECKED BY:
SCALE:
DATE:
JOB NUMBER:

REVIEWED BY: AUBREY SMITH DATE:
APPROVAL BY: CLAIRE GRASTY DATE:
APPROVED BY: DIRECTOR OF PUBLIC WORKS DATE:
VENTURA COUNTY TRANSPORTATION COMMISSION

CITY OF CAMARILLO, CA
CAMARILLO STATION ADA
CIVIL SITE PLAN SHEET 1 OF 3
FOR: VENTURA COUNTY TRANSPORTATION COMMISSION

SHEET
CS-01
X OF XX SHEETS

**CONSTRUCTION NOTES:**

- 1 PROTECT IN PLACE
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- 27 INSTALL LANDSCAPING

LEGEND

- | | |
|--|--|
| | AC PAVEMENT |
| | LANDSCAPE |
| | CONCRETE SURFACE |
| | DETECTABLE WARNING SURFACE |
| | DIRECTIONAL BAR DETECTABLE WARNING SURFACE |



BY	MARK	DATE	DESCRIPTION	APPR.	DATE
ENGINEER			REVISIONS		CITY

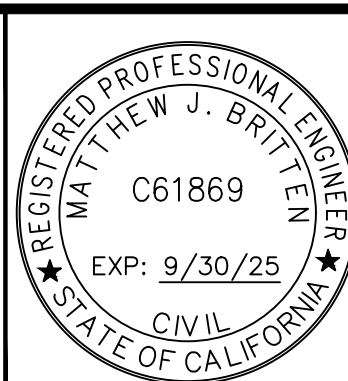


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DATE:
JOB NUMBER:

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AUBREY SMITH
APPROVAL BY: _____ DATE: _____
CLAIRE GRASTY
APPROVED BY: _____ DATE: _____
DIRECTOR OF PUBLIC WORKS
VENTURA COUNTY
TRANSPORTATION COMMISSION

CITY OF CAMARILLO, CA
CAMARILLO STATION ADA

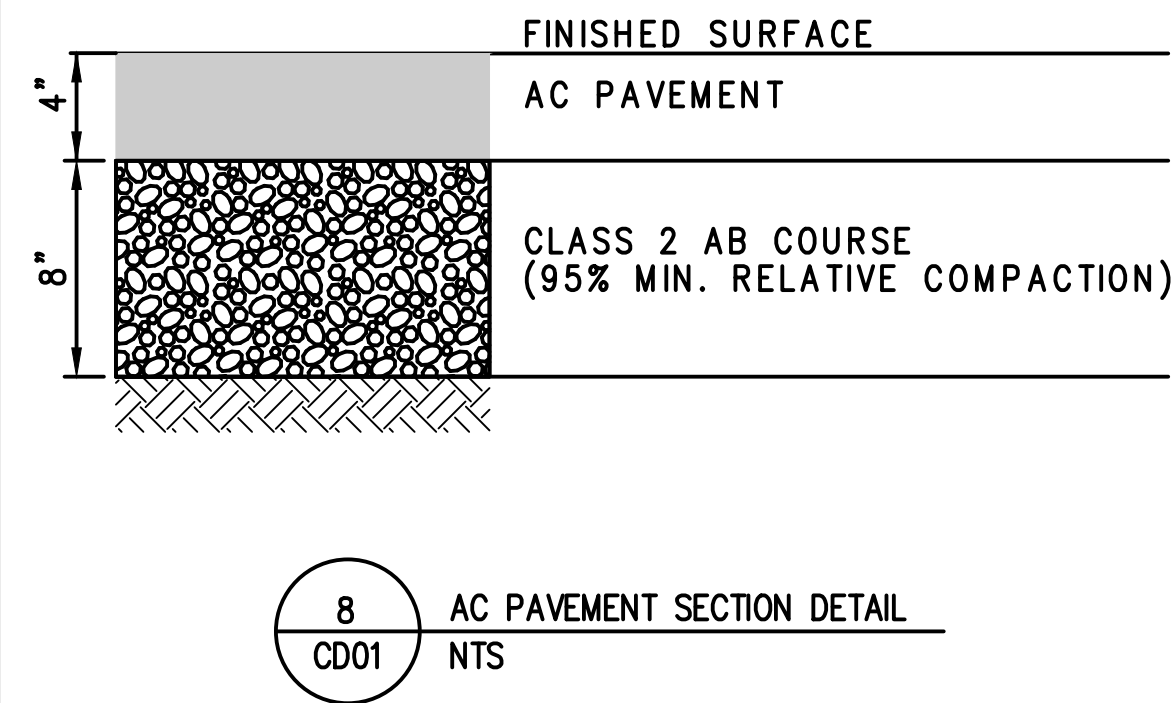
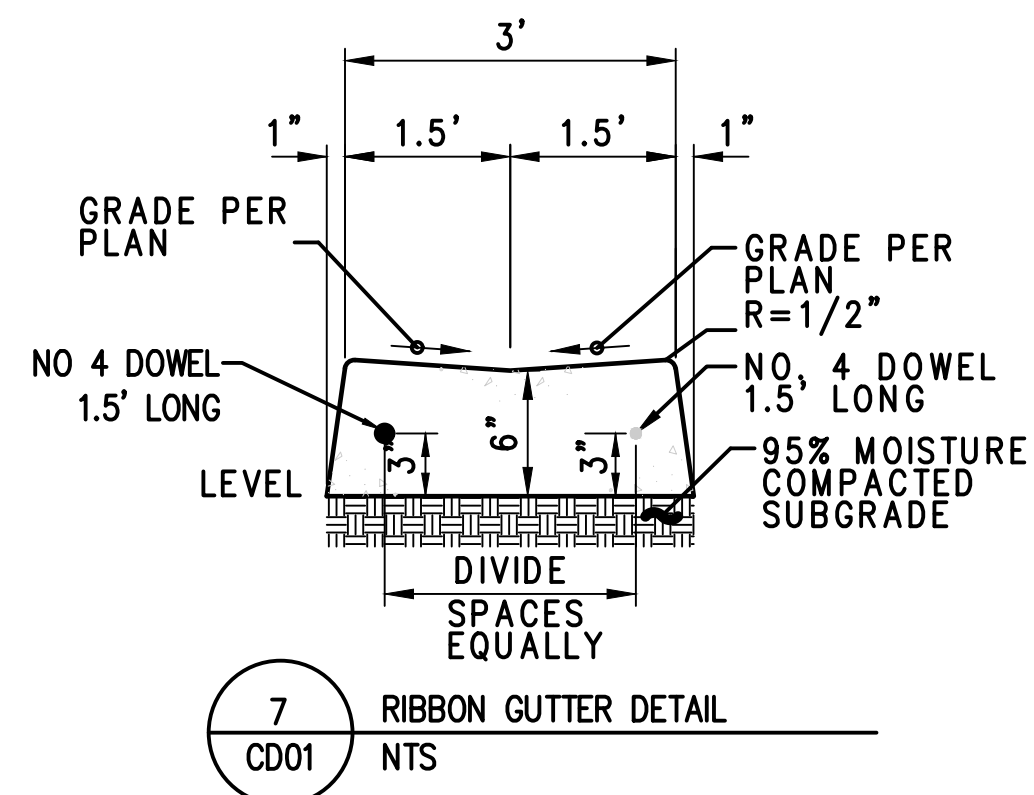
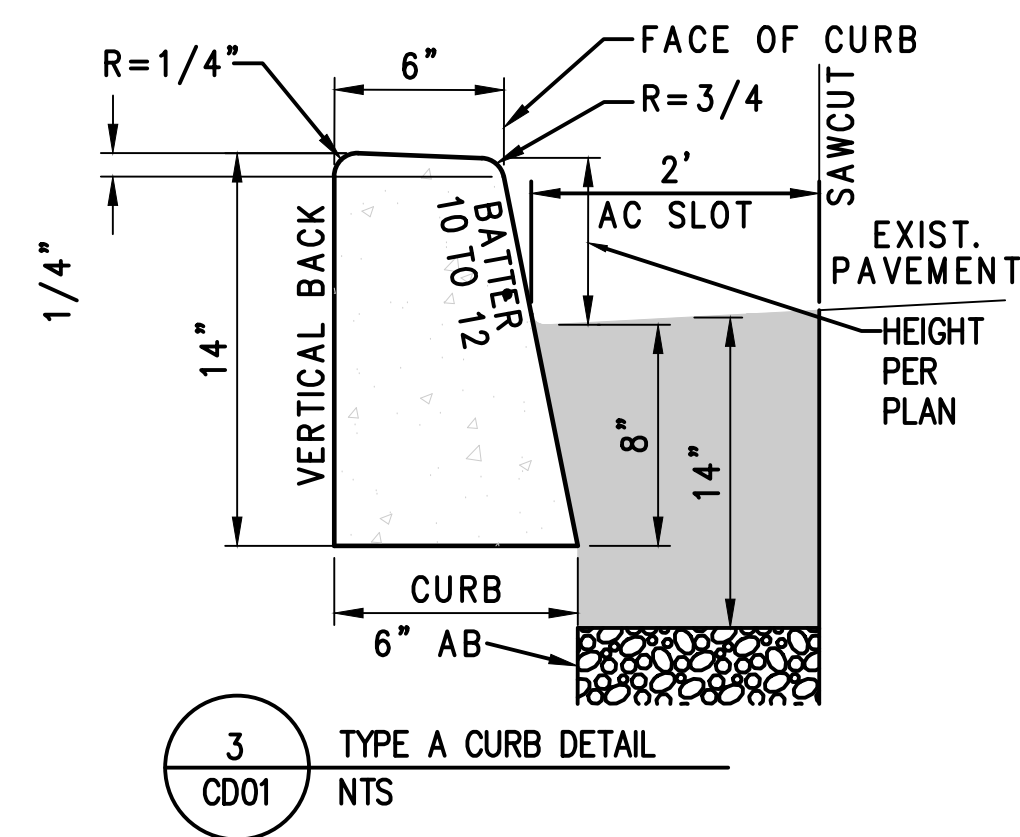
CIVIL SITE PLAN SHEET 3 OF 3

FOR:
VENTURA COUNTY TRANSPORTATION COMMISSION

SHEET

CS-03

X OF XX SHEETS



NOTE: For symbol details, see Standard Highway Signs, Appendix, "Handicapped"

R99C (CA)

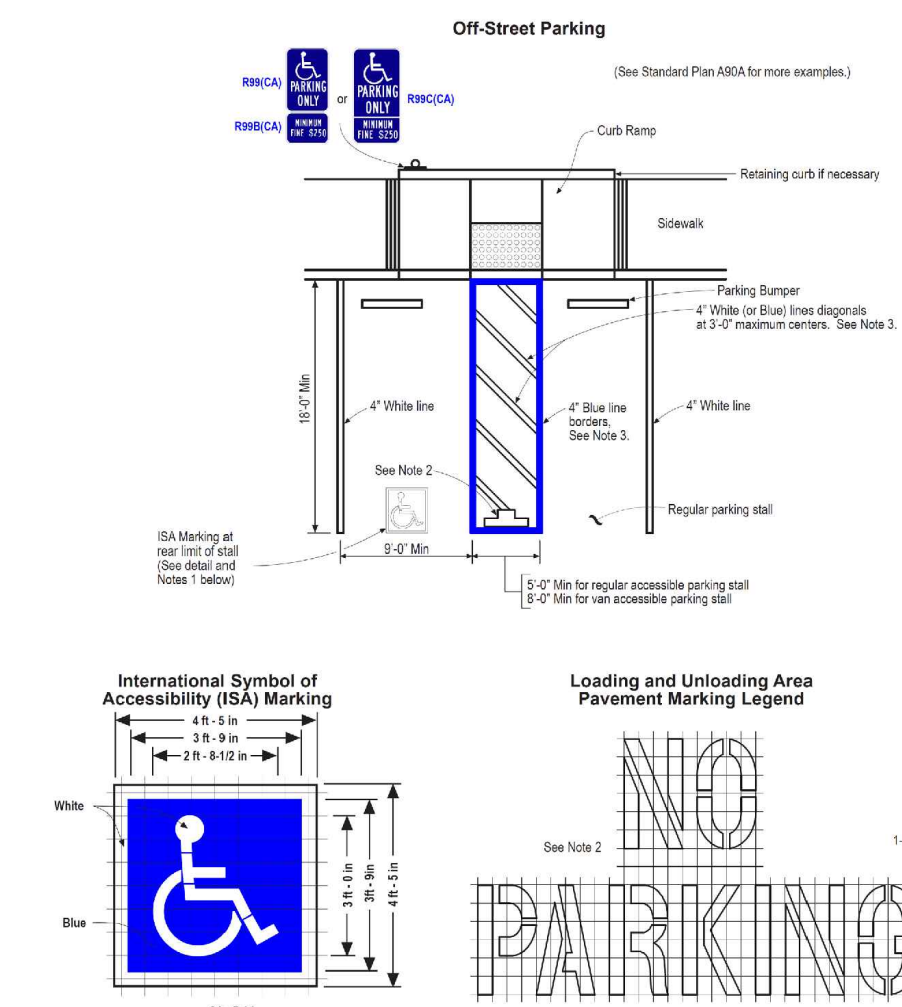
COLORS: BORDER & LEGEND - WHITE (RETROREFLECTIVE)
BACKGROUND - BLUE (RETROREFLECTIVE)

4	ACCESSIBILITY R99C SIGN
CD01	NTS

California MUTCD 2014 Edition
(FHWA's MUTCD 2009 Edition, including Revisions 1 & 2, as amended for use in California)

Page 741

Figure 3B-22 (CA). Examples of Disabled Persons Parking Symbol, Legend and Related Markings (Sheet 1 of 2)



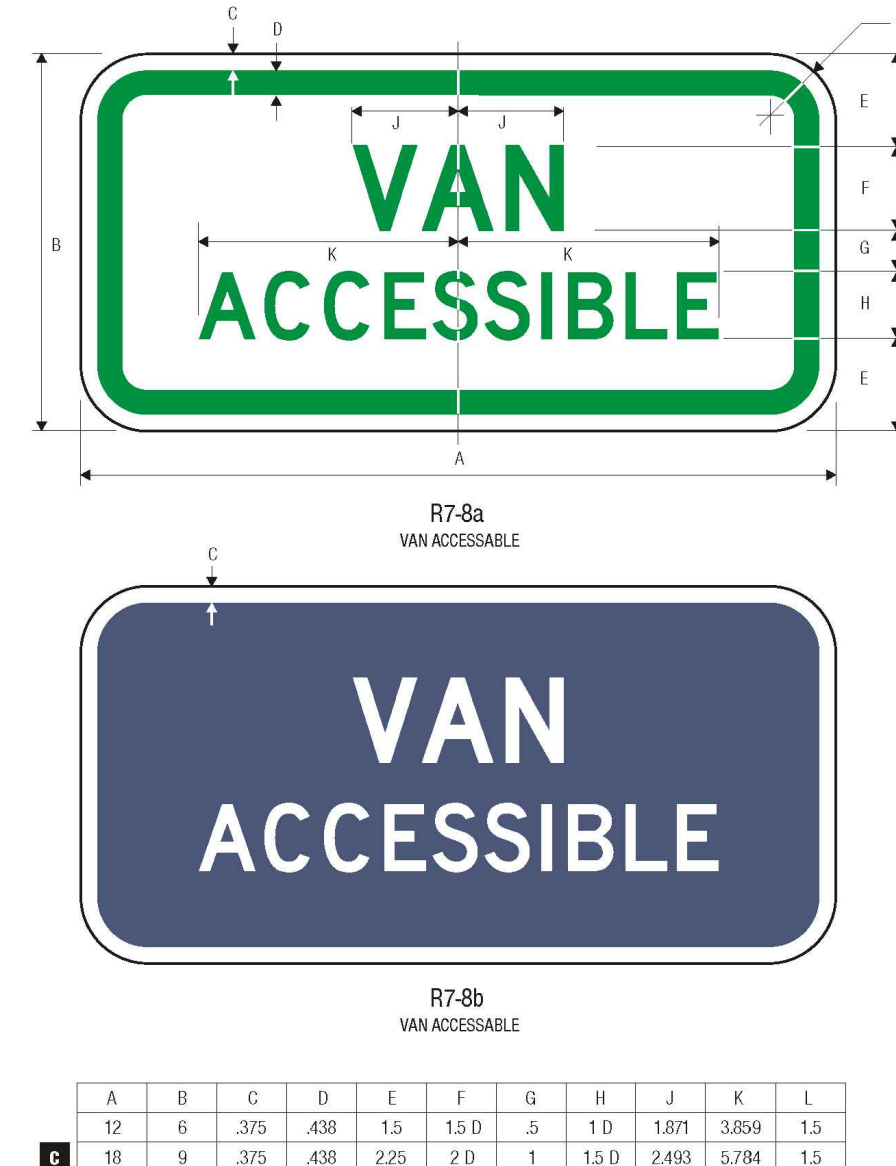
NOTES:

1. The design details for this symbol, legends, and related markings are shown in the Department of Transportation's Standard Plans. See Standard Plan 2A24C for square unit area for the ISA marking.
2. The words "NO PARKING" shall be painted in the loading and unloading area in white letters no less than 12 in high on a contrasting background and located so that it is visible to traffic enforcement officials. See Standard Plan 2A24E for square unit area for "NO PARKING" legend.
3. Loading and unloading area border shall be marked in blue paint. The hatched lines shall be painted a suitable contrasting color to the parking space. Blue or white paint is preferred.

Chapter 3B – Pavement and Curb Markings
Part 3 – Markings

November 7, 2014

5 CD01	ACCESSIBILITY PARKING & SIGN STD NTS
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	A	B	C	D	E	F	G	H	J	K	L
	12	6	.375	.438	1.5	1.5 D	.5	1 D	1.871	3.859	1.5
C	18	9	.375	.438	2.25	2 D	1	1.5 D	2.493	5.784	1.5

PARKING APPLICATION

COLORS: LEGEND — GREEN (RETROREFLECTIVE) OR BLACK
BACKGROUND — WHITE (RETROREFLECTIVE)

DIRECTIONAL APPLICATION

COLORS: LEGEND — WHITE (RETROREFLECTIVE)
BACKGROUND — BLUE (RETROREFLECTIVE)

1-93

6	VAN ACCESSIBLE R7-8B SIGN
CD01	NTS



BY	MARK	DATE	DESCRIPTION						APPR.	DATE
ENGINEER			R E V I S I O N S						CITY	

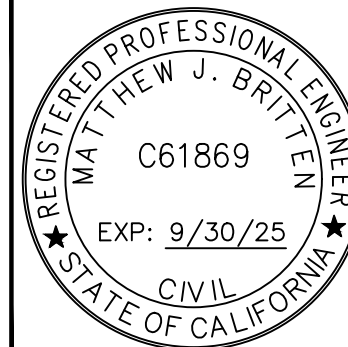


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R.C.E. 8675309
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	DRAWN BY:
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	SCALE:
	DATE:
	JOB NUMBER:

REVIEWED BY: _____	AUBREY SMITH	DATE: _____
APPROVAL BY: _____	CLAIRE GRASTY	DATE: _____
APPROVED BY: _____	DIRECTOR OF PUBLIC WORKS	DATE: _____
VENTURA COUNTY TRANSPORTATION COMMISSION		

CITY OF CAMARILLO, CA
CAMARILLO STATION ADA

CIVIL DETAILS

FOR:	VENTURA COUNTY TRANSPORTATION COMMISSION
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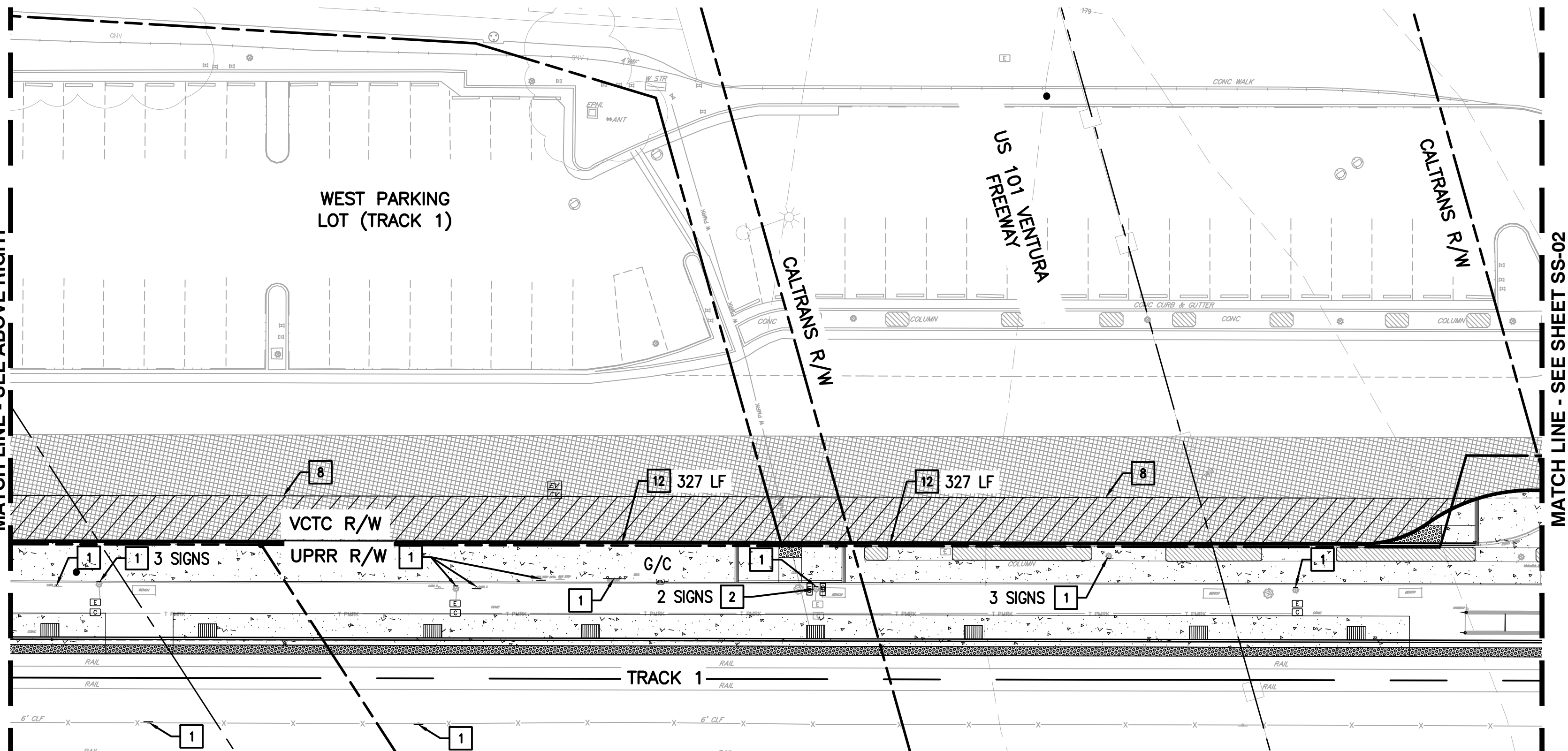
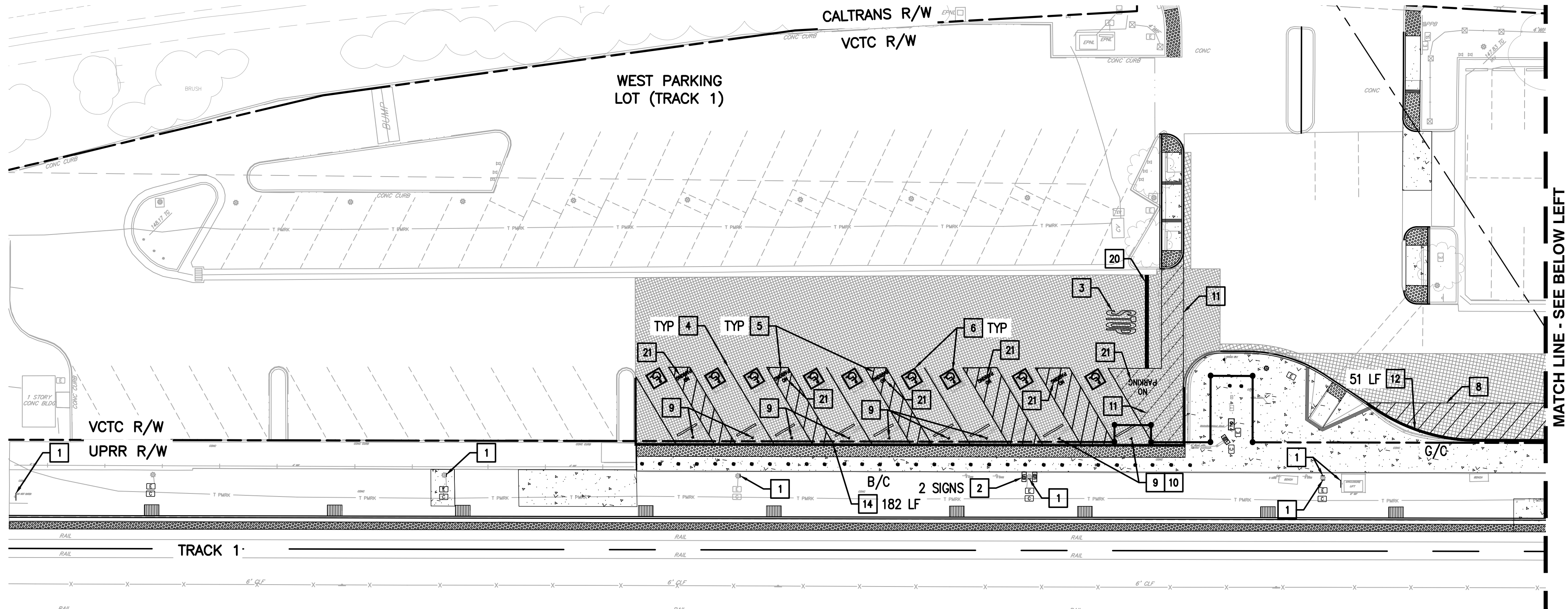
S H E E T

CD-01

OF XX SHEETS

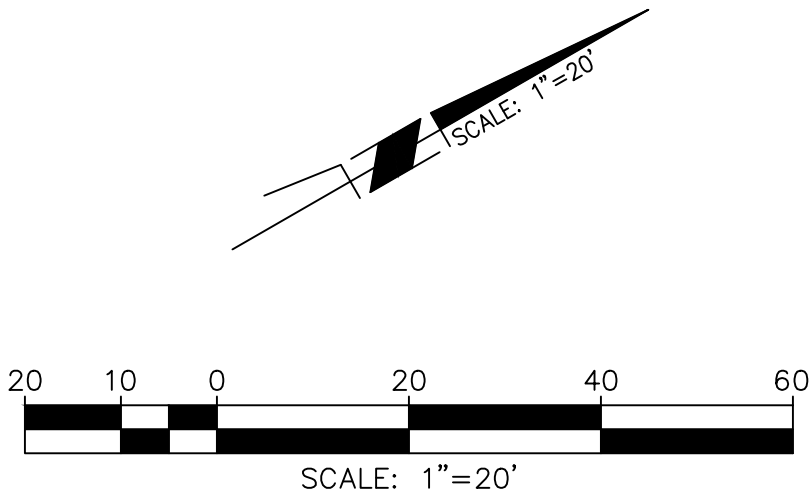
LAURA BARNEY

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SIGNING AND STRIPING NOTES:

- 1 REPLACE SIGN IN KIND WITH ADA COMPLIANT CHARACTER HEIGHT
- 2 REPLACE VARIABLE MESSAGE SIGN (VMS)
- 3 INSTALL PAVEMENT MARKINGS PER CALTRANS STD PLAN A24F, TYPE AS NOTED
- 4 INSTALL 4" BLUE STRIPING PAINT
- 5 INSTALL 4" BLUE DIAGONAL STRIPING AT 36" MAX
- 6 INSTALL ADA ACCESSIBLE PARKING MARKINGS PER CALTRANS STD PLANS A24C AND A90A
- 7 FURNISH AND INSTALL SIGN AND POST AS SHOWN
- 8 CROSS HATCHED LINES AT 36" OC. (THERMOPLASTIC)
- 9 INSTALL ACCESSIBILITY R99C SIGN AND POST
- 10 INSTALL VAN ACCESSIBLE SIGN PER MUTCD R7-8B (12"x6") WITH POST
- 11 INSTALL 12" THERMOPLASTIC WHITE BASIC CROSSWALK STD PLANS A24F
- 12 PAINT GREEN CURB, 2 COATS (LENGTH PER PLAN) - PASSENGER DROP OFF/PICK UP
- 13 PAINT RED CURB, 2 COATS (LENGTH PER PLAN) - NO PARKING
- 14 PAINT BLUE CURB, 2 COATS (LENGTH PER PLAN) - ADA PARKING
- 15 INSTALL SCRR TYPE 16 SIGN PER STD DWG ES3323
- 16 INSTALL SCRR MODIFIED SIGN R5-1 PER STD DWG ES3101
- 17 BLACKOUT EXISTING STRIPING
- 18 REMOVE EXIST. SIGN
- 19 INSTALL 15 MIN. LOADING ZONE SIGN
- 20 INSTALL 12" WHITE LIMIT LINE PER CALTRANS STD PLAN A24F
- 21 INSTALL "NO PARKING" LETTERING 12" PER DETAIL ON SHEET CD-01



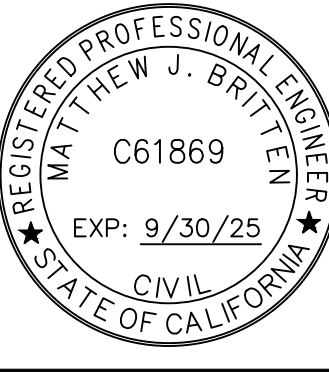
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ENGINEER			REVISIONS		CITY



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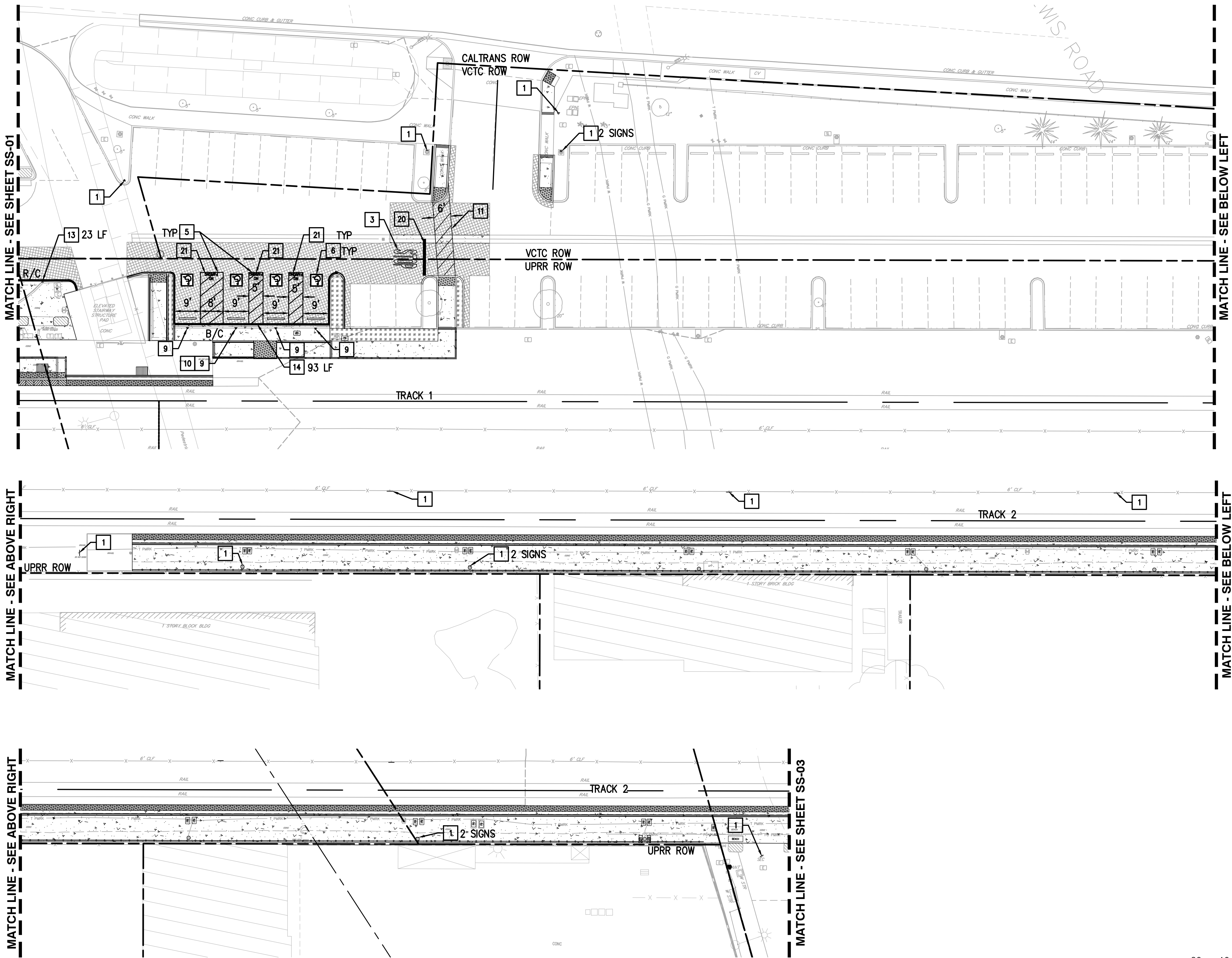


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DRAWN BY:	_____ AUBREY SMITH
CHECKED BY:	APPROVAL BY: _____ DATE: _____
SCALE:	_____ CLAIRE GRASTY
DATE:	APPROVED BY: _____ DATE: _____
JOB NUMBER:	DIRECTOR OF PUBLIC WORKS
	VENTURA COUNTY TRANSPORTATION COMMISSION

CITY OF CAMARILLO, CA	SHEET
CAMARILLO STATION ADA	SS-01
STRIPING AND SIGNAGE PLAN SHEET 1 OF 3	X OF XX SHEETS
FOR: VENTURA COUNTY TRANSPORTATION COMMISSION	

LAURA BARNEY

Z:\Engineering\VCTC\Camarillo Station ADA\900 CADD\950 Drawings\VCTC_CAMARILLO_SS02.dwg



SIGNING AND STRIPING NOTES:

- 1 REPLACE SIGN IN KIND WITH ADA COMPLIANT CHARACTER HEIGHT
- 2 REPLACE VARIABLE MESSAGE SIGN (VMS)
- 3 INSTALL PAVEMENT MARKINGS PER CALTRANS STD PLAN A24F, TYPE AS NOTED
- 4 INSTALL 4" BLUE STRIPING PAINT
- 5 INSTALL 4" BLUE DIAGONAL STRIPING AT 36" MAX
- 6 INSTALL ADA ACCESSIBLE PARKING MARKINGS PER CALTRANS STD PLANS A24C AND A90A
- 7 FURNISH AND INSTALL SIGN AND POST AS SHOWN
- 8 CROSS HATCHED LINES AT 36" OC. (THERMOPLASTIC)
- 9 INSTALL ACCESSIBILITY R99C SIGN AND POST
- 10 INSTALL VAN ACCESSIBLE SIGN PER MUTCD R7-8B (12"x6") WITH POST
- 11 INSTALL 12" THERMOPLASTIC WHITE BASIC CROSSWALK STD PLANS A24F
- 12 PAINT GREEN CURB, 2 COATS (LENGTH PER PLAN) - PASSENGER DROP OFF/PICK UP
- 13 PAINT RED CURB, 2 COATS (LENGTH PER PLAN) - NO PARKING
- 14 PAINT BLUE CURB, 2 COATS (LENGTH PER PLAN) - ADA PARKING
- 15 INSTALL SCRRA TYPE 16 SIGN PER STD DWG ES3323
- 16 INSTALL SCRRA MODIFIED SIGN R5-1 PER STD DWG ES3101
- 17 BLACKOUT EXISTING STRIPING
- 18 REMOVE EXIST. SIGN
- 19 INSTALL 15 MIN. LOADING ZONE SIGN
- 20 INSTALL 12" WHITE LIMIT LINE PER CALTRANS STD PLAN A24F
- 21 INSTALL "NO PARKING" LETTERING 12" PER DETAIL ON SHEET CD-01



BY	MARK	DATE	DESCRIPTION	APPR. DATE
ENGINEER			REVISIONS	CITY

15265 ALTON PKWY, STE 140
IRVINE, CA 92618
WWW.RAILPROS.COM

E-MAIL: INFO@RAILPROS.COM
PHONE: (714) 734 - 8765

DATE:
R.C.E. 8675309
* EXP. 03-31-22

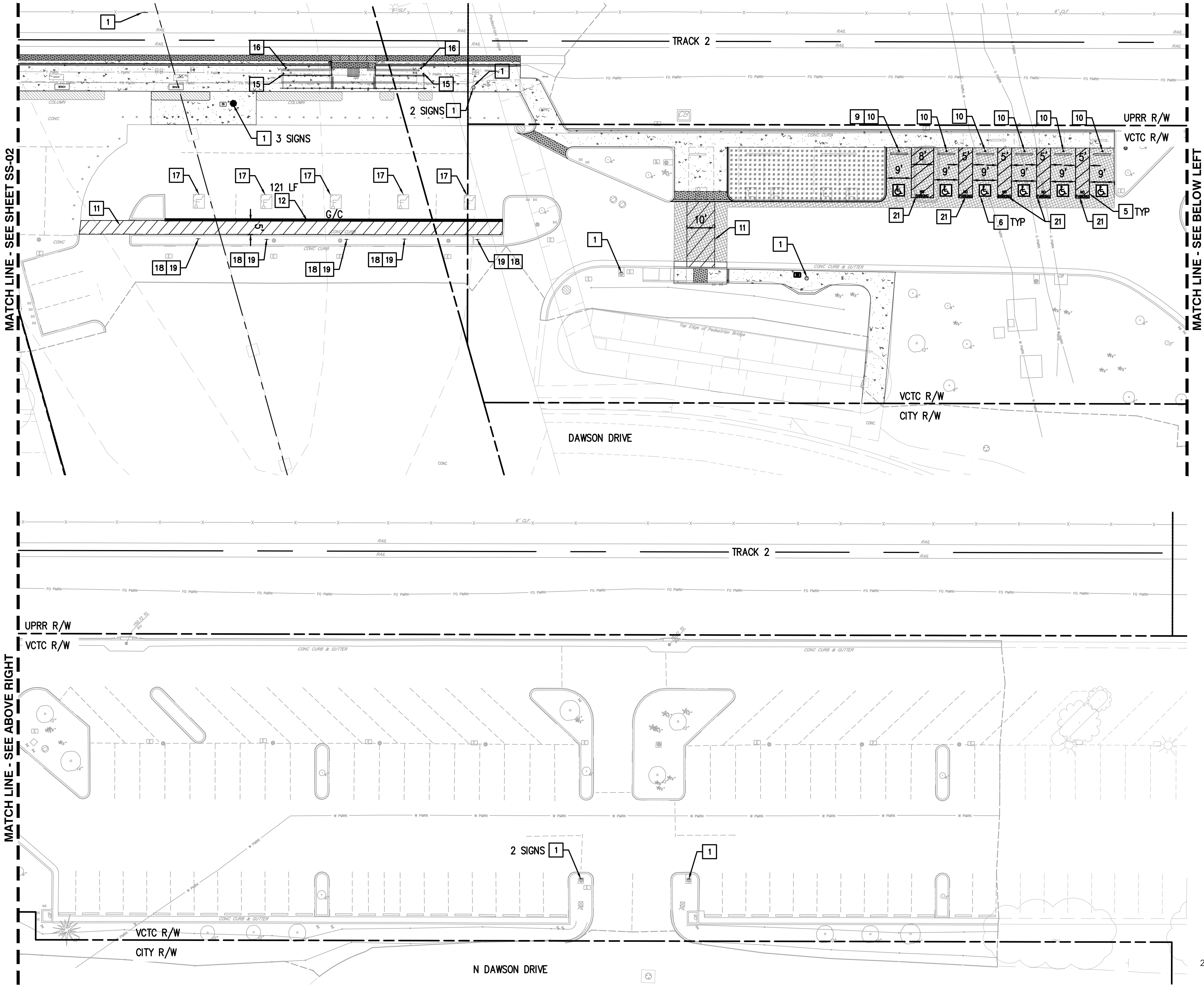
DESIGN BY:	REVIEWED BY:	DATE:
DRAWN BY:	AUBREY SMITH	
CHECKED BY:	APPROVAL BY:	DATE:
SCALE:	CLAIRE GRASTY	
DATE:	APPROVED BY:	DATE:
JOB NUMBER:	DIRECTOR OF PUBLIC WORKS	
	VENTURA COUNTY TRANSPORTATION COMMISSION	

CITY OF CAMARILLO, CA
CAMARILLO STATION ADA
STRIPING AND SIGNAGE PLAN SHEET 2 OF 3
FOR: VENTURA COUNTY TRANSPORTATION COMMISSION

SHEET
SS-02
X OF XX SHEETS

LAURA BARNEY

Z:\Engineering\VCTC\Camarillo Station ADA\900 CADD\950 Drawings\VCTC_CAMARILLO_SS03.dwg



SIGNING AND STRIPING NOTES:

- 1 REPLACE SIGN IN KIND WITH ADA COMPLIANT CHARACTER HEIGHT
- 2 REPLACE VARIABLE MESSAGE SIGN (VMS)
- 3 INSTALL PAVEMENT MARKINGS PER CALTRANS STD PLAN A24F, TYPE AS NOTED
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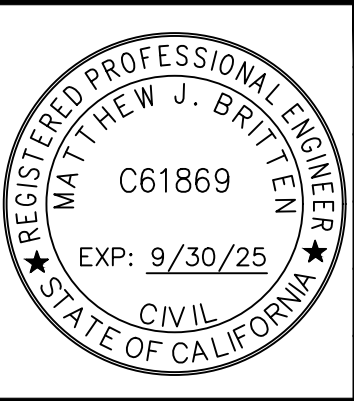


BY	MARK	DATE	DESCRIPTION	APPR. DATE
ENGINEER			REVISIONS	CITY

15265 ALTON PKWY, STE 140
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PHONE: (714) 734 - 8765

DATE:
R.C.E. 8675309
* EXP. 03-31-22



DESIGN BY:
DRAWN BY:
CHECKED BY:
SCALE:
DATE:
JOB NUMBER:

REVIEWED BY: _____ DATE: _____
APPROVAL BY: _____ DATE: _____
APPROVED BY: _____ DATE: _____
DIRECTOR OF PUBLIC WORKS
VENTURA COUNTY
TRANSPORTATION COMMISSION

CITY OF CAMARILLO, CA
CAMARILLO STATION ADA
STRIPING AND SIGNAGE PLAN SHEET 3 OF 3
FOR:
VENTURA COUNTY TRANSPORTATION COMMISSION

SHEET
SS-03
X OF XX SHEETS

PROJECT REPORT EQUIVALENT

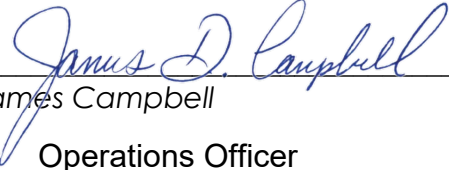
Project Title: LEESDALE PASSING SIDING

Project Location Description: *The Leesdale Passing Siding Project (34.1973767, -119.1010946), located on the Union Pacific Railroad Santa Barbara Subdivision, in Ventura County, extends compass east from approximately 1,100 feet east of Rose Ave (MP 405.43) through the east end of the existing Leesdale Siding (MP 409.16). The project footprint is bordered by E 5th Street to the south, and industrial land on the north side.*

Vicinity Map



I, James Campbell, Operations Manager have been given full authority by LOSSAN Agency to prepare this report. I certify that the information and data contained in this report are true to the best of my knowledge and belief and I understand that disciplinary action may be taken in the event that the following information are found to be falsified.

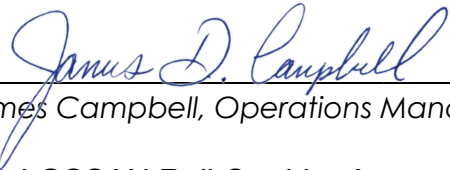

James Campbell
Operations Officer

Title

LOSSAN Rail Corridor Agency
Agency/Company

12/12/23
Date

I have reviewed the information contained in this report and find the data and information to be complete, current, and accurate.


James Campbell, Operations Manager

LOSSAN Rail Corridor Agency
Agency

12/12/23
Date

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1. INTRODUCTION

The intent of this project is to upgrade, power, and extend the existing 3,330-ft Leesdale siding to the west 3.7 miles to accommodate freight trains and eliminate delays to passenger trains of as much as 10 minutes on a regular basis at the Oxnard station. This will also serve future needs to expand the Oxnard station to two platforms. This siding extension is needed to expand service, improve reliability, and reduce travel time. This will result in increased ridership and a reduction in Greenhouse Gas (GHG) emissions.

Project Limit/Footprint	<i>District 7 – Ventura County – UPRR Santa Barbara Subdivision Begin Post Mile/End Post Mile</i> <i>MP 405.43 / MP 409.16</i> <i>1.3 miles east of the Oxnard Train Station and 0.2 miles east of Rose Ave to 0.3 miles east of Wood Road – 3.7 miles total</i>
Total Project Cost	\$69.3 million
Outputs	<i>3.7 miles of new second main track, 15 Culverts, 5 At Grade Crossings</i>
Environmental Determination or Document	Statutory Exemption

2. BACKGROUND

The need for siding/double track extensions between Moorpark and Oxnard was highlighted in the California State Rail Plan in 2013. The existing Leesdale Siding is short (3,330 feet) with non-powered switches, no signalization, and substandard rails, which constrains the capacity on the Los Angeles - San Diego – San Luis Obispo (LOSSAN) Rail Corridor. In 2021, the LOSSAN Rail Corridor Optimization Study identified infrastructure improvements needed to implement pulse scheduling and service patterns. The Leesdale Passing Siding project (also referred to as the Leesdale Siding Extension Project) is identified as a near-term project, critical to the improvements in service patterns planned for this portion of the LOSSAN Rail Corridor.

Other studies have been performed for this section of track, which include analyzing different lengths of siding extensions and adding a second platform at the Oxnard Station. In 2021, a study was completed to consider combining the Oxnard Station Second Platform with the Leesdale Siding extension. This study evaluated several track alignment options to create a second platform at Oxnard station (utilizing the existing

freight yard track) and extending an additional track to connect the station with the Leesdale Siding. (The freight yard track would be replaced with a “run-around” track on the other side of the freight yard). The conclusion of this study determined that an extension of the Leesdale Siding should be completed as a first phase of improvements to facilitate later phases at the Oxnard Station. This siding extension (or double track) will provide the capacity needed for improved service, reliability, and train meets.

3. PURPOSE AND NEED

Purpose:

The extension and signalization of the existing Leesdale Siding will increase capacity and operational flexibility on the corridor. It supports the desire for 30-minute passenger frequencies to and from Ventura County for both the Pacific Surfliner and Metrolink. The completion of this project will ultimately provide for double-track CTC (Centralized Train Control) operations between MP 405.43 and MP 409.16.

Need:

This section of corridor spanning from the existing Leesdale Siding to the Oxnard Station is single main track, making bidirectional service not possible. The present single-track configuration also limits service at the station. Presently, trains must pull into and wait on the adjacent freight yard lead while passenger trains load/unload passengers on the main track platform. Once the platform is cleared, the train waiting must move out of the yard lead and reverse into the station.

The existing 3,330-foot Leesdale Siding, located 4.5 miles from Oxnard Station, restricts operational flexibility due to its short length, non-powered switches, and substandard track. Other issues and benefits are described below.

A. Single Track Bottleneck

Constructing this 3.7-mile long second main track to extend the existing siding will increase rail capacity and reliability on the LOSSAN Rail Corridor.

The Project is necessary to support current and future growth in LOSSAN Rail Corridor rail service demand while maintaining safety. Without increasing the amount of double track on the LOSSAN Rail Corridor, increases in train service will not be possible without degrading overall service reliability.

The existing single track within the project limits negatively affects reliability in the corridor. Providing an additional 2nd main track (double track) will allow additional flexibility in scheduling train meets and passes and reduce the occurrence and resulting delay time of conflicts at the station.

B. Regional and System Planning

This project was highlighted as a near-term project in the 2023 California State Rail Plan as a way to improve passenger service envisioned for Southern California. Completion of this project will extend and make usable the existing 3,330-foot Leesdale Siding to a clear siding length of 4 miles, adding signalized CTC powered switches at both ends, to allow operational flexibility for both Pacific Surfliner and Metrolink trains. The project will allow for service expansion by all services and will result in reduced travel time, increased ridership, reliability, and GHG emission reduction. Project sponsors estimate the Leesdale Passing Siding Project will reduce travel time for passenger trains by 3 to 5 minutes on average. The new remote-controlled switches at each end of the 2nd main track limits will save several minutes per switch and will allow for an increase in bi-directional operation on the line.

C. Traffic

Providing an extended siding at this location will reduce the amount of time that trains can be delayed, waiting for opposing train movements to pass through the single-track segment in this area.

4. ENVIRONMENTAL CLEARANCE DESCRIPTION

It is anticipated that the project qualifies as exempt because it appears to meet the requirements for a statutory exemption from CEQA, as provided in Section 15275(a) and (b) of the State CEQA Guidelines, for Specified Mass Transit Projects.

California Environmental Quality Act (CEQA) PRC 21000 et seq.	Citation	Actual or Estimated Completion Date
☒ Categorically Exempt (CE)		
☒ Statutorily Exempt (SE)	Section 15275(a) and (b)	3/10/23
National Environmental Policy Act (NEPA) 42 USC Sec. 4321 et seq.		
☒ Categorically Excluded (CE)		

5. CONSIDERATIONS REQUIRING DISCUSSION

5A. Hazardous Waste

The project site has existed as a railroad for more than 100 years and has potentially been exposed to hazardous or non-recyclable material. A Phase I Hazardous Material Survey may be required as part of the design and if hazardous material is encountered then a disposal and remediation plan will be developed.

5B. Value Analysis

A project specific value has not been performed on this project. This project is following the goals and anticipated benefits outlined in the California State Rail Plan to increase rail service and reduce congestion and GHG emissions.

5C. Resource Conservation

Existing rail infrastructure will be used and recycled to the greatest extent possible.

5D. Right-of-Way Issues

There are no known Right-of-Way issues. No major utilities will be affected, and no property acquisition nor permanent easements will be required.

5E. Environmental Compliance

A Statutory Exemption is anticipated.

5F. Air Quality Conformity

An air quality conformity analysis was not performed. The project is anticipated to be a Statutory exemption under CEQA and is anticipated to have an overall positive impact on air quality by increasing train ridership and reducing vehicle emissions.

5G. Title VI Considerations

Pacific Surfliner service is currently not subject to Title VI.

5H. Noise Abatement Decision Report

A noise abatement decision report was not developed since noise impacts are not anticipated for this project.

6. FUNDING, PROGRAMMING AND ESTIMATE

Funding

The project is fully funded through construction with various California State programs. The project is eligible for Federal Funding, but no federal funding has been committed to date.

Programming

All funding shown above is currently committed.

Fund Source	Project Component (in \$1,000)						
	PA&ED Support	PS&E Support	Right-of-Way Support	Construction Support	Right-of-Way Support	Construction	Total
SBI-SCCP						\$43,500	\$43,500
STIP						\$20,000	\$20,000
State Rail Assistance (SRA)		\$3,500				\$2,500	\$6,000
Total		\$3,500				\$66,000	\$69,500

Estimate

The project budget is based on the estimate below which reflects a concept level construction estimate. The "soft costs" for design, management, and support are based off typical percentages from similar projects in the region.

ITEM	DESCRIPTION	UNIT	UNIT COST	TOTAL COST
CONSTRUCTION	GENERAL REQUIREMENTS			\$3,397,372
	SPECIALTIES			\$5,000
	EARTHWORK			\$2,717,716
	STATION IMPROVEMENTS			\$0
	EXTERIOR IMPROVEMENTS			\$652,028
	UTILITIES			\$3,361,742
	TRANSPORTATION (RAILROAD SIGNALS)			\$4,067,700
	TRANSPORTATION (HIGHWAY-RAIL GRADE CROSSINGS)			\$1,939,244
	TRANSPORTATION (TRACK CONSTRUCTION)			\$11,275,130
	TRANSPORTATION (TRACK REHABILITATION)			\$676,945
	TRANSPORTATION (RAILROAD BRIDGES)			\$5,280,599
			Construction Subtotal	\$33,373,476
	MOBILIZATION, DEMOBILIZATION, AND CONTROLS	0%		\$0
			Construction Subtotal	\$33,373,476
	CONSTRUCTION CONTINGENCY	35%		\$11,680,717
SUB-TOTAL: CONSTRUCTION TOTAL WITH CONTINGENCY				\$45,054,193
SOFT COSTS	Design			
	CIVIL DESIGN - Concept thru IFB	8.4%		\$3,800,000
	PROJECT MANAGEMENT - Design	2%		\$901,084
	S&C DESIGN			\$834,337
	AGENCY PEER REVIEW SUPPORT	0.35%		\$157,690
	UPRR Costs	0.5%		\$225,271
	Construction			
	PROJECT MANAGEMENT - Construction	2%		\$901,084
	CONSTRUCTION MANAGEMENT	12%		\$5,406,503
	FLAGGING	2.50%		\$1,126,355
	CIVIL DESIGN SUPPORT DURING CONST.	1.0%		\$450,542
	S&C DESIGN SUPPORT DURING CONST.			\$667,470
	AGENCY COSTS	2.5%		\$1,126,355
	MAINTENANCE OF WAY			
	TRACK/STRUCT. MAINTENANCE SUPPORT			
	S&C MAINTENANCE SUPPORT			
	RIGHT-OF-WAY ACQUISITION	0	LS	
	RAILROAD WORK ORDERS			
	OTHERS (PERMITS, FEES, LEGAL)		LS	
SUB-TOTAL: PROJECT RELATED OVERHEAD COSTS				\$15,596,690
SOFT COST PERCENTAGE		35%	RAW PROJECT COST	\$60,650,883
PROJECT RESERVE/CONTINGENCY		5%		\$3,032,544
Escalation Schedule		Escalation %	Planned Expenditure	Amount Escalating
2020		1.89%		
2021		2.70%		
2022 - PSR		15.86%		
2023 - Final Design		5.00%	100%	\$5,918,382
2024 - Construction		5.00%	50%	\$45,054,193
2025 - Construction		5.00%	50%	\$45,054,193
2026 - Construction		5.00%	0%	\$45,054,193
			Subtotal Escalation	\$5,631,774
TOTAL PROJECT COST:				\$69,315,201

7. DELIVERY SCHEDULE

Project Milestones	Milestone Date (Month/Day/Year)	Milestone Designation (Target/Actual)
Begin Environmental (PA&ED) Phase	8/1/22	Actual
Circulate Draft Environmental Document – Document Type (ND/MND)/FONSI	5/1/23	Actual
End Environmental Phase (PA&ED Milestone)	10/1/23	Actual
Begin Design (PS&E) Phase	12/1/23	Actual
End Design Phase (Ready to List for Advertisement Milestone)	12/1/24	Target
Begin Right of Way Phase	3/1/24	Target
End Right of Way Phase (Right of Way Certification Milestone)	10/1/24	Target
Begin Construction Phase (Contract Award Milestone)	3/1/25	Target
End Construction Phase (Construction Contract Acceptance Milestone)	2/1/27	Target
Begin Closeout Phase	3/1/27	Target
End Closeout Phase (Closeout Report)	3/1/28	Target

8. RISKS

- Permitting and Construction Schedule – The permitting and construction schedule will be reviewed further as the design is developed and the project progresses. Any schedule or cost impacts will be noted and addressed as they are identified.*
- Community Stakeholders Response – LOSSAN and their design consultant will perform community outreach as the design progresses.*

- *Unknown Existing Utilities – Utility survey and potholing will be performed to confirm the location of existing utilities as part of the design.*
- *UPRR operational comments and acceptance – UPRR will be engaged early in the design development and will have the opportunity to review the plans at each major milestone in order to build consensus.*
- *Environmental Evaluation, report and mitigations – Even though this project has a statutory exemption, the resources agencies may require additional studies to obtain approval. This could delay the project.*
- *Rice Avenue Grade Separation construction and conflicts – The design team will coordinate with the City of Oxnard during the design to avoid conflicts with the City-lead Rice Avenue Grade Separation project.*

9. EXTERNAL AGENCY COORDINATION (anticipated agreements)

The project requires the following coordination:

- *Union Pacific Railroad – Engineering Review Agreement*
- *City of Oxnard – Working agreements / Encroachment permits*
- *Ventura County Transportation Commission – Approval*
- *County of Ventura – Approval*
- *Amtrak – Working / Operating Agreements*
- *United States Army Corps – Section 404 Approval*
- *State Historic Preservation Office – Section 106 approval*
- *Regional Quality Control Board – Section 401 approval*

10. ADDITIONAL INFORMATION

None

11. ATTACHMENTS

- A. Project Programming Request PPR (6)
- B. Approved Environmental Document (3)
- C. Engineers Estimate (3)
- D. Available project schematics or preliminary-design plans (8)

Amendment (Existing Project) ☐ YES ☒ NO					Date	01/08/2024 14:59:04	
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☒ STIP ☒ Other							
District	EA	Project ID	PPNO	Nominating Agency			
75			9887	Los Angeles-San Diego-San Luis Obispo Rail Corridor Agen			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
Ventura County	LOS	405.430	409.160				
				MPO	Element		
				SCAG	Rail		
Project Manager/Contact			Phone	Email Address			
James Campbell			714-560-5390	jcampbell@octa.net			

Project Title

Leesdale Passing Siding

Location (Project Limits), Description (Scope of Work)

This project is to upgrade, power, and extend the existing 3,330-ft siding to the west 3.7 miles to accommodate freight trains and eliminate the need for passenger trains to wait as much as 10 minutes on a regular basis at the Oxnard station, in Oxnard, California. This will also serve future needs to expand the Oxnard station to two platforms. This siding extension is needed to expand service, improve reliability, and reduce travel time. This will result in increased ridership and a reduction in Greenhouse Gas (GHG) emissions. District 7 – Ventura County – UPRR Santa Barbara Subdivision Begin Post Mile/End Post Mile
MP 405.17 / MP 409.16 1.3 miles east of the Oxnard Train Station and 0.2 miles east of Rose Ave to 0.3 miles east of Wood Road – 3.7 miles total.

Component	Implementing Agency
PA&ED	Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (
PS&E	Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (
Right of Way	Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (
Construction	Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (

Legislative Districts

Assembly:	37,44	Senate:	19	Congressional:	26
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	08/01/2022	08/01/2022
Circulate Draft Environmental Document Document Type CE/CE	05/01/2023	05/01/2023
Draft Project Report	09/01/2023	09/01/2023
End Environmental Phase (PA&ED Milestone)	10/01/2023	10/01/2023
Begin Design (PS&E) Phase	12/01/2023	12/01/2023
End Design Phase (Ready to List for Advertisement Milestone)	07/01/2024	12/01/2024
Begin Right of Way Phase		03/01/2024
End Right of Way Phase (Right of Way Certification Milestone)		10/01/2024
Begin Construction Phase (Contract Award Milestone)	10/01/2024	03/01/2025
End Construction Phase (Construction Contract Acceptance Milestone)	11/01/2026	02/01/2027
Begin Closeout Phase	11/01/2026	03/01/2027
End Closeout Phase (Closeout Report)	11/01/2027	03/01/2028

Date 01/08/2024 14:59:04

Purpose and Need

The existing Leesdale Siding is also not a Centralized Traffic Control (CTC) siding and requires manual operation to change the direction of the switches on either side. The project would replace the manual switches with remote-controlled switching equipment on both sides of the siding. The Las Posas Road and Pleasant Valley Road grade crossing signal systems would be modified to accommodate. The current Leesdale siding is 3,700 feet long and is manually operated. This is too short for the average freight train to currently utilize, as that the average freight train has the length of 5,500 feet. This configuration results in a bottleneck on the line, since one train must back up to clear the tracks for the other trains to depart, using about five to 10 minutes for the maneuver. This project would allow for service expansion, improved reliability and reduced travel time. Specifically, the project will provide direct benefits to Metrolink and Surfliner services in this area by allowing for 30-minute frequencies in this segment.

NHS Improvements

☐ YES ☒ NO

Roadway Class

NA

Reversible Lane Analysis

☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals

☒ YES ☐ NO

Reduce Greenhouse Gas Emissions

☒ YES ☐ NO

Project Outputs			
Category	Outputs	Unit	Total
Rail/ Multi-Modal	Miles of new track	Miles	3.7
Rail/ Multi-Modal	Grade separations/ rail crossing improvemnets	EA	5
Drainage	Culverts	LF	300

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	2,287,130	2,329,600	-42,470
			VTM per Capita	0	0	0
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	1,924,484	0	1,924,484
			Hours per Capita	0	0	0
	TCEP	Change in Daily Vehicle Hours of Delay	Hours	0	0.2	-0.2
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	0	0	0
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	94	90	4
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0	0	0
			PM 10 Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	-69,206	0	-69,206
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	-8	0	-8
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	-1	0	-1
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	-165	0	-165
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	-11	0	-11
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0	0	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	1,138	0	1,138
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	3.1	0	3.1
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	28,080	28,080	0
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	218,400	109,200	109,200

District	County	Route	EA	Project ID	PPNO
75	Ventura County	LOS			9887
Project Title					
Leesdale Passing Siding					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)	1,000							1,000	Los Angeles-San Diego-San Luis Obispo
PS&E		2,500						2,500	Los Angeles-San Diego-San Luis Obispo
R/W SUP (CT)									Los Angeles-San Diego-San Luis Obispo
CON SUP (CT)									Los Angeles-San Diego-San Luis Obispo
R/W									Los Angeles-San Diego-San Luis Obispo
CON			22,500					22,500	Los Angeles-San Diego-San Luis Obispo
TOTAL	1,000	2,500	22,500					26,000	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		3,500						3,500	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			66,000					66,000	
TOTAL		3,500	66,000					69,500	

Fund #1:	Other State - STA Transit Assist (Committed)								Program Code
	Existing Funding (\$1,000s)								30.20.020.000
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)	1,000							1,000	If earmark is NOT awarded, LOSSAN fully intends to fund this \$6M with State Rail Assistance funding.
PS&E		2,500						2,500	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			2,500					2,500	
TOTAL	1,000	2,500	2,500					6,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		3,500						3,500	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			2,500					2,500	
TOTAL		3,500	2,500					6,000	

Fund #2:	IIP - Public Transportation Account (Committed)								Program Code
Existing Funding (\$1,000s)									30.20.020.720
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			20,000					20,000	
TOTAL			20,000					20,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			20,000					20,000	
TOTAL			20,000					20,000	
Fund #3:	State SB1 SCCP - Solution for Congested Corridors Program (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Ventura County Transportation Comm
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			43,500					43,500	
TOTAL			43,500					43,500	

Complete this page for amendments only					Date 01/08/2024 14:59:04
District	County	Route	EA	Project ID	PPNO
75	Ventura County	LOS			9887

SECTION 1 - All Projects

Project Background

The need for siding/double track extensions between Moorpark and Oxnard was highlighted in the California State Rail Plan in 2013. The existing Leesdale Siding is short (3,330 feet) with non-powered switches, no signalization, and substandard rails, which constrains the capacity on the Los Angeles to Santa Barbara/San Luis Obispo Corridor. In 2021, LOSSAN's Optimization Report identified infrastructure improvements needed to implement pulse scheduling and service patterns. The Oxnard / Camarillo Double Track project (formerly known as the Leesdale Siding Extension) is identified as a near-term project, critical to the improvements in service patterns planned for this portion of the LOSSAN Corridor.

Other studies have been performed for this section of track, which include analyzing different lengths of siding extensions and adding a second platform at the Oxnard Station. In 2021, a study was completed to consider combining the Oxnard Station Second Platform with the Leesdale Siding extension. This study evaluated several track alignment options to create a second platform at Oxnard station (utilizing the existing freight yard track) and extending an additional track to connect the station with the Leesdale Siding. (The freight yard track would be replaced with a "run-around" track on the other side of the freight yard). The conclusion of this study determined that an extension of the Leesdale Siding should be completed as a first phase of improvements to facilitate later phases at the Oxnard Station. This siding extension (or double track) will provide the capacity needed for improved service, reliability, and train meets.

Programming Change Requested

Adding SCCP funding to the project.

Reason for Proposed Change

Additional scope that will increase the project to 3.7 miles. The benefits will include:

- Maximize the reduction in wait time for a train meet
- Allows for future double-track to Camarillo
- Allows for future second station platform at Oxnard
- Allows for continuous double track east of Oxnard station, eliminating the "island siding" from the 2.0-mile alternative
- Provides grade crossing safety upgrades to two additional crossings: Del Norte and Rice Ave.
- Provides upgrades to an additional 1.7 miles of track infrastructure

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

No

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

- Project is PPNO 9887
- Leesdale Passing Siding: TITLE
- Updated description from 6218

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

- Attachments
- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Attachment B



State of California - Department of Fish and Wildlife
2023 ENVIRONMENTAL DOCUMENT FILING FEE
CASH RECEIPT
 DFW 753.5a (REV. 01/01/23) Previously DFG 753.5a

Print

StartOver

Save

RECEIPT NUMBER:

56 — —

STATE CLEARINGHOUSE NUMBER (If applicable)

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY.

LEAD AGENCY LOSSAN Rail Corridor Agency	LEAD AGENCY EMAIL jcampbell@octa.net	DATE
COUNTY/STATE AGENCY OF FILING Ventura	DOCUMENT NUMBER	

PROJECT TITLE

Leesdale Siding Extension

PROJECT APPLICANT NAME James Campbell	PROJECT APPLICANT EMAIL jcampbell@octa.net	PHONE NUMBER (714) 560-5390
PROJECT APPLICANT ADDRESS 600 S. Main St.	CITY Orange	STATE CA
	ZIP CODE 92868	

PROJECT APPLICANT (Check appropriate box)

☐ Local Public Agency
 ☐ School District
 ☐ Other Special District
 ☐ State Agency
 ☐ Private Entity

CHECK APPLICABLE FEES:

☐ Environmental Impact Report (EIR)	\$3,839.25	\$	0.00
☐ Mitigated/Negative Declaration (MND)(ND)	\$2,764.00	\$	0.00
☐ Certified Regulatory Program (CRP) document - payment due directly to CDFW	\$1,305.25	\$	0.00

☐ Exempt from fee☒ Notice of Exemption (attach)☐ CDFW No Effect Determination (attach)☐ Fee previously paid (attach previously issued cash receipt copy)

☐ Water Right Application or Petition Fee (State Water Resources Control Board only)	\$850.00	\$	0.00
☒ County documentary handling fee		\$	50.00
☐ Other		\$	

PAYMENT METHOD:

☐ Cash
 ☐ Credit
 ☒ Check
 ☐ Other

TOTAL RECEIVED \$ 50.00

SIGNATURE

X *James D. Campbell*

AGENCY OF FILING PRINTED NAME AND TITLE

LOSSAN Operations Officer

Filed in County Clerk's Office
 Michelle Ascencion
 Ventura County Clerk-Recorder

2023100005039

03/10/2023

04:01 PM

VEN

DocType: FISH
TELELIZ

Pages: 1

Fees: \$50.00



Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk

County of: Ventura

800 S. Victoria Ave.

Ventura, CA 93009

From: (Public Agency): LOSSAN Rail Corridor Agency
600 S. Main Street
Orange, CA. 92868

(Address)

Project Title: Leesdale Siding Extension

Project Applicant: LOSSAN Rail Corridor Agency

Project Location - Specific:

34.1973767, -119.1010946, in the Union Pacific Railroad Santa Barbara Subdivision, extending west from existing Leesdale Siding (MP 409.16 - MP 408.44). South border: E 5th Street; North border: industrial land.

Project Location - City: Oxnard (see Attachment) Project Location - County: Ventura

Description of Nature, Purpose and Beneficiaries of Project:

Extend the Leesdale Siding by 2.95 miles, meeting the mainline 1,050 feet east of Rose Avenue at MP 405.49.

This project will allow for service expansion and will result in reduced travel time, increased ridership, operational reliability, and greenhouse gas emissions reduction.

Name of Public Agency Approving Project: LOSSAN Rail Corridor Agency

Name of Person or Agency Carrying Out Project: LOSSAN Rail Corridor Agency

Exempt Status: (check one):

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☐ Categorical Exemption. State type and section number: _____
- ☒ Statutory Exemptions. State code number: §21080(b)(10) [15275(a)]

Reasons why project is exempt:

This project has been determined to qualify for a Statutory Exemption under CEQA Guidelines Section 15275(a) [PRC §21080(b)(10)] since the project would support mass transit passenger rail operations conducted by the LOSSAN Rail Corridor Agency on a rail line already in use. The project would facilitate with improving efficiency and service reliability.

Lead Agency

Contact Person: James Campbell

Area Code/Telephone/Extension: (714) 560-5390

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? ☐ Yes ☒ No

Signature: [Signature]

Date: 2/6/23

Title: Managing Director

☒ Signed by Lead Agency ☐ Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: _____

FILED

DATE: MAR 10 2023

MICHELLE ASCENCION
Ventura County Clerk-Recorder

By: Lizzeth Tellez, Deputy

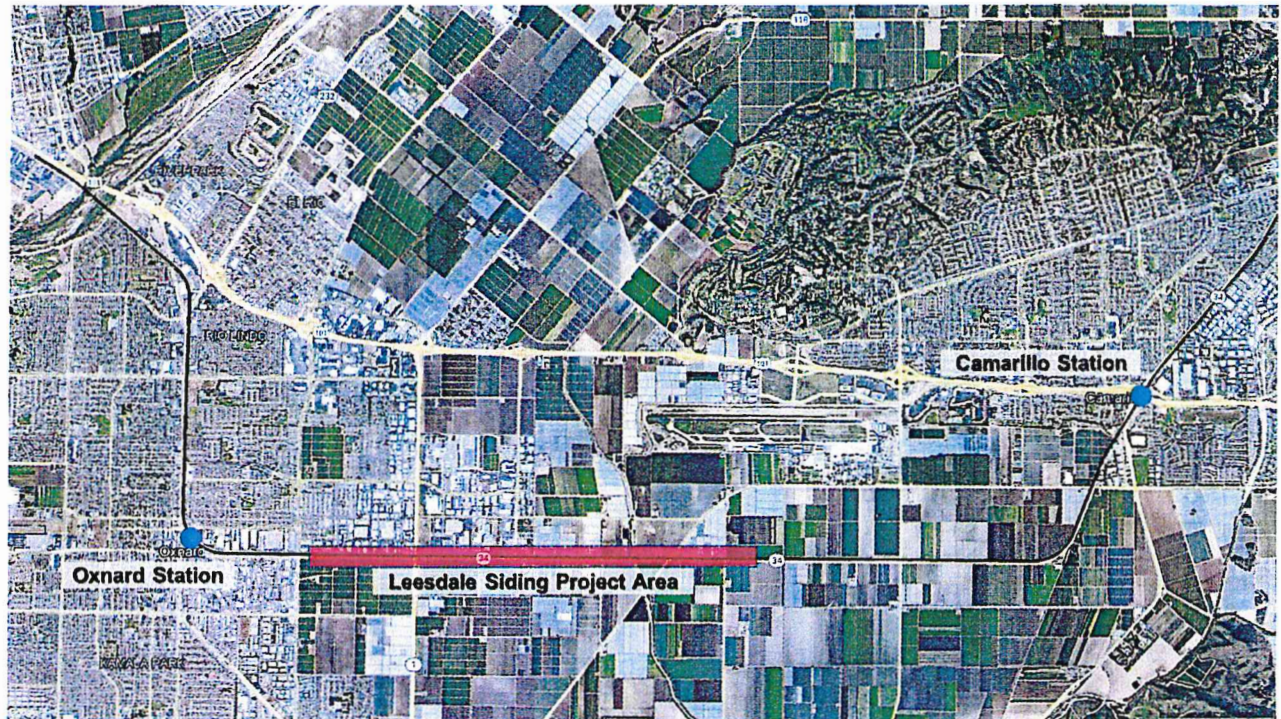
POSTED
MAR 10 2023 - MAY 01 2023

MICHELLE ASCENCION
Ventura County Clerk and Recorder

By: [Signature], Deputy

Revised 2011

Site Location Map for Leesdale Siding Extension Project





ENGINEER'S ESTIMATE (PSR Level)

Project Name: Leesdale Passing Siding

Design Level: Project Study Report

Last Updated: 10/7/2022

NOTE: CONCEPT LEVEL ESTIMATE. Uses 2021 PSR estimates already calculated and made adjustments from there for 3.7-mile configuration.

ITEM NO.	WORK DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST	ITEM CONT.	NOTES / SOURCE DATA
SCHEDULE 1 - BASE BID							
Section 1	GENERAL REQUIREMENTS						
1.1	Maintenance and Protection of Traffic	LS	1	\$100,000.00	\$100,000.00		
1.2	Mobilization, Demobilization, and Controls (Maximum of 10% of Total Bid)	LS	1	\$3,297,371.53	\$3,297,371.53		
GENERAL REQUIREMENTS SUBTOTAL					\$3,397,371.53		
Section 2	SPECIALTIES						
2.1	Railroad Signage	LS	1	\$5,000.00	\$5,000.00		Unit Cost from Caltrans Cost Database
SPECIALTIES SUBTOTAL					\$5,000.00		
Section 3	STATION IMPROVEMENTS (CENTER PLATFORM)						
STATION IMPROVEMENTS (CENTER PLATFORM) SUBTOTAL					\$0.00		
Section 4	EARTHWORK						
4.1	Clearing and Grubbing	AC	7.9	\$3,500.00	\$27,800.74		Unit Cost from Caltrans Cost Database
4.2	Excavation	CY	36,224	\$45.00	\$1,630,069.91		Unit Cost from Vista Canyon Station Bid
4.3	Embankment	CY	3,622	\$30.00	\$108,671.33		Unit Cost from Vista Canyon Station Bid
4.4	Install Turnout Construction Pad and Filter Fabric Including Subballast and Pad Removal	EA	2.0	\$22,790.00	\$45,580.00		Unit Cost from Caltrans Cost Database/Vista Canyon Bid
4.5	ALLOWANCE - Removal and Disposal of Contaminated Soils, Allowance for 1000 CY	CY	3,622	\$250.00	\$905,594.40		Allowance 10.0% of total excavation
EARTHWORK SUBTOTAL					\$2,717,716.38		
Section 5	EXTERIOR IMPROVEMENTS						
5.1	Soil Erosion and Sediment Control	LF	16,301	\$40.00	\$652,027.97		Unit Cost from Caltrans Cost Database, inclusive of all erosion and sediment control items
EXTERIOR IMPROVEMENTS SUBTOTAL					\$652,027.97		
Section 6	UTILITIES						
6.1	Fiber Optic Relocations	LF	17,750	\$189.39	\$3,361,742.42		Other Utl included in Station and Civil Crossing costs
UTILITIES SUBTOTAL					\$3,361,742.42		
Section 7	TRANSPORTATION (RAILROAD SIGNALS)						
7.1	power switches	EA	2	\$30,000.00	\$60,000.00		
7.2	2 head signals complete with mast and foundation	EA	6	\$28,000.00	\$168,000.00		
7.3	grade crossing modifications	EA	3	\$300,000.00	\$900,000.00		includes new house, new gates and cantilevers
7.4	signal cases - fully equipped	EA	3	\$75,000.00	\$225,000.00		
7.5	signal foundations	EA	18	\$3,000.00	\$54,000.00		
7.6	6x6 signal house	EA	6	\$100,000.00	\$600,000.00		
7.7	PTC equipment	EA	12	\$20,000.00	\$240,000.00		per location
7.8	signs	EA	18	\$150.00	\$2,700.00		
7.9	shunts	EA	18	\$1,000.00	\$18,000.00		
7.10	Labor	WK	24	\$75,000.00	\$1,800,000.00		
TRANS. RAILROAD SIGNALS SUBTOTAL					\$4,067,700.00		



ENGINEER'S ESTIMATE (PSR Level)

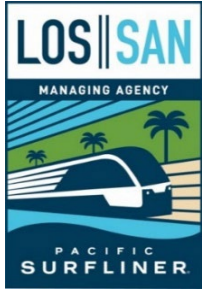
Project Name: Leesdale Passing Siding

Design Level: Project Study Report

Last Updated: 10/7/2022

NOTE: CONCEPT LEVEL ESTIMATE. Uses 2021 PSR estimates already calculated and made adjustments from there for 3.7-mile configuration.

ITEM NO.	WORK DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST	ITEM CONT.	NOTES / SOURCE DATA
SCHEDULE 1 - BASE BID							
Section 8	TRANSPORTATION (HIGHWAY-RAIL GRADE CROSSINGS)						
TRAFFIC	<u>E. Pleasant Valley Rd.</u>						
8.1	"WAIT HERE" Pavement Markings	SF	120	\$10.00	\$1,200.00		
8.2	RxR Pavement Markings	SF	130	\$10.00	\$1,300.00		
8.3	Type III Arrows	SF	28	\$10.00	\$280.00		
8.4	24" White Stripe (Thermoplastic)	SF	31	\$8.00	\$248.00		
8.5	24" White Stop Line (Thermoplastic)	SF	145	\$8.00	\$1,160.00		
8.6	Remove 12" RR limit line	SF	76	\$5.00	\$380.00		
8.7	Remove 12" Crosswalk	SF	187	\$5.00	\$935.00		
8.8	Traffic Stripe (Detail 8)	LF	12	\$4.00	\$48.00		
8.9	Traffic Stripe (Detail 12)	LF	32	\$4.00	\$128.00		
8.10	Traffic Stripe (Detail 22)	LF	5	\$4.00	\$20.00		
8.11	Traffic Stripe (Detail 27B)	LF	39	\$4.00	\$156.00		
8.12	Traffic Stripe (Detail 29)	LF	24	\$4.00	\$96.00		
8.13	Traffic Stripe (Detail 38)	LF	8	\$4.00	\$32.00		
8.14	Traffic Stripe (Detail 39)	LF	4	\$4.00	\$16.00		
8.15	Traffic Stripe (Detail 39A)	LF	3	\$4.00	\$12.00		
8.16	Remove Traffic Stripe (Detail 38)	LF	4	\$2.00	\$8.00		
8.17	New sign and post	EA	2	\$300.00	\$600.00		
8.18	New sign (no post required)	EA	2	\$200.00	\$400.00		
8.19	Remove Existing Pavement Marking (Thermoplastic)	SF	140	\$5.00	\$700.00		
8.20	Presignal Addition (TS poles and foundations, vehicular signal heads and mountings, luminaire, conduit, pullboxes, cables, loops)	EA	1	\$75,000.00	\$75,000.00		Install SB presignal at each grade crossing (3 total)
8.21	Blank-out signs and mounting	EA	2	\$2,900.00	\$5,800.00		Install 2 wb blankout signs at each grade crossing location (total 6)
8.22	RR Signal Interconnect Cable	LF	203	\$3.00	\$609.00		Assuming RR signal house will be in the same location.
8.23	Mast Arm (TS poles and foundations, vehicular signal heads and mountings, luminaire, conduit, pullboxes, cables, loops)	EA	2	\$25,000.00	\$50,000.00		At Pleasant Valley Road only
TRAFFIC	<u>Rice & Del Norte Traffic (Assume Similar to S. Rose Ave.)</u>						
8.24	"WAIT HERE" Pavement Markings	SF	360	\$10.00	\$3,600.00		
8.25	RxR Pavement Markings	SF	0	\$10.00	\$0.00		
8.26	Type III Arrows	SF	0	\$10.00	\$0.00		
8.27	24" White Stripe (Thermoplastic)	SF	320	\$8.00	\$2,560.00		
8.28	24" White Stop Line (Thermoplastic)	SF	0	\$8.00	\$0.00		
8.29	Remove 12" RR limit line	SF	136	\$5.00	\$680.00		
8.30	Remove 12" Crosswalk	SF	740	\$5.00	\$3,700.00		
8.31	Traffic Stripe (Detail 8)	LF	0	\$4.00	\$0.00		
8.32	Traffic Stripe (Detail 12)	LF	188	\$4.00	\$752.00		
8.33	Traffic Stripe (Detail 22)	LF	0	\$4.00	\$0.00		
8.34	Traffic Stripe (Detail 27B)	LF	80	\$4.00	\$320.00		
8.35	Traffic Stripe (Detail 29)	LF	80	\$4.00	\$320.00		
8.36	Traffic Stripe (Detail 38)	LF	0	\$4.00	\$0.00		
8.37	Traffic Stripe (Detail 39)	LF	0	\$4.00	\$0.00		
8.38	Traffic Stripe (Detail 39A)	LF	0	\$4.00	\$0.00		
8.39	Remove Traffic Stripe (Detail 38)	LF	0	\$2.00	\$0.00		
8.40	New sign and post	EA	16	\$300.00	\$4,800.00		
8.41	New sign (no post required)	EA	16	\$200.00	\$3,200.00		
8.42	New sign on TS Poles	EA	6	\$200.00	\$1,200.00		
8.43	Relocate sign and post	EA	0	\$250.00	\$0.00		
8.44	Remove sign	EA	6	\$50.00	\$300.00		
8.45	Remove sign and post	EA	2	\$150.00	\$300.00		
8.46	Remove Existing Pavement Marking (Thermoplastic)	SF	152	\$5.00	\$760.00		
8.47	Presignal Addition (TS poles and foundations, vehicular signal heads and mountings, luminaire, conduit, pullboxes, cables, loops)	EA	2	\$75,000.00	\$150,000.00		Install SB presignal at each grade crossing
8.48	Blank-out signs and mounting	EA	4	\$2,900.00	\$11,600.00		Install 2 wb blankout signs at each grade crossing location
8.49	RR Signal Interconnect Cable	LF	288	\$3.00	\$864.00		Assuming RR signal house will be in the same location.
8.50	Queue Loops	EA	6	\$800.00	\$4,800.00		At Rose Avenue only



ENGINEER'S ESTIMATE (PSR Level)

Project Name: Leesdale Passing Siding

Design Level: Project Study Report

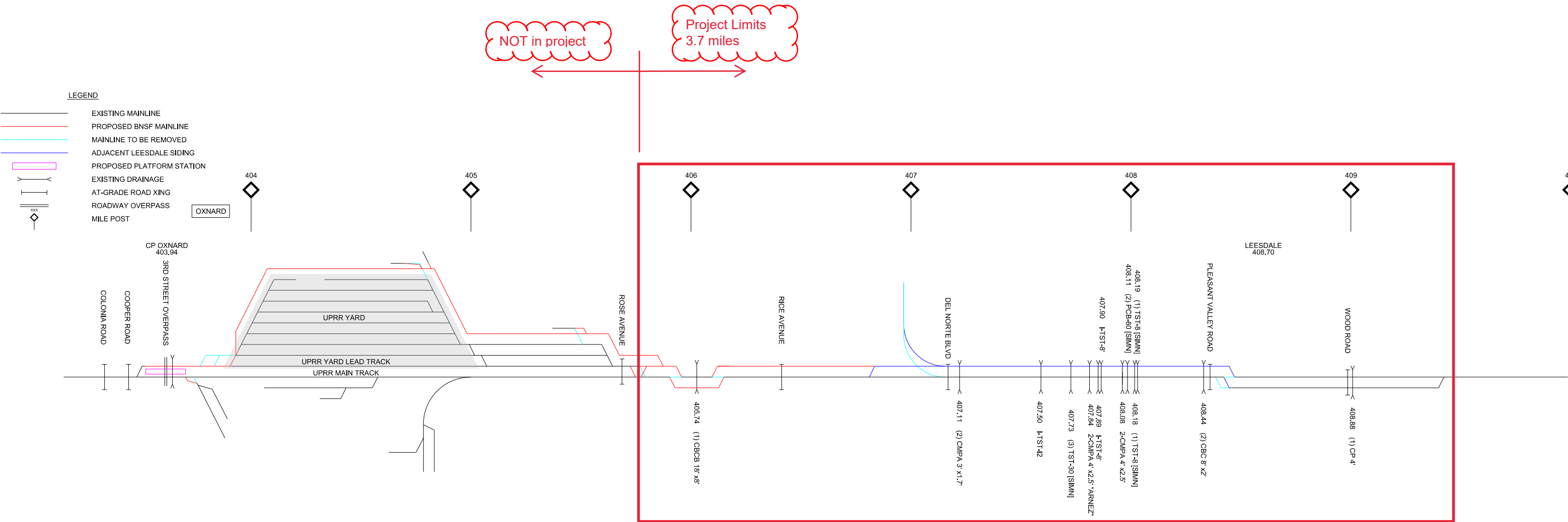
Last Updated: 10/7/2022

NOTE: CONCEPT LEVEL ESTIMATE. Uses 2021 PSR estimates already calculated and made adjustments from there for 3.7-mile configuration.

ITEM NO.	WORK DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST	ITEM CONT.	NOTES / SOURCE DATA
SCHEDULE 1 - BASE BID							
CIVIL	E. Pleasant Valley Rd.						
8.51	Remove AC Pavement	SF	1,200	\$4.50	\$5,400.00		
8.52	Clear and Grub	SF	500	\$1.10	\$550.00		
8.53	Concrete Curb and Gutter	LF	110	\$70.00	\$7,700.00		
8.54	AC Pavement	SF	600	\$12.00	\$7,200.00		
8.55	Detectable Warning Surface	SF	60	\$60.00	\$3,600.00		
8.56	Concrete Sidewalk	SF	800	\$20.00	\$16,000.00		
8.57	Construction BMP's	EA	1	\$3,000.00	\$3,000.00		
8.58	Fence	LF	60	\$110.00	\$6,600.00		
8.59	Access Gates	EA	2	\$8,000.00	\$16,000.00		
8.60	Misc. Relocation if there's a conflict with new ped/vehicle gate foundations	LS	1	\$50,000.00	\$50,000.00		
8.61	Install Crossing Panel	TF	50	\$2,000.00	\$100,000.00		
CIVIL	S. Rose Ave. Civil (Assume Similar to Rice & Del Norte)		0				
8.62	Remove AC Pavement	SF	10,000	\$4.50	\$45,000.00		
8.63	Remove Curb Only	LF	200	\$13.50	\$2,700.00		
8.64	Remove Curb and Gutter	LF	300	\$16.50	\$4,950.00		
8.65	Remove Sidewalk	SF	2,000	\$5.50	\$11,000.00		
8.66	Clear and Grub	SF	1,000	\$1.10	\$1,100.00		
8.67	Concrete Curb and Gutter	LF	300	\$70.00	\$21,000.00		
8.68	AC Pavement	SF	9,000	\$12.00	\$108,000.00		
8.69	Median	SF	1,200	\$25.00	\$30,000.00		
8.70	Detectable Warning Surface	SF	280	\$22.00	\$6,160.00		
8.71	Concrete Sidewalk	SF	2,400	\$20.00	\$48,000.00		
8.72	Construction BMP's	EA	2	\$5,000.00	\$10,000.00		
8.73	Fence	LF	240	\$110.00	\$26,400.00		
8.74	Access Gates	EA	4	\$8,000.00	\$32,000.00		
8.75	Misc. Relocation if there's a conflict with new ped/vehicle gate foundations	LS	2	\$100,000.00	\$200,000.00		
8.76	Install Crossing Panel	TF	424	\$2,000.00	\$848,000.00		
TRANS. GRADE CROSSINGS SUBTOTAL					\$1,939,244.00		
Section 9	TRANSPORTATION (TRACK CONSTRUCTION)						
9.1	136# New Track on 10' Wood Ties, including Rail, OTM, Ballast, Subballast, Ties, Fasteners	TF	234	\$445.00	\$104,130.00		Unit Cost from Vista Canyon Station Bid
9.2	136# New Track on Concrete Ties, including Rail, OTM, Ballast, Subballast, Ties, and Fasteners	TF	17,500	\$450.00	\$7,875,000.00		LAUS Track & Signal Modernization Project
9.3	Furnish and Install No. 20 Power Operated Tangential - 136# Turnout on Concrete Ties	EA	1	\$550,000.00	\$550,000.00		Unit Cost from Vista Canyon Station Bid
9.4	Furnish and Install No. 20 Power Universal Crossover	EA	1	\$2,000,000.00	\$2,000,000.00		
9.5	New Industry turnout	EA	1	\$200,000.00	\$200,000.00		
9.6	Remove and Salvage Existing Turnout	EA	2	\$21,000.00	\$42,000.00		Unit Cost from Vista Canyon Station Bid
9.7	Remove and Dispose Track	TF	500	\$88.00	\$44,000.00		LAUS Track & Signal Modernization Project
9.8	Industry Track	TF	800	\$350.00	\$280,000.00		
9.9	Track Shift	TF	1,500	\$120.00	\$180,000.00		
TRANS. TRACK CONSTRUCTION SUBTOTAL					\$11,275,130.00		
Section 10	TRANSPORTATION (TRACK REHABILITATION)						
10.1	Furnish and Install CWR, Including OTM, on Existing Wood Ties	LF	5,000	\$74.00	\$370,000.00		LAUS Track & Signal Modernization Project - Siding Rehab
10.2	Furnish and Install 8 Foot 6 Inch Spot Wood Tie including OTM	EA	1,077	\$285.00	\$306,945.00		LAUS Track & Signal Modernization Project - 50% tie replacement on siding
TRANS. TRACK REHABILITATION SUBTOTAL					\$676,945.00		
Section 11	TRANSPORTATION (RAILROAD BRIDGES)						
11.1	Reinforced Concrete Culvert East of Wood Road	LF	24	\$6,500.00	\$152,750.00		6.5 ft Single cell concrete culvert
11.2	Pipe culvert Extension and Evaluation at Wood Road	LF	24	\$1,225.00	\$28,787.50		29" dia CMP
11.3	Pleasant Valley Road Concrete Culvert	LF	24	\$12,000.00	\$282,000.00		Double Cell box culvert
11.4	Pleasant Valley Road Pipe Culvert	LF	24	\$1,725.00	\$40,537.50		50" dia CMP
11.5	Pipe culvert Extension at west of Pleasant Valley Road 1	LF	24	\$1,325.00	\$31,137.50		36" CMP (Lined CMPs, 29" ID and 36" OD)
11.6	Pipe culvert Extension west of Pleasant Valley Road 2	LF	47	\$4,000.00	\$188,000.00		3 ft Arch Culvert
11.7	Wooden Bridge no.1 West of Pleasant Valley Road	SF	138	\$150.00	\$20,749.50		8 ft Long Timber Bridge
11.8	Wooden Bridge no.2 West of Pleasant Valley Road	SF	138	\$150.00	\$20,749.50		8 ft Long Timber Bridge
11.9	Two Span Bridge widening at drain	TF	59	\$35,000.00	\$2,065,000.00		29.3x2 ft Long Two Span precast Concrete Girder Bridge
11.10	Culvert evaluation and extension at Wolf Road junction	LF	30	\$1,325.00	\$39,750.00		
11.11	3 Span Bridge Widening West of Wolf Road	TF	68	\$35,000.00	\$2,380,000.00		
11.12	Pipe culvert Extension at west of Rice Ave	LF	24	\$1,325.00	\$31,137.50		
TRANS. RAILROAD BRIDGES SUBTOTAL					\$5,280,599.00		
PROJECT SUBTOTAL					\$33,373,476.30		
Contingency							
SCHEDULE 1 - BASE BID TOTAL CONSTRUCTION COST:					\$33,373,476.30		

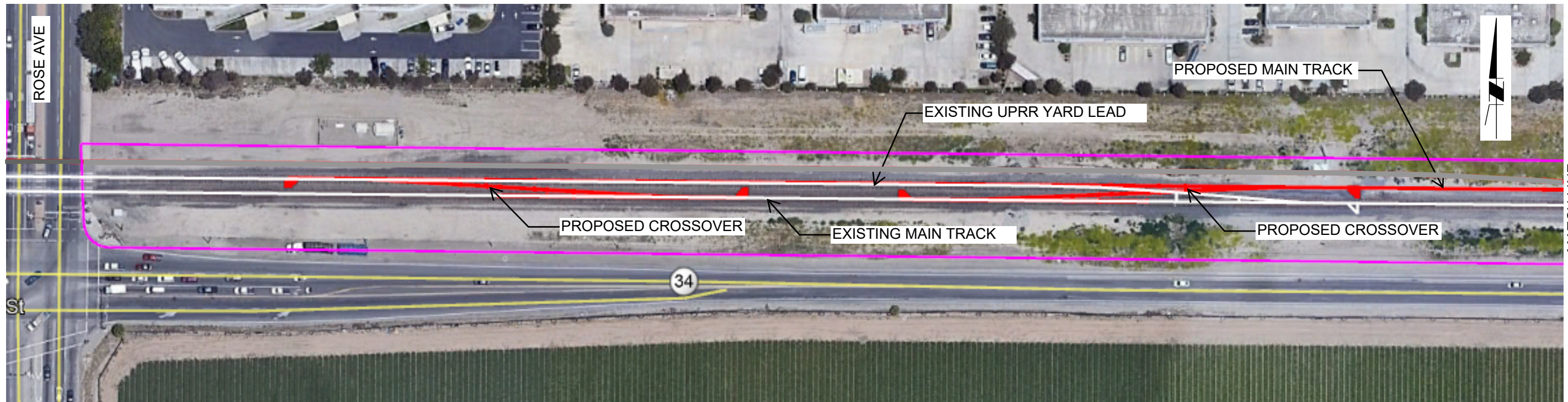
Attachment D

Leesdale Passing Siding

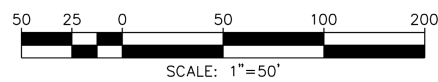


PREFERRED ALTERNATIVE SCHEMATIC PLAN

SEE NEXT PAGES FOR
CONCEPTUAL PROJECT LAYOUT



MATCH LINE
SEE SHEET RP-04



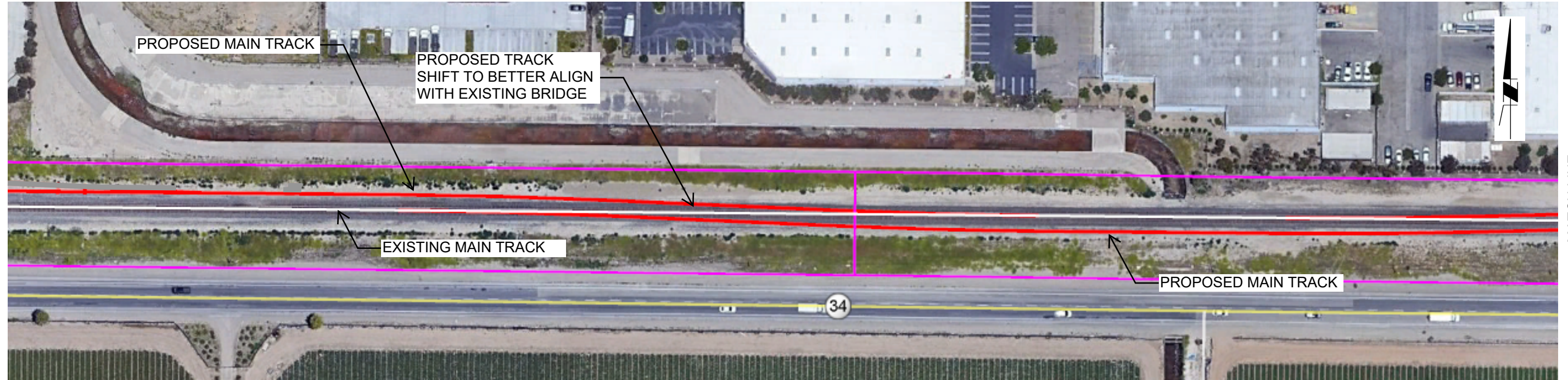
PLANS PREPARED FOR:
LOSSAN RAIL CORRIDOR AGENCY

PLANS PREPARED BY:
 **RailPros**
15265 ALTON PKWY, STE 140 E-MAIL: INFO@RAILPROS.COM
IRVINE, CA 92618 PHONE: (714) 734 - 8765
WWW.RAILPROS.COM

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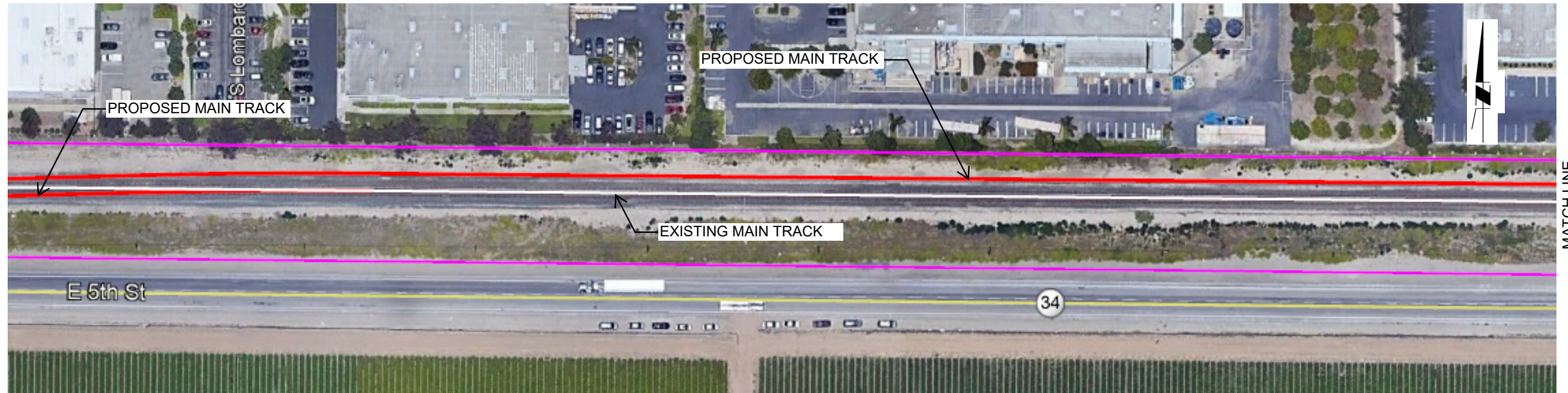
OXNARD TO LEESDALE DOUBLE TRACK EXTENSION CONCEPT AERIAL PLAN	SCALE: AS SHOWN
	DATE: 6/30/2021
	CITY PROJECT NO:
	DRAWN BY:
	SHEET: RP-03
	3 OF 9

MATCH LINE
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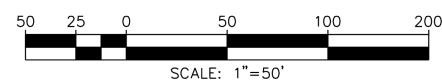


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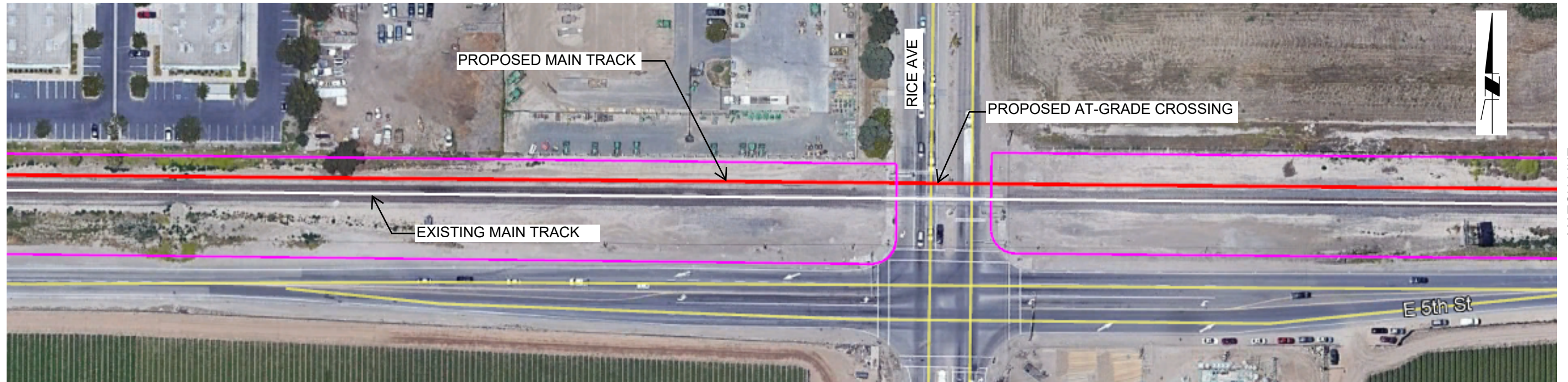
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**OXNARD TO LEESDALE
DOUBLE TRACK EXTENSION
CONCEPT AERIAL PLAN**

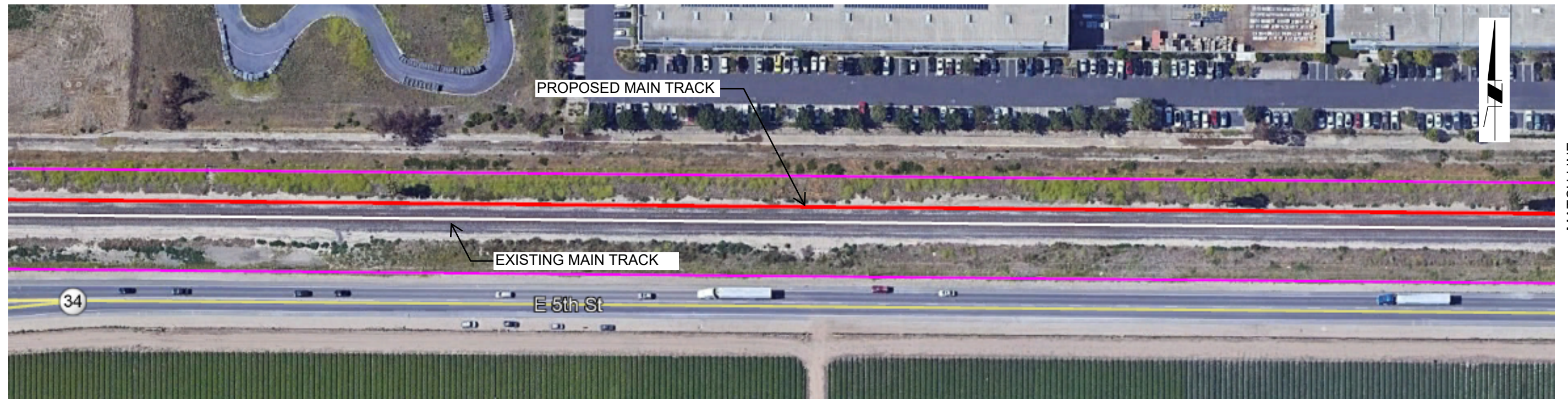
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RP-04
4 OF 9

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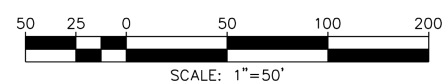


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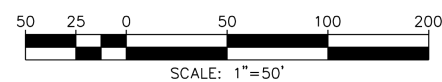
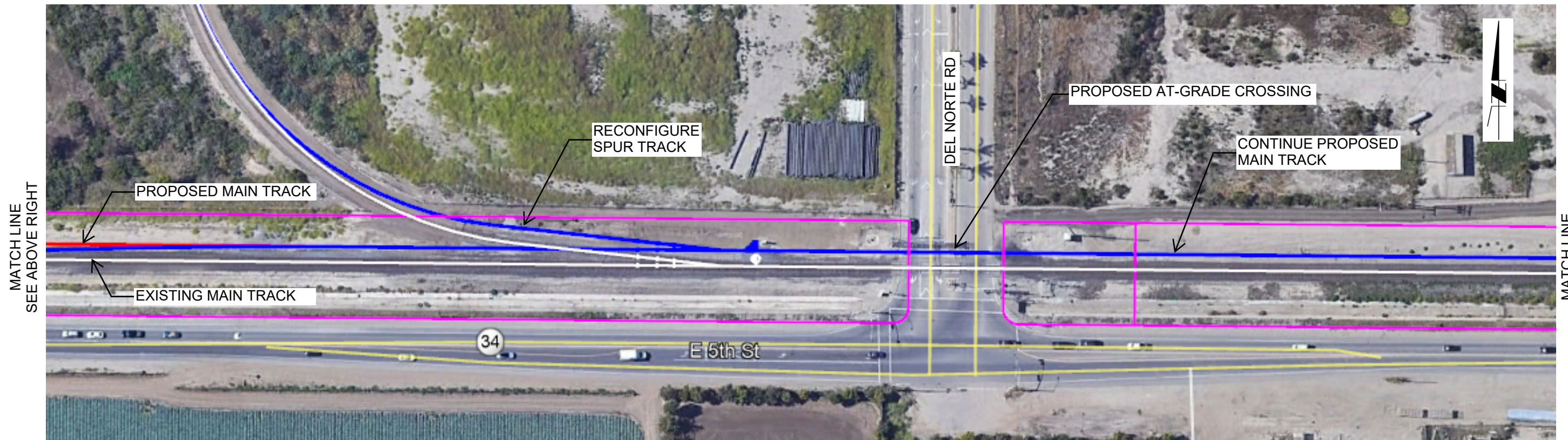
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**OXNARD TO LEESDALE
DOUBLE TRACK EXTENSION
CONCEPT AERIAL PLAN**

SCALE: AS SHOWN
DATE: 6/30/2021
CITY PROJECT NO:
DRAWN BY:
SHEET:
RP-05
5 OF 9



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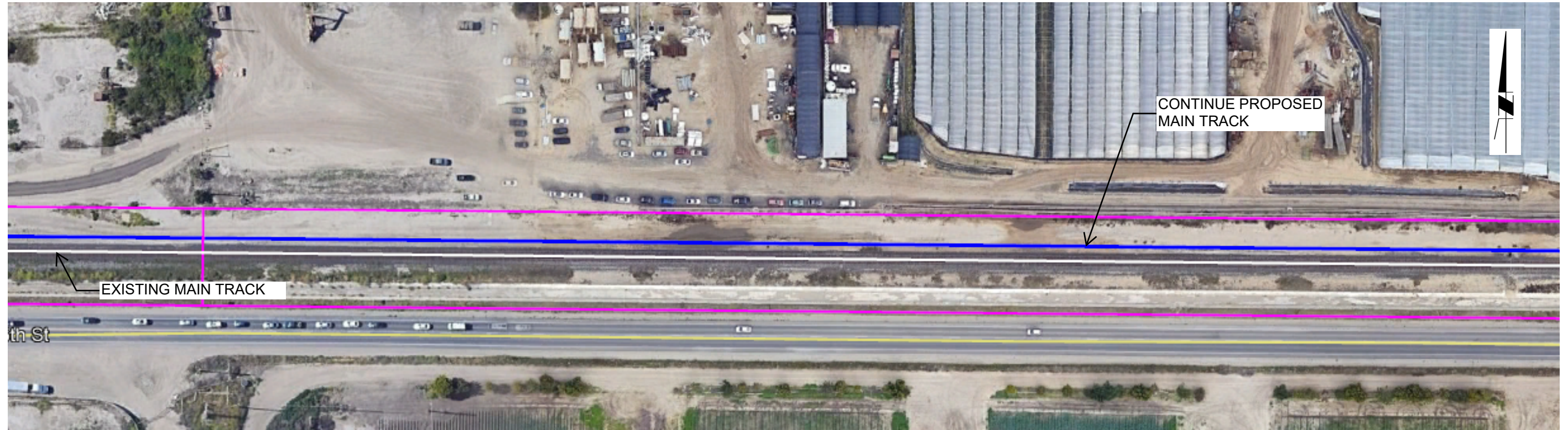
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DOUBLE TRACK EXTENSION
CONCEPT AERIAL PLAN**

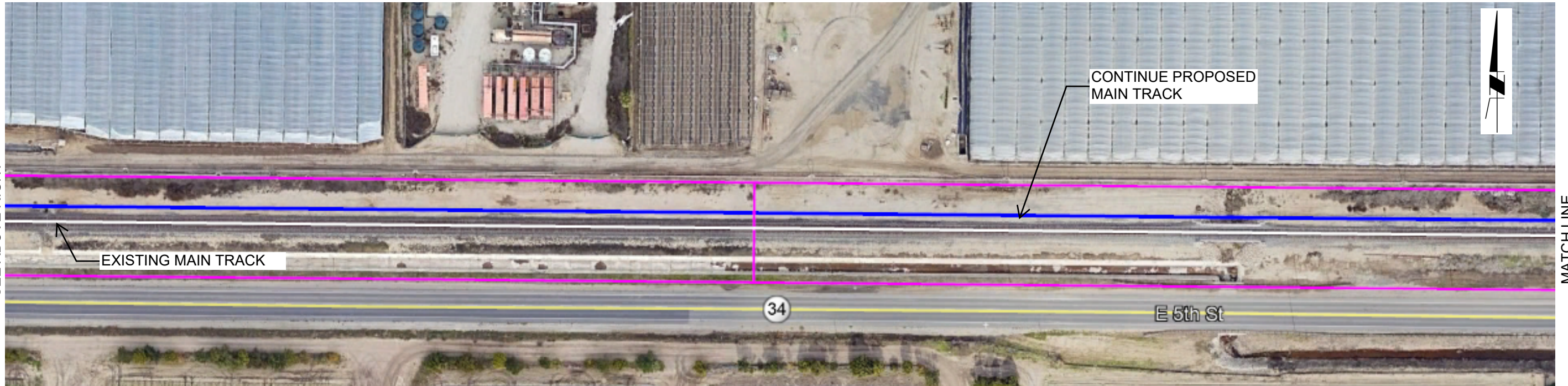
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DRAWN BY:
SHEET:
RP-06
6 OF 9

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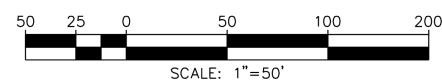


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**OXNARD TO LEESDALE
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CONCEPT AERIAL PLAN**

SCALE: AS SHOWN
DATE: 6/30/2021
CITY PROJECT NO:
DRAWN BY:
SHEET:
RP-07
7 OF 9

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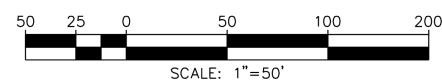


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LOSSAN RAIL CORRIDOR AGENCY

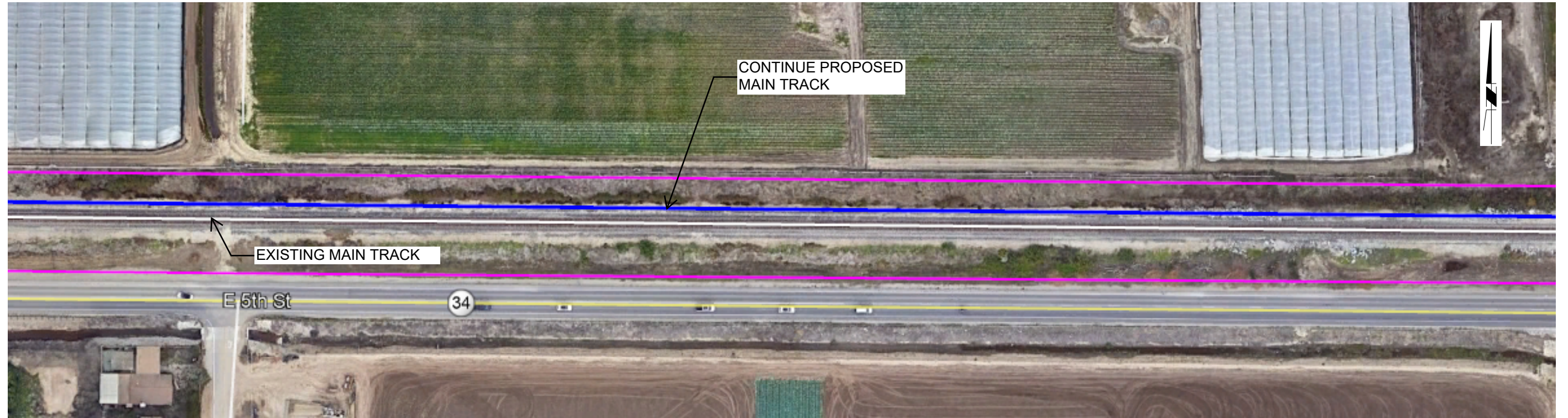
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DOUBLE TRACK EXTENSION
CONCEPT AERIAL PLAN**

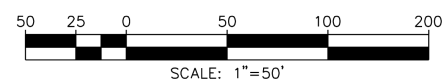
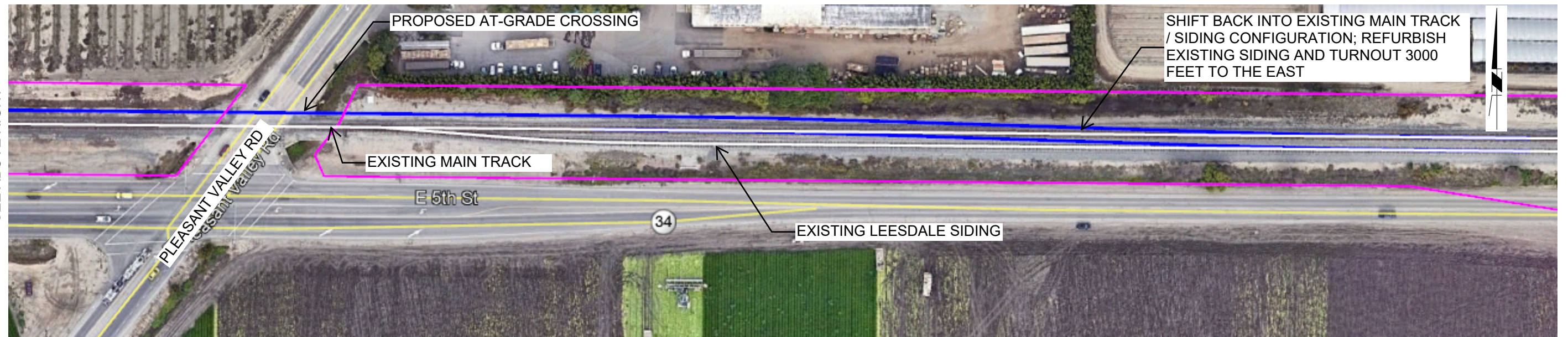
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RP-08
8 OF 9

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CONCEPT AERIAL PLAN**

SCALE: AS SHOWN
DATE: 6/30/2021
CITY PROJECT NO:
DRAWN BY:
SHEET:
RP-09
9 OF 9

PROJECT REPORT EQUIVALENT



Project Title Camarillo Station Improvements

Project Location Project is located at the Camarillo Train Station on the Union Pacific Railroad Santa Barbara Subdivision at 30 South Lewis Road, Camarillo, Ventura County, CA near State Route 34 Milepost 413.35.

Project Description The Project will construct a new ADA-compliant pedestrian undercrossing beneath the two existing railroad tracks at the Camarillo Train Station, providing pedestrian access between the two platforms and parking areas. The existing railroad tracks are owned by UPRR and are utilized by LOSSAN, Pacific Surfliner, Metrolink, and Amtrak.

Prepared by:

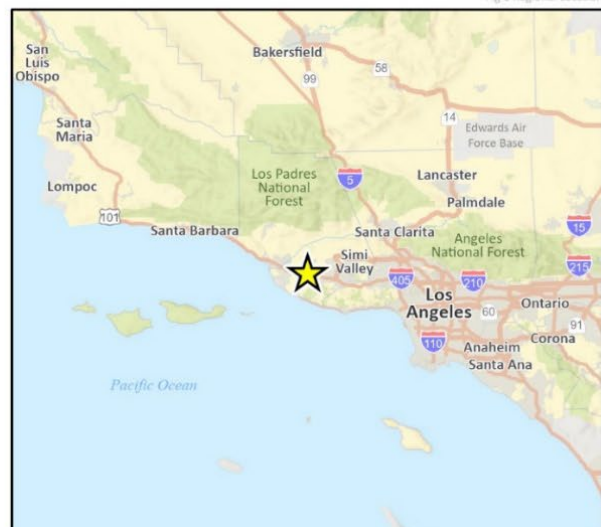
City of Camarillo

601 Carmen Drive
Camarillo, CA 93010

RailPros

15265 Alton Parkway, Suite 140
Irvine, CA 92618

Vicinity Map





Imagery provided by Microsoft Bing and its licensors © 2023.

22-13995 EPS
Fig 2 Project Location

I, Robert Williams, Project Manager, RailPros have been given full authority
by City of Camarillo to prepare this report. I certify that the information and data
contained in this report are true to the best of my knowledge and belief and I understand
that disciplinary action may be taken in the event that the following information is found
to be falsified.

Robert Williams Robert Williams
Name/Signature

01 / 04 / 2024
Date

Project Manager
Title

RailPros
Agency/Company

I have reviewed the information contained in this report and find the data and
information to be complete, current, and accurate:

James Campero 
Name/Signature

01 / 04 / 2024
Date

Assistant Director of Public Works – City Engineer
Title

City of Camarillo
Agency/Company

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1. INTRODUCTION

The Camarillo Train Station Undercrossing Project (Project) proposes to construct a new Americans with Disabilities Act (ADA) compliant pedestrian undercrossing at the Camarillo Train Station. The undercrossing would be constructed beneath the two existing railroad tracks, providing additional pedestrian access to the station platforms and associated parking areas.

In the current configuration, access to trains on the western track is provided by the western parking lot, and access to trains on the eastern track is provided by the eastern parking lot. There is an existing Caltrans pedestrian overpass in the vicinity that was originally constructed to support pedestrian usage from the adjacent roadways and was not intended to support the station parking lot or train access. The Caltrans pedestrian overpass is not ADA compliant so there is currently not legal and ADA compliant access between the platforms and between the eastern and western parking lots.

Both sides of the proposed undercrossing would be accessible by stairs and ADA-compliant switchback ramps. Platforms would be added on each side to support ingress and egress from to both sides of the parking lot. The Project is intended to create a more direct, convenient, and accessible path to access the platforms on either side of the tracks from both the eastern and western parking lot.

The Project would require the partial demolition of existing parking areas, the relocation of existing water lines, electric lines, and fiber optic lines, the removal of existing drainage infrastructure, and the addition of paved sidewalks. The Project would ultimately reconstruct six handicap parking spaces in the eastern parking lot, and four handicap parking spaces in the western parking lot. The Project also includes new landscaping on both sides of the tracks.

Project Limit/Footprint	<i>District 07-Ventura County-LOSSAN-Santa Barbara Subdivision</i> <i>Mile Post 413.35</i> <i>The Project is located at the Camarillo Station on the UPRR Santa Barbara Subdivision on the LOSSAN Corridor.</i>
Total Project Cost	\$15,000,000
Outputs	<i>Station Improvements</i>
Environmental Determination or Document	Statutory Exemption: PRC Section 21080(b)(10) and CEQA Guidelines Section 15275(a)

2. BACKGROUND

The existing railroad tracks are owned by Union Pacific Railroad (UPRR) and are utilized by the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency Pacific Surfliner, Metrolink, and Amtrak. The station parking lot is owned by Ventura County Transportation Commission (VCTC) and is separated by the train tracks into an eastern and western side.

There is currently a Caltrans owned pedestrian bridge that connects S. Dawson Drive and S. Lewis Road, over the tracks and Camarillo station area. The overhead bridge provides access to the western platform only, via stairway. There is no at grade crossing at the station that provides legal access between platforms and parking areas. The existing pedestrian structure is not ADA compliant and does not provide access to the eastern platform. Therefore, Metrolink and Amtrak cannot optimally utilize the eastern platform. Metrolink, LOSSAN, Amtrak, VCTC, and the City of Camarillo want to install an ADA compliant undercrossing that would allow for safe and legal access to both platforms. This would allow for optimal operations in the station area.

In November 2021, RailPros developed a conceptual plan for the undercrossing. Preliminary Engineering is ongoing, and the Environmental Document was approved by the City Council on November 8, 2023.

B. Regional and System Planning

The Project is identified as a key project in the Los Angeles – San Diego – San Luis Obispo Rail Corridor Optimization Study prepared by the LOSSAN Agency and DB Engineering, dated December 2021.

C. Traffic

The new undercrossing will create a safer and more convenient grade-separated path between the two passenger platforms at the Camarillo Train Station. The eastern platform is not routinely used due to the poor pedestrian access between the west and east platforms. Two Pacific Surfliner trains currently incur an additional five minutes of scheduled dwell time to perform a three-step meet at this location. Two additional Pacific Surfliner trains are not currently scheduled to serve Camarillo due to operational difficulties.

The existing Caltrans owned pedestrian overcrossing is lengthy to navigate and routinely causes riders to miss the train if they are not on the correct platform. Metrolink and Amtrak almost exclusively use the main line station, which causes operational delays and limits the ability to add more service.

4. ENVIRONMENTAL CLEARANCE DESCRIPTION

On November 8, 2023, the City of Camarillo City Council found that the Project qualifies for a Statutory Exemption under CEQA Guidelines Section 15275(a) and Public Resource Code Section 21080(b)(10) and was therefore not subject to CEQA review since the Project constitutes a modernization of an existing station and parking facility. The Notice of Exemption was filed at the Ventura County Clerk on November 13, 2023. Additional information on the Environmental Determination is provided in Attachment 1.

5. CONSIDERATIONS REQUIRING DISCUSSION

5A. Hazardous Waste

The Phase I Environmental Site Assessment (ESA) and geotechnical investigation will be performed during design to determine the potential presence of hazardous material. If hazardous material is encountered during construction, it will be handled and disposed of appropriately.

5B. Value Analysis

The design team and stakeholders will perform internal Value Engineering Analysis on the Project during design.

5C. Resource Conservation

Existing infrastructure (track, ties, ballast, etc.) will be salvaged and reused to the greatest extent possible.

5D. Right-of-Way Issues

Acquisition of ROW is not anticipated. The Project will be constructed within UPRR and Ventura County Transportation Commission (VCTC) ROW. Agreements, temporary construction easements, and/or encroachment permits will be obtained from the various stakeholders.

5E. Environmental Compliance

A CEQA Categorical Exemption has been prepared and approved.

5F. Air Quality Conformity

An Air Quality Conformity analysis has not been performed to date. As the Project is intended to provide safer pedestrian access, impacts to air quality outside of typical construction activities is not anticipated.

5G. Title VI Considerations

Title VI considerations have not been incorporated at this stage of the Project development. State Small Business and DBE requirements are being met for the design and will be followed for construction of the Project as well.

5H. Noise Abatement Decision Report

Noise impacts are not anticipated for the Project. Standard practices to mitigate noise impacts to the surrounding area will be implemented during construction. No post construction increases to noise are anticipated as a result of the Project.

6. FUNDING, PROGRAMMING AND ESTIMATE

Funding

Preliminary Engineering for the Project is being funded with \$190,000 in local agency funding by the City of Camarillo.

LOSSAN Agency has been awarded \$3,445,000 in TIRCP and \$3,445,000 in Proposition 1B funding for the design and construction of the Project

The City of Camarillo has been awarded \$7.92 M in Senate Bill 1 (SB1) Solutions for Congested Corridor Program (SCCP) funding for construction of the Project.

Programming

The Project is considered to be fully funded through the construction phase.

Estimate

Fund Source	Project Cost (in \$1,000)						
	PA&ED (Prior)	PS&E Support	ROW Support	Construction Support	ROW	Construction	Total
<i>Local Funds</i>	190						190
<i>Prop 1B</i>	510	1,360			400	1,175	3,445
<i>TIRCP</i>						3,445	3,445
<i>SB1 SCCP</i>						7,920	7,920
Total	700	1,360			400	12,540	15,000

The Project Cost Estimate was developed from the concept level design. The construction cost was developed from preliminary takeoffs and typical unit costs. The soft costs (Management, design, permitting, etc.) were developed as percentages of the construction cost based on experience with similar projects in Southern California.

District 7 – Ventura County – LOSSAN – Santa Barbara Subdivision – Mile Post 413.35
Expenditure Authorization (EA) – Planning Program Number (PPNO 6219)
TIRCP, SCCP, and Prop 1B
December 2023



METROLINK



PROJECT COST ESTIMATE

Project Name: amarillo Pedestrian Underpas

Design Level: Conceptual Design

Last Updated: February 24th, 2022

ITEM NO.	WORK DESCRIPTION	QUANTITY	UNIT COST	TOTAL COST
CONSTRUCTION COSTS				
1	MOBILIZATION			\$ 378,837.52
2	GENERAL			\$ 65,275.00
3	UTILITIES			\$ 113,365.00
4	SITE DEMOLITION			\$ 114,898.00
5	EARTHWORK			\$ 113,316.00
6	STRUCTURAL			\$ 777,228.00
7	TRACK			\$ 164,467.00
8	SITE IMPROVEMENTS			\$ 1,079,826.23
9	LANDSCAPING AND ARCHITECTURAL AESTHETICS			\$ 250,000.00
10	STATION COMMUNICATIONS, VIDEO AND FIBER OPTIC			\$ 850,000.00
11	TRAFFIC			\$ 10,000.00
12	SECURITY GATES AND FENCING			\$ 250,000.00
SUB-TOTAL: CONSTRUCTION COSTS				\$ 4,167,212.75
PROJECT RELATED OVERHEAD COSTS				
13	CONSTRUCTION CONTINGENCY/ CCO AUTHORITY 30%			\$ 1,250,163.83
14	CONCEPT, PRELIMINARY ENGINEERING AND FINAL DESIGN			\$ 1,500,000.00
15	THIRD PARTY DESIGN 5%			\$ 208,360.64
16	CIVIL DESIGN SUPPORT DURING CONST. DPM 5%			\$ 208,360.64
17	Track and S&C DESIGN DPM 3%			\$ 125,016.38
18	Track and S&C DESIGN SUPPORT DURING CONST. DPM 2%			\$ 83,344.26
19	PROJECT MANAGEMENT DPM 5%			\$ 208,360.64
20	CONSTRUCTION MANAGEMENT DPM 10%			\$ 416,721.28
21	FLAGGING DPM 10.0%			\$ 416,721.28
22	AGENCY & STAKEHOLDER COSTS (CITY, UPRR, SCRRRA, COUNTY, AT&T-MPLS, MISC OTHER STAKEHOLDERS PER THE CITY PROJECT CONDITIONS) DPM 10%			\$ 416,721.28
23	MAINTENANCE OF WAY: TRACK/STRUCT. MAINTENANCE SUPPORT, S&C MAINTENANCE SUPPORT			
24	AGENCY MATERIAL PROCUREMENT LIST (From DPM-17)			
25	RIGHT-OF-WAY ACQUISITION/EASEMENTS			
26	ENVIRONMENTAL MITIGATIONS			
27	OTHERS (FEES, LEGAL)			
28	CITY SUPPORT COSTS - STAFF TIME			
29	CITY SUPPORT COSTS - BUILDING AND SAFETY PERMIT			
30	CITY SUPPORT COSTS - TITLE REPORTS			
31	OTHER PERMITTING/CITY REQUIREMENTS 3.0%			\$ 125,016.38
SUB-TOTAL: PROJECT RELATED OVERHEAD COSTS				\$ 4,958,786.58
32	PROJECT RESERVE 20%			\$ 1,825,199.87
33	INFLATION Rate: 9.25% # Years 4.00			\$ 4,051,943.71
TOTAL BASE BID CONSTRUCTION COSTS AND OVERHEAD COSTS:				\$ 15,003,142.91

7. DELIVERY SCHEDULE

Project Milestones	Milestone Date (Month/Day/Year)	Milestone Designation (Target/Actual)
Project Study Report Approved	7/31/2022	Actual
Begin Environmental (PA&ED) Phase	8/1/2022	Actual
Circulate Draft Environmental Document – Document Type – SE	11/08/2023	Actual
End Environmental Phase (PA&ED Milestone)	12/13/2023	Actual
Preliminary Engineering Complete	4/30/2024	Target
Begin Design (PS&E) Phase	5/1/2024	Target
End Design Phase (Ready to List for Advertisement Milestone)	4/1/2025	Target
Begin Right of Way Phase	7/1/2024	Target
End Right of Way Phase (Right of Way Certification Milestone)	4/1/2025	Target
Begin Construction Phase (Contract Award Milestone)	10/1/2025	Target
End Construction Phase (Construction Contract Acceptance Milestone)	6/30/2027	Target
Begin Closeout Phase	6/30/2027	Target
End Closeout Phase (Closeout Report)	12/31/2027	Target

8. RISKS

Risks to the project include:

- Delays in gaining approval from UPRR to install the undercrossing could delay the project. The City and design team are currently coordinating with UPRR to gain consensus on the undercrossing.
- The limited work windows to construct the undercrossing could extend the project duration and increase costs. The City, LOSSAN Agency, and design team will work with UPRR to gain consensus and add the available work windows into the Project Specifications.
- Caltrans could become involved in the project as owners of the existing overhead bridge. Coordination with Caltrans could require additional time and add cost and schedule duration to the project. Stakeholders are attempting to reach out and work with Caltrans early in the project development process to determine Caltrans level of involvement.
- If it is determined that utilities need to be relocated during the design process, then coordination with third party utility owners could delay the project. The design team will attempt to identify utility conflicts early in the project development process and reach out to utility owners as early in the process as possible. With the uncertain utility relocation, there will be cost increases in design and construction.

9. EXTERNAL AGENCY COORDINATION (anticipated agreements)

The Project requires the following coordination:

Union Pacific Railroad

Preliminary Engineering Agreement – Completed

SCRRRA

Preliminary Engineering Agreement - Completed

LOSSAN Agency

Funding Agreements

Ventura County Transportation Commission

Right of Entry and Construction Agreements

California Public Utilities Commission

Approval of Formal Application for new Railroad Crossing

Regional Water Quality Control Board

Potential Need for 401 Permit – will be further evaluated during design

Caltrans

Potential Need for Caltrans Encroachment Permit – will be further evaluated during design

10. ADDITIONAL INFORMATION

Environmental clearance was obtained on November 8, 2023

11. ATTACHMENTS

- A. Project Programming Request PPR (7 pages included in attachment)
- B. Project Location Map (2 pages included in attachment)
- C. Approved environmental Document (10 pages included in attachment)
- D. Engineers Estimate (3 pages included in attachment)
- E. Available project schematics or preliminary-design plans (4 pages included in attachment)

Amendment (Existing Project) ☒ YES ☐ NO				Date 03/29/2024 14:32:05	
Programs ☐ LPP-C ☐ LPP-F ☒ SCCP ☐ TCEP ☐ STIP ☐ Other					
District	EA	Project ID	PPNO	Nominating Agency	
75			6219	Ventura County Transportation Commission	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Ventura County					
				MPO	Element
				SCAG	Rail
Project Manager/Contact			Phone	Email Address	
David Klotzle			805-383-5642	dklotzle@cityofcamarillo.org	

Project Title

Camarillo Station Improvements

Location (Project Limits), Description (Scope of Work)

In Camarillo, construct a pedestrian undercrossing at the Camarillo Station, 30 Lewis Rd., Camarillo in Ventura County on the LOSSAN Rail Corridor. The station is currently served by ten daily Amtrak intercity passenger trains and six daily Metrolink commuter rail trains.

Component	Implementing Agency
PA&ED	City of Camarillo
PS&E	City of Camarillo
Right of Way	City of Camarillo
Construction	City of Camarillo

Legislative Districts

Assembly:	42	Senate:	21	Congressional:	26
-----------	----	---------	----	----------------	----

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	08/01/2022	08/01/2022
Circulate Draft Environmental Document Document Type	05/01/2023	05/01/2023
Draft Project Report	09/01/2023	09/01/2023
End Environmental Phase (PA&ED Milestone)	10/01/2023	10/01/2023
Begin Design (PS&E) Phase	12/01/2023	12/01/2023
End Design Phase (Ready to List for Advertisement Milestone)	07/01/2024	07/01/2024
Begin Right of Way Phase	12/01/2023	12/01/2023
End Right of Way Phase (Right of Way Certification Milestone)	07/01/2024	07/01/2024
Begin Construction Phase (Contract Award Milestone)	10/01/2024	10/01/2024
End Construction Phase (Construction Contract Acceptance Milestone)	11/01/2026	11/01/2026
Begin Closeout Phase	11/01/2026	11/01/2026
End Closeout Phase (Closeout Report)	11/01/2027	12/31/2027

Date 03/29/2024 14:32:05

Purpose and Need

The new underpass will create a safer and more convenient grade-separated path between the two passenger platforms at the Camarillo station, one of which is not routinely used by Metrolink due to the poor pedestrian access between the platforms. The inability to use both platforms creates a bottleneck for train capacity at this location.

NHS Improvements

☐ YES ☒ NO

Roadway Class

NA

Reversible Lane Analysis

☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals

☒ YES ☐ NO

Reduce Greenhouse Gas Emissions

☒ YES ☐ NO

Project Outputs			
Category	Outputs	Unit	Total
Rail/ Multi-Modal	Station improvements	EA	1

Date 03/29/2024 14:32:05

Additional Information

Performance Measures included in a combined total with Oxnard/Camarillo Double Tracking project (ePPR-6155-2023-0002).

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	0	0	0
			VMT per Capita	2,287,130	2,329,600	-42,470
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	1,924,484	0	1,924,484
			Hours per Capita	0	0	0
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	0	0	0
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	94	90	4
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0	0	0
			PM 10 Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	68,206	0	68,206
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	8	0	8
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	1	0	1
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	165	0	165
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	11	0	11
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0	0	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	1,138	0	1,138
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	3.1	0	3.1
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	0	0	0
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	0	0	0

District	County	Route	EA	Project ID	PPNO
75	Ventura County				6219
Project Title					
Camarillo Station Improvements					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)	700							700	City of Camarillo
PS&E		1,360						1,360	City of Camarillo
R/W SUP (CT)									City of Camarillo
CON SUP (CT)									City of Camarillo
R/W		400						400	City of Camarillo
CON			15,540					15,540	City of Camarillo
TOTAL	700	1,760	15,540					18,000	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	700							700	
PS&E		1,360						1,360	
R/W SUP (CT)									
CON SUP (CT)									
R/W		400						400	
CON			12,540					12,540	
TOTAL	700	1,760	12,540					15,000	

Fund #1:	State SB1 SCCP - Solution for Congested Corridors Program (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.210.350
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commission
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			10,920					10,920	
TOTAL			10,920					10,920	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			7,920					7,920	
TOTAL			7,920					7,920	

Fund #2:	Other State - Transit and Intercity Rail Capital Program (TIRCP) (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.207.811
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Los Angeles-San Diego-San Luis Obispo
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			3,445					3,445	
TOTAL			3,445					3,445	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			3,445					3,445	
TOTAL			3,445					3,445	
Fund #3:	Local Funds - City Funds (Committed)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)	190							190	City of Camarillo
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	190							190	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	190							190	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	190							190	

Fund #4:	State Bond - Public Transportation Modernization Improvement (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.400
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)	510							510	Los Angeles-San Diego-San Luis Obispo
PS&E		1,360						1,360	
R/W SUP (CT)									
CON SUP (CT)									
R/W		400						400	
CON			1,175					1,175	
TOTAL	510	1,760	1,175					3,445	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	510							510	
PS&E		1,360						1,360	
R/W SUP (CT)									
CON SUP (CT)									
R/W		400						400	
CON			1,175					1,175	
TOTAL	510	1,760	1,175					3,445	

Complete this page for amendments only					Date 03/29/2024 14:32:05
District	County	Route	EA	Project ID	PPNO
75	Ventura County				6219

SECTION 1 - All Projects

Project Background

The “Camarillo Station Improvements” project, to be implemented by the City of Camarillo, will construct a new pedestrian undercrossing at the Camarillo rail station to improve access between two parking lots located on either side of the tracks, and to utilize both existing train platforms instead of one platform in the current configuration. The proposed project also included ADA improvements at the station in the original SCCP application. The ADA improvements provide safety for individuals with disabilities accessing the rail platforms from the public right of way through accessible paths of travel, thus ensuring the station is ADA compliant. With further project study, it was determined that the construction of the ADA improvements would be significantly more complex than anticipated and that the cost would be significantly higher than the original estimate, thus requiring additional federal (FTA) funding and NEPA clearance.

Programming Change Requested

VCTC requests a “scope change” to move ADA Improvements and \$3 million in SCCP funds out of the “Camarillo Station Improvements” project and into a new standalone project titled “Camarillo Station ADA Improvements”. According to estimates during preliminary design work, the originally proposed construction costs of \$3,000,000 for ADA Improvements would increase to \$4,384,000. The \$3,000,000 in SCCP funding and associated costs of the ADA Improvements will be removed/deducted from the “Camarillo Train Station Undercrossing” project and added to the “Camarillo Station ADA Improvements” project with VCTC providing additional funds for cost increases.

Reason for Proposed Change

Ongoing design work concluded that the ADA component will be significantly more complex and costly than originally anticipated, and it would be more efficient for the ADA work to be put into a separate contract administered directly by VCTC. VCTC is therefore proposing that the ADA work be made into a separate project component utilizing \$3,000,000 of approved SCCP funds from the “Camarillo Train Station Improvements” project, plus an additional amount of VCTC’s own funds. The Camarillo Station Improvements project will construct a pedestrian undercrossing with City of Camarillo as implementing agency.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Proposed scope change is not expected to delay the project. Neither the scope of work nor the schedule would be impacted by this change as the work will be performed concurrently with the Camarillo Pedestrian Undercrossing project.

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

The proposed scope change seeks to move ADA Improvement work elements and \$3 million in SCCP funds from the original “Camarillo Train Station Improvements” project to a standalone project named “Camarillo Station ADA Improvements” to accommodate the change in Implementing Agency from the City of Camarillo to VCTC. Additionally, to accommodate federal (FTA) funds being added to the “ADA Improvements” project since VCTC is the recipient of the funds. The proposed scope change ensures the project will be completed as proposed by introducing additional federal funding to cover construction cost increases for the ADA improvements. The two projects combined (Camarillo “Undercrossing” and “ADA Improvements”) will fulfill the scope of work, schedule, and project benefits/outputs as originally proposed in the SCCP project application.

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

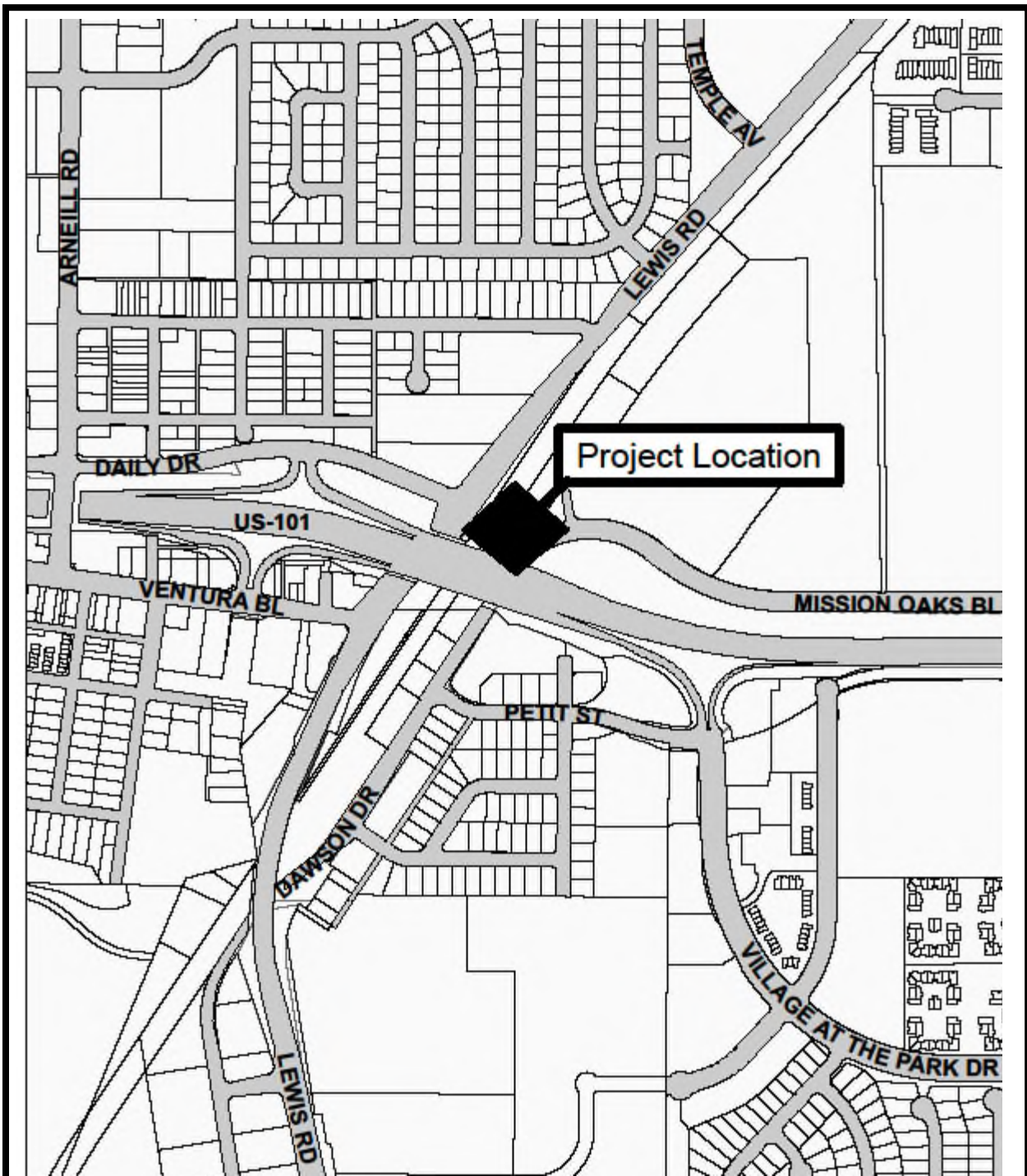
Attachments

-
- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Project Location Template

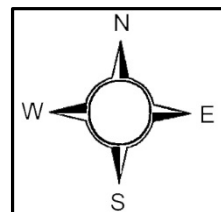
Record the address, intersection, or postmile of your project's location(s). If work is being performed at multiple locations, record the top three locations where majority of the work is taking place.

Project Title:	Camarillo Station Improvements
Location 1 (off system)	30 South Lewis Road, Camarillo, CA 93010
Location 1 (off system)	Daily Drive, Camarillo, 93010
Location 1 (on system)	Ventura County, Route 34, Post Mile 413.35
Location 2 (off system)	Address, City, Zip Code
Location 2 (off system)	Intersection, City, Zip Code
Location 2 (on system)	County, Route, Begin Post Mile, End Post Mile
Location 3 (off system)	Address, City, Zip Code
Location 3 (off system)	Intersection, City, Zip Code
Location 3 (on system)	County, Route, Begin Post Mile, End Post Mile



CITY OF CAMARILLO

Camarillo Station Improvements Location Map



DEPARTMENT OF PUBLIC WORKS



Camarillo Train Station Undercrossing Project

Statutory Exemption Memorandum

prepared by

City of Camarillo

601 Carmen Drive

Camarillo, California 93010

Contact: Thang Tran

prepared with the assistance of

Rincon Consultants, Inc.

180 N Ashwood Avenue

Ventura, California 93003

August 2023



RINCON CONSULTANTS, INC.

Environmental Scientists | Planners | Engineers
rinconconsultants.com

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2.	Project Overview	1
3.	Statutory Exemption Consistency Analysis	3
4.	Conclusion	4

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1. Introduction

This memorandum serves as the documentation of analysis performed by Rincon Consultants, Inc. (Rincon) on behalf of the City of Camarillo for the Camarillo Train Station Undercrossing Project (project). The intent of the analysis is to identify how the project meets the provisions of Public Resources Code (PRC) 21080(b)(10) and CEQA Guidelines 15275(a), both of which provide a Statutory Exemption from the California Environmental Quality Act (CEQA). This memorandum will accompany a Notice of Exemption (NOE) for the project.

2. Project Overview

Project Location

The project site is located at the Camarillo Train Station (30 S. Lewis Road, Camarillo, California 93010) and is adjacent to Dawson Drive to the east, State Route (SR-34 Lewis Road) to the west, and the U.S. 101 (Ventura Freeway) overpass and existing Caltrans pedestrian overcrossing to the south (Figure 1). The project site extends from the Camarillo Train Station's eastern parking lot to the Camarillo Train Station's western parking lot. The project site generally consists of previously disturbed areas, including an existing rail line and two parking lots. The area surrounding the project site has been previously developed and is considered urban due to adjacent high density residential uses and commercial industrial uses to the west, and industrial uses north, south, and east.

Project Description

The City proposes to construct a new pedestrian undercrossing beneath two existing railroad tracks, providing additional pedestrian access to the Camarillo Train Station and associated parking areas. The project would require the partial demolition of existing parking areas, the relocation of existing water lines, electric lines, and fiber optic lines, the removal of existing drainage infrastructure, and the addition of paved sidewalks. The project would reconstruct six handicap parking spaces in the eastern parking lot, and four handicap parking spaces in the western parking lot. The project also includes new landscaping on both sides of the tracks.

The existing railroad tracks are owned by Union Pacific Railroad (UPRR) and are utilized by the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency Pacific Surfliner, Metrolink, and Amtrak. The station parking lot is owned by Ventura County Transportation Commission (VCTC) and is separated by the train tracks into an eastern and western side. Access to trains on the western track is provided by the western parking lot, and access to trains on the eastern track is provided by the eastern parking lot. The undercrossing would be constructed adjacent to Dawson Drive, SR-34, the U.S. 101 (Ventura Freeway) overpass, and an existing Caltrans pedestrian overcrossing. The existing Caltrans pedestrian overpass was originally constructed to support pedestrian usage from the adjacent roadways and was not intended to support the station parking lot or train access. Both sides of the proposed undercrossing would be accessible by stairs and by Americans with Disabilities Act (ADA)-compliant switchback ramps. Platforms would be added on each side to support entry and exit from the undercrossing to both sides of the parking lot. Overall, the project is intended to make a more direct, convenient, and accessible path to access the platforms on either side of the tracks from both the eastern and western parking lot.

Figure 1 Project Location



Project Construction

Construction is estimated to take place over approximately 18 months and would be separated into two phases, with only one track out of service at a time and the other track remaining open to support continued rail usage. Track closures would be temporary and would last for a single construction phase. Construction staging, worker parking, and site access would be provided within the existing Camarillo Train Station parking lot on either side of the tracks. The project would utilize a cut and cover construction method. The undercrossing would be constructed with pre-cast boxes and case-in-place walls. The opening of the undercrossing would be approximately 14 feet wide from wall to wall, 9 feet high from floor to soffit, and 44 feet long from end to end of the tunnel. The project would require approximately 1,975 cubic yards of excavation at a maximum anticipated depth of up to 14 feet below ground surface. Overall, the project would result in a total disturbance area of approximately 11,750 square feet (0.27 acre).

3. Statutory Exemption Applicability Analysis

PRC Section 21080(b)(10) statutorily exempts “a project for the institution or increase of passenger or commuter services on rail or highway rights-of-way already in use, including modernization of existing stations and parking facilities. For purposes of this paragraph, ‘highway’ shall have the same meaning as defined in Section 360 of the Vehicle Code.”

Similarly, CEQA Guidelines Section 15275(a) statutorily exempts mass transit projects involving “the institution or increase of passenger or commuter service on rail lines or high-occupancy vehicle lanes already in use, including the modernization of existing stations and parking facilities.”

The following analysis assesses how the project meets PRC Section 21080(b)(10) and CEQA Guidelines Section 15275(a) stipulations.

(1) The project is a mass transit project.

The project involves the construction of a new pedestrian undercrossing beneath two existing railroad tracks, which would enhance pedestrian access to the Camarillo Train Station and associated parking areas. Camarillo Train Station consists of two platforms with two tracks that are utilized by the LOSSAN Rail Corridor Agency Pacific Surfliner, Metrolink, and Amtrak. Because the project would be supporting the Camarillo Train Station, the project meets this requirement.

(2) The project involves the institution or increase of passenger or commuter services on rail lines already in use, including the modernization of existing stations and parking facilities.

The project proposes to construct a new pedestrian undercrossing beneath two railroad tracks at an existing train station. Both sides of the proposed undercrossing would be accessible by stairs and by ADA-compliant switchback ramps. Platforms would be added on each side of the undercrossing to support entry and exit between the undercrossing and both sides of the existing parking lot. The project also includes reconstruction of parking spaces in the eastern and western parking lots and installation of new landscaping on both sides of the tracks. The new pedestrian undercrossing would provide a more direct, efficient, and safer path to access the platforms on either side of the tracks from both the eastern and western parking lots. The proposed improvements would constitute a modernization of an existing train station and existing parking facilities. Therefore, the project meets this requirement.



4. Conclusion

Based on the analysis presented herein, the proposed Camarillo Train Station Undercrossing Project meets all criteria for a Statutory Exemption from CEQA. Therefore, it is concluded that the project is statutorily exempt from CEQA pursuant to PRC Section 21080(b)(10) and CEQA Guidelines Section 15275(a).



State of California - Department of Fish and Wildlife
**2023 ENVIRONMENTAL DOCUMENT FILING FEE
CASH RECEIPT**
DFW 753.5a (REV. 01/01/23) Previously DFG 753.5a

Print

StartOver

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RECEIPT NUMBER:

56 —

STATE CLEARINGHOUSE NUMBER (If applicable)

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY.

LEAD AGENCY

City of Camarillo

LEAD AGENCY EMAIL

jcampero@cityofcamarillo

DATE

11/09/2023

COUNTY/STATE AGENCY OF FILING

Ventura

DOCUMENT NUMBER

PROJECT TITLE

Camarillo Train Station Undercrossing - Project No. ST-14-05

PROJECT APPLICANT NAME

City of Camarillo Department of Public Works

PROJECT APPLICANT EMAIL

jcampero@cityofcamarillo

PHONE NUMBER

(805) 388-5340

PROJECT APPLICANT ADDRESS

601 Carmen Drive

CITY

Camarillo

STATE

CA

ZIP CODE

93010

PROJECT APPLICANT (Check appropriate box)

☒ Local Public Agency

☐ School District

☐ Other Special District

☐ State Agency

☐ Private Entity

CHECK APPLICABLE FEES:

☐ Environmental Impact Report (EIR)

\$3,839.25

\$

0

☐ Mitigated/Negative Declaration (MND)(ND)

\$2,764.00

\$

0

☐ Certified Regulatory Program (CRP) document - payment due directly to CDFW

\$1,305.25

\$

0

☒ Exempt from fee

☒ Notice of Exemption (attach)

☐ CDFW No Effect Determination (attach)

☐ Fee previously paid (attach previously issued cash receipt copy)

☐ Water Right Application or Petition Fee (State Water Resources Control Board only)

\$850.00

\$

0

☒ County documentary handling fee

\$

50

☐ Other

\$

PAYMENT METHOD:

☐ Cash

☐ Credit

☒ Check

☐ Other

TOTAL RECEIVED

\$

50

SIGNATURE

X

AGENCY OF FILING PRINTED NAME AND TITLE

City Manager

FILED

POSTED
NOV 15 2023

MICHELLE ASCENCION
Ventura County Clerk and Recorder

By: _____, Deputy

Filed in County Clerk's Office
Michelle Ascencion
Ventura County Clerk-Recorder

2023100016058

11/15/2023

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DocType: FISH
QUELLRA

Pages: 1

Fees: \$50.00



Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk

County of: Ventura

800 S. Victoria Avenue

Ventura, California 93009

From: (Public Agency): City of Camarillo
601 Carmen Drive
Camarillo, California 93010

(Address)

Project Title: Camarillo Train Station Undercrossing Project

Project Applicant: City of Camarillo

Project Location - Specific:

Camarillo Train Station (30 S. Lewis Road) adjacent to Dawson Dr, SR-34, & U.S. 101

Project Location - City: Camarillo Project Location - County: Ventura

Description of Nature, Purpose and Beneficiaries of Project:

The project proposes to construct a new undercrossing beneath two existing Union Pacific Railroad tracks, providing additional pedestrian access to the Camarillo Train Station and associated parking areas. Overall, the project is intended to make a more direct, convenient, and accessible path to access the platforms on either side of the tracks from both the eastern and western parking lot.

Name of Public Agency Approving Project: City of Camarillo

Name of Person or Agency Carrying Out Project: City of Camarillo, Department of Public Works

Exempt Status: **(check one):**

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☐ Categorical Exemption. State type and section number: _____
- ☒ Statutory Exemptions. State code number: PRC Section 21080(b)(10) and 15275(a)

Reasons why project is exempt:

The project has been determined to qualify for a Statutory Exemption under CEQA Guidelines Section 15275(a) [PRC Section 21080(b)(10)] since the project constitutes a modernization of an existing station and parking facility.

Lead Agency

Contact Person: Thang Tran Area Code/Telephone/Extension: (805) 388-5345

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? ■ Yes No

Signature:  Date: 11 / 09 / 2023 Title: City Manager

■ Signed by Lead Agency Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: _____



PROJECT COST ESTIMATE

Project Name: Camarillo Pedestrian Underpass

Design Level: Conceptual Design

Last Updated: February 24th, 2022

ITEM NO.	WORK DESCRIPTION	QUANTITY	UNIT COST	TOTAL COST
CONSTRUCTION COSTS				
1	MOBILIZATION			\$ 378,837.52
2	GENERAL			\$ 65,275.00
3	UTILITIES			\$ 113,365.00
4	SITE DEMOLITION			\$ 114,898.00
5	EARTHWORK			\$ 113,316.00
6	STRUCTURAL			\$ 777,228.00
7	TRACK			\$ 164,467.00
8	SITE IMPROVEMENTS			\$ 1,079,826.23
9	LANDSCAPING AND ARCHITECTURAL AESTHETICS			\$ 250,000.00
10	STATION COMMUNICATIONS, VIDEO AND FIBER OPTIC			\$ 850,000.00
11	TRAFFIC			\$ 10,000.00
12	SECURITY GATES AND FENCING			\$ 250,000.00
SUB-TOTAL: CONSTRUCTION COSTS				\$ 4,167,212.75
PROJECT RELATED OVERHEAD COSTS				
13	CONSTRUCTION CONTINGENCY/ CCO AUTHORITY	30%		\$ 1,250,163.83
14	CONCEPT, PRELIMINARY ENGINEERING AND FINAL DESIGN			\$ 1,500,000.00
15	THIRD PARTY DESIGN	5%		\$ 208,360.64
16	CIVIL DESIGN SUPPORT DURING CONST.	DPM 5%		\$ 208,360.64
17	Track and S&C DESIGN	DPM 3%		\$ 125,016.38
18	Track and S&C DESIGN SUPPORT DURING CONST.	DPM 2%		\$ 83,344.26
19	PROJECT MANAGEMENT	DPM 5%		\$ 208,360.64
20	CONSTRUCTION MANAGEMENT	DPM 10%		\$ 416,721.28
21	FLAGGING	DPM 10.0%		\$ 416,721.28
22	AGENCY & STAKEHOLDER COSTS (CITY, UPRR, SCRRRA, DPM COUNTY, AT&T-MPLS, MISC OTHER STAKEHOLDERS PER THE CITY PROJECT CONDITIONS)	10%		\$ 416,721.28
23	MAINTENANCE OF WAY: TRACK/STRUCT. MAINTENANCE SUPPORT, S&C MAINTENANCE SUPPORT			
24	AGENCY MATERIAL PROCUREMENT LIST (From DPM -17)			
25	RIGHT-OF-WAY ACQUISITION/EASEMENTS			
26	ENVIRONMENTAL MITIGATIONS			
27	OTHERS (FEES, LEGAL)			
28	CITY SUPPORT COSTS - STAFF TIME			
29	CITY SUPPORT COSTS - BUILDING AND SAFETY PERMIT			
30	CITY SUPPORT COSTS - TITLE REPORTS			
31	OTHER PERMITTING/CITY REQUIREMENTS	3.0%		\$ 125,016.38
SUB-TOTAL: PROJECT RELATED OVERHEAD COSTS				\$ 4,958,786.58
32	PROJECT RESERVE	20%		\$ 1,825,199.87
33	INFLATION	Rate: 9.25%	# Years 4.00	\$ 4,051,943.71
TOTAL BASE BID CONSTRUCTION COSTS AND OVERHEAD COSTS:				\$ 15,003,142.91



METROLINK



ENGINEER'S ESTIMATE

Project Name: Camarillo Pedestrian Underpass
Design Level: Conceptual Design
Last Updated: February 10th, 2022

NO.	SPEC	WORK DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST	SOURCE
SCHEDULE 1 - BASE BID							
1	General	Mobilization / Demobilization 10%	LS	1	\$ 378,837.52	\$ 378,837.52	10% of the total cost
2	General	Erosion Control	LS	1	\$ 20,000.00	\$ 20,000.00	Estimated
3	General	Post-Construction BMP's	CF	728	\$ 10.00	\$ 7,275.00	Per Luis
4	General	Water Service	LS	1	\$ 35,000.00	\$ 35,000.00	Estimated
5	General	Clearing/ Grubbing (Vegetation Only)	LS	1	\$ 3,000.00	\$ 3,000.00	Estimated
6	Utilities	Remove Existing Storm Drain	LF	37	\$ 60.00	\$ 2,220.00	Caltrans Cost Date 710136
7	Utilities	Remove Existing Water Line	LF	123	\$ 65.00	\$ 7,995.00	ACE Estimate
8	Utilities	Install New Storm Drain	LF	50	\$ 295.00	\$ 14,750.00	Caltrans Cost Date 650022
9	Utilities	Install New Storm Drain Inlet	EA	1	\$ 3,000.00	\$ 3,000.00	ACE Estimate
10	Utilities	Install New Water Line	LF	177	\$ 200.00	\$ 35,400.00	ACE Estimate
11	Utilities	Misc Utility Relocation	LS	1	\$ 50,000.00	\$ 50,000.00	Estimated
12	Site Demolition	Remove and Relocate Signs (w/posts)	EA	10	\$ 585.00	\$ 5,850.00	Caltrans Cost Date 820280
13	Site Demolition	Remove Minor Concrete (Curb Only)	LF	542	\$ 50.00	\$ 27,100.00	Caltrans Cost Date 731840 Adjusted from \$100 to \$50 for QC
14	Site Demolition	Remove Asphalt	SF	6,204	\$ 12.00	\$ 74,448.00	Caltrans Cost Date 398001
15	Site Demolition	Remove Trees	EA	5	\$ 1,500.00	\$ 7,500.00	ACE Estimate
16	Earthwork	Earthwork (Roadway, wall, and Ramp Excavation)	CY	1,988	\$ 57.00	\$ 113,316.00	Caltrans Cost Data 190101
17	Structural	Structure Excavation (Retaining Wall)	CY	1309	\$ 79.00	\$ 103,411.00	Structures Estimate
18	Structural	Structure Backfill (Retaining Wall)	CY	801	\$ 75.00	\$ 60,075.00	Structures Estimate
19	Structural	Structural Concrete (Retaining Wall)	CY	279	\$ 848.00	\$ 236,592.00	Structures Estimate
20	Structural	Bar Reinforcing Steel (Retaining Wall)	LBS	17965	\$ 1.20	\$ 21,558.00	Structures Estimate
21	Structural	Structure Excavation (Bridge)	CY	495	\$ 105.00	\$ 51,975.00	Structures Estimate
22	Structural	Structure Backfill (Bridge)	CY	177	\$ 120.00	\$ 21,240.00	Structures Estimate
23	Structural	Structural Concrete (Bridge)	CY	141	\$ 1,597.00	\$ 225,177.00	Structures Estimate
24	Structural	Bar Reinforcing Steel (Bridge)	LBS	44000	\$ 1.30	\$ 57,200.00	Structures Estimate



METROLINK



ENGINEER'S ESTIMATE

Project Name: Camarillo Pedestrian Underpass
Design Level: Conceptual Design
Last Updated: February 10th, 2022

NO.	SPEC	WORK DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST	SOURCE
25	Track	Track Improvements	LS	1	\$ 164,467.00	\$ 164,467.00	Track Estimate
26	Site Improvements	Retaining Walls (Ramp)	SF	4961	\$ 170.00	\$ 843,370.00	Windsor Estimate, adjusted for lower quantity
27	Site Improvements	Minor Concrete (Curb & Gutter)	LF	355	\$ 130.00	\$ 46,150.00	Caltrans Cost Data 730010
28	Site Improvements	AC Pavement	SF	2451	\$ 13.73	\$ 33,652.23	Caltrans Cost Data 390132
29	Site Improvements	Concrete Walk	SF	6208	\$ 9.25	\$ 57,424.00	Caltrans Cost Data 731521
30	Site Improvements	Reinforced Concrete Steps	SF	356	\$ 70.00	\$ 24,920.00	ACE Estimate
31	Site Improvements	4' Cable Railing	LF	74	\$ 65.00	\$ 4,810.00	Caltrans Cost Data 839521
32	Site Improvements	Hand Railing	LF	88	\$ 125.00	\$ 11,000.00	Caltrans Cost Data 839521 Adjusted per QC from \$65 to \$50
33	Site Improvements	Sump Pump	LS	1	\$ 50,000.00	\$ 50,000.00	Via Princessa Estimate
34	Site Improvements	Install Detectable Warning Surface	SF	125	\$ 20.00	\$ 2,500.00	ACE Estimate
35	Site Improvements	Install Wheel Stops	EA	12	\$ 500.00	\$ 6,000.00	ACE Estimate
36	Landscape and Architectural Aesthetics	Landscape and Architectural Aesthetics	LS	1	\$ 250,000.00	\$ 250,000.00	Estimated
37	Traffic	Signing and Striping	LS	1	\$ 10,000.00	\$ 10,000.00	Estimated
38	Signal/Comm	Fiber Relocation	LS	1	\$ 50,000.00	\$ 50,000.00	Carrene's Estimate
39	Signal/Comm	Camera System, Comm Upgrades	LS	1	\$ 800,000.00	\$ 800,000.00	Carrene's Estimate
40	Security	Security Gates and Fence	LS	1	\$ 250,000.00	\$ 250,000.00	Per Robert
SCHEDULE 1 - BASE BID TOTAL CONSTRUCTION COST:						\$	4,167,212.75

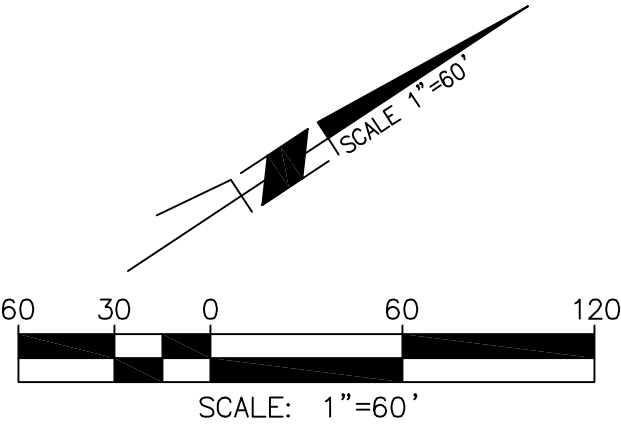
CITY OF CAMARILLO
CAMARILLO METROLINK STATION - PEDESTRIAN UNDERPASS
CONCEPT PLAN



LOCATION MAP

SHEET INDEX

1	TITLE SHEET
2	CONCEPT DEMOLITION PLAN
3	CONCEPT SITE PLAN
4	CONCEPT SECTIONS



NOT FOR CONSTRUCTION

SEAL:		METROLINK PEDESTRIAN UNDERPASS TITLE SHEET	
DRN BY:	DES BY:	CK'D BY:	
APPROVED:			
PREPARED BY:		DISTRICT ENGINEER RCE 50878 EXPIRES: 9/30/2023 DATE	
		RECOMMENDED BY:	
15265 ALTON PKWY, STE 140 IRVINE, CA 92618 WWW.RAILPROS.COM		E-MAIL: INFO@RAILPROS.COM PHONE: (714) 734 - 8765	
SPEC. NUMBER	PROJ. NUMBER		
F.B.	PG.	SHEET 1 OF 4	C-1

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NOT FOR CONSTRUCTION

EXIST. 12"
STORM DRAIN LINE
PROTECT IN PLACE

RELOCATE EXIST.
10" WATER LINE

EXIST. 39"
WATER LINE
PROTECT IN PLACE

EX. PLATFORM

EX. PLATFORM

VENTURA
FREEMWAY
OVERPASS (101)
EX. PEDESTRIAN BRIDGE

EXIST. TRACKS

EXIST. FIBER OPTIC LINE
PROTECT IN PLACE

RELOCATE ELECT. AND
FIBER OPTIC LINES

REMOVE DRAINAGE
INLET AND PIPE

ABANDONED 39"
WATER LINE

RELOCATE ELECT. AND
FIBER OPTIC LINES

EX. 24"
STORM DRAIN

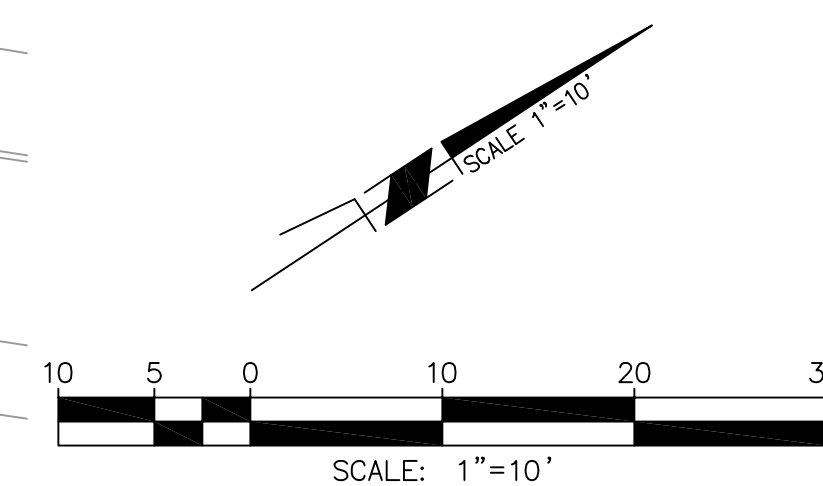
UPRR SIDING

UPRR MAIN LINE

EXIST. GAS LINES
PROTECT IN PLACE

EXIST. TELECOMMUNICATION
LINE PROTECT IN PLACE

DEMO LIMITS



SEAL:

PREPARED BY:



RAILPROS

15265 ALTON PKWY, STE 140
IRVINE, CA 92618
WWW.RAILPROS.COM

E-MAIL: INFO@RAILPROS.COM
PHONE: (714) 734 - 8765

METROLINK PEDESTRIAN UNDERPASS CONCEPT DEMOLITION PLAN

DRN BY: DES BY: CK'D BY:

APPROVED:

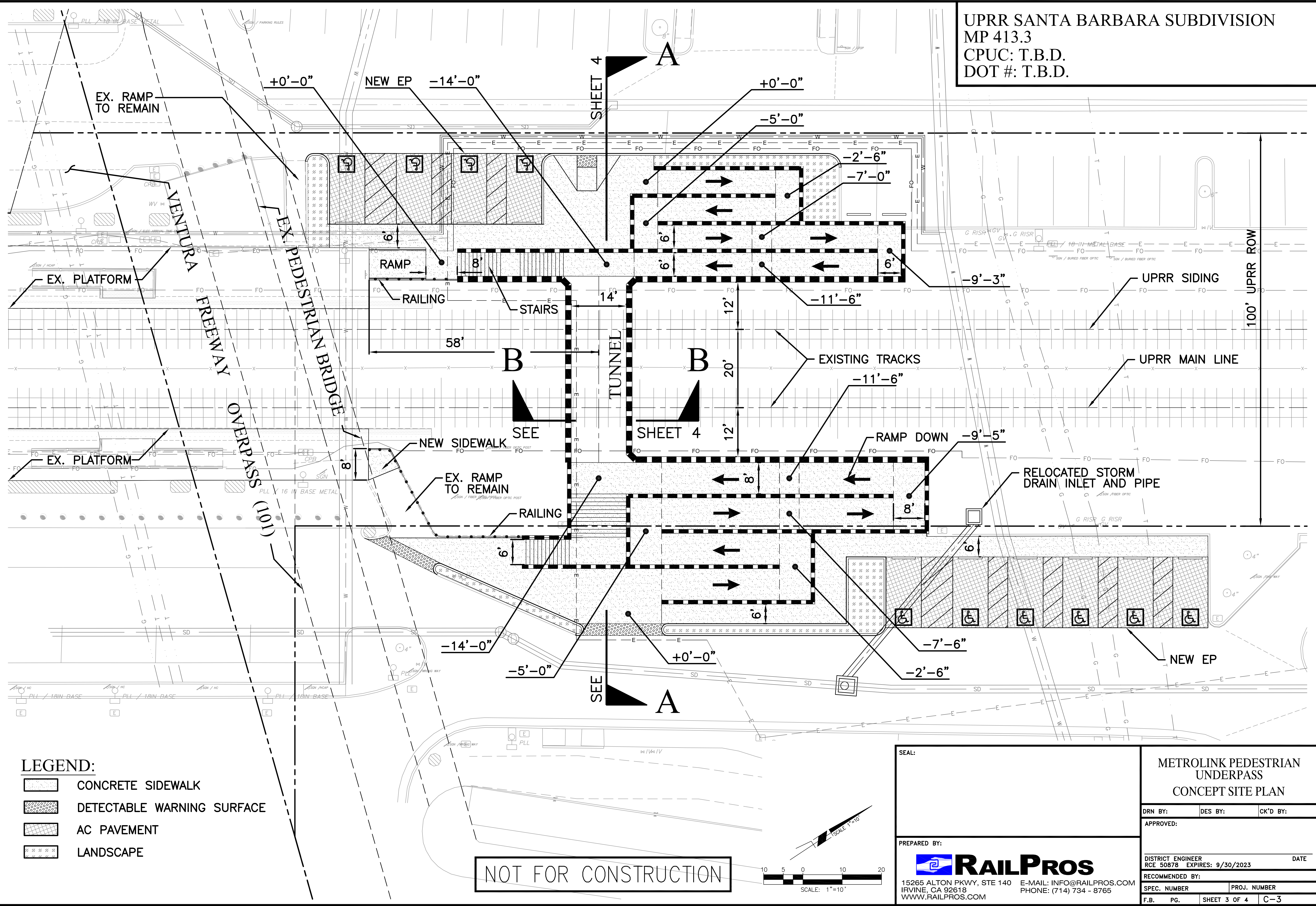
DISTRICT ENGINEER
RCE 50878 EXPIRES: 9/30/2023 DATE

RECOMMENDED BY:

SPEC. NUMBER PROJ. NUMBER

F.B. PG. SHEET 2 OF 4 C-2

UPRR SANTA BARBARA SUBDIVISION
MP 413.3
CPUC: T.B.D.
DOT #: T.B.D.



LEGEND:

- CONCRETE SIDEWALK
- DETECTABLE WARNING SURFACE
- AC PAVEMENT
- LANDSCAPE

NOT FOR CONSTRUCTION

SEAL:

METROLINK PEDESTRIAN
UNDERPASS
CONCEPT SITE PLAN

DRN BY: DES BY: CK'D BY:

APPROVED:

PREPARED BY:



15265 ALTON PKWY, STE 140 IRVINE, CA 92618
WWW.RAILPROS.COM

E-MAIL: INFO@RAILPROS.COM
PHONE: (714) 734 - 8765

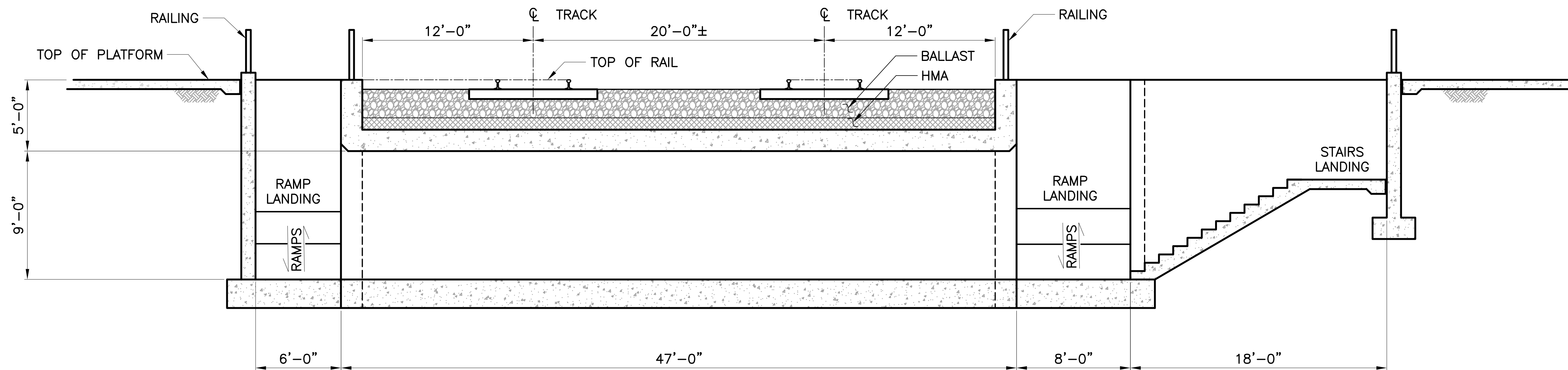
DISTRICT ENGINEER RCE 50878 EXPIRES: 9/30/2023 DATE

RECOMMENDED BY:

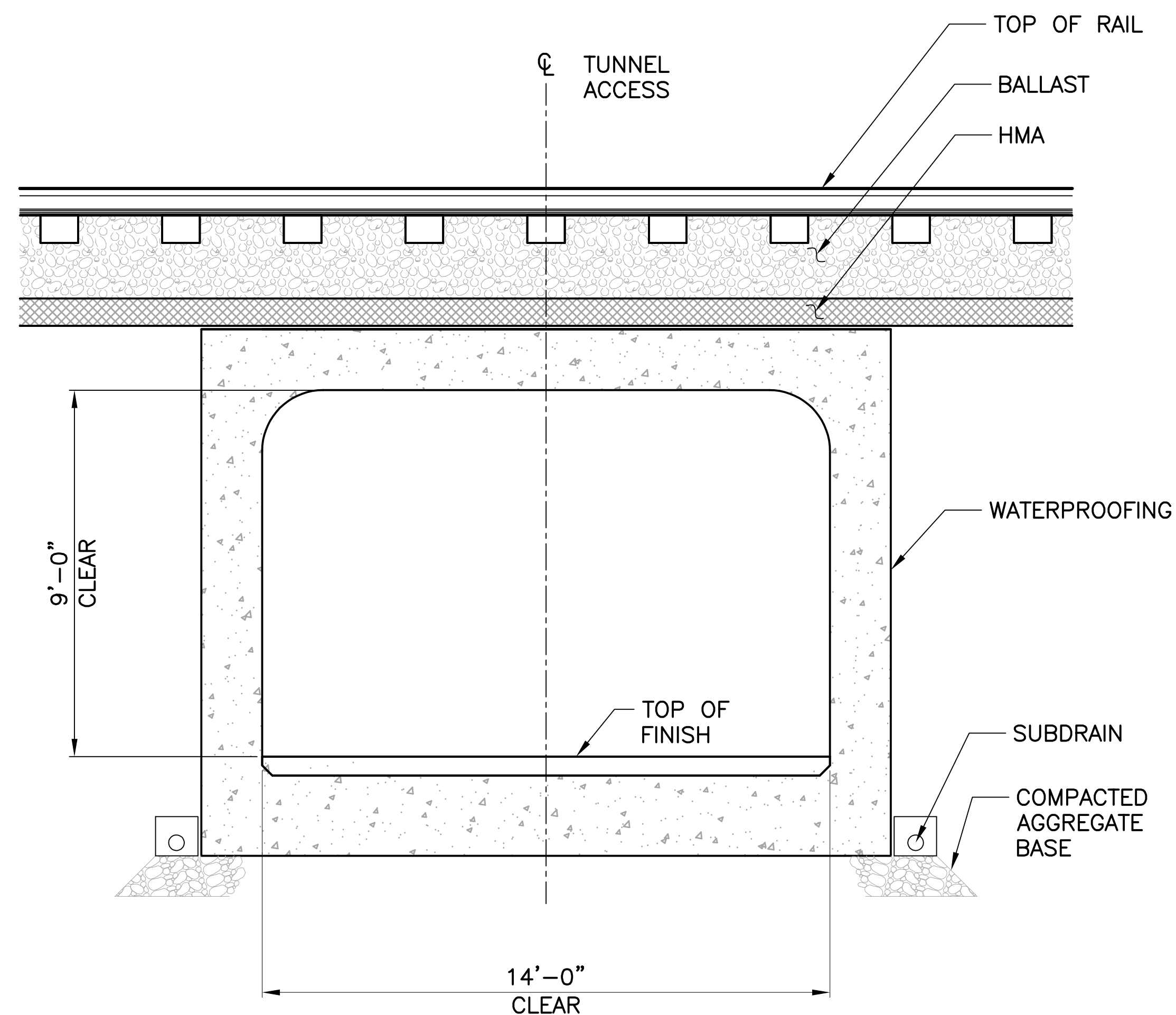
SPEC. NUMBER PROJ. NUMBER

F.B. PG. SHEET 3 OF 4 C-3

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SECTION A-A
SCALE: 1' = 50'



SECTION B-B
SCALE: 1' = 30'

SEAL:		METROLINK PEDESTRIAN UNDERPASS CONCEPT TUNNEL SECTIONS	
DRN BY:	DES BY:	CK'D BY:	
APPROVED:			
PREPARED BY:		DISTRICT ENGINEER RCE 50878 EXPIRES: 9/30/2023 DATE	
15265 ALTON PKWY, STE 140 IRVINE, CA 92618 WWW.RAILPROS.COM		E-MAIL: INFO@RAILPROS.COM PHONE: (714) 734 - 8765	
SPEC. NUMBER		PROJ. NUMBER	
F.B.	PG.	SHEET 4 OF 4	S-1

CITY OF VENTURA

SANTA PAULA
BRANCH LINE
RAILS WITH TRAILS
PROJECT

EXHIBIT A

Amendment (Existing Project) ☐ YES ☒ NO					Date 11/23/2022 08:45:42	
Programs ☐ LPP-C ☐ LPP-F ☒ SCCP ☐ TCEP ☐ STIP ☒ Other					State ATP PROGRAM	
District	EA	Project ID	PPNO	Nominating Agency		
07		0723000303	6194	Ventura County Transportation Commission		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Ventura County						
				MPO	Element	
				SCAG	Local Assistance	
Project Manager/Contact			Phone	Email Address		
Derek Towers			805-654-7849	dtowers@cityofventura.ca.gov		

Project Title

Santa Paula Trail, East Ventura Station to e/o Wells Road

Location (Project Limits), Description (Scope of Work)

Environmental, design and construction for a Class I trail in the City of Ventura and unincorporated Ventura County providing an improved east-west bicycle and pedestrian route between East Ventura Metrolink Station and east of Wells Road (SR-118) along the Santa Paula Rail Line, in the City of Ventura (San Buenaventura) and unincorporated Ventura County.

Component	Implementing Agency
PA&ED	City of Ventura
PS&E	City of Ventura
Right of Way	City of Ventura
Construction	City of Ventura

Legislative Districts

Assembly: 38 Senate: 21 Congressional: 24

Project Milestone	Existing	Proposed
Project Study Report Approved	06/15/2022	
Begin Environmental (PA&ED) Phase		01/15/2023
Circulate Draft Environmental Document Document Type EIR/EIS		06/15/2023
Draft Project Report		08/15/2023
End Environmental Phase (PA&ED Milestone)		12/15/2023
Begin Design (PS&E) Phase		02/01/2024
End Design Phase (Ready to List for Advertisement Milestone)		05/15/2025
Begin Right of Way Phase		02/01/2024
End Right of Way Phase (Right of Way Certification Milestone)		05/15/2025
Begin Construction Phase (Contract Award Milestone)		10/01/2025
End Construction Phase (Construction Contract Acceptance Milestone)		08/27/2027
Begin Closeout Phase		09/01/2027
End Closeout Phase (Closeout Report)		11/01/2027

Date 11/23/2022 08:45:42

Purpose and Need

Close a gap on a popular Class I trail in the City of Ventura that is needed to create a 4.0-mile long continuous Active Transportation corridor. Provide a direct route for residents of Saticoy, Montalvo, and Cabrillo Village for bike and pedestrian access to the Class I trails on each end, increase the proportion of trips accomplished by biking and walking, increase safety and mobility for non-motorized users, reduce VMT, advance the active transportation efforts of regional agencies to achieve Greenhouse Gas (GHG) reduction goals, and enhance public health.

NHS Improvements ☒ YES ☐ NO

Roadway Class NA

Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO

Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
Active Transportation	Bicycle lane-miles	Miles	8
Active Transportation	Crosswalk	EA	9
ADA Improvements	New sidewalk	LF	170
ADA Improvements	New curb ramp installed	EA	14

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPF, LPPC, SCCP	Change in Daily Vehicle Miles Travelled	Miles	0	0	0
			VMT per Capita	0	0	0
	LPPF, LPPC, SCCP	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	0	0	0
			Hours per Capita	0	0	0
System Reliability (Freight)	LPPF, LPPC, SCCP	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	0	0	0
	LPPF, LPPC, SCCP	Level of Transit Delay (if required)	% "On-time"	0	0	0
Air Quality & GHG (only 'Change' required)	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	0	0	0
			PM 10 Tons	0	0	0
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	-16	0	-16
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	0	0	0
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SOx)	Tons	0	0	0
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	0	0	0
	LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NOx)	Tons	0	0	0
Safety	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	0	0	0
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	0	0	0
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	0	0	0
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	0	0	0
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Only 'Build' Required)	Number	353	0	353
Cost Effectiveness (only 'Change' required)	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	3.7	0	3.7
Vehicle Volume	LPPF, LPPC, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	0	0	0
	LPPF, LPPC, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	0	0	0

District	County	Route	EA	Project ID	PPNO
07	Ventura County			0723000303	6194
Project Title					
Santa Paula Trail, East Ventura Station to e/o Wells Road					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)		1,900						1,900	
PS&E		2,538						2,538	
R/W SUP (CT)									
CON SUP (CT)									
R/W		2,278						2,278	
CON			20,417					20,417	
TOTAL		6,716	20,417					27,133	

Fund #1:	State SB1 ATP - Active Transportation Program - SB1 (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Southern California Association of Governments
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		1,900						1,900	MPO Regional Component of the State ATP Program
PS&E		2,538						2,538	
R/W SUP (CT)									
CON SUP (CT)									
R/W		2,278						2,278	
CON									
TOTAL		6,716						6,716	

Fund #2:	State SB1 SCCP - Solution for Congested Corridors Program (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Caltrans District 7
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			20,417					20,417	
TOTAL			20,417					20,417	

EXHIBIT B

SANTA PAULA BRANCH LINE RAILS WITH TRAILS PROJECT PRELIMINARY DESIGN PROJECT REPORT

November 29, 2023



11/30/2023

Jeff Hereford, P.E., T.E. – Principal Transportation Engineer

Date

PREPARED BY:

The City of Ventura

Public Works Department - Transportation

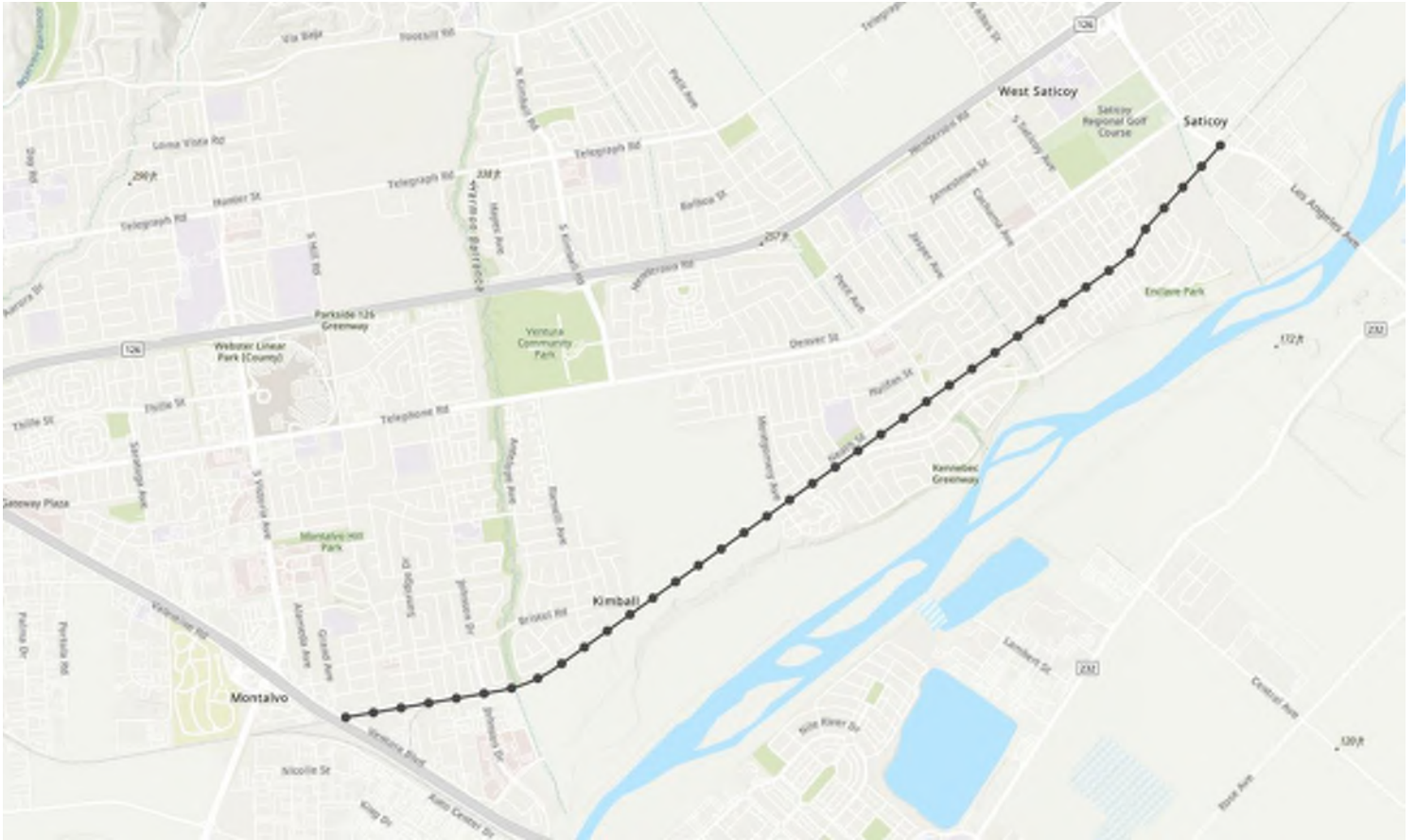
501 Poli Street,

Ventura, CA 93001

Table of Contents

VICINITY MAP	3
PROJECT BACKGROUND	4
PROPOSED IMPROVEMENTS.....	4
CONSTRUCTION CHALLENGES	4
ONGOING MAINTENANCE REQUIREMENTS	5
APPENDIX.....	6
CIP SHEET AND SITE MAP.....	7
COST ESTIMATE	10
PROJECT SCHEDULE	12
TRAIL ALIGNMENT – ALIGNMENT A AND B	15

VICINITY MAP



PROJECT BACKGROUND

In 1995, the Ventura County Transportation Commission (VCTC) acquired the Santa Paula Branch Line (SPBL) rail corridor with the active participation by the County of Ventura and the Cities of Fillmore, Santa Paula, and San Buenaventura. The overall long-term goal for the corridor was to transform it into a multimodal corridor that serves various purposes. The transformation would include accommodating freight rail, as well as providing a multi-use trail for active transportation and recreation purposes. In April 2022, VCTC renewed its goal to build-out the SPBL multi-use trail, with the Commission having adopted a goal to “Reinvigorate the process to complete the multi-use path.” To achieve this goal, the City aims to address challenges associated with constructing a multi-use trail along an active rail line, including coordinating construction activities with ongoing rail operations, obtaining necessary regulatory approvals, and mitigating potential environmental impacts. Furthermore, the renewed commitment in April 2022 reflects the Commission's dedication to enhancing regional connectivity, promoting sustainable transportation options, and fostering recreational opportunities for the communities along the Santa Paula Branch Line corridor.

PROPOSED IMPROVEMENTS

The Santa Paula Branch Line Rails with Trails Project will construct approximately 4-miles of multi-use trail that runs along the railroad between the East Ventura East Metrolink Station and Wells Road. The project consists of constructing the multi-use trail, prefabricated pedestrian bridges, installing High Intensity Activated Crosswalk signals, lighting, public art, trail monuments, drought tolerant landscaping, trail fencing, and other improvements along the trail. The major uses that are anticipated include bicycling, walking, running and roller skating. In addition to the general public the trail will specifically serve the communities of Montalvo, Cabrillo Village, and Saticoy.

The following design alternatives have been identified:

- Alternatives: In response to significant concerns from agricultural interests in agriculture areas, the trail alignment will be in the North or South of the railroad based on lateral buffer design with grading, stormwater impacts, earthwork quantities, and creek impacts.

CONSTRUCTION CHALLENGES

Constructing a new trail alongside an active rail line poses a myriad of challenges that require careful consideration and planning. One significant obstacle is ensuring the safety of both construction workers and trail users in close proximity to moving trains. Coordinating construction activities with the rail schedule is crucial to minimize disruptions and avoid potential accidents. The proximity to the rail line may also necessitate adherence to strict regulatory standards and permits, adding layers of complexity to the approval process. Additionally, the construction process itself may be constrained by limited access points, making the transportation of materials and equipment challenging. Environmental considerations, such as the impact on local flora and fauna, noise pollution, and potential disruption to the rail operations, must also be thoroughly assessed. Balancing the need for a functional trail with the imperative to maintain the integrity and

safety of the active rail line requires comprehensive planning, effective communication with stakeholders, and a thorough understanding of the regulatory landscape.

ONGOING MAINTENANCE REQUIREMENTS

The ongoing maintenance for the proposed project will be done by the City of Ventura.

APPENDIX

CIP SHEET AND SITE MAP

Project Title: **Santa Paula Branch Line Rails with Trails Project**

02-GRANTS

Project ID: 91164

Project Coordinator: Jeff Hereford

Title: Principal Civil Engineer

Program Area: Streets & Transportation

Priority: 1



MAP PREPARED ON:
14-SEP-2023

This map is a product of the City of San Buenaventura, California.

While reasonable efforts have been made to ensure the accuracy of this map, the City of San Buenaventura cannot guarantee its accuracy.

0 1,100 2,200 4,400 Feet



COST ESTIMATE

Santa Paula Trail, East Ventura Station to e/o Wells Road

Attachment F

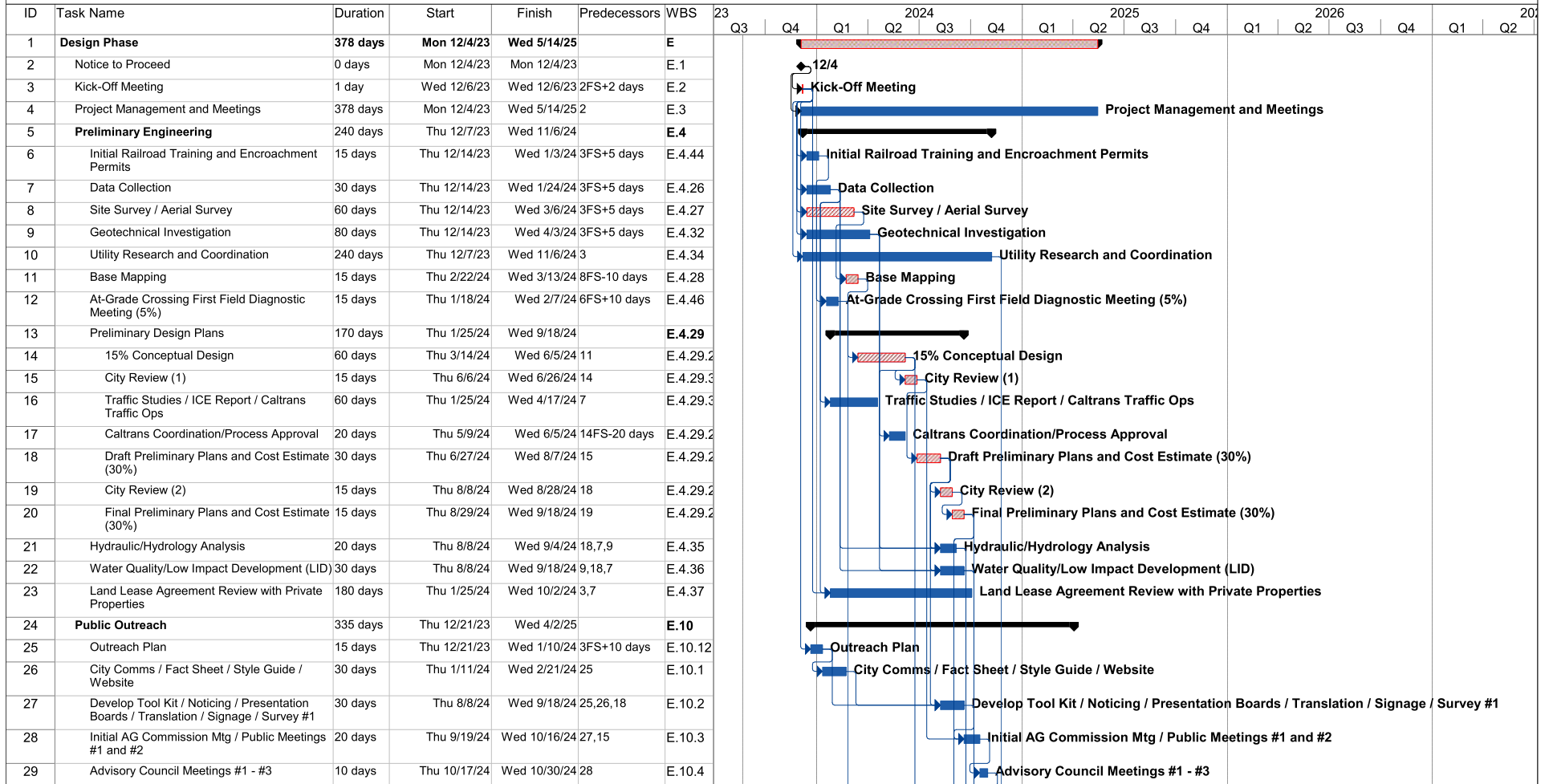
Detailed Project Estimate and Total Project Costs- Cycle 6

Important: Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).

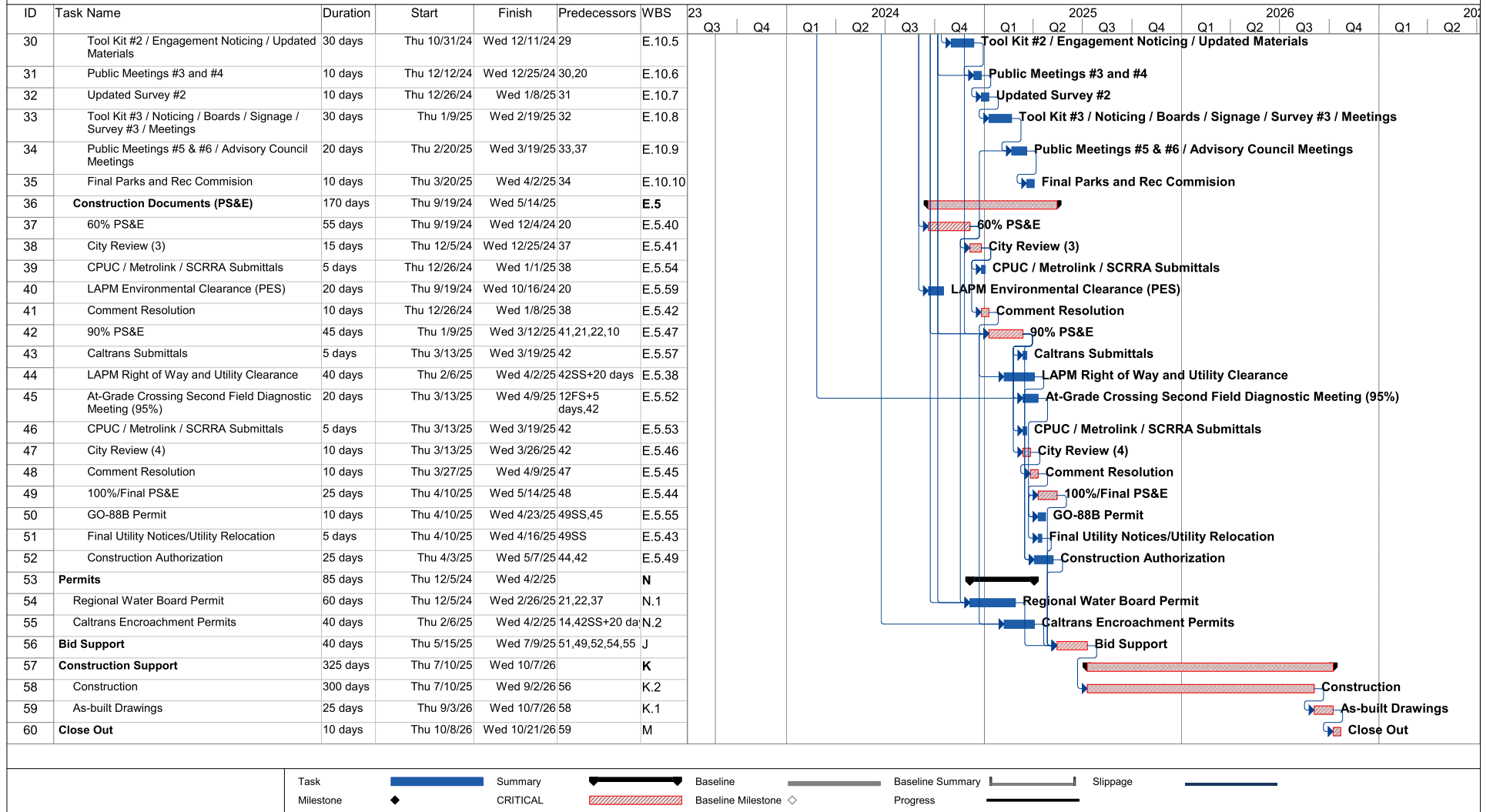
Project Information:											
Agency: City of Ventura						Date: 6/14/2022					
Project Description: Environmental, design and construction for a Class I trail in the City of Ventura and unincorporated Ventura County providing an improved east-west trail.											
Project Location: Between East Ventura Metrolink Station and east of Wells Road along the Santa Paula Rail Branchline, in the City of Ventura (San Buenaventura).											
Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate: John C Merrill						License #: C72892					
Project Estimate and Cost Breakdown:											
Project Estimate (for Construction Items Only)						Cost Breakdown					
						ATP Eligible Costs/Items		ATP Ineligible Costs/Items		Corps/CCC to construct	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$
General Overhead-Related Construction Items											
1	Mobilization	1	LS	\$640,000.00	\$640,000	100%	\$640,000				
2	Erosion Control	1	LS	\$150,000.00	\$150,000	100%	\$150,000				
3	Stormwater Protection Plan	1	LS	\$125,000.00	\$125,000	100%	\$125,000				
4	Traffic Management Plan	1	LS	\$108,000.00	\$108,000	100%	\$108,000				
5	Clearing and Grubbing	1	LS	\$435,000.00	\$435,000	100%	\$435,000				
6	Railroad Flagging and Miscellaneous	1	LS	\$50,000.00	\$50,000	100%	\$50,000				
7								100%			
8								100%			
9								100%			
10								100%			
General Construction Items											
11	High-Intensity Activated Crosswalk Beacon (HAWK)	2	EA	\$400,000.00	\$800,000	100%	\$800,000				
12	Rectangular Rapid Flashing Beacons (RRFB)	4	EA	\$35,000.00	\$140,000	100%	\$140,000				
13	Signal Modification (Montgomery Ave & Trail)	1	EA	\$300,000.00	\$300,000	100%	\$300,000				
14	Relocate Railroad Signal (Johnson Rd)	2	EA	\$150,000.00	\$300,000	100%	\$300,000				
15	Traffic Signal System (Wells Rd & Trail)	1	EA	\$400,000.00	\$400,000	100%	\$400,000				
16	Building Work (Relocate Railroad Communications Building)	1	LS	\$50,000.00	\$50,000	100%	\$50,000				
17	Building Work (Relocate Metrolink trailer office)	1	LS	\$50,000.00	\$50,000	100%	\$50,000				
18	Extension of Box Culvert @ Sudden Barranca	300	SF	\$300.00	\$90,000	100%	\$90,000				
19	Asphalt Concrete, 4"	7500	TON	\$200.00	\$1,500,000	100%	\$1,500,000				
20	Processed Misc. Base, 6"	5700	CY	\$120.00	\$684,000	100%	\$684,000				
21	PCC Sidewalk, 5' per Caltrans Standard Plan	500	SF	\$30.00	\$15,000	100%	\$15,000				
22	Curb Ramps, per Caltrans Standard Plan	16	EA	\$20,000.00	\$320,000	100%	\$320,000				
23	Fence, 3' height 3-rail post	32000	LF	\$75.00	\$2,400,000	100%	\$2,400,000				
24	Retaining Wall, 4' height	2500	LF	\$850.00	\$2,125,000	100%	\$2,125,000				
25	Solar Powered Trail Lighting	174	EA	\$8,500.00	\$1,479,000	100%	\$1,479,000				
26	Reconstruct Drainage Facility	1	LS	\$100,000.00	\$100,000	100%	\$100,000				
27	Relocate Existing Drainage Structures	6	EA	\$20,000.00	\$120,000	100%	\$120,000				
28	Bioswale	4500	LF	\$100.00	\$450,000	100%	\$450,000				
29	Signs	1	LS	\$150,000.00	\$150,000	100%	\$150,000				
30	Striping	1	LS	\$250,000.00	\$250,000	100%	\$250,000				
31	Flexible Posts	2200	LF	\$50.00	\$110,000	100%	\$110,000				
32	Decomposed Granite (trail shoulder), 2"	550	CY	\$100.00	\$55,000	100%	\$55,000				
33	Roadway excavation/cut	850	CY	\$200.00	\$170,000	100%	\$170,000				
34	Roadway embankment/fill	850	CY	\$200.00	\$170,000	100%	\$170,000				
35	Trees - 24" Box	429	EA	\$900.00	\$386,100	100%	\$386,100				
36	Irrigation	26800	LF	\$25.00	\$670,000	100%	\$670,000				
37	Water Service Connection	4	EA	\$30,000.00	\$120,000	100%	\$120,000				
38	Trailhead (see supplement)	2	EA	\$103,400.00	\$206,800	100%	\$206,800				
39	Major Connection Rest Facility (See supplement)	2	EA	\$24,788.00	\$49,576	100%	\$49,576				
40	Trail Rest Facility (see supplement)	5	EA	\$18,275.00	\$91,375	100%	\$91,375				
41	Outdoor Exercise Recreation Facility (see supplement)	2	EA	\$91,375.00	\$182,750	100%	\$182,750				
42	Harmon Barranca Bridge Structure (see supplement)	1	EA	\$357,212.16	\$357,212	100%	\$357,212				
43	Brown Barranca Bridge Structure (see supplement)	1	EA	\$340,488.16	\$340,488	100%	\$340,488				
44								100%			
45								100%			
46								100%			
47								100%			
48								100%			
49								100%			
50								100%			
51								100%			
52								100%			
Subtotal of Construction Items:					\$16,140,301		\$16,140,301				
Construction Item Contingencies (% of Construction Items):					10.00%		\$1,614,030		\$1,614,030		
Total (Construction Items & Contingencies) cost:					\$17,754,331		\$17,754,331				
Project Delivery Costs:											
Type of Project Cost		Cost \$				ATP Eligible Costs		Non-participating Costs			
Preliminary Engineering (PE)											
Environmental Studies and Permits (PA&ED):		\$	1,900,000			\$1,900,000					
Plans, Specifications and Estimates (PS&E):		\$	2,538,000			\$2,538,000					
Total PE:		\$	4,438,000			\$4,438,000				25% 25% Max	
Right of Way (RW)											
Right of Way Engineering:		\$	1,731,250			\$1,731,250					
Acquisitions and Utilities:		\$	546,250			\$546,250					
Total RW:		\$	2,277,500			\$2,277,500					
Total Pre-Construction Costs (PE+RW):			\$6,715,500			\$6,715,500					
Construction Engineering (CE)										"CE" costs / "CON" costs	
Construction Engineering (CE):		\$	2,663,000			\$2,663,000				15% 15% Max	
Total Construction Costs:			\$20,417,331			\$20,417,331					
Total Project Cost:			\$27,132,831			\$27,132,831					
Documentation of Ineligible (Non-Participating) Costs:											
The Engineer's logic and/or calculations for splitting costs between ATP-Eligible and Non-participating costs must be documented in this section of the Estimate form.											
Separate logic is required for each item which is partly ineligible for ATP funding or is required for the construction of an ineligible item/element of the project.											
Item #:	Description of Engineer's Logic: (See examples shown in the Instructions)										
	All elements of this project are ATP eligible. A maximum of 5% has been assumed for potentially non-functional landscaping (not directly related to the trail construction or safety, but recreation or convenience), and a maximum of 15% for incidental drainage required for project construction.										

PROJECT SCHEDULE

**Draft Target Schedule
City of Ventura
Santa Paula Branch Line – Rails with Trails Project**



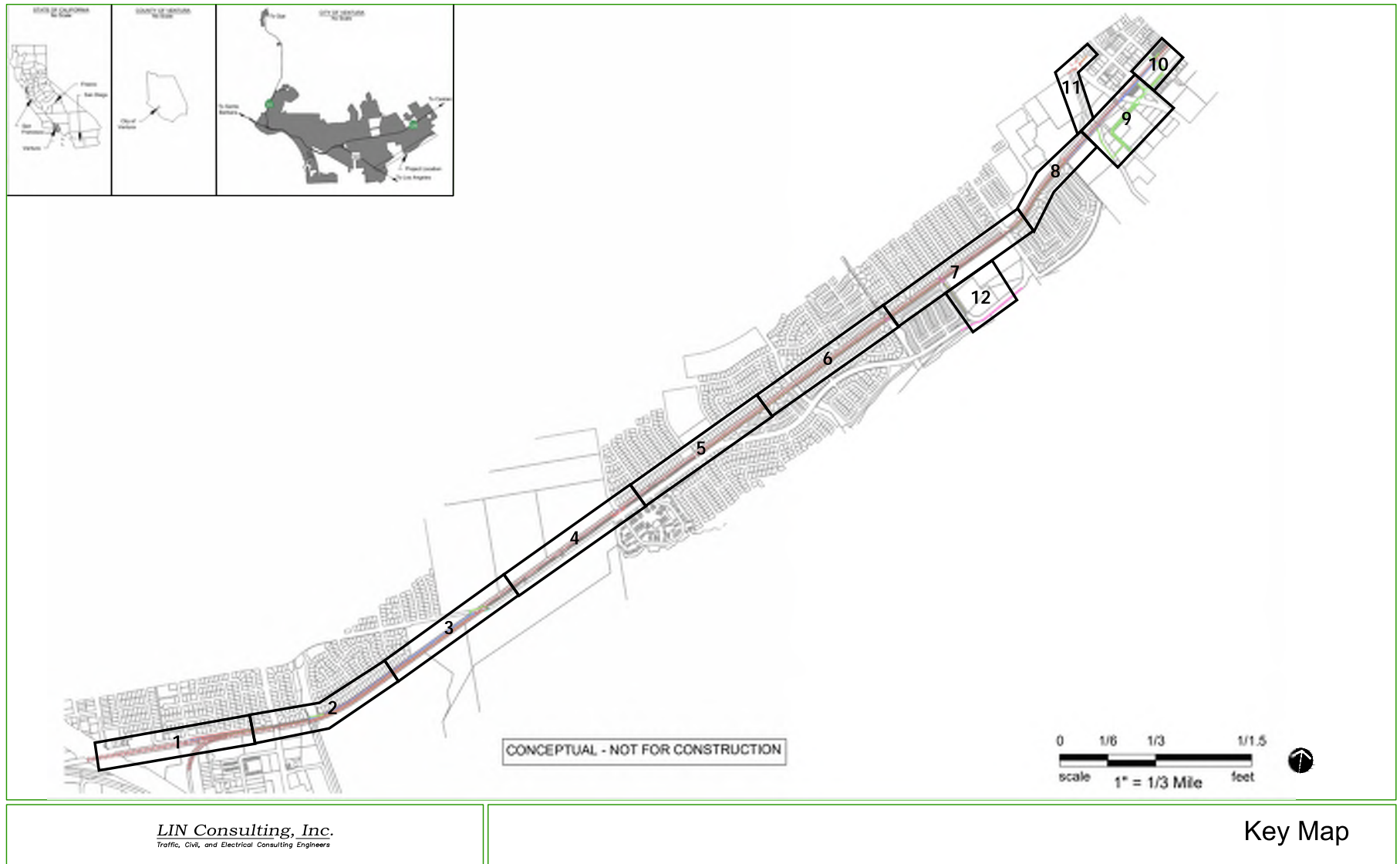
**Draft Target Schedule
City of Ventura
Santa Paula Branch Line – Rails with Trails Project**



TRAIL ALIGNMENT – ALIGNMENT A AND B

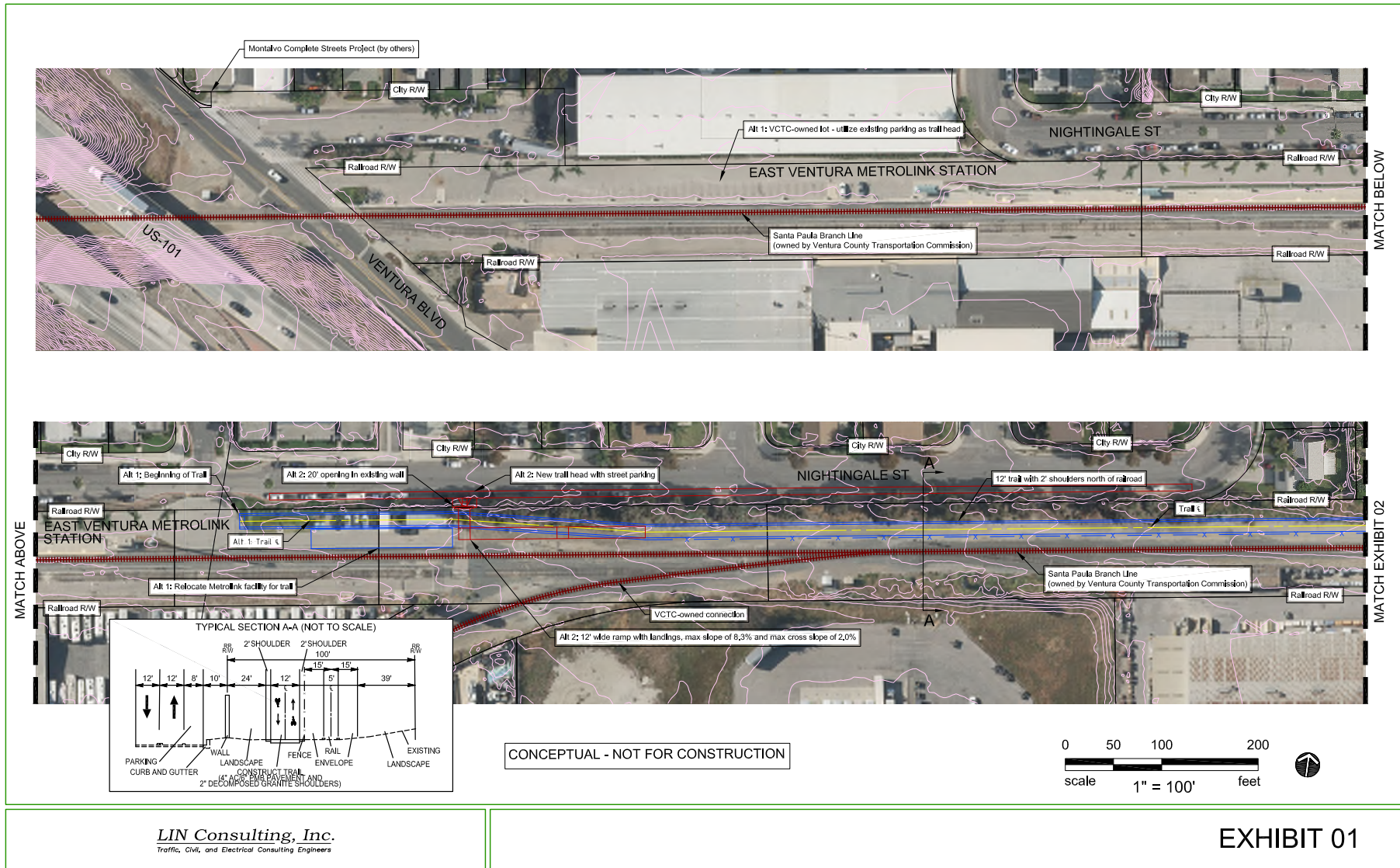
ATTACHMENT 2 - PROJECT LOCATION

7-Ventura, City of, 1
Santa Paula Trail, East Ventura Station to e/o Wells Road



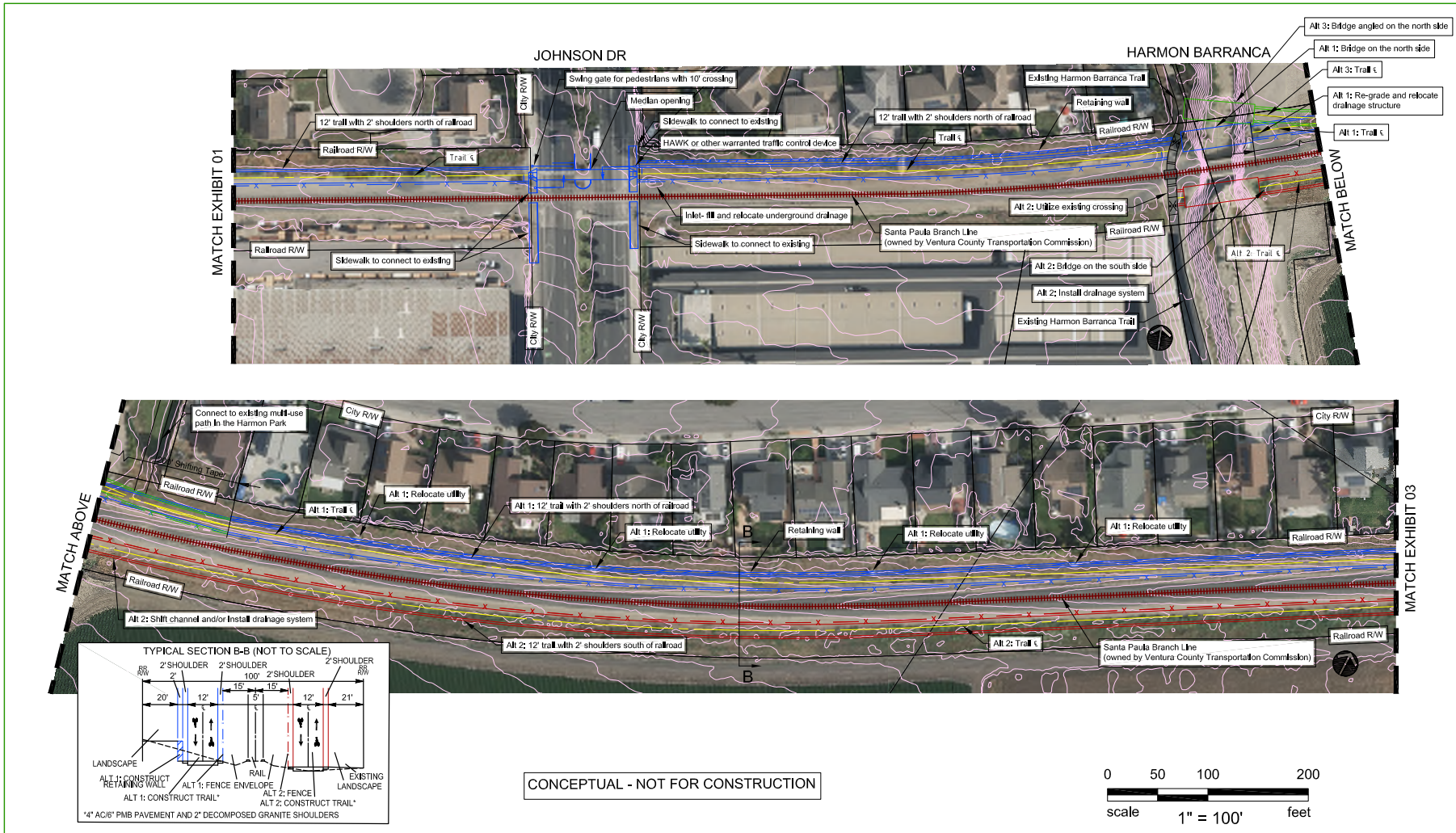
ATTACHMENT 3 - CONCEPTUAL PATH ALIGNMENT

7-Ventura, City of, 1
Santa Paula Trail, East Ventura Station to e/o Wells Road



ATTACHMENT 3 - CONCEPTUAL PATH ALIGNMENT

7-Ventura, City of, 1
Santa Paula Trail, East Ventura Station to e/o Wells Road

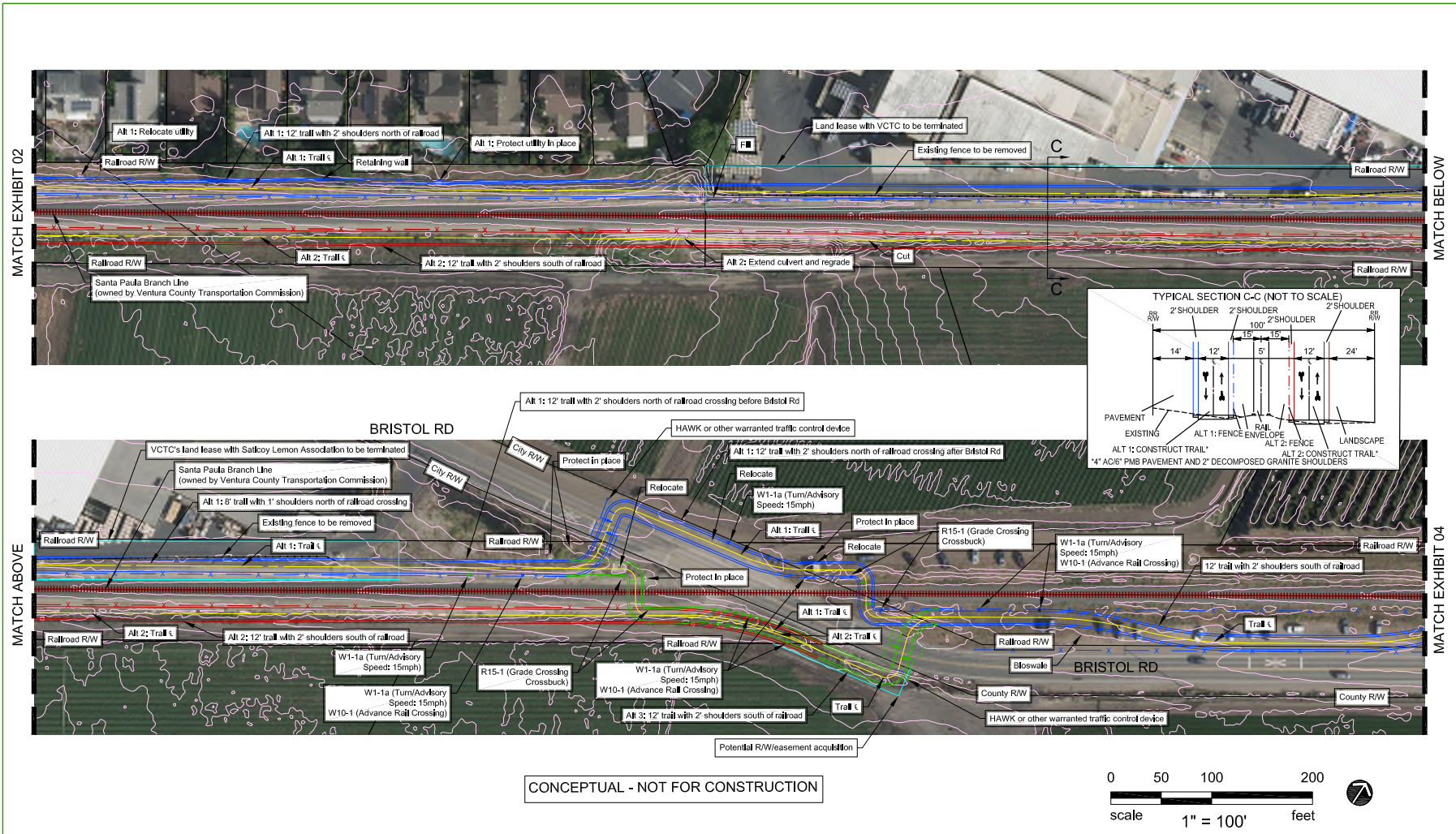


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EXHIBIT 02

ATTACHMENT 3 - CONCEPTUAL PATH ALIGNMENT

7-Ventura, City of, 1
Santa Paula Trail, East Ventura Station to e/o Wells Road



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EXHIBIT 03

7-Ventura, City of, 1
Santa Paula Trail, East Ventura Station to e/o Wells Road



\\cisvrad4\FolderRedirections\$\Gruiz\Desktop\ATP Ventura Trail\220615_Conceptual Design\P9816_Conceptual Design_new.dwg (06-15-22 2:55pm) Plotted by: gruz

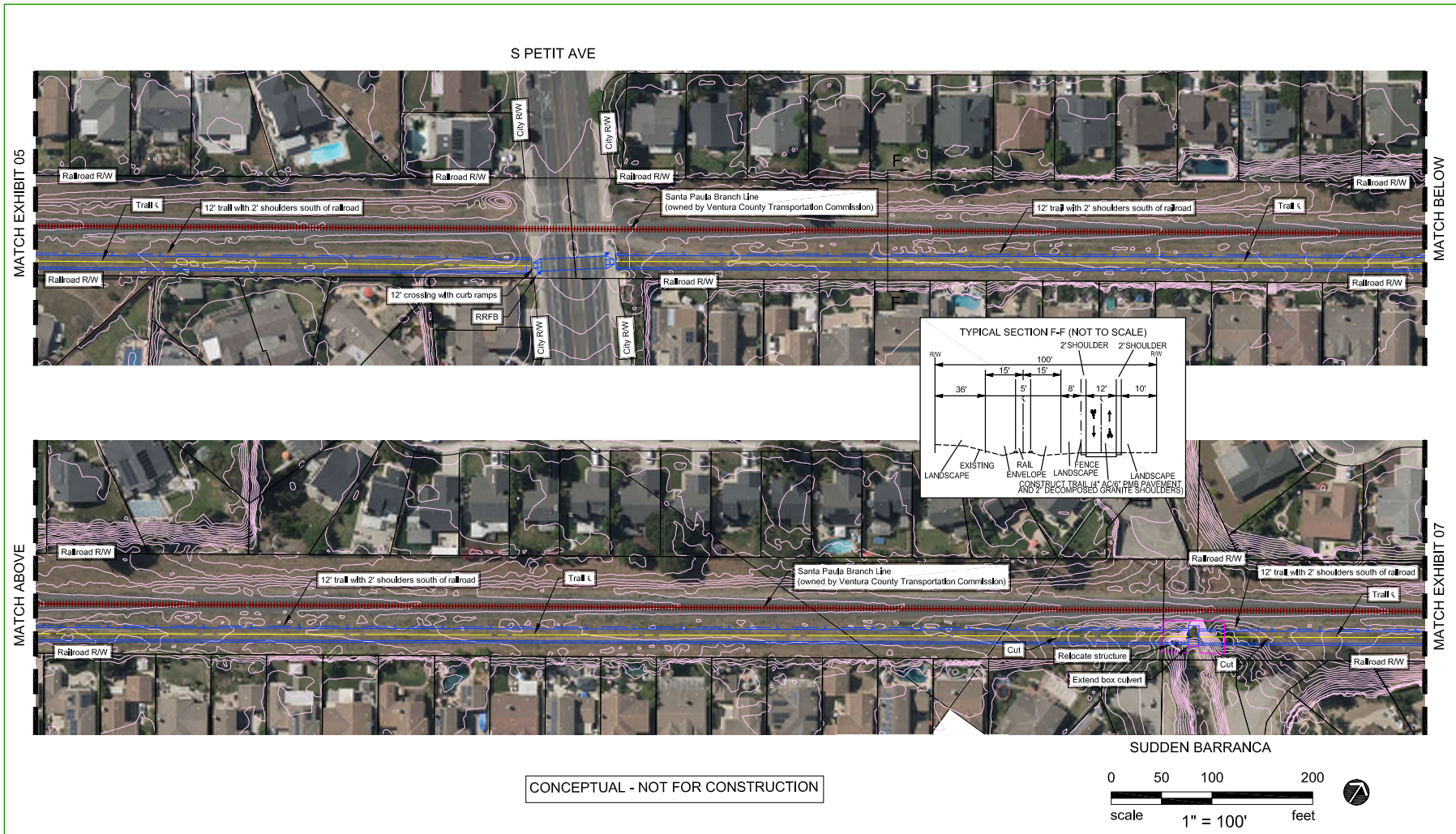
7-Ventura, City of, 1
Santa Paula Trail, East Ventura Station to e/o Wells Road



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ATTACHMENT 3 - CONCEPTUAL PATH ALIGNMENT

7-Ventura, City of, 1
Santa Paula Trail, East Ventura Station to e/o Wells Road

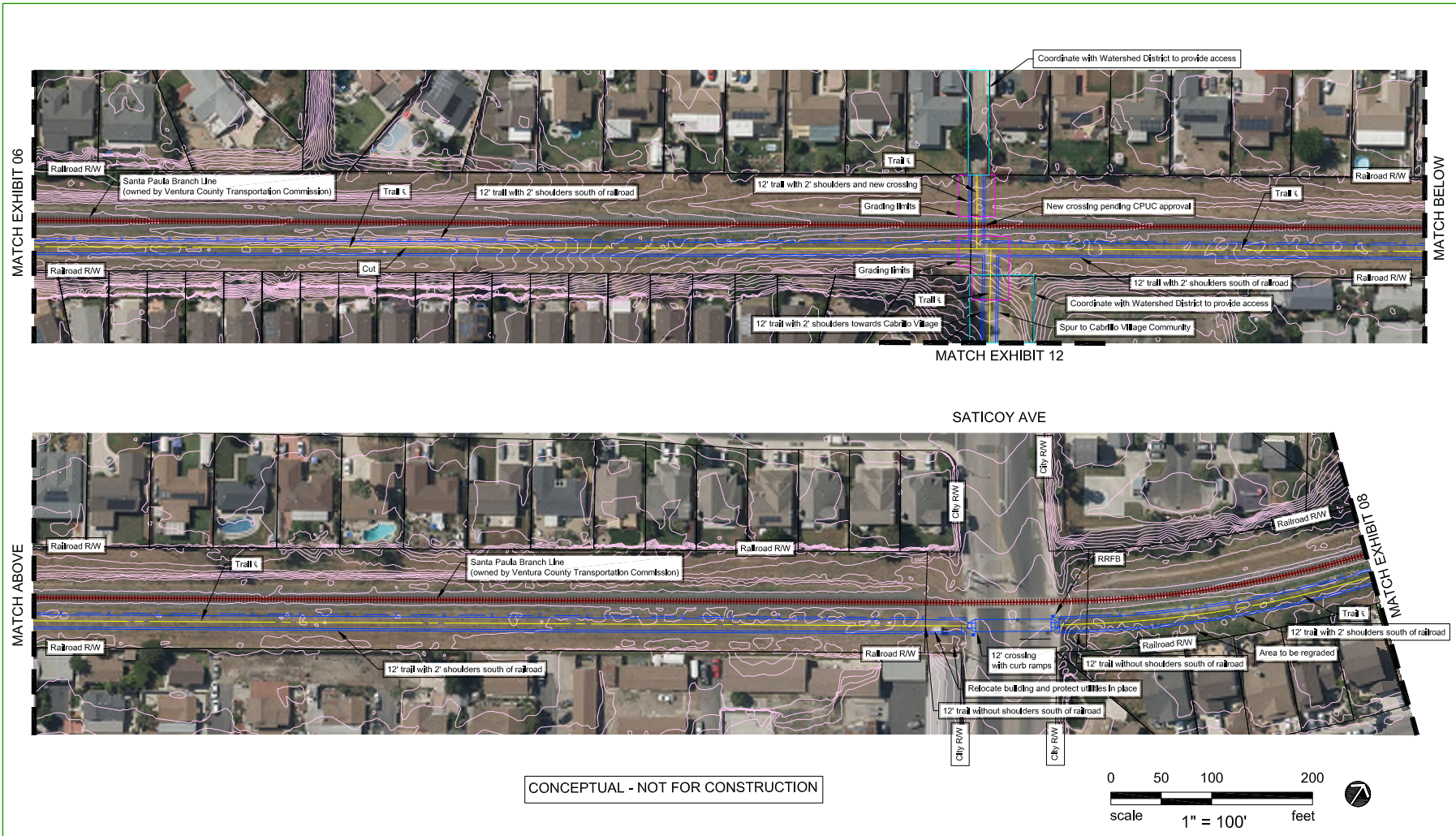


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EXHIBIT 06

ATTACHMENT 3 - CONCEPTUAL PATH ALIGNMENT

7-Ventura, City of, 1
Santa Paula Trail, East Ventura Station to e/o Wells Road

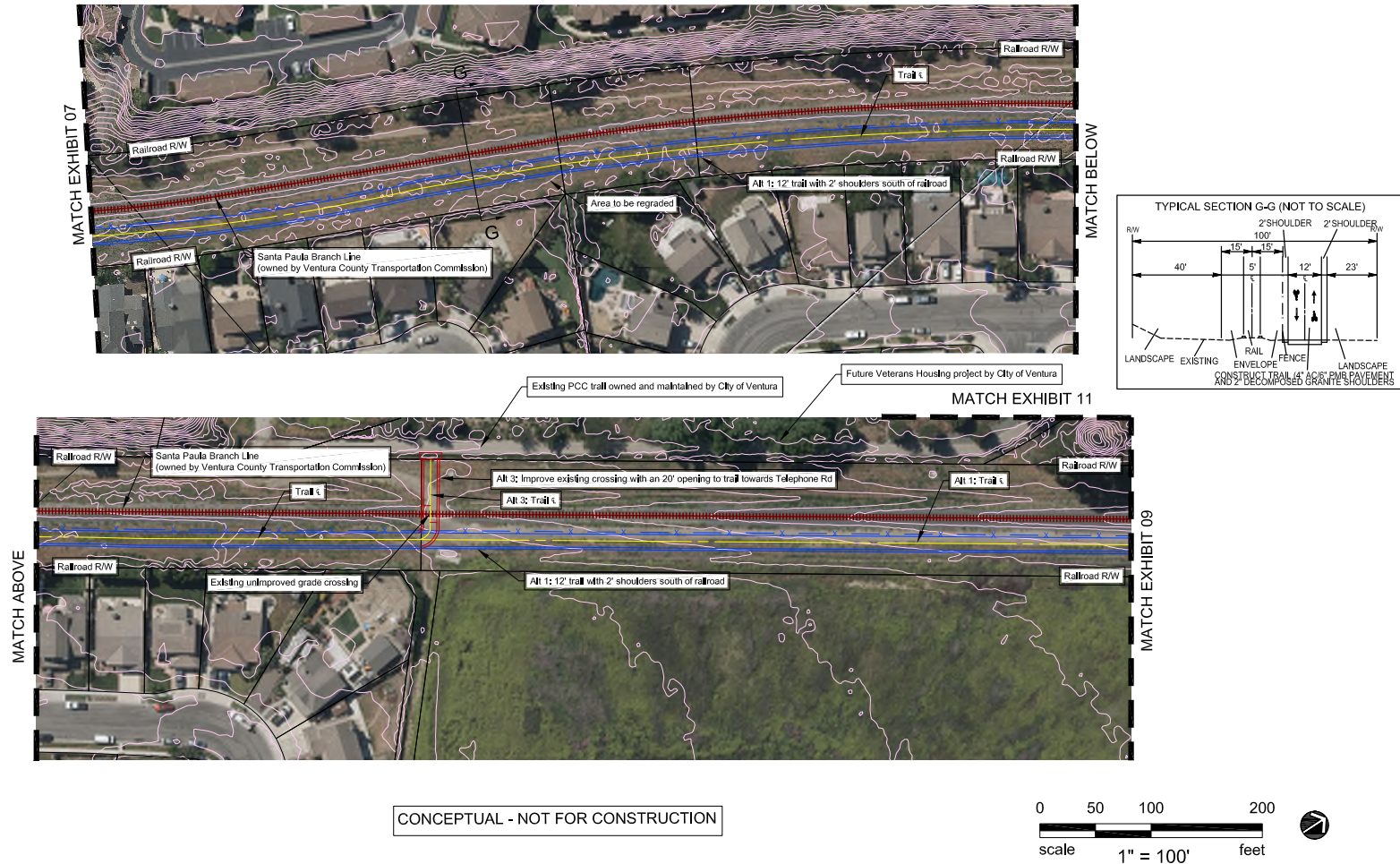


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EXHIBIT 07

ATTACHMENT 3 - CONCEPTUAL PATH ALIGNMENT

7-Ventura, City of, 1
Santa Paula Trail, East Ventura Station to e/o Wells Road



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EXHIBIT 08

7-Ventura, City of, 1
Santa Paula Trail, East Ventura Station to e/o Wells Road



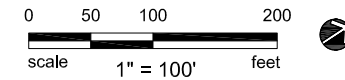
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7-Ventura, City of, 1
Santa Paula Trail, East Ventura Station to e/o Wells Road

7-Ventura, City of, 1
Santa Paula Trail, East Ventura Station to e/o Wells Road



CONCEPTUAL - NOT FOR CONSTRUCTION



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EXHIBIT 10

ATTACHMENT 3 - CONCEPTUAL PATH ALIGNMENT

7-Ventura, City of, 1
Santa Paula Trail, East Ventura Station to e/o Wells Road

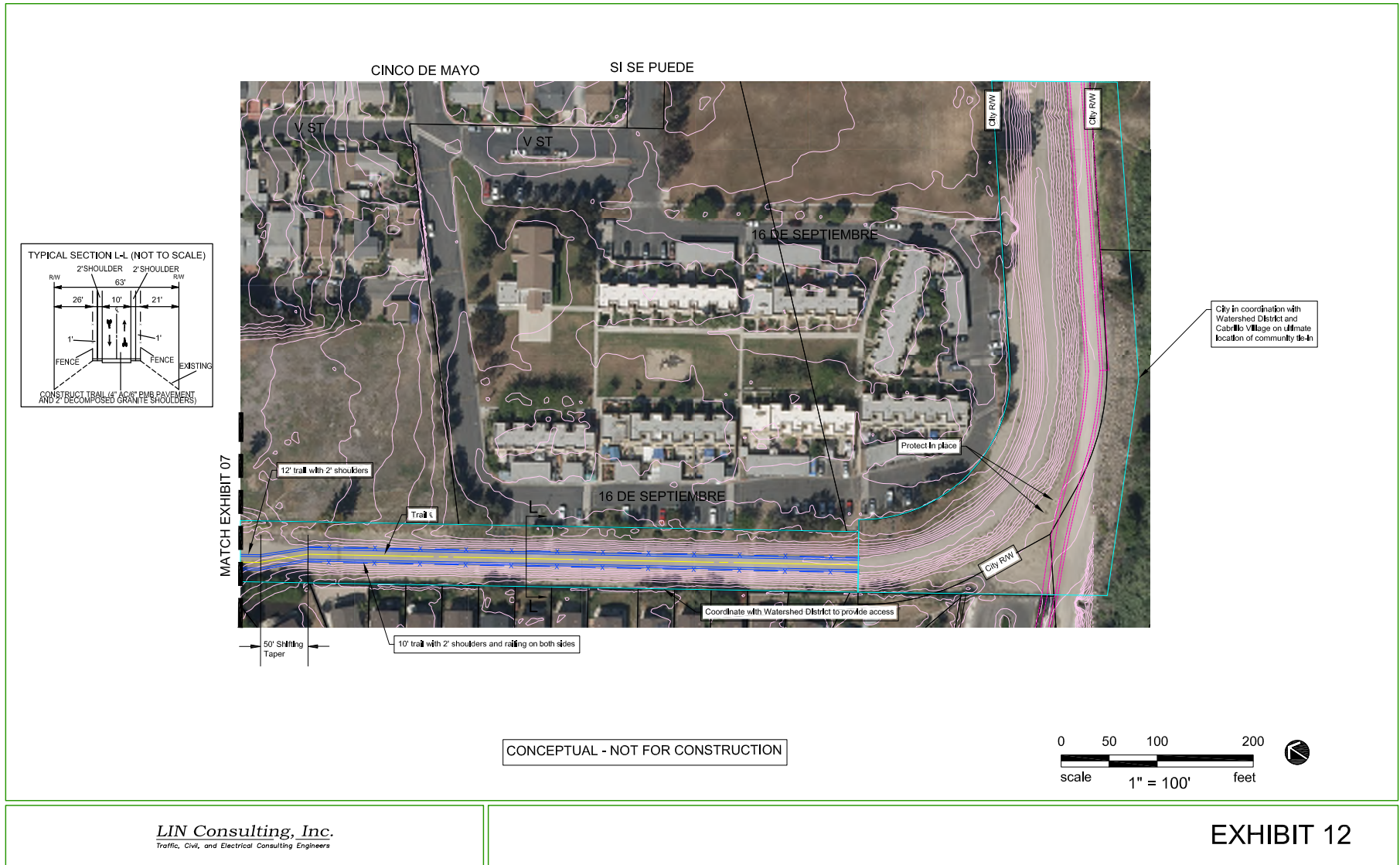


LIN Consulting, Inc.
Traffic, Civil, and Electrical Consulting Engineers

EXHIBIT 11

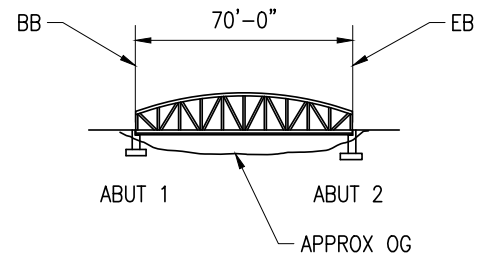
ATTACHMENT 3 - CONCEPTUAL PATH ALIGNMENT

7-Ventura, City of, 1
Santa Paula Trail, East Ventura Station to e/o Wells Road



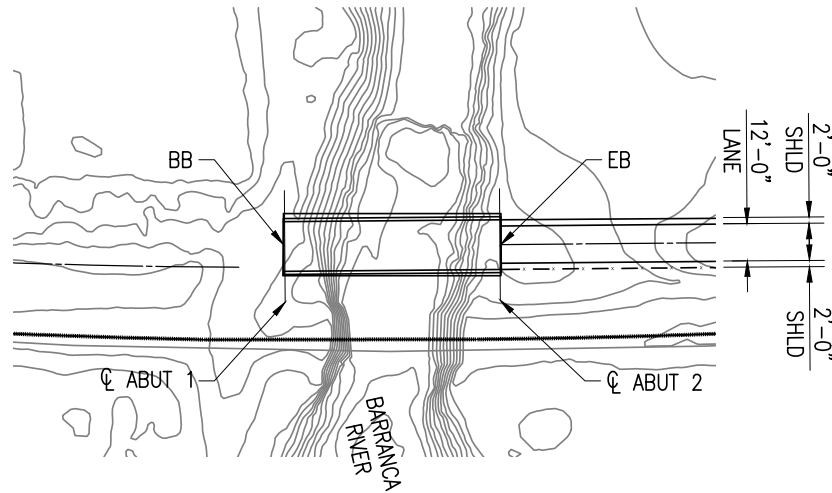
ATTACHMENT 3 - CONCEPTUAL PATH ALIGNMENT

7-Ventura, City of, 1
Santa Paula Trail, East Ventura Station to e/o Wells Road



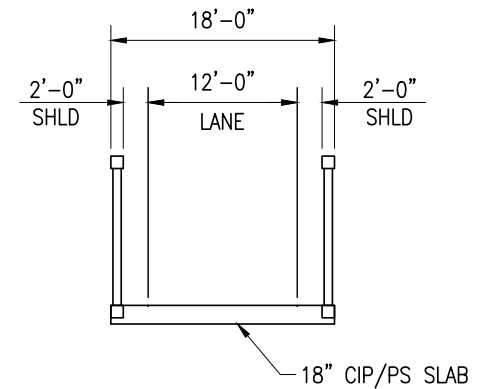
ELEVATION

1" = 40'



PLAN

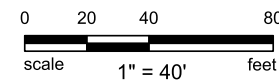
1" = 40'



TYPICAL SECTION

1" = 10'

CONCEPTUAL - NOT FOR CONSTRUCTION

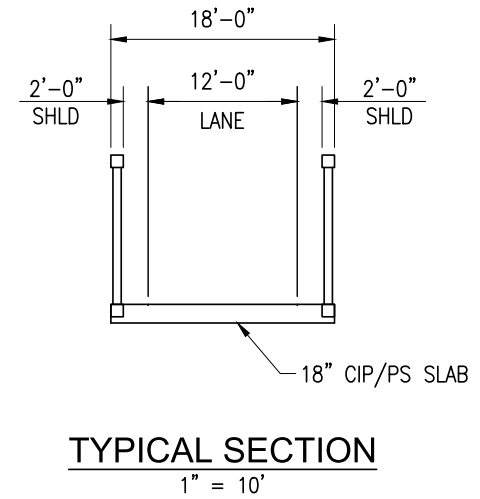
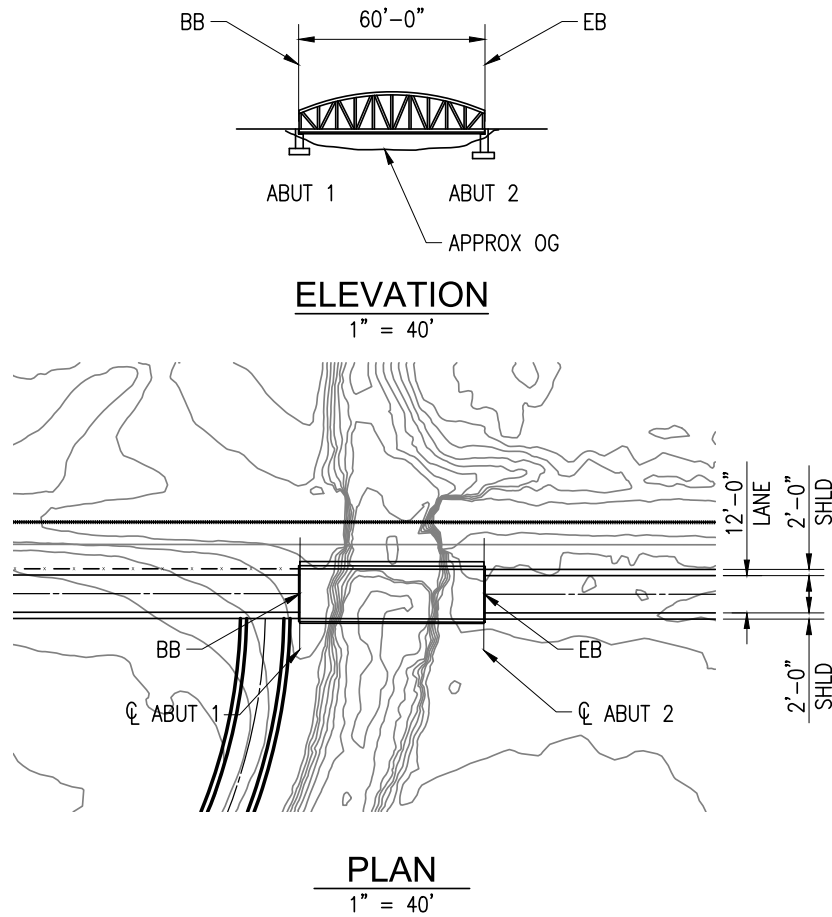


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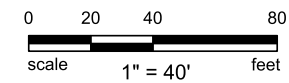
BARRANCA BRIDGE 1

ATTACHMENT 3 - CONCEPTUAL PATH ALIGNMENT

7-Ventura, City of, 1
Santa Paula Trail, East Ventura Station to e/o Wells Road



CONCEPTUAL - NOT FOR CONSTRUCTION



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BARRANCA BRIDGE 2

Existing Average Annual Vehicle Volume on Project Segment						
Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project						
Measure	Metric	Project Type	Build	Future No Build	Change	Increase/Decrease
Congestion Reduction	Change in Daily Vehicle Miles Traveled (VMT)	All	- 196,814		- 196,814	Decrease
	Person Hours of Travel Time Saved					
	(Optional) Change in Daily Vehicle Hours of Delay	Highway				
	(Optional) Percent Change in Non-Single Occupancy Vehicle Travel	Local Road, Highway				
	(Optional) Per Capita and Total Person Hours of Delay per Year					
	(Optional) Other Information	All				
Throughput	(Optional) Peak Period Person Throughput – by applicable mode	All				
	(Optional) Passengers Per Vehicle Service Hour	Transit Rail and Transit Bus				
	(Optional) Other Information	All				
System Reliability	Peak Period Travel Time Reliability Index (“No Build” Number Only)	National and State Highway System Only				
	Level of Transit Delay	Transit Rail and Transit Bus				
	(Optional) Other Information	All				

California Transportation Commission
2022 Solutions for Congested Corridors Program Guidelines

Measure	Metric	Project Type	Build	Future No Build	Change	Increase/ Decrease
Safety	Number of Fatalities	All				
	Rate of Fatalities per 100 Million VMT					
	Number of Serious Injuries					
	Rate of Serious Injuries per 100 Million VMT					
	(Optional) Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries					
	(Optional) Other Information					
	(Optional) Number or Rate of Property Damage Only Collisions	Local Road, Highway				
	(Optional) Number or Rate of Non-Serious Injury Collisions					
	(Optional) Accident Cost Savings					
Economic Development	Jobs Created	All				
	(Optional) Other Information					
Air Quality and Greenhouse Gases	Particulate Matter (PM 10)	All				
	Particulate Matter (PM 2.5)					
	Carbon Dioxide (CO2)					
	Volatile Organic Compounds (VOC)					
	Sulphur Oxides (SOx)					
	Carbon Monoxide (CO)					
	Nitrogen Oxides (NOx)					

California Transportation Commission
2022 Solutions for Congested Corridors Program Guidelines

Measure	Metric	Project Type	Build	Future No Build	Change	Increase/ Decrease
Accessibility	(Optional) Number of Jobs Accessible by Mode	All				
	(Optional) Access to Key Destinations by Mode	All				
	(Optional) Percentage of Population Defined as Low Income or Disadvantaged within ½ mile of a rail station, ferry terminal, or high-frequency bus stop	Transit Rail and Transit Bus				
	(Optional) Other Information	All				
Cost Effectiveness	Cost-Benefit Ratio	All	2.2		2.2	
	(Optional) Other Information					

Existing Average Annual Vehicle Volume on Project Segment		28,080				
Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project		218,040				
Measure	Metric	Project Type	Build	Future No Build	Change	Increase/ Decrease
Congestion Reduction	Change in Daily Vehicle Miles Traveled (VMT)	All	2,287,130	2,329,600	-42,470	Decrease
	Person Hours of Travel Time Saved		1,924,484	0	1,924,484	Increase
	(Optional) Change in Daily Vehicle Hours of Delay	Highway	0	0.2	-0.2	Decrease
	(Optional) Percent Change in Non-Single Occupancy Vehicle Travel	Local Road, Highway				
	(Optional) Per Capita and Total Person Hours of Delay per Year					
	(Optional) Other Information	All				
Throughput	(Optional) Peak Period Person Throughput – by applicable mode	All				
	(Optional) Passengers Per Vehicle Service Hour	Transit Rail and Transit Bus				
	(Optional) Other Information	All				
System Reliability	Peak Period Travel Time Reliability Index (“No Build” Number Only)	National and State Highway System Only		0		
	Level of Transit Delay	Transit Rail and Transit Bus	94%	90%	4%	Increase
	(Optional) Other Information	All				

California Transportation Commission
2022 Solutions for Congested Corridors Program Guidelines

Measure	Metric	Project Type	Build	Future No Build	Change	Increase/ Decrease
Safety	Number of Fatalities	All	0	0	0	
	Rate of Fatalities per 100 Million VMT		0	0	0	
	Number of Serious Injuries		0	0	0	
	Rate of Serious Injuries per 100 Million VMT		0	0	0	
	(Optional) Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries					
	(Optional) Other Information					
	(Optional) Number or Rate of Property Damage Only Collisions	Local Road, Highway				
	(Optional) Number or Rate of Non-Serious Injury Collisions					
	(Optional) Accident Cost Savings					
Economic Development	Jobs Created	All	1,138	0	1,138	Increase
	(Optional) Other Information					
Air Quality and Greenhouse Gases	Particulate Matter (PM 10)	All	0	0	0	
	Particulate Matter (PM 2.5)		0	0	0	
	Carbon Dioxide (CO ₂)		-69,206 tons	0	-69,206 tons	Decrease
	Volatile Organic Compounds (VOC)		-8 tons	0	-8 tons	Decrease
	Sulphur Oxides (SO _x)		-1 ton	0	-1 ton	Decrease
	Carbon Monoxide (CO)		-165 tons	0	-165 tons	Decrease
	Nitrogen Oxides (NO _x)		-11 tons	0	-11 tons	Decrease

California Transportation Commission
2022 Solutions for Congested Corridors Program Guidelines

Measure	Metric	Project Type	Build	Future No Build	Change	Increase/Decrease
Accessibility	(Optional) Number of Jobs Accessible by Mode	All				
	(Optional) Access to Key Destinations by Mode	All				
	(Optional) Percentage of Population Defined as Low Income or Disadvantaged within ½ mile of a rail station, ferry terminal, or high-frequency bus stop	Transit Rail and Transit Bus				
	(Optional) Other Information	All				
Cost Effectiveness	Cost-Benefit Ratio	All	3.1	0	3.1	Increase
	(Optional) Other Information					

California Transportation Commission
2022 Solutions for Congested Corridors Program Guidelines

Existing Average Annual Vehicle Volume on Project Segment		28,080				
Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project		218,400				
Measure	Metric	Project Type	Build	Future No Build	Change	Increase/ Decrease
Congestion Reduction	Change in Daily Vehicle Miles Traveled (VMT)	All	2,287,130	2,329,600	-42,470	Decrease
	Person Hours of Travel Time Saved		1,924,484	0	1,924,484	Increase
	(Optional) Change in Daily Vehicle Hours of Delay	Highway	0	0.2	-0.2	Decrease
	(Optional) Percent Change in Non-Single Occupancy Vehicle Travel	Local Road, Highway				
	(Optional) Per Capita and Total Person Hours of Delay per Year					
	(Optional) Other Information	All				
Throughput	(Optional) Peak Period Person Throughput – by applicable mode	All				
	(Optional) Passengers Per Vehicle Service Hour	Transit Rail and Transit Bus				
	(Optional) Other Information	All				
System Reliability	Peak Period Travel Time Reliability Index (“No Build” Number Only)	National and State Highway System Only		0		
	Level of Transit Delay	Transit Rail and Transit Bus	94%	90%	4%	Increase
	(Optional) Other Information	All				

California Transportation Commission
2022 Solutions for Congested Corridors Program Guidelines

Measure	Metric	Project Type	Build	Future No Build	Change	Increase/ Decrease
Safety	Number of Fatalities	All	0	0	0	
	Rate of Fatalities per 100 Million VMT		0	0	0	
	Number of Serious Injuries		0	0	0	
	Rate of Serious Injuries per 100 Million VMT		0	0	0	
	(Optional) Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries					
	(Optional) Other Information					
	(Optional) Number or Rate of Property Damage Only Collisions	Local Road, Highway				
	(Optional) Number or Rate of Non-Serious Injury Collisions					
	(Optional) Accident Cost Savings					
Economic Development	Jobs Created	All	1,138	0	1,138	Increase
	(Optional) Other Information					
Air Quality and Greenhouse Gases	Particulate Matter (PM 10)	All	0	0	0	
	Particulate Matter (PM 2.5)		0	0	0	
	Carbon Dioxide (CO ₂)		-69,206 tons	0	-69,206 tons	Decrease
	Volatile Organic Compounds (VOC)		-8 tons	0	-8 tons	Decrease
	Sulphur Oxides (SO _x)		-1 ton	0	-1 ton	Decrease
	Carbon Monoxide (CO)		-165 tons	0	-165 tons	Decrease
	Nitrogen Oxides (NO _x)		-11 tons	0	-11 tons	Decrease

California Transportation Commission
2022 Solutions for Congested Corridors Program Guidelines

Measure	Metric	Project Type	Build	Future No Build	Change	Increase/ Decrease
Accessibility	(Optional) Number of Jobs Accessible by Mode	All				
	(Optional) Access to Key Destinations by Mode	All				
	(Optional) Percentage of Population Defined as Low Income or Disadvantaged within ½ mile of a rail station, ferry terminal, or high-frequency bus stop	Transit Rail and Transit Bus				
	(Optional) Other Information	All				
Cost Effectiveness	Cost-Benefit Ratio	All	3.1	0	3.1	Increase
	(Optional) Other Information					

Existing Average Annual Vehicle Volume on Project Segment		28,080				
Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project		218,040				
Measure	Metric	Project Type	Build	Future No Build	Change	Increase/Decrease
Congestion Reduction	Change in Daily Vehicle Miles Traveled (VMT)	All	2,287,130	2,329,600	-42,470	Decrease
	Person Hours of Travel Time Saved		1,924,484	0	1,924,484	Increase
	(Optional) Change in Daily Vehicle Hours of Delay	Highway	0	0.2	-0.2	Decrease
	(Optional) Percent Change in Non-Single Occupancy Vehicle Travel	Local Road, Highway				
	(Optional) Per Capita and Total Person Hours of Delay per Year					
	(Optional) Other Information	All				
Throughput	(Optional) Peak Period Person Throughput – by applicable mode	All				
	(Optional) Passengers Per Vehicle Service Hour	Transit Rail and Transit Bus				
	(Optional) Other Information	All				
System Reliability	Peak Period Travel Time Reliability Index (“No Build” Number Only)	National and State Highway System Only		0		
	Level of Transit Delay	Transit Rail and Transit Bus	94%	90%	4%	Increase
	(Optional) Other Information	All				

California Transportation Commission
2022 Solutions for Congested Corridors Program Guidelines

Measure	Metric	Project Type	Build	Future No Build	Change	Increase/ Decrease
Safety	Number of Fatalities	All	0	0	0	
	Rate of Fatalities per 100 Million VMT		0	0	0	
	Number of Serious Injuries		0	0	0	
	Rate of Serious Injuries per 100 Million VMT		0	0	0	
	(Optional) Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries					
	(Optional) Other Information					
	(Optional) Number or Rate of Property Damage Only Collisions	Local Road, Highway				
	(Optional) Number or Rate of Non-Serious Injury Collisions					
	(Optional) Accident Cost Savings					
Economic Development	Jobs Created	All	1,138	0	1,138	Increase
	(Optional) Other Information					
Air Quality and Greenhouse Gases	Particulate Matter (PM 10)	All	0	0	0	
	Particulate Matter (PM 2.5)		0	0	0	
	Carbon Dioxide (CO ₂)		-69,206 tons	0	-69,206 tons	Decrease
	Volatile Organic Compounds (VOC)		-8 tons	0	-8 tons	Decrease
	Sulphur Oxides (SO _x)		-1 ton	0	-1 ton	Decrease
	Carbon Monoxide (CO)		-165 tons	0	-165 tons	Decrease
	Nitrogen Oxides (NO _x)		-11 tons	0	-11 tons	Decrease

California Transportation Commission
2022 Solutions for Congested Corridors Program Guidelines

Measure	Metric	Project Type	Build	Future No Build	Change	Increase/ Decrease
Accessibility	(Optional) Number of Jobs Accessible by Mode	All				
	(Optional) Access to Key Destinations by Mode	All				
	(Optional) Percentage of Population Defined as Low Income or Disadvantaged within ½ mile of a rail station, ferry terminal, or high-frequency bus stop	Transit Rail and Transit Bus				
	(Optional) Other Information	All				
Cost Effectiveness	Cost-Benefit Ratio	All	3.1	0	3.1	Increase
	(Optional) Other Information					

Existing Average Annual Vehicle Volume on Project Segment						
Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project						
Measure	Metric	Project Type	Build	Future No Build	Change	Increase/Decrease
Congestion Reduction	Change in Daily Vehicle Miles Traveled (VMT)	All				
	Person Hours of Travel Time Saved					
	(Optional) Change in Daily Vehicle Hours of Delay	Highway				
	(Optional) Percent Change in Non-Single Occupancy Vehicle Travel	Local Road, Highway				
	(Optional) Per Capita and Total Person Hours of Delay per Year					
	(Optional) Other Information	All				
Throughput	(Optional) Peak Period Person Throughput – by applicable mode	All				
	(Optional) Passengers Per Vehicle Service Hour	Transit Rail and Transit Bus				
	(Optional) Other Information	All				
System Reliability	Peak Period Travel Time Reliability Index (“No Build” Number Only)	National and State Highway System Only				
	Level of Transit Delay	Transit Rail and Transit Bus				
	(Optional) Other Information	All				

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Measure	Metric	Project Type	Build	Future No Build	Change	Increase/ Decrease
Safety	Number of Fatalities	All				
	Rate of Fatalities per 100 Million VMT					
	Number of Serious Injuries					
	Rate of Serious Injuries per 100 Million VMT					
	(Optional) Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries					
	(Optional) Other Information					
	(Optional) Number or Rate of Property Damage Only Collisions	Local Road, Highway				
	(Optional) Number or Rate of Non-Serious Injury Collisions					
	(Optional) Accident Cost Savings					
Economic Development	Jobs Created	All	353		353	
	(Optional) Other Information					
Air Quality and Greenhouse Gases	Particulate Matter (PM 10)	All				
	Particulate Matter (PM 2.5)					
	Carbon Dioxide (CO2)		-16		-16	
	Volatile Organic Compounds (VOC)					
	Sulphur Oxides (SOx)					
	Carbon Monoxide (CO)					
	Nitrogen Oxides (NOx)					

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Measure	Metric	Project Type	Build	Future No Build	Change	Increase/ Decrease
Accessibility	(Optional) Number of Jobs Accessible by Mode	All				
	(Optional) Access to Key Destinations by Mode	All				
	(Optional) Percentage of Population Defined as Low Income or Disadvantaged within ½ mile of a rail station, ferry terminal, or high-frequency bus stop	Transit Rail and Transit Bus				
	(Optional) Other Information	All				
Cost Effectiveness	Cost-Benefit Ratio	All	3.7		3.7	
	(Optional) Other Information					