



Santa Paula Branch Line Sespe Creek Overflow Railroad Bridge Update

January 5, 2024

Presentation to the Commission





SPBL Background

- **1995:** VCTC purchased SPBL and Ventura Branch Line from Southern Pacific for \$8.5M
- **2001:** VCTC executed 20-year operating lease with Fillmore & Western Railway (FWRY) for the operational ROW only (15' of centerline)
- **2001 – 2021:** FWRY operated railroad, including tourist excursion trains and movie production
- December 2021: Commission approved new Railroad Lease and Operations Agreement between VCTC and Sierra Northern Railway
- Since January 2022, Sierra Northern operates and maintains the Branch Line and provides freight and film service
- Tourist & excursion service provided through sister company Mendocino Railway





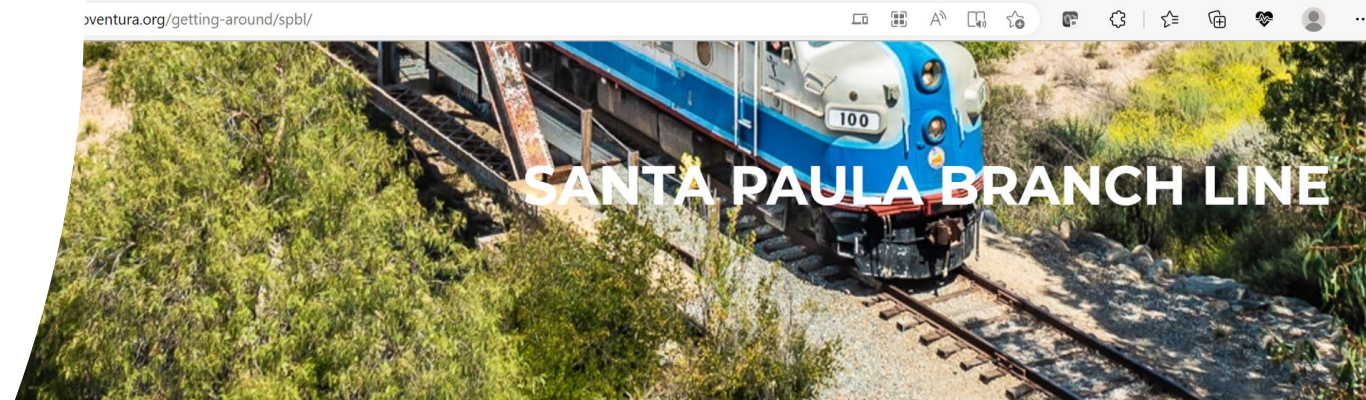
SPBL Web Page

<https://www.goventura.org/getting-around/spbl/>

spbl@goventura.org

● Key Information and Links

- SPBL History
- Railroad Safety & Access
- Rail Car Storage
- SPBL Trail
- Parcels & Mile Posts Web Map
- Online Questions & Comments Form



^ SANTA PAULA BRANCH LINE RAILROAD

Santa Paula Branch Line (SPBL) extends for 32 miles from the East Ventura / Montalvo train station, through the Cities of Ventura, Santa Paula, and Fillmore, to the incorporated community of Piru, with 29 miles of active track. Originally built in 1887 by the Southern Pacific railroad, the SPBL remains an active short line railroad with freight, tourist and excursion, film and television, and research and development rail operations.

The Ventura County Transportation Commission (VCTC) acquired the SPBL railroad in 1995 for use as a multimodal corridor, including freight rail, bicycle and hiking trail, pipelines and utilities, recreational parks, and to preserve the corridor for possible future commuter rail service.



Sespe Creek Overflow Bridge

- Located at Mile Post 423.44 west of Fillmore, CA
- Constructed in 1969
- Total Length: 450 feet
- Vertical Clearance: 14 feet
- 15 Spans of 29 feet 10 inches each



423.44 Looking East





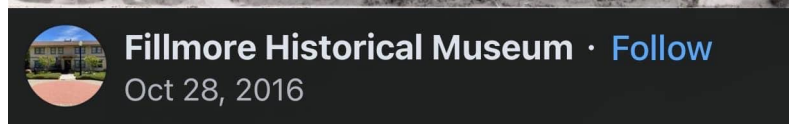
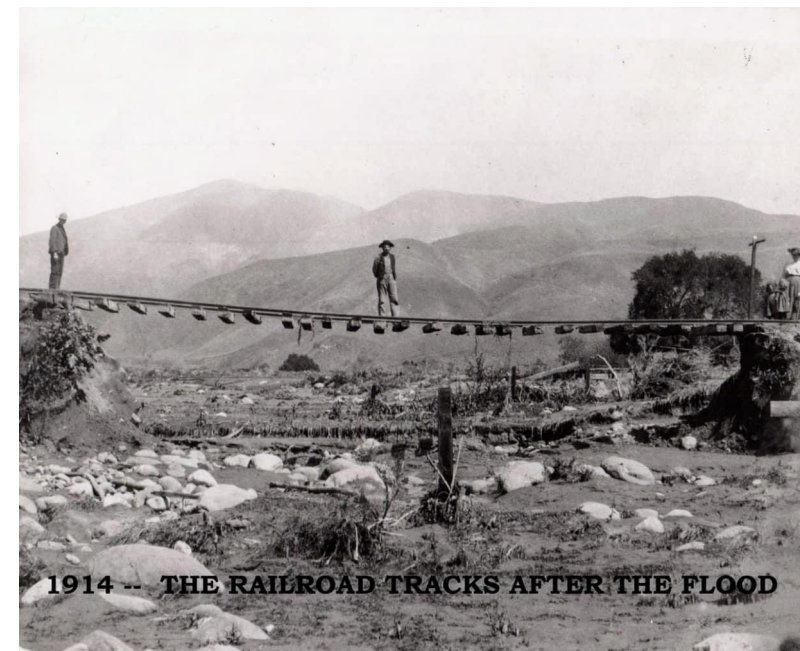
Sespe Creek Overflow Bridge





Sespe Creek Overflow Bridge Storm Damage

- January 10, 2023
- Series of heavy storms washed out 3 spans (approx. 90 feet) of bridge
- Damaged spans located at western end of bridge
- Require reconstruction to pre-disaster design, capacity and function to restore rail service





Storm Damage Illustrative Photos



Phase 1 – Planning & Design

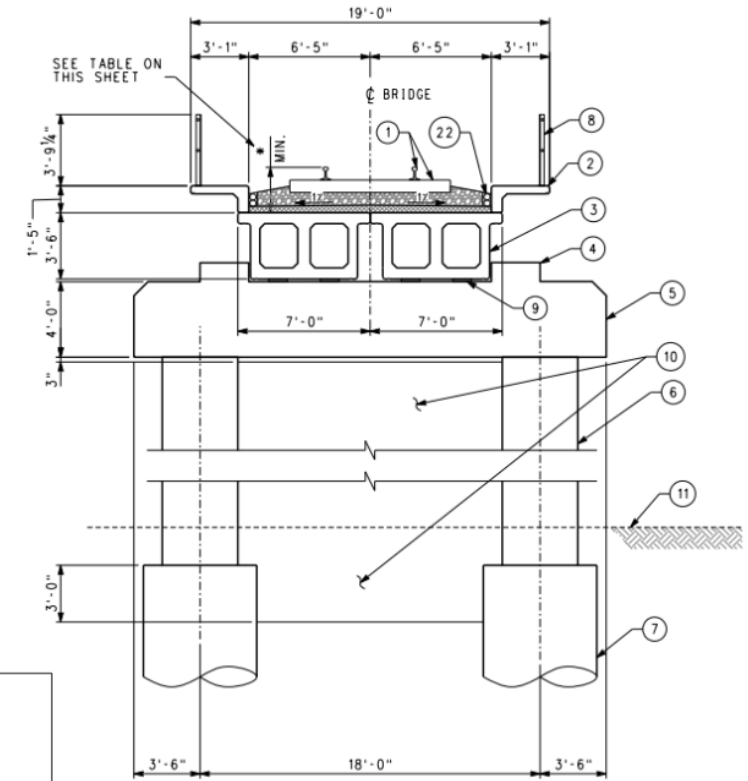
- Compliance with all applicable State and Federal Environmental Laws and Permitting Requirements
- Design and Engineering to restore pre-disaster design, capacity, and function of Sespe Creek Overflow railroad bridge
- Contract executed in June 2023 with RailPros, Inc.



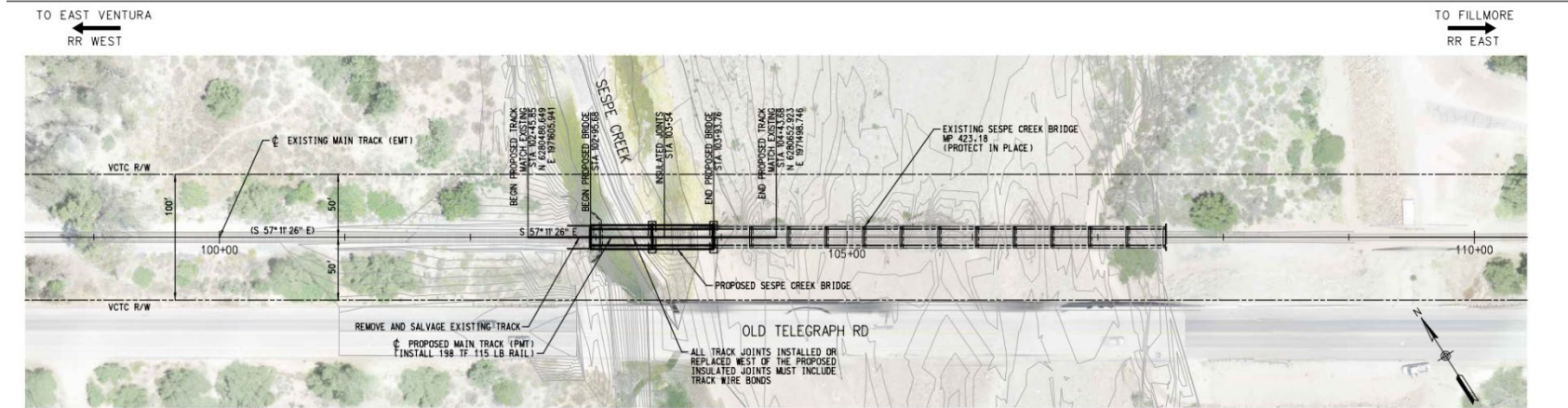


Bridge Design

- Design Package
 - Survey Control Sheets
 - Track Design
 - Structural Design Sheets
 - Calculations

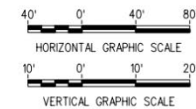


TYPICAL SECTION - NEW BENTS 2 & 3
SCALE: 1/4" = 1'-0"



NOTES:
1. EXISTING RIGHT-OF-WAY IS BASED ON VCTC TRACK CHARTS

LEGEND:
 ——— PROPOSED TRACK
 - - - - - EXISTING TRACK
 - - - - - EXISTING VCTC R/W





Cultural Resources

- Preliminary Historical Evaluation
- Required per NHPA Section 106
- Bridge lacks historical and engineering significance and integrity
- Recommends finding of no historic properties affected
- No further management recommendations needed

6. Conclusion

The Sespe Creek Overflow Bridge, constructed in 1969, lacks historical and engineering significance and integrity. Based on the present evaluation, the bridge is recommended not eligible for listing in the NRHP. While this report presents preliminary findings only, adequate information has been presented to recommend a finding of **no historic properties affected** for the project under Section 106. This memorandum further concludes there are no further management recommendations needed.



Geotechnical Considerations

- Geotechnical Report
- Concludes site suitable for proposed project to reconstruct damaged portion of bridge
- Primary geotechnical considerations include:
 - Seismic conditions
 - Low potential for liquefaction
 - Scour potential
 - Heavy loading of bridge structure
 - Deep pile foundations for support
- Incorporated into bridge design

A Report Prepared for:

RailPros
811 Wilshire Boulevard, Suite 1820
Los Angeles, CA 90017

**GEO TECHNICAL REPORT
RECONSTRUCT A PORTION OF THE SESPE CREEK OVERFLOW RAILROAD BRIDGE
CITY OF FILLMORE, CALIFORNIA**

Project No. 2023-010

by

Oswaldo Berumen
Staff Engineer

Ted Reinert, PE
Civil Engineer, 86311

Diaz•Yourman & Associates
1616 East 17th Street
Santa Ana, CA 92705-8509
(714) 245-2920

October 26, 2023

DRAFT



Hydrological Considerations

- Hydraulics Report
 - Hydraulic design standards and criteria
 - Hydrologic and hydraulic assessments
 - Bridge scour analysis
 - Scour countermeasures
- Scour depths substantial
 - 32.1 feet at abutment
 - 24.4 feet at piers
- Incorporated into bridge design

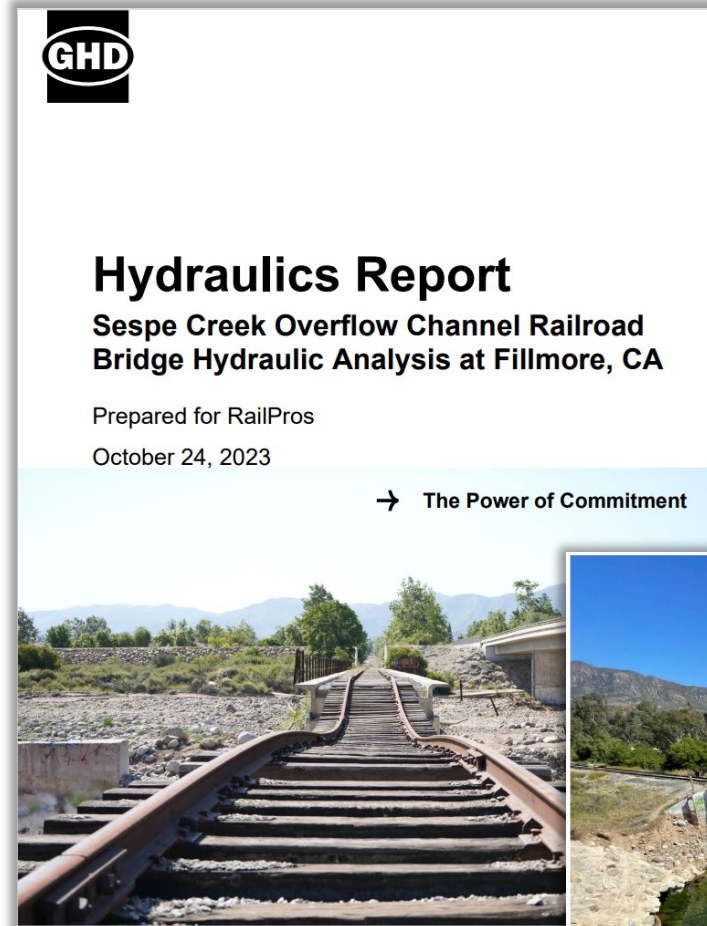


Figure 1 Damaged Portion of Railroad Bridge (looking upstream)



Cost Estimate

- Preliminary repair construction cost estimates: \$1.4 - \$2.3M
- Based on geotechnical and hydrological evaluation of post-disaster site conditions, results of design process, and market conditions, current construction cost estimate: \$7.1M and \$12.3M total
- Alternatives considered, including in-kind replacement, had even higher cost estimates



ENGINEER'S ESTIMATE

Project Name: Sespe Creek Bridge Overflow Emergency Repair
 Design Level: Interim Design (90%)
 Last Updated: 12/13/2023

ITEM NO.	WORK DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST	NOTES
SCHEDULE XX-BASE BID						
DIVISION 01 GENERAL REQUIREMENTS						
01 55 26.01	Traffic Control	LS	1	\$25,000.00	\$25,000.00	
01 71 13.01	Mobilization, Demobilization, and Controls (Maximum of -- % of Total Bid)	LS	1	\$782,444.00	\$782,444.00	accelerated schedule
01 57 19.01	Erosion Control Compliance (SWPPP waiver for under 5 acres)	LS	1	\$30,000.00	\$30,000.00	
GENERAL REQUIREMENTS SUBTOTAL					\$807,444.00	
DIVISION 03 CONCRETE						
03 21 00.01	Reinforcing Steel	LBS	309,484	\$2.00	\$618,968.00	
03 31 00.01	Cast-in-place Concrete - Pier Caps and Column Infill Walls (2 Piers)	CY	79	\$2,850.00	\$225,007.50	
03 31 00.02	Cast-in-place Concrete - Columns 4'-0" Diameter (4 - Columns)	CY	25	\$2,250.00	\$56,160.00	
03 31 00.03	Cast-in-place Concrete- Abutment 1, Wingwalls, Footing	CY	241	\$1,460.00	\$351,276.00	
CONCRETE SUBTOTAL					\$1,251,411.50	
DIVISION 05 METALS						
05 12 23.01	Miscellaneous iron and steel	LS	1,797	\$4.50	\$8,086.50	
METALS SUBTOTAL					\$8,086.50	
DIVISION 31 EARTHWORK						
31 11 00.01	Site Clearing and grubbing/ shrub removal for staging area and access	CY	4,000	\$211.00	\$844,000.00	
31 11 50.01	Track Excavation	TON	23	\$40.00	\$920.00	
31 11 50.02	Remove and Dispose Track (Salvage Rail Only)	TF	200	\$102.00	\$20,400.00	
31 11 50.07	Demolition of Damage Bridge Portion -Concrete	CY	100	\$537.90	\$53,790.00	
31 11 50.07	Remove and Dispose- Damaged bridge portion and Washed out Bridge components within 500 ft radius	LS	1	\$144,000.00	\$144,000.00	
31 20 00.02	Positively Locate Utilities (Utility verification)	LS	1	\$5,000.00	\$5,000.00	
31 20 00.03	Structural Excavation (Bridge and Wingwall)	CY	692	\$150.00	\$103,800.00	
31 20 00.05	Structural Backfill (Bridge and Wingwall)	CY	492	\$200.00	\$98,400.00	
31 20 50.01	Removal and Disposal of Hazardous Materials (Category 2, 3 and 4) Allowance	ALL		\$25,000.00		assuming n/a
31 11 50.09	Remove existing rock slope protection at Abutment 1	CY	5	\$243.00	\$1,215.00	
EARTHWORK SUBTOTAL					\$1,271,625.00	
DIVISION 32 EXTERIOR IMPROVEMENTS						
32 91 00.01	Furnish and Install Cofferdam/temporary dike	LF	250	\$156.00	\$39,000.00	
EXTERIOR IMPROVEMENTS SUBTOTAL					\$39,000.00	
DIVISION 34 TRANSPORTATION (HIGHWAY-RAIL GRADE CROSSINGS)						
34 71 50.01	Temporary grade crossing installation and removal	LS	1	\$15,000.00	\$15,000.00	
34 71 50.02	Temporary k-rail installation and removal					
TRANS. GRADE CROSSINGS SUBTOTAL					\$15,000.00	
DIVISION 34 TRANSPORTATION (TRACK CONSTRUCTION)						
34 72 00.02	Furnish 115 worn to 115 taper rail (80' segments)	LF	400	\$54.40	\$21,760.00	
34 72 00.02	Install new track (Timber ties) including ballast, cut spikes, plates, anchors	TF	200	\$400.00	\$80,000.00	
SCHEDULE XX - BASE BID TOTAL CONSTRUCTION COST:						
					\$7,132,120.32	



Environmental Review & Permitting

- CEQA Notice of Exemption filed Aug. 24, 2023 / 35-day Statute of Limitations expired Sept. 28, 2023
- Stormwater Pollution Protection – Rainfall Erosivity Waiver & BMPs
- No Watershed Protection District Permit required
- USACE Section 404 permitting underway
 - NHPA Section 106 Compliance memo completed

Print Form

FILED

DATE: AUG 24 2023
 MICHELLE ASCENCION
 Ventura County Clerk-Recorder
 By: Rosett Deputy

Notice of Exemption **Appendix E**

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

From: (Public Agency): Ventura County Transportation Commission
 751 E. Daily Dr., Ste 420
 Camarillo, CA 93010

County Clerk
 County of Ventura
 800 S. Victoria Ave.
 Ventura, CA 93009

POSTED
 AUG 24 2023

Project Title: Sespe Creek Bridge Emergency Repair

Project Applicant: Ventura County Transportation Commission (VCTC)
 By: MICHELLE ASCENCION
 Ventura County Clerk and Recorder
 Deputy

Project Location - Specific:
 Santa Paula Branch Line Rail bridge northeast of Old Telegraph Road: Lat/Lon: 34.406052 / -118.931301

Project Location - City: Filmore Project Location - County: Ventura

Description of Nature, Purpose and Beneficiaries of Project:
 The Ventura County Transportation Commission's (VCTC) Santa Paula Branch Line (SPBL) Rail Bridge (Mile Post 423.44) over Sespe Creek Overflow was damaged by the catastrophic storms during the winter of 2022-2023. The bridge is located in unincorporated Ventura County west of the City of Filmore, Ventura County. The bridge was constructed in 1969 with 15 spans spaced 29.83-feet apart for a total bridge length of 450-feet.
 On January 10, 2023, following a series of large storms that produced extreme sediment and debris laden flows, three span bents were washed out on the western end of the bridge. The rail and attached rail ties were left suspended between the abutment and the 4th bent, leaving this line out of service.
 The Governor of the State of California declared a State of Emergency on January 4, 2023 related to the severe winter storms and subsequent flooding and damage (CEQA 23-201). On January 14, 2023, the President of the United States issued a disaster declaration for the California Severe Winter Storms, Flooding, Landslides, and Mudslides (DR-4683-CA). VCTC has requested Federal Emergency Management Agency (FEMA) funding to compensate for the structure repair. All work to be performed in compliance with Metrolink engineering standards, as applicable.

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: 15269 (a). Authority Cited: Sections 21083 and 21110, Public Resources Code.

Reasons why project is exempt: Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.
 The State has identified a list of projects that are exempt from CEQA by law (Article 18 of the State CEQA Guidelines). Statutory Exemption 15269 (a) states: CEQA does not apply to the following emergency projects: (a) Projects to maintain, repair, restore, demolish, or replace property or facilities damaged or destroyed as a result of a disaster in a disaster-stricken area in which a state of emergency has been proclaimed by the Governor pursuant to the California Emergency Services Act, commencing with Section 8550 of the Government Code. This includes projects that will remove, destroy, or significantly alter an historical resource when that resource represents an imminent threat. The Governor of the State of California declared a State of Emergency on January 4, 2023 related to the severe winter storms and subsequent flooding and damage (CEQA 23-001). On January 14, 2023, the President of the United States issued a disaster declaration for the California Severe Winter Storms, Flooding, Landslides, and Mudslides (DR-4683-CA). The bridge repairs described above are statutorily excluded (STATED) from NEPA and the preparation of environmental impact statements and environmental assessments by section 316 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (Stafford Act), as amended, 42 U.S.C. 5159.
 Actions falling within the bounds of these statutory exclusions are exempt from NEPA, including all NEPA review and documentation. These actions must, however, still comply with all applicable environmental laws and Executive Orders.

Lead Agency: Amanda Fagan Area Code/Telephone/Extension: 805-642-1591
 Contact Person: _____

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: Amanda Fagan Date: 8/23/2023 Title: Director of Planning & Sustainability

• Signed by Lead Agency Signed by Applicant

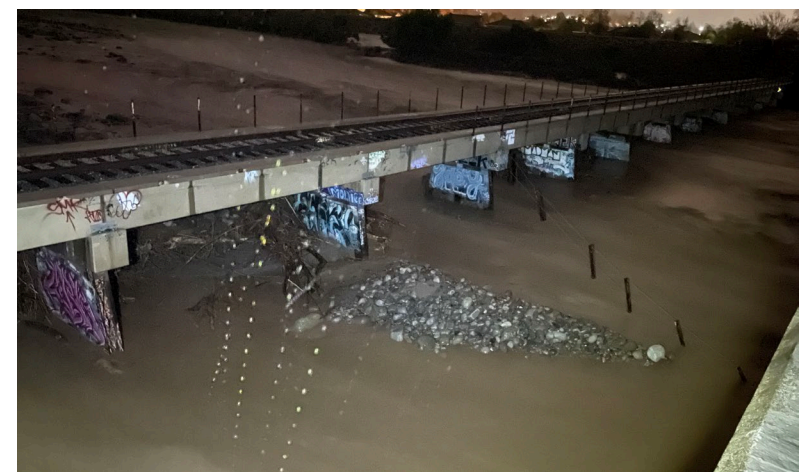
Date Received for filing at OPR: _____

Revised 2011



Construction Management RFP

- Commission approved release of Construction Management (CM) RFP on Nov. 3, 2023
- CM Scope of Work
 - Professional engineering services for construction management, including inspections, environmental support, materials testing, surveying, and verifying Project constructed IAW plans & specs
- CM RFP solicitation period closed Dec. 22, 2023
- 3 Proposals received and under review





Schedule

- Nov. 3, 2023 – Released RFP for CM Support Services
- Dec. 22, 2023 – Proposals Due for CM Support Services
- Feb. 2, 2024 – Commission to Consider Approval of CM Contractor Selection
- Feb. 9, 2024 – CM Firm under contract
- Mar. 1, 2024 – Release Request for Bids for Construction Contractor
- Mar. 25, 2024 – Bids due for Construction Contractor
- Apr. 5, 2024 – Commission to Consider Approval of Construction Contractor Selection
- Apr. – May 2024 – Mobilization and Off-Site Construction Activities
- May – Aug. 2024 – On-Site Construction and Demobilization

*Dates subject to change based on Commission direction, design and permitting schedules, availability of funding, and competing staff workload





QUESTIONS?