

PROJECT REPORT EQUIVALENT

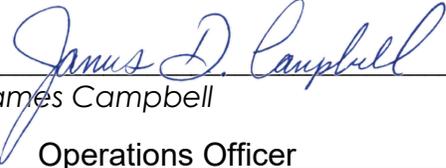
Project Title: LEESDALE SIDING EXTENSION

Project Location Description: *The Leedale Siding Extension 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 Leedale 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

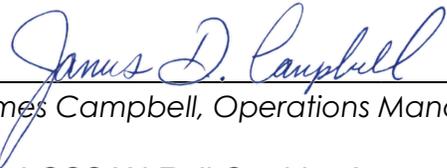
12/12/23

Date

Title
LOSSAN Rail Corridor Agency

Agency/Company

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 Siding Extension project (also referred to as the Leesdale Passing Siding 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 Siding Extension 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
<input type="checkbox"/> Categorically Exempt (CE)		
<input checked="" type="checkbox"/> Statutorily Exempt (SE)	Section 15275(a) and (b)	3/10/23
National Environmental Policy Act (NEPA) 42 USC Sec. 4321 et seq.		
<input type="checkbox"/> 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	Target
End Design Phase (Ready to List for Advertisement Milestone)	7/1/24	Target
Begin Right of Way Phase	12/1/23	Target
End Right of Way Phase (Right of Way Certification Milestone)	7/1/24	Target
Begin Construction Phase (Contract Award Milestone)	10/1/24	Target
End Construction Phase (Construction Contract Acceptance Milestone)	11/1/26	Target
Begin Closeout Phase	11/1/26	Target
End Closeout Phase (Closeout Report)	11/1/27	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. Engineers Estimate (3)
- C. Available project schematics or preliminary-design plans (8)
- D. Notice of Exemption (3)