

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

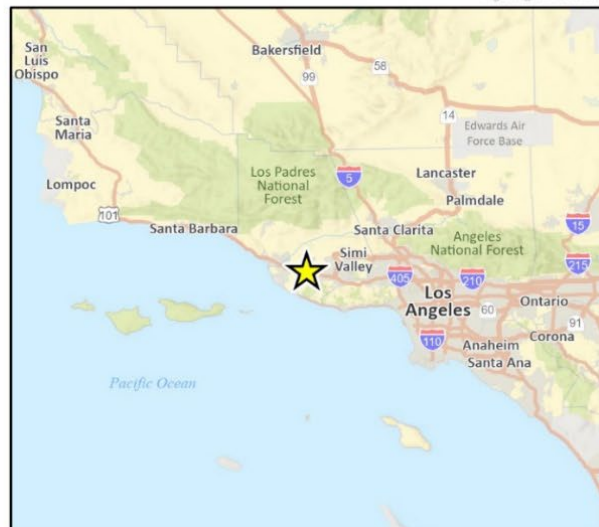
RailPros

15265 Alton Parkway, Suite 140
Irvine, CA 92618

Vicinity Map



★ Project Location





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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.

3. Purpose and Need

Purpose:

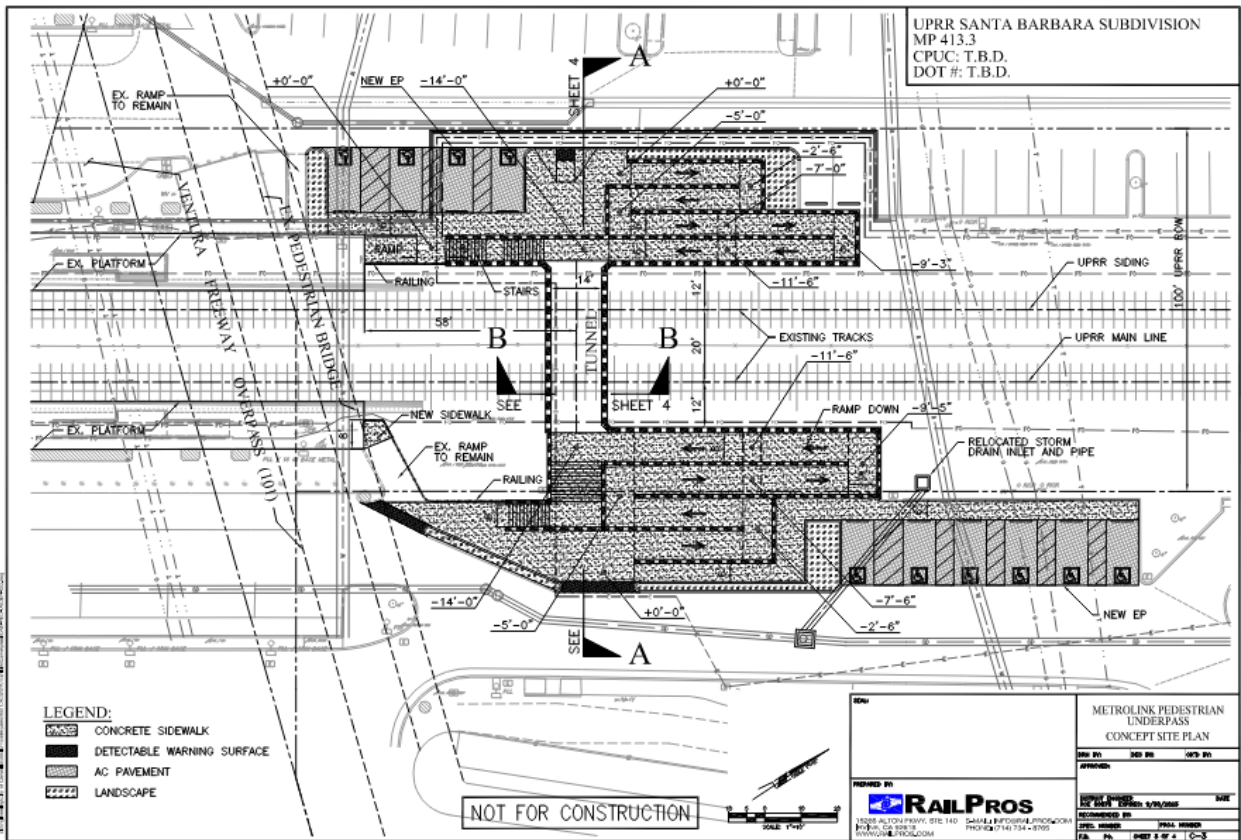
The proposed ADA compliant undercrossing would provide access between the platforms and allow Metrolink and Amtrak to utilize both platforms optimally, improving operational flexibility.

Need:

A. Problem

The current Caltrans overpass does not meet ADA requirements and does not provide legal or safe access from one side of the tracks to the other. There is currently no safe and legal access from one side of the tracks to the other.

A means to get from the west side of the track to the east side is needed in order to improve mobility at the station and improve operations.



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.



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)