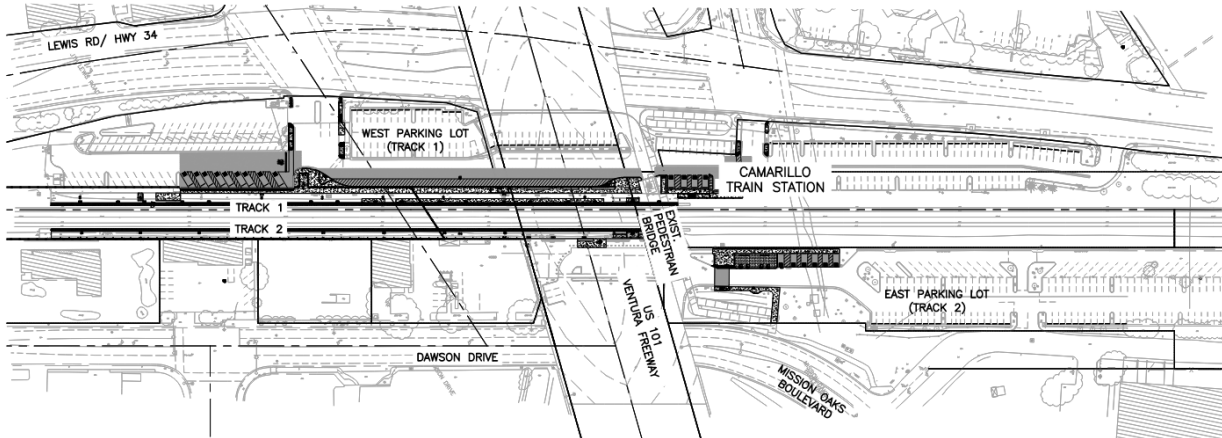


## PROJECT REPORT EQUIVALENT



**Project Title** *Camarillo Train Station ADA Improvements*

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

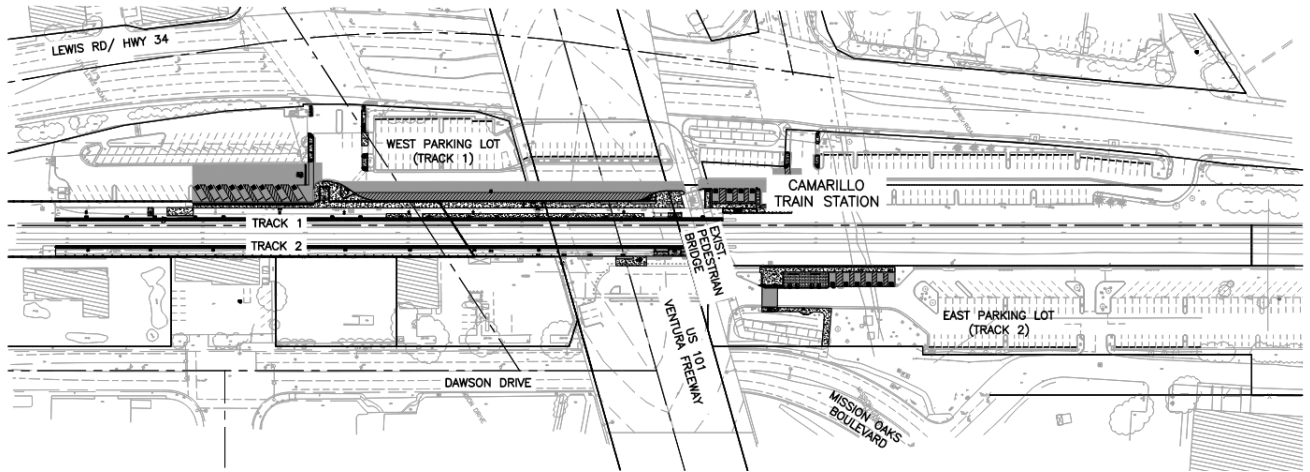
**Project Location Description** *Project is located at the Camarillo Train Station on the Union Pacific Railroad Santa Barbara Subdivision, Mile Post 413.35. The address is 30 South Lewis Road, Camarillo, Ca, 93010.*

# 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.*

<b>Project Limit/Footprint</b>	<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>
<b>Total Project Cost</b>	<i>\$6.161M</i>
<b>Outputs</b>	<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>
<b>Outcomes</b>	<i>Updating all ADA deficiencies in VCTC ROW that are within VCTC's jurisdiction.</i>

<b>Environmental Determination or Document</b>	The project would qualify as a CE under 23 CFR 771.1888 (c)(5) Activities
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## 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 17<sup>th</sup>, 2022, in prioritizing the project to a faster procurement to meet the DOJ construction deadline of March 15<sup>th</sup> 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 21<sup>st</sup> 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
<b>Total</b>	<b>\$379</b>	<b>\$1,398</b>				<b>\$4,384</b>	<b>\$6,161</b>

*Federal Transit Administration (FTA) funds.*

**Programming**

**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		
<b>CONSTRUCTION COSTS</b>							
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			
<b>SUB-TOTAL: CONSTRUCTION COSTS</b>				<b>\$ 2,342,477.17</b>			
<b>PROJECT RELATED OVERHEAD COSTS</b>							
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		
<b>SUB-TOTAL: PROJECT RELATED OVERHEAD COSTS</b>				<b>\$ 2,955,964.86</b>			
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
<b>TOTAL CONSTRUCTION COSTS AND OVERHEAD COSTS:</b>				<b>\$ 6,160,638.67</b>			

**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, SCRRRA 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

SCRRRA

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 11<sup>th</sup>, 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)