

Santa Paula Branch Line Trail Master Plan Update and EIR/EIS Request for Proposals

Pre-Proposal Conference

December 12, 2024





SPBL Trail Acquisition, Master Plan & EIR

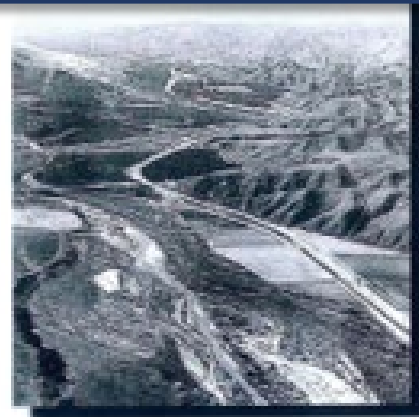
BRIEF DESCRIPTION OF PROPOSED TRANSPORTATION ENHANCEMENT ACTIVITIES (not to exceed 60 words)

This project is the acquisition of the 32-mile-long Santa Paula Branch railroad right-of-way for use as a multimodal corridor serving five communities within Ventura and Los Angeles Counties. The corridor will be used for a bicycle and hiking trail; for freight port access, recreation, and possibly commuter rail service; for pipelines and utilities; for public parks, greenbelts and gateways to communities; for access to the Coastal Bicycle Trail and the De Anza National Historic Trail; and for access to the State High Speed Rail Corridor. The acquisition includes 388 acres of land, 29 miles of operating track, bridges, buildings and related improvements.

SANTA PAULA BRANCH LINE MASTER PLAN

December, 1996

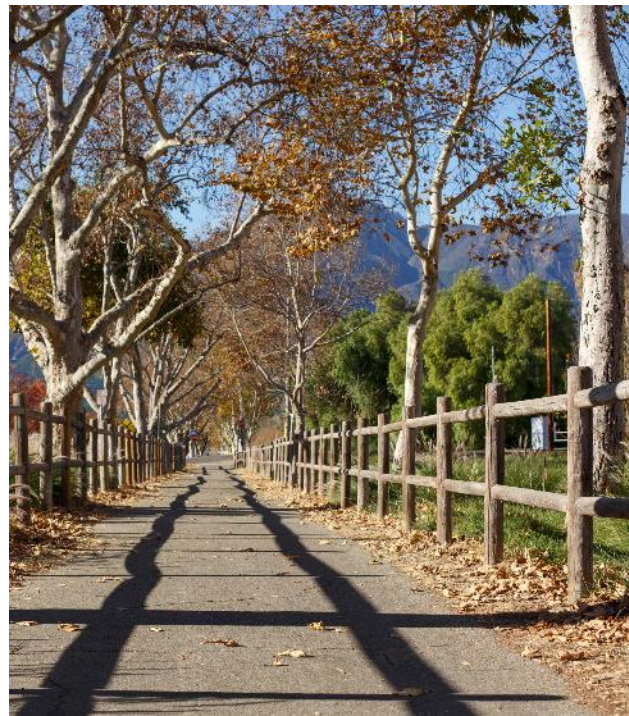
Ventura County Transportation Commission



Santa Paula Branch Line
Recreational Trail

Master Plan

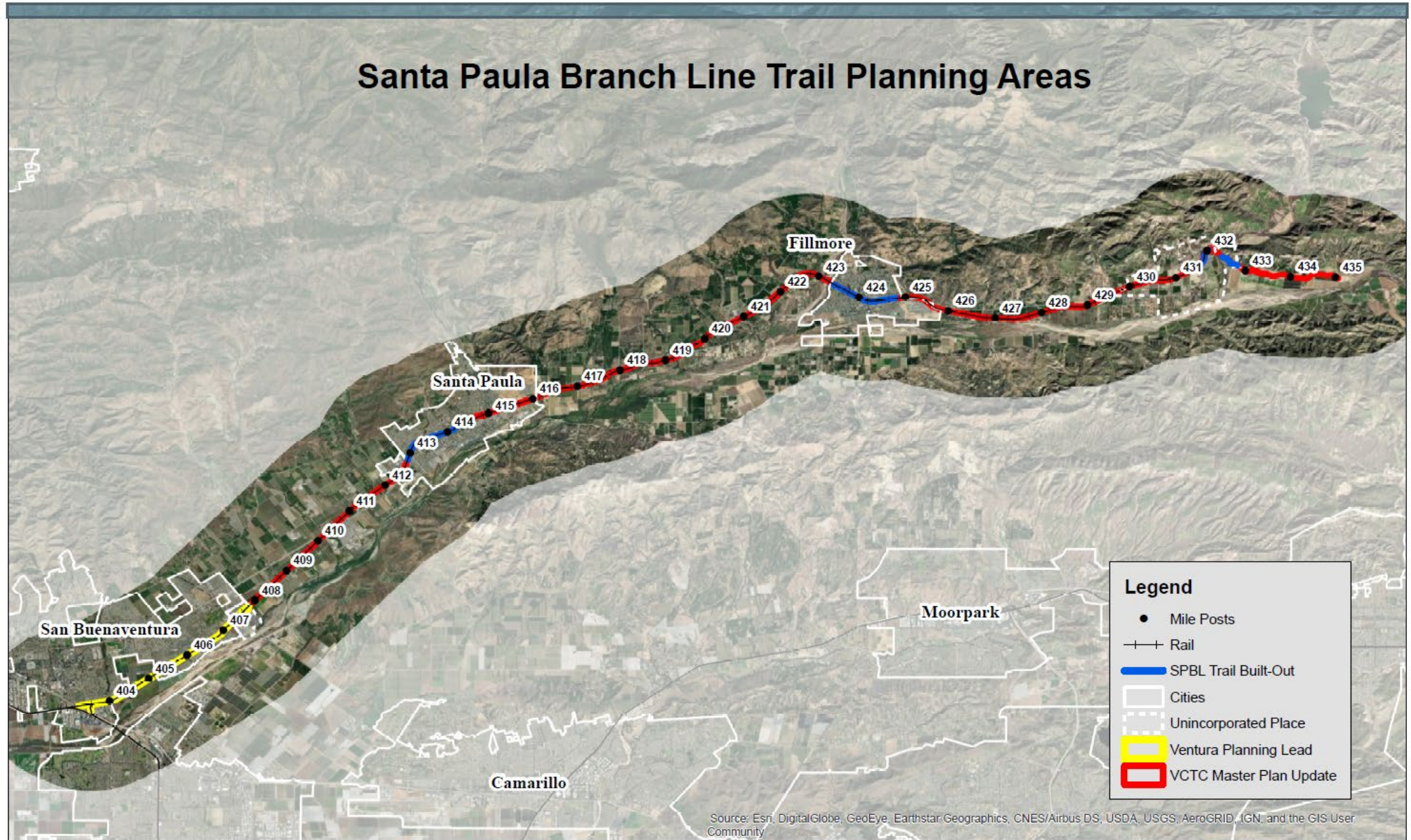




Completed Trail Sections



Trail Overview Map





Commission Goals & Strategies

- April 2022 – Commission adopted goal to “Reinvigorate the process to complete the Santa Paula Branch Line bike trail.”
- VCTC Strategic Plan 22/23 – 27/28 Strategy A-8: “Update the Santa Paula Branch Line (SPBL) trail master plan, validate trail alignment, connections, and amenities, and update existing conditions to facilitate trail completion, with stakeholder engagement.”





SPBL Trail Planning & Construction Grants



- City of Ventura's Santa Paula Branch Line Trail Project - Rails with Trails
 - Funding for planning and design of the 4-miles Ventura trail segment is included in Regional allocation of ATP Cycle 6, and funding to construct the trail segment is part of the successful Solutions for Congested Corridors grant application submitted by VCTC
 - Project Website: [The City of Ventura's Santa Paula Branch Line Trail](#)
- Santa Paula (City) Trail Connectivity Project
 - City of Santa Paula received funding to design trail extension through ATP Cycle 6 Regional allocation
 - Project Website: <https://www.spcity.org/797>
- VCTC Santa Paula Branch Line Trail Master Plan Update and EIR/EIS
 - VCTC received STBG allocation & SCAG REAP 2.0 CTC Partnership Program award to update Master Plan & EIR/EIS

HAVE YOUR INPUT!

VIRTUAL COMMUNITY FORUM



City of Ventura - Government

VENTURA RAIL TRAIL
ACTIVE TRANSPORTATION PROGRAM
GRANT APPLICATION

Jun 1 •

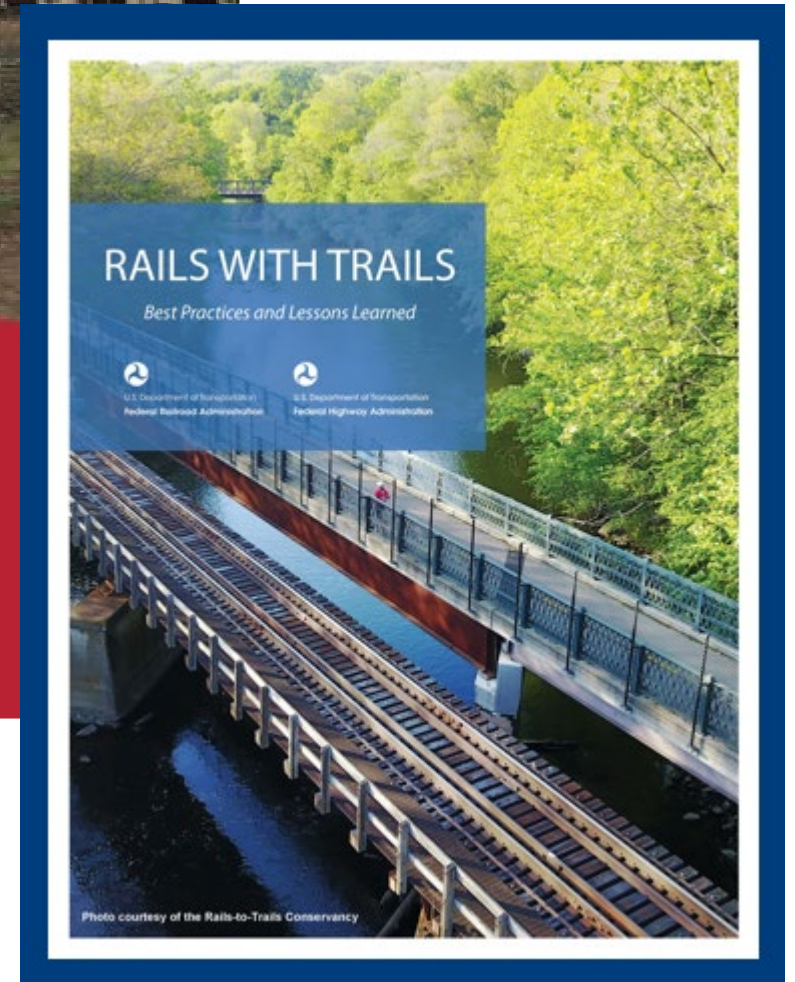


Trail Compatibility



Santa Paula Branch Line Recreational Trail Compatibility Survey

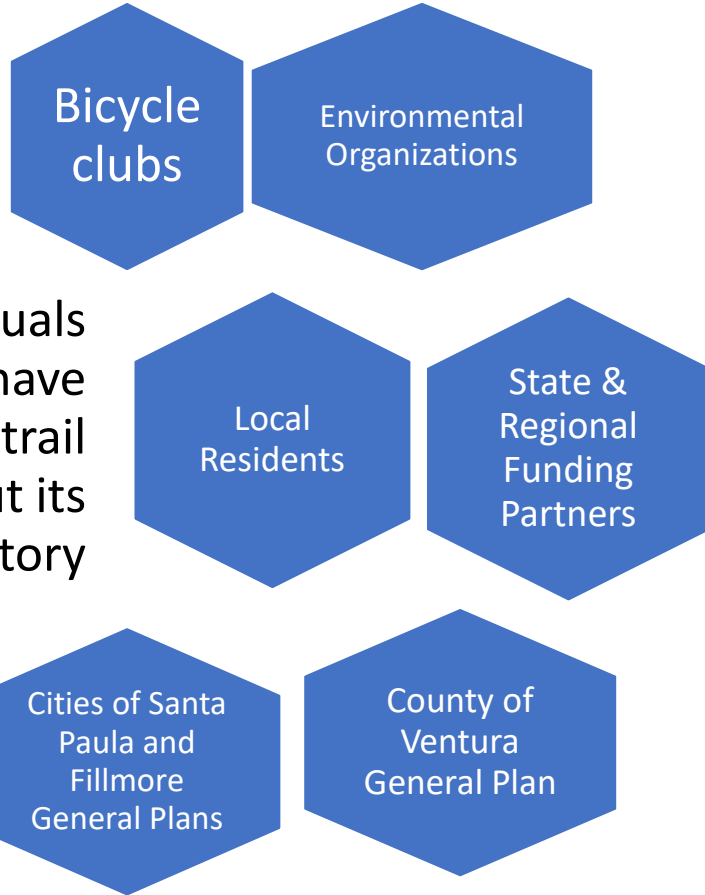
April, 2015

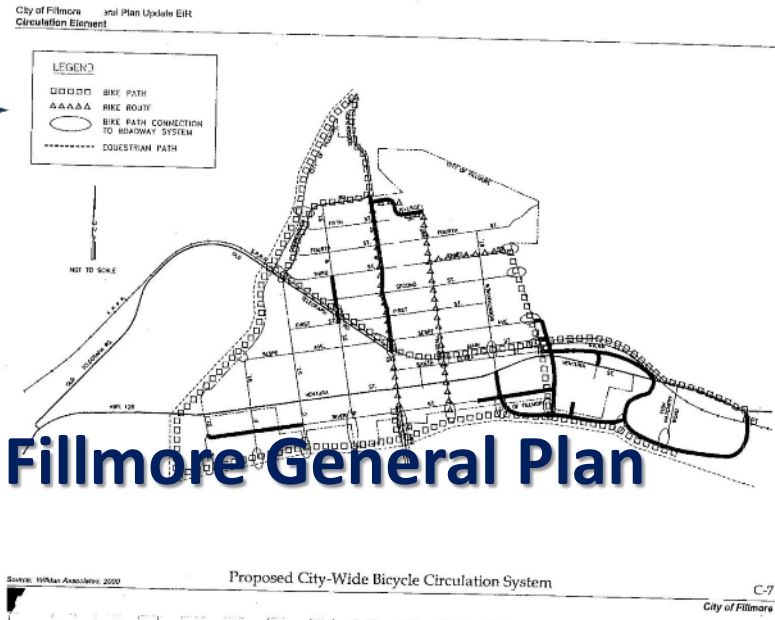




Support for SPBL Trail

Broad range of individuals and groups have expressed support for trail completion throughout its 30-years planning history





City of Fillmore General Plan (2003)



Santa Paula 2040 General Plan



City of Santa Paula 2040 General Plan (2020)

Source: City of Santa Paula General Plan Update, Mobility Element Technical Report, December 2019

Figure 3-10 - Preferred Plan, Bicycle Facilities



VCTC Bicycle Wayfinding Plan (2017)

Saticoy Active Transportation Plan (2020)

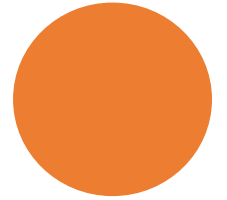


Saticoy Active Transportation Plan

September 2020

Benefits of Trails & Active Transportation

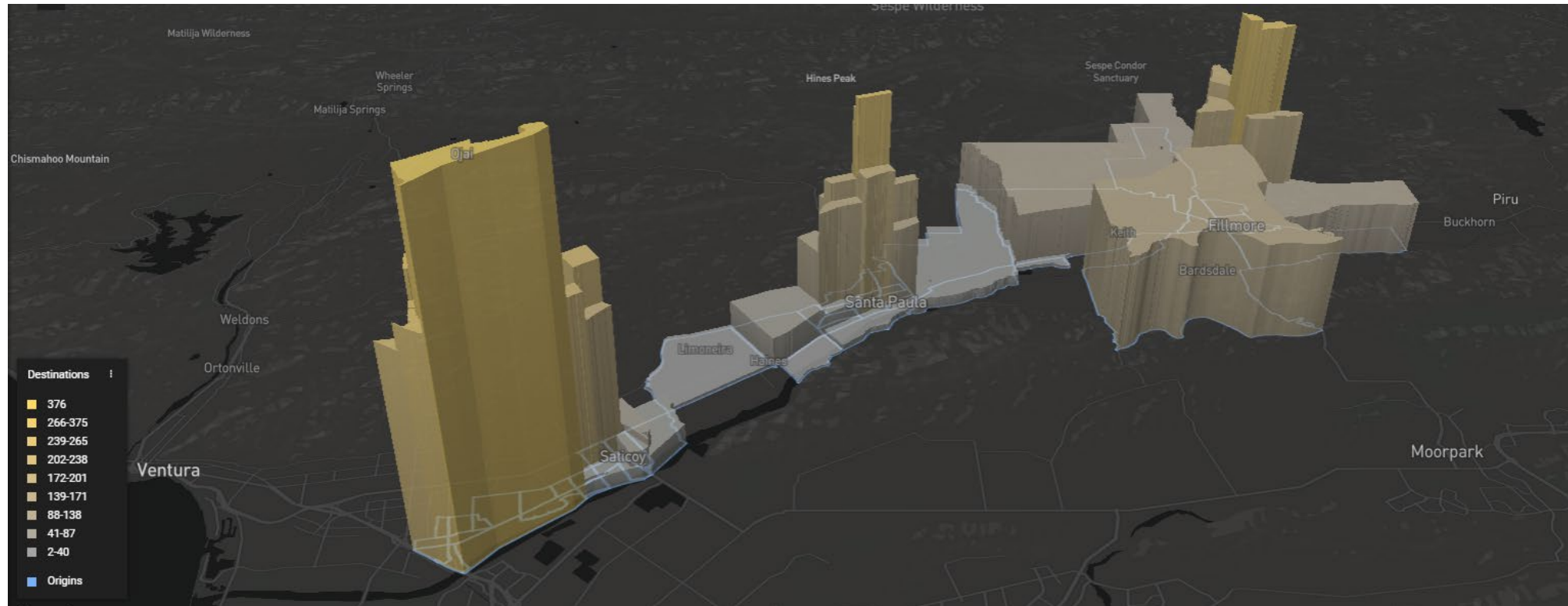
- Economic Benefits
 - Increased property values
 - Economic benefits of both commute and recreational trips
- Connectivity with transit fosters transit ridership recovery (first/last mile solutions)
- Provide safe non-motorized transportation routes that improve air quality
- Facilitate use of clean transportation alternatives
- Reduces air pollution from motorized vehicles, which can damage agricultural crops





Existing Bike Trips in the SPBL Corridor

In 2021, an average of 6,970 bike trips daily occurred within the SPBL corridor.





Why build out the SPBL Trail?

SPBL trail at buildout will **reduce VMT** by an estimated 23,350 - 46,700 daily

Environmental Benefits: GHG and VMT Reduction

Increase Bike/Ped Trips

Estimated **300 – 500 bike trips per day** on SPBL Trail

From 2018-2022, 122 bike and pedestrian crashes were recorded within ½ mile of the SPBL ROW. Bike Lanes **reduce crashes** by 17% - 90%.

Improve Safety

Economic Benefits

Estimated \$20 **economic benefit** per recreational trip and \$40 per commute trip, resulting in an estimated \$6,000 - \$20,000 economic benefit per day, or \$2.2 - \$7.3 million per year

Studies show that neighborhoods supported by active transportation design and infrastructure **increase residential property values** by a range of 1-15%

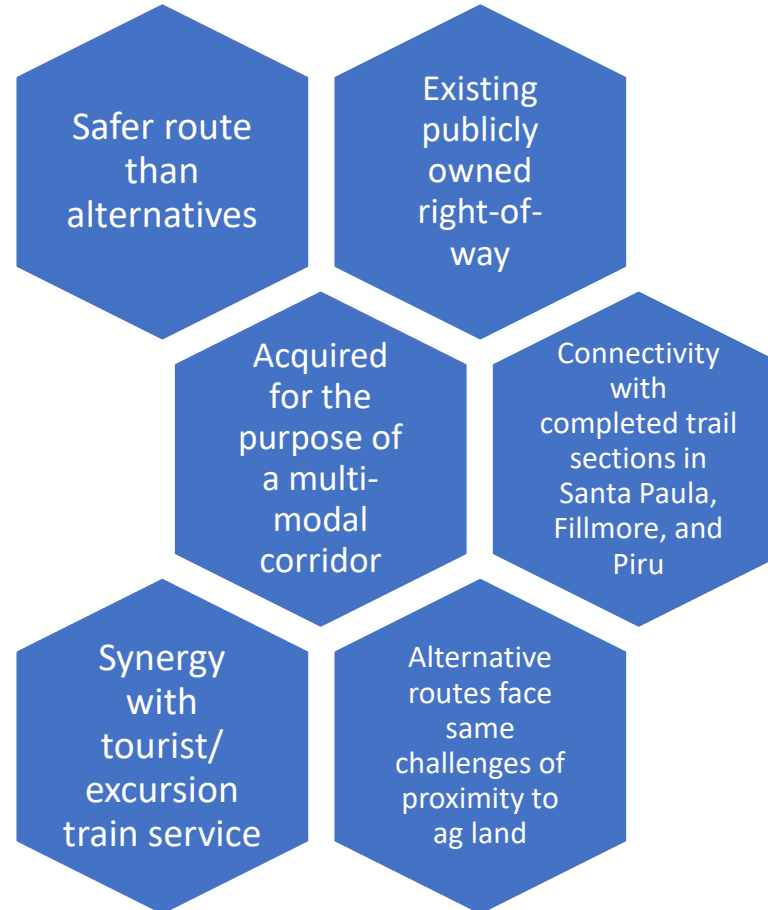
Increased Property Values

Improve Public Health

Bike lanes and trails are associated with **improved public health**

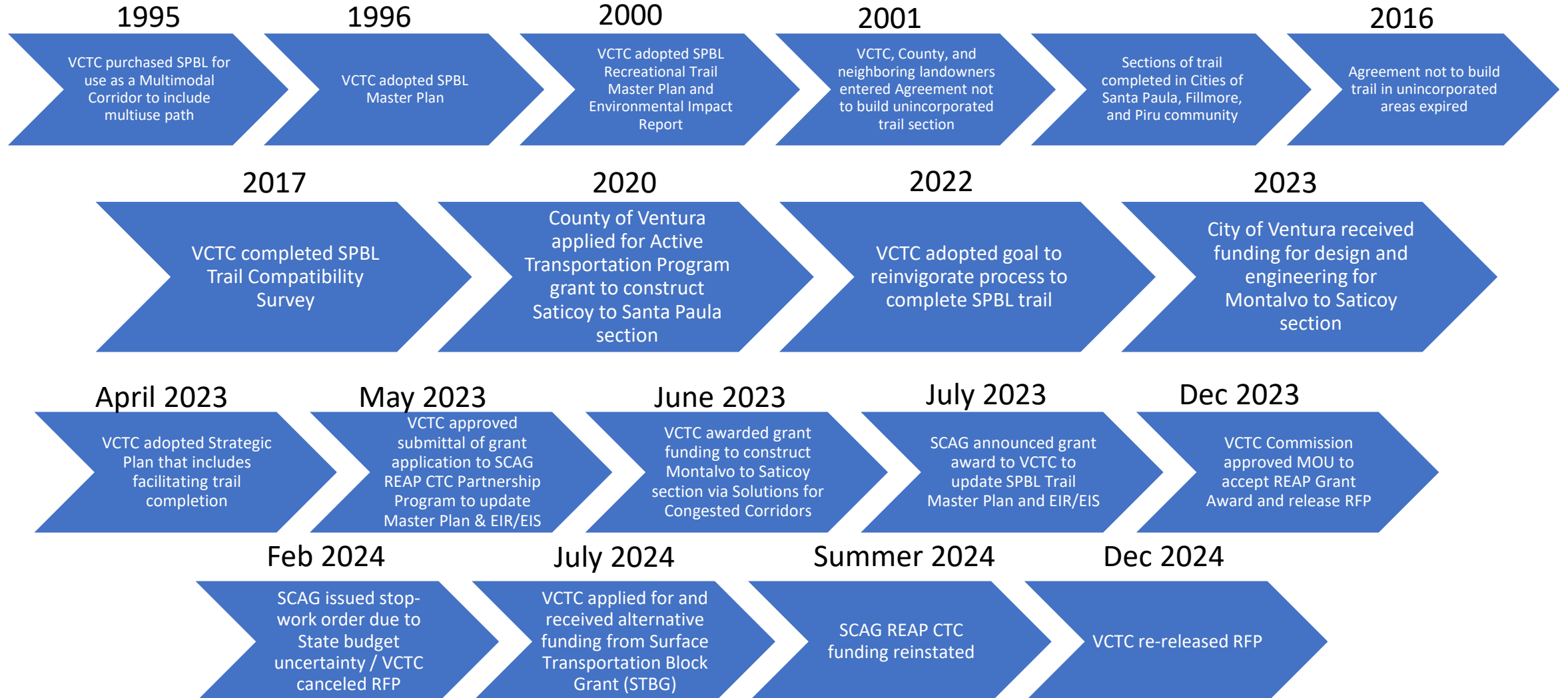


Why build a trail on the SPBL right-of-way?





SPBL Trail Timeline (1995-2024)





SPBL Trail Master Plan Update & EIR/EIS Request for Proposals Overview

- RFP seeks consultant support to update SPBL Trail Master Plan and EIR/EIS for portion of trail from Saticoy to Piru
- Presents background and context for proposal development
- Defines scope of work
- Provides selection criteria
- Scope of work components
 - Project Management
 - Existing Conditions
 - Outreach and Engagement
 - Conceptual Planning
 - Plan Production and Approval
 - Project Definition
 - Technical Studies
 - Draft EIR/EIS
 - Public Participation
 - Final EIR/EIS
 - Regulatory Process



Deliverables & Timeline of Completion

- Updated SPBL Trail Master Plan
- New combined EIR/EIS
 - Substantial public participation
 - Technical studies
- Conducted in parallel
- All deliverables must be completed by **December 31, 2026**



Question Submittal

- Any questions concerning this RFP should be submitted via email to: afagan@goventura.org
- Questions must be received no later than **4:00 PM PST on Wednesday, December 18, 2023**
- All questions and responses will be posted on VCTC's website as an addendum to the RFP
- <https://www.goventura.org/work-with-vctc/contracts/>



Proposal Submittal Instructions

Download RFP and cost proposal template at:

<https://www.goventura.org/work-with-vctc/contracts/>

Submit in writing with one signed original and two (2) hard copies, along with one (1) original of the Fee Proposal in a separate sealed envelope to:

Ventura County Transportation Commission

Attn: Amanda Fagan

751 E. Daily Dr., Suite 420

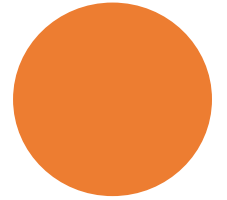
Camarillo, CA 93010

In addition, submit electronic version by email to:

afagan@goventura.org

Miscellaneous Notes

- **Demonstrate alignment with funding partner goals and objectives**
 - STBG: Preserve and improve the conditions and performance of highways, bridges, public roads, pedestrian and bicycle infrastructure and transit capital projects
 - REAP 2.0: Promoting Infill Development that Facilitates Housing Supply, Choice, and Affordability; Affirmatively Furthering Fair Housing; Reducing Vehicle Miles Traveled
- **Federalized Contract / DBE Requirements**
- **Include any requested exceptions to the template agreement**
- **Please use the Cost Proposal template for ease of comparison**





RFP Timeline & Submittal Summary

Project Name	Santa Paula Branch Line Trail Master Plan Update and Environmental Impact Report/Environmental Impact Statement – November 2024 Reissue
Issuance Date	Wednesday, November 20, 2024
Project Period	VCTC anticipates plan completion and approval by December 2026
Pre-Proposal Conference (Optional)	Thursday, December 12, 2024 @ 11:00 AM (PST) via Microsoft Teams Meeting
Questions Deadline	Wednesday, December 18, 2024 @ 4:00 PM (PST)
Responses to Questions	Friday, December 20, 2024
Proposal Submittal Due Date/Time	Friday, January 10, 2025 @ 4:00 PM (PST)
Interviews	January 20, 2025, via Microsoft Teams Meeting (if needed)
Proposal Submittal Location	Via hard copy to: Ventura County Transportation Commission Attn: Amanda Fagan 751 E. Daily Dr., Suite 420 Camarillo, CA 93010 Via email to: afagan@goventura.org
Contract Award*	February 7, 2025
Solicitation Contact	Amanda Fagan afagan@goventura.org
Contract Type	Firm, fixed fee compensated per task completion as identified in Scope of Work



Questions?

Contact us:

Website: goventura.org

Social media: @GoVCTC on Twitter, Facebook and Instagram

Phone: 805-642-1591

Email: spbl@goventura.org

<https://www.goventura.org/spbl>

Project Manager:

Amanda Fagan, Director of Planning & Sustainability

afagan@goventura.org

<https://www.goventura.org/work-with-vctc/contracts/>

BACKUP SLIDES





VCTC Strategic Plan FY 22/23 – 27/28

SPBL Related Strategies

A-8

A8. Update SPBL trail master plan, validate trail alignment, connections, and amenities, and update existing conditions to facilitate trail completion, with stakeholder engagement.

B-21

B21. Partner with Sierra Northern Railway, corridor cities and the County to operate, maintain, and improve the SPBL railroad and right-of-way corridor as a countywide community asset, ensuring outreach to stakeholders in the process.

B-22

B22. Continue to address encroachment into the SPBL right-of-way through leasing activities to ensure safety of operations and protection of the asset and infrastructure.



SPBL Trail Compatibility Survey

3 SUMMARY OF FINDINGS

Trails and active agriculture areas can and do exist in harmony, as demonstrated by examples from across the United States, including a wide range of use levels, trail surfaces, and management policies. The following strategies have been essential to the success of trails in agricultural areas:

- Indemnification of farmers against liability from trail use (in California there are existing statutes that provide strong protections);
- Fencing to clearly delineate trail and agricultural areas and provide barriers;
- Policies and agreements that give farmers the ability to close portions of the trail when agricultural operations would otherwise be limited by or hazardous to trail users;
- Controlled crossings that allow farm equipment to reach both sides of the trail, where necessary;
- Signage to alert trail users to the presence of active agricultural operations and instructing users to stay on the trail;
- Maintaining and observing the trail at a level to minimize vandalism and encourage a self-policing environment.



Santa Paula Branch Line Recreational Trail Compatibility Survey

April, 2015





VCTC SPBL Ownership



3.1 Design and Management Strategies

The most common thread in successful trail planning and management in agricultural settings has been one-on-one cooperation between trail operators and adjacent farmers and landowners. By developing these individual relationships, trail managers are able to accommodate concerns of farmers that are specific to the land features, crops, operations and machinery required for unimpeded farming. While farm bureaus and other agricultural representative bodies have, as a matter of policy, opposed recreational uses adjacent to farmland, individual farmers adjacent to the trails analyzed in this study have reported very little, if any, conflict with trail operations, trail users, or have had their farming operations hampered by adjacent trails. Illegal dumping, when it has been documented, has been the responsibility of the trail operator to clean up, and the presence of the trail removes the farm operator's responsibility. Concerns of trespassing, theft, and vandalism have not been supported by evidence.

Of all documented management practices, one of the most common is the ability to close the trail, or portions thereof, to allow agricultural operations such as spraying to occur without the danger of affecting trail users. Design measures that have helped minimize conflict include fencing and/or planted buffers between trails and crops, and the design and maintenance of regular trail crossings and gates for farmers.



VCTC Ownership of the SPBL Corridor

RECORDED AT REQUEST OF STEWART TITLE

RECORDING REQUESTED BY AND WHEN RECORDED MAIL TO:

Ventura County Transportation Commission
950 County Square Drive, Suite 207
Ventura, California 93003

MAIL TAX STATEMENTS TO:

Ventura County Transportation Commission
950 County Square Drive, Suite 207
Ventura, California 93003
Attention: Ginger Gherardi, Executive Director

95-131252 Rec Fee .00
A.R. .00
Recorded
Official Records
County of
Ventura
Richard D. Dean
Recorder
8:00am 31-Oct-95 V

SPACE ABOVE THIS LINE FOR RECORDER'S USE

This instrument is exempt from Recording (Govt. Code § 27383) and from Documentary Transfer Tax (Rev. & Tax Code § 11922)

GRANT DEED
(Santa Paula Branch Line)
Ventura County, California

For good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, Southern Pacific Transportation Company, a Delaware corporation ("Grantor"), sells, transfers, grants and conveys to the Ventura County Transportation Commission, a county transportation commission existing under authority of Public Law 103-148, Chapter 1, Section 130000 et seq. ("VCTC") ("Grantee"), having its principal office at 950 County Square Drive, Suite 207, Ventura, California 93003 (a) the land located in the County of Ventura, State of California, more particularly described on Exhibit A attached hereto and reference made a part hereof, commonly known as the Santa Paula Branch Line (the "Land") (b) all of Grantor's interest, if any, in the improvements on the Land ("Improvements") including fixtures; and (c) all appurtenances to the foregoing property (the Land, the Improvements; and (d) all appurtenances to the foregoing property (the Land, the Improvements; and such appurtenances being referred to herein collectively as the "Property") subject to the Permitted Exceptions (as defined in the Purchase and Sale Agreement dated October 27, 1995 by and between Grantor and Grantee (the "Purchase Agreement"), as to the terms and conditions of the Usage Agreement-Santa Paula Branch and the Assignment and Revenue-Sharing Agreement between the parties dated of even date herewith.

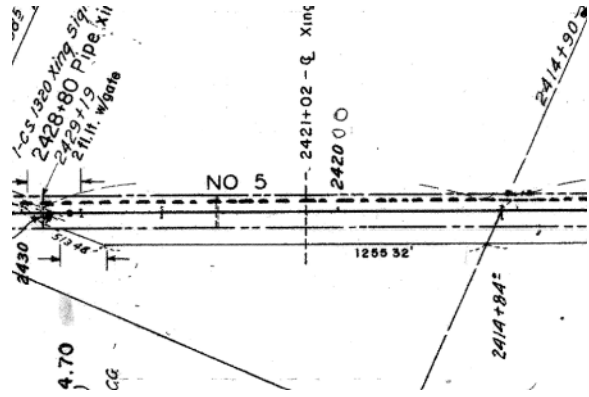
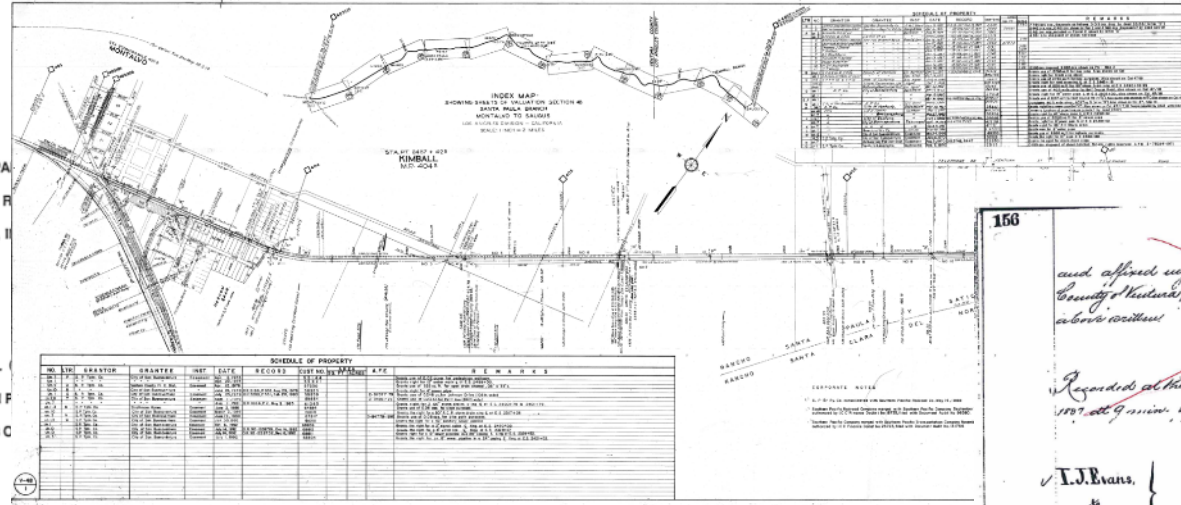
PARCEL 3: (V-48/1, PORTION NO. 2)
THAT CERTAIN LOT, PIECE OR PART OF A CERTAIN STRIP OR PARCEL OF LAND, 100 FEET WIDE, AS DESCRIBED IN THAT CERTAIN INDENTURE TO THE SOUTHERN PACIFIC BRANCH RAILWAY COMPANY, RECORDED ON JANUARY 27, 1887, IN BOOK 102, PAGE 50 OF DEEDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 4: (V-48/1, No. 3)
THAT CERTAIN STRIP OR PARCEL OF LAND, 100 FEET WIDE, AS DESCRIBED IN THAT CERTAIN INDENTURE TO THE SOUTHERN PACIFIC BRANCH RAILWAY COMPANY, RECORDED ON JANUARY 27, 1887, IN BOOK 18, PAGE 173 OF DEEDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 5: (V-48/1, No. 4)
THAT CERTAIN STRIP OR TRACT OF LAND, 100 FEET WIDE, AS DESCRIBED IN THAT CERTAIN INDENTURE TO THE SOUTHERN PACIFIC BRANCH RAILWAY COMPANY, RECORDED ON JANUARY 27, 1887, IN BOOK 18, PAGE 150 OF DEEDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 6: (V-48/1, No. 5)
THAT CERTAIN STRIP OR TRACT OF LAND, 100 FEET WIDE, AS DESCRIBED IN THAT CERTAIN INDENTURE TO THE SOUTHERN PACIFIC BRANCH RAILWAY COMPANY, RECORDED ON JANUARY 27, 1887, IN BOOK 18, PAGE 156 OF DEEDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

LWP/REC: am409
09/08/95
RELA 3228



156
18
1875
1-27-1887

and affixed my official seal, at my office in the said County of Ventura, the day and year in this Certificate first above written.

[Signature]
S. P. B. Ry. Co.
Recorder

Recorded at the request of S. P. B. Ry. Co. by S. P. B. Ry. Co. Recorder
1887, at 9 o'clock, but 10 o'clock.

I. J. Evans
As
S. P. B. Ry. Co. Recorder

This Indenture, made the 19th day of January in the year of our Lord one thousand eight hundred and eighty seven between Thomas J. Evans of the County of Ventura State of California party of the first part, and the Southern Pacific Branch Railway Company, a corporation duly incorporated under the laws of the State of California, party of the second part, Witnesseth: that the said party of the first part for and in consideration of the sum of three hundred and twenty eight dollars, to him in hand paid by the said party of the second part, at or before the executing and delivery of these presents, the receipt whereof is hereby acknowledged, has granted and conveyed, and by these presents does grant and convey unto the said party of the second part, and to its successors and assigns forever, all of that certain strip or parcel of land, lying, being and situate in the County of Ventura, in the State of California and described as follows to wit: A strip or tract of land, one hundred feet wide, lying equally on each side of the center line of the said Southern Pacific Railway whose the name is located through the land, the body of the first part being more particularly described as follows, to wit: Commencing for the same at a point on the center line of



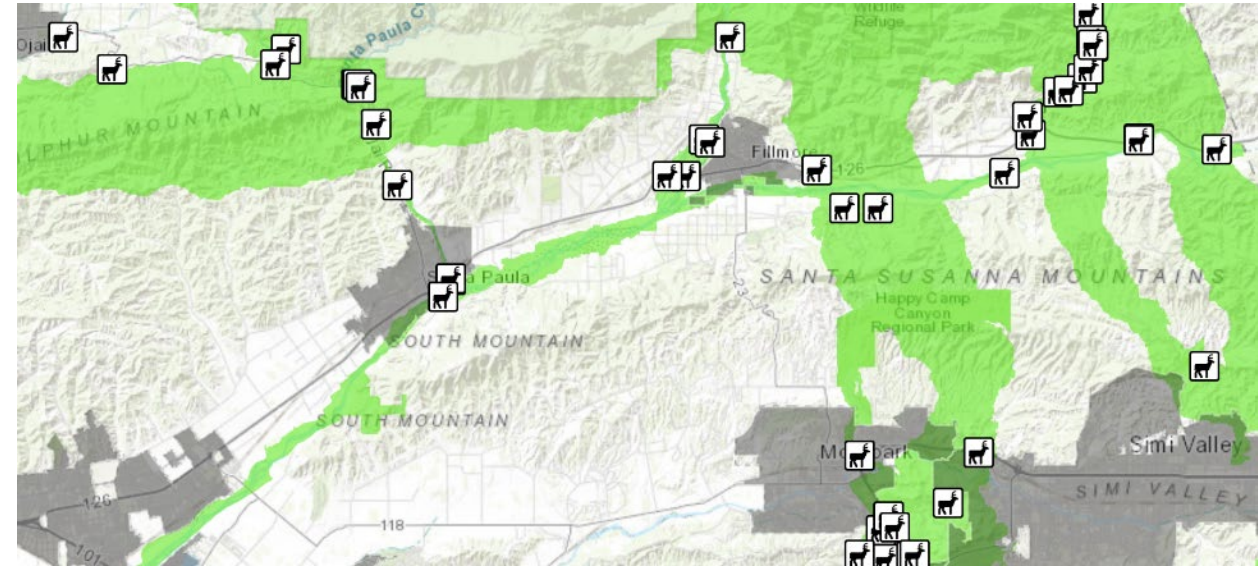
Wildlife Corridors

On March 19, 2019, the Ventura County BOS approved new regulations related to wildlife movement in addition to a Habitat Connectivity and Wildlife Corridor map identifying those areas that are subject to the new regulations.

The ordinance includes regulations to:

- Minimize impacts of outdoor night lighting by regulating brightness, shielding, light direction, etc.
- Limit disturbance around surface water features and important road crossings, as these areas are especially important for wildlife movement.
- Minimize the amount of impermeable fencing that can be installed without a permit.
- Encourage compact siting of structures in three key “Critical Wildlife Passage Areas” within the Corridor.
- Prohibit intentional planting of invasive plants.

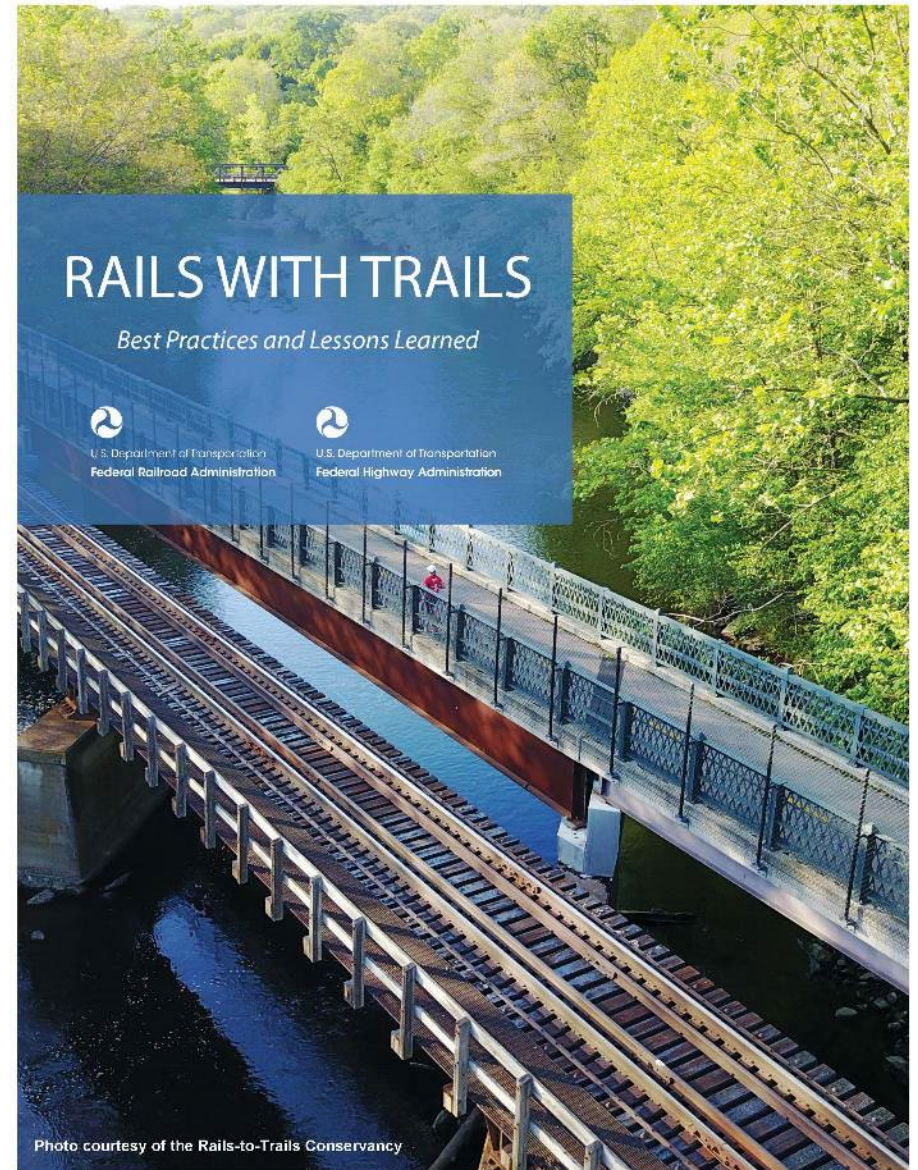
Source - <https://vcrma.org/en/habitat-connectivity-and-wildlife-movement-corridors>



- Areas of SPBL Trail between Fillmore & Piru may be subject to Habitat Connectivity regulations
- Trail Master Plan Update can and will incorporate Consideration of these regulations into Plan

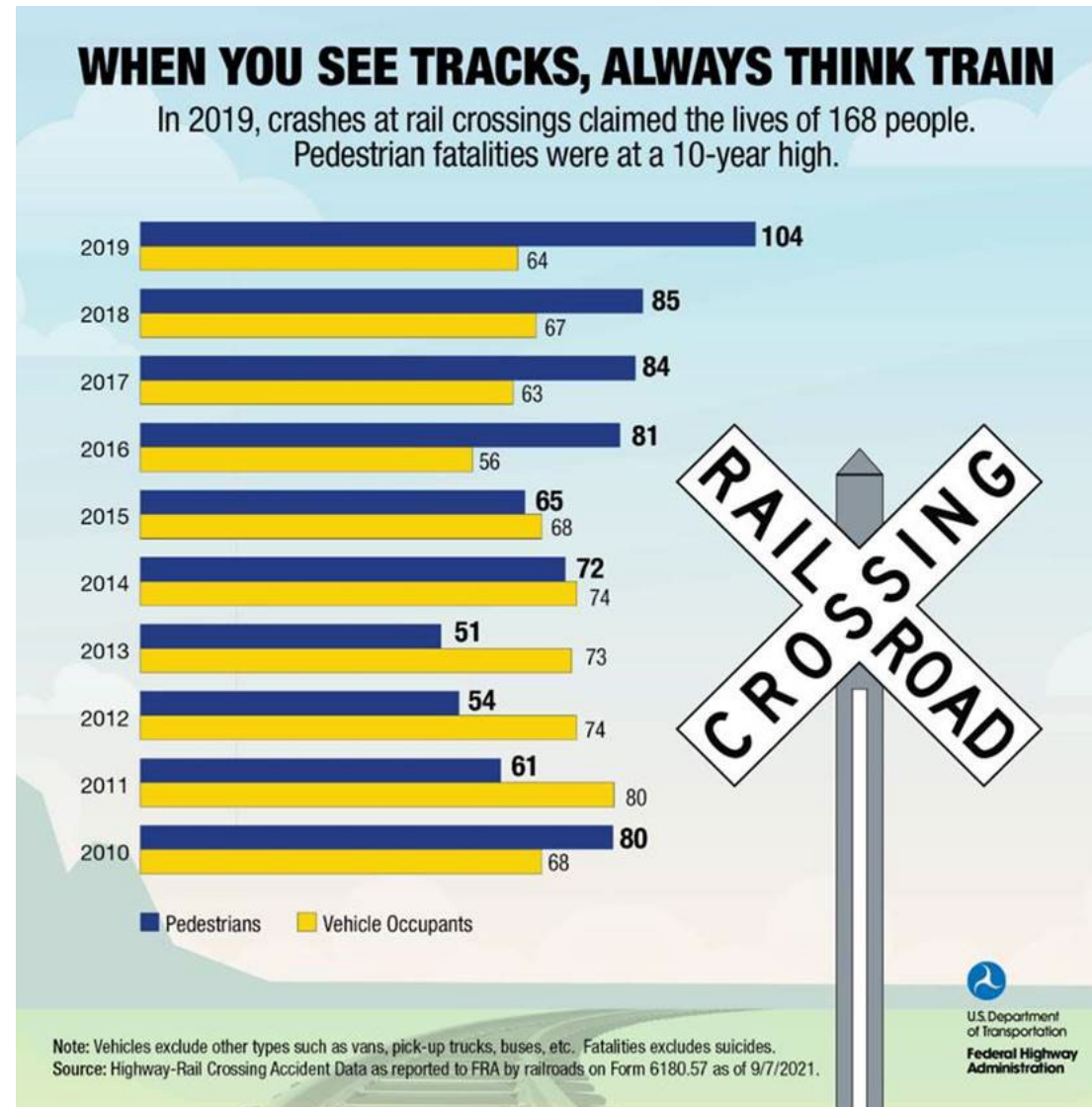
Rails with Trails: Best Practices and Lessons Learned

Jared Fijalkowski
U.S. DOT Volpe Center



Why are we here? Railroad crossing fatalities...

- No documented cases of RWT adding to railroad trespassing casualties
- Benefits to railroads and the public



Rails-with-Trails:

A shared-use path or trail open and developed for public use that is located on or directly adjacent to an active railroad or rail transit corridor.



How many? Where are they?

343 rails-with-trails in **47** States comprising **917** miles

