

AGENDA: January 5, 2006

TO: Regional Transportation Commission/Rail Trail Authority
FROM: Luis Pavel Mendez, Acting Deputy Director
RE: Santa Cruz Branch Rail Line Acquisition Project – Additional Structural Assessment Analysis

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission:

1. Approve the proposed amendment to the right of entry agreement with Union Pacific as included in Attachment 1, with any modifications as appropriate;
 2. Approve the attached resolution (Attachment 2) authorizing the Executive Director to enter into an agreement with HNTB to produce additional detailed structural analyses as shown on the approved scope of work (Exhibit A to Attachment 2) at a maximum cost of \$201,110 and add \$6,000 to the Miller, Owen & Trost contract for structural assessment work including peer review of the structural analyses to be produced by HNTB.
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BACKGROUND

The Regional Transportation Commission has been working on acquisition of the Santa Cruz Branch Rail Line for over four years. In December 2004, the RTC approved entering into a non-binding Letter of Intent with Union Pacific to purchase the Santa Cruz Branch Rail Line for \$19 million. A number of reports and steps must be completed before the RTC can make a final decision on acquisition of the Branch Line and to obtain the necessary approvals from the relevant funding and regulatory agencies.

A draft Structural Assessment report prepared by Biggs Cardosa Associates and Systra Consulting was presented to the RTC in August 2004. The report recommends additional structural analysis for six structures and three retaining walls.

At its November 17, 2005 TPW meeting, the RTC approved a revised financial plan for the Rail Acquisition project and a revised Fiscal Year 05-06 budget that includes sufficient funds to cover all of the structural assessment work.

DISCUSSION

Recommended Additional Structural Analyses

The Santa Cruz Branch Rail Line Structural Assessment produced by Biggs Cardosa Associates and Systra Consulting recommended additional structural analyses for the following:

- MP 1.06 – the bridge over the Pajaro River
- MP 9.09 – the La Selva Beach Trestle
- MP 10.45 - Timber trestle in Seascape near Sumner Avenue and Dolphin Drive
- MP 15.89 - the Capitola trestle.
- MP 19.43 - Steel trestle over the San Lorenzo River (including seismic analysis)
- MP 23.54 - 16 foot long timber bridge over Meder Creek in Wilder Ranch State Park.
- Three retaining walls

Right of Entry Agreement with Union Pacific

As reported at the November 17, 2005 TPW meeting, UP has agreed to contribute toward the cost of the additional structural analyses and to make the final report public as long as UP has the opportunity to review the report to ensure that confidential information is not released and to issue a minority report, if there is disagreement between UP and the engineering consultants.

Miller, Owen and Trost has been working to amend the right entry agreement to extend the term and include all of the necessary provisions to ensure UP participation and public release of the report. Attachment 1 is a draft amendment to the right of entry agreement. Miller, Owen and Trost is still negotiating with UP some final potential modifications. Any modifications will be provided at the meeting. **Therefore, staff recommends that the RTC approve the proposed amendment to the right of entry agreement with UP as included in Attachment 1, with any modifications as appropriate.**

Contract with HNTB for Detailed Structural Analyses

At its November 17, 2005 meeting, the RTC approved hiring HNTB to produce the additional structural analyses of Santa Cruz Branch Rail Line structures and contracting directly with HNTB without going through a request for proposals (RFP) process consistent with County and Caltrans procedures.

The scope of work and estimated cost (\$61,401 for the La Selva Beach Trestle analysis and \$139,709 for the remainder of the work) were approved by the RTC at its November 17, 2005 TPW meeting (Exhibit A to Attachment 2). The RTC was informed that UP had not yet had an opportunity to provide input on the proposed scope of work. On December 5, 2005 a teleconference was held that included the Director of Bridge Design for UP (Mark McCune); and representatives from HNTB and Biggs Cardosa, RTC engineering consultant Bob Scott, and staff to discuss the scope of work for the additional structural analyses. Mark McCune approved the scope of work without any changes and said that as soon as all of the agreements are in place, he

will provide UP's information needed to produce the structural analyses, such as the as-built plans.

The RTC needs to approve a resolution to authorize entering into a contract with HNTB. **Therefore, staff recommends that the RTC approve the attached resolution (Attachment 2) authorizing the Executive Director to enter into an agreement with HNTB to produce additional detailed structural analyses as shown on the approved scope of work (Exhibit A to Attachment 2) at a maximum cost of \$201,110**

Contract for Peer Review of the Additional Structural Analyses

At the November 17, 2005 TPW meeting, the RTC approved hiring Biggs Cardosa Associates to provide peer review of HNTB's structural analyses. Biggs Cardosa is a subconsultant with Miller, Owen and Trost and their proposal for the peer review has an estimated cost of \$38,000. \$6,000 needs to be added to the Miller, Owen and Trost contract to cover the peer review work.

A resolution is needed to add the funds to the Miller, Owen and Trost contract. **Therefore, staff recommends that RTC approve the attached resolution authorizing the Executive Director to amend the contract with Miller, Owen and Trost to add \$8,000 for structural assessment work including peer review of the structural analyses to be produced by HNTB.**

Both expenditures in the resolution are consistent with the approved RTC Fiscal Year 05/06 budget and Rail Line Acquisition Financial Plan.

Union Pacific Work on Rail Line and Structures

A few weeks ago Commission Chair Ellen Pirie learned from a La Selva Beach resident that UP crews were making repairs to the La Selva Beach Trestle. Staff asked UP representatives and at the December 5th teleconference, Mark McCune informed the participants that UP crews would be working on 5 bents of the La Selva Beach Trestle as follows:

1. Bent #2: Replace transverse diagonals
2. Bent #3: Install about 16 feet of sandwich plating on a corroded channel of the right side column
3. Bent #4: Replace connection plate and the lower transverse struts
4. Bents #8 and #9: Replace a total of 50 lattice bars

Mark McCune added that UP would also be doing some minor repair work on some timber bridges. It is expected that the work will be completed shortly.

Commission Chair, Ellen Pirie has received several complaints from her constituents regarding drainage and erosion problems along the rail line in the La Selva Beach area. As County Supervisor for the Second District, Commission Chair Pirie sent the attached letter (Attachment 3) to DeWayne Hillman, the manager of UP's track maintenance in this area, asking for UP's plans to address the problems.

Timing

HNTB will commence its field work for the detailed structures assessment after the Right of Entry agreement has been signed by both the RTC and UP, and after UP finishes its repair work on the La Selva Beach Trestle. It is expected that HNTB will be able to complete its report in three months.

Now that the timing of the detailed structural assessment is known, the timeline for the Rail Line Acquisition project can be updated. Staff expects to present the updated timeline to the RTC at your January 19, 2006 Transportation Policy Workshop meeting.

SUMMARY

In November 2005, the RTC approved hiring HNTB to produce additional detailed structural analyses of Santa Cruz Branch Rail Line structures and hiring Biggs Cardosa Associates to provide peer review of those analyses. The RTC also made the required budget amendments for that work. In addition, the RTC was informed that staff and consultants continued to work on the necessary amendments to agreements with Union Pacific. Staff recommends approval of the attached amendment to the right of entry agreement with UP and approval of the attached resolution authorizing the Executive Director to enter into an agreement with HNTB for the additional structural analyses and to add \$6,000 to the Miller, Owen and Trost contract for structural assessment work including peer review of the HNTB structural analyses.

Attachment 1: Proposed First amendment to Right of Entry Agreement with UP

Attachment 2: Resolution Authorizing the Executive Director to Enter Into an Agreement with HNTB and Add Funds to the Miller, Owen and Trost Contract for Additional Structural Analyses Work

Attachment 3: Letter from Chair Ellen Pirie to UP on Drainage Problems on the Santa Cruz Branch Rail Line in the La Selva Beach Area.

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