

Attachment 1

Scope of Work General Inspection and Assessment Santa Cruz Branch Rail Line

General Information

The Santa Cruz Branch Rail Line (Rail Line) is currently owned by Union Pacific (UP) and extends over 31 miles from the town of Pajaro in Monterey County to the town of Davenport in Santa Cruz County. The Rail Line is mainly used to provide freight service to various shippers along the route. A small segment (about 1 mile) in the City of Santa Cruz is also used for the end of excursion passenger service operated by the Santa Cruz Big Trees and Pacific Railway out of Felton along their Felton Branch Rail Line. The segment on which the passenger service operates is rated at Federal Railroad Administration (FRA) Class 1 track and the remainder of the Rail Line is rated as FRA Excepted track.

Freight service consists of three round trips weekly extending the entire length of the Rail Line with an average of 30 to 40 cars per train. For the most part freight consists of inbound coal and empty cement cars for CEMEX Davenport and loaded cars of cement and empty coal cars on the return trip. Six-axle locomotives are prohibited on the Rail Line and a maximum load of 268,000 lbs. per four-axle rail car is permitted. However, the current weight for four-axle rail cars in unrestricted interchange is 286,000 lbs.

The Santa Cruz County Regional Transportation Commission (RTC) is negotiating with UP to purchase the Rail Line. The RTC expects to purchase the Rail Line and contract with a shortline freight operator to continue providing freight service on the Rail Line. The RTC also intends to plan for and build a bicycle and pedestrian trail on the Rail Line right-of-way (ROW) where feasible. The RTC is currently conducting due diligence investigations of the Rail Line, including hazardous materials investigation, title investigation, appraisals, structures assessments and general inspections.

Inspection and Assessment Required

To ensure that freight service can continue to operate on the Rail Line, the RTC requires an inspection and assessment with a goal of maintaining FRA Class 2 track. The inspection will begin at mile post 0.43 (the eastern edge of Salinas Road in the town of Pajaro) and continue to the end of the Rail Line at mile post 31.90. The inspection shall include:

- Inspection of the entire Rail Line on a hyrail vehicle with video equipment to produce video of the Rail Line,
- Walking inspection of the entire Rail Line to catalogue the condition of the entire Rail Line and gather a photographic record of the conditions,

- Inspection and assessment of the condition of the rail, ties, joint bars, switches, signals, at-grade crossings, frogs, ballast road bed, drainage, retaining walls, slopes and everything else necessary to ensure continued operation of the Santa Cruz Branch Rail Line as a freight corridor with FRA Class 2 track,
- Recommended repairs and improvements to ensure continued long-term freight operation at FRA Class 2 track along with estimated costs for those repairs, and
- Estimated annual maintenance costs to ensure continued long-term freight operation at FRA Class 2 track.
- Preparation of a draft report for review and comments, incorporation of the comments and preparation of a final report.

Inspection and assessment of the Rail Line structures is not required as part of this scope. The structures have already been assessed and the reports are available.

In conducting the inspection the consultant shall abide by the Right of Entry Agreement between UP and RTC, which includes confidentiality provisions, requirements for advance notice to UP before entering the property and procedures for arranging for UP hrrail vehicles and flagpersons as necessary. A copy of the Right of Entry Agreement is attached. The consultant will be reimbursed for payments to UP for use of hrrail vehicles and flagpersons.

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