

AGENDA: December 1, 2022

TO: Regional Transportation Commission
FROM: Riley Gerbrandt, P.E. Associate Transportation Engineer
RE: Construction Contract Award – Drainage Culvert Rehabilitation and Catch Basin Replacement along the Santa Cruz Branch Rail Line near Manresa State Beach

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC) adopt a resolution (Attachment 1) authorizing the Executive Director to negotiate and enter into an agreement with TunnelWorks (Exhibit A to Attachment 1) for a total amount not to exceed \$~~88,049.2286,549.22~~ for rehabilitation of the drainage cross culvert and replacement of the existing catch basin at Milepost (MP) 9.02 along the Santa Cruz Branch Rail Line (SCBRL) near Manresa State Beach.

BACKGROUND

In July 2018, the RTC entered into an Administration, Coordination and License (ACL) Agreement with St. Paul and Pacific Railroad, LLC (SPPR), a subsidiary of Progressive Rail, Inc., which designates SPPR as the railroad operator. SPPR is also designated as the common carrier by the Surface Transportation Board (STB) for the entire SCBRL and owns an easement for freight operations on all tracks on the SCBRL. Section 5 of the ACL agreement with SPPR requires that the Commission complete initial repairs to the freight easement property in two phases. RTC completed the first phase of the initial repairs up to Milepost (MP) 7.0 (near the Buena Vista Road grade crossing) in August of 2021 and continues to make repairs to the branch line north of MP 7.0 as part of the second phase of the ACL.

In 2019, by resolution, the RTC elected to become subject to the procedures of the California Uniform Public Construction Cost Accounting Act (CUPCAA), and subsequently adopted the RTC's Procurement Policy, which allows the RTC to procure construction contractors for public projects up to \$200,000 through an informal bidding process.

Preventative maintenance inspections in 2021 identified drainage maintenance needs in the vicinity of MP 9 that need to be addressed near Manresa State Beach. The invert of the existing Corrugated Metal Pipe (CMP)

crossing under the tracks at MP 9.02 had rusted through, allowing the water to scour a void around the failed culvert.

DISCUSSION

Following the preventative maintenance inspection in 2021 staff began developing options for the repair or replacement of the drainage cross culvert. On September 9, 2022, Coastal Development Permit Waiver 3-22-0709-W for the work was reported to the California Coastal Commission and became effective on that date. The scope of work included in the waiver is as follows:

1. Locate and clean out the longitudinal culvert beneath the private driveway at the MP 8.83 at-grade crossing, DOT No. 768 278C, along the SCBRL;
2. Ditch excavation maintenance on the inboard drainage ditch from MP 8.83 to MP 8.96 along the SCBRL;
3. Install temporary bluff erosion protective measures at two locations that have suffered bluff erosion; and
4. Rehabilitation of drainage cross culvert at MP 9.02, which entails lining the failed culvert to strengthen it and prolong it's useful life.

The Commission approved contract TP2155 at the October meeting which addressed items 1 through 3 above. Lining of drainage culverts is specialized work and therefore was procured and contracted separately.

To address Item 4 above, RTC staff worked closely with on-call engineering consultant, Mark Thomas, to acquire informal bids from contractors for the specialized work through the RTC's informal bidding process. RTC staff held a field visit to discuss the scope of work with interested contractors. The scope of work includes filling the voids with slurry grout, lining 65 linear feet of CMP with ultraviolet Cured In Place Pipe (CIPP) liner and replacing the existing catch basin on the inland side of the tracks. Three contractors attended the field visit and two informal bids were received: one from Tunnelworks Inc for the amount of ~~\$88,049.22~~\$88,049.2286,549.22 and one from C2R Engineering for the amount of \$127,850.00.

Staff recommends adopting a resolution (Attachment 1) authorizing the Executive Director to negotiate and enter into an agreement with Tunnelworks Inc (Exhibit A to Attachment 1) for a total not-to-exceed amount ~~\$88,049.22~~\$88,049.2286,549.22 for grouting the void under the culvert, lining the culvert, and replacing the catch basin at MP 9.02.

FISCAL IMPACT

There are no new fiscal impacts associated with awarding the contract for drainage maintenance. The RTC's FY23 budget and Measure D-Rail category Five-Year Program of Projects includes funds for infrastructure repair activities along the SCBRL. There is sufficient capacity remaining in the current fiscal year's budget, and there is enough remaining programming capacity in this years' Measure D approved Five-Year Program of Projects to fund the work.

SUMMARY

Following the preventative maintenance inspection in 2021 staff developed options for the repair of the drainage cross culvert and replacement of the catch basin at MP 9.02 and solicited informal bids through the RTC informal bidding process. Two complete and responsive informal bids were received. Staff recommends negotiating and entering into an agreement with Tunnelworks Inc for the cross-culvert rehabilitation work along the Santa Cruz Branch Rail Line near Manresa State Beach.

ATTACHMENTS:

1. Resolution

RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of December 1, 2022
on the motion of Commissioner
duly seconded by Commissioner

A RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE AND
ENTER INTO AN AGREEMENT WITH TUNNELWORKS INC IN THE AMOUNT OF
\$88,049.2286,549.22 FOR THE REHABILITATION OF THE FAILED CULVERT AND
CATCH BASIN REPLACEMENT AT MP 9.02 NEAR MANRESA STATE BEACH ALONG
THE SANTA CRUZ BRANCH RAIL LINE

WHEREAS, the Santa Cruz County Regional Transportation Commission (RTC) purchased the Santa Cruz Branch Rail Line (SCBRL) in October 2012;

WHEREAS, in July of 2018 the Commission entered into an Administration, Coordination and Licensing (ACL) Agreement with St. Paul and Pacific Railroad, LLC (SPPR), a subsidiary of Progressive Rail, Inc., which designates SPPR as the new railroad operator, with Section 5 of the ACL agreement requiring that the Commission complete initial repairs to the freight easement property;

WHEREAS, on June 6, 2019, the RTC adopted Ordinance 2019-1 electing to become subject to the uniform public construction cost accounting procedures of the Uniform Public Construction Cost Accounting Act, and adopted the policies and procedures and cost accounting review procedures of the California Uniform Construction Cost Accounting Commission, and established policies for informal bidding process for public works construction projects estimated to cost up to \$200,000;

WHEREAS, in 2021, preventative maintenance inspections identified a failed drainage cross culvert along the SCBRL near MP 9.02, requiring rehabilitation;

WHEREAS, On September 9, 2022, Coastal Development Permit Waiver 3-22-0709-W that included the drainage culvert rehabilitation work was reported to the California Coastal Commission and became effective on that date;

WHEREAS, in accordance with the RTC's Procurement Policy, staff solicited informal bids from qualified contractors on the RTC's informal bidding contractors list to undertake the drainage rehabilitation work; and

WHEREAS, two informal bids were received for the maintenance work, with the lowest informal bid being from Tunnelworks Inc for \$88,049.2286,549.22;

THEREFORE, BE IT RESOLVED BY THE SANTA CRUZ COUNTY REGIONAL
TRANSPORTATION COMMISSION THAT:

The Commission authorizes the Executive Director to negotiate and enter into an agreement with Tunnelworks Inc for a not-to-exceed amount of \$88,049.22 for the rehabilitation of the culvert and catch basin replacement at MP 9.02, subject to final negotiations and legal review as to form.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

Sandy Brown, Chair

ATTEST:

Guy Preston, Secretary