



VENTURA COUNTY TRANSPORTATION COMMISSION SANTA PAULA BRANCH LINE ADVISORY COMMITTEE (SPBLAC)

**Monday, May 12, 2014
3:30 – 5:00 PM**

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AGENDA*

**Actions may be taken on any item listed on the agenda*

**VENTURA COUNTY TRANSPORTATION COMMISSION
950 COUNTY SQUARE DRIVE – LOBBY CONFERENCE ROOM
VENTURA, CA 93003**

In compliance with the Americans with Disabilities Act and Government Code Section 54954.2, if special assistance is needed to participate in a Commission meeting, please contact the Clerk of the Board at (805) 642-1591 ext 101. Notification of at least 48 hours prior to meeting time will assist staff in assuring that reasonable arrangements can be made to provide accessibility at the meeting.

1. CALL TO ORDER

2. ROLL CALL

- 3. PUBLIC COMMENTS** (For items not on the agenda)– *Each individual speaker is limited to speak three (3) continuous minutes or less. Any written documents to be distributed or presented to the Commission shall be submitted to VCTC SPBLAC staff. This policy applies to Public Comments and comments on Agenda Items.*

Under the Brown Act, SPBLAC should not take action on or discuss matters raised during Public Comment portion of the agenda which are not listed on the agenda. SPBLAC members may refer such matters to staff for factual information or to be placed on the subsequent agenda for consideration.

4. APPROVE SUMMARY FROM 3/10/2014 SPBLAC MEETING – PG.3

5. COMMITTEE MEMBER/STAFF REPORT

This item provides the opportunity for the SPBLAC members VCTC staff to report on attended meetings and any other items related to SPBLAC activities.

6. **ADDITIONS/REVISIONS** – *The SPBLAC may add an item to the Agenda after making a finding that there is a need to take immediate action on the item and that the item came to the attention of the SPBLAC subsequent to the posting of the agenda. An action adding an item to the agenda requires 2/3 vote of the SPBLAC. If there are less than 2/3 of the SPBLAC members present, adding an item to the agenda requires a unanimous vote. Added items will be placed for discussion at the end of the agenda.*
7. **SANTA PAULA BRANCH LINE RECREATIONAL TRAIL UPDATE– PG. 6**
Recommended Action:
Receive and File
8. **SANTA PAULA BRANCH LINE MAINTENANCE RFP UPDATE– PG. 7**
Recommended Action:
Receive and File
9. **SANTA PAULA BRANCH LINE 2013 BRIDGE INSPECTION REPORT- PG. 8**
Recommended Action:
Receive and File
10. **ADJOURN**



Meeting Summary

VENTURA COUNTY TRANSPORTATION COMMISSION

SANTA PAULA BRANCH LINE ADVISORY COMMITTEE

VENTURA COUNTY TRANSPORTATION COMMISSION
950 COUNTY SQUARE DRIVE – LOBBY CONFERENCE ROOM
VENTURA, CA 93003
March 10, 2014
3:30 PM

1. CALL TO ORDER

Supervisor Long called the meeting to order at 3:30 pm

2. ROLL CALL (*Sign in Sheet Attached*)

3. PUBLIC COMMENTS

Ivan Halperin, F&W Special Counsel on Regulatory Matters

Over the next few days there will be significant developments. He urged all involved to consult with their own counsel regarding personal liability. A message to the City of Santa Paula – you are not a Railroad! We are going to deal with that in DC with the Surface Transportation Board. Who gets to run and issue instructions on Railroads? The fact that you are the owner, in the absence of special agreements to the contrary, gives you no special authority. You are stuck under the Surface Transportation Board. Having said that this is perhaps a declaration of war. Fillmore and Western remains ready, willing and able to discuss resolution of all these issues in a format that involves less of absorbing our mutual budgets for legal fees.

Russell Sperry

Two main reasons why the rail line was preserved 20 years ago were 1) Potential Metrolink service between Ventura and Saugus and 2) Economic development of Fillmore and Santa Paula which the active railroad would provide. Fillmore and Western has done an admirable job within their capabilities of providing a great deal of economic stimulus in Fillmore and Santa Paula. They are earning this money. It is not a subsidy. 99% of it stays in Ventura County and stimulates the economy, including the economy of the 40 or so employees of the railroad.

Ron Lewis – President, SCRVS

Our mission statement is to preserve the Santa Paula Branch and its history. We are a non-profit organization and exist in concert with the Railroad, however we are a separate corporation from the railroad. We exist totally on our own and through our own efforts. We operate a turntable and have provided services to movies and UP and we operate a museum. We hold an annual Railfest, which was cancelled this year due to uncertainty of Fillmore and Western. We have had visitors from 22 countries since 2006.

VCTC is required to maintain a Right Of Way to Haun Creek, which is 11 miles from Fillmore. The average maintenance cost is approximately \$9K/mile per year for a 15 mph railroad. As electeds you need to do what is good for the people of Ventura County. The Santa Clara River Valley is hurting for business. Closing down the railroad, regardless of the operator, is not going to help Piru, Fillmore or Santa Paula. Please make a decision to recommend to the Board to find a way to negotiate to find \$99K to maintain 11 miles of track.

James Mendrala – SCRVS Director

Businesses depend on railroad. Locals would like more train service in the area. The bottom line is we are trying to preserve the history of the Santa Paula Branch as the first railroad out here from the 1870s. We are in the dark as to what to do next. We need the railroad to bring in the people but also expand the education of people new to the area.

Bob Trun – Fillmore writer and photo journalist

While filming at the Christmas tree farm in Santa Paula he met a woman from Long Beach making her annual pilgrimage to cut down a tree with her 22 year old son, which they have done since he was 5. They look forward to the annual tradition and are thankful to Ventura County for giving them the opportunity to do this. On their annual visits they spend money at the local establishments. To them it feels like a little piece of their heart is being cut out at Christmas. If the powers that be can somehow get the money together for the maintenance you would be serving the best interest of the County

Donna Stepp, Fillmore Business Owner

Her business relies on the train to bring in customers. If the train goes away so does her business. Visitors spend a lot of money and return year after year. In the 40 years she has lived in Fillmore she has seen the economy go downhill. Fillmore was once a self-sufficient town before it became a bedroom community. The train has helped to bring events that draw people who spend money. Please keep the train going. It means a lot to Fillmore

Ryan Stern, Resident of LA and Fillmore & Western volunteer.

Living in LA we have a lot of experience ripping out rail lines and recently we have a lot of experience putting them back at the cost of billions of dollars. One of the most important things to bring back to the commission is that this is not just about transportation budget and dollars. This is an issue that is much bigger than even Ventura County. I first came to Fillmore and Western Railroad in the late 90s and kept returning to the point where I became a volunteer. Now I drive up every weekend to the railroad and I buy gas and food here. I bring my money into the county, but that doesn't reflect on the commission's budget. A friend had her wedding here because of the train. Relatives came from the east coast and spent their money here. Please be mindful of the tide in California where we are looking at more rail, not less. The job of the commission should be to focus on the bigger issue and the bigger dollars that are at stake.

Barry Phillips –SCRVS Secretary

Our survival as a rail society depends on an operating railroad. Our operations require funding which is gained through membership dues. Without a railroad we get no new members and existing members will lose interest. To fund our projects we only have 4 ways of raising money: 1)Membership dues 2)Fireworks 3) Railfest and 4) Gift Shop sales. We need the railroad in order for our society to survive.

Ari Larson, Fillmore Chamber of Commerce

Closure of Fillmore and Western would be detrimental to Fillmore and its citizens. The railroad and the community together provide a unique experience. Young and old train enthusiasts come to Fillmore and return to see the train. I am always surprised when I go to other cities and people ask where I'm from they say, "Oh that's the place with the Railroad". It's very well known and popular. The train represents a way of life that is nostalgic of a time that is now gone. Look at the bigger picture and work together to keep the railroad.

Martha Gentry – *Executive Director Fillmore Historical Museum* –

We are a non profit group with no paid employees. We don't depend on city or state funds, and are totally dependent on tourism. We have thousands of visitors a year. Fillmore needs a draw. There is no reason for people to come to Fillmore other than to ride the train. Please consider all the economic inputs and find a way to come to an agreement to keep the railroad going.

Paula Maxwell – *Fillmore & Western Entertainer*

I've been entertaining people on the train for 18 years. We all have budget needs in these harsh economic times. What can I do as a citizen to make sure that we all benefit from what is happening here?

4. APPROVE SUMMARY FROM 4/8/2013 SPBLAC MEETING

Supervisor Bennett noted some information that should be added to the summary:

- Even though they did not sign on the sign-in sheet, the following were also in attendance: Supervisor Bennett, Rigo Landeros (Acting Fillmore City Manager), Mike Sedell, Martin Hernandez, Steve Offerman.
- Additionally, Fillmore & Western handed out a letter to the Committee

Item # 8 –SPBL INITIAL ASSESSMENT

- Supervisor Bennett asked if VCTC could have access to Fillmore & Western's books. Bill Bartels said yes. It was asked that staff confirm that by letter.
- In the SPBLAC direction to staff, Supervisor Bennett made a motion, seconded by Councilmember Morehouse, to take their actions to the VCTC in May and to reconvene SPBLAC in June or July after VCTC's May action.

Councilmember Morehouse made a motion to approve the summary with the changes. The motion was seconded by Supervisor Bennett and passed unanimously.

5. COMMITTEE MEMBER/STAFF REPORT

There were no reports

6. ADDITIONS/REVISIONS

There were no additions or revisions

7. FISCAL YEAR 2014/15 BUDGET

Received and filed.

8. SPEARS MANUFACTURING

Received and filed.

9. SPBL RECREATIONAL TRAIL UPDATE

Received and filed

10. SPBL MAINTENANCE REQUEST FOR PROPOSAL

Received and filed

11. ADJOURN to May 12, 2014



Item # 7

May 12, 2014

MEMO TO: SANTA PAULA BRANCHLINE ADVISORY COMMITTEE

FROM: STEVE DEGEORGE, PLANNING AND TECHNOLOGY DIRECTOR

SUBJECT: SANTA PAULA BRANCH LINE RECREATIONAL TRAIL UPDATE

RECOMMENDATION:

- Receive and File

DISCUSSION:

In order to explore the viability of the Santa Paula Branch Line (SPBL) Recreational Trail in the agricultural areas of the corridor, VCTC published a limited Request for Proposal (RFP) to Alta Planning and Design and to RRM Design Group to survey successful recreational trails in areas similar to those found along the SPBL. Both firms provided conforming responses to the RFP with similar pricing and scheduling. An evaluation panel is being convened to select the preferred consultant with one member from a city along the corridor, one member from the county and one VCTC staff member.

Pricing from both firms is within the VCTC Executive Director's signature authority and the funds available for the study which enables work to begin as soon as the selection process concludes. Proposed schedules from both firms indicated a completed study in August/September time frame. The findings from the study would be presented to SPBLAC members at that time for discussion and possible recommendation to the full Commission.



Item # 8

May 12, 2014

MEMO TO: SANTA PAULA BRANCHLINE ADVISORY COMMITTEE

FROM: STEVE DEGEORGE, PLANNING AND TECHNOLOGY DIRECTOR

**SUBJECT: SANTA PAULA BRANCH LINE MAINTENANCE REQUEST FOR PROPOSAL (RFP)
UPDATE**

RECOMMENDATION:

- Receive and File

DISCUSSION:

In recent history there was one regular freight customer on the Santa Paula Branch Line (SPBL) served by Union Pacific (UP), International Paper. VCTC through its agreement with UP was responsible for the cost of inspecting and maintaining the SPBL. As reported at the March 10, 2014 SPBLAC meeting Spears Manufacturing has begun its operation and has now received its first delivery of raw materials by rail with the estimated annual freight traffic to Spears manufacturing at fifty (50) cars. As with International Paper, VCTC is now responsible for the cost of inspection and maintenance on that portion of the SPBL to ensure continued and uninterrupted service to Spears Manufacturing.

To that end, in consultation with Egan Consulting Group, VCTC issued a Request for Proposal (RFP) for maintenance of the SPBL on February 25, 2014. The RFP solicited proposals to perform basic rail maintenance for approximately fifteen miles from Montalvo through Santa Paula only. Concurrent with the RFP process, VCTC explored alternative maintenance scenarios through membership in the Southern California Regional Rail Authority (SCRRA).

VCTC received three responses to the RFP by the deadline, March 14, 2014 and a proposal from SCRRA. The proposals have not been evaluated at this time and details of the proposals have not been released as not to affect negotiations with the proposers. All proposals, including SCRRA, included pricing far above that which had been estimated by Egan Consulting Group of \$120,000 per year.



Item # 9

May 12, 2014

MEMO TO: SANTA PAULA BRANCHLINE ADVISORY COMMITTEE
FROM: STEVE DEGEORGE, PLANNING AND TECHNOLOGY DIRECTOR
SUBJECT: SANTA PAULA BRANCH LINE 2013 BRIDGE INSPECTION REPORT

RECOMMENDATION:

- Receive and File

DISCUSSION:

Late last year VCTC contracted with J.L Patterson and Associates to conduct bridge inspections on the Santa Paula Branch Line (SPBL) as required by the U.S. Department of Transportation, Federal Railroad Administration (FRA) Code of Federal Regulations, Title 49 CFR part 2378 Bridge Safety Standards. Each bridge is visually inspected for damage, defects, or safety infractions and a detailed report is generated for each bridge or structure. A sample report is attached can be seen in Attachment 1 to this item.

As in 2012, the 2013 Bridge Inspection Report documents the many repairs required along the SPBL and is very similar with just a few exceptions. The two bridges removed from service in 2012 at Mile Post 408.84C and 416.63 have been repaired and reopened. Two bridges at Mile Post 408.84b (Ellsworth Barranca), 416.32 (Haun Creek), remain in need of immediate repair and one bridge at Mile Post 429.79a (Hopper Creek) was taken out of service until repaired. J.L Patterson provided a prioritized repair estimate in 2012 and that estimate has been updated to reflect repairs completed, as shown in Attachment 2, but will be adjusted upward slightly to reflect the current repair needs at the Ellsworth Barranca Bridge. The remaining estimates for repair totaling \$647,076 remain valid for 2013.

The Fiscal Year 2014/2015 SPBL budget contains funds for the next round of required bridge inspections but starting in Fiscal Year 2015/2016 VCTC must begin the FRA mandated bridge load calculations to be completed in 2017. Bridge load calculations will determine the carrying capacity of each bridge and could restrict use of bridges below that which is currently allowed and increase the overall cost of repairs.

Attachment 1



BRIDGE INSPECTION REPORT

INSPECTION TYPE:

STRUCTURE INFORMATION		INSPECTION INFORMATION	
Milepost	<u>407.48</u>	Date	<u>8-Oct-13</u> Time <u>10:15 AM</u>
Location	<u>Santa Paula Branch Line</u>	Inspector Name	<u>Jay Craft</u>
	<u>Saticoy, CA</u>	Telephone Number	<u>714-835-6355</u>
Stream	<u>X</u> Overpass <u> </u> Other <u> </u>	Company	<u>J.L. Patterson & Associates, Inc.</u>

DECK

Visual Condition Rating 5
 Deck Type: Ballasted Open X Other
 Number of Tks 1 Tie Condition Condition of Deck

SUPERSTRUCTURE

Visual Condition Rating 5
 Type: Culvert: Number barrels Round or Rect Size
 Approx Lngth. 30' Concrete Steel
 Bridge: Steel Timber 30' Concrete
 Type: Truss Deck Girder Through
 Trestle X Girder
 Num Spans 2 Approx. Span Lengths 12'
 Notes: Open Deck Trestle - Built 1947

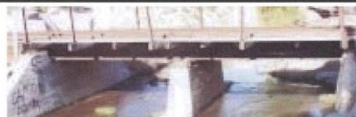
SUBSTRUCTURE

Visual Condition Rating 5
 Bent: 5 Type Concrete Notes
 Abutment: 5 Type Concrete Notes
 Wingwalls: 5 Type Timber Notes
 Embank Type Notes
 Footing Type Notes
 Inaccessible areas:

STREAM CHANNEL

Visual Condition Rating 5
 Stream Depth Scour Evidence Moving Water
 Notes

SKETCH / PICTURE



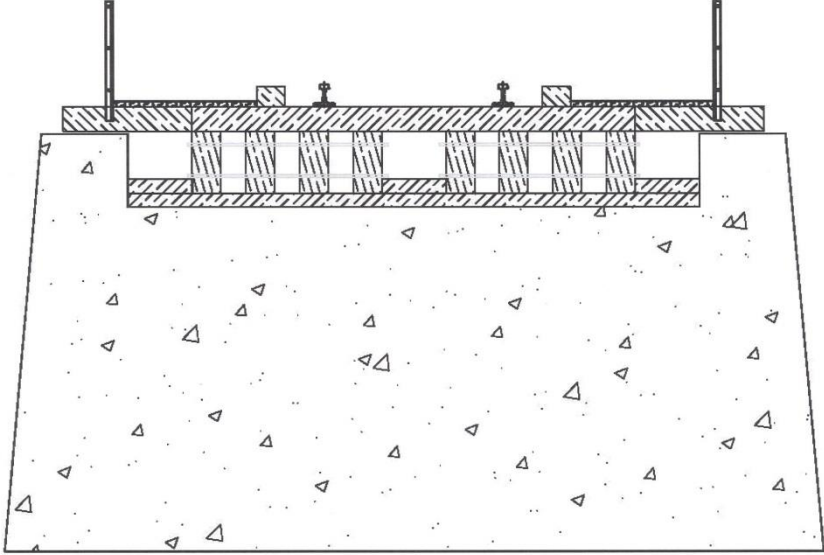
OVERALL RATING

High Priority Medium Priority Low Priority X

MAINLINE/SUBDIVISION: VCTC

BRIDGE INSPECTION REPORT --- CONCRETE STRUCTURE							
Spans:	2	Alignment:	Tangent	Vert. Clear:	5'	Bridge No.	407.48
No. of Tks:	1	Deck Type:	Open Deck	Br. Over:	Creek	Overall Length:	30'
ENVIRONMENT		GIRDERS				A06 Pier Shaft	
E01 Scour	5	S01 Stringers		5	A07 Piles		N/A
E02 Channel	5	S02 Bearing @ Cap		5	A08		
E03 Approach	5	ABUTMENTS & PIERS		A09			
DECK		A01 East Abutment		5	MISC. OTHER		
D01 Rail	5	A02 East Wingwalls		5	M01		
D02 Footwalk	4	A03 West Abutment		5	M02		
D03 Handrail	5	A04 West Wingwalls		5	M03		
D04		A05 Pier Cap			M04		
D05						Overall Rating:	4
COMMENTS							
Reference	Remark						
Utility	There is a high pressure gas line perpendicular to the bridge						
Wingwall	Left side west wingwall has minor loss of material and has been repaired with sand bags						
Wingwall	Left side east wingwall needs to be extended 40' to retain ballast						
Ties	Ties are 8"x10" and are in fair condition						
Rail	The base of rail to the bottom of substructure is approximately 25"						
				Looking east			
MAINTENANCE RECOMMENDATIONS							
Priority	Description						
D01	Jointed rail						
A02, B	Extend east wingwall to retain ballast						
A04, B	Repair west windwall to retail ballast						
D02, A	Immediate repairs needed Safety Item						
	Issue watch your footing order immediately						
CONDITION RATING				PRIORITY			
1. Failed (may require bridge out of service)				A. Immediately			
2. Deficient: OK for operations, but requires Flagman/Inspector for all trains until repaired.				B. Within 1 year			
3. Satisfactory but with exceptions: Slow order may be required.				C. Within 3 years			
4. Worker Safety: items such as (handrail, footwalk, etc.)				D. Within 5 years			
5. Good with minor exceptions				E. Within 10 years			
6. New Bridge				M. Monitor, Condition may change & raise priority			
7. Not inspected: Reason stated							
Inspected By:		Jay Craft		Date Inspected:		10/8/2013	

MAINLINE/SUBDIVISION: VCTC

BRIDGE INSPECTION REPORT --- CONCRETE STRUCTURE				
Spans: 2	Alignment: TANGENT	Vert. Clear: 5'-4"	Bridge No.	407.48
DETAILS - ABUTMENT NUMBER: 1			Span Length:	12'
				
Comments				
Stringers (17" x 7.5" x 30' with 5" spacing) #1 - #8 ok				
Cap (3"x16") ok				
Abutment #1 is in good condition				
Abutment #1 is concrete				
Inspected By:			Date Inspected:	
Jay Craft			10/8/2013	

Attachment 2



VCTC Bridge Priority Repair Estimate

Exhibit A

Bridge No./MP	Stringers @ 15'±	Caps	Sway & Sash Braces	Longitudinals	Ballast Guards	Bridge Ties	Ballast Planks	Guard Timbers	Post/Pile	Wingwalls/ Backwalls	Inspection Planks	Priority	ROM Estimated Cost	Priority 1 Cost	Priority 2 Cost	Priority 3 Cost	Priority 4 Cost	Bridge Supervisor	
407.48 (407.25)										40' - 3"x12"		3	\$1,674				\$1,674		
408.02 (407.79)												5							
408.84a (408.6a)										120' - 3"x12"		3	\$5,022			\$5,022			
408.84b (408.6b)												1							
408.84c (408.6c)	8						22 - 4"x12"		Repaired 04/13			1.00s						\$4,797	
409.74 (409.56)												5							
410.40 (410.17)						30		80' - 4"x8"				3	\$20,500			\$20,500			
411.97 (411.74)												5							
412.25 (412.02)												5							
415.20 (414.97)	Clean channel or remove bridge and replace with culverts as necessary.											5							
415.32 (415.09)										20' - 3"x12"		4	\$837					\$837	
415.59 (415.36)												5							
415.61 (415.38)												5							
415.69 (415.44)	1									12' - 3"x12"		4	\$4,558				\$4,558		
415.79 (415.54)			2									4	\$1,690				\$1,690		
415.82 (415.60)												5							
415.92 (415.70)	10						15 - 4"x12"			40' - 3"x12"		2	\$45,308		\$45,308			\$4,797	
416.02 (415.79)	3									20' - 3"x12"		2	\$13,005		\$12,168	\$1,674	\$3,198		
416.21 (415.98)							60' - 4"x8"		1	48' - 3"x12"		3	\$7,190			\$7,190			
416.32 (416.09)	30		8 - 4"x8"				45 - 4"x12"		8			1 RS	\$173,406	\$173,406				\$7,995	
416.63 (416.40)	Bridge Repaired 5/2/2012 - Replaced mud sills and posts both abutments												5						
417.24 (471.01)	14						150' - 4"x6"		30 - 4"x12"		6	3	\$75,675			\$75,675			
417.96 (417.73)	10						30' - 4"x6"					2	\$43,109		\$40,560	\$2,549		\$4,797	
418.02 (417.79)										40' - 3"x12"		4	\$1,674				\$1,674		
419.42 (419.20)												5							
419.92 (419.69)			4 - 4"x8"	6 - 30' - 6"x8"	22' - 4"x12"				2 @ 16'		3	3	\$20,517			\$20,517			
420.20 (419.97)	8		3 - 4"x8"						2 @ 16'			3	\$43,919			\$43,919			
420.46 (420.22)	8	5	8 - 4"x8"				180' - 4"x6"		90 - 4"x12"		5	1 RS	\$123,276	\$38,527	\$9,781	\$37,663	\$37,305	\$4,797	
421.05 (420.82)										80' - 3"x12"		4	\$3,348				\$3,348		
421.23 (421.00)	8						60' - 4"x6"					2	\$37,545		\$37,545			\$4,797	
422.53 (422.31)												5							
423.28 (423.03)												5							
423.44 (423.18)												5							
425.15 (424.92)												5							
427.13 (426.90)	Clean channel or remove bridge and replace with culverts as necessary.					15						4	\$6,852				\$6,852		
427.64 (427.41)									3 @ 12'			3	\$13,404			\$13,404			
429.27 (429.04)	Clean channel or remove bridge and replace with culverts as necessary.					10						4	\$4,568				\$4,568		
429.33 (429.15)	Clean channel or remove bridge and replace with culverts as necessary.											5							
429.79a (429.56a)	Clean channel or remove bridge and replace with culverts as necessary.											5							
429.79b (429.56b)												5							
429.79c (429.56c)	Clean channel or remove bridge and replace with culverts as necessary.											5							
Total												\$647,076	\$211,933	\$145,362	\$229,786	\$60,832	\$35,178		

All material shall be field verified for size and length and necessary replacement hardware.

Prior to any work being performed, a detailed list of material, tools and equipment shall be developed and reviewed by the Bridge Supervisor.

Bridge Supervisor costs are for Priority one and two repairs only at this time, and are based on knowledgeable workers performing the repairs.

Bridge Repair Priority Legend

1 - Immediately

2 - Within 1 year

3 - Within 1 to 3 years

4 - Within 3 to 5 years

5 - No repairs needed

00s - Out of Service until repaired

RS - Restricted Service

ROM - Rough Order of Magnitude

All bridges with walkway and/or handrail repairs identified in the individual inspection reports require immediate repair and are not included as part of the rating or estimate.