



**BOARD OF SUPERVISORS
AGENDA LETTER**

Agenda Number:

Clerk of the Board of Supervisors
105 E. Anapamu Street, Suite 407
Santa Barbara, CA 93101
(805) 568-2240

Department Name: Flood Control
Department No.: 054
For Agenda Of: 05/07/13
Placement: Administrative
Estimated Tme: N/A
Continued Item: No
If Yes, date from:
Vote Required: Majority

TO: Board of Directors, Flood Control and Water Conservation District

FROM: Department Scott D. McGolpin, Public Works Director, 568-3010
Director(s)
Contact Info: Thomas D. Fayram, Deputy Public Works Director, 568-3436

SUBJECT: Las Vegas/San Pedro Creek Capacity Improvement Project, 2nd Supervisorial District

County Counsel Concurrence

As to form: Yes

Other Concurrence: N/A

As to form: N/A

Auditor-Controller Concurrence

As to form: N/A

Recommended Actions:

- a) Receive and file this report on the status of the Las Vegas/San Pedro Creeks Capacity Improvement Project;
- b) Authorize and direct the Public Works Director to negotiate a Construction and Maintenance Agreement (CM Agreement) with the Union Pacific Railroad (UPRR) for the construction of the enlarged railroad bridges over Las Vegas and San Pedro Creek Creeks;
- c) Direct staff to return to the Board for approval and execution of CM Agreement; and
- d) Find that the recommended action and authorization do not constitute a "Project" within the meaning of CEQA, pursuant to 14 CCR 15378 (b)(4) (creation of government funding mechanisms).

Summary Text:

The County Flood Control District (District) has led a multi-agency effort to complete the Las Vegas/San Pedro Creeks Capacity Improvement Project to reduce a regional recurrent flooding problem in the Goleta area. The project consists of three sub-elements:

- Sub-element A is the replacement of the U.S. 101 culverts on Las Vegas and San Pedro Creeks with bridges. This element also includes extension of these improvements under Calle Real on San Pedro Creek.
- Sub-element B is the reconstruction of the UPRR bridges over San Pedro and Las Vegas Creeks. This element also removes a vertical drop fish passage barrier at the San Pedro Creek UPRR bridge.
- Sub-element C consists of channel improvements downstream of the San Pedro Creek UPRR bridge.

The vicinity map and the location of each sub-element are shown on Exhibit A. The work is funded by Caltrans (sub-element A), and the District (sub-elements B and C). The work is expected to begin with Caltrans starting work in the spring of 2014 on sub-element A. Depending on the construction schedule, work on sub-element B would start as early as fall 2015. Sub-element C will follow a year after sub-element B is complete.

Caltrans will soon start construction of the culvert replacements under U.S. 101 and once the bridges are near completion, work on the UPRR bridges would then commence to avoid additional costs. Caltrans has the ability to construct an interim project condition if the UPRR bridge construction does not promptly follow the Caltrans work. However, this work would require the District to pay additional costs if the UPRR bridges are not completed when Caltrans completes their work. To avoid these costs, staff proposes to begin UPRR construction during or immediately after the Caltrans work.

Staff has worked closely with UPRR to seek cooperation for the project. While UPRR is not able to participate financially in the work, they have pledged to build the project with their own forces. In doing so, the cost of the project is significantly less because UPRR will be able to expedite the work and avoid construction of a shoofly (a type of railroad detour). This approach will save an estimated \$2.5 million. As such, a CM Agreement with this approach will be brought back to your Board for approval. This CM Agreement is anticipated to cover construction costs of between \$6 and \$7 million. A similar CM Agreement was executed by your Board with UPRR on June 3, 2008 for construction of the Lower Mission Creek Project Bypass Culverts under the railroad. That work was completed in January of 2009.

Construction of the UPRR portion of the work is anticipated to begin in FY 2015-16. As such, once a CM Agreement is executed, staff will budget the project in the 2015-16 budget. Funding will be paid from the South Coast Flood Zone.

Caltrans has secured funding for their portion of the project under U.S. 101. Following the completion of the work under U.S. 101 and the UPRR bridges, additional downstream channel improvements will be undertaken on San Pedro Creek.

The Las Vegas/San Pedro Creeks Capacity Improvement Project has been included in the County's Capital Improvement Program since 2000. Coordination between the multiple agencies, completion of CEQA, and ultimately Caltrans funding have driven the project schedule. The project could not move forward until the Caltrans work was funded.

Background:

Serious flooding in the Goleta area occurred in 1995 and again several times since on Las Vegas and San Pedro Creeks, above U.S. 101. This flooding was a result of the culverts at Calle Real and U.S. 101 being overwhelmed and flood waters backing up into the adjacent residential areas. In addition to the flooded homes and businesses, U.S. 101 has been closed several times due to flooding. U.S. 101 is a critical transportation facility for the County, especially during flood emergencies, for moving equipment, material, and general emergency response.

As a result, the District led a multi-agency coordinated effort to address the issue. The agencies involved include the County Flood Control District, City of Santa Barbara, City of Goleta, Caltrans, UPRR, and several permitting agencies. As a part of the effort, the District was the lead agency for initiation and completion of CEQA for all elements of the project. On October 4, 2011, your Board certified a Mitigated Negative Declaration (MND) #11-NGD-0000-00008 for the project. Concurrently, Caltrans was the lead agency for NEPA, secured funding for the work to replace the culverts under U.S. 101, and is completing the design for the work. Caltrans anticipates beginning construction in the spring of 2014.

Since completion of the MND, the District has worked closely with UPRR on the design of the replacement railroad bridges to accommodate the capacity of the enlarged freeway bridges. 65% design work of the bridges is almost complete. Shortly, staff anticipates bringing a contract to the Board for approval for final design of the UPRR bridges that may also include the design for the downstream channel improvements. Additionally, District staff has since secured the needed permits for the work.

Fiscal and Facilities Impacts:

Budgeted: Yes

Narrative:

Fiscal Analysis:

<u>Funding Sources</u>	<u>Current FY Cost:</u>	<u>Annualized On-going Cost:</u>	<u>Total One-Time Project Cost</u>
General Fund			
State			
Federal			
Fees			
South Coast FZ	\$ 890,000.00		
Total	\$ 890,000.00	\$ -	\$ -

This project has been ongoing and has been included in budget for the past several of years. This fiscal year's costs are for 65% design of the project and were included in the adopted budget in the Water Resources Division in the Public Works Department as shown on page D-144 in the budget book. It's anticipated that the CM Agreement will come before your Board for approval next fiscal year and if approved then construction costs for the project would be included in the FY 2015-16 budget.

Special Instructions:

Direct the Clerk of the Board to send a copy of the minute order to the Flood Control District office,
Attn: Christina Lopez.

Attachments: Exhibit A – Vicinity Map

Authored by: Thomas D. Fayram, Deputy Public Works Director, 568-3436