



BOARD OF DIRECTORS

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AGENDA

MONITORING COMMITTEE

Chairman Dave Druker, Bob Campbell, Chris Orlando, Jim Wood
Staff Committee Liaison: Brian Graham

Thursday, April 5, 2007- 8:30 AM
311 South Tremont Street, Oceanside, California

1. Open Meeting
2. Changes to the Agenda
3. Extra Work Purchase Order to TransitAmerica Services for Repairs to Bridge 207.6
4. Extra Work Purchase Order to TransitAmerica Services for Installation of Mainline At-Grade Concrete Road Crossings
5. Purchase Order to Project Design Consultants for SPRINTER Engineering Support
6. FY 07 2nd Quarter Performance Report (Attachments 1 and 2)
7. SPRINTER Project Quarterly Report (Attachment 3)
8. Elect Committee Vice-Chair (No staff report)
9. Other Matters
10. Public Comment
11. Next Meeting: Thursday, **May 3, 2007**, 8:30 a.m., 311 South Tremont, Oceanside, CA
12. Adjournment

For individuals with disabilities, we will provide assistive services. To obtain such services or copies of documents in an alternate format, please call or write, a minimum of 72 hours prior to the event, to request these needed reasonable modifications. We will make every attempt to accommodate requests that do not give 72 hour notice. Please contact our Customer Service Supervisor at (760) 966-6503.

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STAFF REPORT
TO THE
MONITORING COMMITTEE

COMMITTEE MEETING DATE: April 5, 2007

TITLE: Extra Work Purchase Order to Transit America Services for Repairs to Bridge 207.6

STAFF CONTACT: Tom Lichterman
Director of Rail Services
E-mail: tlichterman@nctd.org
TIME SENSITIVE: YES NO
Phone: 760/967-2855
Consent Action Information

COMMITTEE RECOMMENDATION:

DESCRIPTION:

Approval of an Extra Work Purchase Order to TransitAmerica Services under their COASTER Operating Agreement to install four frame bents with ground caps and splice four piling at Bridge 207.6.

BACKGROUND:

The Board has previously received briefings on the number of aging timber trestle bridges on the District's coastal right-of-way and the growing need to invest in repairs and, ultimately, replacements, of these bridges.

Bridge 207.6, near the Orange County line, is one of these pile trestle bridges, built in 1941, on NCTD's coastal rail line. Through NCTD's annual bridge inspection program, advancing decay in certain timber pile components of the bridge indicate a pressing need for NCTD to make remedial repairs in order to keep the bridge in reliable service. The proposed Extra Work Purchase Order to TransitAmerica, NCTD's COASTER Operating and Maintenance contractor, would obtain the repairs required at this time to keep the bridge in service. (Please see next page for detailed background.) Staff is soliciting a proposal from its on-call bridge design consultant and will return to the Board with a proposal to begin the design process for replacement at the next Board meeting.

FISCAL IMPACT:

The fiscal impact of this item is \$308,266.88. A total of \$1,913,144.19 has been budgeted in various capital projects (JB#'s 504033, 506027, 506401 and 507016) previously approved by the Board, of which \$862,780.39 has been expended and \$651,268.96 has been encumbered, leaving an available balance of \$399,094.84. Remaining funds will be utilized for repairs at other bridge locations.

OBJECTIVE:

Committee recommendation to the Board on an Extra Work Purchase Order to TransitAmerica Services, Inc., under COASTER Operations Contract 05023, in the amount of \$308,266.88 to perform remedial repairs to Bridge 207.6.

COMMITTEE DISCUSSION

4/05/07

EXTENDED BACKGROUND:

Bridge 207.6, near the Orange County Line, and spanning San Mateo Creek, was built in 1941 and has been burned on two different occasions during the 1980's and 1990's. As a result, there has been significant section loss to the pilings, caps, and stringer/deck sections, requiring considerable repair over the years. This structure has 3 prominent sections; a northerly ballast deck pile trestle approach (558' BDPT), a standard concrete box girder center section (168' BDPCBx), and a southerly ballast deck pile trestle approach (200' BDPT). The center section concrete box girder was installed following failure of the original section during the 1998 El Nino storm flow and is now founded on steel pipe pile bents. Both the northerly and southerly approaches remain as part of the original timber structure.

The northerly 558' BDPT section is in the worst condition. Following bridge inspections in 2005 and 2006, considerable repairs were performed on the north approach during 2006 that included the replacement of one entire pile bent (a grouping of seven piles) and two failed bridge caps that rest on top of the pile bents to support the deck structure, as a result of advanced decay. Previously, fifteen individual pilings have been repaired using field (pile posting) repair methods. Our inspection early in 2007 has now revealed additional advanced decay in seventeen more pilings.

Work as proposed will not repair all seventeen reject pilings, but will substantially support the integrity of the structure until further evaluation can be made over the next few years, allowing the bridge to remain in service. Proposed work will install four new ground caps with framed bents and splice four additional reject pilings. This will eliminate eleven of the seventeen rejected pilings, leaving only six that are in random locations within the north approach structure. However, nine additional pilings are approaching a reject status, revealing moderate section loss during inspection.

During 2003 this structure was thought to have a useful life for another 10-15 years. However, as a result of rapidly advancing decay to the timber components in the past few years, a serious evaluation in the next 2-3 years may result in mandatory replacement of this structure. Completion of the current proposed project will result in effectively extending the life of this structure for another operating season, reducing slow-order potential and schedule interruption.

Under the proposal, NCTD would provide an ample uninterrupted work window for the project, while all other work, equipment, materials, supervision, flagging, and installation-related items would be provided by TransitAmerica. Work as proposed will be scheduled in conjunction with other mainline work windows and planned activities to reduce delay to our current operating schedule. NCTD's "State of Good Repair" (SGR) program has previously identified the need to begin replacement of its timber bridge structures, and this bridge may be a strong candidate.

The current COASTER Contract with TransitAmerica has provisions to allow this type of supplemental capital maintenance to be performed as "Extra Work", and will be conducted in accordance with good quality industry standards. Overall cost, as proposed, is in line with the previous timber bridge repairs recently conducted on this same bridge.

NCTD's CIP previously approved by the Board will provide funds for this project as described above.

All repair work as outlined will be begun immediately upon Board approval of this project.



STAFF REPORT
TO THE
MONITORING COMMITTEE

COMMITTEE MEETING DATE: April 5, 2007

TITLE: Extra Work Purchase Order to TransitAmerica Services for Installation of Mainline At-Grade Concrete Road Crossings

STAFF CONTACT: Tom Lichterman
Director of Rail Services
E-mail: tlichterman@nctd.org
TIME SENSITIVE: YES NO
Phone: 760/967-2855
Consent Action Information

COMMITTEE RECOMMENDATION:

DESCRIPTION:

Extra Work Purchase Order to TransitAmerica Services for Extra Work under the COASTER Operating Agreement to replace three at-grade road crossings that are nearing the end of their useful life. Crossings are: Tamarack Ave. in Carlsbad, Wisconsin St. and Surfrider Way in Oceanside. These items are all identified in NCTD's currently-approved capital improvement program.

BACKGROUND:

As part of NCTD's on-going "State of Good Repair" program for the railroad, capital funds are programmed annually for the replacement of three to four at-grade crossings, to ensure safety and operational reliability. The Tamarack, Wisconsin, and Surfrider Way crossings are near the end of their useful life and are proposed for replacement through this Extra Work Purchase Order with Transit America, under the COASTER Operations and Maintenance contract. The completion of this project will achieve the effective replacement of 50% of the entire COASTER mainline crossing locations that are either at, or near, the end of their useful life. FY 08 at-grade crossing replacement will be evaluated following the completion of this project and carefully planned in conjunction with the new budget year. (Please see next page for detailed background.)

FISCAL IMPACT:

The fiscal impact of this item is \$400,253.03. A total of \$700,000 has been budgeted for this item in capital projects (JB#'s 506201, 507201) previously approved by the Board, of which \$47,014.73 has been encumbered, leaving an available balance of \$652,985.27. Remaining funds will be utilized for additional crossings during the extension of the Oceanside Passing Track Project.

OBJECTIVE:

Committee recommendation that the Board approve an Extra Work Purchase Order to TransitAmerica Services, Inc., under COASTER Operations Contract 05023, in the amount of \$400,253.03 for replacement of three mainline at-grade road crossings on the Coastal Mainline.

COMMITTEE DISCUSSION

4/05/07

EXTENDED BACKGROUND:

At-grade crossing renewal work is consistent with the Fall 2004 Board Presentation “Providing a Consistently Safe and Reliable Mainline Route” and is part of NCTD’s State of Good Repair Life Cycle Maintenance requirements. At-grade crossings at Oceanside Blvd. and Cassidy St. were also scheduled for this project but have been rescheduled and incorporated into the forthcoming extension of the Oceanside Passing Project, scheduled to begin in 2007, funded by the Caltrans Division of Rail.

Under the proposed Purchase Order for this project, NCTD will only be responsible to provide an ample uninterrupted work window for the project. All other work, equipment, supervision, flagging, and production-related items will be provided by TransitAmerica. Work as proposed, will be scheduled in conjunction with other mainline work windows and planned activities to reduce delay to our current operating schedule. NCTD’s “State of Good Repair” (SGR) program identified the need to replace an average of three to four at-grade crossings annually to maintain operational reliability and ensure compliance with regulatory safety requirements.

The current COASTER Contract with TransitAmerica has provisions to allow this type of supplemental capital maintenance to be performed as “Extra Work”, in a manner consistent with good quality industry standards. Overall cost as proposed is in line with the previous at-grade crossing replacements projects during prior years, and reflects expected cost increases resulting from improved NCTD Track Standards that are now in use, and industry-wide increases for materials and labor.

A summary of the crossings proposed to be replaced, and their costs, are shown below. All work as outlined would be completed during the 2007 calendar year.

| | CROSSING LENGTH | TOTAL COST |
|----------------|-----------------|---------------------|
| SURFRIDER WAY | 65 ft. | \$109,037.91 |
| WISCONSIN AVE. | 163 ft. | \$189,871.65 |
| TAMARACK AVE. | 57 ft. | \$101,343.47 |
| TOTAL | 285 ft. | \$400,253.03 |



STAFF REPORT
TO THE
MONITORING COMMITTEE

COMMITTEE MEETING DATE: April 5, 2007

TITLE: Purchase Order to Project Design Consultants for SPRINTER Engineering Support

STAFF CONTACT: Tom Lichterman
Director of Rail Services
E-mail: tlichterman@nctd.org
TIME SENSITIVE: YES NO
Phone: 760/967-2855
Consent Action Information

COMMITTEE RECOMMENDATION:

DESCRIPTION:

Award Purchase Order to Project Design Consultants for SPRINTER engineering support services.

BACKGROUND:

DMJM+Harris is the design firm of record for the SPRINTER project. Recently, DMJM's lead Project Manager and senior CAD operator for the SPRINTER left DMJM and are now working for Dave Evans & Associates, a sub-consultant to Project Design Consultants. The Project Manager and CAD operator in question have a wealth of knowledge and expertise on the SPRINTER and staff believes it is critical that we retain the ability to access that knowledge. We can obtain their continued assistance through a purchase order with Project Design Consultants, with whom NCTD recently entered a five-year on-call services contract.

The services which would be obtained through this arrangement include:

- Provide engineering support for the SPRINTER Project during the construction period.
- Provide assistance with Requests for Information, Design Change Notices, contractor questions and submittals, plan clarifications, and site meetings.
- Support finalization of the System Design Criteria.
- Construction observation as requested by NCTD.

Specific services would be provided on a time-and-materials basis, based on task direction from NCTD.

FISCAL IMPACT:

The fiscal impact of this item is \$166,431.60. These costs would be charged to the SPRINTER project under JB #709509, Environmental Analysis and Design Support during Construction. The current budget for this item is \$14,892,571.47, of which \$11,653,941.77 has been expended and \$2,445,607.86 has been encumbered, leaving an available balance of \$793,021.84.

OBJECTIVE:

Committee recommendation that the Board authorize a Purchase Order to Project Design Consultants for \$166,431.60, for SPRINTER engineering support services.

COMMITTEE DISCUSSION

4/5/07



STAFF REPORT
TO THE
MONITORING COMMITTEE

COMMITTEE MEETING DATE: April 5, 2007

TITLE: FY 07 2nd Quarter Performance Report

STAFF CONTACT: Stefan Marks
Manager of Service Development
E-mail: smarks@nctd.org Phone: 760/966-6539

TIME SENSITIVE: YES NO

Consent Action Information

COMMITTEE RECOMMENDATION:

DESCRIPTION:

The Quarterly Performance Report provides quarterly ridership, operating costs and revenues, and service quality data. It also includes performance indicators that track the District's performance for ridership, cost and revenue trends. It is used to identify trends that the Board may wish to consider further.

BACKGROUND:

The performance summary report (Attachment 1) and performance tables and graphs by services (Attachment 2) is presented for the Committee's consideration and incorporates the Board adoption in April 2004 of the revised structure for this report, modeled closely on SANDAG's report. For the quarter, system ridership was stable and operating revenue grew 7.5%. Operating costs rose 10.9% this quarter. This year's trends are influenced by the rise in operating costs for both COASTER and LIFT, up 16.7% and 44% respectively, with the introduction of new contracts. In LIFT's case, the significant increase in operating costs is also in part due to an increase in overall service levels of 13.4% because of higher passenger demand (15.7%).

The year-to-date trends through the second quarter are used to project end-of-year budget projections. Based on year-to-date trends, system ridership should be about one percent less than in FY 2006 which is in line with the previous estimate of projecting a slight decrease due to fare adjustments in July 2006.

FISCAL IMPACT:

Not applicable.

OBJECTIVE:

That the Committee receive the FY 2007 2nd Quarter Report and discuss trends.

COMMITTEE DISCUSSION

4/5/07



STAFF REPORT
TO THE
MONITORING COMMITTEE

COMMITTEE MEETING DATE: April 5, 2007

TITLE: SPRINTER Project Quarterly Report

STAFF CONTACT: Don Bullock
SPRINTER Project Manager
E-mail: dbullock@nctd.org

TIME SENSITIVE: YES NO
Phone: 760/737-8625 x 257

Consent Action Information

COMMITTEE RECOMMENDATION:

DESCRIPTION:

Receive and review SPRINTER project Quarterly Report

BACKGROUND:

The SPRINTER Project Quarterly Report reviews progress on the three major SPRINTER construction contracts as well as the Diesel Multiple Unit (DMU) procurement contract. The focus of the report highlights budget status and percent completion and identifies pending change orders which are of significant cost and/or sensitivity.

Other project issues of concern are discussed to better inform the Board of specific details pertinent to maintaining project cost and schedule goals.

Staff plans to provide a verbal overview at today's Committee meeting and proposes that a PowerPoint presentation be provided to the full Board on April 19, 2007. The most current SPRINTER Monthly Project Status Report summary is provided as Attachment 3 as information.

FISCAL IMPACT:

None.

OBJECTIVE:

Recommendation that the Board receive the SPRINTER Project Quarterly Report as information.

COMMITTEE DISCUSSION

4/5/07

April 5, 2007

TO: North County Transit District Board Members
FROM: Clerk of the Board
SUBJECT: POSTING OF BOARD AGENDA

In Compliance with the Ralph M. Brown Act, As Amended, the following information is provided.

The Agenda for this meeting of the Monitoring Committee was posted as follows:

| | |
|-------------------------|---|
| Meeting Date and Time: | April 5, 2007; 8:30 a.m. |
| Posted At: | 810 Mission Avenue, Oceanside, CA and 311 So. Tremont, Oceanside, CA |
| Date & Time of Posting: | March 30, 2007; 5:00 p.m. |
| Posted By: | Clerk of the Board |