



## **BOARD OF DIRECTORS**

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Bob Campbell  
David Druker  
Bill Horn  
Julianne Nygaard  
Chris Orlando  
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Jim Wood

Karen King, Executive Director  
C. Michael Cowett, General Counsel

## **AGENDA**

### **MONITORING COMMITTEE**

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

**Thursday, November 1, 2007- 8:30 AM**  
**311 South Tremont Street, Oceanside, California**

1. Open Meeting
2. Changes to the Agenda
3. Escondido Transit Center Colonnade Renovation Project Construction Change order
4. TransitAmerica Services, Inc. Supplemental Agreement for Signal Support Services on the SPRINTER
5. Simon Wong Engineering Supplemental Agreement for Construction Management Services on the SPRINTER Project
6. Station "O" Renovation Contract
7. Passenger Shelters at Vista Transit Center & Plaza Camino Real
8. Ticket Vending Machine Maintenance Contract Extension
9. Ticket Vending Machine Revenue Servicing Supplemental Agreement
10. Bridge 225.4 Deck Replacement Construction Contract
11. Amtrak Construction Support Purchase Order for Bridge 225.4 Deck Replacement
12. HDR Engineering Design Support Purchase Order for Bridge 225.4 Deck Replacement
13. Boyle Engineering Construction Support Purchase Order for Stuart Mesa Ground Water Pumping Project
14. Stuart Mesa Ground Water Pumping Project Construction Contract
15. FY 07 4<sup>th</sup> Quarter Performance Report and Annual Performance Report (Attachments 15A and 15B)

16. Monthly SPRINTER Update (No staff report)
17. Other Matters
18. Public Comment
19. Next Meeting: Thursday, **December 6, 2007**, 8:30 a.m., 311 South Tremont, Oceanside, CA
20. Adjournment

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**STAFF REPORT TO THE  
MONITORING COMMITTEE**

**Agenda Item #  
3**

**TITLE: ESCONDIDO TRANSIT CENTER COLONNADE RENOVATION  
PROJECT CONSTRUCTION CHANGE ORDER**

**Time Sensitive**  **Consent**

**STAFF RECOMMENDATION:** **That the NCTD Board of Directors authorize change orders to Blair Rasmussen Construction for the Escondido Transit Center Colonnade Renovation project.**

**BACKGROUND INFORMATION:** Blair Rasmussen Construction is performing work at the Escondido Transit Center under contract IFB 7033 to renovate the Colonnade structures. The work is to replace the weathered polycarbonate panels with new ones and replace wooden structures that have warped, split, shrunken, twisted, or otherwise become damaged due to time and weather.

Upon close examination of the exposed wooden members, it was assumed that approximately 35% of the wooden members would be replaced. Because of the potential for additional structural damage, the bid price form was constructed using unit pricing per wooden piece replaced. After removing all of the polycarbonate panels, it was discovered that more of the wooden members need replacing than were itemized in the contract document.

The original contract price was \$249,400 based on the estimated quantities in the unit priced bid price form. To date, we have issued one contract change order in the amount of \$44,902.66 because of the additional work being discovered as the structure was uncovered. District policy allows the Executive Director to authorize change orders up to \$50,000 without Board approval. Staff requests Board authorization to approve additional change orders to complete the project with a limit of an additional \$50,000.

**ATTACHMENT:** None

**FISCAL IMPACT:** The fiscal impact of this action is not-to-exceed \$50,000. A total of \$1,373,593 has been budgeted in various capital projects (JB# 105016, 102232, 198182, 106236, 106008 and 104008) previously approved by the Board, of which \$672,832 has been expended and an additional \$520,297 has been encumbered, leaving an available balance of \$180,464.

**COMMITTEE REVIEW:**  
11/1/07

**STAFF CONTACT:** **Brian Graham**  
**Director, Bus Operations and Maintenance**  
E-mail: bgraham@nctd.org Phone: 767/967-2854



**STAFF REPORT TO THE  
MONITORING COMMITTEE**

**Agenda Item #  
4**

**TITLE: TransitAmerica Services, Inc. Supplemental Agreement for Signal Inspector Services on the SPRINTER**

**Time Sensitive**  **Consent**

**STAFF RECOMMENDATION:** **That the Board approve an increase to the Supplemental Agreement with TransitAmerica Services, Inc., in the amount of \$50,000, for Signal Inspector Services during SPRINTER construction.**

**BACKGROUND INFORMATION:** Since TransitAmerica became the COASTER (contract 05023-OS) contractor during 2006, a TransitAmerica signal inspector has been assigned to the SPRINTER construction project to provide full-time, dedicated signal support and inspection services. The initial Extra Work Purchase Order (for \$150,000) was approved by the Board in May 2006 and provided funding for this activity during construction.

Due to the time extension of construction-related signal activity and the regular use of evening and weekend work, the initial estimate of \$9,000/month cost has been exceeded. The approved funding is exhausted and additional funding of \$50,000 is requested to continue this vital project service. This work is within the scope of contract 05023-OS (COASTER Operation, MOE, MOW) and is classified as Extra Work. TransitAmerica will continue to make the signal inspector available for the duration of SPRINTER construction, and the inspector will then join the on-going signal maintenance effort under TransitAmerica.

**ATTACHMENT:** None.

**FISCAL IMPACT:** This action would not exceed \$50,000, and the cost would be charged to the SPRINTER capital project under JB# 709501.741000.136301. A total of \$29,168,979 has been budgeted for this account, of which \$27,493,220 has been expended and an additional \$1,528,324 has been encumbered, leaving an available balance of \$147,435.

**COMMITTEE REVIEW:**  
11/1/07

**STAFF CONTACT:** **Walt Stringer**  
**Manager, Light Rail Services**  
E-mail: wstringer@nctd.org Phone: 760/967-2818



STAFF REPORT TO THE MONITORING COMMITTEE

Agenda Item # 5

TITLE: SIMON WONG ENGINEERING SUPPLEMENTAL AGREEMENT FOR CONSTRUCTION MANAGEMENT SERVICES ON THE SPRINTER PROJECT

Time Sensitive [X] Consent [ ]

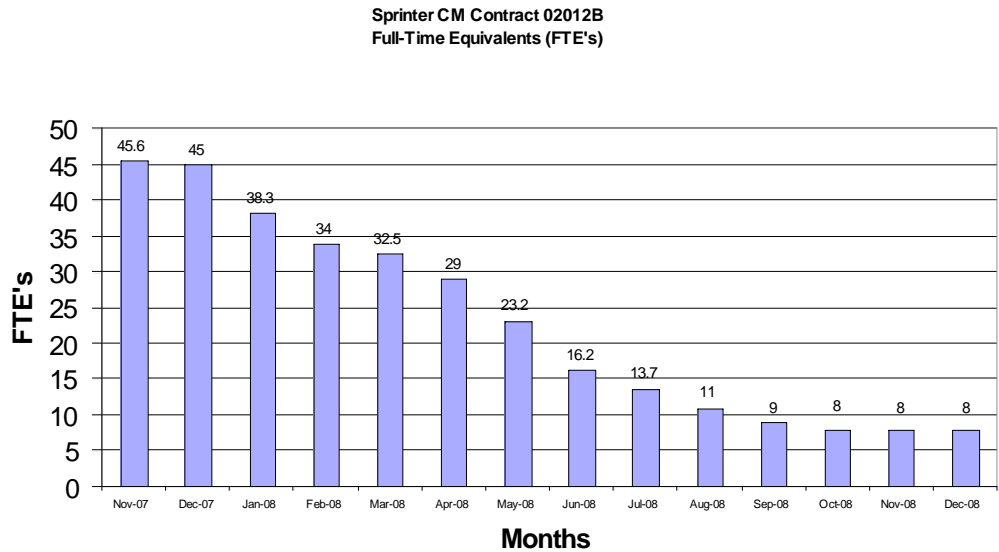
STAFF RECOMMENDATION: That the NCTD Board of Directors authorize the Executive Director to approve an extension of the existing Construction Management (CM) services contract with Simon Wong Engineering through completion of construction and project close-out, in the amount of \$5,100,000.

BACKGROUND INFORMATION: NCTD contracts with consultant engineering firm Simon Wong Engineering (SWE) to provide comprehensive construction management services for the SPRINTER project, including:
- Owner's representative in all official dealings with the Contractors
- Field construction inspection, testing, and quantity verification
- Design constructability reviews
- Construction contract management, including issuance of Field Work Directives and negotiation of Change Orders
- Estimating, scheduling, and cost analysis and forecasting
- Payment application analysis and processing
- Safety Certification Plan administration and report preparation for CPUC
- Review of Time Impact Analyses (TIA's) and other support documentation in determining merit of payments on global settlement to WCRC.

The original \$17.0 million CM contract was awarded to SWE in October 2001, long before the major contracts were put out to bid for construction. In July, 2006, the contract was extended and the amount was increased by \$12.5 million, recognizing that the project completion date had been extended two years (from December 2005 to December 2007) and due to the more complex project delivery necessitated by continued operation of freight on the line.

Significant events following the July 2006 extension have necessitated a further extension. Immediately following that date, the FTA directed NCTD to prepare an Amended Recovery Plan which included substantial CM staffing increases to prepare cost engineering and forecasting services. The Settlement Agreement between NCTD and the Mainline Contractor included constructive acceleration of work, which has led to increased need for inspection personnel, and other CM staff. The large number of design issues and resulting change orders on the Mainline contract has increased the need for CM office engineer staff to evaluate the changes and ensure change order costs are appropriate. These same issues are also projected to require increased CM personnel to assist with project closeout for approximately six months after revenue service begins.

The types of services anticipated in this extension are essentially the same as those presently being provided, though the durations of certain key personnel will vary depending on the specialty needed. NCTD is estimating that a contract increase of \$5.1 million, and a time extension to December 2008, will be necessary to cover the cost of the extended services and to properly close out the project. This projected cost is based on the cumulative extension of individual labor hours and associated rates over the anticipated time period for which each individual will be needed. The CM staff levels were thoroughly reviewed by NCTD management and each individual position and duration was evaluated. Rates are reflective of industry averages and the overhead rates were recently audited by CALTRANS for the 2006 contract extension. The following chart shows the estimated monthly number of full-time-equivalent positions the CM would be providing from November 2007 through December 2008, and illustrates the significant reduction of staffing which will occur as the project is completed and closed out:



To date, the CM consultant has performed well and has added office engineer staff to address the issues identified above. Staff recommends the extension of this contract in order to complete construction and close out the project without interruption.

**ATTACHMENT:** None

**FISCAL IMPACT:** The fiscal impact of this action is \$5,100,000, the majority of which represents CM costs charged to the SPRINTER project, with the balance representing CM costs that will be charged to reimbursable projects included in the SPRINTER Mainline contract, such as the Inland Rail Trail and Oceanside Detention Basins. The estimated allocation of CM costs between SPRINTER and reimbursable projects is 95% and 5%, respectively. Actual amounts will be dependent upon future needs and circumstances.

The current SPRINTER estimate at completion (EAC) for CM Services, which also includes separate materials testing and inspection services, totals \$35,222,737. This amount includes actual expenses of \$25,811,025 and an additional \$3,999,321 for obligations, leaving available capacity within the EAC of \$5,412,391 for this contract extension.

**COMMITTEE**

**REVIEW:**

11/1/07

**STAFF CONTACT: Don Bullock**

**Manager of Capital Project Construction**

E-mail: [dbullock@nctd.org](mailto:dbullock@nctd.org) Phone: 760/737-8625 ext 257



**STAFF REPORT TO THE  
MONITORING COMMITTEE**

**Agenda Item #  
6**

**TITLE: STATION "O" RENOVATION CONTRACT**

Time Sensitive  Consent

**STAFF RECOMMENDATION:** **That the Board award a construction contract for the Station "O" Renovation Project.**

**BACKGROUND  
INFORMATION:**

Station O at the Oceanside Transit Center is the central video monitoring point for COASTER stations. It has also served as a central communication point for various emergencies and operations throughout the District, interfacing with Security, Railroad Operations, and Facilities personnel since the inception of Coaster service 12 years ago. It is also a data hub for various systems connecting to the NCTD computer network.

Over the last 12 years equipment requirements have grown. This year, and under a separate contract, old video monitoring and communications equipment is being replaced. Additionally, monitoring equipment for the SPRINTER line is being added. To accommodate this work, expanded space, upgraded electrical systems, and upgraded air conditioning are required.

This contract enlarges Station O by removing internal partition walls and infilling in certain exterior doors and windows with block. It provides needed electrical infrastructure to accommodate the electronic gear. The work also provides higher capacity air conditioning and adds insulation to promote energy efficiency.

IFB 8013 bid opening for this contract is November 6, 2007. Information concerning actual costs will be provided to the Committee at the meeting. The engineers estimate for the work is \$229,749.

**ATTACHMENT:** None

**FISCAL IMPACT:** The fiscal impact of this action is not known at this time, but is not expected to exceed \$300,000. A total of \$300,000 has been budgeted in JB#107100 for this project, of which \$4,710 has been expended and an additional \$35,339 has been encumbered, leaving an available balance of \$259,951.

**COMMITTEE  
REVIEW:**  
11/1/07

**STAFF CONTACT:** **Brian Graham**  
**Director, Bus Operations and Maintenance**  
E-mail: bgraham@nctd.org Phone: 760/967-2854



STAFF REPORT TO THE MONITORING COMMITTEE

Agenda Item # 7

TITLE: PASSENGER SHELTERS AT VISTA TRANSIT CENTER AND PLAZA CAMINO REAL

Time Sensitive [X] Consent [ ]

STAFF RECOMMENDATION: That the Board award a construction contract to Kimmel Construction Enterprises, Inc. for installed passenger shelters and authorize the Executive Director to exercise options and change orders as appropriate to equal the project budget.

BACKGROUND INFORMATION: The Vista Transit Center and the Plaza Camino Real Transit Center are outfitted with one NCTD standard curbside bus shelter at each bus parking stall. Given the high volume of passengers traveling through these facilities, standard shelters are inadequate to provide shelter from the sun and inclement weather while waiting for services.

NCTD has developed two standard passenger shelters to be used at Transit Centers where better shelter is required. One design is for a half bowed roof structure providing a 20' X 15' roof print. The other design is for a full bowed roof structure providing a 20' X 30' roof print. The NCTD standard curbside bus shelters at these facilities provide an approximate 9' X 5' roof print.

The base bid for this contract provides six single shelters at the Vista Transit Center (VTC) and three double shelters at the Plaza Camino Real. The bid also includes options for two single shelters at the Oceanside Transit Center and one additional shelter at the Vista Transit Center.

IFB 07053 was advertised to potential bidders for this work on July 10, 2007. A bid opening was held on September 27, 2007 and six bids were received. The low bid was submitted by Kimmel Construction Enterprises in the amount of \$847,000 including the three optional shelters. The cost for the base bid work equals \$659,295. Any funding remaining after award of the construction contract will be spent on project management, unforeseen conditions, and additional shelters as necessary.

ATTACHMENT: None

FISCAL IMPACT: The fiscal impact of this action is not to exceed \$825,166. A total of \$1,008,107 has been budgeted for these improvements in JB#s 104041 and 104008, of which \$44,540 has been expended, and an additional \$88,401 has been encumbered, leaving an available balance of \$875,166 for this item as well as for additional costs (up to \$50,000) related to the Escondido Transit Center colonnade replacement project discussed elsewhere in this agenda. Of the total funding available, \$355,691 is earmarked exclusively for VTC improvements.

**COMMITTEE**

**REVIEW:**

11/1/07

**STAFF CONTACT: Brian Graham**  
**Director, Bus Operations and Maintenance**  
E-mail: [bgraham@nctd.org](mailto:bgraham@nctd.org) Phone: 760-967-2854



**STAFF REPORT TO THE  
MONITORING COMMITTEE**

**Agenda Item #  
8**

**TITLE:** Ticket Vending Machine Maintenance Contract Extension

Time Sensitive  Action

**STAFF RECOMMENDATION:** That the NCTD Board of Directors approve an extension to the Ticket Vending Machine Maintenance Contract, at current hourly rates, from 12/31/07 to 6/30/08.

**BACKGROUND INFORMATION:** NCTD executed a Ticket Vending Machine (TVM) Maintenance Contract with Ed Burger in 2002, when the original manufacturer discontinued supporting the TVM's. The contract with Mr. Burger currently expires on December 31, 2007.

Eighteen new COASTER Ticket Vending Machines were installed in May and June 2007, as part of the Regional Automated Fare Collection Project.

As part of the same project, San Diego Trolley has installed 150 TVM's over the past year. San Diego Trolley maintains its TVM's with an in-house staff of 13 maintenance employees and a supervisor. Mr. Burger has been trained to repair and maintain the new machines, with assistance from San Diego Trolley staff. In addition to TVM's, there will be also be 20 platform card readers installed at the eight COASTER stations.

When the SPRINTER begins operations, there will be an additional 31 TVM's and 40 platform card readers at the SPRINTER stations which will require repair and maintenance.

To provide continuity during the SPRINTER start-up, we recommend that the contract with Mr. Burger be extended to June 30, 2008. The contract currently includes payment to Mr. Burger of \$55 per hour. For the six-month contract extension, we estimate that the total additional amount will be less than \$70,000.

We anticipate that an additional two TVM maintenance technicians will be needed to assist in maintaining the new machines. We are examining alternatives, and plan to notify the Board in December 2007 whether it will be advantageous to add the two technicians to Mr. Burger's contract, or whether to make alternate arrangements.

NCTD is also evaluating the longer-term alternatives for TVM maintenance, including whether it would be cost-effective to maintain TVM's with an in-house staff. We will review the results of this analysis with the Board in the future.

**ATTACHMENT:** None

**FISCAL IMPACT:** The FY 2008 budget includes \$213,500 in account 300.503314 for COASTER TVM maintenance, and \$109,900 in account 300.503316 for a half-year of TVM maintenance for the SPRINTER. The budget amounts are adequate to cover the contract extension through June 30, 2008.

**COMMITTEE**

**REVIEW:**

11/1/07

**STAFF CONTACT: Patricia Voorhies  
Revenue Supervisor**

E-mail: pvoorhies@nctd.org Phone: 760/966-6555



STAFF REPORT TO THE MONITORING COMMITTEE

Agenda Item # 9

TITLE: TVM REVENUE SERVICING SUPPLEMENTAL AGREEMENT

Time Sensitive [X] Action [X]

STAFF RECOMMENDATION: That the Board approve an extension to the Revenue Servicing Contract with SecTran from April 2008 to June 2009, to include servicing of SPRINTER TVMs.

BACKGROUND INFORMATION: NCTD has a Revenue Servicing Contract with SecTran to count currency from the COASTER Ticket Vending Machines (TVM's), the BREEZE farebox bins, and from the Customer Service sites at the four Transit Centers. The current contract ends in April 2008.

Eighteen new COASTER Ticket Vending Machines were installed in May and June 2007. SecTran has adjusted procedures to service these new machines, at no additional cost to NCTD.

When the SPRINTER begins operations, an additional 31 TVM's will require revenue servicing. We recommend that the existing SecTran contract be modified to include servicing the new SPRINTER TVM's.

In 2001, after a competitive RFP, SecTran was awarded the revenue servicing contract. Each year, SecTran's unit prices have been increased only by the CPI.

We recommend that the existing revenue servicing contract be modified to include servicing of the SPRINTER TVM's. We also recommend that the revenue servicing contract be extended from April 2008 to June 30, 2009. It will be advantageous for NCTD to avoid disruptions in revenue service during the introduction of SPRINTER operations.

Estimates for the cost of SPRINTER revenue servicing is projected at \$12,500 per month, based on the existing unit prices for SecTran. For seven months of revenue service in FY 2008, the estimated cost of SPRINTER revenue servicing would be \$87,500. For BREEZE and COASTER revenue servicing, the existing contract expires on April 23, 2008. The estimated cost of BREEZE and COASTER revenue service from April 23 to June 30, 2008 is about \$31,000. Accordingly, the proposed contract extension would be for \$118,500 (\$87,500 for SPRINTER, and \$31,000 for BREEZE and COASTER.)

For FY 2009, the estimated cost for SPRINTER revenue servicing would be about \$160,000, based on estimated CPI increases. The estimated cost of BREEZE and COASTER revenue servicing would be \$169,000. Accordingly, total FY 2009 revenue servicing for all three modes would be \$329,000.

ATTACHMENT: None

**FISCAL IMPACT:** The FY 2008 budget includes costs to cover revenue servicing for the SPRINTER, COASTER, and BREEZE in accounts 300.503311, 300.503314, and 300.503316. The effect of the contract modification would be to increase the contract costs an estimated \$118,500 for FY 2008 which is included in the budget for FY 2008.

**COMMITTEE  
REVIEW:  
11/1/07**

**STAFF CONTACT: Patricia Voorhies  
Revenue Supervisor  
E-mail: pvoorhies@nctd.org      Phone: 760/966-6555**



**STAFF REPORT TO THE  
MONITORING COMMITTEE**

**Agenda Item #  
10**

**TITLE: BRIDGE 225.4 DECK REPLACEMENT CONSTRUCTION CONTRACT**

Time Sensitive  Consent

**STAFF RECOMMENDATION:** That the NCTD Board of Directors award a construction contract for the replacement of the deck on Bridge 225.4 (San Luis Rey River) to the lowest responsive and responsible bidder.

**BACKGROUND INFORMATION:** Bridge 225.4 is a 700-foot long steel girder, ballast-deck bridge which crosses the San Luis Rey River in Oceanside with seven (7), 100-foot long bridge spans dating back to 1916 and 1925. The bridge deck is comprised of deck “boards”, 8” thick timber boards which are fastened atop the longitudinal steel girders, perpendicular to the track.

Inspections over the past few years have shown that increasing numbers of these deck boards are failing. NCTD undertook interim repairs to the failing boards in 2004 but the problem has continued and presently, approximately 25% of the timber boards are split, broken, or through-bolted (previous repair). As a result, the bridge is currently slow-ordered due to its condition.

Due to the deteriorating condition of the bridge deck, NCTD must proceed with the complete replacement of the timber deck, providing an additional 10 to 15 years of bridge life. Complete plans and specifications have been prepared and environmental clearance obtained from the applicable resource agencies.

An IFB (Invitation for Bid) number 08019 was published on October 9, 2007 for the construction with bids due on November 6, 2007. While the bid results will not be known until after the Committee meeting, the staff recommendation for contract award will be provided to the Board at the November meeting. The engineer’s estimate is \$2.3 million.

**ATTACHMENT:** None

**FISCAL IMPACT:** The fiscal impact of this item is not yet known, since the bids are not due until November 6, 2007.

A total of \$2,700,000 has been budgeted in JB# 508018 for replacement of Bridge 225.4, of which \$81,224 has been expended and an additional \$28,053 has been encumbered, leaving an available balance of \$2,590,723, for construction as well as for construction management and design support during construction services discussed elsewhere in this agenda.

**COMMITTEE REVIEW:**  
11/1/07

**STAFF CONTACT:** Mitch Alderman  
Chief Rail Engineer  
E-mail: malderman@nctd.org

Phone: 760/967-2852



**STAFF REPORT TO THE  
MONITORING COMMITTEE**

**Agenda Item #  
11**

**TITLE: AMTRAK CONSTRUCTION SUPPORT PURCHASE ORDER FOR  
BRIDGE 225.4 DECK REPLACEMENT**

Time Sensitive  Consent

**STAFF RECOMMENDATION:** That the NCTD Board of Directors award a Purchase Order to Amtrak for construction management support services for the replacement of the deck on Bridge 225.4 (San Luis Rey River).

**BACKGROUND INFORMATION:** Bridge 225.4 is a 700-foot long steel girder, ballast-deck bridge which crosses the San Luis Rey River in Oceanside with seven (7), 100-foot long bridge spans dating back to 1916 and 1925. The bridge deck is comprised of deck “boards”, 8” thick timber boards which are fastened atop the longitudinal steel girders, perpendicular to the track.

Inspections over the past few years have shown that increasing numbers of these deck boards are failing. NCTD undertook interim repairs to the failing boards in 2004 but the problem has continued and presently, approximately 25% of the timber boards are split, broken, or through-bolted (previous repair). As a result, the bridge is currently slow-ordered due to its condition.

Due to the deteriorating condition of the bridge deck, NCTD must proceed with the complete replacement of the timber deck, providing an additional 10 to 15 years of bridge life. Complete plans and specifications have been prepared and environmental clearance obtained from the applicable resource agencies.

An IFB (Invitation for Bid) number 08019 was published on October 9, 2007 for the construction with bids due on November 6, 2007.

To support the construction activities, Amtrak would provide construction management assistance to NCTD staff during construction. This mainly consists of field supervision during long weekend work windows.

**ATTACHMENT:** None

**FISCAL IMPACT:** The fiscal impact of this item is not-to-exceed \$45,500. A total of \$2,700,000 has been budgeted in JB# 508018 for replacement of Bridge 225.4, of which \$81,224 has been expended and an additional \$28,053 has been encumbered, leaving an available balance of \$2,590,723, for this item as well as for construction and design support during construction services discussed elsewhere in this agenda.

**COMMITTEE REVIEW:**  
11/1/07

**STAFF CONTACT:** Mitch Alderman  
Chief Rail Engineer  
E-mail: malderman@nctd.org Phone: 760/967-2852



STAFF REPORT TO THE MONITORING COMMITTEE

Agenda Item #

12

TITLE: HDR ENGINEERING DESIGN SUPPORT PURCHASE ORDER FOR BRIDGE 225.4 DECK REPLACEMENT

Time Sensitive [X] Consent [ ]

STAFF RECOMMENDATION: That the NCTD Board of Directors award a Purchase Order for design and environmental support services for the replacement of the deck on Bridge 225.4 (San Luis Rey River) to HDR Engineering, in the amount of \$122,500.

BACKGROUND INFORMATION: Bridge 225.4 is a 700-foot long steel girder, ballast-deck bridge which crosses the San Luis Rey River in Oceanside with seven (7), 100-foot long bridge spans dating back to 1916 and 1925. The bridge deck is comprised of deck "boards", 8" thick timber boards which are fastened atop the longitudinal steel girders, perpendicular to the track.

Inspections over the past few years have shown that increasing numbers of these deck boards are failing. NCTD undertook interim repairs to the failing boards in 2004 but the problem has continued and presently, approximately 25% of the timber boards are split, broken, or through-bolted (previous repair). As a result, the bridge is currently slow-ordered due to its condition.

Due to the deteriorating condition of the bridge deck, NCTD must proceed with the complete replacement of the timber deck, providing an additional 10 to 15 years of bridge life. Complete plans and specifications have been prepared and environmental clearance obtained from the applicable resource agencies.

An IFB (Invitation for Bid) number 08019 was published on October 9, 2007 for the construction with bids due on November 6, 2007.

To support the construction activities, HDR Engineering, the designers of the project, would provide engineering, environmental, and inspection support services during construction. These services are required to ensure the project is properly executed. HDR has provided an estimate of \$122,500 for these services. Depending on bridge conditions during construction, the final fee may be lower.

ATTACHMENT: None

FISCAL IMPACT: The fiscal impact of this item is not-to-exceed \$122,500. A total of \$2,700,000 has been budgeted in JB# 508018 for replacement of Bridge 225.4, of which \$81,224 has been expended and an additional \$28,053 has been encumbered, leaving an available balance of \$2,590,723, for this item as well as for construction and construction management services discussed elsewhere in this agenda.

COMMITTEE REVIEW: 11/1/07

**STAFF CONTACT: Mitch Alderman**  
**Chief Rail Engineer**  
E-mail: [malderman@nctd.org](mailto:malderman@nctd.org) Phone: 760/967-2852



**STAFF REPORT TO THE  
MONITORING COMMITTEE**

**Agenda Item #  
13**

**TITLE: BOYLE ENGINEERING CONSTRUCTION SUPPORT PURCHASE  
ORDER FOR STUART MESA GROUND WATER PUMPING PROJECT**

Time Sensitive  Consent

**STAFF RECOMMENDATION:** That the NCTD Board of Directors award a construction support Purchase Order to Boyle Engineering for the Stuart Mesa Ground Water Pumping in the amount of \$20,000.

**BACKGROUND INFORMATION:** Since construction of the Stuart Mesa COASTER maintenance facility in 1996, it has been necessary to pump ground water from a sub-drain system that was built during the construction of the facility so that damage to sub-surface utilities and above ground structures would be reduced. This need became apparent during construction of the facility due to the high water table.

Until this past March, at certain times of the year, the level of the water table and the volume of the water resulted in the discharged water reaching the Santa Margarita River through a NCTD on-site storm drain system. At the direction of the Regional Water Quality Control Board, in March, a temporary system which diverts the pumped water to the Camp Pendleton wastewater treatment system was installed, while design continued on a permanent system.

On December 29, 2006, Boyle Engineering was issued a purchase order in the amount of \$88,130 to perform engineering and construction support services for the installation of permanent ground water pumping system that would allow NCTD to discharge the water into the Base sewer system approximately 2200' east of the Stuart Mesa facility. As a result of the direction by the Water Board, NCTD instructed Boyle to design a temporary and partial permanent piping system as well as manage the construction activities. Since Boyle's scope was increased by the need to prepare two sets of drawings, one to meet the March 2007 deadline and one for the forthcoming permanent system, as well as two mobilizations for construction management and other site configuration issues, NCTD issued a change order to Boyle in the amount of \$48,042. To date, Boyle has received Purchase Orders for a total amount of \$136,172. The added amount requested for Boyle to provide engineering and inspection services during construction would bring the total amount for this project to \$156,172. Boyle is requesting this additional fee for the extra work that is anticipated. The construction of the permanent pumping system is covered in another agenda item.

To support the permanent pumping system construction activities, Boyle Engineering, the designers of the project, would provide engineering and inspection support services during construction.

**ATTACHMENT:** None

**FISCAL IMPACT:** The fiscal impact of this item is not-to-exceed \$20,000. A total of \$910,860 has been budgeted in JB# 506024 for this project, of which \$330,274 has been expended and an additional \$27,349 has been encumbered, leaving an available balance of \$553,237 for this item as well as for construction costs discussed elsewhere in this agenda.

**COMMITTEE  
REVIEW:  
11/1/07**

**STAFF CONTACT: Mitch Alderman  
Chief Rail Engineer  
E-mail: malderman@nctd.org Phone: 760/967-2852**



STAFF REPORT TO THE MONITORING COMMITTEE

Agenda Item # 14

TITLE: STUART MESA GROUND WATER PUMPING PROJECT CONSTRUCTION CONTRACT

Time Sensitive [X] Consent [ ]

STAFF RECOMMENDATION: That the NCTD Board of Directors award a construction contract for the Stuart Mesa Ground Water Pumping System to the lowest responsive and responsible bidder.

BACKGROUND INFORMATION: Since construction of the Stuart Mesa COASTER maintenance facility in 1996, it has been necessary to pump ground water from a sub-drain system that was built during the construction of the facility so that damage to sub-surface utilities and above ground structures would be reduced. This need became apparent during construction of the facility due to the high water table.

Until this past March, at certain times of the year, the level of the water table and the volume of the water resulted in the discharged water reaching the Santa Margarita River through a NCTD on-site storm drain system. At the direction of the Regional Water Quality Control Board, in March, a temporary system which diverts the pumped water to the Camp Pendleton wastewater treatment system was installed, while design continued on a permanent system.

The recently-installed piping system for conveying the pumped groundwater to the treatment system will be part of the permanent system. However, the pumping system, which is currently a temporary, rented system, must be replaced by a permanent installation.

Accordingly, IFB (Invitation for Bid) number 08018, was published on October 9, 2007 for the construction of the pumping system, with bids due on November 6, 2007. While the bid results will not be known until after the Monitoring Committee meeting, the staff recommendation for contract award will be provided to the Board at the November meeting. The engineer's estimate is \$430,000.

ATTACHMENT: None

FISCAL IMPACT: The fiscal impact of this item is not yet known, since the bids are not due until November 6, 2007.

A total of \$910,860 has been budgeted in JB# 506024 for this project, of which \$330,274 has been expended and an additional \$27,349 has been encumbered, leaving an available balance of \$553,237 for this item as well as for design support during construction discussed elsewhere in this agenda.

**COMMITTEE**

**REVIEW:**

11/1/07

**STAFF CONTACT:** **Mitch Alderman**  
**Chief Rail Engineer**  
E-mail: [malderman@nctd.org](mailto:malderman@nctd.org) Phone: 760/967-2852



STAFF REPORT TO THE MONITORING COMMITTEE

Agenda Item # 15

TITLE: FY 07 4TH QUARTER PERFORMANCE REPORT AND ANNUAL PERFORMANCE REPORT

Time Sensitive [X] Consent [X]

STAFF RECOMMENDATION: That the Board receive the report.

BACKGROUND INFORMATION: The Performance Summary Report is attached (Attachment 15A) for the Monitoring Committee's review.

Overall, system ridership was flat with positive revenue trends. However, the growth in expenses continued to outpace revenues.

The System Performance Summary (Attachment 15B) 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.

Of note was the continued strong performance of LIFT: operating revenues rose 18.3%, while operating costs grew 31.9%. While on a per trip cost, LIFT is NCTD's most costly service to operate totaling \$36.69 per trip in FY 2007, farebox recovery was above 10%. BREEZE and COASTER ridership remained stable despite fare increases in July 2006. Both BREEZE and COASTER farebox revenues grew due to fare increases implemented in July 2006, however, this growth was offset by above-inflationary increases in fuel and contracted service. BREEZE operating costs represent two-thirds of the District operating budget and grew at 3.8% while operating revenues grew at 3%. FAST ridership fell 10%, primarily due to additional mid-day service being added in south Vista. Due to the fall in ridership and increases in operating cost, the average subsidy per boarding for FAST was \$9.74 compared with the COASTER of \$7.33 and BREEZE with \$3.52. LIFT's subsidy per boarding by comparison was \$32.43 in FY 2007.

ATTACHMENT: 15A – Performance Summary Report
15B – System Performance Summary 4th Quarter and Annual Totals

FISCAL IMPACT: None

COMMITTEE REVIEW: 11/1/07

STAFF CONTACT: Kurt Luhrsen
Principal Planner
E-mail: kluhrsen@nctd.org Phone: 760/966-6546

November 1, 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:	November 1, 2007; 8:30 a.m.
Posted At:	810 Mission Avenue, Oceanside, CA and 311 So. Tremont, Oceanside, CA
Date & Time of Posting:	October 26, 2007; 5:00 p.m.
Posted By:	Clerk of the Board