

**NORTH COUNTY TRANSIT DISTRICT  
Schedule of Approved Projects to Be Funded with ARRA**

Project #	Project Title	Project Manager	Total Project Budget	Total Federal Project Budget	Total ARRA Federal Project Budget	Purpose of Investment (see schedule 1 below)	Rationale of Investment (see schedule 2 below)
1	<b>Bridge 207.6 - Construction</b> <b>Project Description:</b> This project supports the replacement of a portion of railroad bridge 207.6. Bridge 207.6 is located on the LOSSAN (Los Angeles - San Diego) rail corridor, the second busiest intercity rail corridor in the nation, just south of the Orange County line. Bridge 207.6 is comprised of three segments, both south and north segments are timber pile trestles with respective lengths of 100' and 558' and a middle 200' concrete segment for total bridge length of 858'. Originally the bridge was constructed in 1941 as an 858' timber pile trestle/bridge. During the 1998 El Nino storms, the center portion of the bridge was heavily damaged that caused an emergency replacement of a 200' section with a concrete structure. Currently, this bridge requires frequent maintenance because of its age, deterioration due to the marine environment, two bridge fires set by the public from the adjacent beach, and passage of fast and frequent trains which accelerates the wear and tear on key bridge components. An inspection (by J.L. Patterson in May 2007) cited numerous problems with many of the bridges along the coastal right-of-way. The inspection identified the bridge 207.6 in critical need of immediate repair and replacement within 2 years. This replacement project is needed to ensure a continued safe and reliable rail service for Amtrak, BNSF, and Metrolink trains. These funds will be used to construct the replacement of the northern most 558' segment. The project is ready for bid with all plans and specifications complete with all necessary permits in hand. The replacement bridge will be constructed in the same location as the existing bridge with a new concrete structure.	SANDAG Project	\$ 12,000,000	\$ 12,000,000	\$ 12,000,000	a, d, e	a, b, c, d, e, g, h
2	<b>Preventive Maintenance</b> <b>Project Description:</b> This project increases federal funding for preventive maintenance. Preventive maintenance is performed on fleet and facility infrastructure assets and is essential in order to maintain transit infrastructure assets in a state of good repair; to maximize the useful life of infrastructure assets; and to ensure that the transit riding public has a safe and pleasant experience.	Tom Gallagher/Mike Wygant	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	a, b, d, e	a, b, c, d, g, h
3	<b>Technology enhancements and replacements</b> <b>Project Description:</b> This project provides enhancement and in some cases, replacements, across several information technology (IT) systems, designed to provide business intelligence, ERP integration, and other application systems, including, but not limited to installation of Automated Passenger Counters (APC's) on the rail and bus fleet. In order for NCTD to function optimally, investments in technology systems must be protected by continuing to improve and upgrade systems when necessary. Project elements include integrating legacy systems and data into new environments to allow for dashboards and business intelligence, integrate systems with the ERP, and replace other tools that are no longer meeting NCTD's needs. Project elements also include migrating from systems that are no longer supported by vendors.	Angela Miller	\$ 3,500,000	\$ 3,500,000	\$ 3,500,000	a, b, c, d, e	a, b, c, d, g, h
4	<b>Transit enhancement</b> <b>Project Description:</b> This project consists of design & construction of two bus turnout lanes near the Oceanside Blvd/Rancho Del Oro intersection in the City of Oceanside, CA. The proposed turnouts will add a short auxiliary lane for safe parking of buses during stopping/layover. Additional amenities included in this project, planned at each turnout location consist of standard transit bus stop components: a shelter, bench, trash can, signage, schedule holder and solar light, consistent with NCTD's standard bus stop amenities.	Tom Lichterman	\$ 245,398	\$ 245,398	\$ 245,398	a, b, d, e	a, b, c, e
5	<b>ROW Infrastructure Replacements</b> <b>Project Description:</b> This project involves replacement/renewal of various right-of-way infrastructure components along the Coastal right-of-way. Infrastructure components to be replaced/renewed may include, but are not limited to: at-grade crossing replacements, turn-out renewals, rail replacement, crosstie replacement, railroad signal and communication system components, and track structure renewal. These replacements/renewals are necessary to keep the Coastal right-of-way in a state of good repair; to ensure a safe and efficiently operating corridor; and provide passengers with a safe and pleasant transit experience. Project location limits are from the Orange County line at Mile Post (MP) 207.4 in north San Diego County to MP 267.5 in downtown San Diego.	Keith Kranda	\$ 3,856,267	\$ 3,856,267	\$ 3,856,267	a, b, d, e	a, b, c, e, g, h
6	<b>Revenue Vehicle replacements</b> <b>Project Description:</b> This project involves replacement of 8 revenue vehicles with 24' length, medium duty buses, with passenger capacity of 16 (3 wheelchair spaces). All vehicles being replaced have long-since reached the end of their economic useful lives; all vehicles being replaced have in excess of 130,000 miles.	Alane Haynes	\$ 578,238	\$ 578,238	\$ 578,238	a, b, d, e	a, b, c, d, e, g
7	<b>San Luis Rey Transit Center</b> <b>Project Description:</b> The San Luis Rey Transit Center (SLRTC) is a 12-bay transit center, which is part of a joint development at the southeast corner of Vandegrift Blvd. and North River Road in Oceanside, CA. The SLRTC is planned to serve six routes and a future bus rapid transit line and will provide a safe and secure location for passengers to board buses. It will also preserve NCTD's ability to support transit operations in northeast Oceanside, an already residentially dense area. This project provides the balance of the funding needed to construct the transit center.	SANDAG Project	\$ 9,115,498	\$ 7,218,767	\$ 1,500,000	a, b, d, e	a, c, e, f

**Schedule 1 - Purpose of Investment**

- a. To preserve and create jobs and promote economic recovery.
- b. To assist those affected negatively by the recession.
- c. To provide investments needed to increase economic efficiency by spurring technological advances.
- d. To invest in transportation infrastructure that will provide long-term benefits.
- e. To stabilize State and local government budgets, in order to minimize reductions in essential services and counterproductive State and local tax increases.

**Schedule 2 - Rationale of Investment**

- a. Project is ready to go (all applicable federal requirements are complete).
- b. Use of Recovery funds for this project frees up other FTA/State/local resources for other purposes.
- c. Project is high local/regional priority.
- d. Project could not have been implemented without supplemental funding.
- e. Funding accelerates completion and decreases over-all project costs.
- f. Project provides equipment or facilities to increase transit ridership.
- g. Project is a needed investment to bring assets to a state of good repair.
- h. Project addresses immediate maintenance needs.