



EAST CORRIDOR OVERSIGHT COMMITTEE
MEETING AGENDA
Tuesday July 11, 2006
10:00 a.m. – 11:00 a.m.

MTA Conference Room, 130 Nestor Street (Enter off of Driftwood)
Nashville, TN

MTA Bus Routes 25 or 44 stop at the front door of the building where the meeting takes place.

1. Public Comments
2. Approval of June 27, 2006 ECOC meeting minutes
3. Bicycle Lockers-Bill Farquhar
4. Change Orders -Kevin Walker
5. Marketing Up-Date- Teresa McKissick
6. Mobilization Update-Bill Farquhar
7. Construction Up-Date – Kevin Walker
8. Other Business



ITEM: 1
DATE: July 11, 2006
TO: ECOC Members
FROM: Bill Farquhar
SUBJECT: Public Comment
ACTION: Accept comments from the public.

BACKGROUND:
Members of the public are invited to address the Committee

COST / SCHEDULE:
None

STAFF RECOMMENDATION:
Accept comments from the public.



ITEM: 2
DATE: July 11, 2006
TO: ECOC Members
FROM: Teresa McKissick
SUBJECT: Approval of July 11, 2006 meeting minutes
ACTION: Staff requests approval of the minutes



EAST CORRIDOR OVERSIGHT COMMITTEE
 MEETING Minutes
 Tuesday June 27 2006
 10:00 a.m. – 11:00 a.m.

MTA Conference Room, 130 Nestor Street (Enter off of Driftwood)
 Nashville, TN

MTA Bus Routes 25 or 44 stop at the front door of the building where the meeting takes place

THOSE IN ATTENDANCE

Paul Ballard-Chairman		Governor Representative
Jeff Baines		City of Lebanon
Terry Bebout		TSG
Mike Choate		TDOT
Robert Corriveau		Citizen
Diane Davidson		TDOT
Randall Dunn		MDHA
W.T. Farquhar		RTA
John Kennedy		Metro
Jim Ladieu		TDOT
Teresa McKissick		RTA
Rob Shearer		Mt. Juliet
Kevin Walker		RTA/NS

Mr. Paul Ballard called the ECOC to order at approximately 10:10 a.m. on June 27, 2006.

1. Public Comments

There were no public comments.

2. Approval of June 13, 2006 ECOC meeting minutes

Mr. Ballard called for a motion for approval of the minutes from the June 13, 2006 meeting. Ms. Diane Davidson made the motion to accept the minutes. Mr. Randall Dunn seconded and the motion passed unanimously.

3a. Change Orders – Kevin Walker

Mr. Kevin Walker delivered a report on the change orders. He said there were two items that are critical to the schedule of the launch of operations. The change orders include the tightening and the realignment of a curve at M.P. 25.6. The bolt tightening is a track safety issue where all bolts in jointed track are checked to ensure they are tight. Any stripped or broken bolts or washers are replaced. The curve at MP 25.6 was discovered during surfacing to be a nearly eight degree curve instead of the four degree curve it was shown to be on the track charts.

Mr. W.T. "Bill" Farquhar added that the railroad was built in 1908 and this is the first chance to upgrade the track since that time. Mr. Walker also added that the curve is short and was easily missed.

Ms. Diane Ballard made the motion that the ECOC approve the change order to Queen City, Inc. in the amount of \$61,923.40 for additional track work. Mr. Randall Dunn seconded the motion. The motion passed unanimously.

3b. Prowell Lake Road Crossing Closure – Kevin Walker

Mr. Walker informed the committee that the crossing at Prowell Lake Road has been an item of discussion for some time with the East Corridor Commuter Rail Project. For almost two years, efforts were made to close the road and build an access road to Five Oaks on the north side of the track. This was spearheaded by a property owner on Prowell Lake Road. Adjacent landowners did not support the new road and an impasse occurred. At this point, the commuter rail project planned to construct signals at a cost of \$90,793.

Before the signals could be installed at Prowell Lake Road a meeting was held with the Forest of Lebanon, LLC a company in the process of developing the property along Prowell Lake north of the crossing. The developer wanted to close the road and build an overpass over the railroad into the new subdivision. The developer asked RTA if it could help fund the overpass in lieu of installing the signals. Agreeing to this would mean paying \$75,000 to Forest of Lebanon, LLC to permanently close Prowell Lake Road and build an overpass.

This will reduce the expenditure needed at the Prowell Lake area by more than \$15,000 and will not impact the start of revenue service.

Mr. Ballard expressed concern that if the money was paid to Forest of Lebanon, LLC that the ECOC needed assurance that the bridge would be built. The motion was amended as follows: The motion was made that the ECOC approve a reimbursement not to exceed \$75,000 to Forest of Lebanon, LLC for closure of Prowell Lake Road prior to commuter rail service. The motion passed unanimously.

4. Mobilization Update – Bill Farquhar

Mr. Farquhar announced that the trains would begin testing later this week and beginning next week the trains will be out for testing more often, moving toward a goal of daily trips by the end of July. The speeds will increase gradually.

The crews have been hired and will begin on July 10th.

Mr. Farquhar announced that a mock disaster will be planned for August. The crews will load people onto the trains, simulate a number of injuries and let the first responders practice evacuation from the train. This will allow the crews to test the emergency phone numbers and let the first responders be around the railroad. Mr. Farquhar also added that this is part of the Federal Railroad Administration's compliance

Mr. Farquhar said that the staff would have a schedule for the grand opening events for the next ECOC meeting.

Ms. Davidson said that the Music City Star Commuter Rail project has gotten a lot of attention with the Georgia Department of Transportation and added that the GDOT Commissioner is planning to attend the grand opening.

5. Construction Update – Kevin Walker

Mr. Walker said the mainline surfacing is progressing. The ties have been approved and are now in at Highway 109. Two more grade crossing signals have been activated and he plans to have more activated this week. Martha Station is completely paved. Base paving begins today in Lebanon. After Lebanon, crews will begin paving in Hermitage. The utility work at the Donelson and Hermitage Stations is almost complete. Riverfront is at substantial completion and they are waiting on full completion.

Mr. Rob Shearer asked if there was anything that could throw a curve for the September 18th planned opening date. Mr. Walker said the stations and signals do not show any problems with being completed by the opening date.

Mr. Farquhar said the track geometry car that the FRA is sending could throw a curve if it found something that we don't expect. However, he added that he did not foresee any complications. The track geometry car will validate the condition of the track. The car will test the track ride quality for both Class 3 (60 mph) and Class 4 (70mph). The data will provide a base line for future capital projects and verify that the contractors have fulfilled their obligations.

6. Other Business

Mr. Ballard was called away on an emergency, so Ms. Davidson called for other business. There was no other business. Ms. Davidson adjourned the meeting at approximately 10:38am.



ITEM: 3
DATE: July 11, 2006
TO: ECOC Members
FROM: Bill Farquhar
SUBJECT: Bicycle Lockers at Stations
ACTION: Information Item

BACKGROUND:

The Music City Star trains are equipped with bicycle storage areas to allow two bicycles per car to be transported. Bicycle commuting as a part of the commuter rail option is growing in popularity, especially in the West, where both the San Francisco Peninsula Service (Caltrain) and the Silicone Valley Service (Altamont Commuter Express/ACE) have removed a large number of seats in order to accommodate bicycles on-board. The Project Team determined that each City is best equipped to evaluate the demand and need for bike storage at their station. The normal process is for the commuter agency to provide space either on the platform or in the parking lot for bicycles, with the maintenance and management of the bike lockers handled by the local city.

Attached are several options for bike lockers and / or racks. The stations were designed to accommodate bike storage.

COST / SCHEDULE:

None.

STAFF RECOMMENDATION:

Information Item



Lockers are popular with serious cyclist



These are popular in California



This is simple and low maintenance

All photos from cyclesafe.com



ITEM: 4
DATE: July 11, 2006
TO: ECOC Members
FROM: Kevin Walker, Construction Manager
SUBJECT: Additional Trackwork
ACTION: Approve Change Order for Additional Trackwork to Queen City, Inc.

BACKGROUND:

It has come apparent as the end of construction is reached that there are a few items of trackwork that need to be added to the project. At the last ECOC meeting this was brought forward and two critical items were approved. This time three additional items critical to the schedule are included in this change order. Other items will be brought before the ECOC at the July 25th meeting.

One of the three items in this change order is additional ballast necessary for surfacing. This was identified several months ago as a potential shortfall due to field conditions. With the ballast cleaning efforts, it was impossible to accurately predict the amount of ballast necessary. Now that the ballast cleaning is done and the final surfacing is progressing the shortfall can be estimated.

Another item is an additional 60ft of track at Riverfront Station. This additional track was necessary to replace the existing track which had open hearth rail.

The final item concerns repairs to existing rail that will not be replaced. The Sperry Rail Testing car, which ultrasonically tests the rail for defects, identified several locations as needing spot rail replacement, bad joints replaced or torch cut rails removed. This item provides the rail, installs the rail and welds the rail as necessary.

COST / SCHEDULE:

This change order is in the amount of \$94,453.50 and will not impact start of revenue service.

STAFF RECOMMENDATION:

Staff requests that the ECOC recommend the Full RTA Board approve the change order to Queen City, Inc. in the amount of \$94,453.50 for additional trackwork.

**Regional Transportation Authority
East Corridor Commuter Rail Project
Railroad Rehabilitation - 51488**



Change Request 2006-021

Description		Est. Quantity	Unit	Unit Price	Cost	Comments
3	Additional ballast	2200	tons	\$16.25	\$35,750.00	This work is to fix rail defects identified by the Sperry car test, ail transitions and other existing rail issues
18	Field Welds	60	Ea.	\$431.25	\$25,875.00	
19	Furnish Rail	495	Ft.	\$11.50	\$5,692.50	
20	Change out Rail	1240	Ft.	\$18.40	\$22,816.00	
22	Additional track at Riverfront	60	T. Ft.	\$72.00	\$4,320.00	
					\$94,453.50	



REGIONAL TRANSPORTATION AUTHORITY CHANGE REQUEST

Date 7/11/2006

Change Order No.	2006-0021	Current Budget	Proposed Change	Proposed Revised Budget	Notes / Comments
Cost Account / WP		20,500,445	94,454	20,594,899	
Contract Value		11,287,546	94,454	11,382,000	Queen City Contract Value
Total Change			94,454		
Contingency		279,975	94,454	185,521	
Contract Sum				-	
In Scope					
Out of Scope	Yes				
Description	<p>It has come apparent as the end of construction is reached that there are a few items of trackwork that need to be added to the project. This change will approve three items critical to the schedule.</p> <p>These items are 1 - additional ballast necessary for surfacing. This was identified several months ago as a potential shortfall due to field conditions. With the ballast cleaning efforts, it was impossible to accurately predict the amount of ballast necessary. 2 - an additional 60ft of track at Riverfront Station. This additional track is necessary to replace the existing track which had open hearth rail. 3 - repairs existing rail that will not be replaced. The Sperry Rail Testing car, which ultrasonically tests the rail for defects, identified several locations as needing spot rail replacement, bad joints replaced or torch cut rails removed. This item provides the rail, installs the rail and welds the rail as necessary.</p>				
Description of Change	<p>These changes are necessary to operate at effective speeds and to relieve concerns expressed by the FRA.</p>				
Justification of Change	<p>This change is needed to operate the service as scoped.</p>				
Approval Authority	<input type="text"/>	ECOC 7/11/2006			
Approved	<input type="text"/>	Full RTA Board 7/19/2006			
Not Approved	<input type="text"/>				

CA	Work Pckg	Description	Total Budgeted Cost	Total Obligated	Actual Costs	Remaining Obligation	Forecast	Variance
PE - T1		PE / Task 1 Final Design / Environmental Rv	533,173	533,173	533,173		533,173	
Project Management & Oversight								
PM100 -	D100	Project Management	1,334,133	1,334,133	1,234,087	100,046	1,334,133	
PM100 -	D100	Marketing Support	170,300	170,300	85,300	85,000	170,300	
PM100 -	D300	CR 2004-001 Branding						
PM200	C200	QA Oversight - construction	92,400	92,400	67,000	25,400	92,400	
PM200	D200	QA Oversight - Design	61,600	61,600	61,333	267	61,600	
PM300	C300	Agency Management - Construction	357,634	349,556	330,584	18,972	357,634	
PM300	D300	Agency Management -	116,250	116,250	116,250	-	116,250	
PM400	C400	NERA / NERC Mgmt -	292,300	154,862	496,924		496,924	(204,624)
PM400	OL400	Operation Lifesaver	20,000		2,396		20,000	
PM400	OM400	Operations & Maintenance	1,400,000	1,372,642	435,239		1,400,000	-
Railroad Rehabilitation								
		Railroad Rehab - Construction	20,500,445	20,443,360	19,435,417	1,007,943	20,626,383	(125,938)
R100	C100							
R100	CMC100	Railroad Rehab - CM	856,012	624,260	1,006,822	(382,562)	856,012	-
R100	D100	Railroad Rehab - Design	1,759,338	1,759,338	1,735,102	24,236	1,759,338	-
R100	DSC100	Railroad Rehab - Design svcs	165,000	125,000		125,000	125,000	40,000
Subtotal Railroad Rehabilitation			27,658,585	27,136,874	25,539,626	1,004,302	27,949,147	(85,938)
Station Design								
S100	D100 - D60	Total of All Station Design Costs	814,924	814,924	753,088	61,836	814,924	-
S100	CMC100	Station Construction	265,300	265,300	110,988	154,312	300,000	(34,700)
Riverfront Station								
S100	C100	Riverfront Stn - Construction	1,600,317	2,530,352	2,508,370		2,604,352	(1,004,035)
Donelson Station								
S200	C200	Donelson Station - Construction	1,382,300	1,384,731	1,019,954		1,424,004	(41,704)
S200	PA200	Donelson Station - Property Acquisition	1,045,000		1,065,000		1,065,000	(20,000)
Hermitage Station								
S300	C300	Hermitage Stn - Construction	1,609,102	1,611,310	1,103,864		1,658,616	(49,513)
S300	PA300	Hermitage Stn - Property Acquisition	551,000		420,659		402,059	148,941
Mt. Juliet Station								
S400	C400	Mt. Juliet Stn - Construction	1,282,049	1,280,764	1,005,444		1,297,964	(15,914)
S400	PA400	Mt. Juliet Stn - Property Acquisition	1,013,950		630,099		908,087	105,863
Martha Station								
S500	C500	Martha Stn - Construction	350,000	138,681	79,354		175,000	175,000
S500	PA500	Martha Stn - Property Acquisition	-					
Lebanon Station								
S600	C600	Lebanon Stn - Construction	1,398,481	1,396,909	1,092,627		1,414,109	(15,628)
S600	PA600	Lebanon Stn - Property Acquisition			303,153		303,153	(303,153)
Vehicles								
C200	E200	Procure and Paint vehicles	539,360	465,000	539,361		539,361	-
			39,510,368	37,024,846	36,171,587	1,220,450	40,855,775	(1,345,407)
Percent spent			91.55%					(341,372) Variance less
Remaining Contingency			279,975					40,514,403 Forecast less
Total East Corridor			\$ 39,790,343					Metro betterment



Music City Star Contingency Log

	Contingency	Remaining Contingency
	4,338,168	
CR 2003-001 Vehicles	335,000	4,003,168
CR 2003-002 PM add documents for development	15,000	3,988,168
CR 2003-003 Design Changes	100,969	3,887,199
CR 2004-001 Branding (came out of Agency Adm)		
CR 2004-002 CM and PM Services Budget Adjust	521,508	3,365,691
CR 2004-003 Reconnect the MTA switch	17,000	3,348,691
CR 2004-004 Incorporage budget in business plan	4,350,000	4,350,000
CR 2004-005 Design Service	214,465	4,135,535
CR 2004-006 Design Service	71,223	4,064,312
CR 2004-008 Replacement Rail Quantity Addition	93,648	3,970,664
CR 2005-002 Reconcile field conditions to design - Stansell	28,009	3,942,655
CR 2005-003 Reconcile field conditions to design - Queen City	18,536	3,924,119
CR 2005-004 Reconcile field conditions to design - Queen City	8,371	3,915,748
CR 2005-005 Reconcile field conditions to design - Queen City	(8,150)	3,923,898
CR 2005-006 Reconcile field conditions to design - Queen City	40,608	3,883,290
CR 2005-007 Reconcile field conditions to design - Queen City	52,780	3,830,530
CR 2005-008 Reconcile field quantities for pay request - QC	6,652	3,821,878
CR 2005-009 Reconcile field quantities for pay request - QC	7,489	3,814,389
CR 2005-010 Reconcile field quantities for pay request - QC	(31,748)	3,846,135
CO 2005-011 Operations Mobilization / administration / OL	1,585,000	2,261,135
CO 2005-013 Redesign of Lebanon Station GSP	70,280	2,190,875
CO 2005-015 increased quantities for crossings and reduce scope for Riverfront	(14,155)	2,205,030
CO 2005-017 reconciliation of quantities QC	2,529	2,202,501
CO 2005-012 Upgrade signals to CTC	220,532	1,981,969
CO 2005 - 019 Award of stations Donelson Mt. Juliet Hermitage	1,593,940	388,029
CO 2005 - 020 Execution of bid option for duration extension for Donelson Hermitage and Mt.	(74,000)	462,029
CO 2005 - 021 Value Engineering for Mt. Juliet, Donelson and Hermitage Stations	(82,444)	544,473
CO 2005 - 022 Move contingency to Lebanon Station for award of construction	362,000	182,473
CO 2005 - 023 Value Engineering for Lebanon STn	(41,677)	224,151
CO 2005 - 024 Queen City Reconciliation of field items to bid	23,839	200,311
CO 2005 - 025 Crockett Phillips	(425,241)	625,552
CO 2005 - 026 Crockett Phillips	20,689	604,863
CO 2005 - 029 Queen City - reconcile field quantities	20,312	584,551
CO 2005 - 028 Crockett-Phillips Construction, Inc.	8,208	576,344
CO 2005 - 030 W&O Field Reconciliation	44,135	532,208
CO 2005-031 Queen City	(205,317)	737,525
CO 2005-032 Crockett Phillip	(6,262)	743,787
CO 2005-033 W&O field quantity reconciliation	24,855	718,933
CO - 2005-034 Queen city field reconciliation	941	717,992
CO administrative from vehicles	(134,640)	852,632
CO 2006-001 Neel Schaffer contract extenstion	213,084	639,548
CO 2006-002 Railroad Rehabilitation budget adjustment	274,206	365,342
CO 2006-003 Crockett-Phillips	723,298	(357,956)
CO 2006-005 Removing shelters	(146,415)	(211,541)
CO 2006-006 Re-scoping Martha	(674,226)	462,685
CO 2006-007 concrete at Riverfront	24,714	437,971
CO 2006-008 field reconciliation	1,923	436,048
CO 2005-012B Stansell Electric - delete Greenwood crossing Signal	(143,589)	579,637
CO 2006-011 Crocket-Phillips - field reconciliation	4,887	574,750
CO 2006-013 W&O quantity reconciliation	18,369	556,382
CO 2006-14 Crockett Phillips quantity reconciliation	8,572	547,810
CO 2006-16 Crockett Phillips quantity reconciliation	4,886	542,924
CO 2006-18 Neel-Schaffer administrative extension	7,200	535,724
CO 2006-19 Queen City - Curve work at Prowell Lake	61,923	473,800
CO 2006-020 Elimination of the Prowell Lake Crossing	75,000	398,800
CO 2006-018 a Queen City - SR 109 trackwork	118,825	279,975



ITEM: 5
DATE: July 11, 2006
TO: ECOC Members
FROM: Teresa McKissick
SUBJECT: Marketing Update
ACTION: Information Item

BACKGROUND:

Marketing for the Music City Star initiation of service is progressing on a number of fronts. The efforts are summarized below:

Advertising Plan

Purpose: Promote, brand and market Tennessee's first commuter rail project

Status: Underway and ongoing

Detail:

- Sample Billboard Ads
- Sample Print Ads
- Sample Radio Ads

Remaining: Billboard and print ads have been sent to production. First billboard will go up in August. Radio scripts have been sent to Charlie Daniels.

Due: Ongoing

Special Events – Grand Opening

Purpose: To introduce the MCS to potential riders and to express gratitude to those who have supported the project

Status: Underway and ongoing

Detail:

- Program Agenda
- Event Schedule
- Phil Ponder Original Artwork

Remaining: Review and confirmation of invitation list

Due: Ongoing

Employer Outreach

Purpose: To gain riders for the commuter rail by introducing the MCS and commuter benefits to Nashville's largest employers. Presentations also include vanpool and Relax & Ride Bus alternatives provided by the RTA.

Status: Underway and ongoing

Detail:

- Presentations have been given to the following:
 - Belmont University
 - Belmont will pay to have its faculty, staff and students take the Music City Star
 - Nashville Area Chamber of Commerce
 - LifeWay Christian Resources
 - Human Resource Executive Forum
 - Nashville Area Chamber of Commerce Human Resource Council
 - Vanderbilt University
- Next Steps
 - Tennessee Department of Transportation
 - State of Tennessee Employees
 - Other large Nashville employers

Remaining: To continue contacting employers and making presentations

Due: Ongoing pre and post launch

Polling/Surveying

Purpose: To obtain input from potential riders

Status: Commuter Web Poll continues. Informal Poll with Miller & Martin PLLC is complete.

Detail: Press release distributed to Wilson County newspapers May 30th encouraging potential riders to take a poll regarding the Music City Star and their schedules in an attempt to get useful information. Both polls are unscientific, but serve as pieces of research that give us helpful information.

- Commuter Web Poll
- Miller & Martin Informal Poll

Remaining: Will seek the opportunity to do more polling of potential riders

Due: Ongoing pre and post launch

COST / SCHEDULE:

There are none at this time.

STAFF RECOMMENDATION:

Information Item



ITEM: 6
DATE: July 11, 2006
TO: ECOC Members
FROM: Bill Farquhar
SUBJECT: Mobilization Update
ACTION: Information Item

BACKGROUND:

The first trains set began testing and supervisor training on June 24th. TSG crew training began yesterday. The classroom training will take two and half weeks, and includes operating rules, customer service, emergency response, hazardous materials, Homeland Security, fare collection, ADA sensitivity, along with other items such as equipment trouble shooting, air brake testing and train handling. All staff will be cross trained as both engineers and conductors. Over the road training is expected to begin the last week of July. The plan is for each engineer to make approximately 60 round trips before the start of simulated operations in September. ECOC members wishing to ride the training trains are welcome, with the understanding that trips are not on a set schedule. Please contact Bill Farquhar to arrange a trip.

The mechanical crews also started on July 10th. They will be focusing their efforts on preparing the equipment for test/training. The first locomotive (#121) is completed and testing has started. The second locomotive (#122) is receiving it's final coats of paint. Once the painting is done, work will begin on the interior modifications for this unit. Three cab cars (#400, 401 and #402) are in varying stages of work including ADA modifications, brake overhauls and touch-up painting. Two coaches (#500 and #501) are approximately 90% completed. Two train sets will be ready by the last week of July to support the crew training.

As part of the Safety Certification Process, a mock disaster is planned for August 2, 2006. The mock disaster will allow all first responders along the line to learn about the equipment and develop a coordinated plan to respond in the event of an incident involving the trains.

COST / SCHEDULE:

Friday, September 15, 2006 for the Grand Opening event.
Monday, September 18, 2006 Revenue Operations date.

STAFF RECOMMENDATION:

Information Item



ITEM: 7
DATE: July 11, 2006
TO: ECOC Members
FROM: Kevin Walker, Construction Manager
SUBJECT: Construction Update
ACTION: Information Item

BACKGROUND:

WORK RECENTLY PERFORMED

Railroad Rehabilitation

- Mainline surfacing in Mt. Juliet
- Curve shift at M.P. 25.6
- Bolt Tightening

Signals

- Phase II grade crossings signals were activated

Stations

- Station signs were installed
- Base stone was installed at the Donelson Station
- Lebanon Station was paved

LOOK AHEAD

Railroad Rehabilitation

- Final Surfacing will continue
- Lebanon Layover Facility Construction will conclude

Signals

- Continue to activate crossing signals in both Phases
- Continued work on the train signals in both Phases

Stations

- Riverfront Station will reach final completion
- Donelson and Hermitage Stations will be paved

COST / SCHEDULE:

As of 6/25/06, \$26,667,911 (93 %) worth of work has been completed of the currently \$28,618,196 that has been obligated.

STAFF RECOMMENDATION:

Information Item