

MINUTES



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

RAIL CONSTRUCTION COMMITTEE MINUTES OF MEETING DECEMBER 11, 1987

MEMBERS PRESENT

JACKI BACHARACH, CHAIRWOMAN
 WALTER KING
 MARCIA MEDNICK
 RAY GRABINSKI
 JACK LA FOLLETTE
 ROGER STANARD

1/22/88

STAFF PRESENT

RICK RICHMOND, EXECUTIVE DIRECTOR
 PAUL TAYLOR, DEPUTY EXECUTIVE DIRECTOR, TRANSIT DEVELOPMENT
 ED McSPEDON, DIRECTOR, DESIGN AND CONSTRUCTION
 AL SCALA, MANAGER, CONTRACTS

OTHERS

BILL VOLKMER, TRANSCAL
 LES ELLIOTT, BOOZ, ALLEN & HAMILTON

CALL TO ORDER

APPROVAL OF MINUTES

The Committee approved the minutes of the November 30, 1987, as submitted.

REPORT ON THIRD-PARTY ACTIONS AND CONTRACT CHANGE NOTICES

Ed McSpedon reported on third-party actions (outline attached) He also presented a videotape of the light rail vehicle fabrication work at the factory. Paul Taylor briefed the Committee on bids received on contract C-140 and indicated staff's intention to recommend rejection of all bids by the Commission on December 16.

AWARD CONTRACT H840 - FARE COLLECTION

Al Scala presented staff's recommendation on this competitively-negotiated procurement. There was discussion of Option 2 for Metro Rail machines. Representatives of Autoscan were questioned by the Committee. A GFI representative spoke to the Committee. Bill Volkmer explained the technical evaluation team's position.

Roger Stanard suggested further discussion with the technical evaluation team before award. Walter King moved staff's recommendation; Marcia Mednick seconded it. Ray Grabinski and Marcia Mednick suggested staff give RCC more background on evaluation in advance of the recommendation for award. The Committee asked that staff obtain written concurrence from SCRTD ion participating this procurement.

The Committee recommended (with Roger Stanard dissenting) that the Commission authorize the Executive Director to award a contract to GFI-General Farebox in a lump sum amount of \$4,008,010 for the Fare Collection Equipment, R01-T07-H840. A 15% contract reserve fund of \$601,190 is also recommended to cover the cost of changes and/or extra work. Award is contingent upon resolution of any bid protests timely-filed.

AWARD CONTRACT H0880 - WHEEL TRUING EQUIPMENT

Al Scala presented staff's recommendation. The Committee recommended that the Commission authorize the Executive Director to award a contract to Simmons Machine Tool Corporation in a lump sum amount of \$778,600 for the Wheel Truing Equipment, R01-T02-H0880. A 10% contract reserve fund of \$77,400 is also recommended to cover the cost of changes and/or extra work. Award is contingent upon resolution of any bid protests timely-filed.

AWARD CONTRACT H0885 - LRV WASH EQUIPMENT

Al Scala presented staff's recommendation. The Committee recommended that the Commission authorize the Executive Director to award a contract to Sherman Supersonic Industries Corporation in a lump sum amount of \$457,700 for the LRV Wash Equipment, R01-T07-H0885. A 10% contract reserve fund of \$45,300 is also recommended to cover the cost of changes and/or extra work. Award is contingent upon resolution of any bid protests timely-filed.

AWARD CONTRACT H832 - CABLE TRANSMISSION SYSTEM

Al Scala presented staff's recommendation on this competitively-negotiated procurement. The Committee recommended that the Commission authorize the Executive Director to award a contract to PAC TEL, in a lump sum amount of \$6,783,098.44 for the Cable Transmission System, R01-T07-H832. A 10% contract reserve fund of \$678,310 is also recommended to cover the cost of changes and/or extra work. Award is contingent upon resolution of any bid protests timely-filed.

WORKSHOP ON TECHNOLOGY EVALUATION

Les Elliott presented his report on technology evaluation for the Century/El Segundo project. Paul Taylor indicated that, since RCC is interested in seriously considering automated train operations, staff will take steps to:

- o request SCRTD to obtain from labor contract appropriate job classifications to allow for automated train operations;
- o continue support of Caltrans' construction schedule;
- o commence TransCal work on areas not affected by vehicle technology decision;
- o formally propose third-rail power to Caltrans and also automated operations to CPUC and report response/projected impacts by March 15, 1988;
- o evaluate feasibility (conceptual engineering) of exclusive guideway on possible Coast Line routes outside El Segundo.

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He pointed out that changes in design especially regarding third-rail power) have the potential for changing Caltrans' designs, which will cost more money (and can be estimated in about 90 days).

Finally, staff will report on budget impacts to TransCal's contract for design in January when the contract is brought for ratification.

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