

# 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 JANUARY 11, 1989

### MEMBERS PRESENT

JACKI BACHARACH  
WALTER KING  
RAY GRABINSKI

### STAFF PRESENT

PAUL TAYLOR, ACTING EXECUTIVE DIRECTOR  
ED McSPEDON, DIRECTOR, DESIGN AND CONSTRUCTION  
AL SCALA, MANAGER, CONTRACTS

### OTHERS

PETER SCHABARUM, COMMISSIONER  
CHRIS REED, COMMISSIONER

### CALL TO ORDER

Jacki Bacharach asked that the Vehicle Design Contract be considered first. The Committee concurred.

NORWALK/EL SEGUNDO RAIL TRANSIT PROJECT - AWARD VEHICLE DESIGN CONTRACT

Ed McSpedon and Al Scala presented staff's report. Commissioner Schabarum had questions on the cost of the car and why the cars from the LB/LA project could not be used. Mr. McSpedon stated the cost of the cars is unknown until the bids are out, but he felt that even with the modifications, they would be in the same price range as the LB/LA cars. He also stated that due to the complexity of converting the car to automation, the conversion is not cost-effective. Mr. Grabinski stated that we tried to talk to the manufacturer to try and split up the LB/LA vehicle procurement contract. Mr. McSpedon stated that we had options in the contract for over and above 54 cars for future growth, but nobody would bid because of the time gaps, and the carbuilders felt that the risks of bidding out-year options were too great. Mr. King stated that we're not changing the design of the car as much as the power (the LB/LA is overhead, the Norwalk/El Segundo is third-rail). Mr. Schabarum questioned the need to spend additional money on the design of the car since it doesn't differ that much from the LB/LA car. Mr. Taylor explained that this design contract is not only for the design but primarily for the management of the procurement process and inspection in the plant. Mr. McSpedon stated a lot of design will be done by the successful carbuilder who will bid to a set of performance specifications. Staff and the vehicle design consultant will have an active role in reviewing the exact details of how he translates them into hardware, etc. to assure that it complies with our specifications. This period would last about two years. Mr. McSpedon stated that he would get the report on the light rail vehicle disposition alternatives to the Committee.

The Committee recommended that the Commission authorize the Acting Executive Director to execute a contract with LTK Engineering Services, under Contract No. R23-S11-E001, for a not-to-exceed amount of \$3,990,402, to design, assist in procurement, and manage the contract for rail vehicles on the Norwalk/El Segundo rail transit project

Award of the contract shall be contingent upon satisfactory negotiation of a contract agreement, and resolution of any bid protest filed in a timely manner with the Commission. The recommendation passed with a 3-0 vote.

NORWALK/EL SEGUNDO RAIL TRANSIT PROJECT - AWARD CONSTRUCTION  
MANAGEMENT CONTRACT

Jacki Bacharach asked staff to brief the Committee on the role of the construction manager on this project and also how the evaluations were made. Ed McSpedon presented staff's report and outlined the scope of services and explained Phase I and Phase II as follows:

Phase I - Caltrans is constructing the Glenn Anderson Freeway and installing facilities to accommodate the LACTC rail project later on. This work is being done by Caltrans' contractors. We have a financial and technical interest to make sure its built according to our specifications. At the present time TransCal has been doing the Phase I work for the LACTC.

Phase II - This effort commences when the LACTC begins to award its own contracts for rail equipment and for construction of rail facilities (i.e., track, station finish work, guideways, yards & shops, etc). At this point it becomes a full-blown rail system construction effort.

Staff's recommendation is that the CM be brought on board to continue Phase I and if staff is satisfied with their performance, the work on Phase II will be continued with the same CM subject to negotiation of a satisfactory Phase II contract.

Mr. McSpedon reviewed with the Committee the minutes of the January, 1988, Rail Construction Committee meeting when it decided to go to a separate firm for the Construction Management of the NES project and to put a provision in TransCal II's design contract prohibiting them from bidding on the CM contract.

Al Scala presented staff's recommendation to the Committee and informed the Committee of the steps the Evaluation Team took to arrive at its recommendation.

The Committee heard comments from Mr. Mike Stephenson, Bechtel Civil, Inc. and Mr. Gary Griggs, Parsons Construction Management Company, two of the companies not selected. Comments were also heard from Mr. Fred Kreitzberg of O'Brien-Kreitzberg & Associates, Inc., the team that was selected.

Staff answered the Committee's question on personnel of the selected company and the criteria used for selecting the firm. After a lengthy discussion. The Committee recommended the Commission authorize the Acting Executive Director to execute a contract with O'Brien-Kreitzberg to perform Phase I of the Construction Management Services under contract R23-S12-MC01 for a not-to-exceed amount of \$1,396,800. Further, subject to satisfactory performance on Phase I, and an acceptable Phase II cost proposal, authorize the Acting Executive Director to exercise an option for the Phase II services.

Award of the Phase I contract shall be contingent upon satisfactory consummation of a contract agreement and resolution of any bid protest filed in a timely manner with the Commission.

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