

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 JUNE 19, 1989

MEMBERS PRESENT

JACKI BACHARACH
CAROL STEVENS
RAY GRABINSKI
WALTER KING
MIKE LEWIS

STAFF PRESENT

ED McSPEDON, DIRECTOR, DESIGN & CONSTRUCTION
AL SCALA, MANAGER OF CONTRACTS
MANIT CHURANAKOSES, MANAGER OF RAIL FACILITIES ENGINEERING
ROBIN MCCARTHY, MANAGER OF COMMUNITY RELATIONS
JESSICA CUSSICK, PUBLIC ARTS ADMINISTRATOR

OTHERS

BOB NEWLAND, TRANSCAL II
CHUCK COLE, TRANSCAL
LES MILLER, O'BRIEN-KREITZBERG & ASSOCIATES, INC.

CALL TO ORDER

Jacki Bacharach introduced Carole Stevens, the Commission's new citizen member representing the City of Los Angeles.

APPROVAL OF MINUTES OF MEETINGS OF JUNE 2, 1989

The minutes of the meeting of June 2, 1989 were approved as with the following corrections:

Page 3, paragraph 6 - correct to read ...Walter King expressed his concerns on the safety of the intersections when building a railway and stated that in the future the Commission should adopt a general policy of evaluating the safety of grade separations when designing a railway. The engineers should evaluate affected intersections during the design process with and without grade separation and present costs benefits of grade separations at intersections...

Page 7, last paragraph, - correct to read ...report back to the Committee...

Page 8, first paragraph, fourth sentence, correct to read....Upon receipt of this plan and budget, the Commission in concert with the SCRTD will decide what tasks the consultants.....

REPORT ON THIRD-PARTY ACTIONS AND CONTRACT CHANGE NOTICES

Ed McSpedon presented staff's report to the Committee (outline attached).

Mr. McSpedon reported that the final traffic report on Washington Boulevard were received last week. Staff will be meeting with the LADOT to review findings and will report back to the Committee at its July 17 meeting.

Regarding the Imperial Grade Separation, LADOT will be meeting on June 22 with participants (City, County, Caltrans, LACTC) to review the County's stated position of non-participation in funding the grade separation.

Ray Grabinski reported on potholes along the construction site on Long Beach Boulevard. Mr. McSpedon directed staff to correct the problem.

The Committee discussed its concerns on the monitoring of cost for start up. Mr. McSpedon stated that the Commission had consultants prepare a rail organization and staffing plan correlated to other systems in California and in the Country. The results of LACTC's study were significantly different than SCRTD's staffing proposal (SCRTD is proposing more Blue Line positions than would expected based upon the experiences of other light rail systems). Both

staffs are discussing this issue and have narrowed the difference substantially although a final staffing level has not yet been agreed upon.

Mr. McSpedon reported that an update on the fare machines being tested at the El Monte Station will be presented at the July 17 RCC meeting.

NORWALK/EL SEGUNDO RAIL TRANSIT PROJECT BUDGET

Ed McSpedon reported on the background of the Norwalk/El Segundo rail transit project. In 1984, Deleuw Cather began preliminary engineering work for LACTC to support Caltrans in the design of the freeway to accommodate rail in the median. They estimated \$190 million to put rail in the median of the freeway. Two years later an environmental impact study was done by Gannett Fleming on the El Segundo Extension. At the conclusion of that work, staff estimated the cost of the El Segundo segment to be about \$150 million. In 1988 Booze Allen & Hamilton prepared a study of automating the rail line with driverless rail cars. LACTC adopted this concept at an estimated additional cost of about \$50 million. In late 1988 LACTC added participation in Imperial Highway grade separation and the extension of the line to Compton Boulevard to the project. The total estimate for the project at this time was \$411 million. In February 1988, TransCal II began engineering on this project and in January of 1989 was directed by staff to prepare a cost estimate on this project based on the design completed to date (approximately 25-30% at that time) TransCal submitted a construction estimate of \$650 million.

Bob Newland gave an overview on the differences between the current cost estimates and the budget. He also covered the performance characteristics of the line and cost estimates on three options: automation with third rail; automation using 22 modified LB/LA railcars and an overhead catenary system; and manual operation with an overhead catenary system.

After considerable discussion, the Committee scheduled a meeting for June 22 in the City of Long Beach to discuss this issue further.

Lois Cooper, representing Caltrans, asked that the Committee consider the impacts on Caltrans' freeway project when making its decision on the rail project.

ROSECRANS BRIDGE VALUE ENGINEERING

Manit Churanakoses reported on the Rosecrans Bridge value engineering. Les Miller reported on the discussions held with the General Contractors Association (steel and concrete). These discussions confirmed the original findings of continuing the steel design with modifications and that a concrete design should be authorized and a steel and concrete design advertised simultaneously and competitively. Discussions with the El Segundo Employers Association concluded that at this point in time that by proceeding independently the rail transit bridge will not impact the construction of the future Santa Fe bridge.

The Committee raised concerns about funding a double design when the expectation is that a concrete bridge will be more economical to construct than steel.

The Committee recommended (Ray Grabinski and Walter King voting no) the Commission authorize a structural designer to prepare a "haunched" prestressed concrete design for the Rosecrans/Aviation rail transit bridge and discontinue the current steel plate design effort.

COMMUNITY YOUTH GANG SERVICES CONTRACT AMENDMENT

Robin McCarthy presented staff's report. Carole Stevens stated her concerns on approving this contract after reading the article in the Times about CYGS's overrun of \$600,000 with the City of Los Angeles.

Ms. McCarthy stated that in response to the article which appeared in the L.A. Times regarding budget overruns of CYGS, staff has spoken with the CYGS staff. Also, CYGS's contract is limited to \$60,000. Al Scala reported that staff will monitor this contract in the field and also monitored in-house by the Contracts Department. Any cost incurred above this amount will not be reimbursed.

The Committee recommends that the Commission approve a \$60,000, 15-month contract with Community Youth Gang Services.

CHANGE ORDER #049, CONTRACT C140 - LACBD

Al Scala reported on Change Order No. 049 which involves an increase to the curb face height along the North and South sides of Washington Boulevard.

The Committee expressed concern on the design error and staff was requested to investigate potential errors and omissions by TransCal pursuant to this Change Order.

The Committee recommended that the Commission approve Change Order No. 049 in the amount of \$206,000. Sufficient contingency remains in this contract to cover the cost of this additional work.

CHANGE ORDER #015, CONTRACT C4700 - TPSS/C&S CIVIL SITE WORK

Al Scala reported on Change Order No. 015 which involves site grading, underground duct work and foundation slabs for C&S and 12 mid-corridor TPSS sites.

The Committee recommended that the Commission approve Change Order No. 015 in the amount of \$50,000. Sufficient contingency remains in this contract to cover the cost of this time extension.

METRO GREEN LINE - CONTRACT H832, CABLE TRANSMISSION SYSTEM:

Extension of Option

Al Scala presented staff's report to the Committee. The Committee recommended that the Commission approve Change Order No. 011 and increase the current AFE amount of \$4,272,500 (\$3,884,088 plus 10% contingency) to a revised total AFE of \$11,723,50. This increase in AFE will be used to exercise an option for the Metro Green Line CTS and will be tracked separately from the Metro Blue Line funds.

Cable Transmission System Compatibility with SAFE

Chuck Cole gave the Committee an overview on staff's report on the compatibility of the Cable Transmission System with SAFE. The option on contract H832 would provide cable which can accommodate the SAFE system.

Mr. McSpedon stated that any time or money spent by rail program staff or consultants on this project will be charged to the SAFE project.

CONTRACT C435 - REQUEST FOR AFE AMENDMENT

Al Scala presented staff's report. The Committee recommended that the Commission approve an increase to the current AFE amount of \$5,792,373 to a revised total AFE of \$33,157,073. This increase in AFE will enable staff to process pending and anticipated changes. The additional funding will be transferred from the Project Reserve.

FINALIZE THE ART PROGRAM PLAN

Jessica Cussick presented staff's report. The Committee raised concerns on the use of equal funding for all stations. The Committee directed staff to clarify in the policy that allocation will be made on a station-by-station basis.

The Committee recommended that the Commission adopt a public art policy which will allocate one-half of one percent of the construction costs for the creation of works of art in the rail transit system. The Committee also recommended that the Commission approve the public art plan with several modifications.

SPECIAL RECOGNITION OF C415 INVESTIGATIVE TEAM MEMBERS

Ed McSpedon reported on the Firestone Investigative Team composed of Deloitte/Kellogg Joint Venture (DKJV); Daniel, Mann, Johnson & Mendenhall (DMJM); Dokken Engineering; L.A. County Public Works Department and Caltrans. The Committee presented awards to the following representatives in appreciation for the thorough, concise and comprehensive report and recommendations which they developed. Recognition went to:

Robert Barsam, L.A. Co. Dept. of Public Works (Structural Engineer)
Albert Fredrickson, L.A. Co. Dept. of Public Works (Construction Engineer)
Lauren Krueger, Caltrans (Falsework Design/Construction Expert)
Richard Liptak, Dokken Engineering (Structural Engineer)
David Cho, DMJM (Structural Engineer)
Edward Opitz, DKJV (Construction Procedures Specialist)
Eric Bodholdt, DKJV (Deputy Core Team Manager)
Cully Carlson, DKJV (Core Team Manager)

Mr. McSpedon stated that as a result of this team's effort, a policy will be initiated that all future construction contracts awards will require an identification of "special events" involving especially risky or dangerous work activities. Contractors will be required to prepare and submit a management plan for dealing with these "special events."

DESIGN/COORDINATION WITH CITIES, JURISDICTIONS

This item was moved to the next Rail Construction Committee meeting.

LANDSCAPING PROCUREMENT UPDATE

Al Scala presented staff's report. At the March 22, 1989, Commission meeting a decision was made to reject all bids associated with Contract No. R01-T01-C275 - Landscaping. The Commission directed that the contract package be broken up into smaller packages in order to provide an opportunity for small business to bid the work.

The Committee discussed the results of this report which showed an increase of at least \$400,000 resulting from repackaging the landscaping contract. The Committee recommended that this report go before the Commission and that consideration be given to reversing the Commission's earlier decision to reject bids on the single package contract.

MONTHLY PROGRESS REPORTS

This item was moved to the August meeting.

OTHER BUSINESS

Ed McSpedon stated he would like to bring the signalling contract to the RCC at its next meeting. He stated that there are outstanding issues that need to be addressed to make sure the opening date is met.

CLOSED SESSION: PENDING CONSTRUCTION CLAIMS

The Committee asked for a closed session to review pending construction claims.

ADJOURNMENT

bn(rcc/min-6.19)

Attachments