

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 22, 1989

MEMBERS PRESENT

JACKI BACHARACH
CAROL STEVENS
RAY GRABINSKI
WALTER KING
MIKE LEWIS

STAFF PRESENT

ED McSPEDON, DIRECTOR, DESIGN & CONSTRUCTION

OTHERS

BOB NEWLAND, TRANSCAL II
GEORGE SWEDE, TRANSCAL
RON RYPINSKI, TRANSCAL II

C.A.I. TO ORDER

CONTRACT C117, FLOWER STREET SUBWAY, CHANGE ORDER #4

Ed McSpedon presented staff's report. This Change Order involves provision of additional compensation to the Contractor for extended overhead costs, delay/impact costs, and a time extension of 50 calendar days to the original contract completion date

resulting from changes associated with metering temporary street lighting and supporting Los Angeles Department of Water & Power (Power) relocations/sanitary sewer installations.

The Committee expressed its concern with the costs initiated by third-parties and directed staff to return with the status of the Cost Containment Policy.

The Committee recommended the Commission approve Change Order #04 in the amount of \$858,558. Sufficient contingency remains with the current AFE to cover the cost of this Change Order.

CONTRACT H825 - TRANSIT SIGNALING SYSTEM

Ed McSpedon presented a report on the Transit Signaling System. He stated that currently, the signaling contract will not be complete until May, 1990. Because of time lost earlier resulting from the difficulty of gaining access to sites, there is a need to accelerate this contract to allow adequate time for system testing. With acceleration, LACTC can pick up a least 2 months.

The Committee approved proceeding with acceleration of this contract, but directed staff to return at the next meeting with a detailed "Cost Plus Change Notice" explanation and with an evaluation of the cost estimate for acceleration versus the added costs to LACTC of delaying the revenue operating date until testing can be satisfactorily completed. Staff will return to the Committee with the change order once the negotiations are completed.

NORWALK/EL SEGUNDO RAIL TRANSIT PROJECT BUDGET

At the last RCC meeting staff reported on cost estimates prepared by Transcal on the projected construction cost of the Norwalk/El Segundo rail transit project as currently defined. An estimate of \$650 million has been submitted by TransCal. The original projected cost was \$411 million. TransCal in concert with O'Brien & Kreitzberg and the consultants who did the conceptual engineering work (De Leuw Cather, Gannett/Fleming and Booz Allen) prepared a report analyzing cost increases and identifying any and all cost reduction options.

Ron Rypinski gave an overview on the operating and maintenance costs for automation vs. manual operations. He also reviewed the impacts on staffing (i.e, automation would require roving attendants at stations, manual would require an operator on each railcar).

George Swede presented three conceptual options for cost reduction measures. These are:

- Option 1 - Automated system with third rail power supply
- Option 2 - Automated system with overhead catenary power supply (using the LB/LA railcar with modifications)
- Option 3 - Manual system with overhead catenary power supply

The Committee had a lengthy discussion on whether to have a yard in Hawthorne, whether or not it should be automated, and the impacts on using the Long Beach yard and NES pockets to store cars.

Les Elliott, representing Booz Allen, reported on factors used in originally projecting the added capital cost of automation.

The Committee heard comments from the following:

Gerald Geismar, representing TRW and ESEA. Mr. Geismar offered a cost reduction plan to the Committee.

Betty J. Ainsworth, Mayor, City of Hawthorne

Bob Glines, General Railway Signal Company

The Committee scheduled another meeting for July 21 at 10:00 a.m. to further discuss this Norwalk/El Segundo project issue and directed staff to do the following:

- o Reallocate cost of north leg of wye to North Coast Line.
- o Talk to cities on station deferrals, automation and possible cost reduction measures.
- o Meet with Caltrans regarding canopy design.
- o Meet with ESEA to review Cost Reduction Plan.
- o Report on NES joint development opportunities (Greg Jones)
- o Limit on Imperial Grade Separation participation to \$8 million.
- o Cut the engineering budget by 3 to 5% and also an analyses on the level of engineering costs
- o Analyses of past double design efforts (C435, C2125)
- o Further economic evaluation of various train control options.