

# 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 AUGUST 7, 1989

### MEMBERS PRESENT

JACKI BACHARACH  
CAROL STEVENS  
RAY GRABINSKI  
WALTER KING  
MIKE LEWIS

### STAFF PRESENT

NEIL PETERSON, EXECUTIVE DIRECTOR  
ED MCSPEDON, DIRECTOR, DESIGN & CONSTRUCTION  
AL SCALA, MANAGER OF CONTRACTS

### OTHERS

BOB NEWLAND, TRANSCAL II  
RON RYPINSKI, TRANSCAL  
RICK LANDELL, LTK  
BILL FRANDSEN, LTK

### CALL TO ORDER

VIDEO PRESENTATION

The Committee viewed a video taken at the World Design Expo in Japan at the Opening Ceremony of the "L.A. Square." This display features the LB/LA railcar, plus many features of the project.

APPROVAL OF MINUTES OF MEETINGS OF JULY 17, 1989 AND JULY 21, 1989

The minutes of the meetings of July 17, and July 21, 1989 were approved with the following corrections and additions:

Page 4, paragraph 4 of the July 17, 1989 - correct to read: Carole Stevens stated that the Tree People work with the Los Angeles Conservation Corp. (LACC) and other community groups in landscaping. Additionally, LACC works with graffiti removal as they are a Youth-at-Risk organization (consisting of kids who live in the area) funded by the City of Los Angeles.

Jacki Bacharach directed staff to report back to Committee as to whether we have to stipulate what item is being discussed in the Closed Session.

Page 3, add a paragraph following the 8th paragraph regarding Mr. Peterson's statement on Option #2 .....Jacki Bacharach asked several questions about deferring the yard site. It was determined that the additional cars would be needed by the year 2000 and construction of the permanent yard facility would have to begin by 1997 in order to accommodate the cars when delivered.

REPORT ON THIRD-PARTY ACTIONS AND CONTRACT CHANGE NOTICES

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

City of Los Angeles: Proposal from TransCal for additional study requested by Committee is \$10,000. No authorization for spending \$10,000 was given by the Committee, direction to staff is to continue to work with L.A.D.O.T. on any open questions but to not pursue further.

City of Compton: Jacki asked that it be noted that the Caldwell Street structure is a pedestrian crossing.

Ray Grabinski stated availability of R.O.W. @ N.W. corner Long Beach Blvd. & First Street has gone through Council. Mr. McSpedon will confirm.

SCRTD: The Committee asked where the line terminates. Staff responded that the line terminates at Pico & Flower and LACTC staff is working with staffs of RTD and LADOT on options on how to provide a bus link from Pico to the Station. The Committee asked for more information on this--staff will return at a later date with more information.

CONTRACT R01-T01-C435 - AERIAL STRUCTURES

Al Scala presented staff's report. The Committee recommended the Commission approve Change Order #019 in the amount of \$208,027. Sufficient contingency remains within the current AFE to cover the cost of this Change Order.

CONTRACT R01-T01-C435 - AERIAL STRUCTURES

Al Scala presented staff's report. Ray Grabinski raised concerns on the time and money been spent on utility relocations because of the delays by the utility companies. Mr. McSpedon stated one reason is that if any emergency arises, LACTC has second priority. Mr. Grabinski asked staff for an approximate figure on how much LACTC has lost because of the delays by the utilities.

The Committee recommended the Commission approve Change Order #020 in the amount of \$258,538. Sufficient contingency remains within the current AFE to cover the cost of this Change Order.

CONTRACT R01-T08-C258 - TRACKWORK

Al Scala presented staff's report. The Committee recommended the Commission approve Change Order #011 in the amount of \$228,471.77. Sufficient contingency remains within the current AFE to cover the cost of this Change Order.

CONTRACT R01-T01-C335 - Station Superstructure

Al Scala presented staff's report. The Committee recommended the Commission approve Change Order #001 in the amount of \$415,000. Sufficient contingency remains within the current AFE to cover the cost of this Change Order.

CONTRACT R01-T07-H0840 - GFI - GENERAL FAREBOX

Al Scala presented staff's report. This Change Order involves fabrication and delivery of thirty-six map panel enclosure to house the system map, neighborhood map, pay phone, patron assistance phone, battery condition indicator and lawn sprinkler controls. The Committee raised concerns on accessibility to the box; the vandalism that could occur due to the fact they resemble the fare collection machine--it should have some kind of signage stating "no revenue in this box"; the costs of each unit, etc. The Committee directed staff to return with other alternatives and tabled this item to the next meeting.

CONTRACT R01-T07-H825 - TRANSIT SIGNALING SYSTEM

Al Scala presented staff's report. The Committee recommended the Commission approve Cost Plus Change Notice #11A in the amount of \$200,000.

CONTRACT R01-T06-H812 - OVERHEAD CONTACT SYSTEM

Al Scala presented staff's report. The Committee approved Cost Plus Change Notice #42A in the amount of \$100,000.

CONTRACT R01-S12-MC04R - VEHICLE LEASING

Al Scala presented staff's report. The Committee recommended that the Commission approve an increase to the current AFE amount by \$17,715.11 (\$22,914.43 minus \$5,199.32) to a revised total AFE of \$462,715.11. This increase in AFE will enable staff to process this pending Change Order. No further changes are anticipated. The \$17,715.11 required as additional funding will be transferred from the Project Reserve.

CONTRACT R01-T01-H860 - SIGNS AND GRAPHICS

Al Scala presented staff's report. The Committee asked if staff is coordinating with RTD on the signs. Scott Smith, SCRTD Marketing Department, stated that RTD has looked at the sign proposal and it looks consistent with RTD's design with minor variations. The Committee did not concur with staff's recommendation to go to the second lowest bidder if California Neon Products doesn't acquire the necessary license.

The Committee recommended that the Commission authorize the Executive Director to award Contract No. R01-T01-H860 to California Neon Products, the lowest priced responsive and responsible bidder. The contract award will be for a total contract price of \$1,523,299.00. A 10% contract reserve fund of \$152,701.00 is also recommended to cover the cost of changes and extra work, but will not be included in the contract award amount. Award of the contract will be contingent upon the Contractor acquiring the correct California State Contractor's License prior to formal award of the contract, receipt of required bonds, and resolution of any bid protest which is filed in a timely manner. Should California Neon Products be unable to acquire the correct contractor's license, staff is directed to return to the Committee.

Ray Grabinski asked about the Rail Marketing Program. Jacki Bacharach stated that the LACTC and SCRTD staffs have been working together on issues. Mr. Peterson stated that staff is meeting with RTD on August 8. He didn't feel an agreement would be reached on the program at this time, and would probably come back to the Committee at its next meeting.

#### CLAIM OF ANNE J. (TIKKANEN) WARD

The Committee recommended that the Commission formally reject the claim of Anne J. Ward.

#### CLAIM OF BEULAH SCHIRO

The Committee recommended that the Commission formally reject the claim of Beulah Schiro.

#### NORWALK/EL SEGUNDO RAIL TRANSIT PROJECT SCOPE AND BUDGET

Ed McSpedon reported on the Norwalk/El Segundo rail transit project. At the last meeting the Committee directed staff to not consider deferring the Douglas St. Station, move in the direction of overhead catenary, increase compatibility between the two lines, and defer the Hawthorne Yard until the time at the fleet increases and/or the Coast Line is constructed. Also, the Committee directed staff to construct the north leg of the Aviation Wye now, but budget it against the Coast Line budget. No action was recommended by staff at this time. Staff will conduct more analyses and come back to the Committee on the retro-fit of the 22 cars on cost; impacts on liabilities and warranties, impact on ridership if we use the 22 retro-fitted cars, etc.

Other direction from Committee included looking at the Consent Decree on the I-105 if the station deferral is feasible; have further discussion with Caltrans and FHWA on federal participation; talk further with jurisdictions on Prop. A contributions and more information on canopy scalebacks.

Mr. McSpedon asked to defer the discussion on the canopy scaleback in order to allow more time for the vehicle discussion. The Committee concurred.

Rick Landell and Bill Frandsen gave an overview of the vehicle conversion analysis and the estimated costs for conversion of LB/LA cars for dual mode operation (see attached). Mr. Frandsen stated the analysis was done specifically for the Blue Line car.

The Committee asked if staff adjusted the budget at the time automation of the cars was first considered. Mr. McSpedon explained that it was adjusted according to the estimate done by Booz, Allen in April 1988 and since that time we went from 36 to 40 cars and the unit price has increased.

Ron Rypinski gave a review of the service data in the initial year (1994) comparing using a 28 car fleet with a 3 minute headway loading 152 people and the 22 retro-fitted cars with a 4 minute headway loading 200 people and building up to 40 cars in the design year (2000). Mr Rypinski gave a video presentation using a marked out area on the floor and using people in the space representing the different loadings, i.e, full load, crush load, etc. For example, to meet the 3000 per hour per direction with an optimum loading with a 3.9 sq.ft. per passenger would require a 28 car fleet. Mr. Peterson stated that these are policy decisions that need to be made.

Scott Hart, Ferrostaal Corp. question the Committee on how they arrived at the projected Green Line car cost. Mr. Frandsen answered that they used the recent procurement cost of cars purchased in Baltimore and other rail lines. Then LACTC escalators were added, i.e, contingencies, risk insurance, escalation, etc. Mr. McSpedon explained that this estimate was the bottom line cost to us which is more than the expected bid price. Mr. Frandsen stated that the base line figure at January, 1990 prices was estimated at \$1.83 million.

The Committee asked for more information on this issue plus how much money would be incurred for a test track; what this means on deferring the Hawthorne Yard, what's the added cost in using the other Main Yard.

Mr. McSpedon stated that there is time for the decision on the vehicle issue but asked for direction from the Committee on aspects of the line that need to be started that affect the ability to do the job, i.e., Caltrans building the freeway, move on the civil work: guideways built, utilities relocated, etc. He stated if the overhead catenary is accepted that will help to move ahead. The Committee concurred. He also stated if direction is given to build or not to build the Hawthorne Yard, design could begin--or not. Mr. McSpedon stated that we do have the consultant manpower already on board and are trying to keep them here and ready to go to work.

The Committee gave staff direction to go to the overhead catenary and defer Hawthorne Yard. No other action was taken at this time.

Mr. Grabinski stated his concerns on the need to establish a definite budget in order to make these decisions on cost reductions. Mr. King stated we never had an established budget, Jacki Bacharach disagreed stating we did have a budget, but it doesn't reflect the project that was improved, and that the budget needs to be changed to reflect the changes. The Committee concurred.

The Committee discussed the next meeting scheduled for August 28 and will be held at the Central Control Facility. The Committee requested that the decisions being requested are included in the mailout.

#### JOINT DEVELOPMENT ON NORWALK/EL SEGUNDO RAIL TRANSIT PROJECT

Greg Jones, consultant retained to advise LACTC on prospects and possibilities of opportunities with respect to joint development on our rail program gave the Committee a presentation on his approach to joint development. Mr. Jones stated that he would like to meet with the Commission to explore what the LACTC objectives and expectations are with respect to each joint development opportunity. The next step would be to package the opportunities and meet with the private developer and cities along the NES corridor to discuss the benefits and opportunities of joint development.

Ray Grabinski stated that he would like to see the joint development effort be considered on the Blue Line as the area has the land available for joint development and would be beneficial to the area.

UPDATE ON MOS-1

Neil Peterson reported to the Committee reported on MOS-1 and stated that a Special Meeting is scheduled for the LACTC on August 16 to discuss MOS-1 in detail.

Jacki Bacharach asked what is the disposition of the Rail Construction Corporation (R.C.C.). Mr. Peterson stated that staff will be presenting some discussion items at the August 16 meeting that will make the R.C.C. occur and what next steps can be taken with or without RTD's concurrence. Carole Stevens asked that the Commissioner's receive some written report prior to the Commission meeting. Jacki Bacharach asked that Mr. Peterson meet with the Chairs of the Committee to brief them on the status of MOS-1. This meeting is scheduled for November 14th.

MONTHLY PROGRESS REPORTS

The Committee commented on the monthly progress reports of the Long Beach-Los Angeles rail transit project and Norwalk/El Segundo rail transit project.

ADJOURNMENT

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(rcc/min-8.7)