

MINUTES



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

APPROVED AS
SUBMITTED

RAIL CONSTRUCTION COMMITTEE MINUTES OF MEETING OCTOBER 2, 1989

MEMBERS PRESENT

JACKI BACHARACH
CAROL STEVENS
RAY GRABINSKI
MIKE LEWIS

STAFF PRESENT

NEIL PETERSON, EXECUTIVE DIRECTOR
ED MCSPEDON, DIRECTOR, DESIGN & CONSTRUCTION
AL SCALA, MANAGER OF CONTRACTS
JIM WILEY, MANAGER OF REAL ESTATE
ROBERTA TINAJERO, PUBLIC AFFAIRS OFFICER II

OTHERS

WALTER NORWOOD, ASSISTANT GENERAL MANAGER FOR EQUAL OPPORTUNITY,
SCRTD
BUDDY HOGAN, DIRECTOR OF TRANSIT BOND GUARANTEE PROGRAM

CALL TO ORDER

The Committee requested that any revisions made to the Agenda packet be highlighted in some way for easier recognition.

APPROVAL OF MINUTES OF MEETING OF SEPTEMBER 18, 1989

The minutes of the meeting of September 18, 1989 were approved with the following corrections and additions:

Pg. 1, 3rd paragraph correct to read: The Committee recommended the Commission approve Change Order #29 in the amount of \$235,517 and Change Order #21 in the amount of \$290,800.

Pg. 2, paragraph 3, 2nd & 3rd sentences - change to read:
.....Neil Peterson asked if the action taken to determine the station names reflect Community identity, or were the particular points of interest from the station area used. Ms. McCarthy responded by explaining that most station names were chosen for a recognizable point or points of interest within the community that the public would be able to relate to.

Pg. 2, 6th paragraph, 2nd sentence - correct to read
.....A rider might have difficulty in **determining whether** this station is in Long Beach.....

Pg. 4, correct paragraphs 5 thru 7; Pg. 5, paragraphs 1 & 2 to read.....Myra Frank reported on the outcome of the freeway stations noise studies. Ms. Frank mentioned that noise levels recorded at the Rockridge station (in Berkeley, CA) were at 80-85 dba, at free-flowing traffic levels. Although this level is sufficient to permit normal conversation at reasonable speaking distances, it exceeds the LB/LA design and performance criteria. Possible noise mitigation options include:

1. Building concrete soundwalls on either side of the platforms at a cost of approximately \$60,000 each; or
2. Using plexiglass on either side of the platforms at a cost of approximately \$75,000 each.
3. For those stations located beneath cross streets some sort of sound insulation above the platform might be considered.

Of greatest concern are stations located at freeway-to-freeway interchanges. At these locations, noise levels might even be higher.

The Committee requested that staff report back after completing a more in-depth study on noise and air pollution impacts, particularly at freeway-to-freeway interchanges, i.e., at the Harbor Freeway station. This report will include freeway station noise abatement recommendations and costs.

REPORT ON THIRD-PARTY ACTIONS AND CONTRACT CHANGE NOTICES

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

CITY OF LONG BEACH: Jacki Bacharach asked about the efforts being taken by staff on community awareness of the testing, operations and safety along the Blue Line. Mr. McSpedon stated that staff held a community meeting and has also used the Long Beach Cable Network as a means to inform the community. Staff will continue to work with the community on the awareness of the project's testing, operations and safety. Staff is also working with the community to address other concerns, i.e., the noise from train horns and bells during the night due to the testing of the railcars.

TRANSCAL I CONTRACT AMENDMENT

Ed McSpedon presented staff's report. The Committee raised concerns on the increase of cost on MC-5 due to delays caused by the City of Compton and the SPTC not being able to reach an agreement. Mr. McSpedon stated that staff has expressed to the City that the LACTC will not pay for any additional escalation of MC-5 due to Compton delays. Designs are complete and are only waiting for the City to secure necessary funds and SPTC to make a decision to proceed. The Committee asked in the event the agreements are signed, whether staff is ready for project management? Mr. Peterson stated that the Railroad has offered to perform the construction of the project and to provide construction management services. Staff may agree to this as long as we have a commitment to an upset price to ensure that the Railroad works efficiently.

Mr. Peterson stated that staff would return to the next Committee meeting with an update on MC-5.

The Committee recommended the Commission authorize the Executive Director to execute Amendment No. 01 to the subject contract in the amount of \$18,744,991 with a contingency of \$3,994,046 for services for MC-5, Flower Street Station and Project Closeout Support.

CONTRACT R01-T01-C435. CHANGE ORDER #028 - AERIAL STRUCTURES

Al Scala presented staff's report on Change Order #028 to relocate communications and signaling ducts from underground locations to the aerial structures. The Committee recommended the Commission approve Change Order #028 in the amount of \$616,433. Sufficient contingency remains within the current AFE to cover the cost of this Change Order.

CONTRACT R01-T07-H825. CHANGE ORDER #011 - TRANSIT SIGNALING AND TRAIN CONTROL

Al Scala presented staff's report on Change Order #011 to compensate the contractor to accelerate the work schedule in order to support a revised Installation and Test Schedule. The Committee recommended the Commission approve Change Order #011 in the amount of \$929,629. Sufficient contingency remains within the current AFE to cover the cost of this Change Order.

PROPERTY DEDICATION TO THE CITY OF LOS ANGELES

Ed McSpedon presented staff's report. The Committee questioned whether we had acquired the whole parcels or just the portions being dedicated to the City of Los Angeles. The Committee approved staff's recommendation with the understanding that LACTC only owns the partial portions referenced in the report being dedicated to the City of Los Angeles. If we own the whole parcel, this item should be brought back to the Committee.

Mr. Wiley appeared later in the meeting and stated that we own only the portions being dedicated to the City. The portions taken were specifically for streets and sidewalks and we are dedicating them to the party that owns the rest of the streets and sidewalks in order to eliminate liability and maintenance burdens for LACTC.

OTHER

The Committee agreed to change the October 16 meeting date to Wednesday, October 18, at 8:30 a.m.

STATUS REPORT FOR THE TRANSIT BOND GUARANTEE PROGRAM (TBGP)

Walter Norwood, presented an overview on the Transit Bond Guarantee Program and highlighted how the program works, what it is intended to do and whether or not the objectives that were set forth are being met. Mr. Norwood explained the efforts being taken to encourage prime contractors and subcontractors to use this program. He also explained the advantages of the program.

Buddy Hogan, Director of Transit Bond Guarantee Program, explained that the TBGP program was originated because in the construction industry prime contractors would expect the subcontractor to pay their proportional share of the costs of bonding. This limited participation of DBEs/WBEs. With the onset of the Federal DBE/WBE efforts to increase DBE/WBE participation in the marketplace, the prime contractors had to meet certain goals and couldn't do this, so they created a secondary marketplace for DBEs/WBEs wherein the prime started "bond waiving." The problem with this practice is that subcontractors are still not able to compete in non-government projects, or as prime contractors, because they aren't building bonded experience. The TBGP was designed to address this issue. It is designed to make the DBEs/WBEs able to compete in the whole construction industry, not only on government projects. Once they get a bond in this program, they are bondable, to that limit based on their own merits.

The Committee asked that they receive an annual report on the TBGP program.

METRO BLUE LINE MARKETING

Roberta Tinajero presented staff's report to the Committee. Jacki Bacharach raised concerns about seeing the plan with enough opportunity to make comments before it is finalized. Mr. Peterson stated that the recommendations will be brought before the Committee before any final plan is implemented.

ADJOURNMENT

bn-c
(rcc/min-10.2)