



**Rail
Construction
Corporation**



a Subsidiary of
the Los Angeles County
Transportation Commission

**RAIL CONSTRUCTION CORPORATION
MINUTES OF MEETING MARCH 19, 1990**

MEMBERS PRESENT

INTERIM BOARD:

**JACKI BACHARACH
WALTER KING
CAROLE STEVENS
MIKE LEWIS**

PERMANENT RCC BOARD:

**DAVID E. ANDERSON
ERNIE CAMACHO
ROBERT E. KRUSE
DON McINTYRE
JAMES T. POTT**

STAFF PRESENT

**NEIL PETERSON, EXECUTIVE DIRECTOR
ED McSPEDON, ACTING PRESIDENT/CEO, R.C.C.
AL SCALA, MANAGER OF CONTRACTS
NORM JESTER, MANAGER, RAIL SYSTEMS ENGINEERING/DIRECTOR,
RAIL ACTIVATION
JOEL SANDBERG, ACTING PROJECT MANAGER, MOS-2
BARBARA NORRIS, SENIOR ADMINISTRATIVE SECRETARY**

OTHERS

**FRANK WAGNER, TRANSCAL I
CLYDE GARRISON, DEPUTY MANAGER CONSTRUCTION OPERATIONS, TRANSCAL I**

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CALL TO ORDER

Introductions were made by both the Interim Board and Permanent Board.

APPROVAL OF MINUTES

The minutes of the meeting of March 8, 1990, were approved as submitted.

Jacki Bacharach asked for some clarification on the reports attached to the minutes.

Ms. Stevens asked the status of the \$40 million requested by Caltrans. Mr. McSpedon briefed the Board on the request by Caltrans that LACTC underwrite the cost of 3 construction contracts necessary to complete the I-105 freeway. There are no state funds available for the balance of this fiscal year to match the federal funds for the I-105 freeway project.

Caltrans has acquired funding for one of these contracts, and the other two contracts will not be advertised until June 1990. After that time if SCA 1 does not pass Caltrans will need \$5.8 million for cash flow needs on construction contracts in order to keep the freeway on schedule from January to July, 1991 at which time, additional State money will be available.

LACTC has initiated discussions with the CTC toward an agreement that if LACTC advances the money to Caltrans, it would be understood that this project (I-105) would be a priority for repayment and LACTC (Prop.A) would not be considered a permanent source of highway funding. Also that the project would remain a high-priority project by the State

METRO BLUE LINE - GOVERNMENT CODE CLAIM - JOANNE MCCAIN

The Board recommended that the Commission formally reject the claim of Joanne McCain.

METRO BLUE LINE - CONTRACT NO. R81-E0002, AMENDMENT NO. 1 - METRO RAIL TRANSIT CONSULTANTS

Al Scala presented staff's report on Contract No. R81-E0002, Amendment No. 1. which consists of providing the General Engineering and Final Design Services for Phase II of the Metro Red Line. The term of the Contract currently ends June 30, 1990.

The two Boards requested more background information be added to staff's report especially concerning the Metro Red Line as it is a new project to both the Interim Board and the Permanent Board.

Joel Sandberg explained that this amendment involves the four major construction contract packages that constitute the construction along the Wilshire leg of MOS-2 from Wilshire/Alvarado out to Wilshire Western. The original money was to advance the whole MOS-2 through the preliminary engineering study, and two of those packages toward completion and readiness for advertisement. Part of this amendment adds money to accelerate the work at this time until the end of June in order to move the other two packages further along. Also, this amendment allows MRTC to continue to provide services through the end of January 1991 which will allow them to complete all four contract packages ready for advertisement. The opening date for the Wilshire leg is scheduled for the summer of 1996 and cannot be met without these contracts being completed expeditiously.

Mr. McSpedon stated that currently these funds are from the local share of the MOS-2 Grant Agreement, since LACTC has no federal funding commitment as of yet. Neil Peterson reported that the MOS-2 project is 54% federally funded and 46% locally matched, which is well over the the national figure of 80% federal and 20% local. He stated that Secretary Skinner views this as a very positive step for any future federal funding commitments.

Mike Lewis expressed concern on continuing with a project that is already well over budget and asked what the status is on the steps recommended by the Cost Reduction Panel to bring the cost back to the original budget. The Board requested that staff return with a report on the cost reduction items as to what they are; what are the potential savings; what would it take to implement them; and what is the downside.

With the understanding that additional background be given to the Permanent Board, the Interim Board recommended the Commission authorize the Executive Director to execute Amendment No 1 to the subject Contract in the amount of \$17,362,827. The vote was 2-1-1, with Mike Lewis objecting and Carole Stevens abstaining.

IMPLEMENTATION OF RAIL CONSTRUCTION BOARD

The Permanent Board stated that a meeting is scheduled for Friday, March 23 to discuss the selection of the 7th member.

THIRD-PARTY ACTIONS AND CONTRACT CHANGE NOTICES

Mr. McSpedon reported on third-party actions (outline attached)

The Board asked that the items on the third-party report reflect which line they pertain to, i.e., the Blue Line, Red Line, Green Line, etc.

Ed McSpedon reported on the demonstration rides held on Saturday, March 10 for the staff's of the LACTC and SCRTD. He also reported on an Annual Energy Expo held by Southern California Edison on Wednesday, March 14 to recognize customers who have done the most to achieve energy efficiency. LACTC received an energy efficient award and the largest cash rebate ever given (\$205,230) for our traction power design on the Metro Blue Line.

METRO GREEN LINE - REQUEST FOR COMPETITIVE NEGOTIATIONS FOR CONTRACTS R23-P1900, RAIL VEHICLES; R23-H0900. SAFETY & SECURITY COMMUNICATIONS SYSTEM; R23-H1100. TRAIN CONTROL SYSTEM

Al Scala presented staff's report explaining that Section 130238 of the California, Public Utilities Code authorizes the use of competitive negotiation for specialized rail transit equipment in lieu of sealed bidding, if approved by a two-thirds vote of the Commission members.

Mr. McSpedon gave some background on the competitive negotiations and explained that up until last year the Commission did not have the authority to use this option for railcars. It was used on the Supervisory Control and Data Acquisition (SCADA) contract for the Blue Line, however, and was found to be very effective.

Mr. McIntyre asked if the new Board would be given evaluation criteria to follow on future negotiations. Mr. Scala stated that this criteria will be available and will be indicated in the Request for Proposal.

The Interim Board recommended that because of the highly specialized and unique nature of the equipment required for the subject contracts, the Commission authorize the use of competitive negotiation. This action requires a two-thirds vote of the Commission.

**METRO RED LINE - RFIO - 89-13 A/E FINAL DESIGN SERVICES ON
SELECTED PHASE II STATIONS APPROVAL OF THE RECOMMENDED SECTION
DESIGN TEAMS**

Al Scala presented staff's report and stated that the final firms selected will be subcontractors to Metro Rail Transit Consultants (MRTC), General Engineering Consultant to the RCC. Mr. Scala explained the evaluation process and the criteria: Qualifications of the firm; qualification of staff; management plan; and affirmative action, DBE/WBE participation.

Mr. Pott asked why MRTC as the prime contractor, did not select the subcontractors and to whom would these subcontractor report to. McSpedon explained that this proposal process was used by SCRTD on MOS-1 and continued by SCRTD on MOS-2. Once the MOS-2 project became the responsibility of LACTC, the process remained the same, with MRTC included in the initial process of short listing the subcontractors. Once selected, MRTC will manage all of these firms and have full responsibility for the products and services of the subcontractors. Mr. McSpedon stated that RCC's policy has been to have the prime consultant select its subcontractors.

The Interim Board recommended that the Commission approve the following five firms/teams to prepare cost proposals and authorize staff to negotiate contracts for architectural/ engineering services for the following Metro Red Line identified stations:

- o Amman & Whitney Consulting Engineers - Vermont & Sunset
- o Anil Verma Associates - Vermont & Beverly
- o Delon Hampton & Associates/Escudero - Hollywood & Western
- o Miralles Associates - Hollywood & Vine
- o STV/Seelye Stevenson Value & Knecht - Vermont & Santa Monica

**METRO BLUE LINE - AWARD CONTRACT R01-T01-C4705 - MISCELLANEOUS
CONSTRUCTION CONTRACTS**

Al Scala reported that an RFQ was issued October 6, 1989 for miscellaneous construction services. The intent of the solicitation was to generate a listing (copy attached) of qualified and experienced firms to provide services on an as-needed basis covering incidental construction and repair of facilities within the rights-of-way along the entire Blue Line route. The Commission has budgeted \$550,000 for this work.

The Board recommended that the Commission authorize the Executive Director to initiate contracts for miscellaneous construction services up to the approved budgeted amount of \$550,000 and approve the listing of selected firms categorized by the various work disciplines.

METRO BLUE LINE - AWARD CONTRACT R01-T01-C510 - PEDESTRIAN OVERCROSSING

Al Scala presented staff's report on contract C510 which requires the contractor to construct and erect two pedestrian overcrossings across the Metro Blue Line, one at 105th Street and one at Caldwell Street. If awarded a contract, the contractor would be paid monthly progress payments in accordance with a schedule of values based upon prices quoted by the bidder. The disadvantaged business enterprise goals established for this contract is 12%.

Mr. McIntyre inquired about LACTC's goals for Affirmative Action (A/A). Mr. McSpedon stated that the Commission's established goals for its program are 18% DBE's and 5% women-owned businesses. Individual contract goals are determined by the LACTC's A/A Department based on a review on each contract of the number of subcontracting opportunities and availability of DBE/WBE firms to do the work.

The prime contractor has certain requirements to meet for A/A and EEO has to demonstrate that he has an effective A/A plan. This is also monitored by the State Department of Fair Employment & Housing. The contractor has to submit progress reports to the LACTC on a monthly basis and the Labor Compliance staff audits contracts and is also out in the field to assure these requirements are met.

The Interim Board recommended, based on the Evaluation Teams findings, that an award be made to the lowest responsive, responsible bidder, Morrison/Knudsen Company, Inc. for a contract amount of \$1,944,115 with a contract reserve fund of \$194,885 for possible changes and extra work that may develop during the period of performance.

METRO BLUE LINE - AUDIT ON PROJECT READINESS

Al Scala presented staff's report for services of a senior scheduler on a half-time basis through June 30, 1990. This item is included in the budget. The Interim Board recommended that the Commission approve an amendment to Contract R01-E0017 with O'Brien-Kreitzberg & Associate, Inc. (OKA), increasing the value from \$207,751 to \$273,420. The \$65,669 increase will fund

additional scheduling efforts, over and above those currently being provided by OKA personnel, identified as being necessary in the Deloitte-Kellogg Joint Venture (DKJV) report, "Performance Review of the Blue Line Startup and Test Schedule, dated February 15, 1990.

METRO BLUE LINE - RAIL ACTIVATION STATUS REPORT

Norm Jester presented staff's report on rail activation. Mr. Jester stated that the opening date for the Blue Line is scheduled for July 16, 1990. There will also be two fare-free days (July 14 & 15) for the public to become acquainted with the system.

Mr. Jester briefed the Boards in more detail on the testing currently being done on the railcars; status of radio and equipment purchases; backup steps being considered if the 800 MHz band frequencies cannot be obtained from the FCC; emergency procedures exercises being done and shuttle bus service status.

Mr. McSpedon stated that at the start of LRV operations, excessive wear was noted on the wheel flanges and on the running rail at sharp curves. Mr. Wagner briefed the Board on the wheel/rail/special trackwork interfaces findings, conclusions and recommendations. (Copy of report attached).

CONTRACT C355. LANDSCAPING - LONG BEACH

Clyde Garrison reported on Contract C355 stating that this contract work cannot be completed in Long Beach Boulevard median prior to ROD due to bid, review and award cycle timing. Work during rail operations would have to be accomplished at night and weekends at an estimated additional cost of \$1.8 million. In order to accomplish the median work before we begin operating the trains and also keep the cost down, staff is requesting that this work be done under Contract C3270 and is asking authorization to execute a Change Order to Contract C3270 for the landscaping at a not-to-exceed cost of \$800,000, including all mark-ups and contingencies. The Board approved staff's recommendation.

CLOSED SESSION

The Board recessed to a closed session to discuss real estate matters.

REQUEST FROM COUNCILMAN WOO

Neil Peterson reported on a request from Councilman Woo concerning construction mitigation efforts along Hollywood Boulevard. Mr. Woo stated his concern that traffic will be disrupted on Hollywood Blvd. at two different times--once under MOS-2 and then again at the station on Hollywood Boulevard and Highland Avenue for MOS-3. Mr. Woo is asking that we advance our local share of MOS-3 to fund the design & construction of at least the shell of the Hollywood Highland station now so as to not disrupt the Boulevard more than once. This local share would be advanced as credit against future federal fund requests.

Mr. Peterson stated this item is for information only at this time and after further study will go to the Commission for funding action.

ADJOURNMENT

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(rcc/min-3.19)