



**Rail
Construction
Corporation**



a Subsidiary of
the Los Angeles County
Transportation Commission

**RAIL CONSTRUCTION CORPORATION
MINUTES OF MEETING OCTOBER 22, 1990**

MEMBERS PRESENT

DAVID ANDERSON, CHAIRMAN
ERNEST CAMACHO, VICE CHAIRMAN
JUDITH HOPKINSON
ROBERT E. KRUSE
DONALD McINTYRE
JAMES T. POTT

STAFF PRESENT

EDWARD McSPEDON, PRESIDENT/CEO
NEIL PETERSON, EXECUTIVE DIRECTOR, LACTC
LES PORTER, DEPUTY EXECUTIVE DIRECTOR, LACTC
JOEL SANDBERG, VICE PRESIDENT, RAIL SYSTEMS ENGINEERING
AL SCALA, MANAGER OF CONTRACTS
DAVID SIEVERS, PROJECT MANAGER, GREEN LINE
LOU HUBAUD, DIRECTOR OF SAFETY & SECURITY
LINDA BOHLINGER-ZUNIGA, DIRECTOR OF CAPITAL PLANNING & PROGRAM
BARBARA NORRIS, SENIOR ADMINISTRATIVE SECRETARY

OTHER

AUGUSTIN ZUNIGA, COUNTY COUNSEL
ANDREW DELGADO, EXECUTIVE DIRECTOR, CFAAC

CALL TO ORDER

The meeting was called to order at 2:00 p.m.

APPROVAL OF MINUTES OF THE SEPTEMBER 10, 1990 MEETING

Please note the correction on Page 1, Others Present - Mr. Zuniga's first name should read "Augustin", not "Anthony."

The Board approved the minutes of the October 8, 1990 meeting as submitted.

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CHAIRMAN'S REMARKS

Mr. Anderson asked is the January meetings could be changed to the 1st and 3rd Monday of the month. The Board concurred to the 1st Monday, but due to "Martin Luther King" day the second meeting will be calendared at a later date.

Mr. Anderson asked that the Board consider a workshop during the month of November on MOS-1. The Board agreed to meet on Wednesday, November 7, at 12:00 noon.

PRESIDENT'S REPORT

Mr. McSpedon reported on the first meeting of the Blue Ribbon Panel with the construction contractors. He reported that there was considerable time spent on discussions regarding the DBE/WBE program and how to make the procedures more effective and manageable by the contractors and the RCC. Also discussed were the General Conditions for construction contracts. A special meeting will be held in December to further review the General Conditions. Subsequent quarterly meetings of the panel will start in January.

Mr. McSpedon reported that at the October 10 LACTC meeting, the Commission deferred action on Contract C101 (I-105 to Compton Boulevard, Utility Relocation and Foundations), until its October 24 meeting. No action is required by the RCC Board at this time.

CONSENT CALENDAR

The Board moved and approved the consent calendar with the exception of items 5Bd, 5Ca, 5Cb.

GOVERNMENT CODE CLAIMS

The Board recommended that the Commission formally reject the claims of: Isho Kulato.

METRO BLUE LINE: CONTRACT H811, CHANGE ORDER #38 AND INCREASE IN AFE

The Board recommended that the Commission approve Change Order #38 in the amount of \$219,853. Also, approve an increase to the current AFE amount by \$1,718,212 to a revised AFE of \$20,636,782. This increase will enable staff to process pending and anticipated changes.

METRO BLUE LINE: CONTRACT H832, CABLE TRANSMISSION SYSTEM - CHANGE ORDER #26 AND INCREASE IN AFE

The Board recommended that the Commission:

1. Approve Change Order #26 in the amount of \$1,582,424.
2. Approve a contract time extension of 334 calendar days. This extension will establish a final completion date of February 28, 1991.
3. Approve an increase to the current AFE amount by \$2,902,37 to a revised total AFE of \$11,550,470. This increase in AFE will enable staff to process pending and anticipated changes. An amount of \$1,855,000 is recoverable from the Metro Red Line MOS-1 project. Required funding will be presently transferred from the Project Reserve.

METRO BLUE LINE: CONTRACT H825, SIGNALLING & TRAIN CONTROL - CHANGE ORDER #24 AND INCREASE IN AFE

The Board recommends that the Commission:

1. Approve Change Order #24 in the amount of \$515,439.
2. Approve an increase to the current AFE amount by \$735,701 to a revised total AFE of \$17,491,423. This increase in AFE will enable staff to process pending and anticipated changes. The \$735,701 will be transferred from the Project Reserve.
3. Approve a Contract time extension of ninety-two (91) calendar days.

METRO BLUE LINE: CONTRACT C510, PEDESTRIAN OVERPASS - INCREASE IN AFE

The Board recommended that the Commission approve an increase to the current AFE amount by \$193,286 to a revised total AFE of \$2,331,801. This increase in AFE will enable staff to process pending and anticipated changes.

METRO BLUE LINE: CONTRACT C415, FIRESTONE BRIDGE - COST PLUS CHANGE NOTICE #071A

The Board recommended that the Commission approve an increase to the current AFE amount by \$193,286 to a revised total AFE of \$2,331,801. This increase in AFE will enable staff to process pending and anticipated changes.

METRO BLUE LINE: CONTRACT C420, UTILITY RELOCATIONS - CHANGE ORDER #06 AND INCREASE IN AFE

The Board recommended that the Commission approve Change Order No. 06 in the amount of \$328,012. Also approve an increase to the current AFE amount by \$283,949 to a revised total AFE of \$3,224,440. This increase in AFE will enable staff to process pending and anticipated changes.

METRO BLUE LINE: CONTRACT P0851, HI-RAIL TRUCKS, CHANGE ORDER #07

The Board recommended that the Commission approve Unilateral Change Order No. 07 in the amount of <\$444,598.10>. Recovered funds from this Change Order will be transferred to Contract P0852.

REGULAR CALENDAR - CONSENT CALENDAR DISCUSSION ITEMS

Mr. Pott again expressed his concern on the contract overruns and asked that staff return to the Board with a report on the increases in AFEs.

METRO BLUE LINE: CONTRACT H831, SCADA - INCREASE IN AFE

Staff asked that this item be held over to the next RCC meeting in order to revise the recommendation. The Board concurred.

METRO RED LINE: MOS-1 METRO RAIL TRANSIT CONSULTANTS - INCREASE IN AFE

Mr. McSpedon explained that the funds being requested are in addition to the \$4 million already authorized, but within the original amount negotiated for the work prior to the projects assignment to the LACTC/RCC on July 1, 1990. This funding is needed to continue MRTC's MOS-1 related services until January 31, 1991.

Mr. Pott asked staff what changes have occurred since the initial amount was established to warrant an 80% increase in compensation and to clarify the difference of the general engineering administration resulting from the assignment of the project from SCRTD to LACTC. Mr. McSpedon stated that:

- 1) Staff found the project being delayed by inadequate levels of resources from the designers to support field changes. The difference in amount is in the engineering support for the construction management services in the field and contract administration.

- 2) The original AFE amount was based upon the SCRTD's initial estimate of a 6-month work program with tight budgetary constraints. MRTC was never able to challenge SCRTD's budget on grounds of realism because responsibility for the MOS-1 work was to be transferred to the RCC.
- 3) The RCC wanted several additional services from MRTC which had not been contemplated even in the SCRTD's initial budget. These services included: shop drawing reviews; quick response team; and preparation of as-built drawings

Mr. Pott moved, seconded by Mr. Camacho and approved by the Board to recommend that the Commission approve an increase to AFE No. 4725 in the amount of \$3,437,093, from \$4,275,000 to \$7,712,093. This additional amount will fund MRTC's MOS-1 related services until January 31, 1991.

METRO RED LINE: ACCELERATION OF MOS-3 DESIGN/CONSTRUCTION OF THE HOLLYWOOD/VINE TO HOLLYWOOD/HIGHLAND SEGMENT

Mr. McSpedon reported on the acceleration of the design and construction of the MOS-3 work, which consists of the design of the entire facility and the construction of the station shell, the tunnels which connect it with Hollywood/Vine and the tunnels that continue beyond to the Santa Monica Mountains. Impacts on the historic Hollywood district can be reduced by having such work completed with the MOS-2 work in the same area.

Mr. Sandberg presented a schematic showing the contract packaging approach for MOS-2 and the schedule we are proposing for accelerating MOS-3.

Linda Bohlinger briefed the Board on the availability of funds for the acceleration of the station, stating there would be no impact on the long term financial plan by moving MOS-3 funding forward. Any interest lost would be offset by construction cost inflation savings.

Mr. Pott asked why the Hollywood Bowl Station was deleted from consideration since it did not appear to be related to the realignments resulting from underground gas problems. Mr. Sandberg stated that this issue was addressed during the process of the alignment study by SCRTD. As a result of the comments during the public comment process on the various alignments, and after extensive study and debates, the SCRTD and the City of Los Angeles selected the current alignment. Mr. Sandberg stated there was a concept in the alternatives that were studied of having a connector with the Hollywood/Highland station to the Hollywood Bowl. As this connector was not part of the EIS, UMTA stated that the EIS process would have

to be expanded to incorporate the Hollywood Bowl connector. Rather than cause further delay on the project SCRTD decided to remove the connector. SCRTD made a pledge that they would continue to pursue a connector arrangement but as part of a different project, and not as a committed part of MOS-2 or MOS-3.

Mr. Peterson stated staff would return to the Board on a history of this decision and also what options can be studied to serve the Hollywood Bowl.

Mr. Pott moved, seconded by Mr. McIntyre and approved to recommend that the Commission:

1. Authorize the RCC to proceed with design and construction of the Hollywood/Vine to Hollywood/Highland to Santa Monica Mountains tunnel segments and with the design of Stages I and II and the construction of Stage I of the Hollywood/Highland station using local funding sources.
2. Direct staff to request a Letter-of-No-Prejudice (LONP) from the Urban Mass Transportation Administration (UMTA) for this work.
3. Approve the next firm on the List of Section Designers, Bechtel Corporation, to perform final design of the Hollywood/Highland station.

METRO GREEN LINE: PRESENTATION ON BIDDING AND SCHEDULE

Mr. Sievers reviewed with the Board the schedule and the budget adopted by the Commission for the Green Line at its October 10, 1990 meeting. (See attached.)

Ms. Hopkinson stated that the Board would like a formal report regarding staff's evaluation of the budget as to any specific problems that the Board should be concerned about, i.e, whether the time frame is critical, what the problems areas are, etc. as called for by the policy adopted by the Board on October 8, 1990.

Mr. Anderson stated that staff will be reporting to the Board in November on the yard; the form of the bid, integrated or separate bids on vehicles and control system; and the increase in number of vehicles for the line. Staff will present a recommendation to the Board at that time.

Mr. Pott stated that in order to have an efficient and cost-effective project it is essential that a design packaging process be implemented at the onset of design to identify and incorporate real anticipated cost expected for a total project, i.e., adequate maintenance facilities should be identified, any extensions with essentially concurrent time schedules, etc. Mr. Pott stated although this is directed at integrating designs for the North Coast Extension and the need for a full maintenance yard rather than the budgeted minor maintenance facility, this should not only apply to the Green Line, but to all projects.

Mr. Peterson assured the Board that at a minimum he would seek approval of the Commission of at least the design activities at its November meeting.

METRO GREEN LINE: PRESENTATION ON CENTURY FREEWAY AFFIRMATIVE ACTION COMMITTEE (CFAAC)

CFAAC was created in 1979 by a Federal District Court Consent Decree to foster maximum minority, female and corridor business and employment participation in construction of the Century Freeway and to ensure replacement housing for displaced residents. Mr. Givens reported that at its June 25 meeting, RCC staff presented a report on participation of CFAAC on the Metro Green Line. Since that time staff has met with CFAAC to discuss a proposal submitted by the agency to the Commission in April of this year, which proposed several activities regarding the monitoring of our construction activities as it relates to the freeway. Mr. Givens stated that a Status Hearing held by the presiding federal judge on the Consent Decree, and a motion made by plaintiffs to include the monitoring of the project under the Decree has anticipated a presentation by CFAAC to the RCC Board.

Mr. Andrew Delgado, Executive Director, CFAAC, addressed the Board and provided background material on the agency. Mr. Delgado explained the three main functions of CFAAC: 1) Contract Compliance, 2) Outreach efforts, and 3) Employment Functions. At this time CFAAC is proposing to RCC that a Memorandum of Understanding be developed between CFAAC and the LACTC/RCC which will allow CFAAC to provide support for outreach efforts. Mr. Delgado stated that in pursuing the outreach efforts with LACTC/RCC for the Green Line, no conflicts or problems would occur in CFAAC's pursuit of monitoring efforts with Caltrans on the Century Freeway project.

The Board asked that staff return to the Board with staff's position on an outreach effort funded by LACTC/RCC and a recommendation at the November 26 RCC meeting. Mr. Pott asked that staff's report identify whether this issue is a RCC design/construction activity or an issue that should be addressed by the LACTC in the planning stages.

METRO BLUE LINE: AUDIBLE WARNINGS

Lou Hubaud presented staff's report on audible warnings and the current efforts being made to study warning devices. Mr. Pott asked whether the line has any international signals for walk/don't walk and if any additional efforts are in place for the sight-impaired.

Mr. Hubaud explained that that Los Angeles and Long Beach Chapter of the Sight Impaired have stated their objection to having any additional warnings that will single-out the sight impaired, and that no international signs are used at this time.

Mr. Hubaud stated that audible warnings often create noise level problems, but no final study has been done to support this fact.

Don Rector, Supervisor, Traffic & Safety, Los Angeles Unified School District addressed the Board on the school district's stand on warning devices and stated children respond better to signage, striping and graphics.

After further discussion, the Board directed staff to return with a recommendation for studying ways to enhance crossing safety in a cost-effective manner so as to give the Board an opportunity to study the alternatives in a fairly quick and reasonable basis. Staff should then return with a recommendation for the study. Mr. McSpedon stated that staff will also report back on studies done by other transit operators and/or the CPUC.

REAL ESTATE PRESENTATION, DESIGN & PLANNING, ACQUISITION PROPERTIES/SCHEDULES

Mr. Anderson asked that due to the time constraints this presentation be postponed until the November meeting. The Board concurred.

DISADVANTAGED/WOMEN-OWNED BUSINESS ENTERPRISES

Les Porter reviewed with the Board the development of a DBE/WBE Coordinating Council proposed to the Commission at its October 10, 1990 meeting. The purpose of this Council is to maximize opportunities for DBE/WBE firms to participate in the performance of the contracts awarded by our respective agencies. The Council will consist of Commission staff and key governmental agencies throughout

the Los Angeles County area. Representatives include: L.A. County, L.A. City, SCRTD, L.A. Unified School District, Community Redevelopment Agency, Department of Airport, Caltrans, UCLA, Department of Water & Power, City of L.A. Harbor Department, and Public Utilities.

The Board expressed concern that in addition to the efforts of the Coordinating Council, the LACTC/RCC needs to have a DBE/WBE program that addresses outreach and the certification process as soon as possible.

The Board asked how soon staff will return with the revisions to the current LACTC/RCC program. Mr. Porter stated that he will return to the Board at the end of November.

NOTICE OF BOARD MEMBERS REQUEST FOR FUTURE ACTIONS

Mr. Pott asked that the Performance Index Development, Policy for securing Legal Services, and RCC Support Organization Policies that he submitted at the October 8 meeting be placed on the November 12 meeting agenda. These are not policies in and of themselves, but are for securing additional information from staff so the Board may begin to address these issues and develop policies.

Mr. Pott also requested that the role of the RCC in the support of the Commuter Rail Program be brought to the Board in November.

Mr. Pott asked whether the Board is involved in the Fact-Finding mission for monorail facilities reported at the August 10, 1990, Legislative & Administrative Services Committee. Mr. Peterson stated that RCC Board Members are welcome to participate.

PUBLIC COMMENTS

The Board heard comments from the following:

Lee Gire, Attorney for Gill & Baldwin, representing Kasler Corporation, bidder on Contract C101 for the Metro Green Line.

Roger Brown, Brinderson Corporation, bidder on Contract C101 for the Metro Green Line.

John Walsh, United Riders of L.A.

Beverly Larner, property owner, Parcel B2-152, requesting that no recommendation for an offer on her property be made to the Commission.

EXECUTIVE SESSION

The Board adjourned to a closed session to discuss:

- Personnel matters
- Real Estate Matters: Parcel B2-152 - Beverly Larner
Parcel B201 - MacArthur Park
- Potential Litigation - claims

OPEN SESSION

The Board returned from closed session and recommended that the Commission make an offer on Parcel B2-152 - Beverly Larner.

ADJOURNMENT

The meeting adjourned at 7:00 p.m.

BARBARA NORRIS
RCC Board Secretary

EMS:bn-c
(rcc/min-10.8)