



**Rail
Construction
Corporation**



a Subsidiary of
the Los Angeles County
Transportation Commission

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Edward McSpedon, P.E.
President/CEO

**RAIL CONSTRUCTION CORPORATION
MINUTES OF MEETING NOVEMBER 12, 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
NORM JESTER, V.P., SYSTEMS OPERATION/ENG. INTEGRATION
LARRY KELSEY, SR. CONTRACTS ADMINISTRATOR
JEFF CHRISTIANSEN, V.P., PROGRAM MANAGEMENT
DAVID SIEVERS, PROJECT MANAGER, GREEN LINE
ROBIN MCCARTHY, MANAGER OF COMMUNITY RELATIONS
CLAUDETTE MOODY, PUBLIC AFFAIRS OFFICER-INTERGOVERNMENTAL
BEVAN DUFTY, PUBLIC AFFAIRS OFFICER-INTERGOVERNMENTAL
BARBARA NORRIS, SENIOR ADMINISTRATIVE SECRETARY

OTHER

AUGUSTIN ZUNIGA, COUNTY COUNSEL
JACKI BACHARACH, LACTC COMMISSIONER

CALL TO ORDER

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

Mr. Anderson stated that the Amended Agenda would be followed.

APPROVAL OF MINUTES OF THE OCTOBER 22, 1990 MEETING

The Board approved the minutes of the October 22, 1990 meeting as submitted.

CHAIRMAN'S REMARKS

Mr. Anderson reviewed the upcoming meeting schedule for November, December and January and requested that the second meeting in January be held on Wednesday, January 30, 1991. The schedule is as follows:

Monday - November 26, 1990
Wednesday - November 28, 1990 (Joint LACTC/RCC meeting)
Monday - December 10, 1990
Monday - January 7, 1991
Wednesday - January 30, 1991

Mr. Anderson reported on the Prop. C measure stating that at present the measure is winning by a small margin. All the absentee ballots have not been confirmed but it is expected that the final count will be completed by Wednesday, November 14.

PRESIDENT'S REPORT

Mr. McSpedon reported on the action taken by the Commission on Contract C101, Metro Green Line station foundation and utilities relocations awarded to Brinderson Corporation. The Commission also approved the Boards recommendation to move ahead with design and construction of the Hollywood/Highland station in concert with the MOS-2 effort, with the following amendment:

The construction financing plan will be referred to the Finance and Planning Committee for review and will be returned to the Commission for construction authorization. Staff will work with the City of Los Angeles and SCRTD to expedite the study that is to be done on the Hollywood Bowl connector. Staff will pursue joint development opportunities at the Hollywood/Highland station site.

Mr. McSpedon reported that staff will be in San Francisco for the regular quarterly meeting with UMTA regarding MOS-1 and MOS-2 on Tuesday, November 20.

Mr. McSpedon asked that item 10Aa of the amended agenda be held over until the November 26 meeting. The Board concurred.

Mr. McSpedon reported that last Wednesday LACTC/RCC held the first bid opening on MOS-2. B-201 is a major tunneling contract from Wilshire/Alvarado to Wilshire/Vermont. He stated that staff received a good response on the bid and that a recommendation will be forthcoming.

Mr. Pott spoke on the Hollywood/Highland station and the issue of joint development. Mr. Anderson and Mr. Pott will discuss and determine whether this item should go to the November 26 RCC meeting or the November 28 joint LACTC/RCC meeting.

CONSENT CALENDAR

The Board moved and approved the consent calendar.

EXECUTIVE SESSION

The Board adjourned to an Executive Session to discuss Personnel Matters and Pending Litigation - claims.

OPEN SESSION

The Board continued in open session.

METRO BLUE LINE - GRADE CROSSING PROTECTION SAFETY EVALUATION

Norm Jester presented staff's report and a video of the downtown and mid-corridor crossings on the Blue Line. Mr. Jester reviewed the previous concerns of the Board. Mr. Jester stated response actions taken by LACTC/SCRTD to the increasing number of incidents on the Blue Line:

- Formed an evaluation team of consultants, CPUC, TransCal, SCRTD and staff;
- Develop evaluation scope and objectives;
- Jointly developed range of enhancement options;
- Jointly developed criteria to evaluate each option and determine available options for recommendations; and
- Jointly developed an action and responsibility plan.

Actions taken to date include:

- Testing a fixed white light to be installed on top of all rail vehicles (one currently installed)
- Appeal for public cooperation
- Media repeat public service announcements on train safety
- Enforcement of safety laws by sheriff's Department and local law enforcement agencies
- Initiate discussions with SP Railroad to identify additional enhancement alternatives
- Halloween crossing guards (this effort was very successful)

Robin McCarthy addressed the Board on the current efforts being implemented in the community:

- Intensified school safety program;
- Bi-lingual mailer to businesses/residents in the area;
- Added element to speakers bureau on grade crossing safety;
- Coordinated with "Operation Lifesaver" to mount public campaign on safety.

Mr. Tom Ayers, SSA Consultants, briefed the Board on surveys on other transit properties regarding their accident/incident experience especially in grade crossings. Mr. Ayers spoke on some of the features on the Blue Line that differ from other properties that could create some safety problems i.e., operating in a common corridor with a well-established railroad; high speed/low speed trains, dense population, multi-lingual area, etc.

After further discussion Ms. Hopkinson moved, Mr. Camacho seconded that the Board recommend that the Commission adopt the following immediate and subsequent actions with a cost of \$5,176,400:

1. Immediate Actions

- o Taper fencing at grade crossings to improve motorist, pedestrian and operator visibility
- o Install bi-lingual warning signs at grade crossings
- o Relocate car limit line street marking for left turns in downtown locations
- o Intensify community education efforts
- o Coordinate with local law enforcement to make rail safety classes mandatory for violators
- o Install gate down indicators to advise train operator that crossing gates are down

2. Subsequent actions to be consider are:

- o Install and test audible devices warning pedestrians of approaching trains
- o Evaluate and determine on a crossing-by-crossing basis the feasible installation of the following enhancement devices:
 - Quad Gates
 - Gate Arms
 - Pop Stops

3. Continue development and evaluation of additional safety enhancements, on a crossing-by-crossing basis.
4. Prepare an implementation plan, including costs and schedule for actions taken, and review with RCC/LACTC for approval.

Mr. John Walsh addressed the Board on the Safety Evaluation.

Mr. Goldy Norton, Public Relations Representative, United Transportation Union, drivers of the railcars addressed the Board on the Safety Evaluation and asked that the safety actions be expedited.

Mr. Bryan Allen addressed the Board on the Safety Evaluation.

Mr. Anderson stated that it is the expectation of the RCC and SCRTD that this effort will go on to continue to evaluate additional enhancements as well as those recommended under subsequent actions. He also asked that staff work with the UTU Task Force.

Mr. Pott motioned to amend Bullet #2 of the Immediate Actions, that the design of signs be brought back to the Board at the earliest possible time to permit use of that sign by more than two languages. Mr. Anderson asked for a second to Mr. Pott's motion. Motion failed due to lack of a second.

The Board voted on the original motion, motion approved with Mr. Pott voting no.

Mr. McIntyre suggested that when making the sign decision, that the demographics of the area is considered and in determining what bi-lingual efforts would be most appropriate in each area.

Mr. Pott asked that staff return to the Board with a report on oscillating lights and distance perception.

TOUR 7TH & FLOWER

The Board adjourned to tour the 7th & Flower Street Station.

METRO RED LINE

CONTRACT R80-T01-3504 METRO TRANSIT INSURANCE ADMINISTRATORS -
OCIP - INCREASE IN AFE

This item was held over to the November 26, 1990 meeting.

AWARD CONTRACT B218 - BUILDING DEMOLITION

Larry Kelsey presented staff's report. The Board moved, seconded and approved to recommend that the Commission authorize the Executive Director to award and execute a contract with Dae Woo Engineering Co., Inc. for \$64,000, and authorize a 10% (\$6,400) contract reserve fund for changes and extra work.

METRO GREEN LINE - PROCUREMENT OPTIONS

Mr. Anderson requested that due to the time constraints of today's agenda, this item be partially presented today and the final presentation and action be taken at the November 26 meeting. The Board concurred.

Mr. McSpedon reported that with the confirmation of passage of Prop. C the LACTC Executive Director will move forward with a recommendation through the appropriate committee to the Commission for: 1) authorization for the RCC to design and construct the North Coast extension of the Green Line to Westchester; 2) additional cars added to the fleet in order to run short headway service; and 3) the funds to build the full maintenance facility in Hawthorne.

Mr. McSpedon stated that staff will return to the Board at its next meeting with a presentation on the procurement options, i.e., separate coordinated designs prepared and followed by the award of separate systems contracts, "turnkey" approach, or combined vehicle/train control contract.

Mr Phil Smelly, Consultant for "turnkey" procurements in Houston and Honolulu, addressed the Board and explained the difference in process:

- Turnkey - packaging the system components of the system
- Super turnkey - packaging the entire systems and facilities contract into one
- Build, Operate & Transfer - same as super turnkey, but also adding the option for an operator to maintain the facility

He stated that both Houston and Honolulu are using the Super Turnkey process which entails combining the solicitation of vehicles, the systems controls, and fixed facilities into one package.

Houston's line is a fully automated system 24 miles long, with 29 stations, fixed guideway and grade separated. The budget is assessed at around \$1 billion. At present, Houston is in the evaluation process and expects to make its selection by March, 1991.

Honolulu's line is a fully automated system 18 miles long with options, 32 stations, fixed guideway and grade separated. The budget is assessed in excess of \$1 billion. At present Honolulu is receiving Industry comments and is in the process of revising specifications.

Mr. Smelly discussed some of the issues that should be considered in soliciting through the super turnkey process, i.e.:

- Sharing of risk or transferring the risk to the contractor
- Clear definition of the scope of the project
- Decision-making process spelled out
- Responsibility clearly delineated
- Prepare corridor so that R/W utilities agreement issues are resolved.
- Insurance requirements
- Bonding arrangements required under state law
- Role of system contractor and facility contractor, etc.

Jacki Bacharach addressed the Board and asked that a report on the procurement options be sent to the Commission. Ms. Bacharach also stated that last year the Green Line project was defined by the Commission to be a fully automated rail system, driverless, and with an overhead catenary systems.

Mr. Carl Jacobsen, Mayor of El Segundo, addressed the Board and stated that the El Segundo community would like and appreciate that the Board keep this project on schedule.

Mr. Bryan Allen addressed the Board on the procurement options.

RCC POLICIES: 1) PROJECT PERFORMANCE INDEX; SUPPORT ORGANIZATION POLICIES; SECURING LEGAL SERVICES

Mr. Anderson stated that the three above-mentioned items are direction for staff. Mr. McSpedon asked that staff be given further clarification on the support organization policies. It was moved, seconded and approved to direct staff to follow through with these directions.

STATION SPONSORSHIP

Jeff Christiansen summarized staff's report on station sponsorship. At a previous meeting staff presented a proposal by Transit Sponsorship, Inc. (TSI) designed to generate revenues from private sector firms for current and future rail projects. At that time the Board asked RCC staff to return with information on any conflicts with current policies and criteria established for station design and operation.

Mr. Christiansen stated that after further review and findings of minimal conflict, staff recommends that the Commission adopt the private sector sponsorship program submitted by TSI and direct staff to negotiate a contract with them for presentation to the Board at the earliest time practical.

The Board discussed its concern on having only one proposal to negotiate and stated the need for public competition. Judith Hopkinson moved, Ernest Camacho seconded to direct staff to solicit a Request for Qualifications in order to determine the market for this type of program. Motion approved.

DRAFT 1991 LACTC LEGISLATIVE PROGRAM

Claudette Moody reported to the Board on the state legislative program being submitted to the LACTC. Ms. Moody also reported on the Air Quality Program at the state and federal level. Judith Hopkinson asked that staff report back to the Board on the new Air Quality Act and the impact on transit that it will have in California, especially in Los Angeles.

Bevan Dufty reported to the Board on the federal legislative issues affecting transit.

Mr. Pott requested staff to incorporate appropriate language into our contracts which might be subjected to FY '91 appropriations contracting constraints so as to minimize any potential RCC exposure to delay or Federal funding disallowances.

NOTICE OF BOARD MEMBERS REQUEST FOR FUTURE ACTIONS


No request were made.

PUBLIC COMMENTS

John Walsh addressed the Board.

ADJOURNMENT

The meeting adjourned at 6:10 p.m.


BARBARA NORRIS
RCC Board Secretary

EMS:bn-c
(rcc/min-11.12)