



**RAIL CONSTRUCTION CORPORATION  
MINUTES OF FEBRUARY 3, 1992 MEETING**

**MEMBERS PRESENT**

**ERNEST CAMACHO, CHAIRMAN  
ROBERT KRUSE, VICE CHAIRMAN  
DAVE ANDERSON  
JUDITH HOPKINSON  
DON MC INTYRE  
JOHN W. MURRAY  
JAMES POTT**

**STAFF PRESENT**

**EDWARD MC SPEDON, PRESIDENT/CEO  
JIM SOWELL, MANAGER ENVIRONMENTAL COMPLIANCE  
AL THIEDE, V.P. ENGINEERING  
BONNIE VERDIN, BOARD SECRETARY**

**OTHER**

**AUGUSTIN ZUNIGA, COUNTY COUNSEL**

**1. CALL TO ORDER**

The meeting was called to order at 2:10 p.m.

**2. APPROVAL OF MINUTES**

The minutes of the January 17 meeting were approved as submitted.

**3. PUBLIC COMMENT**

The Board heard comments from Mr. John Walsh.

**4. CHAIRMAN'S REMARKS**

Mr. Camacho deferred to Ms. Hopkinson for her report on the results of the Joint Development Ad Hoc Committee that she and Mr. Mc Intyre attended today.

Ms. Hopkinson reported that there were three items discussed that may be of interest to the Board.

1). Mr. Mc Intyre had a report made on a housing development project in Pasadena on a property that will be ready to go into implementation this year. The housing development project will include air rights above the Pasadena Line, on the Santa Fe Railroad right-of-way. A major issue of concern is that of liability. Since this project is on a fast track, the liability issue needs to be resolved soon so as not to hold up this first significant joint development project.

2). A presentation was given on three stations: Hollywood/Highland, Hollywood/Western and Hollywood/Vine. There was much discussion on how the design of each of the stations was reached. Some of the questions raised were: Why didn't the stations have certain kinds of access? Why weren't stations located more centrally to major intersections? Why didn't they have entrances from major intersections? Why didn't they have the ability to connect into development at major intersections? The design of the Hollywood/Vine station is almost complete, the design of the Hollywood/Western station is 85% complete and the Hollywood/Highland station is 15% complete. The station having the most flexibility is the Hollywood/Highland station. The station with the least amount of flexibility is the Hollywood/Vine station. The Joint Development Committee has called a special meeting to address the Hollywood/Vine station issue on 2/18, just before the next RCC Board meeting. Whatever recommendations staff makes before this Committee meeting will then be brought before the Board in the near future for some type of action.

Mr. Mc Intyre stated that he personally is for impacting urban design whenever possible in connection with joint development but is frustrated with the fact that RCC staff advises that to do so may negatively impact RCC's budget and schedule.

3). The Committee voted to expand the list of Consultants available for work being done on Joint Development. The question is whether there should be one RCC/LACTC list for all of the disciplines or several different lists. Ms. Hopkinson stated that she encourages use of one list for each of the disciplines.

5. PRESIDENT'S REPORT

Mr. McSpedon reported on the following:

- Photos depicting the Green Line construction progress were circulated for Board members to view.
- Transit Bond Guarantee Bond report due this meeting will come before the Board on 2/18.
- The Board's approval of Contract A190 through an omission did not get on the Commission's agenda at their last meeting. This item will appear on the next Commission agenda.
- Two Green Line task forces, both headed by RCC staff, have recently been assembled. One task force, headed by Alan Dale, is working on the concept of a Los Angeles car. The other, headed by Al Thiede, is considering the feasibility of a Los Angeles manufacturing or assembly facility. Both task forces will submit their preliminary determinations to a Commission subcommittee over the next two weeks and will then go to the Commission.
- RCC has had a contract with the State Department on Fair Housing and Employment to investigate racial discrimination complaints that may be lodged on any of its rail programs. However, the State is downscaling its investigative services and will no longer be able to provide this service. As a result the LACTC has initiated a small bridge contract with a private company to provide this service. An RFP for competitive selection will soon go out to secure this service on a long term basis.

Mr. Murray stated that he perceives there to be a need for coordination/communication between LACTC'S Contract Compliance Department and SCRTD. There was an impression that the services that were being contracted out, were services which presumably should have been remaining inside LACTC. There was a perception that by contracting these services out, there has been negative impact on some positions at the SCRTD, specifically under the authority of the Inspector General's Office of SCRTD. Mr. Murray stated that he has subsequently noted some communication from the LACTC to the Inspector General's Office of the SCRTD explaining that the SCRTD's impression/perception was not entirely accurate. Mr. Murray stated that instead of allowing a situation like this to escalate, open, verbal communication should be the standard.

#### CONSENT CALENDAR

Mr. Murray moved, Mr. Kruse seconded to approve the consent calendar. Motion approved.

6. METRO RAIL TRANSIT - CONTRACT M0001, AMENDMENT #14  
DELOITTE KELLOGG JOINT VENTURE, PROJECT MANAGEMENT  
ASSISTANCE

The Board recommends that the Commission authorize the Executive Director to execute Amendment #14 with DKJV in the amount of \$242,500.

Mr. Pott inquired when the PMA/PMO contract will be consolidated. Mr. Mc Spedon stated that Fluor Daniel has the full scope of responsibility for PMO/PMA functions of the program. However, it has been found that there are items that come up from time to time where it appears advantageous to task DKJV with because they have history on the particular item and can, therefore, perform the required task much more cost effectively. These items, however, are relatively infrequent and relatively small. DKJV has been very much involved in auditing MOS-1 and the Blue Line with diminishing related follow-ups.

Mr. Pott stated that he notes that one of the contracts provides for funding through 2/29/92 and another beyond 2/29/92 due to the mined tunneling situation. Mr. Pott inquired why the contract can't be assigned and make it a sub. Mr. Mc Spedon stated that the 2/29/92 item will be concluded earlier. The one beyond 2/29/92 for the mined tunneling, reports are due 4/1/92 and it depends where it goes from there.

Ms. Hopkinson inquired whether DKJV is the consultant that previously prepared a progress report on RCC's audit on schedule and budget. Mr. Mc Spedon confirmed this. Ms. Hopkinson noted that there have been no such reports recently and inquired who will now produce this report. Mr. Mc Spedon stated that Fluor Daniel will. Mr. Mc Spedon will make sure that the Board is provided with these reports twice a year.

REGULAR CALENDAR

8. CONSIDERATION OF METRO RED LINE ENVIRONMENTAL  
ASSESSMENT/INITIAL STUDY, AND DRAFT NEGATIVE  
DECLARATION FOR CONSOLIDATED EXCAVATION SITE

Mr. Sowell presented a project briefing.

Mr. Sowell stated that additional mitigation measures resulting from extensive measurement, modeling and negotia-

tions with the Los Angeles Unified School District (LAUSD) and other interested agencies have been developed. As a result of these mitigation measures, the impacts from the project are now below a level of significance. The proposed project now has the support of the LAUSD, Los Angeles Department of Recreation and Parks, Los Angeles Cultural Affairs Department and the Los Angeles Department of Transportation. Mr. Sowell further stated that RCC staff believes that the detailed plan will allow the Board to recommend to the Los Angeles County Transportation Commission that they adopt or approve the Negative Declaration and the other environmental documents on the Consolidated Excavation site at their next meeting.

Mr. Pott cited page 5 of the Mitigation Monitoring Plan which discusses that audible back-up alarms should be eliminated or at least minimized during night time hours. He doubts this can be done given the safety regulations that are in place and is reluctant to have the Board place itself in an untenable position. He suggests that this mitigation measure be modified to state that audible back-up alarms should be eliminated consistent with State and Federal Safety requirements. Mr. Sowell stated that this is an area covered by OSHA, but RCC is working with them to see if the audible back-up alarms can be substituted with strobe lights. Mr. Zuniga stated that the Mitigation Monitoring Plan will be so modified.

The Board heard comments from:

- Elizabeth Harris, Business Services, LAUSD
- Donna Matson, Los Feliz Improvement Association
- John Walsh, United Riders of Los Angeles
- Virgil Mc Dowell, Los Feliz Improvement Association
- Carole Joseph, Councilman Michael Woo's office
- Doris Rowe, Los Feliz School
- Michael DeLuca, LAUSD

Mr. Anderson moved, Mr. Pott seconded to recommend that the Board forward to the LACTC the Environmental Assessment/Initial Study/Negative Declaration and associated documents for the Metro Red Line, Segment 2 Consolidated Excavation Site at Barnsdall Park with the recommendation that LACTC:

- Approve the Mitigation Monitoring Program
- Adopt the Statement of Findings
- Adopt the Negative Declaration

•Issue the "Notice of Determination"

That the Commission authorize the Executive Director to enter into an agreement with the Los Angeles Unified School District concerning the Consolidated Excavation Site.

The RCC and LAUSD staff have negotiated such an agreement and anticipate that the LAUSD will approve the agreement. The recommendation of approval is pending the LAUSD approval.

PUBLIC COMMENT

The Board heard comments from Dr. Abraham Falick concerning the Metro Green Line, North Coast Extension briefing given by Mr. Thiede at the 1/17/92 Board meeting. (Dr. Falick also provided documents to Mr. Mc Spedon and each of the Board members). In summary, Dr. Falick requested that equal consideration be given to a subway by the Ad Hoc Committee and that it be subjected to the same kind of economic benefit cost analysis as the other options under consideration.

Ms. Hopkinson inquired whether the Commission's action on the Green Line changes the options that are available for consideration. Mr. Mc Spedon stated that the only action the Commission has taken to date with respect to the Green Line is to cancel the Sumitomo contract.

Mr. Pott moved, Mr. Mc Intyre seconded that Mr. Falick's comments be presented to the Ad Hoc Committee that is addressing these types of issues. Motion was approved.

Mr. Kruse stated that as he understands it the Ad Hoc Committee was created to address some technical problems and an Airport plan which envisioned a new Bradley Terminal and the people mover. Mr. Kruse stated that he believes that the nature of the Ad Hoc Committee has changed. He recommends that the Board take a more active role in the Committee.

9. PROCUREMENT PROCEDURES

Ms. Hopkinson moved, Mr. Murray seconded to recommend that the Commission approve this item.

Mr. Mc Spedon requested that recommendation #3 on page two of the procurement procedures report become effective 4/1/92. Mr. Mc Spedon explained that a phase-in period of the new procedure would be beneficial for the several

contracts that are currently in the middle of the advertisement process. This phase-in period would effectively allow clean-up of contracts already in progress.

Ms. Hopkinson stated she interpreted "all rail-related" procurements implies all major procurements. Ms. Hopkinson stated that it would be very cumbersome for the Board to approve all procurements. Mr. Mc Spedon stated that specific definition from the Board is necessary. Mr. Mc Spedon stated that any procurement above \$50,000 is bid. Sole source procurements are generally reserved for emergencies or if there is only one provider. Mr. Mc Intyre stated that he would prefer to raise the floor on bid guidelines to \$100,000. Mr. Murray concurred with Mr. Mc Intyre and stated that, in addition, he would like to include, where applicable, the MBE/WBE/DBE requirement for the particular procurement. Mr. Murray also inquired whether there is a South African Policy in place. Mr. Camacho stated that there is not and that this is within the Commission's jurisdiction. Mr. Murray stated that he is interested in greater regional intergovernmental consistency in a South African policy and he would like for this matter to be brought up for discussion at a later date.

After further discussion, it was agreed that the recommendations of the procurement procedures be amended to specify all rail-related procurements exceeding \$50,000.

Mr. Anderson amended the motion on this item as follows:

The Board recommends that the Commission approve the following recommendations:

- 1). All-rail related procurement awards *in excess of \$50,000* be presented to the RCC Board for consideration and approval prior to the presentation of the items to the Commission for approval.
- 2). At the time a rail-related procurement project is assigned to the RCC Board, the RCC Board will implement the Commissions' procurement policies and procedures and direct the RCC staff to develop criteria aimed at maximizing the use of competitive bidding to the extent possible in rail-related procurement.

Negotiated procurement may be recommended whenever it appears that the procurement involves:

- Highly technical procurement where technology and results cannot be sufficiently specified; and
- Significant original engineering design activity arising from the procurement requirements which is required for delivery of the needed product.

3). *Effective 4/1/92*, all rail-related procurement *in excess of \$50,000* requiring approval by the Commission are to be presented to the RCC Board for review and approval prior to issuance or advertising for bids or request for proposals.

Motion was approved.

#### 10. STATION DESIGN POLICIES

Mr. Mc Spedon stated that the Station Design Subcommittee has worked on this item for some time. Mr. Mc Spedon stated that through the Subcommittee's work with the SCRTD on reconciliation of changes in design policy, there now appears to be a good up-dated set of policies. This is only the broad framework, however. Underpinning the station design policies there has to be design criteria and as a result of these policies changes, the design criteria will now also have to be updated. The design criteria needs to be consistent with the design policies.

Mr. Pott stated that this matter has been on the table for over a year, and much of the design and construction has already occurred. There continues to be some objection to some of the design policies but Mr. Pott is satisfied that staff has done its best to establish policies despite the confusion. Mr. Pott stated that the Station Design Policies document should be approved, particularly as it relates to columns one and two. Columns one and two should be consolidated into a coherent design policy statement.

Ms. Hopkinson requested a report that explains the matrix and clarifies what is being adopted by the Board.

Mr. Pott moved, Mr. Mc Intyre seconded to recommend that the Commission approve the recommended Station Design Policies with an amendment to adopt column two of the station design matrix incorporating referenced elements from column one and to delete columns three, four and five.

The Board heard comments from Linda Haskins, SCRTD. Ms. Haskins commented on signage/graphics and parking sections of the Station Design Policies.

Mr. Kruse requested that Ms. Haskins relay to the SCRTD that the RCC Board is taking action on Design Policies not Operating Policies. Mr. Mc Spedon stated the RCC staff will continue to work and coordinate closely with SCRTD on those design elements which significantly impact operating areas such as signage and parking.

Motion was approved.

11. DISCUSSION OF BOARD MEMBER INFORMATION ITEMS

Clarification and background information on Contract A190 and Contract A167 were provided to Board as requested at the 1/17/92 meeting.

Ms. Hopkinson stated that in reference to the information provided on Contract A190, she disagrees with the statement that RCC staff was instructed to review whether or not the ten-percent DBE goal could have been increased to a much higher percentage, in order to attract DBE's as prime bidders. Ms. Hopkinson stated that she believes the intent was for staff to take a look at the possibility of increasing DBE's as prime or sub-contractor bidders.

BOARD REQUEST FOR FUTURE ITEMS

Except for the standing on-going list of pending Board items, there were no further requests.

ADJOURNMENT

The meeting adjourned at 4:15 p.m.



Bonnie Verdin  
Acting Board Secretary

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