



RAIL CONSTRUCTION CORPORATION
MINUTES OF FEBRUARY 18, 1992 MEETING

MEMBERS PRESENT

ERNEST CAMACHO, CHAIRMAN
ROBERT KRUSE, VICE CHAIRMAN
JUDITH HOPKINSON
DON MC INTYRE
JOHN W. MURRAY

STAFF PRESENT

EDWARD MC SPEDON, PRESIDENT/CEO
JOEL SANDBERG, PROJECT MANAGER, METRO RED LINE, SEGMENT 2
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 February 3 meeting were approved as submitted.

3. PUBLIC HEARING

Metro Red Line, Segment 2
Contract B201, Contract B231
Protest of Substitution
Dominion of Substitution (Subcontractor) vs.
Tutor-Saliba-Perini J.V. (Prime Contractor)

This item was deleted from the agenda as Dominion Corporation withdrew their protest on the substitution.

4. PUBLIC COMMENT

There were no requests to speak at this time.



**Rail
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Corporation**

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Leading the Way to Greater Mobility

a Subsidiary of
the Los Angeles County
Transportation Commission

5. CHAIRMAN'S REMARKS

Mr. Camacho deferred to Mr. Mc Spedon for his President's report.

6. PRESIDENT'S REPORT

Mr. McSpedon reported on the following:

- Regular quarterly meetings with the Federal Transportation Authority (FTA) are taking place today and tomorrow. Today the FTA is touring the Metro Red Line, Segments 1 and 2. Tomorrow the FTA will participate in project review meetings.
- Last Thursday, the first Red Line rail car arrived from the test facility in Pueblo. It is now at the main shop in downtown Los Angeles. The second car should arrive this week.
- The task forces and the Subcommittees of the Commission continue to meet on the Green Line issues. There was another meeting last Wednesday. There will be yet another subcommittee meeting on February 19, at noon, at the Hall of Administration. It is anticipated that recommendations regarding the Green Line will go to the Commission at their February 26 meeting. There has been some suggestion, however, that tomorrow's meeting may be rescheduled to later this week.
- The proposed L.A. vehicle facility report is now complete and copies of the report will be provided to the Board.
- The Commission has directed the RCC to continue discussions with the City of St. Louis regarding the possible leasing or purchasing of railcars from a contract that they have underway. This tactic is being explored to support the current opening date for the Green Line while the other issues about a longer term Los Angeles standard car are resolved.

At Mr. Kruse's request, Mr. Mc Spedon described the St. Louis railcar as follows. Mr. Mc Spedon stated that the railcar is physically very similar to the Blue Line car and was the next light rail car designed after the Blue Line. It is the only other light railcar in the United States that

has high level boarding, meaning that it has no steps and boarding is done at platform level. It is articulated, is about the same length as the Blue Line car, physically will fit and operationally it can perform on the Green Line to meet our operational needs. It is overhead, catenary technology.

The St. Louis system is scheduled to go into service within the next year or so. They have an option for 15-20 additional cars which they will not need for some time. One idea would be for RCC to fund that option and for the railcars to be delivered here to support an early Green Line start-up. The railcars would then either be sold back to St. Louis, with pro-rata deduction for our use of the cars, or some other equitable arrangement. Mr. Mc Spedon stated that he sent a letter to the Deputy Executive Director of bi-state in St. Louis last week to begin formalizing the discussions on paper.

Mr. Mc Spedon stated that the report on the L.A. vehicle is not yet available. The report is still being finalized and should be ready for the February 26 meeting. Mr. Mc Spedon stated that this report will be provided to the Board.

- There was a meeting with Cal Trans two weeks ago. The meeting was called in response to some concerns that the Regional Director of Cal Trans had raised regarding change orders accruing to the freeway project due to changes in the Green Line. Some positive progress was made. It was determined that overall the Green Line rail project represents about 10-12% of the changes to the overall freeway which is not disproportionate when the nature of our work vs. theirs is considered. The problems have not necessarily been the change orders but, rather, the work orders. We need a better process to authorize contingency funds for Cal Trans to access to fund the change orders. Currently, they have the authority needed to authorize changes but they don't have the money to support the change orders. RCC has agreed to have a solution in place by 3/1/92. RCC, in turn, asked for Cal Trans's help in improving the permitting process. Our contractors need a permit to access work areas on the freeway that are controlled by Cal Trans contractors. We have cases where, in our systems contracts (eg., rail, signal or power), we have a contract that extends 22 miles and in those 22 miles we may cross 10 different contract work areas and for each area we need to apply for a separate

permit. It does not make a whole lot of sense. A single permit allowing access is being worked on.

The Board was previously briefed on the sidewalk problems in the station area at 7th & Flower. A Cost Plus Change Notice has been issued to Tutor-Saliba, the station finishing contractor, to commence repairs to the sidewalk. Mr. Mc Spedon stated that it is RCC's opinion that the responsibility for the problems lies with the stage 1 contractor, Granite Construction, however. RCC has authorized Tutor-Saliba to commence the repair work within staff's authority. It is believed that the total cost, however, will exceed that which is within staff's authority. Therefore, it is anticipated that staff will return to the Board with a request for approval of a change order. There is some question about the recovery of costs from Granite Construction for the sidewalk repairs. This is being pursued in parallel with the claim being heard by the Disputes Review Board.

CONSENT CALENDAR

It was moved that the consent calendar be approved. Motion was approved.

7. METRO RED LINE, SEGMENT 1 - CONTRACT A610/A115
CALIFORNIA ENGINEERING CONTRACTORS, INC.,
CHANGE ORDER NO. 131

The Board recommends that the Commission approve Change Order A610/A115-CO-131 in the amount of \$241,154.45. This amount represents the costs associated with correcting the tunnel and walkway clearances to accommodate design track alignment.

8. METRO RED LINE, SEGMENT 1 - CONTRACT R80-E0017
HIGH POINT SCHAER, INC., AMENDMENT NO. 5

The Board recommended that the Commission authorize the Executive Director to execute:

1. Amendment No. 5 to increase the contract ceiling price by \$1,013,632 and;
2. Approve the necessary AFE increase of \$1,013,632.

9. METRO RED LINE. SEGMENT 1 - CONTRACT A640
COMMUNICATIONS. CHANGE ORDER NO 52

The Board recommended that the Commission approve Change Order No. A640-CO-052 in the amount of \$4,418,994, increasing the total contract value to \$52,310,622 and increase the AFE by \$4,418,994.

10. METRO RED LINE, SEGMENT 1 - CONTRACT A116
ACE FENCE COMPANY, CHANGE ORDER NO. 3 AND INCREASE IN AFE

The Board recommended that the Commission authorize the Executive Director to approve Change Order No. 3 in the amount of \$56,553.12. This amount represents costs incurred by Ace Fence for delay in issuance of the Notice to Proceed. Staff further recommended that the Commission approve an increase to the current AFE in the amount of \$60,000.

11. PARAGON UTILITY COOPERATIVE AGREEMENT

The Board recommended that the Commission authorize the Executive Director and the RCC President/CEO to execute the Utility Cooperative Agreement with Paragon Cable, and begin issuance of work orders for necessary activities including design work, which should be performed by LACTC-controlled forces to the maximum extent possible. The budget for compensation will be provided in adopted Program Plans.

12. METRO RED LINE, SEGMENTS 1, 2 & 3 - CONTRACT NO. 2297/E0002
METRO RAIL TRANSIT CONSULTANTS (MRTC), AMENDMENT NO. 8

The Board recommended that the Commission authorize the Executive Director to execute Amendment No. 8 with MRTC in the additional amount of \$1,204,000 for Segment-1, \$6,000,000 for Segment 1, \$754,000 for Segment 3, extend the period of performance through April 30, 1992, and convert the compensation and payment provisions to those agreed for the Engineering Management Consultant.

13. METRO RED LINE. SEGMENT 1 - CONTRACT A136
UNION STATION HANDICAPPED ACCESSIBILITY REVISIONS
CHANGE ORDER NO. A136-CO-60

The Board recommended that the Commission authorize the Executive Director to:

1. Approve Change Order No. A136-CO-60 in the amount of \$8,207,500 to cover the reconstruction of the pedestrian passenger tunnel, ramps and platforms to allow handicapped accessibility for the planned Commuter Rail Service additions to the A136 Contract, Tutor-Saliba, Inc., and;
2. Increase the Authorization for Expenditure (AFE) level for Contract A136 by \$8,207,500.

Ms. Hopkinson inquired why RCC is awarding contracts on Commuter Rail. Mr. Mc Spedon stated all roads lead to Union Station. The Metro Red Line and Commuter Rail Lines interface at Union Station. As part of the Commuter Rail project, the Southern California Regional Rail Authority (SCRRA) needs to make the platforms at Union Station handicapped accessible (the platforms are Commuter Rail's). Tutor-Saliba is building the Red Line Union Station. Commuter Rail asked RCC, and RCC agreed, to incorporate the handicapped ramps and access from the Commuter Rail platforms down into the Metro Red Line into the work scope being done by Tutor-Saliba. This change order reflects the current status of this work. Mr. Mc Spedon stated that RCC expects to be fully reimbursed by Commuter Rail for this work, although Commuter Rail has not yet confirmed this. Should RCC not get agreement from Commuter Rail to pay for this work, the work will not be done as it is not necessary for the Red Line. Mr. Mc Spedon clarified for Mr. Camacho that this work will only be done upon Commuter Rail's agreement for pay for the work.

REGULAR CALENDAR

15. CONSIDERATION OF RECOMMENDATION BY JOINT DEVELOPMENT AD HOC COMMITTEE ON HOLLYWOOD BOULEVARD STATIONS

Ms. Hopkinson stated that she, Mr. Mc Intyre and Mr. Patsaouras were the only members present at today's Joint Development Ad Hoc Committee. The discussions did not focus on the issue for which the meeting was set. Instead discussions revolved around the question as to whether the current direction of the program for station designs is, in fact, the right direction. Mr. Patsaouras felt that this issue has been brought up several times over the past years. Mr. Patsaouras is of the opinion that the design of stations do not deal with transit needs at the station designs, for many reasons. For example, impacting the design of stations

has been the environmental process as well as the cost cutting efforts of station design undertaken when the project was with RTD. Ms. Hopkinson stated that she felt Mr. Patsaouras' ire was misdirected at the RCC Board and staff when, in fact, this was out of staff's control. Ms. Hopkinson stated that by the end of the meeting, The feeling was that Mr. Patsaouras finally understood that if he continued to feel that the stations need to be re-designed, albeit with very significant schedule and dollar impacts, these concerns need to be raised before the Commission.

Ms. Hopkinson stated that the Committee has no recommendations to offer with regard to the design of the three stations that Mr. Sandberg will review.

Ms. Hopkinson stated that all three stations have significant design challenges regarding how they serve their neighborhoods. The reasons for the design choices of each of the stations appears clear but who made the decisions is a little less clear. It appears that the budget cutting committee that existed at that time was empowered to make decisions on station design without going back to the Commission for any concurrence. The Commissioner's were apparently unaware, therefore, of the changes in the design of the stations and the impacts are rather significant.

Ms. Hopkinson stated that she agrees with Mr. McIntyre's suggestion that the Board, or the Joint Development Ad Hoc Subcommittee, meet with the Commissioner's to resolve the fundamental issues that are hampering progress on these projects.

Mr. McIntyre stated that the cost cutting decisions, in the long run, probably will not prove to be good decisions. Mr. McIntyre stated that he believes that since Joint Development got a very late start, they will always be playing catch up. The schedule and cost impacts of re-designing the stations make it very difficult for the Board to agree to.

Mr. Camacho inquired how the Board could help the Joint Development Ad Hoc Subcommittee. Mr. McIntyre stated that a meeting with the Commissioner's would be helpful.

The Board heard comments from Dr. Falick.

Mr. Sandberg presented a briefing on the Hollywood Station Designs.

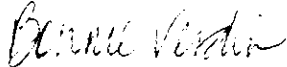
The Board heard comments from Mr. J. Handy.

BOARD REQUEST FOR FUTURE ITEMS

1. Mr. Murray stated that a South African Policy recommendation item should be agendaized for the March 2 meeting.
2. Mr. Camacho requested that the RCC Board meeting time be changed to 1 P.M. Ms. Hopkinson stated that coincidentally, she was going to request that the next two RCC Board meetings be scheduled beginning at 3 p.m. to accommodate the Joint Development meetings. Mr. Mc Spedon stated that if the agenda permitted, the 3 p.m. time would be acceptable. The Board will be notified. Pursuant to Mr. Camacho's request, the RCC Board meeting time will be 1 p.m. beginning with the March 30th meeting.
3. Mr. Camacho requested a status briefing from staff on the EMC negotiations.

ADJOURNMENT

The meeting adjourned at 3:45 p.m.



Bonnie Verdin
Board Secretary

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