



# MINUTES

Los Angeles County  
Metropolitan  
Transportation  
Authority

## RAIL CONSTRUCTION CORPORATION (RCC) AUGUST 30, 1993 MEETING

818 West Seventh Street  
Suite 300  
Los Angeles, CA 90017

213.623.1194

### MEMBERS PRESENT

ROBERT KRUSE, CHAIRMAN  
ERNEST CAMACHO  
ROBERT ARTHUR, ALTERNATE TO DEANE DANA  
JOHN MURRAY  
DAVE ANDERSON  
EVAN ANDERSON BRAUDE  
RAUL PEREZ, ALTERNATE TO EVAN ANDERSON BRAUDE  
CARL RAGGIO

### STAFF PRESENT

EDWARD McSPEDON, EXECUTIVE OFFICER, CONSTRUCTION & PRESIDENT, RCC  
JOEL SANDBERG, PROJECT MANAGER, METRO RED LINE, SEGMENT 2  
LOU HUBAUD, DIRECTOR, SAFETY AND SECURITY  
AVA JORDAN, PUBLIC AFFAIRS OFFICER, TOP PROGRAM  
LARRY KELSEY, CONTRACT MANAGER, METRO RED LINE, SEGMENT 2  
GARRY WARREN, MANAGER, QUALITY ASSURANCE  
MIKE BACA, CONTRACT MANAGER, CONSULTANT SERVICES  
JESSICA CUSICK, DIRECTOR, ART-FOR-RAIL PROGRAM  
BONNIE VERDIN, RCC BOARD SECRETARY  
MELISSA SCHIAVO, RCC SECRETARY

### OTHERS

AUGUSTIN ZUNIGA, COUNTY COUNSEL  
CHARLES SAFER, MTA CO-COUNSEL  
KENNETH DONALDSON, U.S. GUARDS  
ERNIE PADILLA, U.S. GUARDS

1. CALL TO ORDER

The meeting was called to order at 1:10 P.M.

2. APPROVAL OF MINUTES

The minutes of the August 16, 1993 meeting were approved as submitted.

3. CHAIRMAN'S REMARKS

Mr. Kruse deferred to the President for his remarks.

4. PRESIDENT'S REMARKS

- Mr. McSpedon addressed the August 29, 1993 *Los Angeles Times* article that questioned the quality of construction on Segment 1 of the Metro Red Line. Mr. McSpedon answered three specific questions:

1) Is the Tunnel Safe?  
Answer: Yes

2) Did we [taxpayers] get what we paid for?  
Answer: Yes

3) Were appropriate repairs made when and where necessary?  
Answer: Yes

Mr. McSpedon provided an in-depth briefing on the steps that were taken during the construction of Metro Red Line, Segment 1 to assure a safe and quality system. Mr. McSpedon concluded by noting that because public confidence in the project is essential and because certain members of the public and the media continue to raise questions regarding the as-built quality of the Metro Red Line, he has asked the Federal Transportation Administration (FTA) to conduct an independent review of the RCC's construction quality program and the effectiveness of the testing and remedial program.

Mr. McSpedon clarified for Mr. Kruse that Weston Geophysical Corporation was commissioned to conduct an independent review of the tunnel utilizing radar imaging. Weston's draft conclusion was that 2,000 feet of the tunnel's wall could possibly be as thin as 6 inches instead of the 12 inch design requirements. In consideration of the fact that radar imaging pro-

vides only a general indication of possible thin areas, Weston recommended that core samples be taken at specific locations in the tunnel to determine actual tunnel wall thickness. This was done and as a result of these samples, Weston modified the final report to indicate that approximately 90 feet of the tunnel walls appeared to be less than the required thickness. The contractor then took specific measurements throughout this 90-foot area and installed steel reinforcement plates as required in the "thin" areas.

Mr. Kruse inquired whether the FTA certified the tunnel prior to commencement of operation. Mr. McSpedon stated that actually the agency [RCC] certifies to the state that the entirety of the project as completed meets all design requirements and is safe for public operation.

Mr. Perez asked staff to confirm whether or not the project's design specifications standards are higher than the rest of the country. Mr. McSpedon stated that indeed our standards generally meet or exceed the accepted standards. Mr. McSpedon elaborated that the Metro Red Line tunnel is actually a tunnel within a tunnel. There is a primary liner which is structurally strong enough to withhold the tunnel on its own. It is designed to be safe for occupancy and during construction workers continuously work within this area. Inside the primary liner is a second tunnel which is the tunnel referred to in the *L.A. Times* article.

Mr. Perez inquired what the thickness of the concrete in the primary tunnel on Segment 2 is. Mr. Sandberg stated that the concrete thickness of the primary liner is 8 inches and is also steel reinforced.

Mr. Camacho stated that the *L.A. Times* article also questioned the integrity of the cement used to line the tunnel and asked Mr. McSpedon to elaborate. Mr. McSpedon stated that the subway's concrete requirements is 4,000 pounds per square inch. During the construction of Segment 1, over 7,700 concrete samples were taken. These samples were tested by an independent laboratory and the average compressive strength was 5,600 pounds per square inch.

Following further brief discussion, Mr. McSpedon noted that the L.A. subway is a state-of-the-art system and that leading edge subway design and construction methods were employed to build the system.

In addition, Mr. McSpedon reported the following:

- An unforeseen emergency item was taken directly to, and approved by, the MTA Board at its meeting on August 25. Due to a fire at a

contractor's warehouse, 100 radio units earmarked for the Metro Green Line were destroyed. Two hundred additional units will be tested for damage. Operable radio units are critical to retain the radio frequencies issued to the RCC by the Federal Communications Commission (FCC) for the Metro Green Line. The frequencies will expire at the end of October if radio units are not on hand.

- All items previously approved by the RCC Board and forwarded to the MTA at its August 25 meeting were also approved by the MTA with the following exceptions:

- 1) Metro Red Line, Segment 3 - Contract No. 3369  
Construction Management Services  
North Hollywood Extension, Amendment No. 17

\$15 million was approved for start-up work. The MTA will consider approval of the balance of the amount needed pending further staff work and cost analysis.

- 2) Real Estate properties owned by MCA  
Parcel No's C3-751, 753, 758, 763, 766, 768, 769 & 773

This item was deferred.

- 3) Budget for Metro Pasadena Project

Of staff's \$97 million budget request, the MTA approved \$40 million (design) and approved the remaining \$57 million (utility relocation, property acquisition and construction start-up) on the condition that staff return with a definition of the funding source of the \$57 million.

- Mr. McSpedon introduced Mr. Hubaud who presented a Special Recognition award to Mr. Kenneth Donaldson, security guard with U.S. Guards, a security firm contracted with to provide security at the Metro Red Line, Segment 2 construction site at Wilshire/Western. On August 18, 1993 Mr. Donaldson foiled a robbery car-jacking in progress in which one suspect was apprehended.
- Contract No. B710 - Elevators and Escalators for Metro Red Line, Segment 2 update. The Federal Transportation Administration (FTA) completed its review of the protest filed by Montgomery Elevator Company. The FTA dismissed in part and denied the remaining part of Montgomery's

protest. The award will now proceed as recommended by staff to Fujitec America, Inc.

- This past Friday, the RCC had its annual TOP scholarship luncheon. Ms. Jordan provided details of the successful event.
- The Metro Red Line was selected to receive the International Project of the Year award for management innovation and excellence by the Project Management Institute.

#### STANDING INFORMATION REPORTS

5. FORECAST OF UNEXECUTED PROFESSIONAL SERVICES  
CONTRACT CHANGES OVER \$200,000

The RCC Board received this status report.

6. FORECAST OF UNEXECUTED CONSTRUCTION/PROCUREMENT  
CONTRACT CHANGES OVER \$200,000

The RCC Board received this status report.

#### CONSENT CALENDAR

Items 8 & 9 were pulled for discussion.

Mr. Murray moved, Mr. Anderson seconded, to approve remaining Consent Calendar Items 7, 10 & 11. Motion was approved.

7. METRO RED LINE, SEGMENT 2 - BID NO. B261  
VERMONT/SUNSET STATION  
NOTICE OF ADVERTISEMENT

The RCC Board authorized staff to proceed with the advertisement and solicitation of Invitation for Bid No. B261.

10. METRO GREEN LINE - MASTER COOPERATIVE AGREEMENT  
WITH CITY OF INGLEWOOD

Mr. Braude noted that the unexecuted Master Cooperative Agreement cites the *Century Freeway* which actually has been renamed the *Glenn Anderson*

*Freeway.* Staff noted that a corrected version of the Agreement would be forwarded to the MTA.

The RCC Board recommended that the MTA authorize the Chief Executive to execute the Master Cooperative Agreement negotiated with City of Inglewood.

11. METRO PASADENA PROJECT - MASTER COOPERATIVE AGREEMENT AND MEMORANDUM OF UNDERSTANDING WITH THE CITY OF SOUTH PASADENA FOR THE METRO PASADENA PROJECT

The RCC Board recommended that the MTA authorize the Chief Executive Officer to execute the Master Cooperative Agreement and Memorandum of Understanding negotiated with the City of South Pasadena.

CONSENT CALENDAR ITEMS OF DISCUSSION

8. METRO PASADENA PROJECT - CONTRACT NO. E0070  
AUTHORIZATION TO AWARD A CONTRACT TO  
SECTION DESIGNER FOR ARCHITECTURAL SERVICES

Mr. Murray asked staff to comment on how Items 8 & 9 relate to the project budget restriction imposed by the MTA. Mr. McSpedon stated that so far, the MTA has approved a Metro Pasadena Project budget totaling \$841 million dollars. Typically what staff does is estimate a project's budget need fiscal year by fiscal year. However, because of the current financial constraints, it may not be that easy now.

Last year the MTA Board authorized \$15 million for the preliminary engineering for the Pasadena Line. This past Wednesday, the MTA approved an additional \$40 million for final design. The scope of work in Item 8 falls within the final design category as does Item 9. However, the total in Item 9 exceeds the fiscal year authorization. Mr. McSpedon stated that this is a somewhat unusual situation and he does not, at this time, have a good recommendation for how to deal with this. One alternative would be to limit the authorization to what the MTA has approved which is the \$15 million for preliminary engineering plus the \$40 million for final design.

Mr. Murray moved to approve this item with the subject to a not-to-exceed amount and to keep the recommendation within this year's budgeted allocation. Mr. Raggio seconded the motion.

Mr. Anderson stated that he recommends that the motion be amended to approve the amount recommended by staff with a not-to-exceed expenditure of this fiscal year's budget. Mr. Murray and Mr. Raggio accepted this amendment to the motion.

Motion, as amended, was approved.

The RCC Board recommended that the MTA authorize the EMC to award a contract as listed below for Section Designers for Architectural Services on the Metro Pasadena Line subject to a Not-To-Exceed expenditure of the Fiscal Year 93-94 design budget of \$40 million for the Metro Pasadena Project.

<b>Contract Work Scope</b> <b>Firm</b>	<b>Total Not-to-Exceed Contract Value</b>	<b>MBE/WBE Goal</b>	<b>MBE/WBE Commitment</b>
Chinatown, Ave. 26 and French  The Lamb Associates	\$ 587,000	MBE 25% WBE 10%	MBE 12% WBE 58% SMBE 30%
Union Station Platform 1 & Del Mar  Martinez Architects	\$ 873,000	MBE 25% WBE 10%	WBE 15% SMBE 50%
Lake Ave., Allen Ave. and Sierra Madre Villa  Miralles Associates, Inc.	\$ 1,133,000	MBE 25% WBE 10%	WBE 15% SMBE 80%

9. METRO PASADENA PROJECT - CONTRACT NO. E0070  
 ENGINEERING MANAGEMENT CONSULTANT  
 AMENDMENTS TO CONTRACT WORK ORDER

See Item 8 for discussion and amendment to recommendation.

- 1) The RCC Board recommended that the MTA authorize the Chief Executive Officer to execute the following increase in additional Authorization for Expenditure (AFE) to Contract No. E0070 subject to

a Not-To-Exceed expenditure of the Fiscal Year 93-94 design budget of \$40 million for the Metro Pasadena Project. For a detailed comparison of design costs, as compared to construction cost, refer to Attachment B. As expressed in Attachment A, the cost negotiated with the EMC to provide services as described below are fair and reasonable as compared to other transit projects.

	Previously Approved AFE for Preliminary Engineering	AFE Required for Final Design	Total AFE Required
EMC Metro Pasadena Project	\$15,278,833	\$48,500,000	\$63,778,833

REGULAR CALENDAR

13. METRO RED LINE, SEGMENT 2 - CONTRACT NO. B241  
 VERMONT/BEVERLY STATION  
 RECOMMENDATION FOR AWARD

Mr. Kelsey provided a briefing on this item.

Mr. Murray inquired whether staff was comfortable with recommending award to Tutor-Saliba-Perini given the recent "quality of work" issue and asked staff to comment on its perception of the quality of work provided on our projects by this contractor. Mr. Sandberg stated that he certainly understands the concern, but indicated that overall staff has been very pleased with the quality of work provided by Tutor-Saliba-Perini on Segment 2.

Mr. Warren added that the work done on Segment 1 has been a learning process which continues on with Segments 2 & 3. The system for ensuring the quality of work is good and is continuously improving.

Mr. Murray inquired what Tutor-Saliba's safety record is in comparison to the national average. Mr. Sandberg stated that for the four jobs under construction by Tutor Saliba on Metro Red Line, Segment 2, their average



lost time cases was 3.1. This record is considered very good because the national average for lost time cases is 6.

Following further brief discussion, Mr. Anderson moved, Mr. Camacho seconded, to approve this item. Motion was approved with Mr. Arthur abstaining from voting.

The RCC Board recommended that the MTA award Contract No. B241 in the amount below, to Tutor-Saliba-Perini JV, the lowest priced responsive and responsible bidder:

Total Contract Award (Metro Red Line, Segment 2)	\$40,957,557
10% Contract Contingency Fund (Excluded from Award Amount)	\$ 4,095,756
<b>TOTAL COMMITMENT REQUEST</b>	<b>\$45,053,313</b>

**14. METRO RED LINE, SEGMENTS 2 & 3  
EXPANSION OF SEGMENT 1 AND OPTION  
FOR SEGMENT 3 EASTERN EXTENSION - CONTRACT NO. B612  
CONTACT RAIL AND PROTECTIVE COVERBOARD PROCUREMENT  
RECOMMENDATION FOR AWARD**

Mr. Kelsey provided a briefing on this item.

Mr. Arthur inquired whether this item is on a critical path and why there were only two bidders. Mr. Sandberg stated that this item is on a critical path and is, in fact, behind schedule. Mr. Sandberg stated that there are very few firms who manufacture protective coverboard, which is very specialized equipment, and accounts for why only two bids were received.

Mr. Anderson stated that he finds it unusual that there is a 6% reserve fund for price escalation yet there is no option and he asked staff to elaborate. Mr. Sandberg stated that the reserve fund is intended to provide staff with flexible delivery dates rather than being bound to a specific delivery date.

Mr. Camacho moved, Mr. Murray seconded, to approve this item. Motion was approved.

The RCC Board recommended that the MTA award Contract No. B612 with L.B. Foster Co., the lowest priced responsive and responsible bidder, the base contract award amount of \$9,128,369.

Total Contract Award	\$9,128,369
16.32% Contract Reserve Fund (10% plus 6.32% for Escalation, Excluded from Award Amount)	\$1,489,752

TOTAL COMMITMENT REQUEST                      \$10,618,121

Note: The total contract award does not include the option prices

15. METRO RED LINE - RFQ NO. AP002  
PRIVATE PATRONAGE PROGRAM  
CANCELLATION OF RFQ

Mr. Baca, assisted by Ms. Cusick, provided a briefing.

Mr. McSpedon stated that subsequent to the RCC Board's prior approval of this item, the Executive Management and Planning and Programming Committees reviewed this item. As a result of these reviews, it was determined that agency's requirements have changed necessitating the cancellation of this item.

Ms. Cusick stated that because the agency's needs have changed, the Committees instructed staff to prepare a new Request for Proposals (RFP) which includes both rail and bus components. The scope for a new RFP was approved by the MTA at its last meeting and it is anticipated that a new RFP will go out in approximately six weeks.

Mr. Murray moved, Mr. Anderson seconded, to concur with the cancellation of this RFQ. Motion was approved.

16. METRO GREEN LINE - CONTRACT C0501  
SYSTEM FACILITY SITES, AMOROSO CORP.  
REQUEST FOR INCREASE IN AFE

Ms. Ford provided a briefing on this item.

Mr. Braude noted that this AFE request appears to be 20% over what was originally requested. Ms. Ford confirmed this and added that the full amount requested may not be used and any unused funds will go back into the project contingency account. Mr. Braude questioned the relevance of the

statement on page two of the report that "There are adequate funds in the Metro Green Line budget contingency to cover this adjustment." and he asked what the amount of the project contingency is. Mr. Sievers stated that the amount of the project contingency is approximately \$14 million.

Mr. Kruse stated that although he understands Attachment A (Contract Cost Status report) is a useful internal document, he finds it confusing and assumes the MTA Board does as well. The desire is to present clear, understandable contract dollar data to the MTA Board and Mr. Kruse stated that he simply does not find this report useful for that purpose and, in fact, it probably raises more questions than it answers.

Mr. Kruse stated that staff apparently is asking for an extension on the "credit card allowance". Mr. Kruse stated that the goal should be to get as much information early on in a job to better estimate what the costs are going to be.

Mr. Braude expressed concern that there is no information in this report that explains what the change orders are. The report only relates that there are or will likely be some changes and what any changes will cost. Mr. Braude stated that he will not be able to support staff's recommendation without more detail.

Following much further discussion, Mr. Kruse stated that staff must somehow synthesize the information into a clear, simplified report.

Mr. McSpedon stated that since there is some lead time on this item, he suggested that staff re-work this item. Mr. Kruse concurred with Mr. McSpedon's suggestion to pull this item for additional staff work.

Mr. Kruse also requested that staff coordinate a Board Committee meeting to work on developing a modified version of Attachment A for use by the RCC/MTA Boards.

**17. CONSULTANT SELECTION CRITERIA AND PROCEDURES  
AS REFERRED BY THE MTA BOARD AND  
EXECUTIVE MANAGEMENT COMMITTEE**

Mr. Arthur noted that at its 8/25 meeting, the MTA Board referred this action to the RCC and requested that staff return with recommendations at the 9/15 meeting. This item was added to this agenda at the last minute to accommodate the MTA's request. However, because of the short time frame, staff had been unable to provide the Board with the report until today. Having had no time to adequately review the item, Mr. Arthur

recommended that this item be continued until the next meeting to allow the RCC Board an opportunity to receive a full briefing by staff, particularly to understand the full content of the motion made by the MTA Board.

Mr. McSpedon explained that the only reason staff rushed this item through was to meet the 9/15 MTA return date. Mr. McSpedon stated that if the RCC Board decides to pull this item, he suggested that it may be a good idea for one of the RCC Board members to notify the MTA Board that the RCC will not be ready to come forward with recommendations at the 9/15 meeting.

Mr. Raggio noted that the report contains no reference to the various "disciplines" for which consultants may be needed and stated that he would like to see this included in the final report.

Mr. Braude made a motion to have a workshop to deal with this item. Mr. Murray seconded the motion.

Mr. Kruse noted that the motion implies that the RCC anticipates that a final recommendation will be forthcoming to the MTA Board at its 10/27 regular meeting.

Mr. Arthur requested that staff extend an invitation to the MTA Board to attend the workshop.

Motion was approved.

#### 18. PUBLIC COMMENT

There were no requests to speak.

#### 19. BOARD MEMBER REQUEST FOR FUTURE ITEMS

Referencing Item 17, Mr. Anderson requested that staff provide the RCC Board with the three-point MTA motion.

**CLOSED SESSION**

Mr. Zuniga declared that the following items are subjects for discussion in Closed Session:


Real Estate Matters - G.C. #54956.8

- Parcel No. C3-754 (Spectrum Investment Co., Budget Rent-A-Car, Leonard & Company, Inc.)
- Parcel No. C3-759 (Henry Hu and Myriam Hu)
- Parcel No. C3-762 (E. Wayne Copeland)
- Parcel Nos. B2-222 & B2-225 (Knight L. Harris)

**ADJOURNMENT**

The meeting adjourned at 3:30 P.M.

Submitted by:



**BONNIE VERDIN**  
RCC Board Secretary

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