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SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT
CA-03-0130-03

AMENDMENT REQUEST

SUBMITTED: SEPTEMBER 20, 1982
APPROVED: SEPTEMBER 24, 1982



RTD

John A. Dyer
General Manager

SEP 20 1987

Mr. Dee Jacobs, Regional Director
Urban Mass Transportation
Administration, Region IX
Two Embarcadero Center, Suite 620
San Francisco, California 94111

Dear Mr. Jacobs:

CA-03-0130-2
Metro Rail Accelerated Joint Development and Engineering
Amendment No. 3

This letter transmits to you the Southern California Rapid Transit District's request for an amendment of \$15 million in Federal dollars for the Metro Rail project utilizing funds from Section 3 of the Urban Mass Transportation Act of 1964, as amended. Local match funds will be provided from Prop 5 gas tax revenues and SB 620 allocations.

The proposed amendment includes accelerated design work on six stations and associated tunnel segments, coordination with existing and potential joint developers, design engineering for the Central train yard and shops, and supporting services.

This additional work will provide adjacent developers and property owners with timely technical information for their development and land use plans for optimal interfacing with Metro Rail station facilities. (For a full description and justification, please see the enclosed.)

To assist you in processing this amendment request, the following items are included:

Form 424
Certification
Resolution
Opinion of Counsel
Budget Information Part III

Mr. Dee Jacobs
Page 2

Proposed Budget
Current Approved Budget
Project Description and Justification
Exhibits D, H, I, J and L

Exhibits for Public Transportation System, Planning, Public Transportation Program, Elderly and Handicapped, and Distribution of Transportation Benefits are not included. Effective March 24, 1980, Appendix 3 of the UMTA External Operating Manual was amended to eliminate the requirement for Exhibits B, F, G, H, and N, respectively, in Section 3 grant applications.

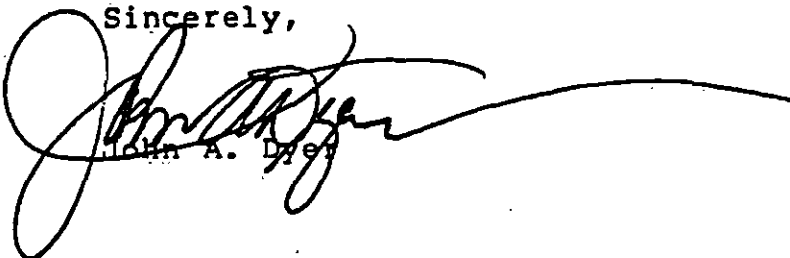
In addition, there will be no Exhibit K, Relocation, and Exhibit O, Flood Hazards, as there will be no purchase of real estate or construction of transportation facilities as part of this application.

Transcript of the Public Hearing scheduled for September 15, 1982, will be forthcoming.

Finally, we request that the District's permanent Standard Assurances submitted to UMTA's Region IX office on February 23, 1979, be incorporated by reference.

Your timely consideration of this application is appreciated. If you have any questions please contact Grants Administration.

Sincerely,



John A. Dyer

Enclosures

cc: SCAG
LACTC
G. Grainger

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Certification

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Exhibit D - Project financing

Exhibit H - Use of Project facilities

Exhibit I - Labor

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FEDERAL ASSISTANCE

2. APPLICANT'S APPLICATION

a. NUMBER

3. STATE APPLICATION IDENTIFIER

a. NUMBER

1. TYPE OF ACTION
- PREAPPLICATION
 - APPLICATION
 - NOTIFICATION OF INTENT (OPL)
 - REPORT OF FEDERAL ACTION
- Mark appropriate(s)

b. DATE Year month day 19

b. DATE Year month day ASSIGNED 19

Leave Blank

4. LEGAL APPLICANT/RECIPIENT

a. Applicant Name : Southern Calif. Rapid Transit District
 b. Organization Unit : Grants Administration
 c. Street/P.O. Box : 425 S. Main Street
 d. City : Los Angeles a. County : Los Angeles
 f. State : California g. ZIP Code: 90013
 h. Contact Person (Name & telephone No.) : George Kagawa (213) 972-6628

5. FEDERAL EMPLOYER IDENTIFICATION NO.

95-1978576

6. PROGRAM (From Federal Catalog)

a. NUMBER 201500
 b. TITLE Urban Mass Transportation Capital Improvements

7. TITLE AND DESCRIPTION OF APPLICANT'S PROJECT

Metro Rail Accelerated Joint Development and Preliminary Engineering Work Program

8. TYPE OF APPLICANT/RECIPIENT

- A-State
 - B-Interstate
 - C-Substate District
 - D-County
 - E-City
 - F-School District
 - G-Special Purpose District
 - H-Community Action Agency
 - I-Higher Educational Institution
 - J-Indian Tribe
 - K-Other (Specify): Transit District
- Enter appropriate letter K

9. TYPE OF ASSISTANCE

- A-Basic Grant
 - B-Supplemental Grant
 - C-Loan
 - D-Insurance
 - E-Other
- Enter appropriate letter(s) A

10. AREA OF PROJECT IMPACT (Names of cities, counties, States, etc.)

Los Angeles County

11. ESTIMATED NUMBER OF PERSONS BENEFITING

7,000,000

12. TYPE OF APPLICATION

- A-New
 - B-Renewal
 - C-Revision
 - D-Continuation
 - E-Augmentation
- Enter appropriate letter E

13. PROPOSED FUNDING

14. CONGRESSIONAL DISTRICTS OF:

a. FEDERAL	\$ 15,000,000.00
b. APPLICANT	3,750,000.00
c. STATE	.00
d. LOCAL	.00
e. OTHER	.00
f. TOTAL	\$ 18,750,000.00

a. APPLICANT	20-35
b. PROJECT	20-35
16. PROJECT START DATE Year month day	19 82 10 1
17. PROJECT DURATION	15 Months
18. ESTIMATED DATE TO BE SUBMITTED TO FEDERAL AGENCY	19

15. TYPE OF CHANGE (For 12a or 12b)

- A-Increase Dollars
 - B-Decrease Dollars
 - C-Increase Duration
 - D-Decrease Duration
 - E-Cancellation
 - F-Other (Specify):
- Enter appropriate letter(s) A

20. FEDERAL AGENCY TO RECEIVE REQUEST (Name, City, State, ZIP code)

Urban Mass Transportation Administration, San Francisco, CA. 94111

21. REMARKS ADDED

Yes No

22. THE APPLICANT CERTIFIES THAT:

a. To the best of my knowledge and belief, data in this preapplication/application are true and correct, the document has been duly authorized by the governing body of the applicant and the applicant will comply with the attached assurances if the assistance is approved.

b. If required by OMB Circular A-95 this application was submitted, pursuant to its instructions therein, to appropriate clearinghouses and all responses are attached: None Responses attached

- (1) Southern Calif. Assoc. of Governments
- (2) Los Angeles County Transportation Comm.
- (3)

23. CERTIFYING REPRESENTATIVE: John A. Dyer, General Manager

b. SIGNATURE:

c. DATE SIGNED: 19 82 9 9

24. AGENCY NAME

25. APPLICATION RECEIVED 19

26. ORGANIZATIONAL UNIT

27. ADMINISTRATIVE OFFICE

28. FEDERAL APPLICATION IDENTIFICATION

29. ADDRESS

30. FEDERAL GRANT IDENTIFICATION

31. ACTION TAKEN

- a. AWARDED
- b. REJECTED
- c. RETURNED FOR AMENDMENT
- d. DEFERRED
- e. WITHDRAWN

32. FUNDING	
a. FEDERAL	\$.00
b. APPLICANT	.00
c. STATE	.00
d. LOCAL	.00
e. OTHER	.00
f. TOTAL	\$.00

33. ACTION DATE 19

34. CONTACT FOR ADDITIONAL INFORMATION (Name and telephone number)

34. STARTING DATE 19

35. ENDING DATE 19

37. REMARKS ADDED

Yes No

FEDERAL AGENCY A-95 ACTION

a. In taking above action, any comments received from clearinghouses were considered. If agency response is due under provisions of Part 1, OMB Circular A-95, it has been or is being made.

b. FEDERAL AGENCY A-95 OFFICIAL (Name and telephone no.)



John A. Dyer
General Manager

CERTIFICATION

I hereby certify that, effective upon execution of the grant contract incidental to Project No. CA-03-0130 the Southern California Rapid Transit District will not engage in charter bus operations outside of the area within which regularly scheduled mass transportation service is provided. I further certify that the Southern California Rapid Transit District will not engage in school bus operations, exclusively for the transportation of students and school personnel, in competition with private school bus operators.

I understand that a violation of either provision will preclude the Southern California Rapid Transit District from receiving any other financial assistance under:

- (1) subsection (a) or (c) of Section 142, Title 23, United States Code;
- (2) paragraph (4) of subsection (e) of Section 103, Title 23, United States Code; or
- (3) The Urban Mass Transportation Act of 1964.

The terms of this certification shall be applicable for so long as, and only to the extent that the Federal law requires the inclusion thereof, and upon enactment of any law which eliminates the prohibition, then this certification shall be deemed amended accordingly.



John A. Dyer

9/9/82

Date

RESOLUTION NO. R-82-379

Resolution authorizing the filing of applications with the Department of Transportation, United States of America, for grants under the Urban Mass Transportation Act of 1964, as Amended.

WHEREAS, the Secretary of Transportation is authorized to make grants for mass transportation projects;

WHEREAS, the contract financial assistance will impose certain obligations upon the applicant, including the provision by it of the local share of project costs;

WHEREAS, it is required by the U.S. Department of Transportation in accord with the provisions of Title VI of the Civil Rights Act of 1964, that in connection with the filing of an application for assistance under the Urban Mass Transportation Act of 1964, as Amended, the applicant give an assurance that it will comply with Title VI of the Civil Rights Act of 1964 and the U.S. Department of Transportation requirements thereunder;

WHEREAS, it is the goal of the Applicant that minority business enterprise be utilized to the fullest extent possible in connection with this project, and that definitive procedures shall be established and administered to ensure that minority businesses shall have the maximum feasible opportunity to compete for contracts when procuring construction contracts, supplies, equipment contracts, or consultant and other services;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Southern California Rapid Transit District:

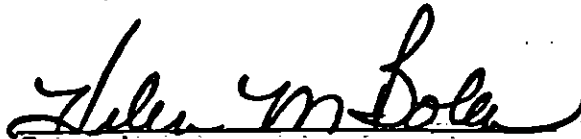
1. That the General Manager is authorized to execute and file a revised application under Section 3 of the Urban Mass Transportation Act of 1964, as amended, on behalf of the Southern California Rapid Transit District with the U. S. Department of Transportation for additional Metro Rail Preliminary Engineering funding in the amount of \$18,750,000.
2. That the General Manager is authorized to execute and file concurrently with said revised application a new application in the same amount (\$18,750,000) for funding under Section 8 of the Act, so that if Section 3 funds are not available, the project can be funded under Section 8.

3. That the General Manager is authorized to execute and file with such applications an assurance or any other document required by the U. S. Department of Transportation effectuating the purposes of Title VI of the Civil Rights Act of 1964.
4. That the General Manager is authorized to furnish such additional information as the U. S. Department of Transportation may require in connection with the applications or the project.
5. That the General Manager is authorized to set forth and execute affirmative minority business policies in connection with the project's procurement needs.
6. That the General Manager is authorized to execute all other necessary documents and contracts in connection with said grant applications filed with the U. S. Department of Transportation, Urban Mass Transportation Administration.

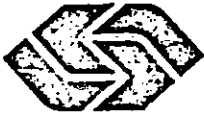
CERTIFICATION

The Undersigned duly qualified and acting as Secretary of the Southern California Rapid Transit District certifies that the foregoing is a true and correct copy of Resolution No. R-82-379 adopted at a legally convened meeting of the Board of Directors of the Southern California Rapid Transit District held on August 26, 1982.

DATED: September 7, 1982


Secretary

(SEAL)



RTD

Richard T. Powers
General Counsel

September 10, 1982

TO: John A. Dyer, General Manager
FROM: Richard T. Powers, General Counsel
SUBJECT: Amendment to UMTA Capital Grant Project No. CA-03-0130

This opinion is written by the undersigned in his capacity as General Counsel of the Southern California Rapid Transit District.

The District is legally empowered and authorized to prepare and file with the Department of Transportation applications or other documents deemed necessary for the planning, improvement, or operation of its transit facilities.

There is no pending or threatened litigation which might in any way adversely affect any proposed capital improvement or planning programs, and there is no legal impediment to your making this application.

A handwritten signature in black ink, appearing to read "Richard T. Powers". The signature is fluid and cursive, with a prominent initial "R" and a long, sweeping underline.

Richard T. Powers
General Counsel

Exhibit C - Project Justification

Work proposed for this phase of Metro Rail Project development is necessary to enable the District to coordinate design plans with public and private property owners who are planning to develop their land adjacent to Metro Rail stations or who will be required to make accommodations for this project on their property.

At six station sites with the most potential for joint development, private interests and other agencies are rapidly planning major facilities that require direct interfacing with the Metro Rail stations. This interface, if properly planned and designed, offers joint development opportunities for significant reductions in capital, operating and maintenance costs of the Project.

In addition, integrated planning with adjacent properties will make the stations more accessible to their patrons, encourage greater use of Metro Rail and provide more convenient, more efficient service. This type of interfacing will help realize land use goals beneficial to the entire community - the shopper, developer, owner and transit property.

The implementation plans of many adjacent or integral properties, especially in the Central Business District, predate the present schedule of the Metro Rail Project. Without sufficient project coordination, much of the desired impact of these developments will be lost or reduced. Also, station preliminary engineering is the most time-consuming element in a rail transit system and increases in duration with station size and complexity.

The scope of preliminary engineering includes work on tunnels, which requires right of way studies and coordination with local agencies on structural design alterations, and advance design of the central train yard and maintenance shops, which will also allow joint development analyses, including use of air rights, prior to construction of the yard.

EXHIBIT D. Project Financing

The estimated gross project cost increase is \$18,750,000. It is proposed that the project be financed by an UMTA Capital Grant amounting to \$15,000,000, with a local contribution of \$3,750,000.

The local matching funds for this project will be provided by the Southern California Rapid Transit District from Proposition 5 gas tax funds (\$2,812,500) and from SB 620 funds (\$937,500, STAF and TP&D).

EXHIBIT H. USE OF PROJECT FACILITIES

The capital improvements comprising this project will be owned and operated by the Southern California Rapid Transit District, a public agency, and are being obtained for use in provision of mass transportation service within its jurisdiction.

It is understood that the grant agreement will contain provisions to assure the continuation of such use during the useful life of the project equipment and that in the event such equipment is sold or otherwise devoted to another use during its useful life, the District will be required to refund a proportionate share of the Federal grant based on the sale proceeds or the market value of the equipment.

EXHIBIT I. LABOR

(a) Effect on Employees of the SCRTD

Employees of the SCRTD are represented by the United Transportation Union, Locals 1563, 1564, 1565 and 1607, representing operators; by the Amalgamated Transit Union, representing mechanics; and by the Brotherhood of Railway and Airline Clerks. The project(s) will not adversely affect the employees of the SCRTD.

(b) Effect on Other Public Transportation Systems

There are a number of privately and publicly owned transit carriers operating in the District's service area; however, such services do not compete with those provided by the District. A number of the lines of the various carriers provide feeder bus service to the District's lines from communities not served by the District or from local neighborhoods within the District's service area.

The project will not adversely affect any of the common carrier public transportation systems in the area, nor the employees of these systems. The carriers and the areas they service are shown below:

<u>Agency</u>	<u>Area Served</u>
City of Commerce Bus Lines	City of Commerce only
Culver City Municipal Bus Lines	Culver City, western area of Los Angeles
Gardena Municipal Bus Lines	Cities of Gardena, Torrance, Carson, Compton, Lawndale, and Hawthorne. Inter-urban service to Los Angeles CBD
Long Beach Public Transportation Company	Cities of Long Beach, Seal Beach, Lakewood, Bellflower, Cerritos and harbor area of Los Angeles
Orange County Transit District	Orange County and South-eastern portion of Los Angeles County

<u>Agency</u>	<u>Area Served</u>
Torrance Transit System	Cities of Torrance, Hawthorne, Redondo Beach, Gardena, Lomita, Lawndale and Carson. Interurban service to Long Beach and Los Angeles CBD.
Norwalk Transit	Cities of Norwalk, Seal Beach, Bellflower and Downey. Interurban service to Los Angeles International Airport
Santa Monica Municipal Bus Lines	Cities of Santa Monica and Los Angeles
Simi Valley Transit	City of Simi Valley, portions of eastern Ventura County and Chatsworth in the City of Los Angeles
Riverside Transit Agency	City and County of Riverside
OMNITRANS	Western San Bernardino County between Yucaipa and the Los Angeles County line southerly of the City of Victorville

These carriers primarily provide local service within their own cities and some additional service to adjacent areas. Inter-urban services are provided as noted. Many of the municipal carrier lines act as feeders to lines of the Southern California Rapid Transit District. The services of these carriers do not compete with those of the District and will not be affected by the proposed project.

Numerous municipalities have recently been experimenting with shuttle buses, demand-responsive systems, and local circulatory routes. Each of these are contained solely within the individual municipality; funding is being provided through various grants or from the jurisdiction's general fund. All are for the benefit of short-haul passengers, many act as complement to the District's regional, line-haul services.

In addition to the publicly-owned carriers described above, there are privately-owned transit companies which operate in the area served by the District. These companies operate regularly scheduled passenger stage services for the general public, duly certified by the Public Utilities Commission.

<u>Agency</u>	<u>Area Served</u>
Antelope Valley Bus, Inc.	Service in Antelope Valley and San Fernando Valley and from San Fernando Valley to Los Angeles International Airport

Many charter party carriers within the Southern California area have been experimenting with commuter services since the fuel shortage in the winter of 1974. Requiring a Certificate of Public Convenience and Necessity from the State of California, all are operating for a special group of employees generating from specific residential areas and the service is so designated. The carrier is restricted from operating passenger service when many compete with those services provided by the SCRTD.

Provisions for Section 13(c) Agreements

It is understood that the grant agreement will contain provisions, certified by the Department of Labor, that the Southern California Rapid Transit District will warrant that the project will not adversely affect the employment and working conditions of the employees of the SCRTD, and will agree that if any such employees are adversely affected, appropriate protection shall be afforded under the provisions of Section 13(c) of the Urban Mass Transportation Act of 1964, as amended.

Proposed agreements have been prepared by the Southern California Rapid Transit District, signed and forwarded to each of the three unions involved.

Davis-Bacon Act

The Southern California Rapid Transit District assures that all laborers and mechanics employed by contractors or sub-contractors in the performance of construction work financed with assistance under the Urban Mass Transportation Act of 1964, as amended, shall be paid wages at rates not less than those prevailing on similar construction in the locality as determined by the Secretary of Labor in accordance with the Davis-Bacon Act, as amended.

EXHIBIT J. PUBLIC HEARING

A Public Hearing will be held on September 15, 1982, to afford members of the public an opportunity to comment on the project. The following information will be forwarded to your office when complete:

Proof and/or Affidavit of Publication
Certificate of Service
Transcript of Public Hearing
Certification of Public Hearing



Helen M. Bolen
District Secretary

RECEIVED

AUG 30 1982

GRANTS

August 26, 1982

TO ALL INTERESTED PARTIES:

A copy of the attached Revised Notice of Intent to Hold Public Hearing to consider the SCRTD's proposed Amended Grant Application for the funding of Engineering on the Metro Rail Project in the Los Angeles Regional Core, has been mailed by first-class mail, postage prepaid, to all federal, state and local agencies with jurisdiction by law to develop and enforce environmental standards and to those who may have interest in the project.

A copy of the Certificate of Service listing those agencies notified of the public hearing is on file in the Office of the Secretary, Southern California Rapid Transit District, 425 South Main Street, Los Angeles, California.

Respectfully,

A handwritten signature in cursive script that reads "Helen M. Bolen".
Helen M. Bolen

Attachment

REVISED
NOTICE OF INTENT TO HOLD A PUBLIC HEARING ON
GRANT APPLICATIONS FOR THE FUNDING OF PRELIMINARY
ENGINEERING FOR THE METRO RAIL PROJECT IN THE
LOS ANGELES REGIONAL CORE

Notice is hereby given that the Board of Directors of the Southern California Rapid Transit District (SCRTD) intends to hold a public hearing at 1:15 p.m. on the 15th day of September, 1982 in the Board Room, 425 South Main Street, Los Angeles, California. The purpose of the public hearing will be to receive comments from concerned individuals, organizations and community groups on the SCRTD's proposed Grant Applications for the funding of Engineering on the Metro Rail Project in the Los Angeles Regional Core (hereinafter called the "Project").

The estimated cost of this work is \$18,750,000 for continuation of engineering and design work associated with this phase of the "Project." It is proposed that 20% of the amount be financed from State Article XIX Fixed Guideways funds and Transportation and Development Funds, and 80% federal funds either under Section 3 or Section 8 of the Urban Mass Transportation Act of 1964, as amended.

The purpose of these grant applications is to fund engineering and design work to be performed on several key, proposed station sites, on related tunnel sections of the alignment, and on the proposed central yards and shops.

The proposed "Project" conforms to the proposed comprehensive land use plans and transportation development program of the urban area and is part of the Transportation Improvement Plan adopted by the Southern California Association of Governments and the Los Angeles County Transportation Commission.

Persons may inspect on a reasonable basis the text of the Applications for funding of Preliminary Engineering in the office of the District Secretary, Second Floor, 425 South Main Street, Los Angeles, California, 90013.

All persons and official bodies and other organizations interested in appearing at the Hearing will be heard at such time.

SOUTHERN CALIFORNIA RAPID
TRANSIT DISTRICT

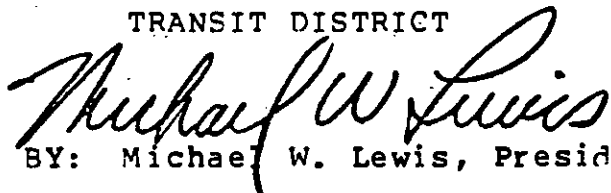

BY: Michael W. Lewis, President

EXHIBIT L. PROTECTION OF THE ENVIRONMENT

There are no significant adverse environmental effects anticipated as a result of this project. This action qualifies as a NEPA class 2 categorical exclusion pursuant to 23 CFR Part 771, Sec. 771.115(1) of the UMTA environmental regulations dated 10/30/80.

This project is also covered under CEQA Sec. 15106, class 6, "Information Collection" categorical exemption.

EXHIBIT A - PROJECT DESCRIPTION

1. STATIONS

Accelerated preliminary design work at six stations is proposed to be done by six separate Architectural/Engineering firms. At one key station, the services of the on board General Architectural Consultant (GAC) may be recommended. Where consultants other than the GAC are to be retained, Requests For Proposals will be prepared, and A/E candidates selected by federally-approved procedures.

Design will be divided into the following phases: Design Development - a submittal at the 30-35 percent stage which will show the function, size, location, and materials for all station elements; and showing relationships with utilities and with adjacent and integral properties.

1.1. General Technical Requirements

A. Design Development

1. Description

Consultant shall provide services for the design development of the architectural, structural, civil, mechanical, electrical, and landscaping requirements for station and parking areas.

Excluded from the scope of design work will be the design of trackwork; traction power substations, equipment and distribution system; signals and automatic train control and supervisory control equipment; communications equipment; fare collection equipment; escalators and elevators; and signing/graphics. The District will provide to Consultant design information on these excluded items, as required, so that adequate space will be provided at such time as final design is approved.

2. Scope of Work

Using District approved design criteria and other data/information provided by District, the Architectural/Engineering firms retained shall perform the following work tasks in conjunction with the scopes of work of each Work Authorization.

- h. Civil Design Development. The Architectural/Engineering firm will perform design developed work on civil aspects of station and station site, including any parking lots. Participate in formulation of program for additional field survey data. Such work shall include, but not be limited to, the following:
- (1) Review existing delineations of right-of-way requirements and identify required modifications.
 - (2) In cooperation with District, City and private utilities, identify necessary relocation of existing utilities and assist in coordination of design development of relocations, as well as service connections to the stations.
 - (3) Assist the District in developing the details of temporary and permanent street railroad relocations.
 - (4) In conjunction with the landscape architect, develop preliminary design of any parking lots, including grading and drainage, and preliminary design of drainage of station site. Provide for retention facilities as required.
- i. Mechanical Design Development. Perform design development of mechanical system requirements of stations, including mechanical plans of all levels showing appropriate sections.
- j. Electrical Design Development. Perform design development of electrical systems required at all station levels and parking areas including electrical plans of all levels with appropriate sections and details.
- k. Quantity Takeoffs. Perform quantity takeoffs of materials and services required for those items of work solely the responsibility of Consultant.
- l. Cost Estimate. Prepare a cost

- (2) Prepare and submit to the District requests for additional survey information, as required.

d. Right-of-Way

- (1) Review the proposed Right-of-Way limits shown on property maps furnished by the District.
- (2) Prepare drawings delineating the proposed permanent and temporary right-of-way requirements including description of easements required for:
 - (a) Access to site
 - (b) Temporary roads
 - (c) Drainage
 - (d) Underpinning
 - (e) Utilities
- (3) Prepare written descriptions of the impact of construction on properties from which right-of-way is to be acquired (Property Impact Statement) as well as those properties adjacent to or contiguous with the site.
- (4) Prepare and submit to the District requests for additional property surveys, as required.

e. Utilities Relocation Design

- (1) Review the preliminary composite utility drawings provided by the District for sufficiency as design inputs.
- (2) Prepare and submit to the District requests for additional utility information, as required.
- (3) Prepare and submit to the District recommended solutions for relocation, abandonments, temporary support or other dispositions of affected utilities.

j. Restoration Design

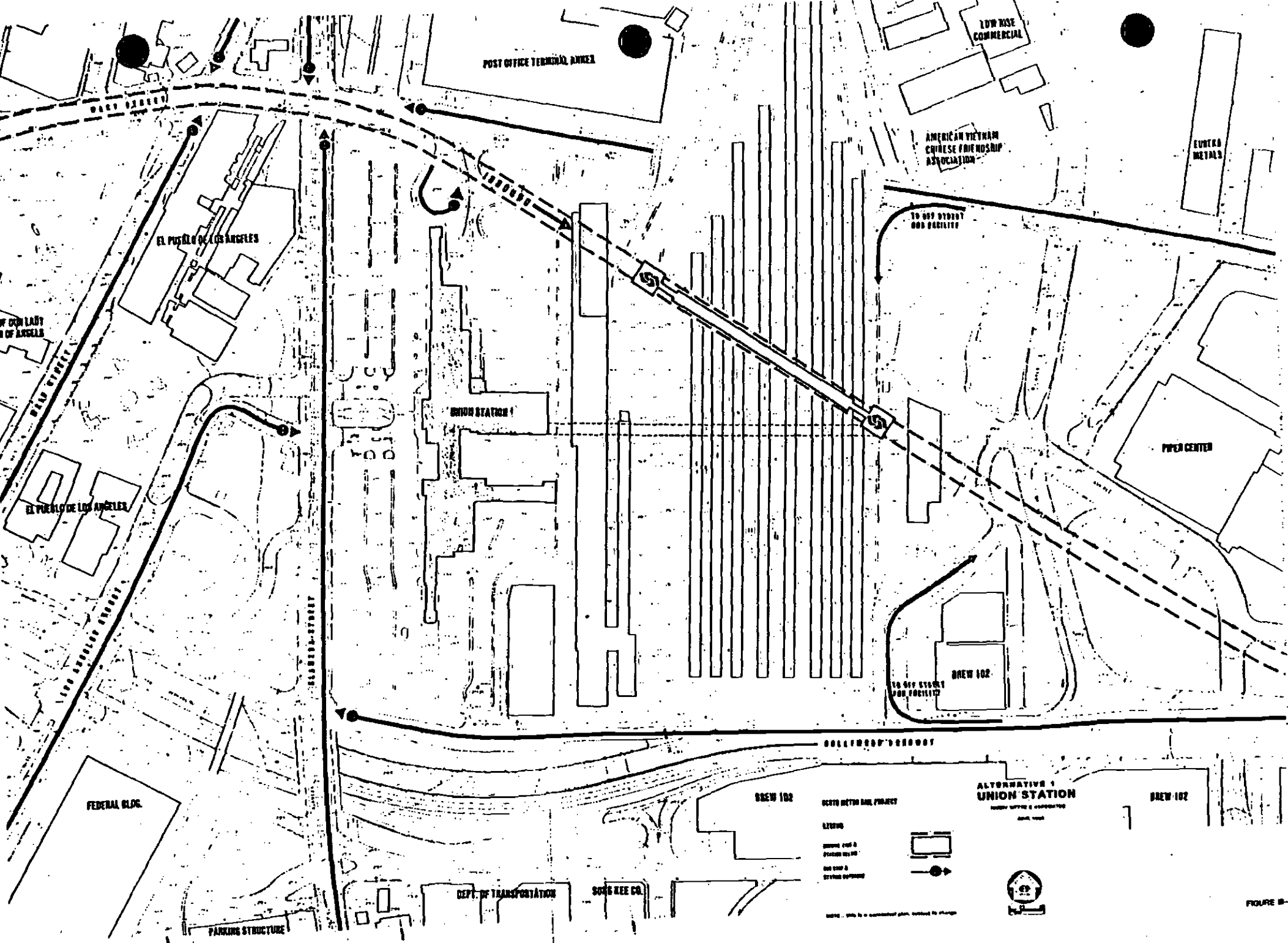
(1) Where directed by the District, prepare the design of the restoration of all facilities to be repaved, restored or rebuilt following construction.

k. Specifications

Prepare specifications required for all structures, equipment, systems, fixtures and features related to adjacent development.

l. Cost Estimates

Prepare cost estimates for construction for the base year 1982. Where lump sum items are used, a basis for determination shall be included. In preparing these estimates, payment items established shall be used. The estimates shall show the procedures and state the assumptions used. The estimates shall be based on the latest available information pertaining to the labor, equipment and material costs in the metropolitan Los Angeles area. The estimates shall include the construction contractor's overhead, profit, and contingency. The bid items shall be on a balanced basis and no adjustment shall be made for early money or other factors that may be used in unbalancing bid items.



POST OFFICE TERMINAL ANNEX

LOW RISE COMMERCIAL

AMERICAN VIETNAM CHINESE FRIENDSHIP ASSOCIATION

EUREKA METALS

EL PUENTE DE LOS ANGELES

UNION STATION

PIERS CENTER

EL PUENTE DE LOS ANGELES

BREW 102

FEDERAL BLDG.

ALTERNATIVE 1
UNION STATION
STATION OFFICE & LOBBY

BREW 102

DEPT. OF TRANSPORTATION

SOUS REE CO.

BREW 102

UNION STATION

STATION

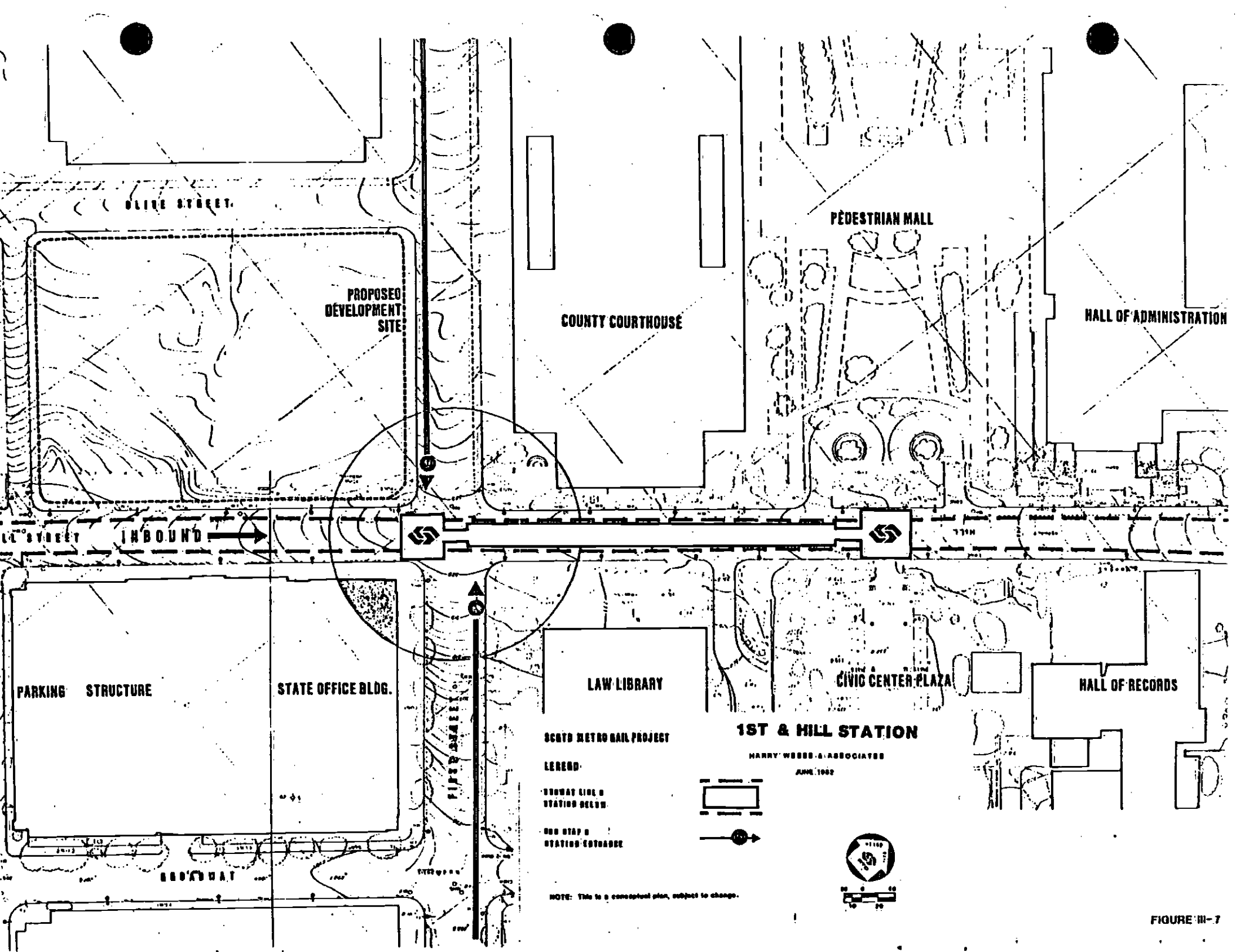
STATION AND PLATFORM

NEW SHOP & STORES



SCALE: 1/4" = 10' (AS SHOWN ON PLANS, REFER TO PROJECT)

FIGURE B-



OLIVE STREET

PROPOSED
DEVELOPMENT
SITE

COUNTY COURTHOUSE

PEDESTRIAN MALL

HALL OF ADMINISTRATION

1ST STREET INBOUND

PARKING STRUCTURE

STATE OFFICE BLDG.

LAW LIBRARY

CIVIC CENTER PLAZA

HALL OF RECORDS

80TH METRO RAIL PROJECT

1ST & HILL STATION

HARRY WEBB & ASSOCIATES

JUNE 1982

LEGEND:

STATION BUILDING

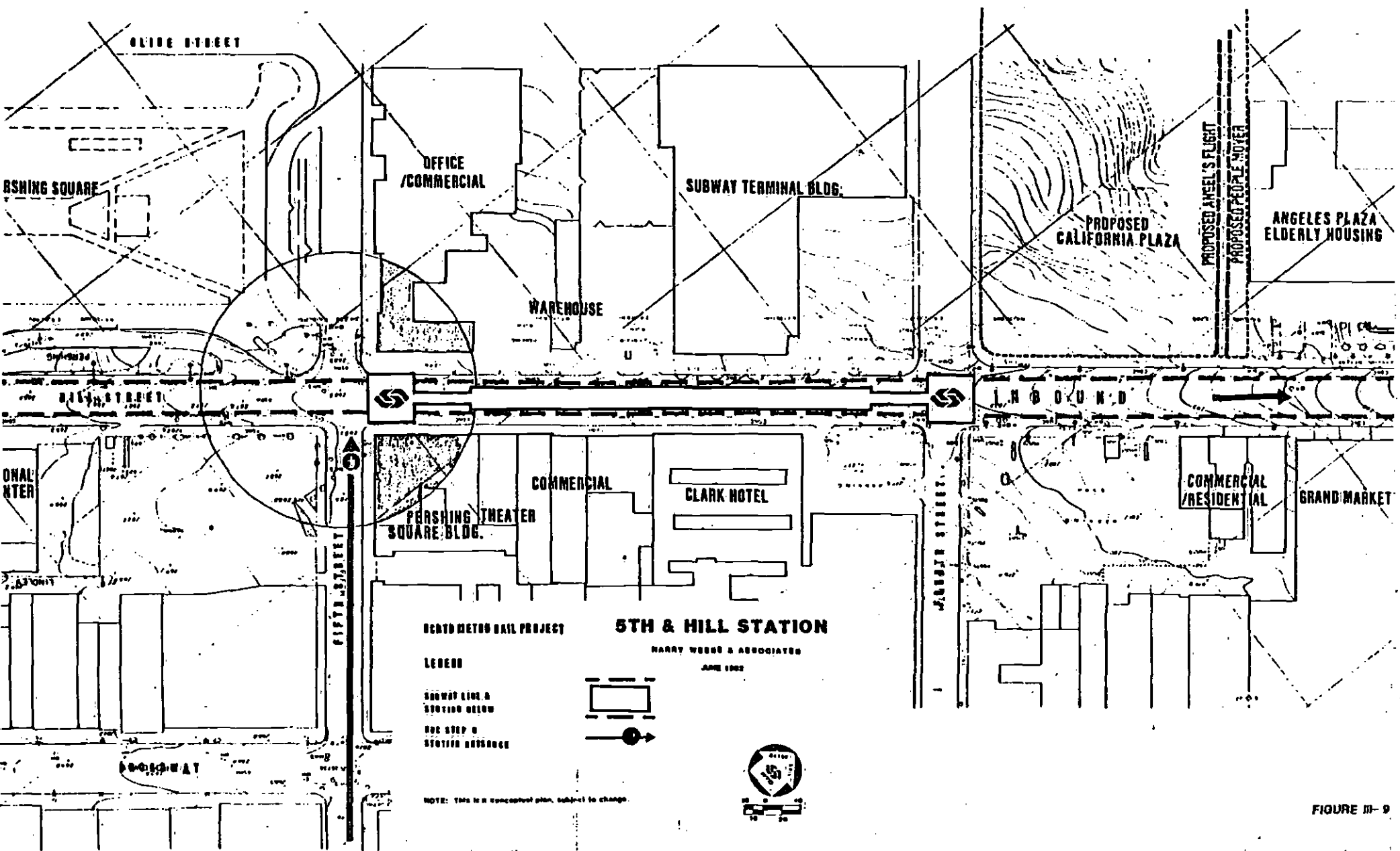
STATION ENTRANCE



NOTE: This is a conceptual plan, subject to change.



FIGURE III-7



SANTA METRO RAIL PROJECT

5TH & HILL STATION

HARRY WEBER & ASSOCIATES

JUNE 1982

LEGEND

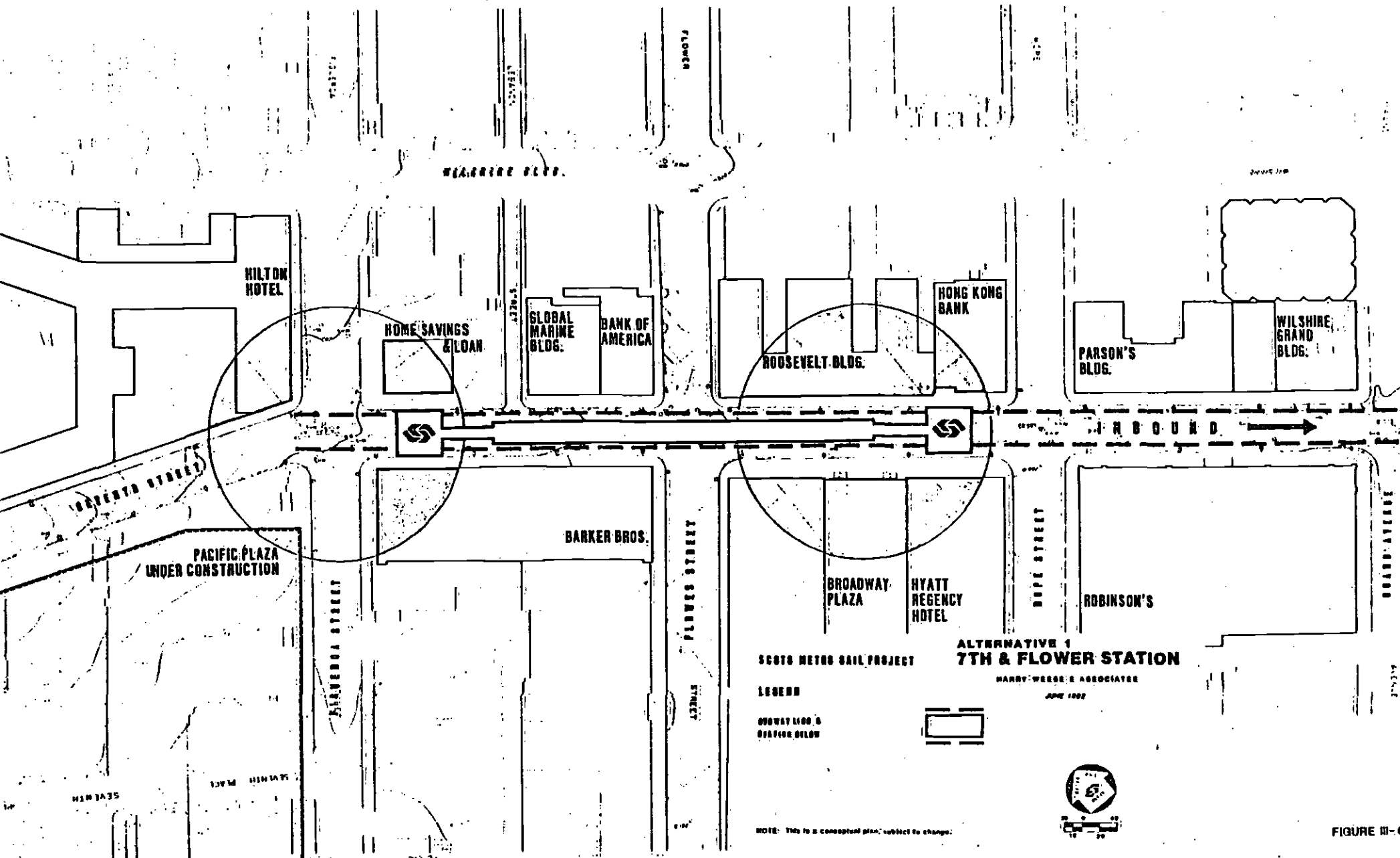
- SUBWAY LINE A STATION BELOW
- ONE STEP UP STATION ENTRANCE



NOTE: THIS IS A CONCEPTUAL PLAN, SUBJECT TO CHANGE.



FIGURE III-9



WILSHIRE BLVD.

HILTON HOTEL

HOME SAVINGS & LOAN

GLOBAL MARINE BLDG.

BANK OF AMERICA

ROOSEVELT BLDG.

HONG KONG BANK

PARSON'S BLDG.

WILSHIRE GRAND BLDG.

7TH AVENUE

PACIFIC PLAZA UNDER CONSTRUCTION

BARKER BROS.

BROADWAY PLAZA

HYATT REGENCY HOTEL

ROBINSON'S

FLOWER STREET

DUPE STREET

BOARDWALK

SEATTLE METRO RAIL PROJECT

ALTERNATIVE 1
7TH & FLOWER STATION

HARRY WERDÉ ASSOCIATES

APRIL 1997

LEGEND

SUBWAY LIND. & STATION BELOW



NOTE: This is a conceptual plan, subject to change.

FIGURE III-6

METRO RAIL PROJECT

ALVARADO STATION

HARRY WESSE & ASSOCIATED

JUNE 1982

NO

VISION &
CONCEPT

OF A
STATION

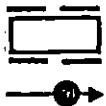
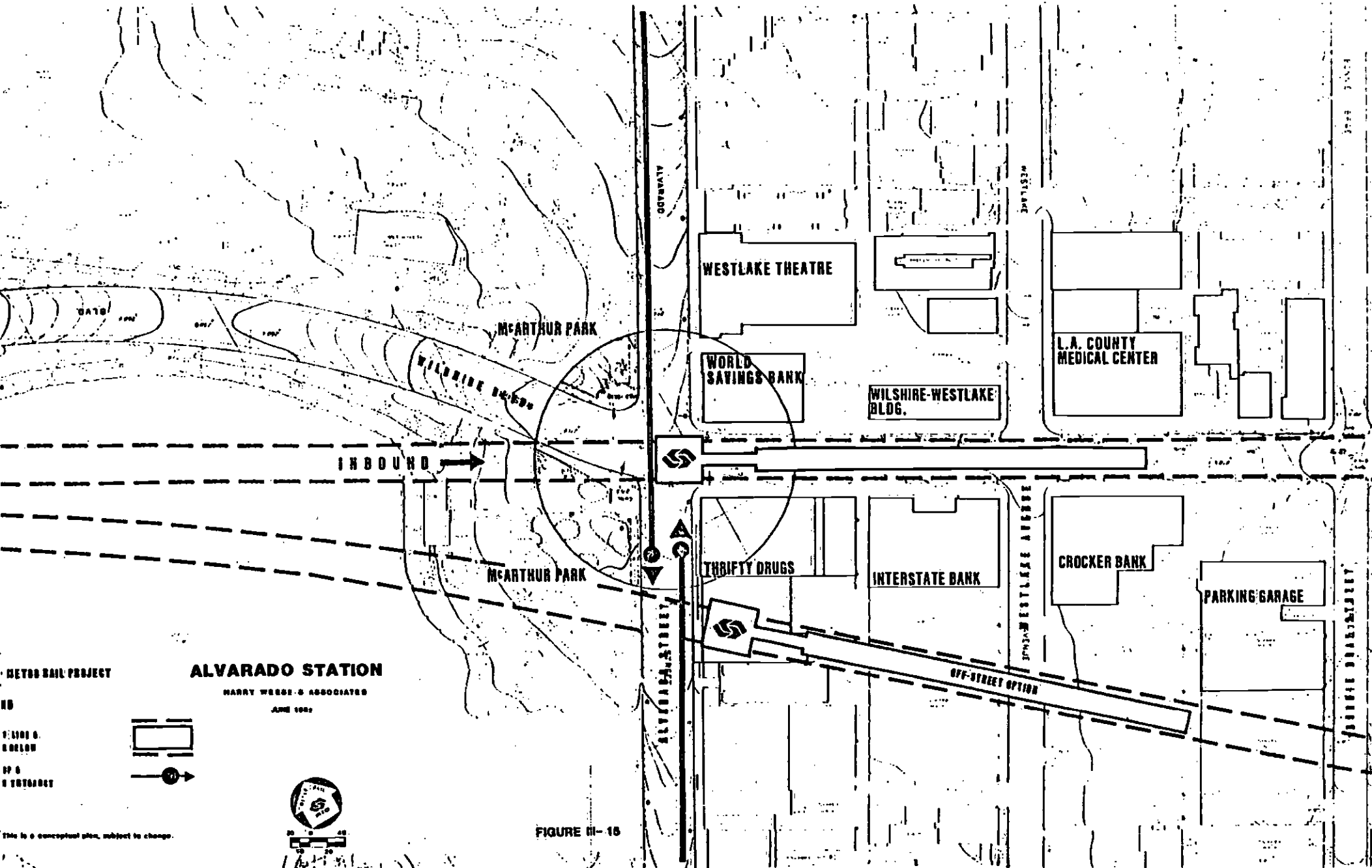
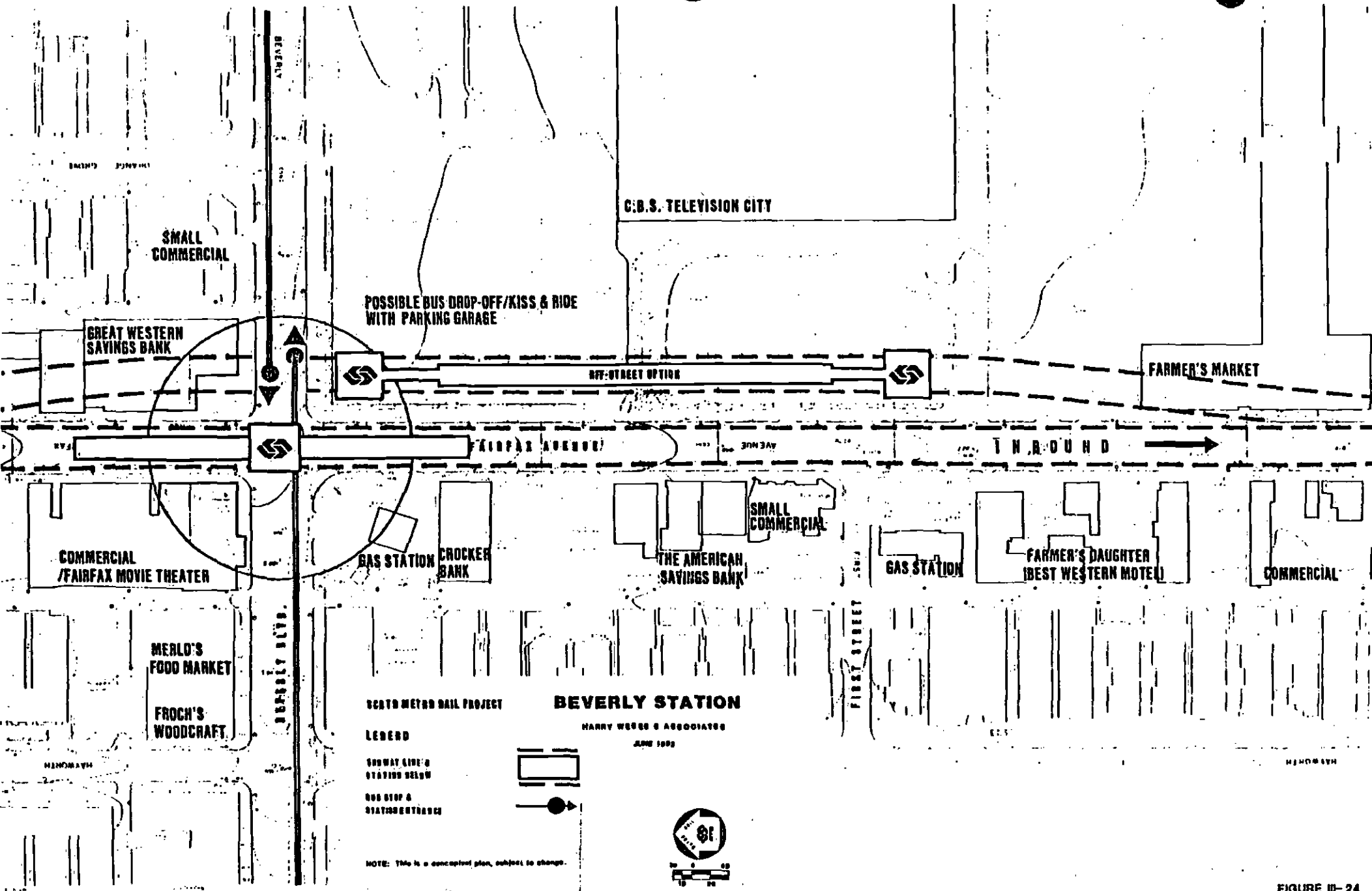


FIGURE III-15

This is a conceptual plan, subject to change.





C.B.S. TELEVISION CITY

SMALL COMMERCIAL

POSSIBLE BUS DROP-OFF/KISS & RIDE WITH PARKING GARAGE

GREAT WESTERN SAVINGS BANK

BY-STREET OPTION

FARMER'S MARKET

FAIRFAX AVENUE

THRU ROAD

COMMERCIAL /FAIRFAX MOVIE THEATER

GAS STATION CROCKER BANK

THE AMERICAN SAVINGS BANK

SMALL COMMERCIAL

GAS STATION

FARMER'S DAUGHTER (BEST WESTERN MOTEL)

COMMERCIAL

MERLO'S FOOD MARKET

FROCH'S WOODCRAFT

SCOTT METRO RAIL PROJECT

BEVERLY STATION

HARRY WESS & ASSOCIATES

JUNE 1992

LEGEND

SUBWAY LINE & STATION BELOW

BUS STOP & STATION ENTRANCE

NOTE: This is a conceptual plan, subject to change.

PARKING FOR BUS CARS



FIGURE III-24

3. joint risk taking which includes coordinated design and construction schedules;
4. Tax increment financing and tax abatement as well as transfer of development rights to permit feasible construction projects;
5. Special Assessments (fees) for connections from existing structure to our station; and
6. Exactions, in lieu fees, or other requirements in conformance with the locally adopted area master plan for development.

The study will be finished by November 1, 1982, with implementation of the adopted mechanisms to occur in succession. The results may call for legislation to grant RTD additional land use powers or to combine efforts with established local public entities like the Community Redevelopment Agency (CRA).

2.1 Task Description

This work effort requires the rapid advancement of analysis of joint development opportunities at each of the station locations included in this work program. The District will have to be able to define its objectives relating to both short and long term uses of the site development or special connections.

Other decisions which must be made by the District during preliminary engineering are:

1. How much expansion of the system should be built-in to these sites. By permitting developers to proceed now, what flexibility must be foreclosed;
2. How do development proposals affect other model access;
3. What is the District's position on parking requirements for the developments at each of the station sites and who should provide such space;
4. How will the proposed development affect transit patronage;
5. What is the mix of uses proposed, the quality of the design proposed, and what will be the related impacts on the surrounding community and business; and,

3. CONTINUING PRELIMINARY ENGINEERING FOR THE CENTRAL TRAIN YARD AND TUNNELS

3.1 Task Justification

To insure a working relationship between all parties, coordination of design is essential between the RTD and railroad and utility owners and all agencies, groups and organizations affected by the location and the design of the central maintenance facility and the transit tunnels. To provide timely and accurate information to other parties, a continuing design effort must be carried out. Proper coordination with all groups will help to eliminate last minute delays, litigation, misunderstandings, design conflicts, negotiations and possible design changes.

The proposed underground transit stations will be interconnected via tunneled line segments. The tunnel segments must be properly designed to avoid substandard alignment which would result in slow operating conditions, excessive maintenance problems and high operating and maintenance costs. The subway line in the CBD passes through one of the oldest and most densely developed areas of the city. In this area, complete information is not available on utility locations within streets, the types and sizes of building foundations, and certain soil conditions. Investigation of these conditions is necessary to provide proper supports and to insure that the alignment through the area will not encounter unexpected hazards that would later necessitate costly revisions to the alignment. To insure that proper standards are maintained while providing cost effective design, detailed investigations are required to resolve the following issues:

- o The station platform level and its orientation must be finalized to ensure that the station fits into the overall alignment plan.
- o The transit alignment passes under the State freeway system in a tunnel configuration at several locations. Extensive coordination with CALTRANS is required to develop plans for the construction of the tunnels and for protecting the integrity of the freeway structure.
- o Where the subway line passes under private property, right-of-way and easement agreements should be undertaken as soon as possible. These agreements must be based on firm alignments and designs to demonstrate to any party involved that the minimum right-of-way acquisition is being requested. Agreements negotiated early and based

- o Prepare tentative plans for the mechanical systems required and throughout the yard. The design will be accelerated in areas affecting other design groups.
- o Determine requirements for shop and auxiliary servicing and maintenance equipment.

B. Tunnel Design

- o Develop mathematized horizontal and vertical geometry for the 18.6 miles of line. The alignment will consider existing and relocated utilities, existing buildings and their foundations, proposed developments along the transit line, geological formations and design requirements.
- o Collect and evaluate private and public utility information and estimate costs of all major utility relocations.
- o Collect and evaluate building and foundation data. Make adjustments to alignment where necessary, if possible. Prepare a method for the temporary support of structures impacted by the construction.
- o Coordinate designs with CALTRANS and City. Obtain as-built plans for existing streets, freeways and bridges. Determine an appropriate method for tunneling under streets and freeways and for the support of structures, where necessary.
- o Prepare plan showing the location of ventilation structures and any other subsurface structures along the line.
- o Develop plans and estimate costs for the maintenance of traffic through and around construction sites, to assure the smooth flow of both vehicular and pedestrian movements.
- o Develop the tunnel design to a sufficient level to assure compatibility with the final design.

PART III - BUDGET INFORMATION

Page 1

OMB NO. 80-RQ-186

SECTION A - BUDGET SUMMARY						
Grant Program, Function or Activity (a)	Federal Catalog No. (b)	Estimated Unobligated Funds		New or Revised Budget		
		Federal (c)	Non-Federal (d)	Federal (e)	Non-Federal (f)	Total (g)
1. Capital	20.500	\$	\$	\$	\$	\$
2.	current budget			31,074,400	7,768,600	38,843,000
3.	proposed amend.			15,000,000	3,750,000	18,750,000
4.						
5. TOTALS		\$	\$	\$ 46,074,400	\$ 11,518,600	\$ 57,593,000

SECTION B - BUDGET CATEGORIES					
6. Object Class Categories	Grant Program, Function or Activity				Total (5)
	(1)	(2) Current	(3) Proposed	(4)	
a. Personnel	\$	\$ 12,270,000	\$ 1,496,000	\$	\$ 13,766,000
b. Fringe Benefits					
c. Travel					
d. Equipment		40,000	--		40,000
e. Supplies		900,000	---		900,000
f. Contractual		24,422,000	16,536,000		40,958,000
g. Construction					
h. Other		1,075,000	662,000		1,737,000
i. Total Direct Charges					
j. Indirect Charges		136,000	56,000		192,000
k. TOTALS	\$	\$ 38,843,000	\$ 18,750,000	\$	\$ 57,593,000
7. Program Income	\$	\$ -0-	\$ -0-	\$	\$ -0-

PART III - BUDGET INFORMATION

Page 2

OMB NO. 60-FO186

SECTION C - NON-FEDERAL RESOURCES

(a) GRANT PROGRAM	(b) APPLICANT	(c) STATE	(d) OTHER SOURCES	(e) TOTALS
8.	\$	\$	\$	\$
9. current budget	7,768,600			7,768,600
10. proposed amendment	3,750,000			3,750,000
11.				
12. TOTALS TOTAL	\$ 11,518,600	\$	\$	\$ 11,518,600

SECTION D - FORECASTED CASH NEEDS
(amendment dollars, only)

	Total for 1st Year	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
13. Federal	\$ 9,327,760	\$ 248,320	\$ 1,703,600	\$ 3,026,480	\$ 4,349,360
14. Non-Federal	2,331,940	62,080	425,900	756,620	1,087,340
15. TOTAL	\$ 11,659,700	\$ 310,400	\$ 2,129,500	\$ 3,783,100	\$ 5,436,700

SECTION E - BUDGET ESTIMATES OF FEDERAL FUNDS NEEDED FOR BALANCE OF THE PROJECT

(a) GRANT PROGRAM	FUTURE FUNDING PERIODS (YEARS)			
	(b) FIRST	(c) SECOND	(d) THIRD	(e) FOURTH
16.	\$	\$	\$	\$
17.				
18.				
19.				
20. TOTALS	\$ 7,090,300	\$	\$	\$

SECTION F - OTHER BUDGET INFORMATION

(Attach additional Sheets if Necessary)

21. Direct Charges:

22. Indirect Charges:

23. Remarks: See attached Net Project Costs

NET PROJECT COSTS AND GRANT FUNDS:

Estimated gross project cost		\$57,593,000	-
Proceeds from sale		<u>-0-</u>	
Estimated Net Project Cost		\$57,593,000	
Federal grant requested	80%	\$46,074,400	
Local contribution	20%	<u>11,518,600</u>	
		\$57,593,000	

The local contribution will be made in cash by the Southern California Rapid Transit District from sources other than Federal funds or transit revenues. The local share will be provided from gas tax and SB 620 funds.

It is further understood that no refund or reduction of the local contribution (exclusive of the additional contribution referred to above) shall be made at any time unless there is at the same time a refund of the proportional amount of the Federal grant.

APPROVED PROJECT BUDGET NO. 2.

Capital Grant Project No.: CA-03-0130 Amendment No. 2
Grantee: Southern California Rapid Transit District

Project budget items and corresponding cost estimates are as follows:

<u>Project Budget Line Item Code</u>	<u>Description</u>	<u>Amount</u>
20.02.01	Purchase of five support vehicles	\$ 40,000
20.02.02	Purchase and install support equipment	900,000
20.08.01	Professional services contracts for engineering and design	24,422,000
20.15.02	Project sponsor force account work	12,270,000
20.16.00	Cost allocation plan - G & A	136,000
20.16.90	Other supporting services	600,000
32.00.00	Contingencies	<u>475,000</u>

APPROVED FINANCING

	ESTIMATED GROSS PROJECT COST	\$38,843,000
41.00.00	Revenue Financing	<u>-0-</u>
	ESTIMATED NET PROJECT COST	\$38,843,000
	Federal Share (80%)	\$31,074,400
	Local Share (20%)	7,768,600

PROPOSED PROJECT BUDGET NO. 3

Capital Grant Project No.: CA-03-0130 Amendment No. 3
 Grantee: Southern California Rapid Transit District

Project budget items and corresponding cost estimates are as follows:

<u>Project Budget Line Item Code</u>	<u>Description</u>	<u>Amount</u>
20.02.01	Purchase of five support vehicles	\$ 40,000
20.02.02	Purchase and install support equipment	900,000
20.08.01	Professional services contracts for engineering and design	40,958,000
20.15.02	Project sponsor force account work	13,766,000
20.16.00	Cost allocation plan - G & A	192,000
20.16.90	Other supporting services	700,000
32.00.00	Contingencies	<u>1,037,000</u>
		<u>\$57,593,000</u>

APPROVED FINANCING

	ESTIMATED GROSS PROJECT COST	\$57,593,000
41.00.00	Revenue Financing	<u>-0-</u>
	ESTIMATED NET PROJECT COST	\$57,593,000
	Federal Share (80%)	\$46,074,400
	Local Share (20%)	11,518,600

CA-0130, Metro Rail
Proposed Budget Increases, by MACS Code

<u>MACS code</u>	<u>Description</u>	<u>Cost</u>
20.08.01	Professional Services Contracts for Engineering and Design	\$16,536,000
	Accelerated Design of Stations \$10,967,000	
	- Union Station	
	- Civic Center	
	- 5th and Hill	
	- 7th and Flower	
	- Wilshire and Alvarado	
	- Fairfax and Beverly	
	Joint Development Studies 1,496,000	
	Continued Preliminary Engineering for Central Maintenance Facility and Tunnels 4,073,000	
20.15.02	Force Account	1,496,000
20.16.00	Cost Allocation Plan (0.3%)	56,000
20.16.90	Other Supporting Services	100,000
32.00.00	Contingency (3.0%)	<u>562,000</u>
	TOTAL INCREASE	\$18,750,000



U.S. Department
of Transportation

Urban Mass
Transportation
Administration

Police - Rickson
to cc. Gallagher
Original Meyer/G
Des. Ferguson

Region I
Arizona, California,
Nevada
Hawaii

Two Embarcadero Center
Suite 620
San Francisco, CA 94111

RECEIVED
OCT 27 1982
MGR/CHIEF ENGINEER
METRO RAIL PROJECT

OCT 13 1982

RECEIVED
OCT 13 1982
GENERAL MANAGER
S.C.R.T.D.

Mr. John A. Dyer, General Manager
Southern California Rapid
Transit District
425 South Main Street
Los Angeles, CA 90013

Re: Project No. CA-03-0130-3

Dear Mr. Dyer:

I am pleased to advise you that we have approved a grant amendment under Section 3 of the Urban Mass Transportation Act of 1964, as amended, in the maximum amount of \$15,000,000. These funds and our previous commitment of \$31,074,400 provide a total of \$46,074,400 to complete rapid transit preliminary engineering, and to accelerate design work at six station locations and the central train yard.

Enclosed are two (2) copies of the approved project budget, four (4) counterparts of the Administration's offer of contractual assistance, and instructions which you must follow in executing these counterparts.

We look forward to working with you in carrying out this worthwhile project. Should you have any questions or need assistance, please feel free to contact Mr. Alan P. Steiner or Mr. Isaac R. Showell, the Transportation Representative for this project, at (415) 556-9364.

Sincerely,

Dee V. Jacobs
Dee V. Jacobs
Regional Administrator

Enclosures

Obligation Date: SEP 24 1982

Fund Code: CH2

DISTRIBUTION	AI
Mr. [unclear]	X
Administration	
Program Control	
Systems Analysis	
Comm. Relations	
Legal Structures	
Statistics	
Training	
Other	

INSTRUCTIONS FOR EXECUTING AGREEMENTS

Attached are four (4) copies of a Grant Agreement which have been signed on behalf of the Urban Mass Transportation Administration.

The person officially authorized by the Grantee to accept the Government's Award of financial assistance must execute the Grant Agreements. This execution should be witnessed.

The attorney's certification must specify the date the Grantee authorized the execution of the Government's award. That will be the date of the resolution, ordinance, board minutes, delegation order or other "official action," not the date of execution of the Grant Agreement (unless the execution took place on the same day it was authorized). Please note that the attorney's certification reflects evaluation of the correctness of the execution of the contracts. Hence, the certification cannot be prior to the date of execution of the contracts.

Please return two complete copies of the executed Grant Agreements to:

Mr. E. V. Fuentes
Regional Counsel
Urban Mass Transportation Administration
Two Embarcadero Center, Suite 620
San Francisco, CA 94111

Two certified copies of the document which authorizes execution of the award must accompany the Grant Agreements. If the execution was authorized by statute and further delegated, cite the statutory authority and send a copy of the delegation of authority to execute the grant award documents.

In the event the Grant Agreements cannot be returned within the ninety (90) day period and you wish to request an extension, please notify the Regional Counsel immediately, in writing, setting forth the reason for the delay.

If a Supplemental Agreement is part of the Grant Agreement, the Supplemental Agreement shall be executed by both the Grantee and the Designated Recipient.

SEP 2 = 1982

APPROVED PROJECT BUDGET NO. 1

Capital Grant Project No.: CA-03-0130-3
 Grantee: Southern California Rapid Transit District

Project budget items and corresponding cost estimates are as follows:

<u>Project Budget Line Item Code</u>	<u>Description</u>	<u>Amount</u>
20.02.01	Purchase of five support vehicles	\$ 40,000
20.02.02	Purchase and install support equipment	900,000
20.08.01	Professional services contracts for engineering and design	40,958,000
20.15.02	Project sponsor force account work	13,766,000
20.16.00	Cost allocation plan - G & A	192,000
20.16.90	Other supporting services	700,000
32.00.00	Contingencies	<u>1,037,000</u>
<u>APPROVED FINANCING</u>		
	ESTIMATED GROSS PROJECT COST	\$57,593,000
41.00.00	Revenue Financing	<u>-0-</u>
	ESTIMATED NET PROJECT COST	\$57,593,000
	Federal Share (80%)	\$46,074,400
	Local Share (20%)	11,518,600

<u>Program Code</u>	<u>Year</u>	<u>Fund Code</u>	<u>Description</u>	<u>Amount</u>
31.10.30	FY 80	BHA	Urban Discretionary, New Starts	\$12,000,000
31.10.30	FY 82	CH2	Urban Discretionary, New Starts	<u>34,074,400</u>

Maximum UMTA grant funds committed to this project: \$46,074,400

APPROVED PROJECT BUDGET NO. 1

SEP 24 1982

Capital Grant Project No.: CA-03-0130-3

Grantee: Southern California Rapid Transit District

Project budget items and corresponding cost estimates are as follows:

<u>Project Budget Line Item Code</u>	<u>Description</u>	<u>Amount</u>
20.02.01	Purchase of five support vehicles	\$ 40,000
20.02.02	Purchase and install support equipment	900,000
20.08.01	Professional services contracts for engineering and design	40,958,000
20.15.02	Project sponsor force account work	13,766,000
20.16.00	Cost allocation plan - G & A	192,000
20.16.90	Other supporting services	700,000
32.00.00	Contingencies	<u>1,037,000</u>

APPROVED FINANCING

	ESTIMATED GROSS PROJECT COST	\$57,593,000
41.00.00	Revenue Financing	<u>-0-</u>
	ESTIMATED NET PROJECT COST	\$57,593,000

Federal Share (80%) \$46,074,400

Local Share (20%) 11,518,600

<u>Program Code</u>	<u>Year</u>	<u>Fund Code</u>	<u>Description</u>	<u>Amount</u>
31.10.30	FY 80	BHA	Urban Discretionary, New Starts	\$12,000,000
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Maximum UMTA grant funds committed to this project: \$46,074,400