

November 21

Hearing Set On Metro Rail Grant Application

The RTD Board of Directors will hold a public hearing at 1 PM November 21 on the federal grant application to fund final design and construction of the RTD Metro Rail Project.

Public testimony will be received at District headquarters, 425 S. Main St.

Of the \$3.4-billion needed to build the 18-mile Metro Rail subway, 62% (\$2.1 billion) is expected to come from the U.S. Department of Transportation's special transit development fund. This fund is supported by federal gasoline tax revenues and generates at least \$1.1 billion annually for the development of transit projects across the nation. The balance of the system's capital costs will be met by a combination of state, local and private sources.

"The November 21 public hearing provides the community yet another opportunity to comment on the need for federal participation in the financing of Metro Rail, which Congress and the federal administration consider as the nation's most justifiable and cost-effective transit project," says RTD General Manager John A. Dyer.

Testimony received at the hearing will be considered by the District Board. The grant application will then be submitted to the federal Urban Mass Transportation Administration for funding approval, along with a description of the rail system, justification for building the project and a financing plan. The federal Environmental Impact Statement, which the public reviewed at a series of eight hearings last July, also will be included as part of this application.

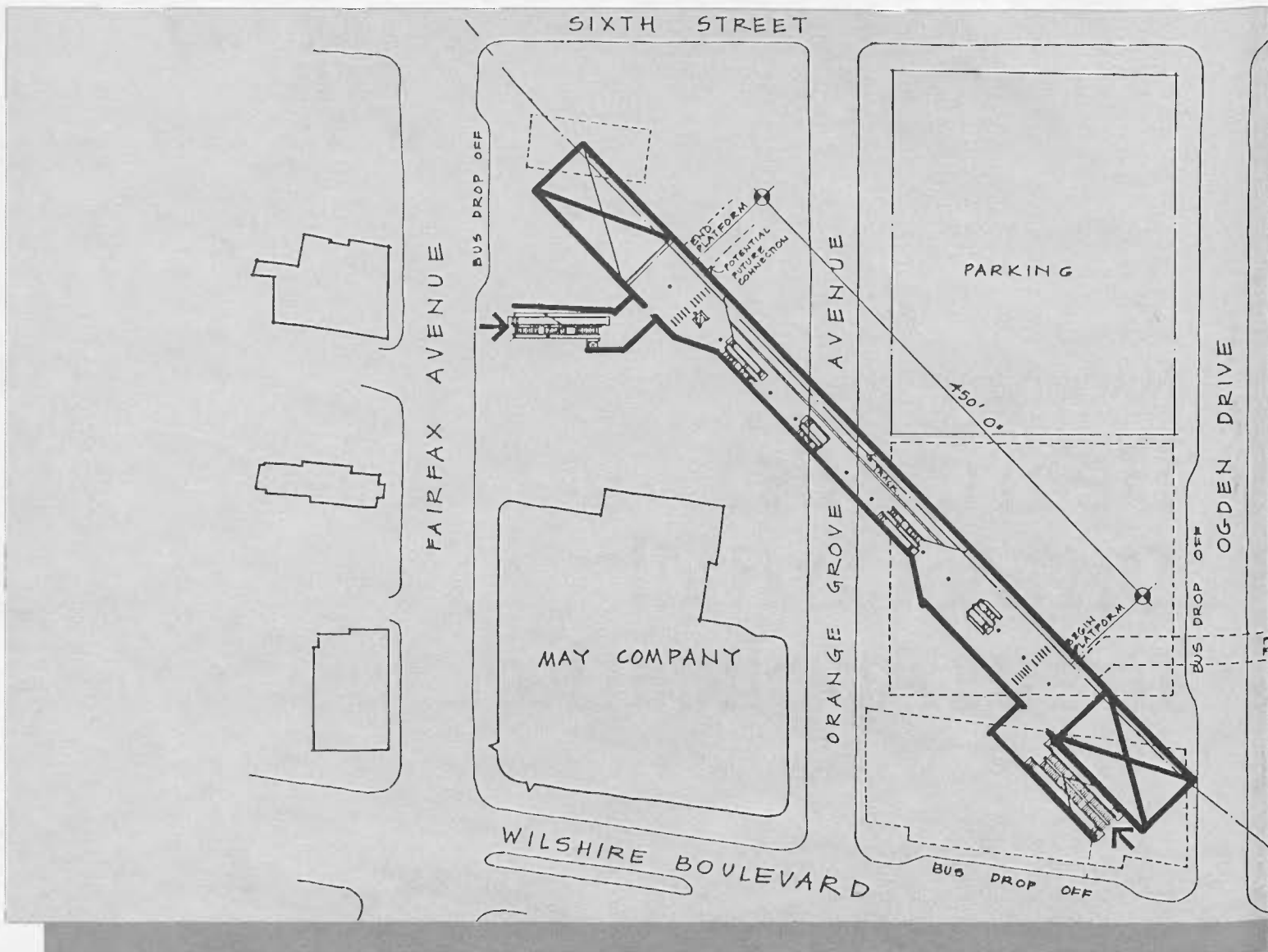
Once UMTA certifies the environmental impact document and adopts the Metro Rail Project for construction, a funding commitment in the form of a "letter of intent" is anticipated. (See Implementation Schedule on page 6.) Congress and the administration have set aside \$117.2 million for the first year's

construction. Adding state and local matching funds, total capital funds for 1984 could total \$232.2 million.

"Approval of the grant could occur early in 1984 and will enable the District to complete system design, begin acquiring land, and start subway construction next summer," Dyer said.

Persons unable to attend the November 21 public hearing may send written testimony to the Office of the Secretary, RTD, Los Angeles 90001, before November 28.





RTD Approves First Metro Rail Joint Development

A joint development agreement between RTD and Parklabrea Associates could provide a \$30-million saving on the construction of the RTD Metro Rail subway station proposed at Wilshire Blvd. and Fairfax Ave.

The agreement calls for construction of the station, off street, underneath the northeast corner of Wilshire and Fairfax on property provided to the RTD by Parklabrea at no cost.

The agreement was approved in principle by the RTD Board of Directors October 12 and will be followed by a comprehensive contract between the two parties when more detailed information regarding the subway station's design is available, announced RTD Board President Mike Lewis.

"This is the first involvement in the Metro Rail Project of a private firm in a joint development venture with the RTD," Lewis said. "This shows RTD has learned from other new rail systems

where these types of agreements have been developed early in the design phase."

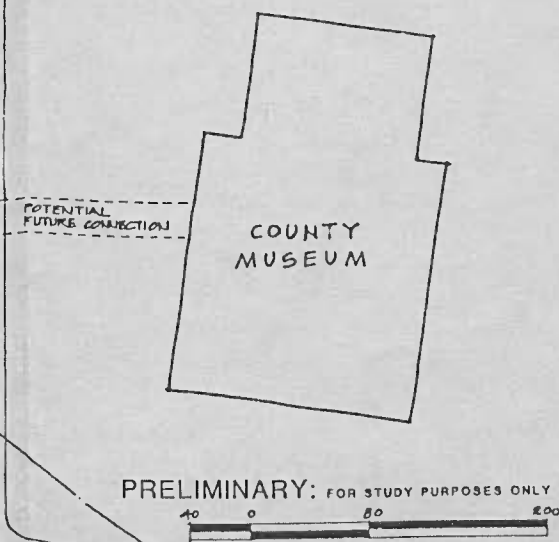
RTD General Manager John A. Dyer said the agreement with Parklabrea Associates is the first of a number of joint development ventures the District hopes to enter with other developers along the subway alignment.

He also said the agreement contains elements the District plans to negotiate with other developers, such as provisions for parking and station entrances for private development.

Major elements in the agreement include RTD's acquisition in fee simple of a portion of the May Co. property and subterranean easements for subway tunnels at no cost to the District for the location of the 600-foot-long subway station. Parklabrea Associates also will pay the District \$2 million over 10 years toward the construction cost of the station. In addition,

WILSHIRE/FAIRFAX STATION LAYOUT

Diagram shows proposed station location under Parklabrea property at northeast corner of Wilshire Blvd. and Fairfax Ave. RTD Board of Directors has given preliminary approval of the joint development proposal.



Development Agreement

easements will be provided at no cost to RTD for two station entrances from Wilshire and Fairfax.

Parklabrea Associates are also committed to providing parking for Metro Rail patrons, as well as provisions for bus access to the station site. Parklabrea will actively work with RTD to ensure formation of a benefit assessment district within a half-mile radius of the station site, consistent with Senate Bill 1238 (see story on page 4).

"A unique feature of this agreement is that Parklabrea will set aside up to 20,000 square feet of enclosed storage space for 15 years for any fossils unearthed during station construction," Dyer said. He further noted that moving the station away from its originally planned site at Wilshire and Curson Ave. should reduce the likelihood of encountering a large amount of fossils in the area.

City Considers Earthquake Standards Exemptions

The Building and Safety Department of the City of Los Angeles has been investigating means by which properties located along the proposed Metro Rail alignment may be temporarily exempted from earthquake safety standard requirements.

"Some means should be available to exempt properties along the proposed Metro Rail route until a final determination is made as to which properties will indeed have to be acquired for the project," maintains Councilwoman Peggy Stevenson, who initiated the investigation at the request of RTD.

"Property owners are concerned that the city is currently citing them and instructing them to bring their buildings into compliance with earthquake safety standards—a very costly undertaking for many owners."

Those property owners located within the Metro Rail right-of-way—as proposed—feel that the improvements they will be required to make on their buildings will increase the property value, thereby increasing the cost to the public sector to purchase them through the normal acquisition process.

"This would be a considerable waste of taxpayer monies," Stevenson says. "Further, it would be questionable to upgrade a structure only to subsequently demolish it."

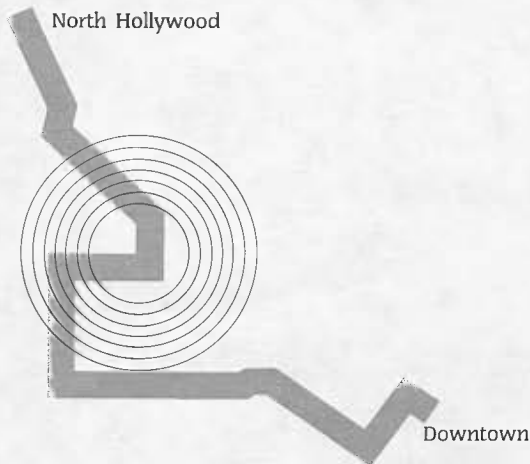
The Building and Safety Department is expected to report its findings to the Building and Safety Committee, which will then make a recommendation to the City Council for final action.



A STAR IS BORN—RTD Board President Mike Lewis (l) joins Laurie T. Orvis, Vice President for Security Pacific National Bank's Hollywood and Cahuenga office, and Paul Clymer, Sales Manager for Bob Smith Volkswagen of Hollywood, welcome the newest stars in Hollywood—RTD Metro Rail information displays. Displays are located in the lobbies of the bank and the Volkswagen dealership at 1750 Cahuenga Blvd. "Displays such as these are just one way the District is reaching the public with important information about this vital transportation project for Los Angeles County," Lewis said.



LEGISLATIVE UPDATE



Benefit Assessment Measure Becomes Law

Private sector will have opportunity to contribute to Metro Rail's development

Senate Bill 1238, the legislation allowing the RTD to create benefit assessment districts around Metro Rail stations, became state law October 1, without Governor Deukmejian's signature. Authored by Senator Diane Watson (D-Los Angeles), the bill was approved earlier by the state Senate and Assembly.

RTD estimates the assessment districts will generate about \$185 million to cover about 6% of the \$3.4-billion capital cost of the 18-mile subway project. Bonds can be issued against these projected revenues as part of the \$1.28-billion local share to complete the Metro Rail financing package.

"Passage of this legislation is very critical to the life of the Metro Rail Project, in that the revenues generated will make up for the deficit created when the federal government reduced its funding allocations to transit projects earlier this year," said RTD Board President Mike Lewis. "Additionally, this new law recognizes the equity in having the private sector contribute to the construction cost, particularly those who will benefit greatly from the rail project."

"Passage of this key measure affirms the Legislature's belief that private-sector investments should be encouraged to supplement public investment of funds," added Senator Watson. "Importantly, SB1238 is compatible with a new policy of the California Transportation Commission that calls for private-sector participation as a prerequisite for applying for state discretionary funds for transit projects."

Essentially, owners of commercial property within a half-mile radius (one-mile radius in the Central Business District) will be assessed a user fee, based on the property's proximity to the station, parcel size and/or floor area. Before an owner can be assessed, proof must be demonstrated that a property owner will gain a direct benefit because of the improved access Metro Rail will provide.

The assessment formula and the methodology for determining the scope of property owners' benefits will be developed

during the ensuing weeks. Once these details are completed, they will be explained at a series of public meetings in the Metro Rail corridor.

The local legislative body having jurisdiction over the property in the assessment districts—be it the Los Angeles City Council or the County Board of Supervisors—must either approve or disapprove the proposed district boundaries and method of assessment.

Property owners seeking to exclude their property from the assessment district or have an assessment reduced must file a petition on behalf of at least 25% of the assessed value of real property within the district. Then an election must be held to approve or disapprove the petition.

While the RTD cannot exclude residential property owners as outlined in the state Constitution, the RTD Board of Directors and the Los Angeles City Council have adopted resolutions to exclude single-family homeowners from the benefit assessment districts. ■

Design Teams Selected

(Continued from Page 5)

13. **Transit and Tunnel Consultants**, Buffalo, N.Y.: tunnel segment starting south of the Hollywood Freeway and extending through the mountains to the Universal City station.
14. Joint venture of **Tudor Engineering Company**, San Francisco, and **William L. Pereira Associates**, Los Angeles: tunnel segment between Wilshire/Vermont west to Wilshire/La Brea, and design work on stations at Wilshire/Western and Wilshire/Normandie.
15. Joint venture of **Turner** (Washington, D.C.) and **Chang** (Los Angeles): design of the Wilshire/Crenshaw station.
16. **Wilshire Design Associates**, joint venture of **Maxwell Starkman Associates** of Beverly Hills; **Post, Buckley, Schuh & Jerningan, Inc.** of Columbia, S.C.; and **Gibbs & Hill, Inc./Electrowatt** of New York, N.Y.: design of the Beverly/Fairfax station. ■



MINORITIES ON THE MOVE—RTD General Manager John Dyer (3,l) reviews a \$6.2-million minority business enterprise contract with Delon Hampton (2,l), President of Delon Hampton Associates of Rockville, Md. The agreement is for advance station and tunnel design on a portion of the Metro Rail Project. David G. Hammond (l), Project Director for Metro Rail Transit Consultants, and Robert J. Murray, RTD Assistant General Manager for Transit Systems Development, witness the contract signing. The contract is the largest to be awarded among the 16 subcontractors selected.

Minority firm awarded largest design contract

16 Teams Selected for Continued Design Work

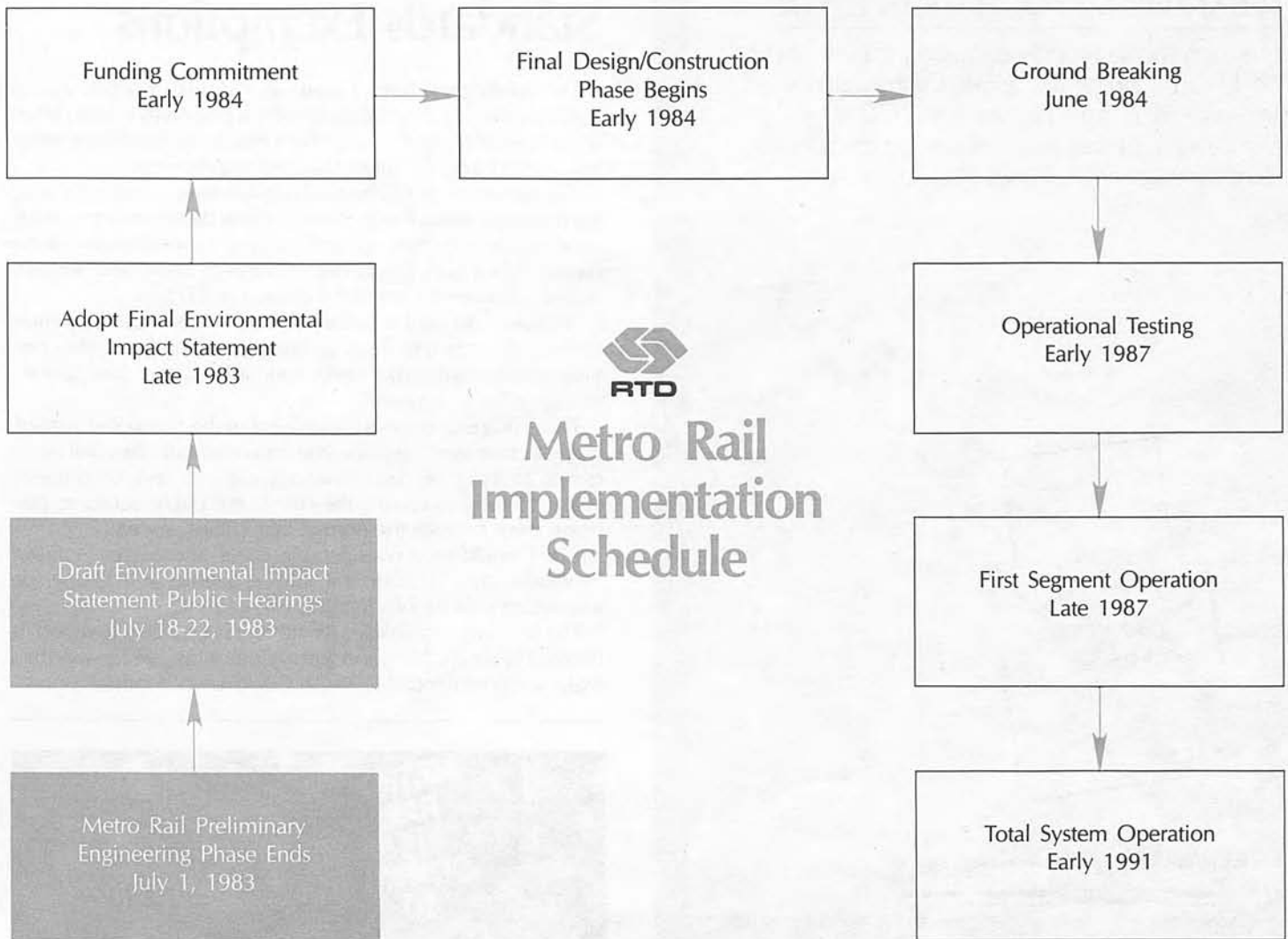
The RTD Board of Directors recently completed its selection of architectural and engineering firms for continuing design work on the 18-mile Metro Rail subway. The selection of the design teams has been an ongoing effort since April of this year during which 16 teams were chosen to bring station and tunnel design work up to between 50% and 85% completion. Contract negotiations are expected to be finalized within the next 60 days.

"With the completion of this nationwide selection process, the District can perform the necessary engineering work needed to stay on track to begin construction on this vital transportation improvement next year," noted RTD Board President Mike Lewis.

The 16 design teams are subconsultants to the Metro Rail Transit Consultants, a consortium of three engineering/architectural firms retained by RTD to implement this phase of the project. The three principals of this consortium are **Daniel, Mann, Johnson & Mendenhall/Parsons, Brinckerhoff, Quade & Douglas; Kaiser Engineers; and Harry Weese & Associates.** The following is an alphabetical listing of the firms selected to continue Metro Rail design work:

1. **Bechtel Civil & Mineral, Inc.**, San Francisco: tunnel segment between Wilshire/La Brea and Beverly/Fairfax stations, and advance station design of the Wilshire/Fairfax station.
2. **Carter Engineers, Inc.** of Cypress, Calif.: tunnel segment between Beverly/Fairfax station to the Hollywood/Cahuenga station, and advance design of the Fairfax/Santa Monica and Sunset/La Brea stations and a crossover structure.
3. **Delon Hampton and Associates**, Rockville Md.: tunnel segment between Union Station and the Seventh/Flower station, including the Civic Center subway station near First/Hill Sts., and the Fifth/Hill station.
4. **Gannett Fleming/Dworsky**, Los Angeles joint venture firm: continuing design on the Seventh/Flower station.
5. Joint venture of **Gehry/Wamecke** (Los Angeles), **Edwards** (San Francisco) and **Kelsey** (Livingston, N.J.): design of the Hollywood Bowl station.
6. **Hugh and Donald Gibbs**, architect, FAIA, Long Beach: design of the North Hollywood station and track design north of station.
7. **Charles Kober Associates/C.E. Maguire, Inc.**, Los Angeles joint venture: design of the Wilshire/Vermont station.
8. **Luckman Partnership, Inc.**, Los Angeles: design of the Universal City station.
9. Joint venture of **PAE International**, Los Angeles; **William Hirsch, AIA Architects**, Los Angeles; and **Stevens & Wilkinson, Inc.**, Atlanta: tunnel segment between Universal City station and North Hollywood station, including double crossover track south of the North Hollywood station.
10. **Stull Associates**, Boston: design of the Hollywood/Cahuenga station and 1,257 feet of tunnel north from the station.
11. **STV Engineers**, Pottstown, Pa., and Los Angeles: station and line design of Wilshire/La Brea station, including center pocket track east of the station.
12. **Sverdrup & Parcel and Associates, Inc.**, San Francisco: design of the tunnel segment between the Seventh/Flower station and the Wilshire/Vermont station, also design of the Wilshire/Alvarado station.

(Continued on Page 4)



METRO RAIL NEWS is published by the Southern California Rapid Transit District to apprise the greater Los Angeles community of progress and developments of the RTD Metro Rail Project.

The preparation of this document has been financed in part through a grant from the U.S. Department of Transportation's Urban Mass Transportation Administration under the Urban Mass Transportation Act of 1964, as amended.

CLARENCE BROWN
Editor

**Southern California Rapid Transit District
BOARD OF DIRECTORS**

- Michael W. Lewis, *President*
- Ruth E. Richter, *Vice President*
- John F. Day
- Jan Hall
- Marvin L. Holen
- Thomas G. Neusom
- Nikolas Patsaouras
- Jay Price
- Charles H. Storing
- Gordana Swanson
- George Takei

JOHN A. DYER
SCRTD General Manager

ROBERT J. MURRAY
*Assistant General Manager,
Transit Systems Development*

LOU COLLIER
Community Relations Manager