

Joint Venture Selected for Metro Rail Construction Management Contract

A joint venture headed by the Ralph M. Parsons Co. of Pasadena has been selected as the firm to negotiate a contract for the construction management of the RTD Metro Rail subway line.

The RTD Board of Directors' recent selection was based on Parsons' presentations and demonstrated experience on other major public transit projects throughout the world. Final negotiations to determine the precise value of the contract have begun and should be concluded by the end of April.

Firms included in the joint venture team are De Leuw, Cather & Co. (a wholly owned subsidiary of the Parsons Corp.), and Dillingham Construction, Inc. De Leuw, Cather serves as general engineering consultant on the Washington, D.C. METRO system.

Dillingham also has been involved in numerous transit projects and many Los Angeles-area high-rise office buildings, hospitals and hotel construction projects. Twelve other firms, most of which are based in Los Angeles, will complete the team.

"It is imperative that the construction management team have strong corporate support and the capability to bring experienced staff on board immediately to begin work on the project," notes General Manager John A. Dyer. "The Parsons team has demonstrated its abilities to handle all facets of the work involved in constructing this important public transportation project for Los Angeles County."

Dyer further noted that the contract to be negotiated is highly labor intensive. "The team's success in coordinating contractors in the field will have direct impact on the quality and cost of the Metro Rail

system."

The management team will be responsible for construction cost and schedule control, quality control, safety and the day-to-day coordination of more than 100 contracts with contractors and suppliers.

In addition, the team will work closely with the District's community relations staff throughout the construction phase of the project, and participate in start-up activities during preparation for revenue service.



TRANSIT TALK—Urban Mass Transportation Administrator Ralph Stanley (3,l) is greeted by RTD General Manager John Dyer (l), UMTA Regional Administrator Brigid Hynes-Cherin, and RTD Board Director Michael Lewis during his recent visit to Los Angeles. Stanley met with local civic leaders, took an aerial tour of the 18.6-mile RTD Metro Rail alignment, and was the honored guest at a luncheon given by several Los Angeles-area chambers of commerce.

Q: What is Metro Rail?

A: Metro Rail is the initial 18 miles of Los Angeles County's ultimate 150-mile rail transit network. It will be the backbone of this comprehensive regional system, directly serving the most densely populated and employed area of the county, which includes the Central Business District, the Wilshire Corridor, and the communities of Fairfax, Hollywood and the east San Fernando Valley. This starter line will be a subway, thereby having the ability to move thousands of people quickly and efficiently beneath the heavy traffic congestion on surface streets and freeways. Metro Rail will also serve travelers from surrounding areas via bus and automobile connections.

Q: Is Metro Rail the total solution?

A: No, but it is the necessary start toward the solution. Its impact will be felt throughout the region and not just in the Los Angeles Regional Core, wherein the highest concentration of commuter travel is experienced each day. Once the 18-mile Metro Rail backbone line is in operation, future rail extensions will branch out into other parts of the county. Already, the Los Angeles County Transportation Commission has begun engineering on a 22-mile light rail line that will link downtown Los Angeles with Long Beach. This line is scheduled for completion in 1988, and is planned to connect with Metro Rail. The Commission is currently prioritizing other candidate corridors for rail extensions, which will comprise the complete 150-mile system. These extensions will be of various modes—including heavy and light rail.

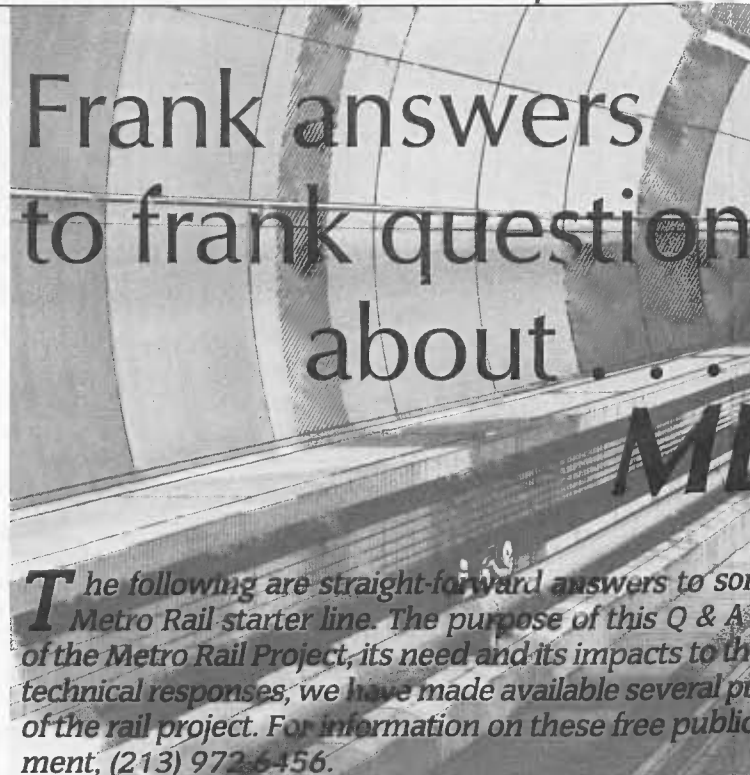
Metro Rail will benefit the entire region. Some of the buses now mired in downtown Los Angeles, the Wilshire Corridor and Hollywood will be freed to serve patrons in outlying areas, many of which will be served later by future rail system expansions. Many Metro Rail users will leave their cars at home and thus lessen the congestion on local streets and highways.

Q: Why Metro Rail, as opposed to more buses or a light-rail starter line?

A: Transit planners have evaluated the effectiveness of all modes of transit available to solve Los Angeles' growing mobility problems. What they have discovered is the simple fact that adding any surface system in a non-exclusive right-of-way would only compound existing congestion and be self-defeating. Adding more buses is not an acceptable solution, since many buses only average 6 mph on downtown routes today.

It is not possible to construct additional freeway capacity equal to a subway along the Wilshire Corridor, as it would be absolutely unacceptable by affected residents and businesses, and the cost would be greater than that for a subway.

While construction of a light rail system may appear to be less expensive on a cost-per-mile basis, such a starter line for the Wilshire Corridor would prove itself obsolete upon the first day of operation. By definition, light rail is designed for "light" carrying capacity—typically about 30,000 passengers a day. The Wilshire Corridor currently



Frank answers
to frank question
about

The following are straight-forward answers to some of the most frequently asked questions about the Metro Rail starter line. The purpose of this Q & A is to provide a clear, concise overview of the Metro Rail Project, its need and its impacts to the region. In addition to the technical responses, we have made available several public information materials. For information on these free publications, call (213) 972-6456.

generates about 200,000 bus boardings on weekdays. And with transit demand soaring at a phenomenal rate, it becomes obvious that a high-capacity transit mode is necessary to serve this corridor. Additionally, where light rail does not operate in an exclusive right-of-way, it must compete with street traffic and "join the crowds." With its own exclusive, underground right-of-way, Metro Rail will be able to whisk its passengers to their destinations within minutes, regardless of surface conditions—be they accidents, inclement weather or just routine congestion. Metro Rail is expected to transport nearly 270,000 passengers a day during its opening year of operation in 1990, and some 365,000 daily passengers in the year 2000. Furthermore, Metro Rail is cost-effective, having the carrying capacity of 24 freeway lanes, at about a third of the cost, and with fewer construction impacts. A 6-car train and one operator can carry the equivalent of 14 standard buses, which require 14 operators.





Some of the most often-asked questions about the RTD & A article is to provide readers a general understanding of the Los Angeles region. Because some answers are brief in publications that provide more details on various aspects of the project, contact the RTD Community Relations Department.

Q: Is Metro Rail expensive?

A: Not really, in the context of what we spend as a community on transportation, and in relation to the cost of transit systems in other cities. But delay will cause the cost to increase. By comparison, the 71-mile San Francisco BART system was built ten years ago for approximately \$1.6 billion. (That was considered then by critics as “outrageous.”) Construction cost for the 18-mile Metro Rail subway is estimated at \$3.3 billion.



CAPACITY CROWDS

Los Angeles’ comprehensive bus and freeway network has far exceeded its capacity to meet the current and future mobility needs of the area. Clearly, rail transit is the missing link to a balanced transit system for the nation’s second most densely populated region.

Clearly, if Metro Rail had been built ten years ago, the cost would have been considerably less than BART’s. But the longer we wait to build, the more the cost continues to rise. The point is that we cannot ignore the fact that only heavy rail transit will effectively serve the mobility needs of the Metro Rail corridor. And in the words of one transit specialist, “Either bite the bullet now, or swallow the cannonball later.”

Q: Are the funding resources available?

A: Yes. Los Angeles is seeking the majority of its funding from a portion of gas taxes it pays to the federal government. The remainder of Metro Rail’s funding will come from taxes paid to state, county and city agencies, and from the private sector. The Congressional Budget Office recently told Congress that the cash balance in the transit trust fund could reach \$3 billion by the end of 1986. Thus, there will be sufficient dollars available to fund Metro Rail and other justified rail projects throughout the country. On the issue of equity, Los Angeles has a right to expect a fair share of these dollars, inasmuch as some \$8.6 billion in federal grants were allocated from 1971 to 1981 to build transit systems in six other cities of smaller scale and population—while Los Angeles endured bumper-to-bumper traffic.

At this very moment, the funding arrangements for Metro Rail are being worked out at all levels of government. Last year, Congress and President Reagan earmarked \$117.2 million to begin construction of Metro Rail in mid-1984. A funding plan from the U.S. Department of Transportation is expected in the very near future.

Q: What is the federal government’s view of Metro Rail?

A: The U.S. Department of Transportation continues to view Metro Rail as—and we quote—the “nation’s most justified, most thoroughly studied and most cost-effective rail transit project.”

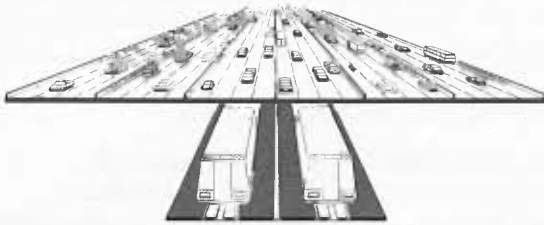
Q: Is there public support of Metro Rail?

A: Yes, considerable. Metro Rail continues to enjoy widespread support among the private and public sectors, the majority of the local congressional delegation, State Legislature, County Board of Supervisors and the Los Angeles City Council. Los Angeles County voters recorded their unequivocal support in 1980, when they overwhelmingly passed Proposition A, which increased the state sales tax by one-half cent. (These tax revenues are earmarked exclusively for transportation improvements in the county, including development of a 150-mile rail transit system, of which the 18-mile Metro Rail subway is a part.)

At the critical environmental impact public hearings on the Metro Rail Project last summer, more than a thousand local citizens went on record as supporters of the Metro Rail Project. They called for immediate construction of the starter line so that work on the extensions could be accelerated. Beyond that, local community groups, homeowners, chambers of commerce and the overall business community have effectively demonstrated

Frank Answers about Metro Rail

Comparison of Rail vs Freeway Capacity



2 Rails = 24 Freeway Lanes

their support of Metro Rail. The private sector also established support groups last year to secure Metro Rail's funding. These include the Greater Los Angeles Transportation Coalition (GLATC, composed of business and community leaders), the West Los Angeles for Metro Rail Committee and the San Fernando Valley Transportation Coalition. Currently, GLATC is spearheading a countywide sup-

port card campaign, designed to dramatically demonstrate to the federal administration the urgency of building Metro Rail as quickly as possible.

Q: Will Metro Rail be safe, considering the chance of a major earthquake?

A: Metro Rail is being designed with earthquake safety in mind—in fact, to withstand an earthquake many times more powerful than the one that leveled San Francisco in the early 1900s. With the assistance of seismic consultant Lindvall-Richter, RTD has conducted extensive studies along the Metro Rail route to identify earthquake fault zones and is designing the subway to withstand earthquakes. Studies have concluded that subway tunnels are less susceptible to earthquake damage than surface structures. This conclusion has been substantiated by the experience in Mexico City and Tokyo, where high magnitude earthquakes are common, and where major systems have been in operation for many years.



SWEARING IN

Newly elected RTD Board President **Nikolas Patsaouras** and Vice President **Gordana Swanson** take their oath of office before presiding over recent board meeting. Patsaouras is an appointee to the board by County Supervisor Michael D. Antonovich. Swanson, a Rolling Hills Councilwoman, is an appointee of the City Selection Committee Corridor "B." District Secretary Helen Bolen (l) administers the oath.



Metro Rail News

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CLARENCE BROWN
Editor

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