

Metro News **BULLETIN**



PHASE 1 TUNNELING NEARING COMPLETION

Top: The completed tunnel running west from the 7th Street Metro Center Station awaits the installation of tracks for the Metro Red Line.

Right: The Blue Line interface with Metro Red Line can be seen in this completed portion of the 7th Street Metro Center Station.



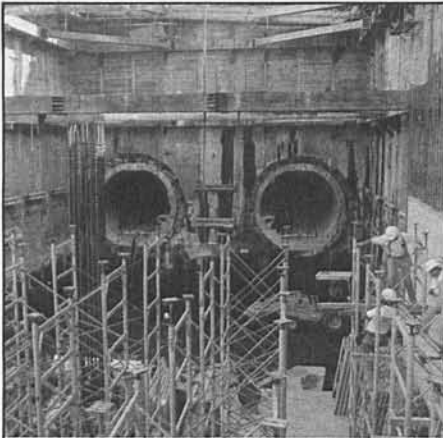
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METRO RED LINE PHASE 1 TUNNELING NEARING COMPLETION

Work is rapidly nearing an end on the final tunnel of the 4.4-mile Metro Red Line subway through downtown Los Angeles.

The tunneling operation began last November at the Union Station site and is progressing toward a planned breakthrough at the Civic Center Station at First and Hill streets. The final segment is 2,015 feet long and will parallel a twin tunnel already completed.



Workmen install shoring as major progress has been made in the Westlake/MacArthur Park Station. The twin tunnels of the Metro Red Line run east to the 7th Street Metro Center Station.

"We can almost see the light at the end of the tunnel, both literally and figuratively," said RTD General Manager Alan F. Pegg.

"It's getting easier to imagine subway trains running underneath Los Angeles as the stations and tunnels start to take shape."

Also nearly complete are two short 750-foot tunnels out of Union Station that will be used to access the railroad maintenance yard.

Of the nearly nine total miles of twin tunnels to be dug for Phase 1 of the Metro Red Line, some 90 percent are now complete. More than 116,500 cubic yards of concrete have been poured at the five station sites along the route. Construction of the Metro Red Line began in September of 1986 and the first phase is scheduled to be up and running in September of 1993.

BLUE LINE FEATURES NEWEST TECHNOLOGY

The Metro Blue Line introduces a number of modern technical features used for the first time in a light rail transit system, and combines them with technology already in use in other rail systems.

Among the technologies used on the Blue Line:

- **High-Level Platforms:** It is the first light rail system in the country which enables passengers to board the rail cars at the same level as the station platform. The high-level platforms speed the boarding process for faster running times, and also make it easier to accommodate wheelchair passengers.
- **Chopper Propulsion System:** Each rail car has a solid-state propulsion control system to provide smooth acceleration and braking. The system also permits the return of energy to the power system during deceleration to reduce consumption.
- **SCADA (Supervisory Control and Data Acquisition) System:** A computerized control and monitoring system that allows the control room operator to oversee all aspects of train operations, safety and

security from a single location.

- **Fiber Optic Communications System:** All rail system communications will be transmitted through glass fiber optics carrying many times more information than similarly sized copper wires.
- **Fare Vending Machines:** Self service ticket vending machines will be used throughout the system, featuring a video (CRT) screen to assist the rider.

A-RT PROGRAM RECEIVES \$40,000 GRANT

Pacific Enterprises is providing a \$40,000 grant to be used for a sculpture in the Flower Street tunnel of the Metro Blue Line in downtown Los Angeles.

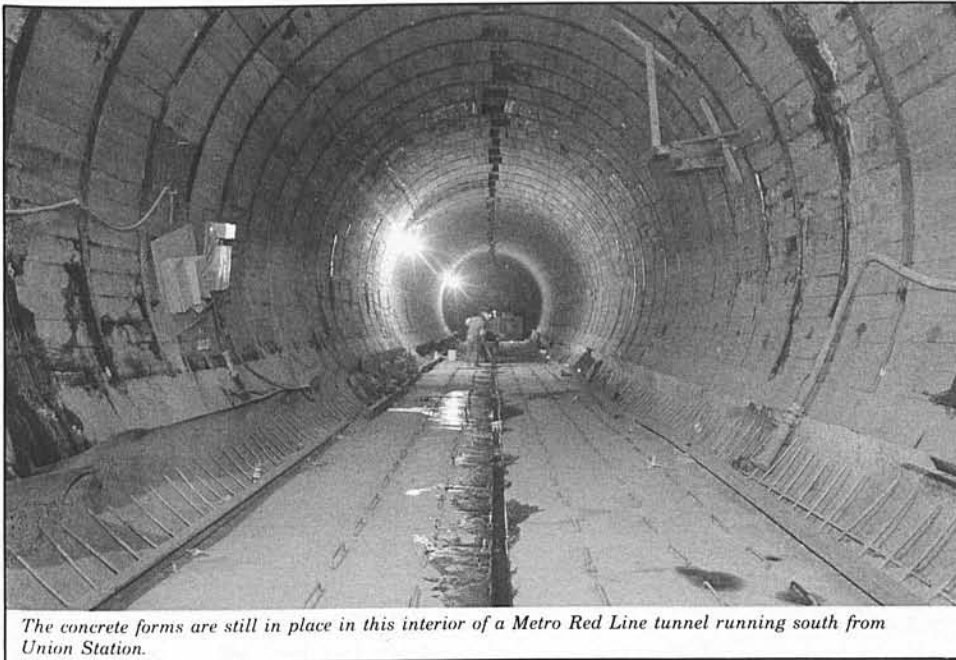
The grant is the first of its kind by a corporation for the Art for Rail Transit (A-RT) program.

The proposed sculpture will be commissioned through a national competition to be announced in March. Once completed, it will be placed in the short underground segment of the 22-mile-long Blue Line where it will connect with the Metro Red Line subway.

Pacific Enterprises is the holding company for the Southern California Gas Co. and Thrifty Corp.



The Metro Red Line communications tower and maintenance of way building just east of downtown Los Angeles near the Los Angeles River is completed.



The concrete forms are still in place in this interior of a Metro Red Line tunnel running south from Union Station.

\$10 MILLION START-UP FOR BLUE LINE

RTD has received \$10 million in funding for the start-up activities of the nearly completed Metro Blue Line.

The funds provide for the hiring of operators and supervisors, training, vehicle maintenance and facilities maintenance.

"In three months we will be ready to start Blue Line rail service," said RTD Assistant General Manager-Operations Art Leahy.

"We will provide safe, reliable and comfortable service. We will work closely with the Los Angeles County Transportation Commission to make any adjustment that may be required."

The start-up budget was approved by the LACTC, which also approved an estimated cost of \$17.3 million for fiscal year 1991 and \$19.4 million for 1992 to operate the Blue Line.

BLUE LINE AHEAD OF SCHEDULE IN LONG BEACH

An accelerated construction schedule has resulted in the downtown Long Beach "loop" of the Metro Blue Line being completed an estimated four months earlier than originally projected.

The loop portion of the Blue Line was initially scheduled to be finished by December 1990, but the Los Angeles County Transportation Commission (LACTC) approved an additional \$269,000 in January to speed up construction to be completed by September 1990.

The transit loop encircles downtown Long Beach from First to Eighth streets, and Long Beach Boulevard to Pacific Avenue.

The Blue Line will run on a shortened route from Willow Street in the south to Pico Boulevard in the north when RTD

service begins in July 1990. Service along the full 22-mile rail line will be available sometime in 1991.

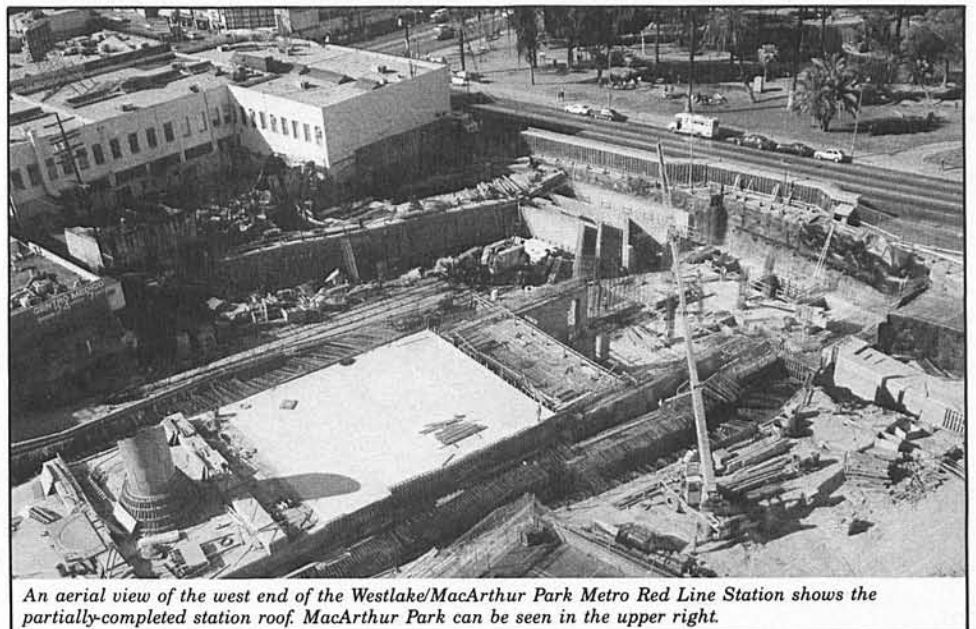
LONG BEACH/LOS ANGELES RAIL TO ROLL IN JULY

The Long Beach to Los Angeles rail system, known as the Metro Blue Line, to be operated by RTD, is set to begin passenger service in July, according to RTD General Manager Alan F. Pegg.

Pegg reports more than half of the system's 54 electric rail cars have arrived and 90 percent of the 22-mile system of tracks and stations is completed.

RTD is scheduled to begin test operations for the Blue Line system on May 15, aiming for a mid-July start of revenue service for the public. Initially, the line will operate from stations on Anaheim Street in Long Beach to one on Pico Boulevard near downtown Los Angeles.

Once completed in 1991, the system will run from downtown Long Beach to downtown Los Angeles, eventually linking with the Metro Red Line subway system, as well as another rail line, the Green Line, being constructed down the median of the Glenn M. Anderson (Century) Freeway/Transitway.



An aerial view of the west end of the Westlake/MacArthur Park Metro Red Line Station shows the partially-completed station roof. MacArthur Park can be seen in the upper right.

RAIL CONSTRUCTION CORPORATION FORMED TO BUILD METRO

The RTD has agreed to the transfer of lead agency responsibility for Metro Red Line construction to the Los Angeles County Transportation Commission (LACTC). The Rail Construction Corporation (RCC) has been formed by the LACTC to manage construction activity.

The new corporation will be governed by a seven-member board of directors, consisting of three members appointed by the RTD, three by the LACTC, and one selected by a majority of the six.

The RCC will manage and construct the 4.4-mile downtown segment of the Metro Red Line, and design and construct the 13-mile Phase 2 segment traveling to North Hollywood.

The RTD will be responsible for operating all Metro rail systems once completed.

RTD BOARD APPROVES METRO ASSESSMENT DISTRICTS

The RTD Board of Directors has approved a resolution to proceed with the establishment of five benefit assessment districts along the Phase 2 alignment of the Metro Red Line.

The Phase 2 alignment is defined as that portion of the project from the Wilshire/Alvarado station to North Hollywood and to

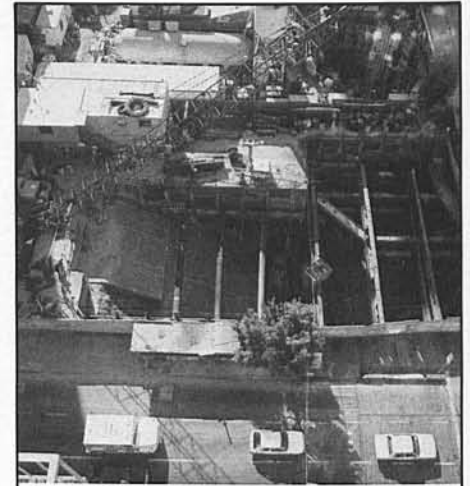
Wilshire/Western running nearly 13 miles.

The purpose of the benefit assessment districts is to raise \$75 million to finance about three percent of the construction costs of the Red Line extension.

Key elements of the plan include:

- Creating five separate benefit assessment districts for Phase 2 of the Metro Red Line Project.
- District boundaries will be established based on a walking distance of one-half mile from the center of each station.
- All residential property, including portions of residential hotels, motels and other similar uses with long-term residents would be excluded from the assessment.
- All property that is publicly or non-profit owned and used would be exempt.
- The initial annual assessment rate is currently estimated at 33 cents per square foot starting in the year 2000. Assessment rates could increase or decrease to generate the necessary revenues to finance the construction.

The plan calls for property owners to be given several options for payment of assessments due on any parcel, including: payment in 19 annual installments beginning in fiscal year 2000-01; payment in five annual installments starting in the year 1991-92; payment in one lump sum in the assessment



An aerial view of the Pershing Square Station shows the flooring reinforcing beams in place, as well as the escalator ramps leading down to the Red Line from the street level.

year 2000-01.

Assessments would terminate in the fiscal year 2019-20 or earlier. Any growth in the assessable square footage would be used to lower the assessment rates for subsequent years, or to pay off any bonds issued and end the assessment at an earlier date.

In a related move, the RTD will be redefining the boundaries around the Universal City Station to better reflect a true one-half mile radius that will include additional property in that benefit assessment district.

The resolution on the assessment districts will now be forwarded to the City of Los Angeles and to the Los Angeles County Board of Supervisors for their comments and approval.

The RTD Board of Directors is expected to vote for final approval on the issue in July.



A new baggage handling facility is part of the Metro Red Line interface at the Union Station in downtown Los Angeles.



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