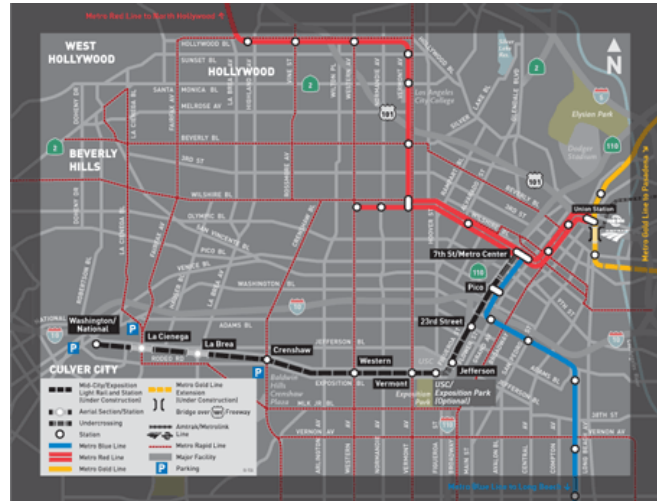


**Client: Los Angeles County Metropolitan
Transportation Authority (Phase 1) /
Exposition Construction Authority
(Phase 2)**

Location: Los Angeles, CA

CTG staff has a long history of involvement in the planning of the Mid-City Exposition Light Rail Transit project in the Mid-City/Westside area of Los Angeles. We have assisted in the preparation of environmental documents, operations planning documents and Federal New Starts (Section 5309) materials for this project.



In a separate contract, our staff (under Manuel Padron & Associates) was involved in alternatives analysis and environmental analysis efforts from 1999 to 2004 that prepared a Major Investment Study, a Draft EIS/EIR and Final EIS/EIR for the Mid-City/Westside corridor. Our staff was responsible for developing transit operating plans for project alternatives; preparing running times for corridor alternatives; analyzing ridership data; calculating vehicle fleet needs; preparing federally required measures related to cost-effectiveness; estimating operating and maintenance (O&M) costs using MTA's O&M cost model developed by our staff; and addressing the agency's financial ability to build and operate the project.

Work performed from 2004 to 2005 involved updating the previous analysis and ensuring consistency between the environmental documents and ongoing engineering efforts for the Phase 1 segment of the project from downtown Los Angeles to Culver City. Our staff also assisted in updating FTA-required calculations for Section 5309 New Starts submittals, including Value of Travel Time Savings (later superseded by Incremental Cost per User Benefit), Operating Cost per Passenger Mile, and Incremental Cost per Incremental Passenger.

Phase 2 involved analysis of transit alternatives from Culver City to Santa Monica, including rapid bus, BRT, and LRT modes. Tasks were similar to Phase 1, including development of transit operating plans and run times; coding transit networks for the transportation demand model; calculating vehicle fleet needs; and estimating operating and maintenance (O&M) costs using MTA's O&M cost model developed by our staff.

In addition to transit coding with the Metro regional forecasting model, CTG participated in a model enhancement working group designed to upgrade the model to FTA standards. As part of this work, our staff conducted a series of model benchmark and validation tests and contributed to improved network coding methodologies.