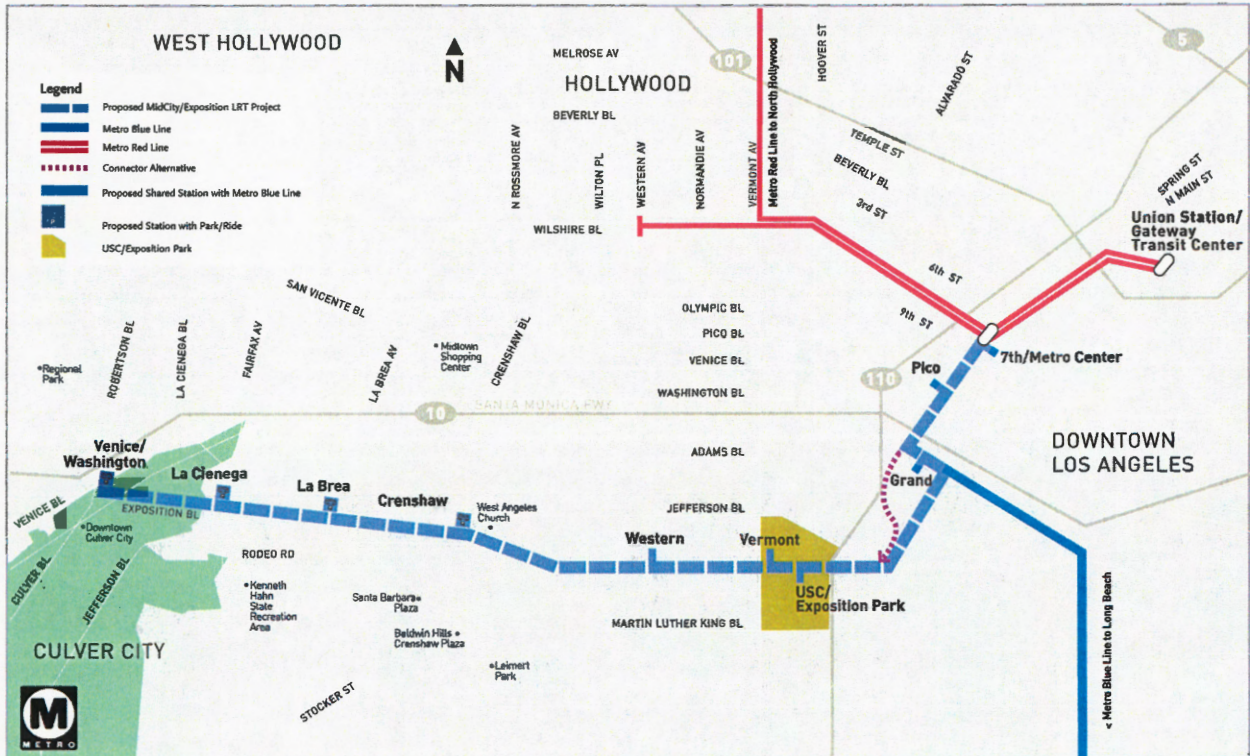




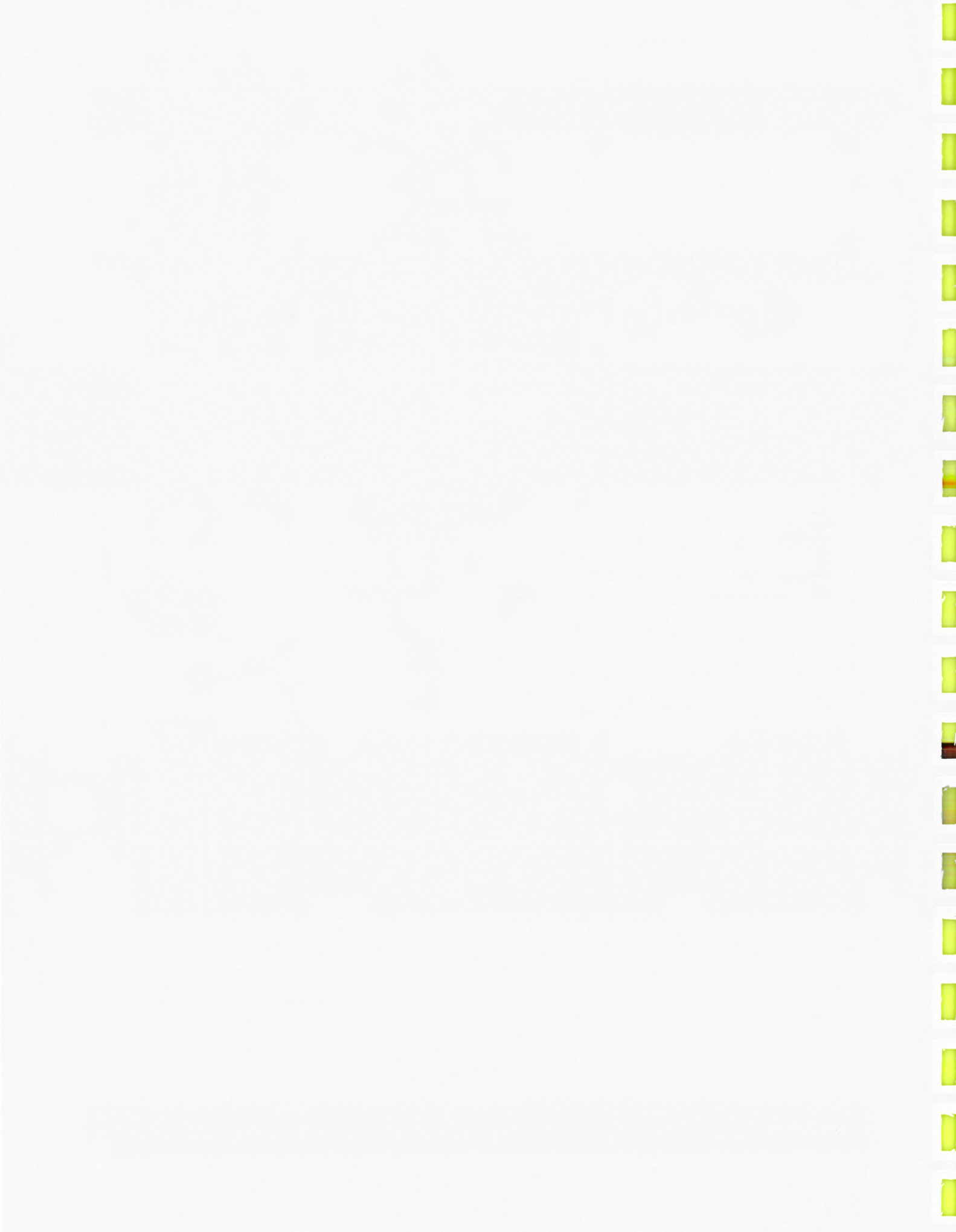
Mid-City/Exposition Light Rail Transit Monthly Project Status Report

Mid-City/Exposition Light Rail Transit Corridor



03-0494

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**MID-CITY/EXPOSITION LIGHT RAIL
TRANSIT PROJECT**

MONTHLY PROJECT STATUS REPORT

NOVEMBER 2003

TABLE OF CONTENTS

	Page No.
Project Overview.....	1
Management Issues.....	2-3
Project Status	
• Project Scope.....	4
• Schedule	
○ Key Milestones Six-Month Lookahead	5
○ Project Master Schedule Critical Path.....	6-7
○ Critical Path Narrative	8
• Project Cost Status.....	9
• Change Control Status.....	10
• Financial/Grant Status.....	11
• Staffing.....	12
• Real Estate.....	13
• Environmental.....	14
• Community Relations.....	14
• Quality Assurance.....	14
• Safety.....	14
• Third Party	15
Document Development Status	16
Photographs (Project Renderings).....	17-26
Appendices.....	27-30

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PROJECT OVERVIEW

The Mid-City/Exposition Light Rail Transit (Exposition LRT) Project is the Locally Preferred Alternative (LPA) for the Exposition Transit Corridor. The Project's LPA is approximately 9.6 miles long, extending from Downtown Los Angeles to Culver City. The Project will have 10 or 11 stations consisting of 2-3 existing stations and 7-8 new stations. One of the 8 new stations may be an aerial station.

The LRT Project would operate in a dual track configuration in selected streets and the Exposition Right-of-Way Corridor. The initial design concept is for high-level center and side platform stations (similar to those in use on Metro Gold and Blue Line). LRT is electrically powered (similar to Metro Blue, Green, and Gold Line) receiving its electric power from overhead power lines within the street or Exposition Right-of-Way. The project also includes a bicycle facility. The following bicycle facilities are included in this Contract: a combination of Class 1 Bike Path and Class 2 Bike Lanes from Vermont to Venice/Robertson.

Contract P2550 Procurement of Light Rail Vehicles for the Metro Gold Line Eastside Extension Project has approximately 20-25 vehicles for the Mid-City/Exposition LRT Project included as an option.

The project began Preliminary Engineering in January 2003. The project began its Final Environmental Impact Statement in November 2002.

MANAGEMENT ISSUES

Concern No. 1: Initiate Alternatives Studies.

Status/Action

The Alternatives Studies are underway including:

- a) The Branching Study (which alignment to use between the Central Business District and the Exposition right-of-way).
- b) The Maintenance Yard Study. The Maintenance Yard Study has led to staff and consultants conclusion that use of an expanded existing Division 11 for the Exposition Corridor Light Rail Project's Maintenance Yard will be incorporated in Preliminary Engineering.
- c) The Grade Crossing Policy.

Concern No. 2: Conducted Board directed Peer Review.

Status/Action

APTA facilitated Peer Review has been conducted by the following committee: Alfred E. Fazio, PE, 21st Century Rail Corporation, Dave Conover, Sacramento Regional Transit District, William Grizard, APTA and Don Irwin, Tri-County Metropolitan Transportation District. The Peer Review Panel has completed its report which was accepted by the MTA Board.

Concern No. 3: Completing the preliminary engineering drawings from Vermont to Venice/Washington.

Status/Action

The Preliminary Engineering drawings from Vermont to Venice/Washington have been revised to incorporate the appropriate third party and MTA comments. Although the comment response notes are still being reviewed by MTA, the drawings are complete for this phase of P.E. This concern is closed.

MANAGEMENT ISSUES

Concern No. 4: The MTA Grade Crossing Policy has been adopted by the Board of Directors following revisions and incorporation of appropriate comments.

Status/Action

This concern is closed.

Concern No. 5: Preliminary Engineering Deliverables.

Status/Action

Due to late Third Party reviews, Preliminary Engineering deliverables were delayed. The Consultant was allowed to provide deliverables in November 2003.

Concern No. 6: Preliminary Engineering scope was increased to include a La Brea grade separation and a mitigated Hill Street Alternative.

Status/Action

The time to deliver the Downtown Segment and the La Brea Segment was extended to February 2004.

Concern No. 7: The Administrative Draft FEIS due date was extended due to the scope additions noted in Concern No. 6.

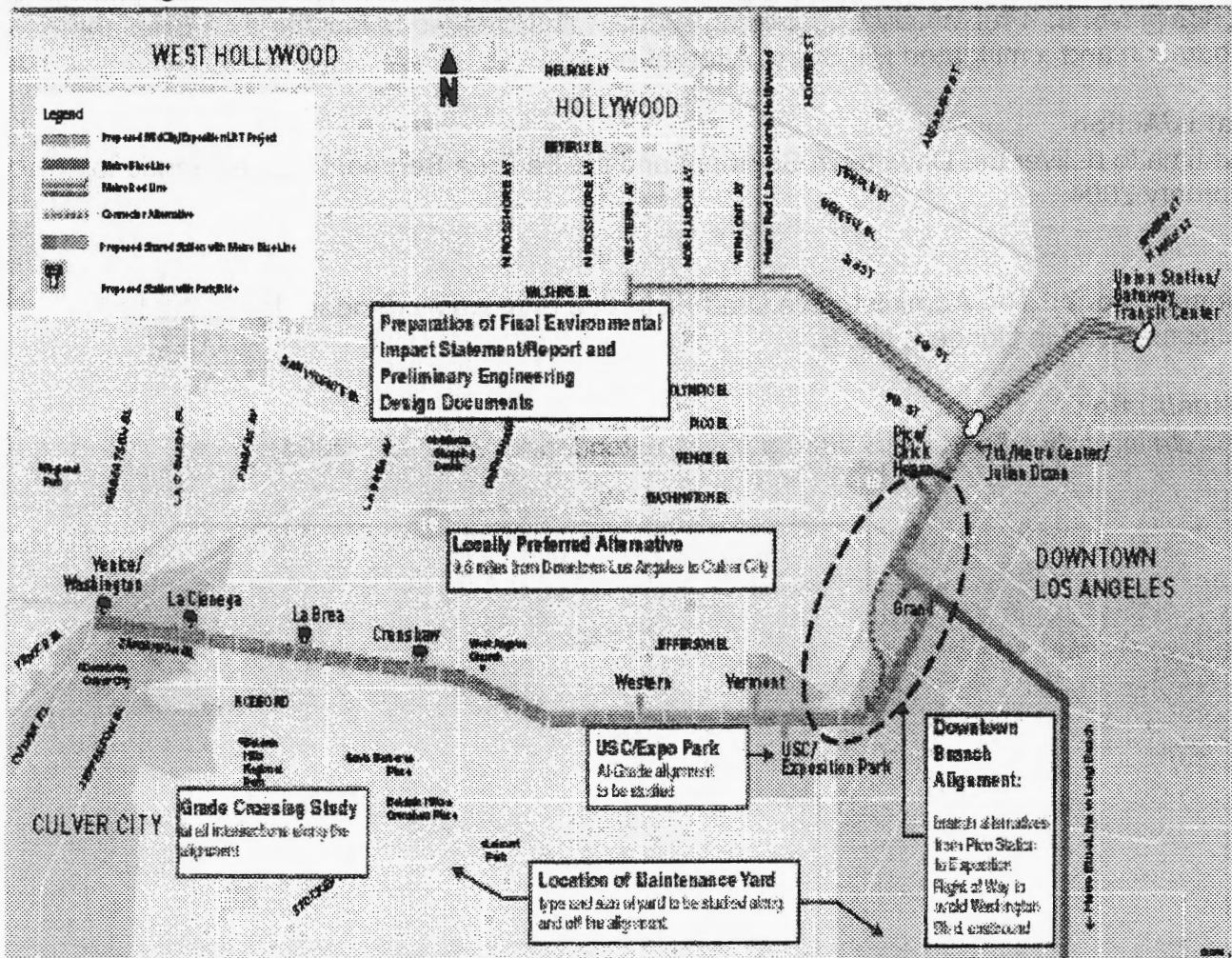
Status/Action

The Administrative Draft FEIS due date was extended to March 30, 2004.

PROJECT SCOPE


The Mid-City/Exposition Light Rail Transit (Exposition LRT) Project is the Locally Preferred Alternative (LPA) for the Exposition Transit Corridor. The Project's LPA is approximately 9.6 miles long, extending from Downtown Los Angeles to Culver City. The Project will have 10 or 11 stations consisting of 2-3 existing stations and 7-8 new stations. One of the 8 new stations may be an aerial station.

The LRT Project would operate in a dual track configuration in selected streets and the Exposition Right-of-Way Corridor. The initial design concept is for high-level center and side platform stations (similar to those in use on Metro Gold and Blue Line). LRT is electrically powered (similar to Metro Blue, Green and Gold Line) receiving its electric power from overhead power lines within the street or Exposition Right-of-Way. The project also includes a bicycle facility. The following bicycle facilities are included in this Contract: a combination of Class 1 Bike Path and Class 2 Bike Lanes from Vermont to Venice/Robertson. The currently envisioned stations at this stage of Preliminary Engineering are for the most part shown on the map below. These include existing stations at 7th/Metro Center Julian Dixon Station, Pico/Chick Heron Station and new stations at USC/Exposition Park, Vermont, Western, Crenshaw, La Brea, La Cienega, and Venice Washington. It is also possible that one or two stations may be added as part of the Downtown Branching Study. Options for Downtown Branch stations currently include Jefferson Blvd. Near the northern edge of the USC Campus and 23rd Street near L.A. Trade Technical College.



KEY MILESTONE SCHEDULE SIX-MONTH LOOKAHEAD

	Milestone Date	Nov-03	Dec-03	Jan-04	Feb-04	Mar-04	Apr-04
PE Deliverables Due	2/1/04				○		
Complete Admin Final EIS/EIR for FTA Review	3/30/04					◆	

◆ MTA Staff Milestone	○ PE Deliverables	FTA FTA Approval
△ Other Agencies	* New Date	 MTA Board Action

**PROJECT MASTER SCHEDULE
 CRITICAL PATH**

ID	TASK/ACTIVITY	CAL DAYS	START	FINISH
1	Complete Administrative Draft EIS/EIR for FTA Review	1	12/14/00A	12/14/00A
2	FTA Review Period	107	12/14/00A	3/30/01A
3	Approved to Circulate and Notice Availability	15	3/30/01A	4/13/01A
4	Conduct Public Hearings (3 hearings)	32	4/14/01A	5/15/01A
5	Board Action: Adopt Locally Preferred Alternative & Draft EIS/	1	6/28/01A	6/28/01A
6	Consultant Special Studies of Mid-City/Exposition LRT Project Supplemental Grade Crossing Mitigation Analysis	181	10/1/02A	3/31/03A
7	Peer Review of Project Design Standards, Project Cost Estimate and Grade Crossing Mitigation Analysis	14	6/1/03A	6/25/03A
8	MTA Board Consideration of Peer Review Recommendations.			8/28/03A

**PROJECT MASTER SCHEDULE
 CRITICAL PATH**

ID	TASK/ACTIVITY	CAL DAYS	START	FINISH
9	Completion of PE Package to Support Administrative Final FEIS/R for a Design Build Project			2/1/04
10	Complete Administrative Final EIS/EIR for FTA Review	30	3/1/04	3/31/04
11	FTA Review Administrative Final EIS/EIR	90	4/1/04	6/30/04
12	Develop Preliminary Engineering Package to Support Administrative Final EIS/R.	385	1/13/03A	2/02/04
13	Incorporate FTA Comments	15	7/1/04	7/15/04
14	Notice of Availability and Approval to Circulate	25	7/16/04	8/9/04
15	Final EIR Public Review	50	8/10/04	9/30/04
16	MTA Board Certify Final EIS/R	90	10/1/04	12/31/04

CRITICAL PATH NARRATIVE

The Critical Path forward for the Mid-City/Exposition LRT Project will be to continuing developing Preliminary Engineering Design and complete the Final Environmental Impact Statement/Report (FEIS/R) project.

The critical design features being addressed in PE Design, in order to support environmental clearance, are the connection to the Long Beach Blue Line and station area plans (including park and ride lots). Effective resolution of these issues has resulted in approximately a three month slip in the approval of the EIS/R.

PROJECT COST STATUS

In \$ Million

Description	Previous Estimated Project Cost	Current Estimated Project Cost	Variance	Commitments	Expenditures
Guideways	54.7	64.1	9.4	0.0	0.0
Yards & Shops	20.3	20.3	0.0	0.0	0.0
Systems/Equipment	63.9	63.6	(0.3)	0.0	0.0
Stations	20.8	24.6	3.8	0.0	0.0
Vehicles	50.8	50.8	0.0	0.0	0.0
Special Conditions	41.6	44.0	2.4	0.0	0.0
Right-of-Way	16.6	16.6	0.0	0.0	0.0
Professional Services	72.1	72.1	0.0	8.0	5.1
Contingency	67.3	70.2	2.9	0.0	0.0
TOTAL	408.1	426.3	18.2	8.0	5.1

The Current Estimated Project Cost is \$426.3 million in unescalated dollars and reflects the additional of a grade separation at La Brea Avenue. This added grade separation is the result of an MTA Board Meeting in September. The subject of the Board Meeting was Grade Crossing Policy for Light Rail Transit.

CHANGE CONTROL STATUS

Description	A	B				C		D=A+B+C	E		F=D+E
	Award Amount	Approved		Obligated		Total Approved Amount	Potential		Total Potential Value		
		Executed Changes		LNTPs (NTE)			Pending				
		#	\$	#	\$		#	\$			
Preliminary Engineering Design Services	4,499,217	0	0	0	0	4,499,217	0	0	4,499,217		
Environmental Planning Consultant	931,574	0	0	0	0	931,574	0	0	931,574		
Project Management Assistance Support	95,000	0	0	0	0	95,000	1	0	95,000		
TOTAL	5,525,791	0	0	0	0	5,525,791	1	0	5,525,791		

The award amount for the Environmental Planning Consultant Contract (CWO 3) with Korve Engineering is \$931,574.

The award amount for the Preliminary Engineering Design Services Contract with DMJM+Harris is \$4,499,217.

Project Management Assistance (PMA) support is authorized on a task order basis to support project requirements that are anticipated but unknown at contract award.

FINANCIAL/GRANT STATUS

NOVEMBER 2003		STATUS OF FUNDS BY SOURCE							
SOURCE	(B) TOTAL FUNDS ANTICIPATED	(C) TOTAL FUNDS AVAILABLE	(Escalated \$) (D) COMMITMENTS		(E) EXPENDITURES		in \$ millions (F) BILLED to FUNDING SOURCE		
			\$	(D/B) %	\$	(E/B) %	\$	(F/B) %	
FEDERAL - SECTION 5309 NEW START	252.7			0%		0%		0%	
FEDERAL - CMAQ	7.9			0%		0%		0%	
FEDERAL RSTP	2.0			0%		0%		0%	
STATE TCRP	11.0	11.0	8.0	73%	3.6	32%	3.6	32%	
STATE RIP	64.2			0%		0%		0%	
PROP C	151.9			0%		0%		0%	
UNBILLED ACCRUALS		1.6			1.6				
TOTAL	489.7	12.6	8.0	2%	5.1	1%	3.6	1%	

(1) Based on August 2003 Section 5309 New Start Report
 NOTE: EXPENDITURES ARE CUMULATIVE THROUGH OCTOBER 2003.

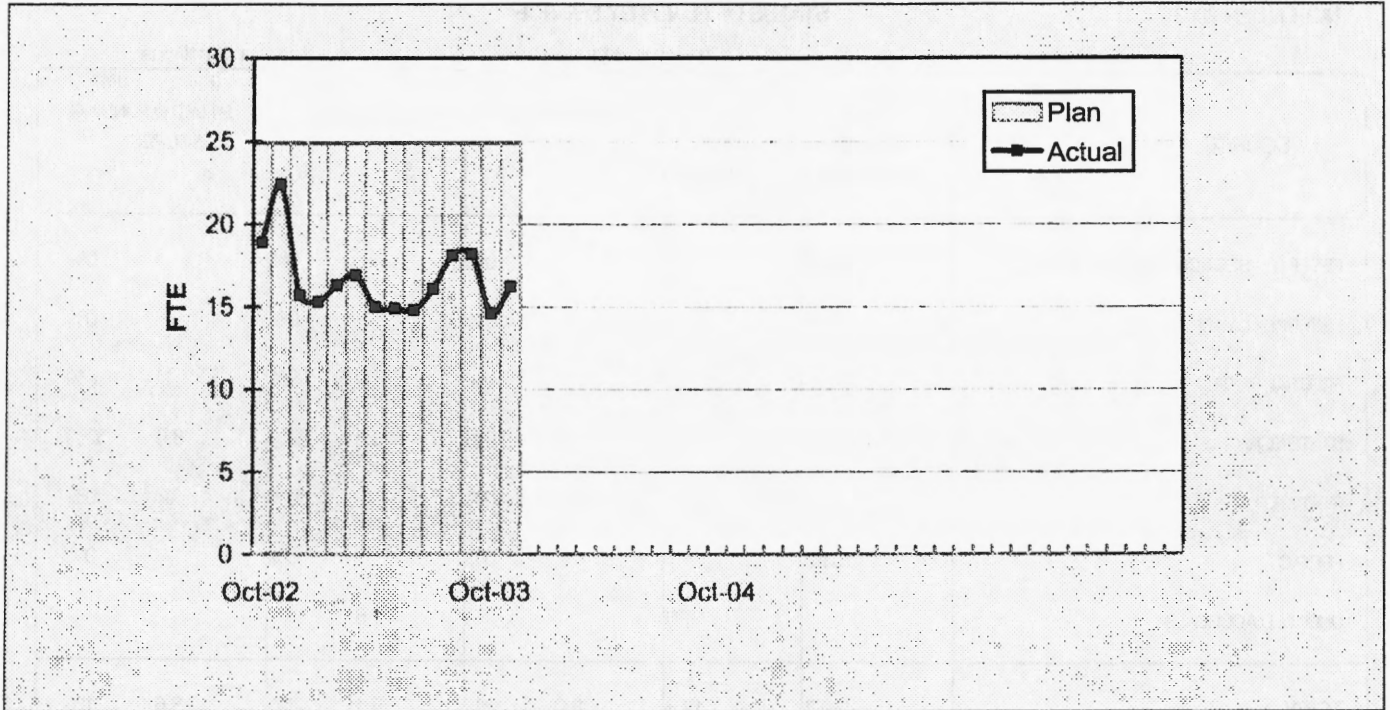
STATUS OF FUNDS ANTICIPATED

STATE TCRP: On October 24, 2002 MTA submitted an allocation request for an additional \$14 million of State TCRP funds to continue funding preliminary engineering activities.

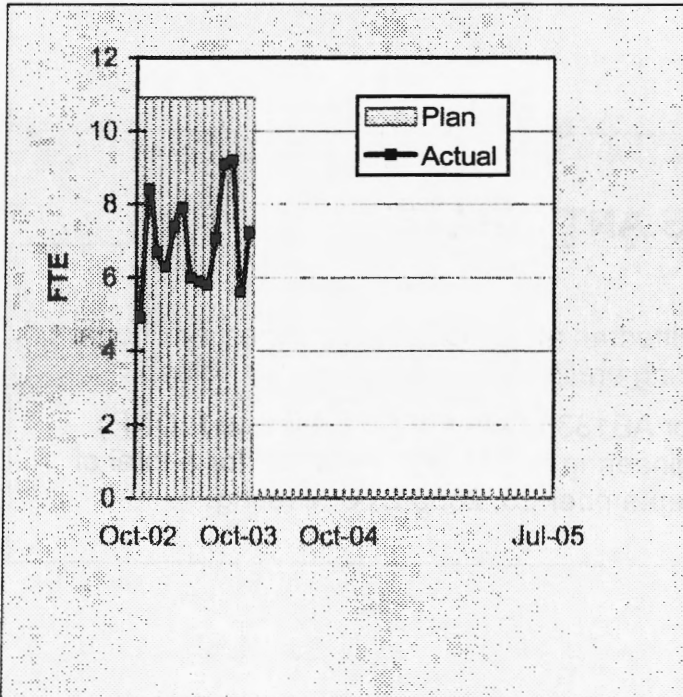
On August 25, 2003, MTA submitted a request for AB1335 Letter of No Prejudice (LONP) authority to the CTC for Phase 1 Preliminary Engineering and Design Activities for a total of \$16.2 million. The LONP was approved at the September 25, 2003 CTC Meeting.

STAFFING STATUS

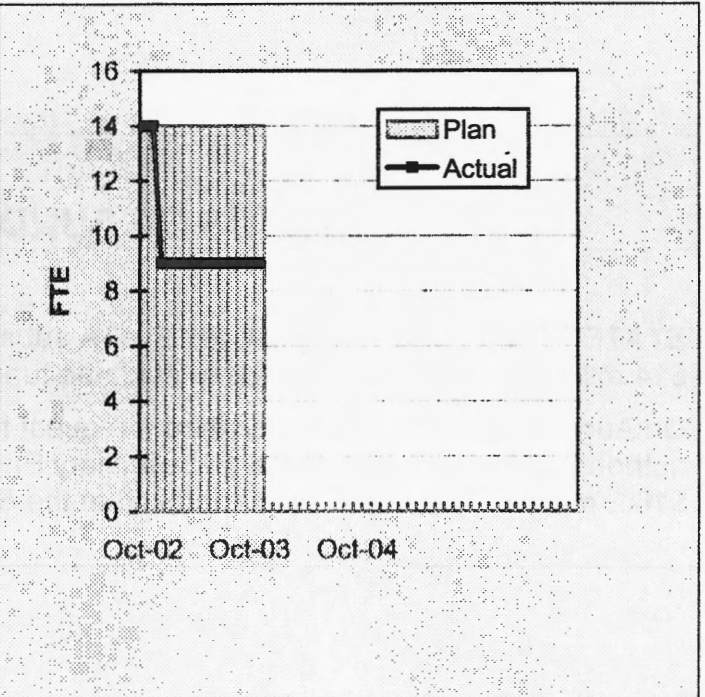
TOTAL PROJECT STAFFING



AGENCY STAFFING



KORVE ENGINEERING



REAL ESTATE STATUS

MTA Real Estate is conducting discussions with Southern California Edison (SCE) concerning the feasibility of renewing and enlarging MTA's lease of land adjacent to MTA Division 11 Light Rail Yard in the City of Carson. SCE has high voltage electric line right-of-way adjacent to Division 11. MTA currently leases SCE right-of-way for light rail maintenance of way material storage for the existing Long Beach Blue Line. MTA Real Estate is discussing with representatives of SCE the feasibility of additional leases at the appropriate time as one alternative for a Mid-City/Exposition LRT maintenance yard either for a full yard or just heavier maintenance.

Simultaneously, MTA Real Estate planned and consultants are identifying ownership and lease agreements for several properties beneath regional freeways which might be suitable for a LRT yard or mid-day LRT layover areas.

Other yard and traction power substation and park and ride lot alternatives will also be analyzed during the PE process with the assistance of the MTA Real Estate Department.

ENVIRONMENTAL STATUS

- MTA Environmental Planning Consultant, Korve Engineering, is currently proceeding with Phase IIIB of the Mid-City/Westside Corridor Study. Phase IIIB consists of the following ongoing activities: 1) Public outreach during the environmental process 2) Station area conceptual planning 3) Supplemental environmental analysis for outstanding issues and design alternatives 4) Preparation of the FEIS/R documents 5) Coordination and review with PE Design for environmental compliance compatibility; and 6) Management of the contract.
- Korve Engineering has on-going work with items 2, 3, 4, and 5 of the Phase IIIB contract.

COMMUNITY RELATIONS STATUS

- Held meeting with Culver City Redevelopment Agency to discuss station partnering opportunities.
- Conducted working meeting on bikeway with the City of Los Angeles.
- Held project exhibition and discussion with the Westside Urban Forum.
- Attended Friends 4 Expo Transit Steering Committee Meeting and Culver City Council Meeting.

QUALITY ASSURANCE STATUS

- Quality Management conducted a surveillance of DMJM/Harris design review and quality assurance processes for the Final Draft Report submittals.

SAFETY STATUS

- No Safety activity this period.

THIRD PARTY AGREEMENT STATUS

Third Party	Type of Agreement	Construction Need Date	Status/Comments
City of Los Angeles	Amendment	TBD	Executed
Los Angeles County	Master	TBD	Executed
Caltrans (All Projects)	Master	TBD	Executed
Culver City	Master	TBD	Draft finished/Under review

Document Development Status To Support Entry Into Final Design

DOCUMENT	STATUS	ESTIMATED/ACTUAL COMPLETION DATE
Capital and Operating Financial Plans		August 2002
Quality Assurance/Quality Control Plan	Accepted by MTA Quality Management.	May 2003
Value Engineering Report	Received final draft and currently under review.	August 2003
Project Management Plan (PMP)	Under review pending MTA Board review of project planning.	January 2004
Rail Fleet Management Plan	Submitting revised version to FTA/PMOC for review.	January 2004
Bus Fleet Management Plan	Submitting revised version to FTA/PMOC for review.	January 2004
NEPA Process	Working on FEIR/FEIS.	January 2004
Objectivity Analysis for PE/FD Contract		

CURRENT PROJECT RENDERINGS

Photographs of stations designed by the Exposition Corridor Architects in Portland, Oregon.



PROBATION DEPARTMENT

STATE OF CALIFORNIA
COUNTY OF [illegible]

[illegible text]

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CURRENT PROJECT RENDERINGS

Photographs of stations designed by the Exposition Corridor Architects in Portland, Oregon.



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FROM: [Redacted]

SUBJECT: [Redacted]

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2. [Redacted]

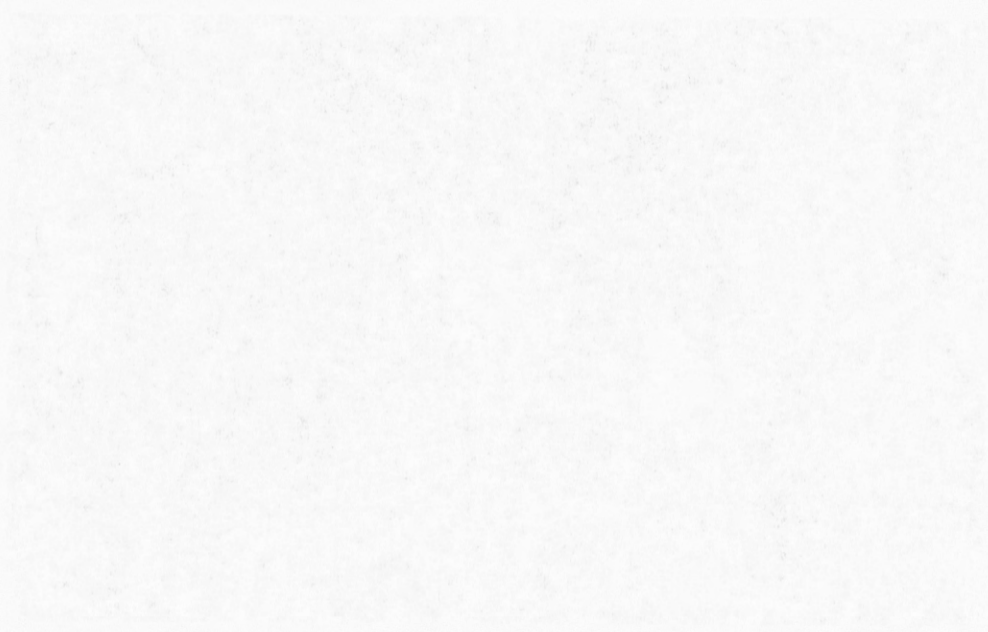
CURRENT PROJECT RENDERINGS

Photographs of stations designed by the Exposition Corridor Architects in Portland, Oregon.



CHRYSLER GROUP SERVICES

Chrysler Group Services is a leading provider of financial services for the automotive industry.



CURRENT PROJECT RENDERINGS

Photographs of stations designed by the Exposition Corridor Architects in Portland, Oregon.



PROJECT MEMBERS

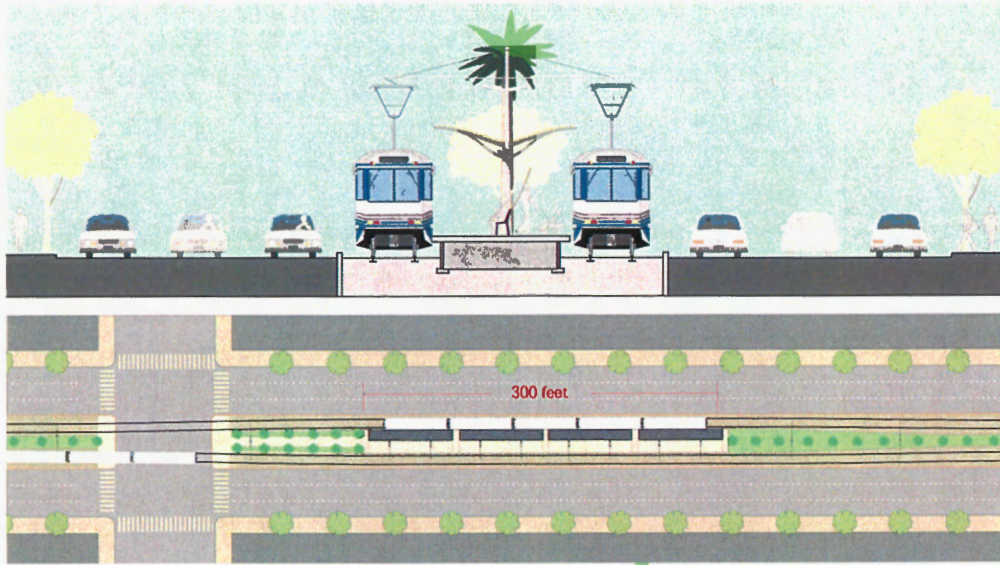
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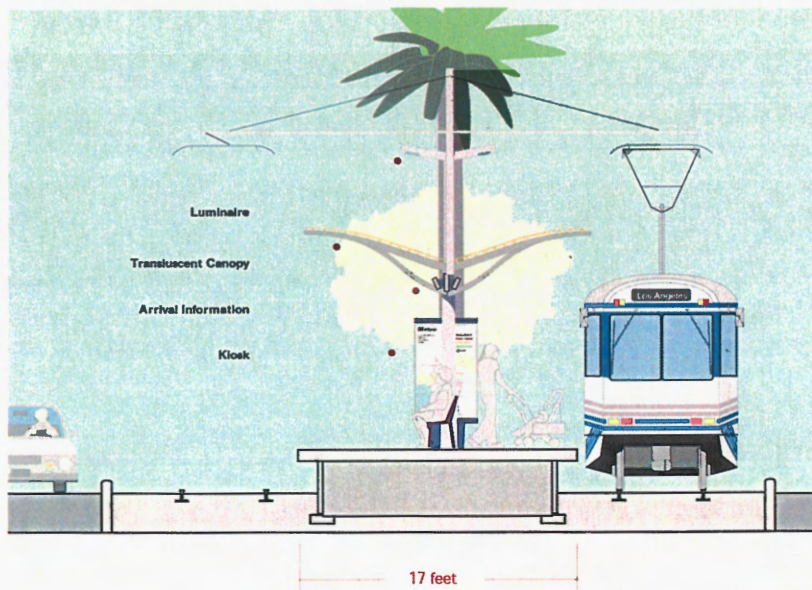
CURRENT PROJECT RENDERINGS

 Los Angeles County Metropolitan Transportation Authority
Mid City / Exposition Light Rail Transit Project

Typical Light Rail Station



The typical LRT station on the Exposition corridor would be a raised platform, 300 feet long, located in the center of the roadway. Amenities include a canopy, lighting, paving, maps and schedules, kiosks, landscaping, and public art.



(11.00) Graphics by
gustman
gustman.com

CONFIDENTIAL - SECURITY INFORMATION

CONFIDENTIAL - SECURITY INFORMATION

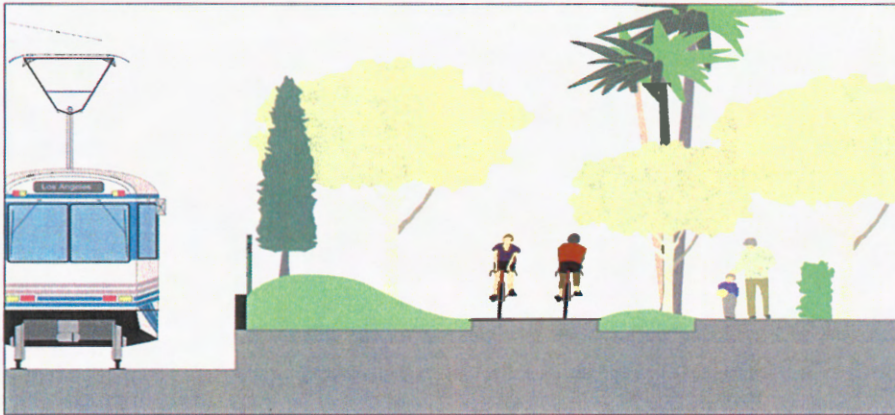
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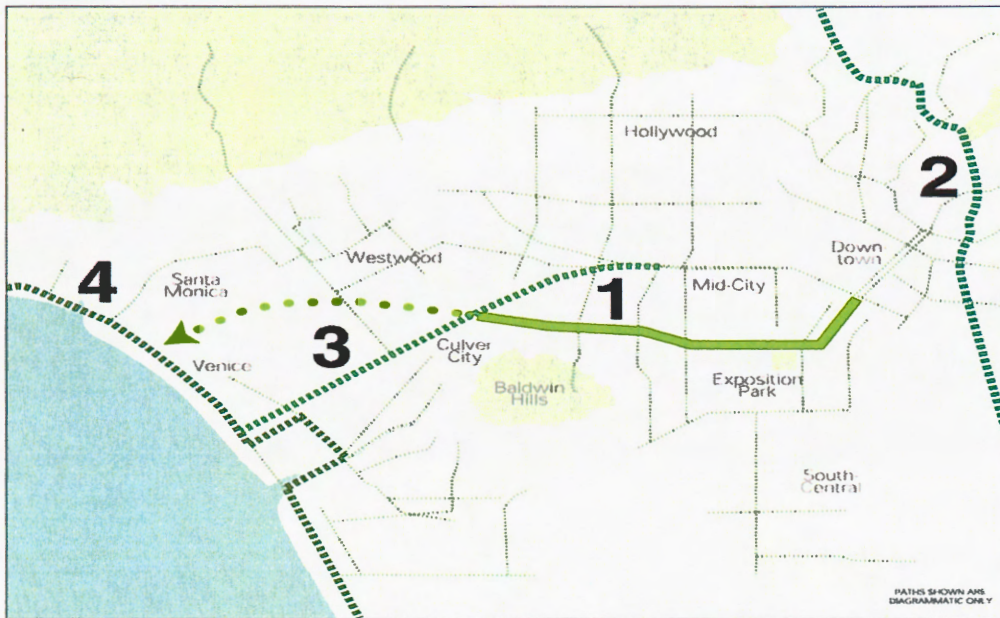
CURRENT PROJECT RENDERINGS

 Los Angeles County Metropolitan Transportation Authority
Mid City / Exposition Light Rail Transit Project

Bikeway



The project calls for a continuous bike path along the route of the light rail line.



The Bikeway along the Exposition Transit Parkway (1) would become one of the area's important long-distance bike paths, along with the Los Angeles River Bikeway (2), the Venice Bikeway (3), and the Ocean Bike Path (4).

(11/02) Graphics by
susman
urban planning

SCHEMATA FOR THE

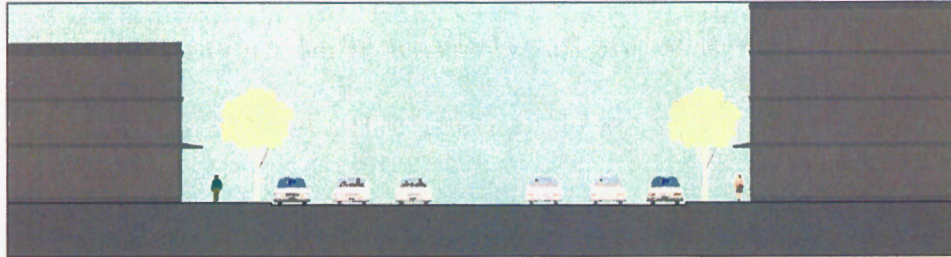
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CURRENT PROJECT RENDERINGS

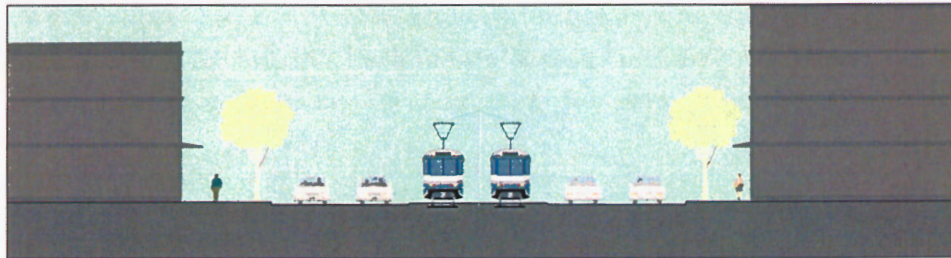
 Los Angeles County Metropolitan Transportation Authority
Mid City / Exposition Light Rail Transit Project

Downtown Los Angeles

Typical Cross Section on Flower or Hill between Washington and Exposition



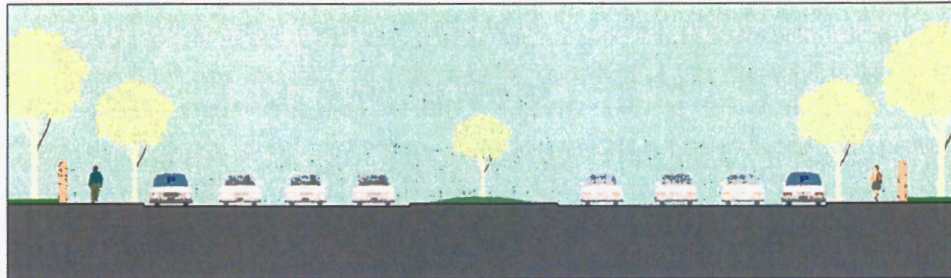
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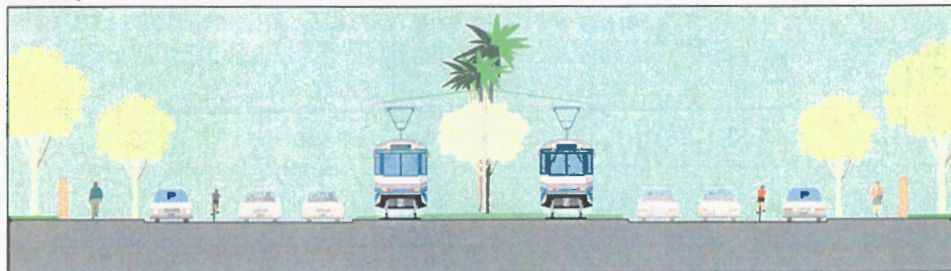
Proposed

Exposition Park / USC

Typical Cross Section on Exposition between Figueroa and Vermont



Existing



Proposed

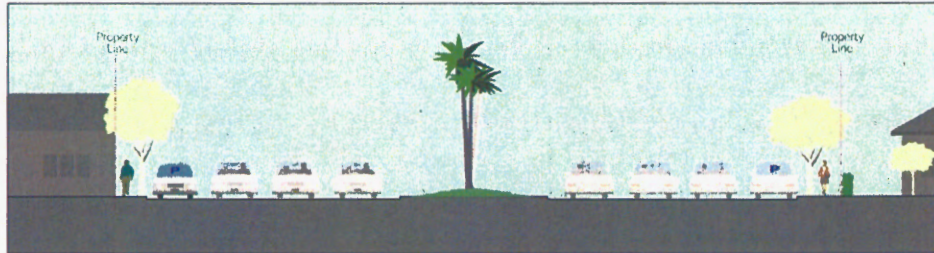
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CURRENT PROJECT RENDERINGS

 Los Angeles County Metropolitan Transportation Authority
Mid City / Exposition Light Rail Transit Project

Western

Typical Cross Section on Exposition Boulevard from Normandie to Western



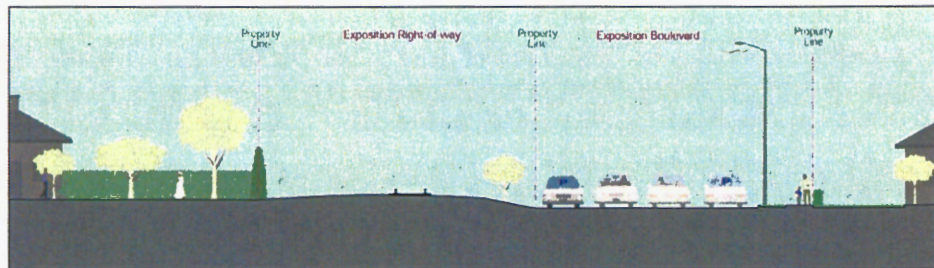
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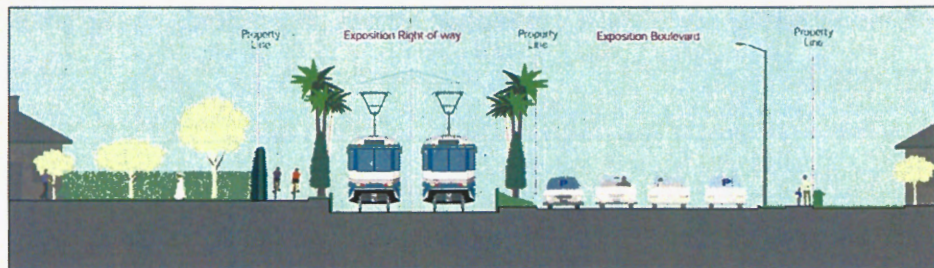
Proposed

Crenshaw

Typical Cross Section on Exposition Boulevard from Arlington to Crenshaw



Existing



Proposed

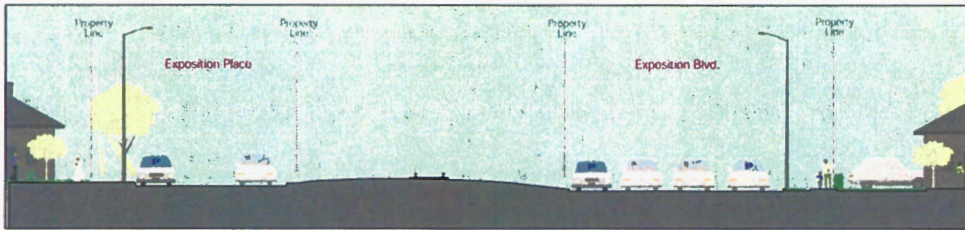
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CURRENT PROJECT RENDERINGS

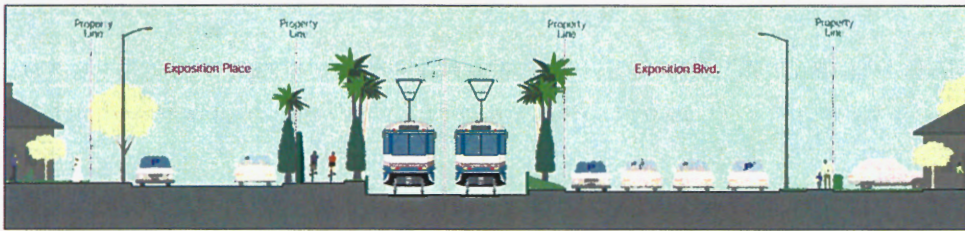
 Los Angeles County Metropolitan Transportation Authority
Mid City / Exposition Light Rail Transit Project

Dorsey

Typical Cross Section on Exposition (Boulevard and Place) from Crenshaw to Dorsey High



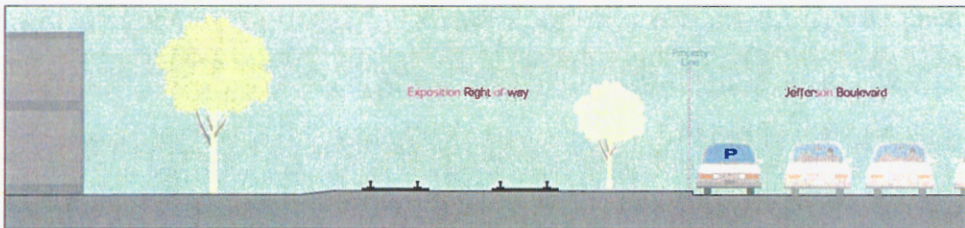
Existing



Proposed

La Cienega

Typical Cross Section on Jefferson from Hauser to La Cienega



Existing



Proposed

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[Faint, illegible text within a large rectangular frame, possibly representing a document or image placeholder.]

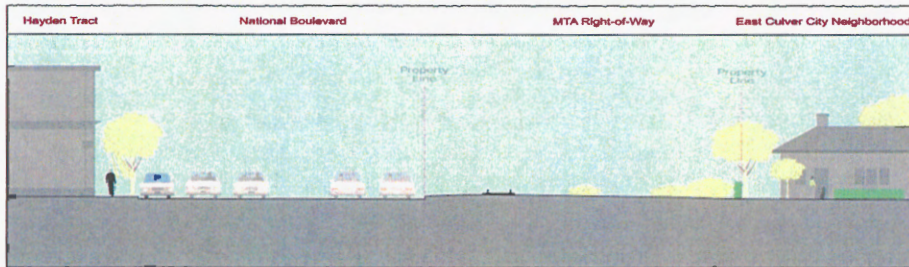


CURRENT PROJECT RENDERINGS

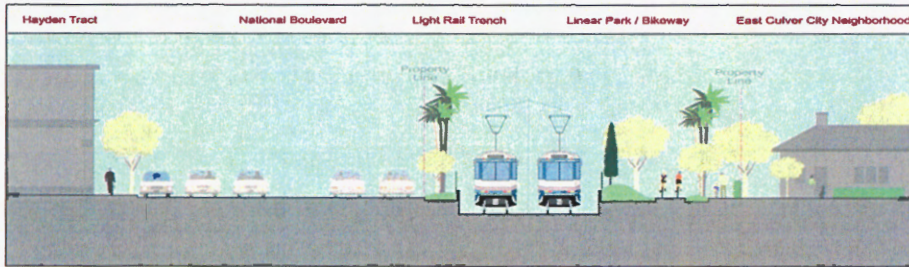
Los Angeles County Metropolitan Transportation Authority
Mid City / Exposition Light Rail Transit Project

East Culver City

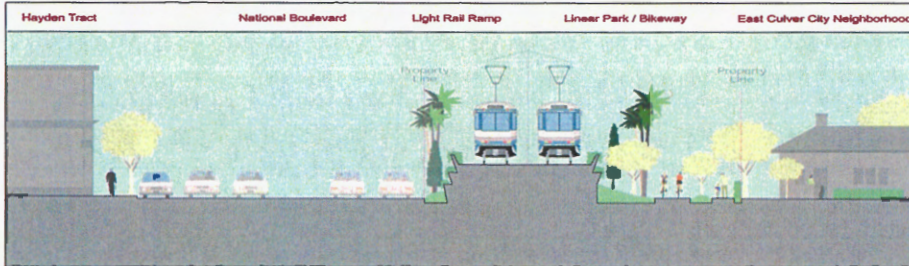
Typical Cross-Section on National from Ballona Creek to Washington Boulevard



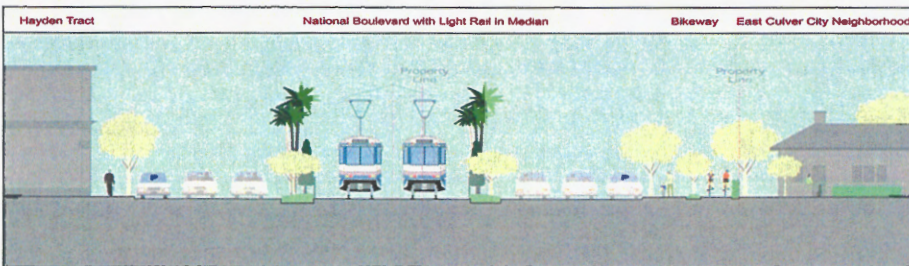
Existing



Proposed - Option A



Proposed - Option B



Proposed - Option C

1. Introduction

2. Methodology

3. Results

4. Discussion

5. Conclusion

6. References

7. Appendix

8. Glossary

9. Index

10. Bibliography

11. Acknowledgements

12. Author Biographies

13. Contact Information

14. Disclaimer

15. Copyright Notice

16. Privacy Policy

17. Terms of Service

18. About Us

19. Press Release

20. Media Kit

21. Investor Relations

22. Sustainability Report

23. Annual Report

24. Quarterly Earnings Call

25. Analyst Briefing

26. Product Demo

27. Webinars

28. Podcasts

29. Whitepapers

30. Case Studies

31. Press Photos

32. Social Media Strategy

33. Influencer Marketing

34. Public Relations

35. Crisis Management

36. Reputation Management

37. Branding

38. Marketing Campaign

39. Sales Strategy

40. Customer Support

41. User Manual

42. FAQ

43. Privacy Policy

44. Terms of Service

45. Contact Us

46. About Us

47. Careers

48. Investor Relations

49. Sustainability

50. Press Release

51. Media Kit

52. Investor Relations

53. Sustainability Report

54. Annual Report

55. Quarterly Earnings Call

56. Analyst Briefing

57. Product Demo

58. Webinars

59. Podcasts

60. Whitepapers

61. Case Studies

62. Press Photos

63. Social Media Strategy

64. Influencer Marketing

65. Public Relations

66. Crisis Management

67. Reputation Management

68. Branding

69. Marketing Campaign

70. Sales Strategy

71. Customer Support

72. User Manual

73. FAQ

74. Privacy Policy

75. Terms of Service

76. Contact Us

77. About Us

78. Careers

79. Investor Relations

80. Sustainability

81. Press Release

82. Media Kit

83. Investor Relations

84. Sustainability Report

85. Annual Report

86. Quarterly Earnings Call

87. Analyst Briefing

88. Product Demo

89. Webinars

90. Podcasts

91. Whitepapers

92. Case Studies

93. Press Photos

94. Social Media Strategy

95. Influencer Marketing

96. Public Relations

97. Crisis Management

98. Reputation Management

99. Branding

100. Marketing Campaign

101. Sales Strategy

102. Customer Support

103. User Manual

104. FAQ

105. Privacy Policy

106. Terms of Service

107. Contact Us

108. About Us

109. Careers

110. Investor Relations

111. Sustainability

112. Press Release

113. Media Kit

114. Investor Relations

115. Sustainability Report

116. Annual Report

117. Quarterly Earnings Call

118. Analyst Briefing

119. Product Demo

120. Webinars

121. Podcasts

122. Whitepapers

123. Case Studies

124. Press Photos

125. Social Media Strategy

126. Influencer Marketing

127. Public Relations

128. Crisis Management

129. Reputation Management

130. Branding

131. Marketing Campaign

132. Sales Strategy

133. Customer Support

134. User Manual

135. FAQ

136. Privacy Policy

137. Terms of Service

138. Contact Us

139. About Us

140. Careers

141. Investor Relations

142. Sustainability

143. Press Release

144. Media Kit

145. Investor Relations

146. Sustainability Report

147. Annual Report

148. Quarterly Earnings Call

149. Analyst Briefing

150. Product Demo

151. Webinars

152. Podcasts

153. Whitepapers

154. Case Studies

155. Press Photos

156. Social Media Strategy

157. Influencer Marketing

158. Public Relations

159. Crisis Management

160. Reputation Management

161. Branding

162. Marketing Campaign

163. Sales Strategy

164. Customer Support

165. User Manual

166. FAQ

167. Privacy Policy

168. Terms of Service

169. Contact Us

170. About Us

171. Careers

172. Investor Relations

173. Sustainability

174. Press Release

175. Media Kit

176. Investor Relations

177. Sustainability Report

178. Annual Report

179. Quarterly Earnings Call

180. Analyst Briefing

181. Product Demo

182. Webinars

183. Podcasts

184. Whitepapers

185. Case Studies

186. Press Photos

187. Social Media Strategy

188. Influencer Marketing

189. Public Relations

190. Crisis Management

191. Reputation Management

192. Branding

193. Marketing Campaign

194. Sales Strategy

195. Customer Support

196. User Manual

197. FAQ

198. Privacy Policy

199. Terms of Service

200. Contact Us

201. About Us

202. Careers

203. Investor Relations

204. Sustainability

205. Press Release

206. Media Kit

207. Investor Relations

208. Sustainability Report

209. Annual Report

210. Quarterly Earnings Call

211. Analyst Briefing

212. Product Demo

213. Webinars

214. Podcasts

215. Whitepapers

216. Case Studies

217. Press Photos

218. Social Media Strategy

219. Influencer Marketing

220. Public Relations

221. Crisis Management

222. Reputation Management

223. Branding

224. Marketing Campaign

225. Sales Strategy

226. Customer Support

227. User Manual

228. FAQ

229. Privacy Policy

230. Terms of Service

231. Contact Us

232. About Us

233. Careers

234. Investor Relations

235. Sustainability

236. Press Release

237. Media Kit

238. Investor Relations

239. Sustainability Report

240. Annual Report

241. Quarterly Earnings Call

242. Analyst Briefing

243. Product Demo

244. Webinars

245. Podcasts

246. Whitepapers

247. Case Studies

248. Press Photos

249. Social Media Strategy

250. Influencer Marketing

251. Public Relations

252. Crisis Management

253. Reputation Management

254. Branding

255. Marketing Campaign

256. Sales Strategy

257. Customer Support

258. User Manual

259. FAQ

260. Privacy Policy

261. Terms of Service

262. Contact Us

263. About Us

264. Careers

265. Investor Relations

266. Sustainability

267. Press Release

268. Media Kit

269. Investor Relations

270. Sustainability Report

271. Annual Report

272. Quarterly Earnings Call

273. Analyst Briefing

274. Product Demo

275. Webinars

276. Podcasts

277. Whitepapers

278. Case Studies

279. Press Photos

280. Social Media Strategy

281. Influencer Marketing

282. Public Relations

283. Crisis Management

284. Reputation Management

285. Branding

286. Marketing Campaign

287. Sales Strategy

288. Customer Support

289. User Manual

290. FAQ

291. Privacy Policy

292. Terms of Service

293. Contact Us

294. About Us

295. Careers

296. Investor Relations

297. Sustainability

298. Press Release

299. Media Kit

300. Investor Relations

301. Sustainability Report

302. Annual Report

303. Quarterly Earnings Call

304. Analyst Briefing

305. Product Demo

306. Webinars

307. Podcasts

308. Whitepapers

309. Case Studies

310. Press Photos

311. Social Media Strategy

312. Influencer Marketing

313. Public Relations

314. Crisis Management

315. Reputation Management

316. Branding

317. Marketing Campaign

318. Sales Strategy

319. Customer Support

320. User Manual

321. FAQ

322. Privacy Policy

323. Terms of Service

324. Contact Us

325. About Us

326. Careers

327. Investor Relations

328. Sustainability

329. Press Release

330. Media Kit

331. Investor Relations

332. Sustainability Report

333. Annual Report

334. Quarterly Earnings Call

335. Analyst Briefing

336. Product Demo

337. Webinars

338. Podcasts

339. Whitepapers

340. Case Studies

341. Press Photos

342. Social Media Strategy

343. Influencer Marketing

344. Public Relations

345. Crisis Management

346. Reputation Management

347. Branding

348. Marketing Campaign

349. Sales Strategy

350. Customer Support

351. User Manual

352. FAQ

353. Privacy Policy

354. Terms of Service

355. Contact Us

356. About Us

357. Careers

358. Investor Relations

359. Sustainability

360. Press Release

361. Media Kit

362. Investor Relations

363. Sustainability Report

364. Annual Report

365. Quarterly Earnings Call

366. Analyst Briefing

367. Product Demo

368. Webinars

369. Podcasts

370. Whitepapers

371. Case Studies

372. Press Photos

373. Social Media Strategy

374. Influencer Marketing

375. Public Relations

376. Crisis Management

377. Reputation Management

378. Branding

379. Marketing Campaign

380. Sales Strategy

381. Customer Support

382. User Manual

383. FAQ

384. Privacy Policy

385. Terms of Service

386. Contact Us

387. About Us

388. Careers

389. Investor Relations

390. Sustainability

391. Press Release

392. Media Kit

393. Investor Relations

394. Sustainability Report

395. Annual Report

396. Quarterly Earnings Call

397. Analyst Briefing

398. Product Demo

399. Webinars

400. Podcasts

401. Whitepapers

402. Case Studies

403. Press Photos

404. Social Media Strategy

405. Influencer Marketing

406. Public Relations

407. Crisis Management

408. Reputation Management

409. Branding

410. Marketing Campaign

411. Sales Strategy

412. Customer Support

413. User Manual

414. FAQ

415. Privacy Policy

416. Terms of Service

417. Contact Us

418. About Us

419. Careers

420. Investor Relations

421. Sustainability

422. Press Release

423. Media Kit

424. Investor Relations

425. Sustainability Report

426. Annual Report

427. Quarterly Earnings Call

428. Analyst Briefing

429. Product Demo

430. Webinars

431. Podcasts

432. Whitepapers

433. Case Studies

434. Press Photos

435. Social Media Strategy

436. Influencer Marketing

437. Public Relations

438. Crisis Management

439. Reputation Management

440. Branding

441. Marketing Campaign

442. Sales Strategy

443. Customer Support

444. User Manual

445. FAQ

446. Privacy Policy

447. Terms of Service

448. Contact Us

449. About Us

450. Careers

451. Investor Relations

452. Sustainability

453. Press Release

454. Media Kit

455. Investor Relations

456. Sustainability Report

457. Annual Report

458. Quarterly Earnings Call

459. Analyst Briefing

460. Product Demo

461. Webinars

462. Podcasts

463. Whitepapers

464. Case Studies

465. Press Photos

466. Social Media Strategy

467. Influencer Marketing

468. Public Relations

469. Crisis Management

470. Reputation Management

471. Branding

472. Marketing Campaign

473. Sales Strategy

474. Customer Support

475. User Manual

476. FAQ

477. Privacy Policy

478. Terms of Service

479. Contact Us

480. About Us

481. Careers

482. Investor Relations

483. Sustainability

484. Press Release

485. Media Kit

486. Investor Relations

487. Sustainability Report

488. Annual Report

489. Quarterly Earnings Call

490. Analyst Briefing

491. Product Demo

492. Webinars

493. Podcasts

494. Whitepapers

495. Case Studies

496. Press Photos

497. Social Media Strategy

498. Influencer Marketing

499. Public Relations

500. Crisis Management

501. Reputation Management

502. Branding

503. Marketing Campaign

504. Sales Strategy

505. Customer Support

506. User Manual

507. FAQ

508. Privacy Policy

509. Terms of Service

510. Contact Us

511. About Us

512. Careers

513. Investor Relations

514. Sustainability

515. Press Release

516. Media Kit

517. Investor Relations

518. Sustainability Report

519. Annual Report

520. Quarterly Earnings Call

521. Analyst Briefing

522. Product Demo

523. Webinars

524. Podcasts

525. Whitepapers

526. Case Studies

527. Press Photos

528. Social Media Strategy

529. Influencer Marketing

530. Public Relations

531. Crisis Management

532. Reputation Management

533. Branding

534. Marketing Campaign

535. Sales Strategy

536. Customer Support

537. User Manual

538. FAQ

539. Privacy Policy

540. Terms of Service

541. Contact Us

542. About Us

543. Careers

544. Investor Relations

545. Sustainability

546. Press Release

547. Media Kit

548. Investor Relations

549. Sustainability Report

550. Annual Report

551. Quarterly Earnings Call

552. Analyst Briefing

553. Product Demo

554. Webinars

555. Podcasts

556. Whitepapers

557. Case Studies

558. Press Photos

559. Social Media Strategy

560. Influencer Marketing

561. Public Relations

562. Crisis Management

563. Reputation Management

564. Branding

565. Marketing Campaign

566. Sales Strategy

567. Customer Support

568. User Manual

569. FAQ

570. Privacy Policy

571. Terms of Service

572. Contact Us

573. About Us

574. Careers

575. Investor Relations

576. Sustainability

577. Press Release

578. Media Kit

579. Investor Relations

580. Sustainability Report

581. Annual Report

582. Quarterly Earnings Call

583. Analyst Briefing

584. Product Demo

585. Webinars

586. Podcasts

587. Whitepapers

588. Case Studies

589. Press Photos

590. Social Media Strategy

591. Influencer Marketing

592. Public Relations

593. Crisis Management

594. Reputation Management

595. Branding

596. Marketing Campaign

597. Sales Strategy

598. Customer Support

599. User Manual

600. FAQ

601. Privacy Policy

602. Terms of Service

603. Contact Us

604. About Us

605. Careers

606. Investor Relations

607. Sustainability

608. Press Release

609. Media Kit

610. Investor Relations

611. Sustainability Report

612. Annual Report

613. Quarterly Earnings Call

614. Analyst Briefing

615. Product Demo

616. Webinars

617. Podcasts

618. Whitepapers

619. Case Studies

620. Press Photos

621. Social Media Strategy

622. Influencer Marketing

623. Public Relations

624. Crisis Management

625. Reputation Management

626. Branding

627. Marketing Campaign

628. Sales Strategy

629. Customer Support

630. User Manual

631. FAQ

632. Privacy Policy

633. Terms of Service

634. Contact Us

635. About Us

636. Careers

637. Investor Relations

638. Sustainability

639. Press Release

640. Media Kit

641. Investor Relations

642. Sustainability Report

643. Annual Report

644. Quarterly Earnings Call

645. Analyst Briefing

646. Product Demo

647. Webinars

648. Podcasts

649. Whitepapers

650. Case Studies

651. Press Photos

652. Social Media Strategy

653. Influencer Marketing

654. Public Relations

655. Crisis Management

656. Reputation Management

657. Branding

658. Marketing Campaign

659. Sales Strategy

660. Customer Support

661. User Manual

662. FAQ

663. Privacy Policy

664. Terms of Service

665. Contact Us

666. About Us

667. Careers

668. Investor Relations

669. Sustainability

670. Press Release

671. Media Kit

672. Investor Relations

673. Sustainability Report

674. Annual Report

675. Quarterly Earnings Call

676. Analyst Briefing

677. Product Demo

678. Webinars

679. Podcasts

680. Whitepapers

681. Case Studies

682. Press Photos

683. Social Media Strategy

684. Influencer Marketing

685. Public Relations

686. Crisis Management

687. Reputation Management

688. Branding

689. Marketing Campaign

690. Sales Strategy

691. Customer Support

692. User Manual

693. FAQ

694. Privacy Policy

695. Terms of Service

696. Contact Us

697. About Us

698. Careers

699. Investor Relations

700. Sustainability

701. Press Release

702. Media Kit

703. Investor Relations

704. Sustainability Report

705. Annual Report

706. Quarterly Earnings Call

707. Analyst Briefing

708. Product Demo

709. Webinars

710. Podcasts

711. Whitepapers

712. Case Studies

713. Press Photos

714. Social Media Strategy

715. Influencer Marketing

716. Public Relations

717. Crisis Management

718. Reputation Management

719. Branding

720. Marketing Campaign

721. Sales Strategy

722. Customer Support

723. User Manual

724. FAQ

725. Privacy Policy

726. Terms of Service

727. Contact Us

728. About Us

729. Careers

730. Investor Relations

731. Sustainability

732. Press Release

733. Media Kit

734. Investor Relations

735. Sustainability Report

736. Annual Report

737. Quarterly Earnings Call

738. Analyst Briefing

739. Product Demo

740. Webinars

741. Podcasts

742. Whitepapers

743. Case Studies

744. Press Photos

745. Social Media Strategy

746. Influencer Marketing

747. Public Relations

748. Crisis Management

749. Reputation Management

750. Branding

751. Marketing Campaign

752. Sales Strategy

753. Customer Support

754. User Manual

755. FAQ

756. Privacy Policy

757. Terms of Service

758. Contact Us

759. About Us

760. Careers

761. Investor Relations

762. Sustainability

763. Press Release

764. Media Kit

765. Investor Relations

766. Sustainability Report

767. Annual Report

768. Quarterly Earnings Call

769. Analyst Briefing

770. Product Demo

771. Webinars

772. Podcasts

773. Whitepapers

774. Case Studies

775. Press Photos

776. Social Media Strategy

777. Influencer Marketing

778. Public Relations

779. Crisis Management

780. Reputation Management

781. Branding

782. Marketing Campaign

783. Sales Strategy

784. Customer Support

785. User Manual

786. FAQ

787. Privacy Policy

788. Terms of Service

789. Contact Us

790. About Us

791. Careers

792. Investor Relations

793. Sustainability

794. Press Release

795. Media Kit

796. Investor Relations

797. Sustainability Report

798. Annual Report

799. Quarterly Earnings Call

800. Analyst Briefing

801. Product Demo

802. Webinars

803. Podcasts

804. Whitepapers

805. Case Studies

806. Press Photos

807. Social Media Strategy

808. Influencer Marketing

809. Public Relations

810. Crisis Management

811. Reputation Management

812. Branding

813. Marketing Campaign

814. Sales Strategy

815. Customer Support

816. User Manual

817. FAQ

818. Privacy Policy

819. Terms of Service

820. Contact Us

821. About Us

822. Careers

823. Investor Relations

824. Sustainability

825. Press Release

826. Media Kit

827. Investor Relations

828. Sustainability Report

829. Annual Report

830. Quarterly Earnings Call

831. Analyst Briefing

832. Product Demo

833. Webinars

834. Podcasts

835. Whitepapers

836. Case Studies

837. Press Photos

838. Social Media Strategy

839. Influencer Marketing

840. Public Relations

841. Crisis Management

842. Reputation Management

843. Branding

844. Marketing Campaign

845. Sales Strategy

846. Customer Support

847. User Manual

848. FAQ

849. Privacy Policy

850. Terms of Service

851. Contact Us

852. About Us

853. Careers

854. Investor Relations

855. Sustainability

856. Press Release

857. Media Kit

858. Investor Relations

859. Sustainability Report

860. Annual Report

861. Quarterly Earnings Call

862. Analyst Briefing

863. Product Demo

864. Webinars

865. Podcasts

866. Whitepapers

867. Case Studies

868. Press Photos

869. Social Media Strategy

870. Influencer Marketing

871. Public Relations

872. Crisis Management

873. Reputation Management

874. Branding

875. Marketing Campaign

876. Sales Strategy

877. Customer Support

878. User Manual

879. FAQ

880. Privacy Policy

881. Terms of Service

882. Contact Us

883. About Us

884. Careers

885. Investor Relations

886. Sustainability

887. Press Release

888. Media Kit

889. Investor Relations

890. Sustainability Report

891. Annual Report

892. Quarterly Earnings Call

893. Analyst Briefing

894. Product Demo

895. Webinars

896. Podcasts

897. Whitepapers

898. Case Studies

899. Press Photos

900. Social Media Strategy

901. Influencer Marketing

902. Public Relations

903. Crisis Management

904. Reputation Management

905. Branding

906. Marketing Campaign

907. Sales Strategy

908. Customer Support

909. User Manual

910. FAQ

911. Privacy Policy

912. Terms of Service

913. Contact Us

914. About Us

915. Careers

916. Investor Relations

917. Sustainability

918. Press Release

919. Media Kit

920. Investor Relations

921. Sustainability Report

922. Annual Report

923. Quarterly Earnings Call

924. Analyst Briefing

925. Product Demo

926. Webinars

927. Podcasts

928. Whitepapers

929. Case Studies

930. Press Photos

931. Social Media Strategy

932. Influencer Marketing

933. Public Relations

934. Crisis Management

935. Reputation Management

936. Branding

937. Marketing Campaign

938. Sales Strategy

939. Customer Support

940. User Manual

941. FAQ

942. Privacy Policy

943. Terms of Service

944. Contact Us

945. About Us

946. Careers

947. Investor Relations

948. Sustainability

949. Press Release

950. Media Kit

951. Investor Relations

952. Sustainability Report

953. Annual Report

954. Quarterly Earnings Call

955. Analyst Briefing

956. Product Demo

957. Webinars

958. Podcasts

959. Whitepapers

960. Case Studies

961. Press Photos

962. Social Media Strategy

963. Influencer Marketing

964. Public Relations

965. Crisis Management

966. Reputation Management

967. Branding

968. Marketing Campaign

969. Sales Strategy

970. Customer Support

971. User Manual

972. FAQ

973. Privacy Policy

974. Terms of Service

975. Contact Us

976. About Us

977. Careers

978. Investor Relations

979. Sustainability

980. Press Release

981. Media Kit

982. Investor Relations

983. Sustainability Report

984. Annual Report

985. Quarterly Earnings Call

986. Analyst Briefing

987. Product Demo

988. Webinars

989. Podcasts

990. Whitepapers

991. Case Studies

992. Press Photos

993. Social Media Strategy

994. Influencer Marketing

995. Public Relations

996. Crisis Management

997. Reputation Management

998. Branding

999. Marketing Campaign

1000. Sales Strategy

1001. Customer Support

1002. User Manual

1003. FAQ

1004. Privacy Policy

1005. Terms of Service

1006. Contact Us

1007. About Us

1008. Careers

1009. Investor Relations

1010. Sustainability

1011. Press Release

1012. Media Kit

1013. Investor Relations

1014. Sustainability Report

1015. Annual Report

1016. Quarterly Earnings Call

1017. Analyst Briefing

1018. Product Demo

1019. Webinars

1020. Podcasts

1021. Whitepapers

1022. Case Studies

1023. Press Photos

1024. Social Media Strategy

1025. Influencer Marketing

1026. Public Relations

1027. Crisis Management

1028. Reputation Management

1029. Branding

1030. Marketing Campaign

1031. Sales Strategy

1032. Customer Support

1033. User Manual

1034. FAQ

1035. Privacy Policy

1036. Terms of Service

1037. Contact Us

1038. About Us

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1040. Investor Relations

1041. Sustainability

1042. Press Release

1043. Media Kit

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1045. Sustainability Report

1046. Annual Report

1047. Quarterly Earnings Call

1048. Analyst Briefing

1049. Product Demo

1050. Webinars

1051. Podcasts

1052. Whitepapers

1053. Case Studies

1054. Press Photos

1055. Social Media Strategy

1056. Influencer Marketing

1057. Public Relations

1058. Crisis Management

1059. Reputation Management

1060. Branding

1061. Marketing Campaign

1062. Sales Strategy

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1108. Annual Report

1109. Quarterly Earnings Call

1110. Analyst Briefing

1111. Product Demo

1112. Webinars

1113. Podcasts

11

APPENDIX

COST AND BUDGET TERMINOLOGY

ESTIMATED PROJECT COSTS: Estimated project costs are based upon the current project cost estimates that are produced during the engineering design phase.

COMMITMENTS: The total of actual contract awards, executed change orders or amendments, approved work orders of Master Cooperative Agreements, offers accepted for purchase of real estate, and other LACMTA actions that will result in specific expenditures at a future time.

INCURRED COST: The total value of work performed to date of services received, and acquired materials or properties.

EXPENDITURES: The total dollar amount of checks written by LACMTA's Accounting department for contractor or consultant invoices, third party invoices, staff salaries, and closing payments for escrow accounts that is reported in LACMTA's Financial Information System (FIS).

CONSTRUCTION: Includes guideways, yards and shops, systems equipment, stations, and vehicles.

PROFESSIONAL SERVICES: Includes general engineering, construction management services, consultant design support services during construction, legal counsel, and agency (MTA staff) costs.

RIGHT-OF-WAY: Includes real estate appraisals, purchase cost of parcels, easements, right-of-entry permits, escrow fees, and tenant relocation.

UTILITY/AGENCY FORCE ACCOUNT: Includes work by outside agencies and utilities in design coordination and review.

CONTINGENCY: A fund established at the beginning of a project to provide for anticipated but unknown additional costs that may arise during the course of the project.

SPECIAL CONDITIONS: Includes utilities relocation, environmental compliance and mitigation, master cooperative agreements, insurance program, artwork, systems integration testing and pre-revenue operations.

APPENDIX

LIST OF ACRONYMS

AFE	Authorization For Expenditure
ATC	Automatic Train Control
CADD	Computer Aided Drafting and Design
CALTRANS	California Department of Transportation
CD	Calendar Day
CM	Construction Manager
CMAC	Congestion Mitigation Air Quality
CN	Change Notice
CO	Change Order
CPM	Critical Path Method
CPUC	California Public Utilities Commission
CR	Camera Ready
CTC	California Transportation Commission
CUD	Contract Unit Description
DB	Design/Build
DBB	Design/Bid/Build
DD	Design Development
DOT	Department of Transportation
DWP	Department of Water and Power
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPBM	Earth Pressure Balance Machine
FAR	Federal Acquisition Regulation
FD	Final Design
FEIS	Final Environmental Impact Statement
FEIR	Final Environmental Impact Report
FFGA	Full Funding Grant Agreement
FIS	Financial Information System
FSEIR	Final Supplemental Environmental Impact Report
FSEIS	Final Supplemental Environmental Impact Statement
FTA	Federal Transit Administration
FTE	Full Time Equivalent
GDSR	Geotechnical Design Summary Report
IFB	Invitation for Bid
IPO	Integrated Project Office
JV	Joint Venture
LA	Los Angeles
LABOE	Los Angeles Bureau of Engineering
LACFCD	Los Angeles County Flood Control District
LACMTA	Los Angeles County Metropolitan Transportation Authority
LADOT	Los Angeles Department of Transportation

APPENDIX

LIST OF ACRONYMS (Continued)

LADPW	Los Angeles Department of Public Works
LADWP	Los Angeles Department of Water and Power
LAUSD	Los Angeles Unified School District
LNTP	Limited Notice To Proceed
LONP	Letter Of No Prejudice
LPA	Locally Preferred Alternative
LRT	Light Rail Transit
L RTP	Long Range Transportation Plan
LRV	Light Rail Vehicle
MIS	Major Investment Study
MPSR	Monthly Project Status Report
MTA	Metropolitan Transportation Authority
N/A	Not Applicable
NEPA	National Environmental Protection Act
NPDES	National Pollution Discharge Elimination System
NTE	Not to Exceed
NTP	Notice To Proceed
OCIP	Owner-Controlled Insurance Program
P3	Primavera Project Planner® (scheduling software)
PC	Project Control
PE	Preliminary Engineering
PEER	Permit Engineering Evaluation Report
PIP	Project Implementation Plan
PM	Project Manager
PMA	Project Management Assistance
PMIP	Project Management Implementation Plan
PMOC	Project Management Oversight Consultant
PMP	Project Management Plan (manual)
P&P	Policies & Procedures
PR	Project Report
PSR	Project Study Report
QA	Quality Assurance
QAR	Quality Assurance Report
QC	Quality Control
QPSR	Quarterly Project Status Report
RAC	Review Advisory Committee
RAG	Rail Activation Group
RFC	Request For Change
RFP	Request For Proposal
ROD	Record Of Decision
ROD	Revenue Operations Date
ROM	Rough Order of Magnitude

APPENDIX
LIST OF ACRONYMS (Continued)

ROW	Right-Of-Way
SCAQMD	Southern California Air Quality Management District
SCE	Southern California Edison
SCRRA	Southern California Regional Rail Authority
SHA	State Highway Account
SHPO	State Historic Preservation Office
SIT	System Integration Testing
SOV	Schedule Of Value
SOW	Statement Of Work
SP	Special Provision
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TBD	To Be Determined
TBM	Tunnel Boring Machine
TCRP	Traffic Congestion Relief Program
TPSS	Traction Power Substation
TRACS	Transit Automatic Control System
UFS	Universal Fare System
USDOT	U.S. Department Of Transportation
VE	Value Engineering
WBS	Work Breakdown Structure
WP	Work Package