

Metro Transit Coalition to Reduce Climate Pollution for the 2028 Olympics and Beyond

FY24 Environmental Protection Agency's Climate Pollution Reduction Grants (CPRG) Program:
Implementation Grants General Competition

April 1, 2024

Budget Narrative



Measure T2: Decarbonize Passenger Transport Detailed Budget

The detailed budget for Measure T2 is provided in tabular format within the Detailed Budget Table attachment. The total for T2 amounts to \$237,949,937. Los Angeles County Metropolitan Transportation Authority (LA Metro) Divisions 7 and 18 Charging Infrastructure cost estimates are based on site-specific concept layouts for Divisions 7 and 18 and to support LA Metro's efforts to convert its entire fleet to zero-emission buses. LA Metro has been working on electrifying its fleet and divisions since 2018. Conceptual designs and cost estimates consider current and future market conditions, such as recent labor, material costs, and escalation. Furthermore, LA Metro has advanced Division 18 to a 60% level of design, which provides LA Metro with greater certainty of the project costs. Preliminary coordination with the electrical utility company that services Divisions 7 and 18 is also ongoing. The cost estimates were further informed by actual costs incurred for a similar project to install charging infrastructure at Division 9, which advanced to a 100% level of design and is currently in the bid/award phase for construction. LA Metro also retained a professional cost estimating and engineering consultant to prepare a 100% final design cost estimate for Division 9. Division 9 and Divisions 7 and 18 are based on the same design principles, including steel superstructures, overhead gantry systems, and pantograph chargers. Given the advanced level of design for Division 18, LA Metro uses a 20% price contingency for the project. LA Metro is assuming a 30% contingency for Division 7, considering the conceptual level of design. Budget information for the Sylmar Bus Yard was provided to LA Metro by the City of Los Angeles Department of Transportation and El Sol Shuttle Service by Los Angeles County Public Works.

PERSONNEL

The following existing LA Metro personnel will dedicate a portion of their time to project work to administer the Climate Pollution Reduction Grants (CPRG) program, facilitate project delivery, and track performance metrics defined by Priority Climate Action Plan (PCAP) Measure T2 for each funded infrastructure project. Total personnel costs for approximately two full-time equivalent (FTE) staff across six personnel amounts to \$1,420,194.

- > A Project Director (10% FTE) at an annual salary of \$175,000 with an annual 3% salary increase. Total cost for budget period is \$92,910.
- > A Project Manager (50% FTE) at an annual salary of \$150,000 with an annual 3% salary increase. Total cost for budget period is \$398,185.
- > An engineer (50% FTE) at an annual salary of \$125,000 with an annual 3% salary increase. Total cost for budget period is \$331,821.
- > A planner (50% FTE) at an annual salary of \$125,000 with an annual 3% salary increase. Total cost for budget period is \$265,457.
- > A financial analyst (25% FTE) at an annual salary of \$125,000 with an annual 3% salary increase. Total cost for budget period is \$165,910.
- > A project controls specialist (25% FTE) at an annual salary of \$125,000 with an annual 3% salary increase. Total cost for budget period is \$165,910.

FRINGE BENEFITS

Fringe benefits were calculated at a rate of 39.8% of an individual's salary, amounting to a total of \$565,237. The basis for computation is LA Metro's approved Federal Transit Authority (FTA) provisional rate for the identified personnel. Benefits include "medical or hospital care, pensions on retirement or death, compensation for injuries or illness resulting from occupational activity, or insurance to provide any of the foregoing; unemployment benefits; life insurance, disability insurance, sickness insurance, or accident insurance; vacation or holiday pay; defraying costs of apprenticeship or other similar programs; or other bona fide fringe benefits" ([FTA](#)). Fringe benefits do not include benefits required by other Federal, State, or local law.

TRAVEL

Travel costs were calculated at a rate of 500 miles per year at an amount of \$0.655/mile to account for local travel. No other costs for each type of travel are included or estimated to be required. Total travel costs amount to \$1,640.

EQUIPMENT

No equipment costs are included as the lead applicant, LA Metro, has all necessary equipment for grant delivery and does not expect a need to purchase any equipment.

SUPPLIES

No supply costs are included as the lead applicant, LA Metro, has all necessary supplies for grant delivery and does not expect a need to purchase any supplies.

CONTRACTUAL

LA Metro will procure five contracts, proposed at a total value of \$12,600,000.

- > A professional services contract will be procured to finalize the planning for LA Metro Division 7 services at a value of \$500,000.
- > A professional services contract will be procured to conduct environmental studies (Project Approval and Environmental Documentation (PA/ED) for LA Metro Division 7 at a value of \$600,000.
- > A professional services contract will be procured for final design and engineering (plans, specifications, and estimates) for LA Metro Division 7 at a value of \$2,000,000.
- > A professional services contract will be procured for construction management support services for LA Metro Division 7 at a value of \$9,000,000.
- > A professional services contract will be procured to conduct workforce development support at a value of \$500,000.

CONSTRUCTION

Total construction costs for LA Metro Division 7 and 18 infrastructure amounts to \$187,900,000.

> Division 7

- Civil and structural construction costs for the depot amount to \$60,000,000.
- Charging infrastructure for 60- to 200-kilowatt depot pantograph chargers amounts to \$53,400,000.
- Contingency costs for Division 7 construction amount to \$19,950,000 or 18% of total construction costs.

> Division 18

- Charging infrastructure for 60- to 200-kilowatt depot pantograph chargers amounts to \$54,550,000.

SUBAWARD PROJECTS TO IMPLEMENTATION AGENCIES

Two subawards for other members of the Metro Transit Coalition (Coalition) will be made at a total value of \$34,000,000. The Measure T2 subaward projects will be issued to:

- > Los Angeles Department of Transportation for the Sylmar Bus Yard Charging infrastructure at a value of \$28,000,000. The budget will go toward the installation and commissioning of 50 chargers and 100 dispensers at the Sylmar Bus Yard.
- > Los Angeles County Public Works for El Sol Shuttle zero-emission vehicles at a value of \$6,000,000. The budget will go toward the procurement and commissioning of six zero-emission vehicles for Los Angeles County Public Works.

DIRECT COSTS

Direct charges are equivalent to all the categories listed above (personnel, fringe benefits, travel, contractual, construction, and subawards) at a total value of \$236,487,071.

INDIRECT COSTS

Indirect charges are equivalent to the personnel and fringe calculation provided by the U.S. Environmental Protection Agency (EPA) in the Notice of Funding Opportunity (NOFO). The indirect rate of 73.86% is based on LA Metro's approved FTA rates.

Indirect Rate × (Personnel + Fringe Benefits) = Indirect Costs

$73.68\% \times (\$1,420,194 + \$565,237) = \$1,462,866$

Measure T5: Expand the Active Transportation Network Detailed Budget

The detailed budget for Measure T5 is provided in tabular format within the Detailed Budget Table attachment. The total for T5 amounts to \$70,987,363. For this measure, LA Metro has prepared a budget for staff administration of the grant and direct input from the sub-recipients, which include the City of Long Beach, the City of Pomona, the City of Anaheim, and ActiveSGV (a non-profit organization).

Cost estimates from the cities of Long Beach, Pomona, and Anaheim were prepared using the Associations for the Advancement of Cost Engineering's (AACE) Class 4 estimating method based on the conceptual design prepared by each of these cities for the proposed projects under Measure T5. The estimates consider current and future market conditions related to labor, materials, and escalation. Each city validated the conceptual designs costs based on experience completing projects of similar size and scope. Cost categories were reviewed by city staff and determined to be in alignment with industry standards for construction, and unique considerations were accounted for based on the project site. For example, traffic control costs are slightly escalated compared to other similar projects due to extreme fluctuations in traffic patterns during peak hours (e.g., events at the Honda Center or the Angels Baseball Stadium). The cities of Long Beach, Pomona, and Anaheim have a proven track record of delivering and accurately estimating similar types of projects in the past 5 years. The budget prepared by ActiveSGV aligns with EPA's budget table and is based on their current e-bike program. The quantities and costs are based on actuals for a similar scale program and actual expenses.

PERSONNEL

Similar to PCAP Measure T2, existing LA Metro personnel will dedicate a portion of their time to project work to administer the CPRG program, facilitate project delivery, and track performance metrics defined by PCAP Measure T5 for each funded infrastructure project. Total personnel costs for approximately two FTE staff across six personnel amounts to \$1,420,194. The list of staff positions by title, percentage of time assigned to the project, annual salary, annual salary increases, and total costs for the budget period for PCAP Measure T2 are the same for PCAP Measure T5 (refer to page 1).

FRINGE BENEFITS

The percentage, basis for computation, and the types of benefits included for PCAP Measure T2 are the same for PCAP Measure T5 (refer to page 2).

TRAVEL

The mileage and cost per mile for PCAP Measure T2 are the same for PCAP Measure T5 (refer to page 2).

EQUIPMENT

No equipment costs are included as the lead applicant, LA Metro, has all necessary equipment for grant delivery and does not expect a need to purchase any equipment.

SUPPLIES

No supply costs are included as the lead applicant, LA Metro, has all necessary supplies for grant delivery and does not expect a need to purchase any supplies.

CONTRACTUAL

Two contracts proposed at a total value of \$3,200,000.

- > A workforce development support contract at a value of \$500,000.
- > A contract to conduct operations and maintenance at 40 new Metro Bike Share station at a value of \$2,700,000.

CONSTRUCTION

Total construction costs for Metro Bike Share infrastructure amount to \$3,080,000.

- > Metro Bike Share
 - Site work construction costs amount to \$300,000.
 - Construction and installation costs for the 40 e-bike stations amount to \$2,280,000.

SUBAWARD PROJECTS TO IMPLEMENTATION AGENCIES

Five subawards (sub-grants to Coalition partners) will be made at a total value of \$59,357,426.

- > To the ActiveSGV non-profit for the e-bike program at a value of \$5,000,000. This budget will go toward the following:
 - \$2,190,000 for staff salaries and wages
 - \$438,000 for fringe benefits (e.g., medical, dental, vision, and retirement [20%])
 - \$5,000 for mileage for travel
 - \$147,000 for equipment that consists of printing, signage, mailers, electric pickup truck to transport equipment, canopies, tables, chairs, and portable battery storage
 - \$1,570,000 for e-mile/cargo bike incentives
 - \$650,000 for indirect costs at 15%
- > To the City of Anaheim for the Katella Pedestrian Bridge infrastructure at a value of \$15,457,426. This budget will go toward the following:
 - \$203,175 for five staff positions at 0.1 FTE for two and a half years
 - \$64,035 for fringe benefits at 30%
 - \$550,000 for project management
 - \$1,320,000 for engineering
 - \$13,145,000 for construction
 - \$450,216 for indirect costs at 3%
- > To the City of Long Beach for the Long Beach Boulevard Complete Streets infrastructure at a value of \$6,000,000. The budget will go toward construction costs.

- > To the City of Long Beach for the Ocean Boulevard Complete Streets (Rails to Sails) infrastructure at a value of \$19,000,000. The budget will go toward construction costs.
- > To the City of Pomona for the Garey Avenue Complete Streets infrastructure at a value of \$13,900,000. The budget will go toward the following:
 - \$533,250 for project administration
 - \$1,066,500 for engineering design and survey
 - \$10,665,000 for construction consisting of protected bike lanes, bulb outs and sidewalk, mid-block crossings, street tree and irrigation, pedestrian lighting, signage and striping, and traffic signal intersection upgrades
 - \$533,250 for construction inspection
 - \$1,066,500 for contingency

DIRECT COSTS

Direct charges are equivalent to all of the categories listed above (personnel, fringe benefits, travel, equipment, contractual, construction, and other) at a total value of \$66,824,497.

INDIRECT COSTS

Indirect charges are equivalent to the personnel and fringe calculation provided by EPA in the NOFO. The indirect rate of 73.86% is based on LA Metro's approved FTA rates.

Indirect Rate × (Personnel + Fringe Benefits) = Indirect Costs

$73.68\% \times (\$1,420,194 + \$565,237) = \$1,462,866$

Measure T6: Expand Transit Network and Increase Ridership Detailed Budget

The detailed budget for Measure T6 is provided in tabular format within the Detailed Budget Table attachment. The total for Measure T6 amounts to \$186,349,937. For this measure, LA Metro has prepared a budget for staff administration of the grant and direct input from the sub-recipients, which include Metrolink, Orange County Transportation Authority, Los Angeles Department of Transportation, and the San Gabriel Valley Council of Governments.

Metrolink's cost estimate is based on 60% design for the Balboa Double Track Extension and 30% design for the Lancaster Terminal Improvements. This estimate incorporates additional costs to account for current and future market conditions related to labor, material, and escalation. The level of contingency for these projects was recently updated to reflect the appropriate level of risk associated with these projects based on recent experiences.

Orange County Transportation Authority's cost estimate for the Harbor Boulevard Connected Bus Project was based on AACE Class 4 estimating method and conceptual design. The estimate considers current and future market conditions related to labor, materials, and escalation. The conceptual designs costs are based on experience completing projects of similar size and scope. Cost categories were reviewed by agency staff

and determined to be in alignment with industry standards for construction, and unique considerations were accounted for based on the project site.

The cost estimates for the Los Angeles Department of Transportation and San Gabriel Valley Council of Governments were prepared using parametric cost estimating methods. The projects are still in planning, and a high level of contingency was applied to the parametric costs to account for this early phase of the project.

PERSONNEL

The following existing LA Metro personnel will dedicate a portion of their time to project work to administer the CPRG program, facilitate project delivery, and track performance metrics defined by PCAP Measure T6 for each funded infrastructure project. Total personnel costs for approximately two FTE staff across six personnel amounts to \$1,420,194. The list of staff positions by title, percentage of time assigned to the project, annual salary, annual salary increases, and total costs for the budget period for PCAP Measure T2 are the same for PCAP Measure T6 (refer to page 1).

FRINGE BENEFITS

The percentage, basis for computation, and the types of benefits included for PCAP Measure T2 are the same for PCAP Measure T6 (refer to page 2).

TRAVEL

The mileage and cost per mile for PCAP Measure T2 are the same for PCAP Measure T6 (refer to page 2).

EQUIPMENT

No equipment costs are included as the lead applicant, LA Metro, has all necessary equipment for grant delivery and does not expect a need to purchase any equipment.

SUPPLIES

No supply costs are included as the lead applicant, LA Metro, has all necessary supplies for grant delivery and does not expect a need to purchase any supplies.

CONTRACTUAL

One contract is proposed at a total value of \$500,000.

> A workforce development support contract at a value of \$500,000.

CONSTRUCTION

As the lead applicant, LA Metro will not perform construction work to deliver Measure T6 project components. Construction costs will be incurred by subawards and are outlined in the “Other: Subaward Projects” section below.

SUBAWARD PROJECTS TO IMPLEMENTATION AGENCIES

Six subawards (sub-grants for other members of the Coalition) will be made at a total value of \$182,400,000.

- > To Metrolink (the Southern California Regional Authority) for the Balboa Double Track infrastructure as part of the Antelope Valley Line at a value of \$67,800,000. This budget will go toward construction, which includes items such as steel, concrete, masonry, metals, finishes, furnishings, electrical, customer information system, earthworks, utilities, railroad signals, and railroad track.
- > To Metrolink for the Lancaster Terminal Station infrastructure as part of the Antelope Valley Line at a value of \$49,200,000. This budget will go toward construction, which includes items such as steel, concrete, masonry, metals, finishes, furnishings, electrical, customer information system, earthworks, utilities, railroad signals, and railroad track.
- > To the Orange County Transportation Authority for the Harbor Boulevard Connected Bus Project sub-component at a value of \$4,400,000.
 - \$263,360 for the preparation of 100% plans, specifications, and estimates
 - \$240,000 for signal synchronization
 - \$165,140 for construction management
 - \$3,431,500 for construction and systems integration, including transit signal priority and intelligent transportation systems enhancements along the project corridors. The latter includes advanced traveler information systems; advanced transportation management technologies; infrastructure maintenance, monitoring, and condition assessment; advanced public transportation systems; and transportation system performance data collection, analysis, and dissemination systems.
 - \$300,000 for continuity testing and system evaluation
- > To the Los Angeles Department of Transportation for Transit Signal Priority infrastructure for the NextGen Project at a value of \$20,000,000. The budget will go toward the installation of transit signal priority communications devices at 1,000 intersections at a fully loaded unit cost of \$20,000 per intersection.
- > To the Los Angeles Department of Transportation for the Venice Boulevard Multimodal Improvements infrastructure at a value of \$20,000,000. The budget will go toward the installation of multimodal improvements for approximately 5 miles with a fully loaded unit cost of \$4,000,000 per mile.
- > To the San Gabriel Valley Council of Governments for the bus priority lanes infrastructure on Atlantic Boulevard, Garvey Avenue, and Holt Avenue at a value of \$21,000,000. The budget will go toward the installation of bus priority improvements for approximately 10.5 miles with a fully loaded unit cost of \$2,000,000 per mile.

DIRECT COSTS

Direct charges are equivalent to all of the categories listed above (personnel, fringe benefits, travel, contractual, construction, and other) at a total value of \$184,887,071.

INDIRECT COSTS

Indirect charges are equivalent to the personnel and fringe calculation provided by EPA in the NOFO. The indirect rate of 73.86% is based on LA Metro's approved FTA rates.

Indirect Rate × (Personnel + Fringe Benefits) = Indirect Costs

$73.68\% \times (\$1,420,194 + \$565,237) = \$1,462,866$

Federal and Non-Federal Cost Share

The Coalition members have identified various federal and non-federal sources to support the three Measures and their projects. Based on estimated project costs under each of the Measures, the total cost for the three Measures is \$748.2M (Measure T2: \$400M, Measure T5: \$79.6M, and Measure T6: \$268.6M). Around \$252.9M has been secured through Federal and Non-Federal sources (\$149.4M Federal and \$103.5M Non-Federal). Given the anticipated funding need, this CPRG application is requesting a total of \$495.3M to address around 66% of total project costs.

Section 1.b. Demonstration of Funding Need in the Project Narrative (Workplan) provides a description of the Federal and Non-Federal sources secured for each of these Measures (e.g., Federal Transit Administration [FTA] Low-or-No Emission Grant Program [Low-No] or California State Transportation Agency [CalSTA] Transit and Intercity Rail Capital Program [TIRCP], or LA County Regional Measure M).

Table 1. Federal and Non-Federal Cost Share

Measure	Total Project Cost	Federal Funds	Non-Federal	CPRG Funding Request
Measure T2: Decarbonize Passenger Transport	\$400.0M	\$147.5M	\$14.5M	\$238.0M
Measure T5: Expand the Active Transportation Network	\$79.6M	\$1.9M	\$6.7M	\$71.0M
Measure T6: Expand the Transit Network and Increase Ridership	\$268.6M	N/A	\$82.3M	\$186.3M
TOTALS	\$748.2M	\$149.4M	\$103.5M	\$495.3M