



Metro

Los Angeles County  
Metropolitan Transportation  
Authority  
One Gateway Plaza  
3rd Floor Board Room  
Los Angeles, CA

## Board Report

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**File #:** 2023-0675, **File Type:** Minutes

**Agenda Number:** 2.

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**REGULAR BOARD MEETING  
OCTOBER 26, 2023**

**SUBJECT: MINUTES**

**RECOMMENDATION**

APPROVE Minutes of the Regular Board Meeting held September 28, 2023.



## **MINUTES**

**Thursday, September 28, 2023**

**10:00 AM**

### **Board of Directors - Regular Board Meeting**

**DIRECTORS PRESENT:**

**Karen Bass, Chair  
Janice Hahn, Vice Chair  
Fernando Dutra, 2nd Vice Chair  
Kathryn Barger  
James Butts  
Jacquelyn Dupont-Walker  
Lindsey Horvath  
Paul Krekorian  
Holly J. Mitchell  
Ara J. Najarian  
Tim Sandoval  
Hilda Solis  
Katy Yaroslavsky  
Gloria Roberts, non-voting member**

**Stephanie Wiggins, Chief Executive Officer**

**CALLED TO ORDER: 10:11 A.M.**

**ROLL CALL**

1. APPROVED Consent Calendar Items: 2, 7\*, 8\*, 12, 13, 14, 15, 16, 17\*, 18, 22\*, 23\*, 24\*, 26, 27, 30, 33, 34, 35, 36, 37\*, 38, and 39.

Consent Calendar items were approved by one motion unless held by a Director for discussion and/or separate action.

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

*\*Voting Deviations:*

- Item 7 – the following Directors were conflicted: KB, LH, HJM, KY, and KRB.
- Item 8 – the following Directors were conflicted: JH, FD, KB, LH, and KRB.
- Item 17 – the following Directors were conflicted: JH, HJM, KY, and KRB.
- Item 22 – the following Directors were conflicted: JH, HS, and KRB
- Item 22 – the following Director voted no: LH
- Item 23 – the following Director was conflicted: LH.
- Item 24 – the following Directors were conflicted: HJM and KRB.
- Item 37 – the following Directors were conflicted: JH, KY, and KRB.

**2. SUBJECT: MINUTES 2023-0608**

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held July 27, 2023.

**3. SUBJECT: REMARKS BY THE CHAIR 2023-0609**

RECEIVED remarks by the Chair.

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
P	P	P	P	P	P	P	P	P	P	P	P	P

**4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER 2023-0610**

RECEIVED report by the Chief Executive Officer.

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
P	P	P	P	P	P	P	P	P	P	P	P	P

\*\*\*\*\*

KB = K. Barger	FD = F. Dutra	HJM = H.J. Mitchell	KY = K. Yaroslavsky
KRB = K.R. Bass	JH = J. Hahn	AJN = A.J. Najarian	
JB = J. Butts	LH = L. Horvath	TS = T. Sandoval	
JDW = J. Dupont Walker	PK = P. Krekorian	HS = H. Solis	

LEGEND: Y = YES, N = NO, C = CONFLICT, ABS = ABSTAIN, A = ABSENT, P = PRESENT

**7. SUBJECT: GROUP INSURANCE PLANS**

**2023-0504**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to renew existing group insurance policies covering Non-Contract and AFSCME employees, including long-term disability coverage for Teamster employees, and life insurance for all full-time Metro employees, for the one-year period beginning January 1, 2024.

**8. SUBJECT: LICENSE AGREEMENT WITH SOUTHERN CALIFORNIA EDISON FOR THE BLUE LINE STORAGE YARD LOCATED NEXT TO DIVISION 11 IN LONG BEACH**

**2023-0426**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO), or their designee, to execute a five (5)-year license agreement commencing November 1, 2023, with Southern California Edison, ("Licensor") for the 7.7 acre storage yard located next to Division 11 in Long Beach ("Edison Yard") at an annual rate of \$139,271.30 with escalations of five percent (5%) annually for a total license value of \$769,561.82 over the term.

**12. SUBJECT: LONE HILL TO WHITE DOUBLE TRACK PROJECT**

**2023-0281**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. EXECUTE Contract Modification No. 4 to Contract No. AE73891000 with Moffatt & Nichol for professional services and extend the period of performance from October 31, 2023, to December 31, 2024, in the amount of \$3,685,694, increasing the Total Contract Value from \$7,049,780 to \$10,735,474; and
- B. APPROVE programming an additional \$8,023,736 from \$10,500,000 to \$18,523,736 for professional services, Metro related expenses, and third-party services using Measure R 3% funds to achieve a shovel ready level.

**13. SUBJECT: METROLINK ANTELOPE VALLEY LINE**

**2023-0472**

APPROVED ON CONSENT CALENDAR:

- A. the reprogramming of \$1,682,842 unspent operating budget from FY23 to the Southern California Regional Rail Authority (SCRRA) for the FY24 Metrolink Antelope Valley Line (AVL) service restoration (Option 3), to start on October 23, 2023; and
- B. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements between Metro and SCRRA for the approved funding.

**13.1.SUBJECT: METROLINK ANTELOPE VALLEY LINE MOTION**

**2023-0628**

APPROVED Motion by Directors Najarian, Barger, Solis, and Krekorian that the Board direct the Chief Executive Officer to:

- A. Authorize up to \$600,000 in funding from Metro’s Regional Rail-specific revenue sources to conduct a feasibility study focused on reducing train horn noise at the Glendale Station. This study should be conducted in partnership with SCRRRA (METROLINK) and local jurisdictions;
- B. The study should include an assessment of near, medium, and long-term strategies to reduce train horn noise at the Glendale Station and along the AVL corridor where feasible, by focusing on identifying viable near-term operational strategies, low-cost, small-scale projects, and strategic partnerships to reduce train horn noise associated with current and planned additional service;
- C. Report back by April 2024 on the following:
  - 1. Status of the study and, if identified, any operational improvements that could be implemented sooner than later;
  - 2. Information on any opportunities that might come out of Los Angeles County’s Rail Crossing Elimination Master Plan - for which the County recently received federal grant funding - to mitigate impacts elsewhere in the Antelope Valley Line corridor, and;
  - 3. Update on performance and takeaways from the AVL service increases.

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

**14. SUBJECT: COUNTYWIDE CALL FOR PROJECTS**

**2023-0393**

APPROVED ON CONSENT CALENDAR:

- A. RECERTIFYING \$78.96 million in existing Fiscal Year (FY) 2023-24 commitments from previously approved Countywide Call for Projects (Call) and AUTHORIZING the expenditure of funds to meet these commitments;
- B. DEOBLIGATING \$2.36 million of previously approved Call funding, and hold in RESERVE;
- C. REALLOCATING:
  - 1. \$1.31 million of Call funds remaining in the City of Los Angeles Century

(continued on next page)

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City Urban Design and Pedestrian Connection Plan (Call #F1612), to the City of Los Angeles Exposition West Bikeway - Northvale Project (Call #F3514); and

2. \$13.39 million of Call funds in the City of Los Angeles: 1) Alameda Street Downtown LA - Goods Movement Phase 1 (Call #F5207), and 2) Alameda Street Improvements North Olympic Blvd to I-10 Freeway (Call #F9207) projects, to the City of Los Angeles 1) Boyle Heights Chavez Avenue Streetscape Pedestrian Improvements (Call #F3643), and 2) Soto Street Complete Streets (Call #F7109) projects;

D. changes to the scope of work for:

1. City of Lancaster - Medical Main Street (Call #F9131); and
2. County of Los Angeles - South Whittier Community Bikeway Access Improvements (Call #F9511);

E. AUTHORIZING the Chief Executive Officer (CEO) or their designee to:

1. Negotiate and execute all necessary agreements and/or amendments for previously awarded projects; and
2. Amend the FY 2023-24 budget, as necessary, to include the 2023 Countywide Call Recertification and Extension funding in the Subsidies budget;

F. RECEIVING AND FILING:

1. Time extensions for 87 projects; and
2. Reprogram for nine projects.

**15. SUBJECT: MEASURE M 3% LOCAL CONTRIBUTION GUIDELINES REVISIONS** **2023-0441**

ADOPTED ON CONSENT CALENDAR revised Measure M Guidelines, Section VIII - 3% Local Contribution to Major Transit Projects.

**16. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM & MEASURE R TRANSIT INVESTMENTS PROGRAM UPDATE - SOUTH BAY SUBREGION** **2023-0440**

AUTHORIZED ON CONSENT CALENDAR:

A. APPROVING:

1. Programming of an additional \$20,438,600 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Transportation System and Mobility Improvements Program (Expenditure Line 50);

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2. Programming of an additional \$11,856,223 within the capacity of Measure M MSP - South Bay Highway Operational Improvements Program (Expenditure Line 63);
3. Inter-program borrowing and programming of an additional \$8,864,097 from Transportation System and Mobility Improvements Program (Expenditure Line 50) to Measure M MSP - Transportation System and Mobility Improvements Program (Expenditure Line 66);
4. Reprogramming of two previously awarded projects in the Measure R South Bay Transit Investments Program; and

B. the CEO or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

**17. SUBJECT: VERMONT TRANSIT CORRIDOR**

**2023-0409**

APPROVED ON CONSENT CALENDAR:

- A. AWARDING AND EXECUTING up to a 60-month, firm fixed price Contract No. AE97976000 to Vermont Corridor Partners Joint Venture, a joint venture between AECOM Technical Services, Inc., Terry A. Hayes Associates, Inc., and RAW International, Inc., in the amount of \$55,668,537, to prepare the Planning and Environmental Study for the Vermont Transit Corridor, subject to resolution of any properly submitted protest(s), if any, and;
- B. AUTHORIZING the CEO to execute individual Contract Modifications within the Board-approved Contract Modification Authority.

**18. SUBJECT: AWARD RECOMMENDATIONS FOR VISIONARY SEED FUND COMPETITIVE GRANT PROGRAM**

**2023-0526**

APPROVED ON CONSENT CALENDAR:

- A. the recommended Visionary Seed Fund competitive grant program funding awards totaling \$2,559,090;
- B. AUTHORIZING the Chief Executive Officer (CEO) or her designee to negotiate and execute all necessary agreements for approved projects; and
- C. AUTHORIZING the CEO or her designee the authority to administratively approve minor changes to the scope of work of approved Visionary Seed Fund awards.

**22. SUBJECT: CONSTRUCTION MANAGEMENT SUPPORT SERVICES 2023-0412  
FOR THE SR91 PROJECTS**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. AWARD a cost-plus fixed fee contract, Contract No. AE94982, to Arcadis U.S. Inc, for Construction Management Support Services for State Route 91 (SR91) Projects, for the not-to-exceed amount of \$65,149,457.24, for a base term of seven (7) years-subject to resolution of any properly submitted protest(s), if any; and
- B. EXECUTE individual Task Orders and modifications within the Board approved not-to-exceed amount.

**23. SUBJECT: CONSTRUCTION MANAGEMENT SUPPORT SERVICES 2023-0163  
FOR METRO CAPITAL PROJECTS**

AUTHORIZED ON CONSENT CALENDAR:

- A. an increase to the total authorized funding for Contract No. AE76301MC081 with Zephyr Rail, for pending and future task orders to provide Construction Management Support Services (CMSS), in an amount not to exceed \$5,750,000.00, increasing the total contract value from \$3,519,211 to \$9,269,211; and
- B. the Chief Executive Officer to execute individual Task Orders (TOs) and Contract Modifications within the Board approved contract funding amount.

**24. SUBJECT: FUND ADMINISTRATOR FOR METRO PILOT BUSINESS 2023-0493  
INTERRUPTION FUND (BIF)**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to Execute Modification No. 9 to the Business Interruption Fund (BIF) Administration Services Contract No. PS56079000 with Pacific Coast Regional Small Business Development Corporation (PCR) in the amount of \$511,676 increasing the contract value from \$4,203,792 to \$4,715,468 to continue to serve as the fund administrator for Metro's Pilot BIF and extend the period of performance for up to six months (on a month to month basis) from November 1, 2023 to April 30, 2024.

**26. SUBJECT: CITY OF LOS ANGELES MASTER COOPERATIVE 2023-0560  
AGREEMENT**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute the Master Cooperative Agreement between the City of Los Angeles and the Los Angeles County Metropolitan Transportation Authority for a term of ten years.



**27. SUBJECT: CRENSHAW/LAX TRANSIT PROJECT**

**2023-0529**

AMENDED ON CONSENT CALENDAR the:

- A. Life-of-Project (LOP) Budget by \$299.9 million for the Crenshaw/LAX Transit Project (Project) from \$2,148 million to \$2,447.9 million, consistent with the provisions of the Board-adopted Measure R and Measure M Unified Cost Management Policy; and
- B. Fiscal Year 2024 budget by \$299.9 million from \$25.2 million to \$325.1 million for the Crenshaw/LAX Transit Project.

**30. SUBJECT: ANCILLARY AREAS MOTION**

**2023-0598**

APPROVED ON CONSENT CALENDAR Motion by Directors Bass, Horvath, Krekorian, Najarian, Solis, and Hahn that the Board direct the Chief Executive Officer to:

- A. Provide the Board with a current update on the status of the ancillary areas and their cleaning status;
- B. Develop a detailed plan to conduct daily inspections and cleaning of the ancillary areas across the Metro rail system. This plan is to include methods Metro will take to ensure the areas have been serviced by Metro staff;
- C. Ensure that once an ancillary area alarm has been activated, the audible notification continues until manually deactivated by Metro staff;
- D. Evaluate options to further secure these areas for their intended use while maintaining emergency access; and
- E. Report back to the Board in October and quarterly thereafter on the status of all the above, including an updated industrial hygienist audit within 12 months.

**33. SUBJECT: ENGINE ELECTRICAL WIRING HARNESS KITS**

**2023-0463**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a two-year, Indefinite Delivery, Indefinite Quantity (IDIQ) Contract No. SD105427000 to DSM&T Company, Inc. the responsive and responsible bidder for Electrical Wiring Harness Kits. The Contract one-year base amount is \$543,207.60 inclusive of sales tax, and the one-year option to extend the amount is \$543,207.60, inclusive of sales tax, for a total contract amount of \$1,086,415.20, subject to resolution of any properly submitted protest(s), if any.

**34. SUBJECT: BUS BATTERIES**

**2023-0425**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a two-year, Indefinite Delivery / Indefinite Quantity (IDIQ) Contract No. MA90333-2000 to Battery Power, Inc., the responsive and responsible bidder for Bus Batteries - 12V, Group 31. The contract one-year base amount is \$1,474,110.90 inclusive of sales tax, and the one-year option amount is \$1,474,110.90, inclusive of sales tax, for a total contract amount of \$2,948,221.80, subject to resolution of any properly submitted protest(s), if any.

**35. SUBJECT: PEST AND BIRD CONTROL SERVICES**

**2023-0481**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. AWARD a firm fixed unit rate Contract No. OP485050008370 to CDS Services Inc., the lowest responsive and responsible bidder, to provide pest and bird control services throughout Metro's facilities, rail cars, and non-revenue vehicles in the not-to-exceed (NTE) amount of \$2,988,462 for the three-year base, and \$2,090,150 for the one, two-year option, for a total combined NTE amount of \$5,078,612, effective November 1, 2023, subject to the resolution of any properly submitted protest; and
- B. EXECUTE individual contract modifications within the Board approved contract modification authority.

**36. SUBJECT: STAINLESS STEEL ANTI-GRAFFITI FILM INSTALLATION AND REPLACEMENT SERVICES FOR REGIONS 1 THROUGH 3**

**2023-0485**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. AWARD a firm fixed unit rate Contract No. OP964830008370, for Regions 1, 2, and 3 combined, to Graffiti Shield, Inc., to provide stainless steel anti-graffiti film installation and replacement services systemwide in the not-to-exceed (NTE) amount of \$15,722,845 for the three-year base, \$5,737,859 for option year one, and \$5,963,032 for option year two, for a combined NTE amount of \$27,423,736, effective December 1, 2023, subject to the resolution of any properly submitted protest(s); and
- B. EXECUTE individual contract modifications within the Board-approved contract modification authority.

**37. SUBJECT: ELEVATOR AND ESCALATOR MAINTENANCE SERVICES**

**2023-0491**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. EXECUTE Modification No. 14 to Contract No. OP710100003367 with Mitsubishi Electric USA, Inc. (MEUS) to perform comprehensive preventative maintenance, inspections, and repairs of elevators and

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escalators along with their associated systems and equipment in the amount of \$9,481,930, increasing the total not-to-exceed amount from \$110,310,554 to \$119,792,484 and extending the period of performance from November 1, 2023, to April 30, 2024; and

- B. EXECUTE individual contract modifications within the Board approved contract modification authority.

**38. SUBJECT: PURCHASE OF OCS WIRE INSTALLATION TRUCK** **2023-0499**

APPROVED ON CONSENT CALENDAR BY TWO-THIRDS VOTE OF THE BOARD:

- A. AUTHORIZING the Chief Executive Officer to award a firm fixed price contract, Contract No. DR97819000, to ZAGRO Bahn-und Baumaschinen GmbH, for one (1) Overhead Contact System (OCS) Wire Installation Truck for a firm fixed price of \$2,387,340.00, inclusive of sales tax, subject to resolution of any properly submitted protest(s) if any; and
- B. FINDING that there is only a single source of procurement for the item(s) set forth in Recommendation A above and that the purchase is for the sole purpose of duplicating or replacing supply, equipment, or material already in use, as defined under Public Utilities Code Section 130237.

**39. SUBJECT: MEMBERSHIP ON METRO'S WESTSIDE CENTRAL SERVICE COUNCIL** **2023-0455**

APPROVED ON CONSENT CALENDAR nominee for membership on Metro's Westside Central Service Council.

**42. SUBJECT: MICROTRANSIT PILOT PROJECT - PART B** **2023-0464**

AUTHORIZED AS AMENDED the:

- A. extension of the MicroTransit Pilot Program to allow the project team to move forward with a new operational business model to improve overall performance and support a more sustainable on-demand transit service program;
- B. Chief Executive Officer (CEO) to execute Modification No. 11 to Contract No. PS46292001 with RideCo., Inc., for the MicroTransit Pilot Project to extend the period of performance from October 1, 2023, through September 30, 2024, in an amount not to exceed \$14,120,992, increasing the Total Contract Value from \$43,225,766 to \$57,346,758; and

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- C. CEO to negotiate and execute a contract modification to extend Contract No. PS46292001 with RideCo, Inc., for an additional six months, if necessary, from October 1, 2024 through March 31, 2025, for demobilization, mobilization and deployment efforts utilizing funds to be requested during future fiscal year’s budget process.

APPROVED AS AMENDED Motion by Directors Najarian, Butts, Dutra, Hahn, and Barger that the Board direct the CEO to:

- A. Return to the Board by June 2024 with the recommendation of which zones are proposed to be discontinued or curtailed and to request the additional 6-month extension. The recommendation should include a thorough analysis of all zones with data driven metrics and KPIs outlined above, including data on demographics, as well as a plan of action that would address how service would be provided in discontinued zones where fixed bus routes were discontinued, and how the cost savings would be reinvested in operations including improving Micro Transit service in the remaining zones. Additionally, a review of the program should be presented which includes key characteristics of high performing and poorly performing zones, and how to increase the number of passengers linking Micro Transit and fixed route service.
- B. Implement those operational changes that could improve performance in low performing zones as soon as possible and increase marketing efforts to bolster community awareness of the program.
- C. Prior to raising fare to \$2.50, report back on the feasibility of incorporating Micro Transit services into the existing discount programs, including but not limited to Low Income Fare is Easy (LIFE), GoPass, Seniors, etc.

**HORVATH AMENDMENT:**

- A. Report back at six-month intervals with an update on the MicroTransit program, including but not limited to the effectiveness of the proposed cost and performance enhancements and the status of the new solicitation package.
- B. Report back on the feasibility of establishing a \$1.75 rate for riders connecting to other fixed-route Metro services.

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
Y	Y	A	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

**A. Conference with Legal Counsel - Existing Litigation - G.C. 54956.9(d)**

**(1)**

1. Daniel Gonzalez v. LACMTA, LASC Case No. 20STCV15314

APPROVED a settlement in the sum of \$750,000.

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
Y	Y	A	Y	Y	Y	Y	Y	A	Y	Y	Y	Y

2. Dora Lopez v. LACMTA, LASC Case No. 21STCV03110

APPROVED a settlement in the sum of \$300,000.

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
Y	Y	A	Y	Y	Y	Y	Y	A	Y	Y	Y	Y

**ADJOURNED AT 12:57 P.M.**

Prepared by: Mandy Cheung  
Administrative Analyst, Board Administration




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Collette Langston, Board Clerk

**September 2023 RBM Public Comments – Item 42**

**From:** [REDACTED]  
**Sent:** Tuesday, September 26, 2023 2:17 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Authorizing Extension of MicroTransit Pilot Program

**Attn: Board of Directors - Regular Board Meeting**

**Meeting Date: Thu. Sep. 28, 2023**

**Agenda Number: #42 - 2023-0464**

As a proud devoted constituent of the city of Los Angeles, specifically in the city of Burbank...by way of my hometown of Pasadena...I am simply writing to request that the Board of Directors vote YES to authorize the extension of the Micro Transit Pilot Program. Otherwise known as Metro Micro.

I have been a very active passenger with this public transportation service for at least the past 20 months. And due to the fact that there are no public bus routes within at least 3/4 of a mile of the specific area of Burbank that I reside. This Micro Transit service has been extremely essential in helping to provide myself effective transportation within my community. I started taking the Metro Micro service over a year ago once my own car became unable to drive any longer, and I could no longer afford the necessary repairs. And since I'm also partially disabled, the ability to catch a ride with the ADA van within a short walk is very convenient for myself. Not to mention the affordable cost of the rides is also very much appreciated.

Although I do plan to have use of my own car again in the near future to be able to travel around my extensive Los Angeles community. Continuing to provide this very helpful and effective public transportation service would be greatly appreciated. And I believe it will continue to be a valuable transportation resource for many others

within our local community, assuming the rates to ride do not go up too much in the future.

And special shout out to all the tremendous drivers within the Burbank-North Hollywood Zone.

**Steven, Claudia, Kevin B., Giovanni, Robert, Rogean, Sasha, Oscar, Naomi** and many others, keep up the great work and service you're providing to your community.

Best Regards,

A solid black rectangular redaction box covering the signature.

**For Metro Board of Directors Meeting, Sep 27, 2023**

**General Public Comment**

By [REDACTED] Lawndale Homeowner, Retired Aerospace Engineer

(See Honorable Board Clerk for contact information)

**Subject: C Line (Green Line) Extension Cost Effectiveness and Ridership**

**Purpose:** *If trains are to be built, I strive to determine the best train option.*

**New Acronym:** **GLT** for Green Line Team

**Key References**

*C Line (Green Line) Extension Draft Environmental Impact Report (DEIR)*

*DEIR, Non-CEQA Reports, CLGET Ridership Summary, Table 3-1, C-Line/K-Line Configuration C-2 (selected by the Metro Board recently)*

*“Update to C Line Extension to Torrance” memo from CEO and Chief Planning Officer to Metro Board of Directors, dated August 14, 2023 (Aug 14 letter)*

*DEIR, Section 2.4-3 Proposed Project - Construction Durations*

*DEIR, Table 2.4-1 Proposed Project - Construction Schedule*

*DEIR, Table 2.4-3 Hawthorne Option - Construction Schedule*

*DEIR Appendix 2-B Construction Methods Memo*

*DEIR Section 3.5-2.2.1 through 3.4-2.2.3 (pages 3.4-16 through 3.4-19), Construction Tables 3.5-7 through 3.5-9 for Proposed Project (PP or ROW), Trench Option, and Hawthorne Blvd Option.*



## **Green Line Extension Cost Effectiveness**

*In the C Line (Green Line) Extension Draft Environmental Impact Report (CLGET DEIR), Section ES.2-2, list of Project Objectives, the only reference to cost is “to provide a cost effective project.”*

*Metro Green Line Team (GLT) has previously defined cost effectiveness as cost per rider (cost/rider).*

*This presentation compares the relative cost effectiveness of two options, Hybrid Row and Hawthorne Blvd option. In a Comparison of Alternatives (DEIR Table ES-3, page ES-48), the “Proposed Project” a.k.a. ROW path, is unacceptable due to significant and unavoidable noise impact. The ROW path would also cause emergency responder delays at street crossings (ref. Aug 14 letter, pages 8-9). Hybrid ROW (previously called 170th/182nd grade separation option) and Hawthorne Blvd options do not degrade environment or safety that way.*

*Note that lowest cost option is not a project objective.*

**Summary: The Hawthorne Blvd option is more cost effective than Hybrid ROW option (by about 16%); for this and many other reasons, the Hawthorne Blvd option should be selected as the Green Line Extension Locally Preferred Alternative (LPA).**

## **Ridership**

*The metric which Metro uses in their ridership reporting is “boardings,” sometimes called “project trips.” In this case, that includes all riders who will use the two new stations in Redondo Beach and Torrance. In an attachment to the DEIR, Non-CEQA Reports, CLGET Ridership Summary, Table 3-1... C-Line/K-Line Configuration C-2 (selected by the Metro Board recently) Haw Blvd Project Trips/Boardings are forecast to be 35% higher than for ROW (15,648/11,579). To emphasize the obvious, more ridership means less traffic, less air pollution, and less green house gases.*

## **Project Option Cost Comparison**

*Metro Green Line Team would not provide details supporting their cost estimates despite my repeated requests.*

*Other sources were examined to compare option costs*

- Green Line DEIR physical construction tables*
- Updated Green Line train program schedules*
- Metro Green Line Team 2023 cost & 2024 budget*

## **Physical Construction Cost**

*Physical construction cost includes cost for BNSF freight rail work, utility work, excavation, build of new light rails and stations*

*Tables of physical construction schedules from inside the DEIR Section 2.4-3 and Appendix 2-B show labor required. I loaded the data into a spreadsheet and found the Haw Blvd option to require 14% more construction labor than ROW path.*

*In the Aug 14 memo, the Green Line staff provided a cost estimate of Hybrid ROW (\$2.23B) in their Aug 14 letter to the Board of Directors, an increase of 14% over ROW path. I assumed the 14% increase to apply for all aspects of the option, including construction labor, so that means the construction labor for Hybrid ROW and Haw Blvd are the same. I also assumed that the equipment required for both tasks is the same since the labor is similar.*

*Pause. I am not trying to determine actual cost in dollars. That would require burdened labor rates and more which I am assuming are insignificant differences between the options. I'm just trying to show the relative difference in cost items, like labor, to compare the relative cost.*

*Material cost is not so easy, clear as mud. The construction tables show material movement, that Haw Blvd option requires 1.5% more than plain ROW. If Hybrid ROW requires 14% more for everything, material movement would be 12% more than Haw Blvd; Hybrid ROW requires digging under two street crossings, so they probably remove more dirt than replace. Those trenches will*

*need concrete support walls and at-grade covers. Hybrid ROW would need more robust (I assume) sound/safety walls all along the neighborhoods than for Haw Blvd, where the noise level is higher than in the neighborhoods. It seems like the elevated Haw Blvd structures would need more concrete for the elevated structure, but Hybrid ROW has to move/reset the BNSF tracks and multiple petrochemical pipelines. I assume special materials are required for freight and light rail substructure, and this offsets the extra concrete for Haw Blvd. The Hybrid ROW physical construction schedule estimate, new in the Aug 14 memo, is 15 months longer than Haw Blvd. Due to offsetting but different issues, I assume material cost is similar enough between the two options to assume they are the same.*

*With those numerous assumptions, I conclude that the physical construction cost for Hybrid ROW and Haw Blvd option are the same.*

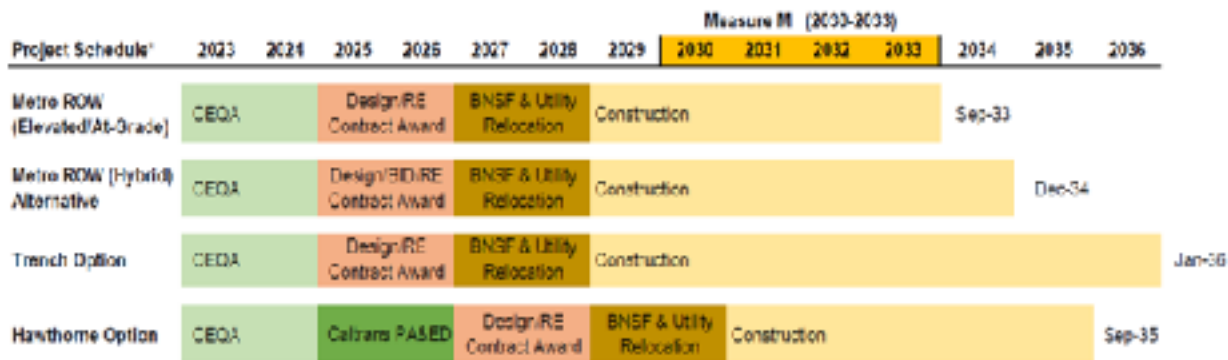
*AND I said for months, often over the phone during Metro Committee meetings, that the ROW was defective, Metro's fix was the 170th/182nd Grade-separated option, and that extra cost to fix (14%) would make the construction cost about the same as for Haw Blvd. My rationale for 14% higher than ROW was based on the construction table for Trench option, which is about 66% higher than ROW. I estimated that the 170th/182nd Grade-separated option would have to trench about 1/4 as much as Trench option, 1/4 of 66% is 16.5% versus the Hybrid ROW increase of 14%. This supports my rationale for scaling most of Hybrid ROW by 14%.*

*Aside. If you have read this far, thank you. It's taken me months to get this far - no help from the GLT.*

### **Total Project Cost**

*To assess total project cost, let's look at the GLT's project schedule of the train options for cost elements and build on the Hybrid ROW cost for an estimate of Haw Blvd cost.*

*(see schedule graph below, from Aug 14 letter to Metro Board)*



Source: Metro, STV, and Jacobs

*All four train options contain cost elements of CEQA, Design/ Bid, BNSF & Utilities, Construction.*

*ROW and Trench are scored environmentally defective in the DEIR, relative to Hybrid ROW and Haw Blvd, so are not evaluated.*

*The CEQA is the same cost for all options, & final EIR will be finished next year.*

*Physical Construction (BNSF, utilities, and construction) are the same for Hybrid and Haw Blvd, consistent with the DEIR construction tables, as explained above. Note that the Hybrid ROW construction schedule is 15 months longer than for Haw Blvd.*

*I assume the Design & bid work are the same (there is margin in the budget if not, which I discuss later).*

**Caltrans** Project Approval & Env Document (PA&ED) is an additional cost for Haw Blvd. I used the Green Line CEQA team labor burn rate for the past two years (\$41M/year) and doubled for a similar Caltrans team, that is 164M total, which seems generous since the EIR will be finished before the Caltrans work. The Aug 14 letter made some unbelievable statements about the Caltrans work which I will rebut below (after Conclusions).

**Inflation** due to Haw Blvd extended schedule of 21 months at 3.5%/yr (Metro rate) is 144M.

**Property Acquisition** The Aug 14 memo says, “Several commercial properties needed to construct and operate Project located adjacent to I-405 and [the west side] of Haw Blvd [between 162nd Street north to the southbound Haw Blvd off ramp from the I-405].” How much should I book for that? How about \$11M? I think that’s too much, but it’s less than 1/2 a percent of the 2.23B Hybrid ROW, so it’s negligible.

**Total add-ons** to Hybrid ROW to get Haw Blvd option cost estimate are

Caltrans: 164M

Inflation: 144M

Prop Acquisition: 11M

Total Add-ons: 319M

Hybrid ROW: 2230M

Haw Blvd est: 2549M

**My Haw Blvd option cost estimate of 2.55B is 14% higher than for Hybrid ROW**

### **Hawthorne Blvd Total Project Cost Estimate Perspective**

My estimate, with my sources and assumptions, are explained in detail, all derived from GLT processes, is \$410M less than the GLT estimate of \$2.96B, without any of their details explained (and, no, add-ons for risk and inflation common to all cost estimates are not distinguishing details).

We have no idea where the GLT thought they needed another \$410M above my add-ons. But just for fun, let’s put that number into perspective. An open position for Caltrans Senior Transportation Engineer at top salary is about \$163K/year ( I assume that is industry standard). I added 50% for benefits (still trying to get a number from Caltrans) and 100% for overhead. That’s \$408K/year. So what I will call the Green Line Team’s overestimate for Haw Blvd of \$410M is 1000 years of Senior

*Transportation Engineering-level labor, a millennium of labor. Where in the world do they think they need a millennium of labor? Remember my assumption that the Design/Bid schedule cost element was about the same for Hybrid ROW and Haw Blvd? If you spread the millennium of labor over four years of Design/Bid and Caltrans work (beyond my generous allocation of 200 heads/year), that is 250 heads/year for four years. Really? **And this is where I claim that the Green Line Team's cost estimates for the Hawthorne Blvd option fail my test of reasonableness: their estimate is much too high relative to their estimate for the Hybrid ROW.***

### **Conclusions**

***For 14% more cost for Haw Blvd option over Hybrid ROW, ridership is 35% higher.***

***Haw Blvd option cost/rider is less than, better than for Hybrid ROW (by about 16%).***

***Haw Blvd option is more cost effective than Hybrid ROW and satisfies the Green Line cost effectiveness project objective better. For this and many other reasons, the Hawthorne Blvd option should be selected as the Green Line Extension Locally Preferred Alternative (LPA).***

### **Bonus Comments for the Committed**

#### *About Metro-Caltrans work*

*The Aug 14 letter made some unbelievable statements about the Caltrans work required for the Haw Blvd Path which I will rebut now. On page 10, discussing Haw Blvd option, "Caltrans has not yet approved an encroachment permit and would require Metro to complete federal environmental documentation per the National Environmental Policy Act (NEPA) before Caltrans would consider approval of an encroachment permit."*

*This is highly disingenuous. First of all, of course Metro as not acquired the Caltrans encroachment permit. They have not performed the work required or paid Caltrans to review an application, if even filed yet.*

*Secondly, when Metro asked Caltrans to comment on the Green Line Extension program, Caltrans responded with two letters from Caltrans CEQA Branch Chief Miya Edmonson, one before the DEIR to Dolores Royal Saltaralli dated Feb 25, 2021, and one after the DEIR was published, to Georgia Sheridan dated March 24, 2023. Neither letter mentioned NEPA. It may be required, but neither letter said Caltrans "... would require Metro to complete federal environmental documentation per the National Environmental Policy Act (NEPA) before Caltrans would consider approval of an encroachment permit."*

*The Aug 14 memo continues, "This would add approximately two additional years of planning work." No big deal. It's in the schedule, I booked 400 years of senior transportation engineering-level work for that, probably over booked.*

*The Aug 14 memo continues, "The lack of approval from Caltrans on the Hawthorne option poses a significant risk to the Project implementation."*

*Nice try. To learn more about encroachment permits, especially around a freeway, I communicated with a coordinator of the I-5 North County Enhancements Project. They acquired numerous Caltrans encroachment permits, and no problems were noted.*

*I reported all this to the Metro Construction Committee meeting on September 21, that the Aug 14 memo made misleading statements about Caltrans requiring NEPA review. Secondly, stating the obvious, Metro and Caltrans work with each other all the time. CEO Wiggins and Caltrans District 7 Director Roberts attend every Metro Committee meeting (although Director Roberts had a sub that day). I said to the Committee that, if I could ask questions of the Green Line Team presenting in the next meeting to occur in a few minutes (Executive Management Committee), I would ask them to cite examples*

*where Metro and Caltrans could not agree on a project to the extent that the project was stopped. The risk sounds overstated.*

*And since the ROW path crosses State Route 107, a Caltrans ROW, I assume that a Caltrans encroachment permit would be required for the Green Line ROW.*

### **Parking**

*The Aug 14 memo says, page 11, for the Haw Blvd option that about 20 parking spaces would be lost [in the median of Haw Blvd]. This is also mentioned in the DEIR Executive Summary Section ES.2-3.3. OK, Green Line Team, if this is so noteworthy that it belongs in the Executive summary, page 29 of a 1008-page DEIR, and the Aug 14 update summary memo, where is your mitigation plan? This is just another example of the many cheap shots that the GLT has taken against the Haw Blvd option (or if positive for the Haw Blvd option, like ridership, the data is suppressed). In neither reference above do they mention the capacity of parking in the area, which in the median and along Hawthorne Blvd is 310 spaces. So 20 spaces lost is about 6% of total available public parking. To discover this, (I live down the street so I have counted them) you have to go to DEIR Non-CEQA Documents, Transportation Detail Report, Section 3, to discover total available public parking. No mitigation plan. No assessment of ample parking on private commercial property available to customers either. And no assessment of utilization, which during normal business hours on weekdays is less than half for both public and private capacity. Nevertheless, during walks with GLT staff along Haw Blvd (spring 2022), before we knew the number of spaces which would be lost (and I give credit to the design team for keeping the number low), I made suggestions about how more parking space could be created to offset any loss. For example, there is a half lot on the west side of Haw Blvd south of 169th Street which has been vacant for over 30 years. So we can remain calm. This is not Parking Armageddon.*



### **Cost of the BNSF ROW**

*By the way, a frequent argument for the ROW option is that the ROW has already been purchased. But nobody at Metro seems to know how much it cost. Not an Executive Officer of Transit Asset Management, her contacts, nor Metro records. I suspect that is a negligible amount compared to the total project, which would make that argument in favor of ROW path meaningless.*

### **Questions?**

*As I noted earlier, the Honorable Board Clerk has my contact information, and Metro Board of Directors and their staff are welcome to contact me about this report.*