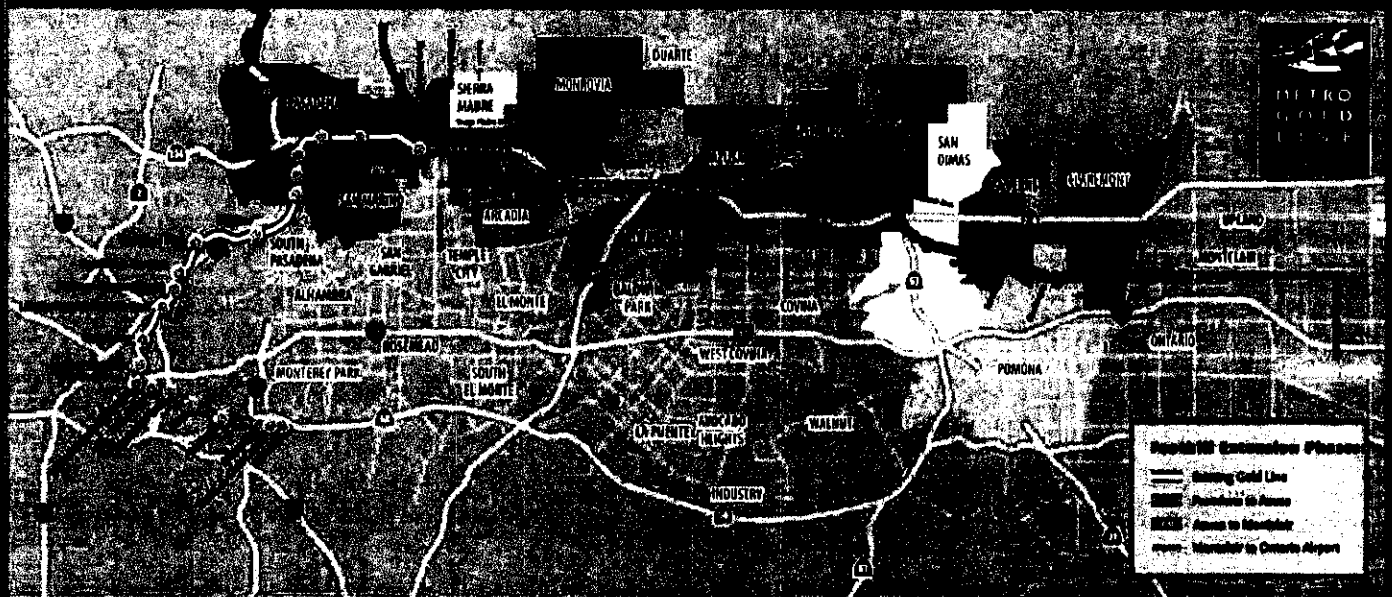


Metro Gold Line Foothill Extension Project

Monthly Project Status Report

December 2011



Metro Gold Line Connecting Los Angeles, the San Gabriel Valley and Inland Empire



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FOOTHILL EXTENSION PROJECT DESCRIPTION

The Authority's mandate is to plan, design and construct a 37-mile light rail link between Downtown Los Angeles and Claremont. In addition, the San Bernardino Associated Governments (SANBAG) has requested that planning be extended one mile inside San Bernardino County to the City of Montclair and then to Ontario Airport.

The Metro Gold Line Phase II (Foothill Extension) corridor includes the cities of Pasadena, Arcadia, Monrovia, Duarte, Irwindale, Azusa, Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair; and the counties of Los Angeles and San Bernardino (Figure 1). The Foothill Extension is estimated to cost approximately \$1 billion.

The Foothill Extension will be built in two segments to align effectively with projected cash flows and financial capacity constraints. The first segment is defined from the Sierra Madre Villa Station in Pasadena to the city of Azusa. Revenue service along this segment is planned for the year 2015. The second segment would include an extension from Azusa to the City of Montclair with revenue service projected for the year 2017 and the third segment will be comprised of an extension from Montclair to the Ontario Airport.

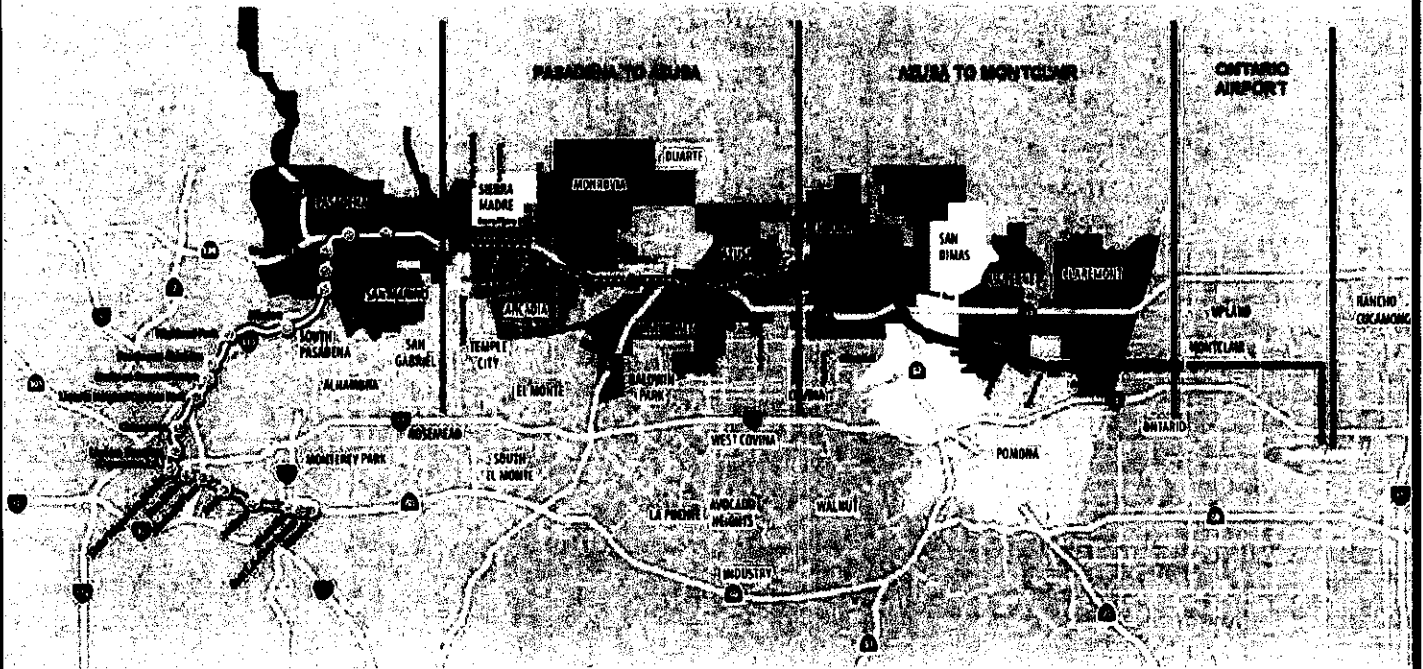


Figure 1: Metro Gold Line Foothill Extension Alignment



Pasadena to Azusa Segment

MANAGEMENT ISSUES

Funding Agreement

The Foothill Extension Funding Agreement with Metro indicates that the Authority must acquire 50% of the land required for the Maintenance & Operations (M&O) Facility. Monrovia Redevelopment Agency (MRA) currently owns more than 50% of this land, which would enable the Authority to satisfy the Funding Agreement condition. The Authority has reached an agreement for acquisition of the property with MRA staff, which was approved by the Board of Directors. However, due to a decision issued by the California Supreme Court eliminating redevelopment agencies, the Authority and MRA are unable to complete the agreement at this time. Metro's Board of Directors approved an amendment to this agreement at their meeting on October 27, 2011 that increases the funding cap until the MRA property can be acquired. This increase allowed the Authority to issue an Interim Notice to Proceed to the C1135 design-build contractor on November 3rd. An executed purchase and sale agreement or an order for possession is required to release the escape clause requiring at least 50% of the property for the M&O Facility.

Legal Challenge of SEIR

On February 17, 2011, Excalibur Property Holdings LLC and George Brokate (Excalibur) filed a petition for writ of mandate against the Metro Gold Line Foothill Extension Construction Authority's decision to approve certain modifications to Phase 2A of the Foothill Extension. The petition alleges that the Authority failed to comply with the California Environmental Quality Act (CEQA), and has been amended to name the Los Angeles Metropolitan Transportation Authority as a real party in interest. The petitioner served the Authority with the lawsuit on February 24, 2011. The writ hearing was held on October 25, 2011 and the final decision was ruled in the Authority's favor. However, Excalibur submitted a motion to vacate the favorable ruling and replace with a ruling that the SEIR did not comply with CEQA. On December 29, 2011 the judge granted the Excalibur motion on the basis that the Irwindale alternative studied in the SEIR was not located in Phase 2A of the project. On January 3, 2012 the Authority submitted an objection to the vacation informing the judge that the Irwindale alternative is located in Phase 2A. A hearing is set for January 31, 2012 for the judge to evaluate the Authority's objection to the vacation.

Acquisition of M&O Facility Property

Metro's Funding Agreement requires an executed agreement or order for possession of at least 50% of the property required for the M&O Facility. Authority staff is proceeding with the real estate acquisition process and the Authority Board of Directors authorized the use of eminent domain at its July 27, 2011 meeting for the private property and at its December 21, 2011 meeting for the Monrovia and Monrovia Redevelopment Agency property.

Design-Build Lawsuit

Excalibur Property Holdings LLC and George Brokate (Excalibur) filed a lawsuit claiming that the Authority does not have the authority to issue design-build contracts. The court denied Authority's request to dismiss case prior to hearing. The hearing for this lawsuit is scheduled for February 22, 2012.



KEY ACTIVITIES COMPLETED THIS PERIOD

Staff continued to attend coordination meetings with cities along the alignment.

All public grade crossing applications have been approved by the California Public Utilities Commission (CPUC).

Held regular coordination meetings with the C1134 (DB1) design-build contractor and participated in construction site visits

Continued construction work on Iconic Freeway Structure:

- Completed construction of all three architectural bridge columns
- Began installation of formwork for Abutment No. 1
- Completed construction of foundation piles and footing for Abutment No. 4
- Prepared for construction of temporary falsework and bridge superstructure
- Skanska reports the following safety statistics for the month of December:
 - No safety incidents recorded
 - 4,562 hours performed by Skanska
 - 29,375 total work hours performed
 - 0 Recordable Incidents reported
- Skanska reports the following SBE statistics for the month of December:
 - Current SBE commitment: \$1.4 million
 - SBE percent estimated versus value of Project: 8%
 - Overall Authority Project SBE goal: 16%

Authority staff continues to meet with Metro staff to review and discuss the following items:

- Review of status of Pasadena to Azusa segment

IBI Group performed geotechnical field investigation and began development of advanced conceptual engineering of parking structure facilities

Held regular Task Force meetings with the C1135 (DB2) contractor, Foothill Transit Constructors

Received the following submittals form the C1135 (DB2) contractor:

- Track mainline 60%
- Special trackwork details 60%
- Citrus, Palm, and Foothill FRT 30% design
- Citrus, Palm, and Foothill LRT 30% design



KEY FUTURE ACTIVITIES

Continue discussions with corridor cities regarding station parking facilities

Continue management of the IFS contract, which will include evaluation of design and construction submittals

Continue management of the Alignment contract, which will include evaluation of design and project management submittals

Certify Supplemental Environmental Impact Report (SEIR) No. 2

Continue to attend to any issues that may come up by the cities along the alignment

Finalize the following property acquisitions:

- **Arcadia:**

1. Parcels 701 and 702 (Arboretum, TPSS 01) – Purchase agreement complete. Licensing agreement approved. County Board of Supervisors to authorize purchase in early March.
2. Parcel 1206 (TPSS 02) – Street Vacation – Working with City of Arcadia to acquire.
3. Parcel 1402 (3rd Avenue) – Street Vacation – Working with City of Arcadia to acquire.

- **Monrovia:**

1. Parcel 1602 (1401 Los Robles Ave, TPSS 03) – Purchase agreement complete, out for signatures.
2. Parcels 21A01 – 21A05 (Agency-owned M&O parcels) – Condemnation papers filed with court.
3. Parcel 21A10 Hoffman/Linsalato (1630 S. California Avenue) – In escrow.
4. Parcel 21A15 - Excalibur (520-622 E. Evergreen Avenue) – Possession likely 6/1/2012.
5. Parcel 21A21 - City-owned street (North Duarte Avenue) – Condemnation papers filed with court.

- **Duarte:**

1. Parcel 2203 (1806 Mountain Avenue, Duarte) – Price and Terms agreement.
2. Parcel 2204 (1812 Mountain Avenue, Duarte) – Price and Terms agreement.
3. Parcels 2801 and 2802 (Cal Am Water, TPSS 05) – Price and Terms agreement.
4. Parcel 2803 (Access Easement, TPSS 05) – Property owner contacted. Appraisal in process.
5. Parcel 2804 (Access Easement, TPSS 05) – Property owner contacted. Appraisal in process.

- **Irwindale:**

1. Parcel 3302 (Irwindale Station Parking) – Under negotiation.

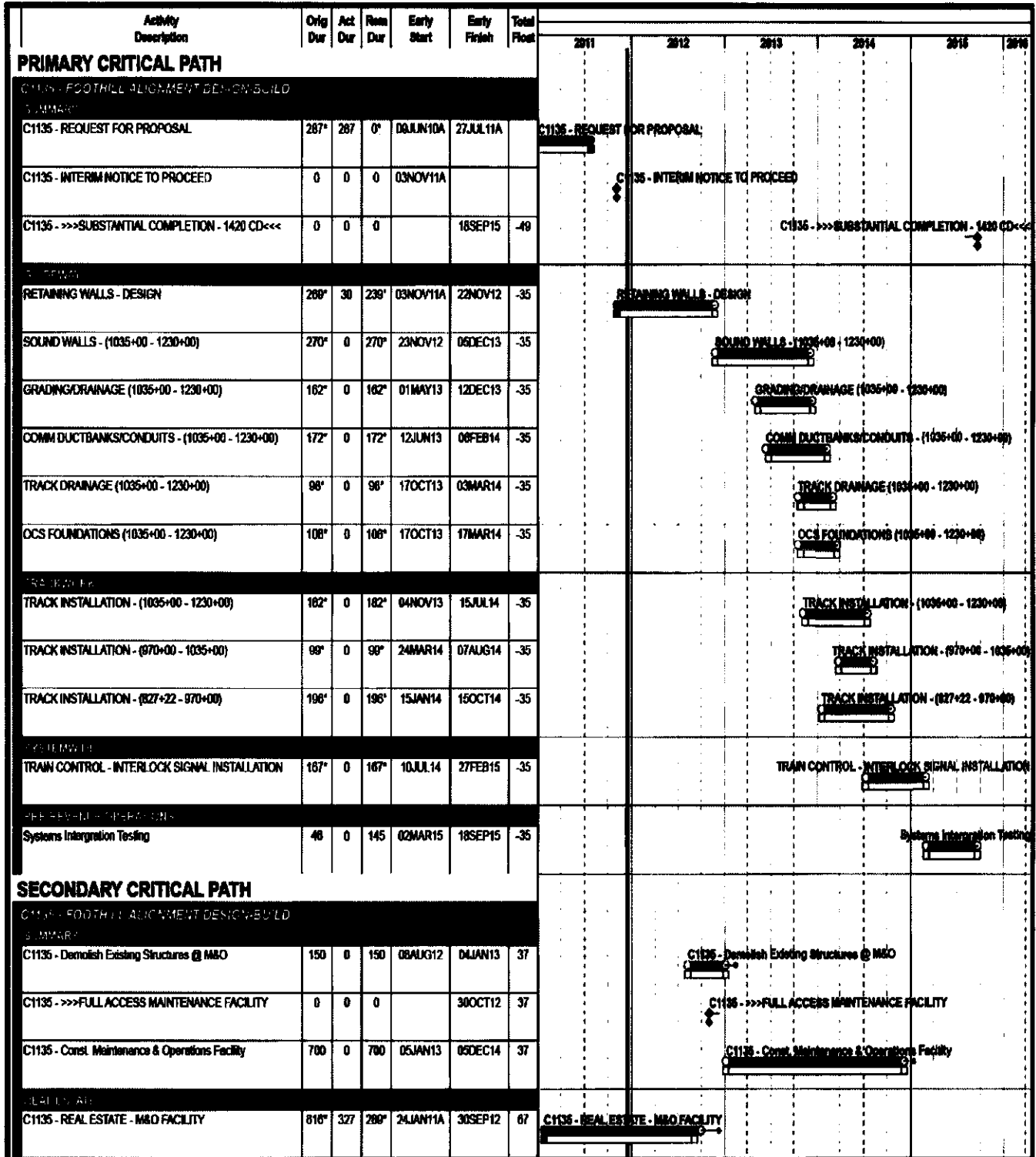
- **Azusa:**

1. Parcel 3701 (845 W. 6th Street, TPSS 07) – In escrow.

**METRO GOLD LINE FOOTHILL
EXTENSION CONSTRUCTION AUTHORITY
Monthly Foothill Extension Project Status Report
Period Ending – December 31, 2011**

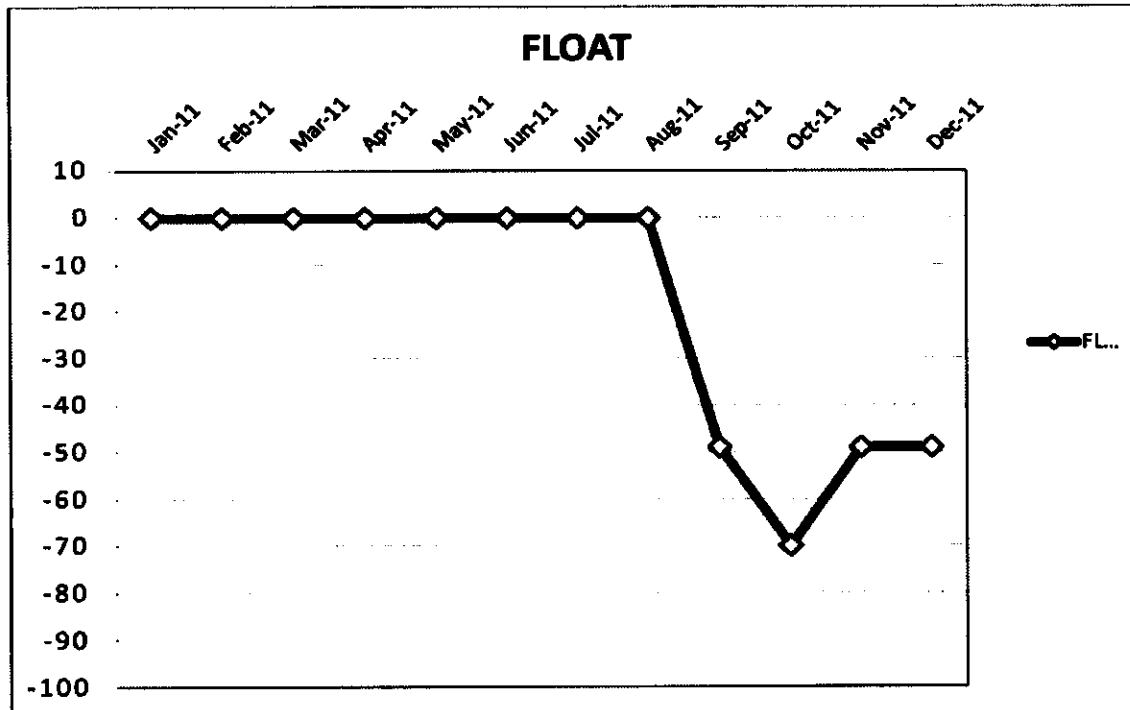


CRITICAL PATH SCHEDULE





CRITICAL PATH FLOAT TREND



Critical Path Analysis

Primary Critical Path / (-49 Calendar Days)

On November 3, 2011, the Authority issued the Interim Notice to Proceed (INTP) for Contract C1135 - Phase 2A Design/Build Alignment to Foothill Transit Constructors. The Design-Build Contractor is in the process of developing the baseline schedule. However, the Authority anticipates that the Design-Build Contractor will be focused on the development of the Design Management Plan, Project Management Plan, and Critical Design Packages to support the proposed construction sequence. The project float remains unchanged from the previous period.

Secondary Critical Path / (37 Calendar Days)

This period, secondary critical path runs through the real estate acquisition for parcels at the Maintenance & Operations Facility site. The Authority anticipates acquiring the parcels necessary to support the start of facility construction by October 30, 2012.

Project Float

The current schedule reflects a forecast completion for Substantial Completion on September 18, 2015. Per the Foothill Extension Funding Agreement, the forecast completion date is 49 calendar days behind the required completion date of July 31, 2015.

**METRO GOLD LINE FOOTHILL
EXTENSION CONSTRUCTION AUTHORITY
Monthly Foothill Extension Project Status Report
Period Ending – December 31, 2011**



Description: Iconic Freeway Structure
Contract No.: C1134

Status: December 16, 2011
Contractor: Skanska

Progress Completed This Period:

Construction: The contractor has completed abutment foundation piling and footings in preparation for building abutments No.1 and No.4. Additionally, the first of three architectural bridge columns have been constructed. Concrete quality thus far has been excellent. With the completion of the remaining two columns and abutments, attention will turn to constructing the temporary falsework and bridge superstructure.

Safety: To date the contractor has worked approximately 30,000 man hours without a reportable safety incident. The workforce on site is averaging 16 tradesmen plus site engineering and office management.

Areas of Concern:

Schedule: The development and approval of the project design took longer than anticipated and the contractor has fallen behind on early construction activities. Efforts continue to be made to mitigate these impacts and to optimize the construction schedule with the goal of recovering as much time lost as possible.

Architectural Features: The architectural elements of this project are complex and significant design and planning efforts are needed to ensure that quality is maintained. The Authority is working closely with the Contractor in their development of the final design for the architectural features (woven baskets). The selection of a subcontractor and the time to fabricate and erect the baskets is forecast to impact the completion date.

Schedule Assessment:

On December 8, the Structural Final Design package was approved for construction. The column and abutment construction commenced and is scheduled for completion next period. The falsework design is currently under review by Caltrans. The column construction and falsework approval are both critical to start the outrigger and bridge soffit and walls.

The Design-Build Contractor is fifty-one (51) days behind schedule. The forecast for Substantial Completion is August 23, 2012, which is four months before the C1135 Design-Build Contractor access date of December 15, 2012.

Cost Assessment:

The current contract cost forecast is 18.93 million. The forecast is above the authorized budget of 18.6 million. This period, a budget revision was authorized for future change order work. The current forecast is 1.4% higher than the original contract value.

The Design-Build Contractor continues to trend below the maximum payment curve. The total earned to date is 9.47 Million, and is currently trending 16% below the the maximum payment curve. The primary reason for not meeting the maximum payment schedule is due to not completing the final design, abutments, columns, and falsework installation.

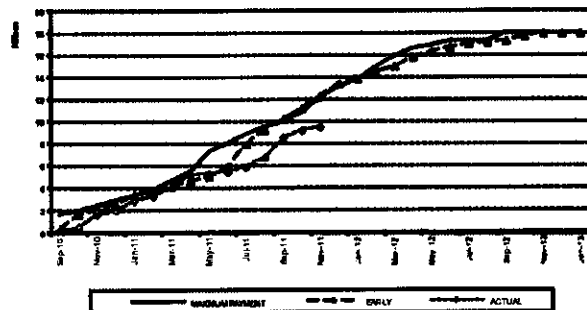
Schedule Summary:

Contract Award:	08/18/10		
Notice to Proceed (NTP):	08/03/10		
Original Contract Duration:	880	Calendar Days	
Current Contract Duration:	880	Calendar Days	
Elapsed Time from NTP:	500	Calendar Days	

Cost Summary:

	Million(\$)
CONTRACT	
Contract Award Value:	18.57
Executed Change Orders:	0.00
Current Contract Value:	18.57
Potential Change Orders:	0.36
Current Forecast:	18.93
Earned Value/Actual Cost to Date	9.47
AUTHORIZATION FOR EXPENDITURE	
Budget	19.50
Commitment	18.60
Balance	(0.33)

Milestones	Description	Original Contract	Current Contract	Forecast	Variance
1	Substantial Completion	07/03/12	07/03/12	08/23/12	(51)
2	Punchlist Complete	10/01/12	10/01/12	11/21/12	(51)
3	Final Acceptance	12/30/12	12/30/12	02/19/13	(51)





IFS Construction Images

**Pouring south side abutment
foundation**



**Construction of
basket weave column**

Framing of north abutment



**METRO GOLD LINE FOOTHILL
EXTENSION CONSTRUCTION AUTHORITY
Monthly Foothill Extension Project Status Report
Period Ending – December 31, 2011**



Description: Alignment Design / Build

Status: December 16, 2011

Contract No.: C1135

Contractor: Foothill Transit Constructors (Kiewit-Parsons J.V.)

Progress Completed This Period

- Establish Coordination Meeting Schedules.
- Conducted Utility Investigation Meeting with City of Azusa
- Submit Early Work Schedule & Schedule of Values
- Submit Design Package Plan
- Submit Interface Management Plan
- Submit Project Management Plan
- Submit Injury & Illness Prevention Plan
- Submit Geotechnical Boring Plan
- Submit Test Pit Plan
- Photo Survey Plan
- Kick Off Meeting with Southern California Gas Company, California American Water, and US Army Corp of Engineers.

Activities Planned Next Period

- Hand-off Meeting with USACE.
- Authority complete review of open submittals: Design Package Plan, Project Management Plan, Interface Management Plan, and Test Pit Plan
- Submit QA/QC Plan Part I.
- Continue formal interface definition coordination with Metro for the Communications Systems.
- Submit Bidding & Approval Procedure for Subcontracts.
- Submit Third Party Coordination Plan
- Submit Demolition - Bridge Removal Work Plan.
- Submit Pre-Construction Survey.
- Submit Clearing & Grubbing Work Plan
- Submit Systems Assurance Plan
- Kick Off Meetings with Local Cities.

Areas of Concern

- No concerns at this time.

Areas of Concern (Continued)

**METRO GOLD LINE FOOTHILL
EXTENSION CONSTRUCTION AUTHORITY
Monthly Foothill Extension Project Status Report
Period Ending – December 31, 2011**



Description: Alignment Design / Build

Status: December 16, 2011

Contract No.: C1135

Contractor: Foothill Transit Constructors (Kiewit-Parsons J.V.)

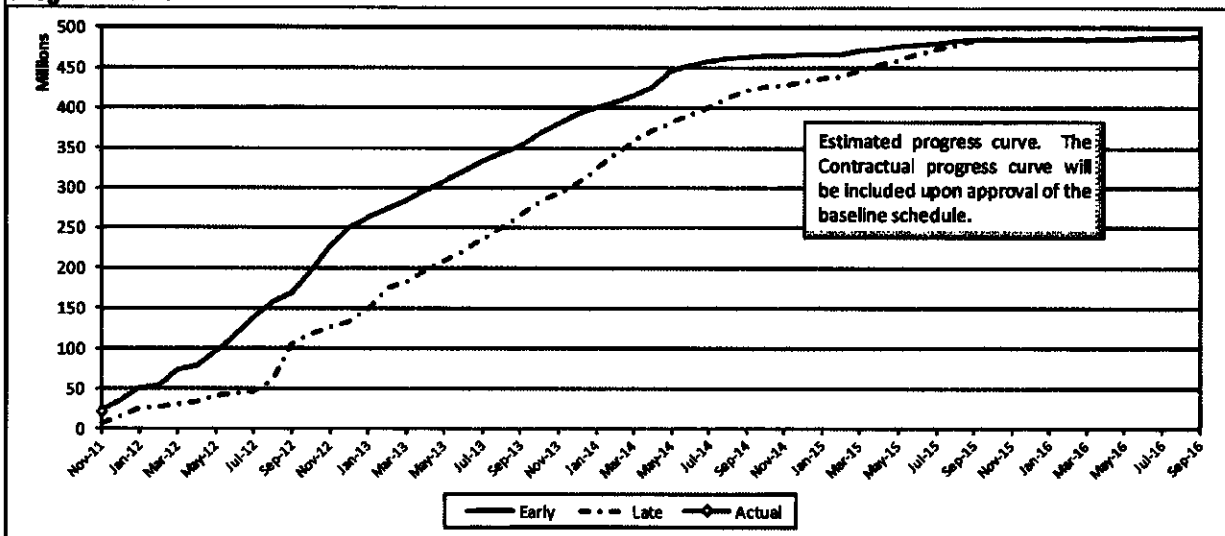
Cost Summary:

	Million(s)
CONTRACT	
Contract Award Value:	485.9
Executed Change Orders:	0.0
Current Contract Value:	485.9
Potential Change Orders:	0.0
Current Forecast:	485.9
AUTHORIZATION FOR EXPENDITURE	
Budget	503.87
Commitment	110.00
Balance	(375.87)

Cost Assessment:

The current Contract forecast is \$485.9 Million. At this time, no additional change order work is planned. Therefore, the current Contract forecast remains unchanged from the current Contract value.

Progress Curve



Schedule Summary:

Contract Award:	07/27/11
Interim Notice to Proceed (INP) :	11/03/11
Original Contract Duration:	1,780 Calendar Days
Current Contract Duration:	1,780 Calendar Days
Elapsed Time from NTP:	43 Calendar Days

Contract Milestones

Milestones	Description	Original Contract	Current Contract	Forecast	Variance
1	Substantial Completion	09/23/15	09/23/15	08/23/15	0
2	Purchaset Complete	08/19/16	08/19/16	08/19/16	0
3	Final Completion	09/17/16	09/17/16	09/17/16	0
4	Access - IFS Br	12/15/12	12/15/12	11/22/12	23
5	Test Track Complete	03/27/15	03/27/15	08/18/14	190
6	Colorado Br Demo Complete	01/02/12	01/02/12	01/13/12	(11)

Schedule Assessment:

The Substantial Completion Milestone is currently on schedule and is forecast to be complete on September 18, 2015.

The *Early Work Schedule*, which focuses on activities within the first 180 calendar days after Interim Notice To Proceed (INP) is currently under review by the Authority. The Design-Build Contractor has identified the 60 % Train Control Designs for the freight track and LRT track to be the most critical element of work within the first 180 calendar days.

The Colorado Bridge demolition will not be completed per the Contract requirement deadline. The Design-Build Contractor is currently in the process of completing the pre-requisite submittals to facilitate the demolition work. The demolition work is not on the critical path and will not impact the Substantial Completion milestone.



Azusa to Montclair Segment

Staff is working with Parsons Brinckerhoff (PB) to complete the environmental review for the Azusa to Montclair extension.

ACTIVITIES COMPLETED THIS PERIOD

PB continues to prepare the technical reports necessary for the NEPA/CEQA document. The Authority and PB met to discuss lessons learned from the Foothill Extension Pasadena to Azusa segment, and the environmental team is refining concept plans based on lessons learned. PB is approximately 85% complete with updating/refining conceptual engineering plans and technical sections required for the draft NEPA/CEQA document.

The environmental team anticipates circulating the draft environmental documents for public comment early next year.

KEY FUTURE ACTIVITIES

Refine concept plans, and finalize the Purpose and Need, the Project Description Report, technical studies and the Draft EIR for public release early next year.

Federal Transit Administration (FTA)

The Metro Board excluded the Gold Line from seeking federal New Starts funding. The Authority will work together with Metro along with the Congressional delegation to seek funding to construct the extension following completion of the environmental review.



Ontario Airport Segment

Authority staff continues the negotiation process with KOA Corporation for the Ontario Airport segment alternatives analysis study which will likely begin later this year.

ACTIVITIES COMPLETED THIS PERIOD

Staff continued to pursue the needed funding to conduct the Alternatives Analysis for the Ontario Airport Segment. The San Bernardino Associated Governments (SANBAG) and the Authority are in discussions to develop a funding agreement for a portion of the initial Alternatives Analysis study.

KEY FUTURE ACTIVITIES

Authority staff will work to obtain funding for this Segment and complete negotiations with KOA.

**METRO GOLD LINE FOOTHILL
EXTENSION CONSTRUCTION AUTHORITY
Monthly Foothill Extension Project Status Report
Period Ending – December 31, 2011**



**PHASE II FOOTHILL EXTENSION FINANCIAL STATUS
Project Operating Budget Summary in Millions of Dollars
December 31, 2011**

	(a)	(b)	(c=a-b)	(d)
FINANCIAL PLAN	Current Budget	Funding Committed to Project	Uncommitted Funds	Revenues Received
SCAG	1.0	0.9	0.1	0.9
Interest Income	2.0	2.0	-	2.0
Bridge Replacement	13.9	13.9	-	13.9
Phase I Carryover	4.0	4.0	-	4.0
Maintenance and Operations Facility	-	-	-	-
Cities	11.0	-	11.0	-
Measure R - Pasadena to Azusa	735.0	735.0	-	59.7
Measure R - Azusa to Montclair	-	-	-	-
SANBAG	56.4	1.5	54.9	1.5
Federal TCSP	2.9	2.9	-	2.0
Federal Bus Intermodal Plan	9.0	6.2	2.8	1.7
Federal New Starts 2004 MTA Passthrough	4.0	4.0	-	4.0
Federal New Starts 2005 MTA Passthrough	0.5	0.5	-	0.5
Federal New Starts 2006 Corridor Study	2.5	2.5	-	1.6
Federal/Other	580.8	-	580.8	-
Total Revenues	1,423.0	773.4	649.6	91.8
	(a)	(b)	(c)	(d=a-b)
	Current Budget	Current Obligation	Current Expenditures	Current Available Balance
EXPENSES				
Program Management and Administration	101.7	50.0	40.3	56.7
Master Cooperative Agreements	12.0	-	-	12.0
Real Estate including ROW Acq	30.0	8.3	8.3	21.7
Special Programs	0.3	-	-	0.3
Procurement/Vehicles	60.0	-	-	60.0
Maintenance and Operations Facility Land	20.0	4.4	4.4	15.6
Construction - IFS	18.6	18.6	10.4	-
Construction - Pasadena to Azusa segment	314.8	22.6	22.6	292.2
Construction - Azusa to Montclair segment	660.0	-	-	660.0
Construction - Ontario Airport Extension	1.2	-	-	1.2
Construction - M&O	40.0	-	-	40.0
Construction - Parking Structures	31.0	-	-	31.0
MTA Project Costs	66.0	-	-	66.0
Contingency	46.4	-	-	46.4
Project Reserve	21.0	-	-	21.0
Total Project	1,423.0	103.9	86.0	1,319.1