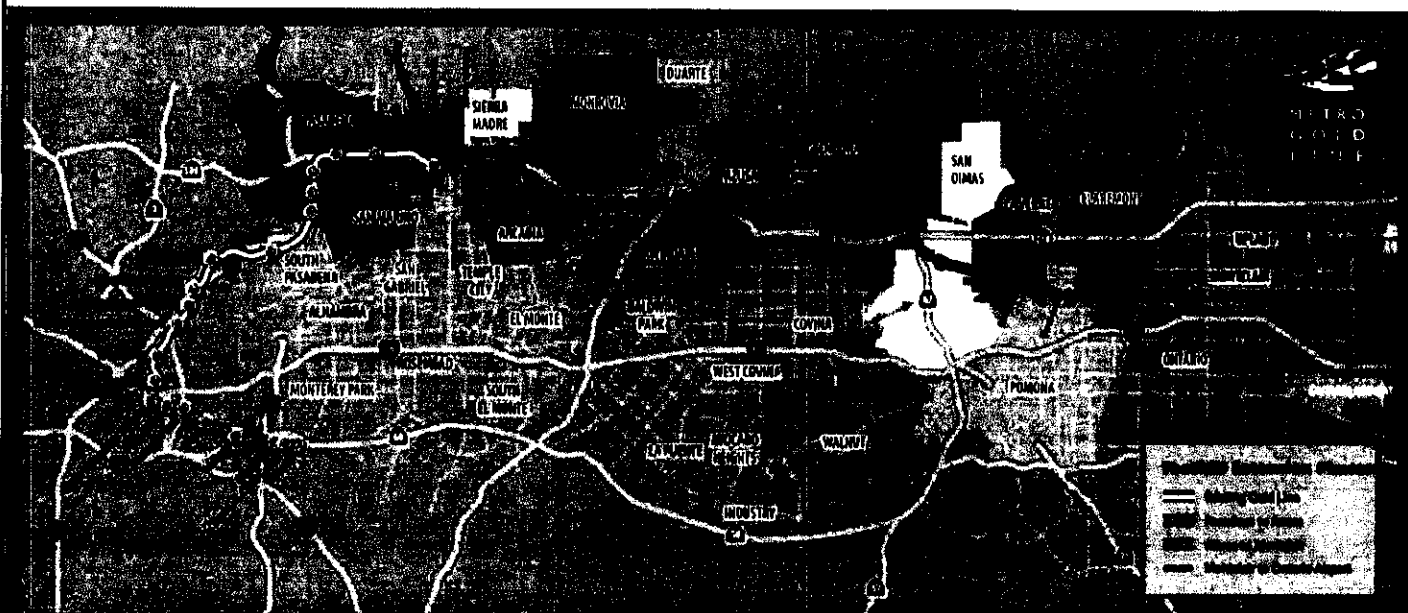


# Metro Gold Line Foothill Extension Project

## Monthly Project Status Report

October 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.

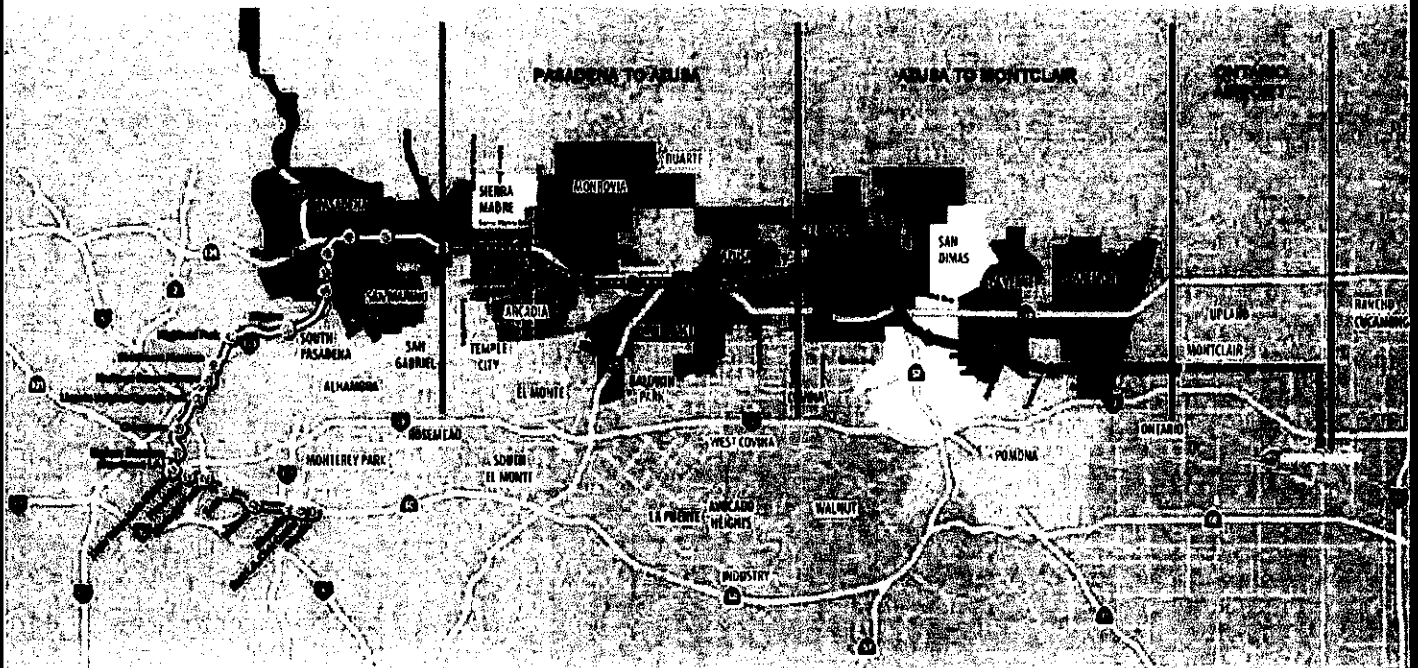


Figure 1: Metro Gold Line Foothill Extension Alignment



## **Pasadena to Azusa Segment**

### **MANAGEMENT ISSUES**

#### **Army Corps of Engineers Permit**

In order to allow construction of a new bridge across the San Gabriel River, the United States Army Corps of Engineers (Corps) requires the Authority to submit three permits and an Environmental Assessment (EA) to support the Clean Water Act, Section 408 permit. The Authority has completed/submitted the revised 60% design of the bridge substructure, structural calculations, permit applications (401, 404 & 1602), and has submitted the entire package to the Corps for review and comment. On July 20, 2011, the Corps signed the FONSI (Finding of No Significant Impact) which is the final step in the environmental process. The Authority received the final 401 permit on October 14<sup>th</sup> and a draft 1602 permit on October 17<sup>th</sup>. The Authority anticipates finalizing the 1602 and 404 permits by November 2011.

#### **Funding Agreement**

The Foothill Extension Funding Agreement with Metro indicates that the Authority must acquire 50% of the land required for the Maintenance & Operations Facility. Monrovia Redevelopment Agency 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 city of Monrovia staff, which was approved by the Board of Directors. However, due to a stay issued by the California Supreme Court, the Authority and city of Monrovia 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 Monrovia Redevelopment Agency property can be acquired. This increase will allow for the Authority to issue an Interim Notice to Proceed to the C1135 design-build contractor.

#### **Legal Challenge of SEIR**

On February 17, 2011, Excalibur Property Holdings LLC and George Brokate 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. The final decision is expected in late October or early November.

#### **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<sup>th</sup> meeting.



### **KEY ACTIVITIES COMPLETED THIS PERIOD**

Staff continued reviewing the locations of utilities and identifying those that could potentially be obstructing the path of the extension. Staff has compiled a list of the utility companies that are operating in each of the respective cities along the extension and are reviewing any prior agreements with the companies in an effort to assign cost responsibility.

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

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

All remaining grade crossing applications have been submitted to the California Public Utilities Commission (CPUC) for approval. To date, 35 crossings have been approved and 2 crossings remain to be approved.

Received final 401 permit from the Regional Water Quality Control Board

Worked with California Department of Fish and Game on draft 1602 permit

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

- Review of status of Pasadena to Azusa segment procurement
- Funding for M&O facility

IBI Group performed engineering studies, including geotechnical and drainage work, in preparation for advanced conceptual engineering of parking facilities

Received final (100%) structural design plans from Skanska – awaiting Caltrans approval

Continued construction work on Iconic Freeway Structure

- Completed construction of third and final large diameter column foundation
- Completed installation of west abutment foundation
- Continued relocation of storm drain near east abutment



### **KEY FUTURE ACTIVITIES**

Obtain approval of all necessary CPUC crossing applications.

Coordinate with the Army Corps of Engineers for approval of modifications to the San Gabriel River Bridge.

Continue discussions with corridor cities regarding station parking facilities.

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

Obtain Caltrans approval of the final (100%) design plans for bridge abutments and superstructure.

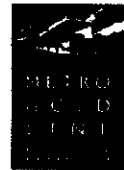
Continue to attend to any issues that may come up by the cities along the alignment.

Continue to develop the utility matrix to identify long lead work items.

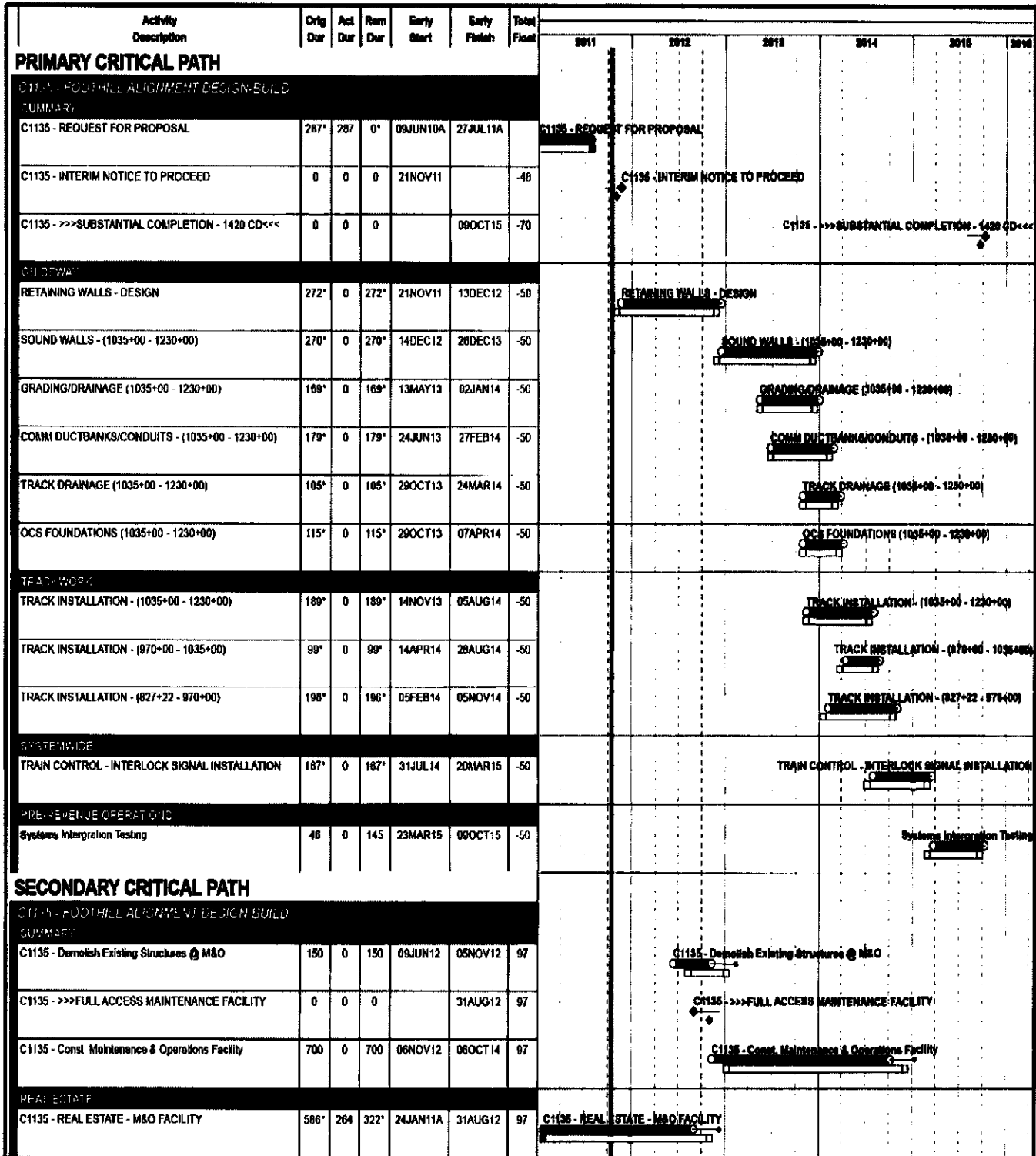
Issue Interim Notice to Proceed for C1135 contract.

Finalize the following property acquisitions:

- **Pasadena:**
  1. Parcel 401 (3865 Arboleda Street, TPSS 00) – Owners contacted and are aware of acquisition plans. Waiting for environmental clearance.
- **Arcadia:**
  1. Parcels 701 and 702 (Arboretum, TPSS 01) – Purchase contract complete. Licensing agreement approved. County Board of Supervisors to approve purchase by end of the year.
  2. Parcel 1304 (REI - 214 N. Santa Anita) – Close escrow 10/28/2011.
- **Monrovia:**
  1. Parcel 1802 (1401 Los Robles Ave, TPSS 03) – Ready for escrow. Waiting for seller to return signed Purchase and Sale Agreement.
  2. Parcels 21A01 – 21A05 (Agency-owned M&O parcels) – Price and Terms agreed to by city staff.
  3. Parcel 21A10 Hoffman/Linsalato (1630 S. California Avenue) – Price and terms agreement reached.
  4. Parcel 21A13 Charvat/ELS (1532 S. California Avenue) – Price and terms agreement reached.
  5. Parcel 21A15 - Excalibur (520-622 E. Evergreen Avenue) – Condemnation hearing date 11/16/2011.
  6. Parcel 21A21 - City-owned street (North Duarte Avenue) – Price and Terms agreed to by city staff.
- **Duarte:**
  1. Parcel 2203 (1806 Mountain Avenue, Duarte) – Under negotiation.
  2. Parcel 2204 (1812 Mountain Avenue, Duarte) – Under negotiation.
  3. Parcels 2801 and 2802 (Cal Am Water, TPSS 05) – Expecting counter-offer from seller by end of October.
  4. Parcel 2803 (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. 6<sup>th</sup> Street, TPSS 07) – In escrow.
  2. Parcel 3702 (833 W. 6<sup>th</sup> Street, TPSS 07) – Close escrow 10/27/2011.
  3. Parcel 4401 (Citrus Station Parking) – Close escrow 10/31/2011.

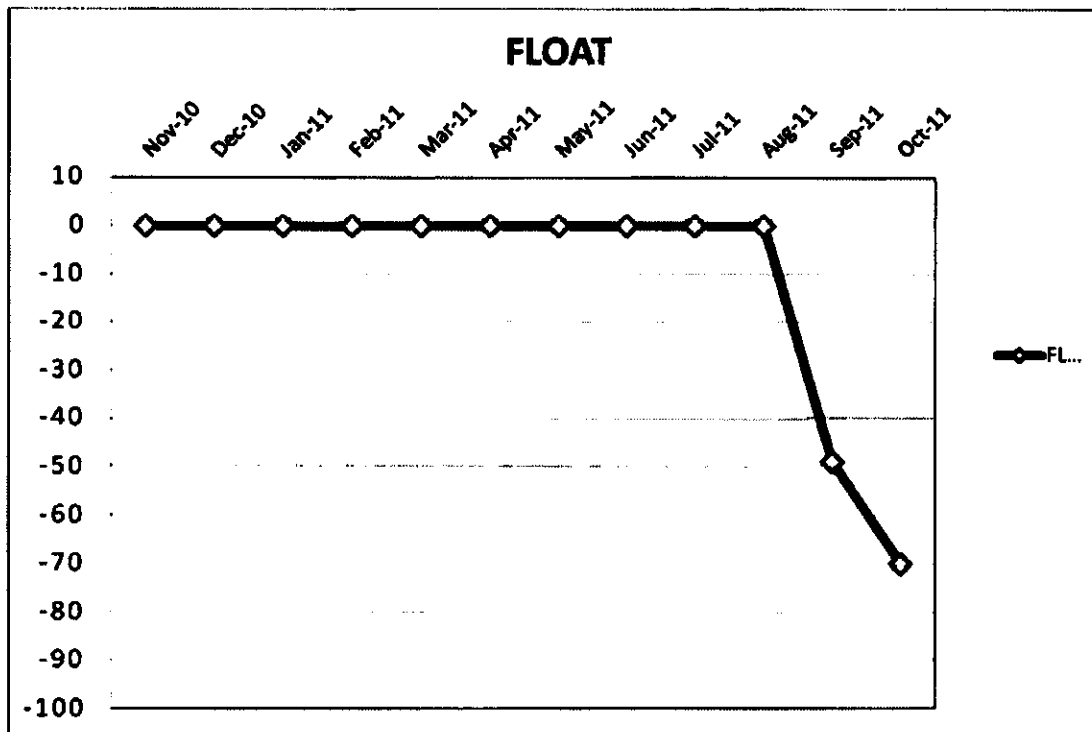


**CRITICAL PATH SCHEDULE**





**CRITICAL PATH FLOAT TREND**



**Critical Path Analysis**

**Primary Critical Path / (-49 Calendar Days)**

On July 27, 2011, the Authority awarded contract C1135 - Phase 2A Design/Build Alignment to Foothill Transit Constructors. The execution of the C1135 contract is the primary critical path activity. The execution of the contract has been delayed due to funding constraints. Upon resolution of the funding constraints, the Authority will execute a contract to the design-build contractor. At this time, the Authority anticipates the issuance of the Notice to Proceed by November 21, 2011. As a result, the Substantial Completion milestone date has slipped 21 Calendar days this period and the estimated completion date is October 9, 2015.

**Secondary Critical Path / (37 Calendar Days)**

This period, the 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 October 9, 2015. Per the Foothill Extension Funding Agreement, the forecast completion date is 70 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 – October 31, 2011**



**Description:** Iconic Freeway Structure  
**Contract No.:** C1134

**Status:** October 15, 2011  
**Contractor:** Skanska

**Progress Completed This Period:**

**Construction:** The design-builder completed construction on the third and final large diameter bridge column foundations on October 7th. This represents a significant achievement and major milestone for the project. The associated equipment has been demobilized and the contractor has completed temporary works in preparation to begin construction of the Abutment 1 foundations. While similar in construction methods, the abutment foundations (18 each per abutment) are much smaller in size (36" diameter) and are scheduled to take one week to construct. Construction next period will involve completion of foundations for abutments 1 and 4 and erection of column formwork at bent 3L.

**Design:** The Authority has completed its design review with the engineer. The project team is awaiting the 100% design approval from Caltrans for the bridge abutments and superstructure, which is expected to be received the week of October 23rd.

**Areas of Concern:**

**Schedule:** The development and approval of the project design has taken longer than anticipated and has contributed to schedule slippages on the project. The contractor continues however to optimize the construction schedule with the goal of recovering time lost to date.

**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), landscaping and aesthetic lighting. Additional focus is being placed on these elements to ensure the finished product meets with project objectives and is completed in a timely manner.

**Schedule Assessment:**

The contractor has re-sequenced the schedule and will now construct the outrigger bent cap concurrent with the box girder soffit and stem walls. The schedule logic change can potentially reduce the projected completion date by 1 month. The contractor will now focus on completing Abutments 1 & 4 and the Columns at Bent 3 and 2.

The contractor remains twenty-three (23) days behind schedule. The forecast for Substantial Completion is July 26, 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 18.65 million. The forecast is above the authorized budget of 18.6 million. A budget revision will be required to authorize future change order work.

The contractor continues to trend below the maximum payment curve. The total earned to date is 8.52 Million, and is currently trending to meeting the early completion schedule for payment.

The Authority has decided not to pursue the deletion of the deletion of the approach slabs and retaining walls.

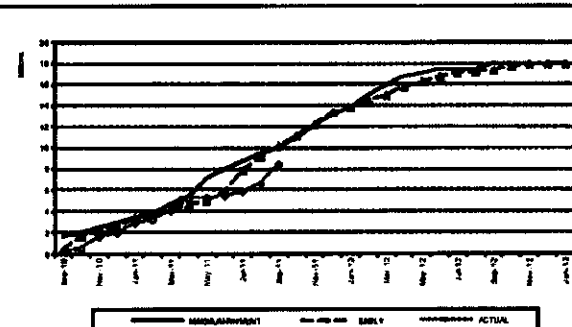
**Schedule Summary:**

Contract Award:	06/18/10	
Notice to Proceed (NTP) :	08/03/10	
Original Contract Duration:	880	Calendar Days
Current Contract Duration:	880	Calendar Days
Elapsed Time from NTP:	438	Calendar Days

**Cost Summary:**

	Million(s)
<b>CONTRACT</b>	
Contract Award Value:	18.57
Executed Change Orders:	(0.04)
Current Contract Value:	18.53
Potential Change Orders:	0.11
Current Forecast:	18.65
Earned Value/Actual Cost to Date	8.52
<b>AUTHORIZATION FOR EXPENDITURE</b>	
Board Approval	18.60
Remaining Balance	(0.05)

Milestone	Description	Original Contract	Current Contract	Forecast	Variance
1	Substantial Completion	07/03/12	07/03/12	07/26/12	(23)
2	Punchlist Complete	10/01/12	10/01/12	10/24/12	(23)
3	Final Acceptance	12/30/12	12/30/12	01/22/13	(23)





**IFS Construction Images**

Pouring concrete for  
third column



Installation of shoring piles



Demolition of old foundation  
at south side of IFS



## **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 at the end of the 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 at the end of the 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 – October 31, 2011**



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

	(a)	(b)	(c=a-b)	(d)
<b>FINANCIAL PLAN</b>	<b>Current Budget</b>	<b>Funding Committed to Project</b>	<b>Uncommitted Funds</b>	<b>Revenues Received</b>
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	-	52.8
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	-
<b>Total Revenues</b>	<b>1,423.0</b>	<b>773.4</b>	<b>649.6</b>	<b>84.9</b>
	(a)	(b)	(c)	(d=a-b)
	<b>Current Budget</b>	<b>Current Obligation</b>	<b>Current Expenditures</b>	<b>Current Available Balance</b>
<b>EXPENSES</b>				
Program Management and Administration	101.7	50.0	38.3	56.7
Master Cooperative Agreements	12.0	-	-	12.0
Real Estate including ROW Acq	30.0	3.3	3.3	26.7
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	8.5	-
Construction - Pasadena to Azusa segment	314.8	-	-	314.8
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
<b>Total Project</b>	<b>1,423.0</b>	<b>76.3</b>	<b>54.5</b>	<b>1,346.7</b>