

Metro Gold Line Foothill Extension Project

Monthly Project Status Report

September 2011



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



TABLE OF CONTENTS

PHASE II FOOTHILL EXTENSION PROJECT STATUS

Project Description.....	3
Pasadena to Azusa Segment.....	4
Management Issues.....	4
Key Activities Completed This Period	5
Key Future Activities	6
Critical Path Schedule.....	7
Critical Path Float Trend.....	8
IFS Structure Contract Status	9
IFS Construction Images	10
Azusa to Montclair Segment.....	11
Ontario Airport Segment.....	12
Financial Status	13



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.

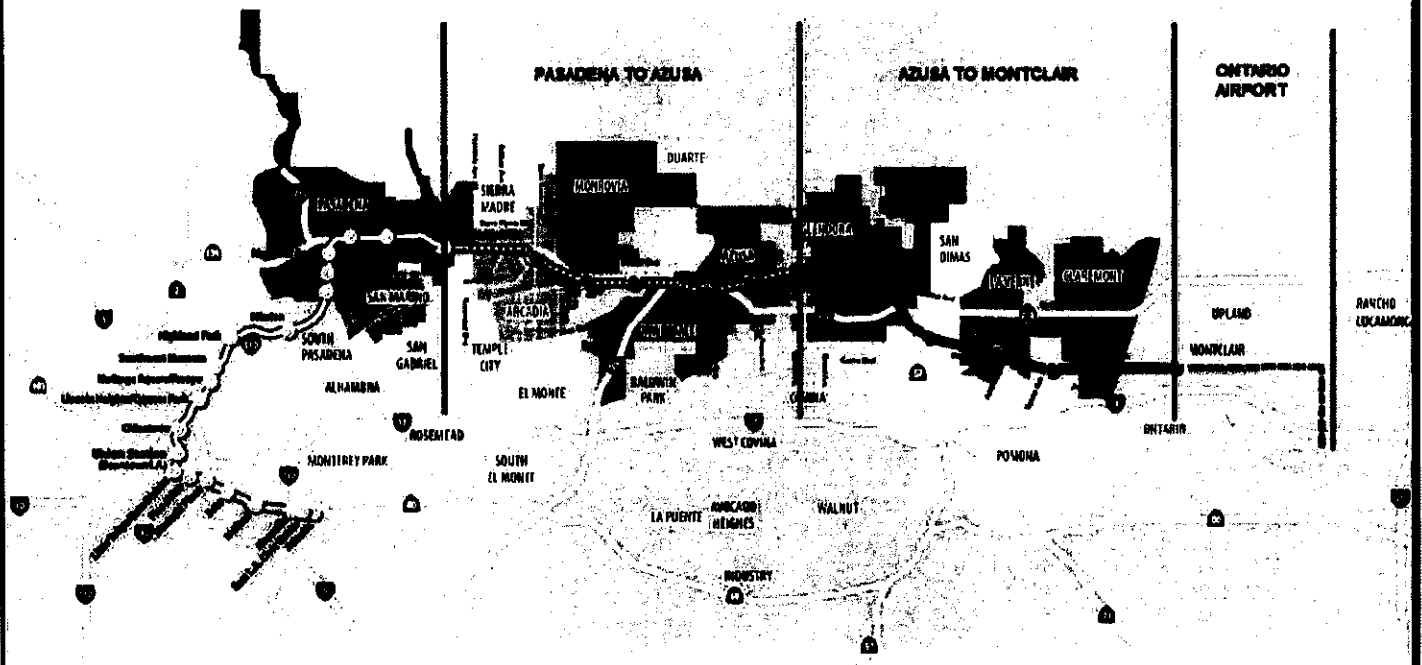
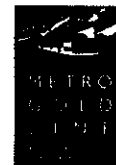


Figure 1: Metro Gold Line Foothill Extension Alignment



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. The Authority has addressed the comments received and has developed and received approval of a hydraulic model of the San Gabriel river to verify that there is no impact to the water surface elevation due to the proposed bridge. On July 20, 2011, the USACE signed the FONSI (Finding of No Significant Impact) which is the final step in the environmental process. The Authority expects to receive a formal response to the submittals and anticipates receiving the 404 Permit by October 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. Authority staff is currently working with Metro to resolve this issue.

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 Authority is prepared to defend its actions regarding this matter. A schedule for briefs and hearings applying to these matters is included below:

- Petitioners' Opening Brief due August 15, 2011
- Opposition Brief due September 16, 2011
- Petitioners' Reply Brief due October 3, 2011
- Writ Hearing: October 26, 2011 at 9:30 a.m.

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 27th 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 completed the development of conceptual designs for the project's parking facilities.

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.

Prepared Work Authorizations for Caltrans and SCRRA

Obtained approval of discontinuation of freight service west of Irwindale Avenue from the Surface Transportation Board

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

- Review of status of Pasadena to Azusa segment procurement
- Discontinuance process with Surface Transportation Board

Executed contract with IBI Group for advanced conceptual engineering of parking facilities

Continued construction work on Iconic Freeway Structure

- Completed construction of the Soil Nail Wall
- Installed the first of three bent foundations and began work on subsequent foundations



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.

Metro to begin advanced conceptual engineering for parking facilities.

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.

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) – PSA complete. Waiting for signatures. Approval by the County Board of Supervisors is expected this month.
 2. Parcel 1304 (REI - 214 N. Santa Anita) – In escrow.
- **Monrovia:**
 1. Parcel 1602 (1401 Los Robles Ave, TPSS 03) – Read for escrow.
 2. Parcels 21A01 – 21A05 (Agency-owned M&O parcels) – Purchase & Sale Agreement reached with city.
 3. Parcel 21A10 Hoffman/Linsalato (1630 S. California Avenue) – Under negotiation. Latest counter-offer by Board under consideration by seller. Condemnation hearing date 11/17/2011.
 4. Parcel 21A11 Cleveland (525 E. Duarte Road) – Closed.
 5. Parcel 21A13 Charvat/ELS (1532 S. California Avenue) – Negotiations underway. Condemnation hearing date 11/15/2011.
 6. Parcel 21A14 – Mountain Partners (510 E. Evergreen Avenue) – Closed.
 7. Parcel 21A15 - Excalibur (520-622 E. Evergreen Avenue) – Condemnation hearing date 11/16/2011.
 8. Parcel 21A21 - City-owned street (North Duarte Avenue) – Purchase & Sale Agreement reached with city staff.
- **Duarte:**
 1. Parcel 2203 (1806 Mountain Avenue, Duarte) – Under negotiation. Waiting for seller to counter-offer.
 2. Parcel 2204 (1812 Mountain Avenue, Duarte) – Under negotiation. Waiting for seller to counter-offer.
 3. Parcels 2801 and 2802 (Cal Am Water, TPSS 05) – Independent appraisal ordered by seller. Waiting for seller's counter-offer.
 4. Parcel 2803 (Access Easement, TPSS 05) – Property owner contacted. Appraisal in process.
- **Irwindale:**
 1. Parcel 3302 (Irwindale Station Parking) – Seller to counter offer in late September.
- **Azusa:**
 1. Parcel 3701 (845 W. 6th Street, TPSS 07) – In escrow.
 2. Parcel 3702 (833 W. 6th Street, TPSS 07) – In escrow.
 3. Parcel 3902 (736 N. Angeleno Avenue, Vibration House) – Ready to send notice of decision to appraise. Waiting for environmental clearance.
 4. Parcel 4401 (Citrus Station Parking) – In escrow.

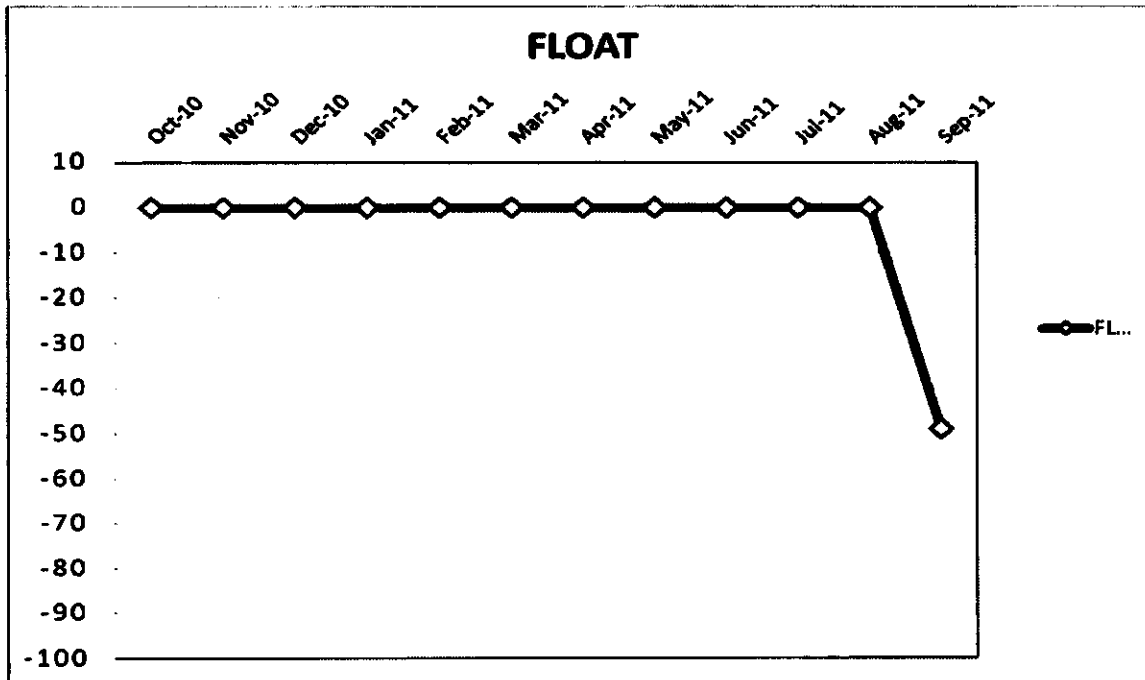


CRITICAL PATH SCHEDULE

Activity Description	Orig Dur	Act Dur	Rm Dur	Early Start	Early Finish	Total Float	2011	2012	2013	2014	2015	2016
PRIMARY CRITICAL PATH												
C1135 - FOOTHILL ALIGNMENT DESIGN BUREAU												
SUMMARY												
C1135 - REQUEST FOR PROPOSAL	267	267	0	09AUG10A	27JUL11A		C1135 - REQUEST FOR PROPOSAL					
C1135 - INTERIM NOTICE TO PROCEED	0	0	0	01NOV11		-34	C1135 - INTERIM NOTICE TO PROCEED					
C1135 - >>>SUBSTANTIAL COMPLETION - 1420 CD<<<	0	0	0		16SEP15	-49	C1135 - >>>SUBSTANTIAL COMPLETION - 1420 CD<<<					
RETAINING WALLS												
RETAINING WALLS - DESIGN	271*	0	271*	01NOV11	22NOV12	-35	RETAINING WALLS - DESIGN					
SOUND WALLS - (1035+00 - 1230+00)	270*	0	270*	23NOV12	09DEC13	-35	SOUND WALLS - (1035+00 - 1230+00)					
GRADING/DRAINAGE (1035+00 - 1230+00)	154*	0	154*	13MAY13	12DEC13	-35	GRADING/DRAINAGE (1035+00 - 1230+00)					
CONDUIT BANKS/CONDUITS - (1035+00 - 1230+00)	164*	0	164*	26JUN13	08FEB14	-35	CONDUIT BANKS/CONDUITS - (1035+00 - 1230+00)					
TRACK DRAINAGE (1035+00 - 1230+00)	90*	0	90*	28OCT13	03MAR14	-35	TRACK DRAINAGE (1035+00 - 1230+00)					
OCS FOUNDATIONS (1035+00 - 1230+00)	100*	0	100*	28OCT13	17MAR14	-35	OCS FOUNDATIONS (1035+00 - 1230+00)					
TRACK INSTALLATION												
TRACK INSTALLATION - (1035+00 - 1230+00)	174*	0	174*	14NOV13	05JUL14	-35	TRACK INSTALLATION - (1035+00 - 1230+00)					
TRACK INSTALLATION - (870+00 - 1035+00)	90*	0	90*	24MAR14	07AUG14	-35	TRACK INSTALLATION - (870+00 - 1035+00)					
TRACK INSTALLATION - (827+22 - 870+00)	106*	0	106*	15JUN14	19OCT14	-35	TRACK INSTALLATION - (827+22 - 870+00)					
TRAIN CONTROL - INTERLOCK SIGNAL INSTALLATION												
TRAIN CONTROL - INTERLOCK SIGNAL INSTALLATION	167*	0	167*	10JUL14	27FEB15	-35	TRAIN CONTROL - INTERLOCK SIGNAL INSTALLATION					
SYSTEMS INTEGRATION TESTING												
Systems Integration Testing	46	0	46	02MAR15	16SEP15	-35	Systems Integration Testing					
SECONDARY CRITICAL PATH												
C1135 - FOOTHILL ALIGNMENT DESIGN BUREAU												
SUMMARY												
C1135 - Demolish Existing Structures @ MIO	150	0	150	08AUG12	04JAN13	37	C1135 - Demolish Existing Structures @ MIO					
C1135 - >>>FULL ACCESS MAINTENANCE FACILITY	0	0	0		30OCT12	37	C1135 - >>>FULL ACCESS MAINTENANCE FACILITY					
C1135 - Const. Maintenance & Operations Facility	700	0	700	05JAN13	06DEC14	37	C1135 - Const. Maintenance & Operations Facility					
REAL ESTATE												
C1135 - REAL ESTATE - MIO FACILITY	649*	235	411*	24MAY11A	30OCT12	37	C1135 - REAL ESTATE - MIO FACILITY					



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 1, 2011. As a result, the Substantial Completion milestone date has slipped 49 Calendar days this period and the estimated completion date is September 18, 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 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 – September 15, 2011**



Description: Iconic Freeway Structure **Status:** September 16, 2011
Contract No.: C1134 **Contractor:** Skanska

Progress Completed This Period:

Construction: The Design-builder completed construction of the temporary retaining wall in the I-210 median and mobilized the heavy equipment necessary to construct the large diameter deep foundations. Drilling of the first foundation (Bent 3R) began on September 6th and was completed on September 15th. The construction of each CIDH pile requires one full EB freeway closure. The detour during the first closure was well managed and did not result in significant traffic disruption.

Design: The Design-builder received Caltrans approval on the review comments on the 90% superstructure design package on September 7th. The design team is scheduled to submit the final design for approval and permitting on September 23rd. We anticipate that Caltrans' review of the superstructure will be completed in approximately three weeks. The design of the architectural baskets, landscaping and lighting is advancing and will be completed through separate submittals.

Areas of Concern:

Schedule: The development and approval of the project design has taken longer than anticipated and has contributed to delay to the project. The contractor continues to evaluate the construction schedule with the goal of recovering lost time 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.

Schedule Assessment:

On September 2, Caltrans approved the Encroachment Permit for foundation construction. The Design-Build Contractor completed mobilization and started CIDH pile installation at Bent 3R. Next period, the following critical activities are scheduled for completion: Rebar Fabrication for foundations, Bent 3R, Bent 3L and Bent 2 foundation installation.

The Design-Build contractor remains fifty-six (56) days behind schedule. The forecast for Substantial Completion is August 28, 2012, which is three months before the C1135 Contractor access date of December 15, 2012.

Cost Assessment:

The current contract cost forecast is 18.5 million. The forecast is within the authorized budget of 18.6 million.

The Design-Build contractor continues to trend below the maximum payment curve. The total earned to date is 6.7 Million, and is currently trending to meeting the early completion schedule for payment.

The Authority is negotiating potential credits for the deletion of approach slabs & walls. Potential changes for aesthetic features and landscaping are forthcoming.

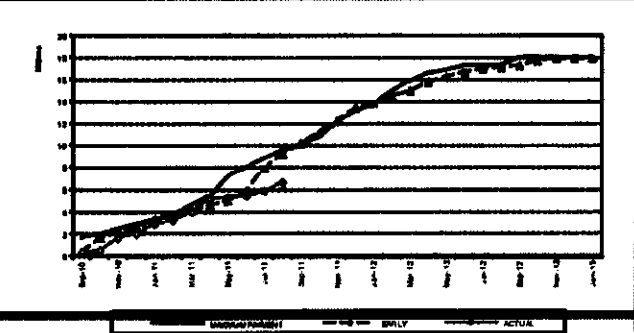
Schedule Summary:

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:	409 Calendar Days

Cost Summary:

	Million(s)
CONTRACT	
Contract Award Value:	18.57
Executed Change Orders:	(0.04)
Current Contract Value:	18.53
Potential Change Orders:	(0.02)
Current Forecast:	18.51
Earned Value/Actual Cost to Date	6.68
AUTHORIZATION FOR EXPENDITURE	
Board Approval	18.60
Remaining Balance	0.09

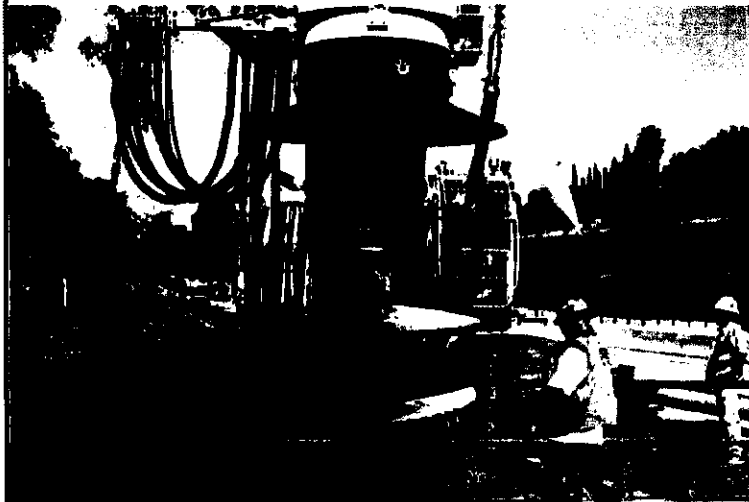
Item	Description	Original Contract	Current Contract	Forecast	Variance
1	Substantial Completion	07/03/12	07/03/12	06/28/12	(56)
2	Punchlist Complete	10/01/12	10/01/12	11/28/12	(56)
3	Final Acceptance	12/30/12	12/30/12	02/24/13	(56)





IFS Construction Images

**Final stages of the
Soil Nail Wall**



**Commencement of
foundation drilling**

**Installation of
reinforcing steel cage**





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 – September 15, 2011**



**PHASE II FOOTHILL EXTENSION FINANCIAL STATUS
Project Operating Budget Summary in Millions of Dollars
September 15, 2011**

Maintenance and Operations Facility	-	-	-	-
Cities	11.0	-	11.0	-
Measure R - Pasadena to Azusa	735.0	735.0	-	51.4
Measure R - Azusa to Montclair	-	-	-	-
SANBAG	56.4	1.5	54.9	1.5
Federal TCSP	2.9	2.9	-	1.9
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	83.4
	(a)	(b)	(c)	(d=a-b)
	Current Budget	Current Obligation	Current Expenditures	Current Available Balance
EXPENSES				
Program Management and Administration	101.7	38.0	36.7	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	3.9	3.9	16.1
Construction - IFS	18.6	18.6	5.9	-
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
Total Project	1,423.0	63.8	49.8	1,359.2