

# Metro Gold Line Foothill Extension Project

## Monthly Project Status Report

November 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.

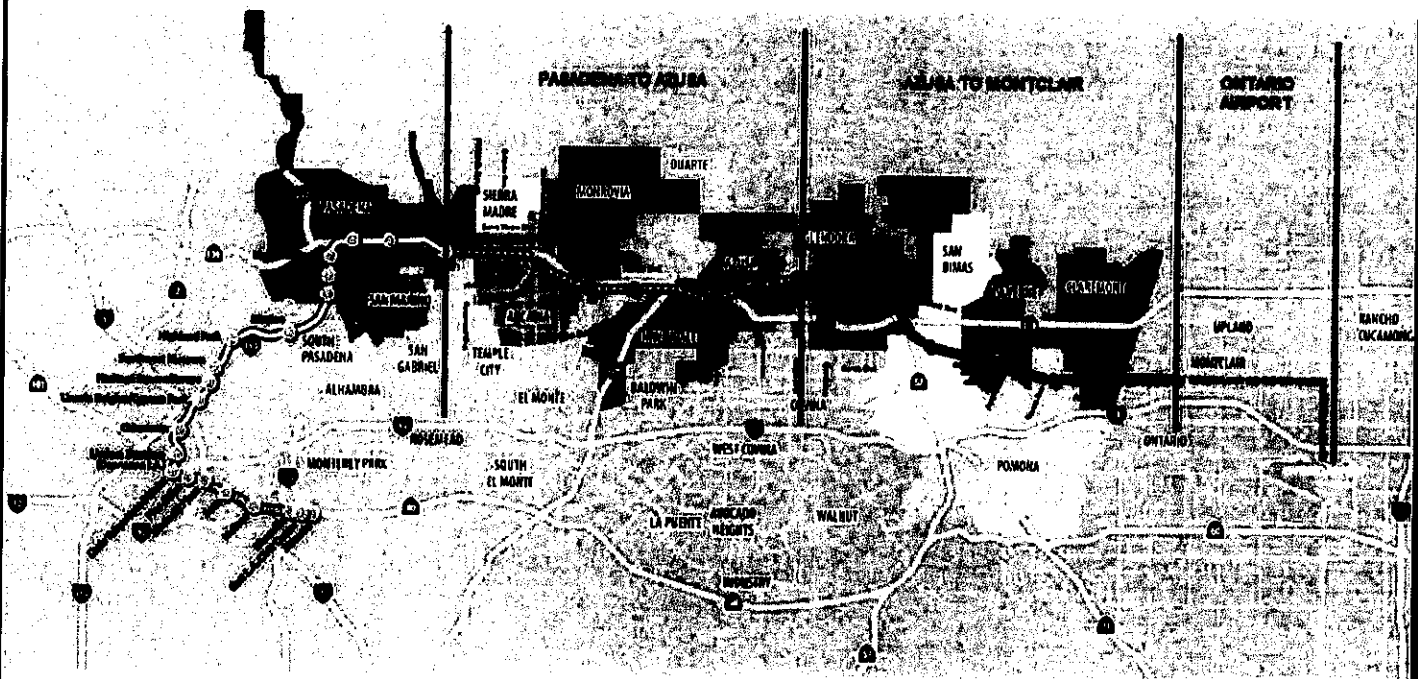


Figure 1: Metro Gold Line Foothill Extension Alignment



## **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 12<sup>th</sup>, final 404 permit on November 2<sup>nd</sup> and final 1602 permit on November 22<sup>nd</sup>. Given the receipt of these permits and completion of environmental assessment, this item will be closed next reporting period.

#### **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 allowed the Authority to issue an Interim Notice to Proceed to the C1135 design-build contractor on November 3<sup>rd</sup>.

#### **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 and the final decision was ruled in the Authority's favor.

#### **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 to attend coordination meetings with cities along the alignment.

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.

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

Received Caltrans approval of a minor revision to the final (100%) C1134 structural design plan

Continued construction work on Iconic Freeway Structure

- Completed construction of third and final large diameter column foundation
- Completed installation of west abutment foundation
- Completed relocation of storm drain near east abutment
- Skanska reports the following safety statistics for the month of October:
  - No safety incidents recorded
  - 2,564 hours performed by Skanska
  - 34 hours performed by Subcontractors
  - 27,550 total work hours performed
  - 0 Recordable Incidents reported
- Skanska reports the following SBE statistics for the month of November:
  - Current SBE commitment: \$1.4 million
  - SBE percent estimated versus value of Project: 8%
  - Overall Authority Project SBE goal: 16%

Received final 404 permit from the Army Corps of Engineers

Received final 1602 permit from the California Department of Fish & Game

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

Issued Interim Notice to Proceed to the C1135 contractor, Foothill Transit Constructors – a Kiewit-Parsons Joint Venture, on November 3<sup>rd</sup>



### **KEY FUTURE ACTIVITIES**

Obtain approval of all necessary CPUC crossing applications.

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.

Address comments received regarding 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, out for signatures. Licensing agreement approved. County Board of Supervisors to authorize purchase by end of the year.
2. Parcel 1304 (REI - 214 N. Santa Anita) – Closed.

- 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) – 11/28/12 offer sent to City of Monrovia.
3. Parcel 21A10 Hoffman/Linsalato (1630 S. California Avenue) – Purchase agreement complete, out for signatures.
4. Parcel 21A13 Charvat/ELS (1532 S. California Avenue) – Purchase agreement complete, out for signatures.
5. Parcel 21A15 - Excalibur (520-622 E. Evergreen Avenue) – Condemnation hearing date 12/2/2011.
6. Parcel 21A21 - City-owned street (North Duarte Avenue) – City-owned street (North Duarte Avenue) – offer sent to City of Monrovia 11/28/11.

- 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) – Property owner contacted. Appraisal in process.
4. Parcel 2803 (Access Easement, TPSS 05) – Property owner contacted.

- 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) – Closed.
3. Parcel 4401 (Citrus Station Parking) – Closed.

**METRO GOLD LINE FOOTHILL  
EXTENSION CONSTRUCTION AUTHORITY  
Monthly Foothill Extension Project Status Report  
Period Ending – November 30, 2011**

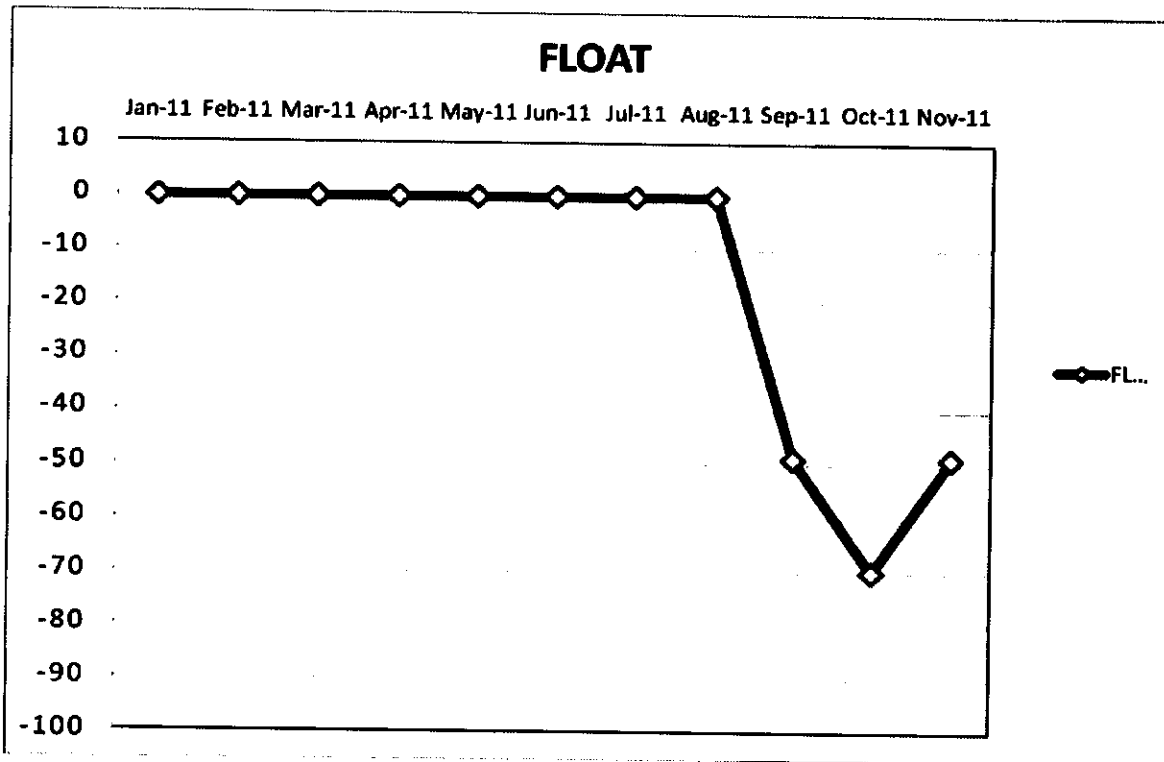


**CRITICAL PATH SCHEDULE**

Activity Description	Orig Dur	Act Dur	Plan Dur	Early Start	Early Finish	Total Float	Cd ID	2011	2012	2013	2014	2015
<b>PRIMARY CRITICAL PATH</b>												
<i>CRITICAL PATH ACTIVITIES SUMMARY</i>												
<b>SUMMARY</b>												
C1135 - REQUEST FOR PROPOSAL	287	287	0	03JUN10A	27JUL11A		1					
C1135 - INTERIM NOTICE TO PROCEED	0	0	0	03NOV11A			1					
C1135 ->>>SUBSTANTIAL COMPLETION - 1420 CD<<<	0	0	0		18SEP15	-46	2					
<b>EXTRAWORK</b>												
RETAINING WALLS - DESIGN	289	7	282	03NOV11A	22NOV12	-36	1					
SOUND WALLS - (1035+00 - 1230+00)	270	0	270	23NOV12	08DEC13	-36	1					
GRADING/DRAINAGE (1035+00 - 1230+00)	164	0	164	13MAY13	12DEC13	-36	1					
COMM DUCTBANKS/CONDUITS - (1035+00 - 1230+00)	164	0	164	24JUN13	08FEB14	-36	1					
TRACK DRAINAGE (1035+00 - 1230+00)	90	0	90	29OCT13	03MAR14	-36	1					
OCS FOUNDATIONS (1035+00 - 1230+00)	100	0	100	29OCT13	17MAR14	-36	1					
<b>TRACKWORK</b>												
TRACK INSTALLATION - (1035+00 - 1230+00)	174	0	174	14NOV13	15JUL14	-36	1					
TRACK INSTALLATION - (970+00 - 1035+00)	90	0	90	24MAR14	07AUG14	-36	1					
TRACK INSTALLATION - (827+22 - 970+00)	198	0	198	15JAN14	15OCT14	-36	1					
<b>SYSTEMS</b>												
TRAIN CONTROL - INTERLOCK SIGNAL INSTALLATION	187	0	187	10JUL14	27FEB15	-36	1					
<b>PRE-REVENUE OPERATIONS</b>												
Systems Integration Testing	46	0	146	02MAR15	18SEP15	-36	1					
<b>SECONDARY CRITICAL PATH</b>												
<i>CRITICAL PATH ACTIVITIES SUMMARY</i>												
<b>SUMMARY</b>												
C1135 - Demolish Existing Structures @ MFO	160	0	160	08AUG12	04JAN13	37	2					
C1135 ->>>FULL ACCESS MAINTENANCE FACILITY	0	0	0		20OCT12	37	2					
C1135 - Const. Maintenance & Operations Facility	700	0	700	08JAN13	05DEC14	37	2					
<b>REAL ESTATE</b>												
C1135 - REAL ESTATE - MFO FACILITY	987	292	295	24JAN11A	01SEP12	96	2					



**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 float improved 21 days from last period due to issuing the INTP earlier than previously estimated.

**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 – November 30, 2011**



**Description:** Iconic Freeway Structure

**Status:** October 15, 2011

**Contract No.:** C1134

**Contractor:** Skanska

**Progress Completed This Period:**

**Construction:** The large diameter CIDH piles cast last month have been tested and meet all design requirements clearing the way for column construction next month. The design-builder also completed construction of foundation piles and began erecting the formwork for Abutment 1. On the south side of the freeway, the contractor has relocated the storm drain and demolished a conflicting bridge foundation and abutment which were remaining from the former rail bridge. The contractor is now in a position to begin construction of foundation piles for Abutment 4.

**Safety:** There were no safety incidents recorded this period. The contractor and subcontractors continue to place significant emphasis on planning the work and executing it safely.

**Design:** Caltrans approved the structural drawings for the IFS this period marking a major milestone on the project. Additional design submittals will be prepared for the architectural precast baskets, landscaping and aesthetic lighting within the next couple of months.

**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:**

The design-builder has re-sequenced the schedule and will now construct Abutment 1 prior to Abutment 4. In addition, the column construction sequence was revised. The substantial completion milestone has slipped as a result. The final Structural design package has not yet been approved by Caltrans, which is beginning to impact the Abutment 1 walls and Column 3B(left).

The design-builder is fifty-two (52) days behind schedule. The forecast for Substantial Completion is August 24, 2012, which is four months before the C1135 design-builder 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. A budget revision will be required to authorize future change order work. The current forecast is 1.4% higher than the original contract value.

The design-builder continues to trend below the maximum payment curve. The total earned to date is 9.15 Million, and is currently trending 18% below the early completion schedule for payment. The primary reason for not meeting the early completion schedule is due to not completing the final design, abutment 4 foundation, and falsework design.

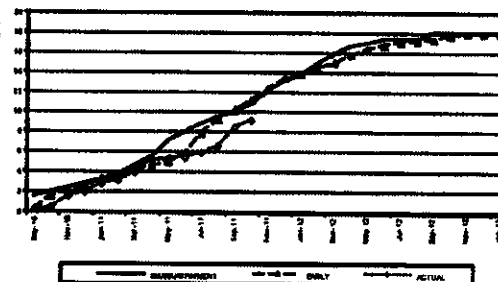
**Schedule Summary:**

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:	0.00
Current Contract Value:	18.57
Potential Change Orders:	0.35
Current Forecast:	18.93
Earned Value/Actual Cost to Date	9.15
<b>AUTHORIZATION FOR EXPENDITURE</b>	
Board Approval	18.60
Remaining Balance	(0.33)

Milestone	Description	Original Contract	Current Contract	Forecast	Variance
1	Substantial Completion	07/03/12	07/03/12	08/24/12	(52)
2	Punchlist Complete	10/01/12	10/01/12	11/22/12	(52)
3	Final Acceptance	12/30/12	12/30/12	02/20/13	(52)





**IFS Construction Images**

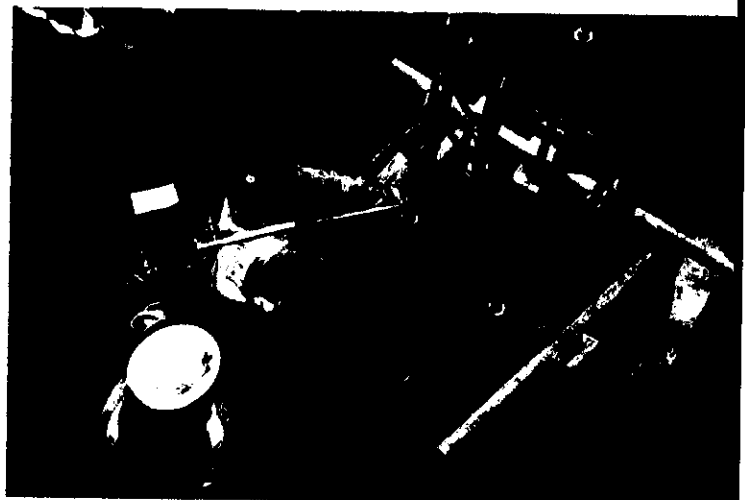
**Demolition of old abutment  
at south side of IFS**



**Installation of shoring system on south  
side of IFS**



**Preparation for pouring of south side  
abutment foundation**



**METRO GOLD LINE Foothill  
EXTENSION CONSTRUCTION AUTHORITY  
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Period Ending – November 30, 2011**



**Description:** Alignment Design / Build

**Status:** November 15, 2011

**Contract No.:** C1135

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

**Progress Completed This Period**

- Issued Interim Notice to Proceed
- Held Kickoff Meeting
- Held Utility Investigation Meeting with City of Azusa
- Established Design Coordination Meeting Schedule
- Held Change Order Meeting

**Activities Planned Next Period**

- Complete responses to RFIs addressing as-built drawings, additional TPSSs, CTS Interfaces, Telephone System Power, Requirements at ROC, SMV Pocket Track, Track Centers at Miller, San Gabriel River Bridge Hydraulic Model, and Grade Crossings
- Commence formal interface definition coordination with Metro for the Communications Systems
- Hand-off Meeting with US Army Corps of Engineers
- Submit Early Work Schedule
- Utility Coordination Kick-Off Meeting

**Areas of Concern**

**Areas of Concern (Continued)**

**METRO GOLD LINE Foothill  
EXTENSION CONSTRUCTION AUTHORITY  
Monthly Foothill Extension Project Status Report  
Period Ending – November 30, 2011**



**Description:** Alignment Design / Build

**Status:** November 15, 2011

**Contract No.:** C1135

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

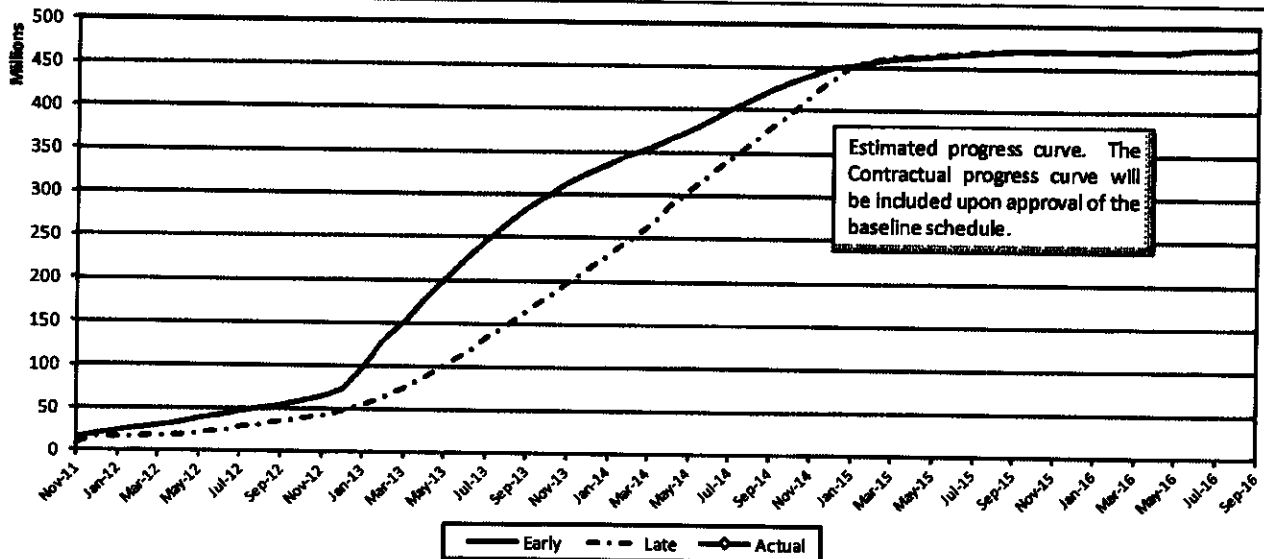
**Cost Summary:**

	Million(\$)
<b>CONTRACT</b>	
Contract Award Value:	485.9
Executed Change Orders:	0.0
Current Contract Value:	485.9
Potential Change Orders:	0.0
Current Forecast:	485.9
<b>AUTHORIZATION FOR EXPENDITURE</b>	
Board Approval	110.0
Remaining Balance	(375.9)

**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:	12 Calendar Days

**Contract Milestones**

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

**Schedule Assessment:**

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

The Design-Build Contractor is currently developing the *Early Work Schedule*, which focuses on activities within the first 180 calendar days after Interim Notice To Proceed (INTP).



## **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 – November 30, 2011**



**PHASE II FOOTHILL EXTENSION FINANCIAL STATUS  
Project Operating Budget Summary in Millions of Dollars  
November 30, 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	-	54.5
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>86.6</b>
	(a)	(b)	(c)	(d=a-b)
<b>EXPENSES</b>	<b>Current Budget</b>	<b>Current Obligation</b>	<b>Current Expenditures</b>	<b>Current Available Balance</b>
Program Management and Administration	101.7	50.0	39.2	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	5.2	15.6
Construction - IFS	18.6	18.6	9.1	-
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>56.8</b>	<b>1,346.7</b>