

**Metro Gold Line Foothill Extension Construction Authority Special Board Meeting**  
**Construction Authority Offices**  
**406 E. Huntington Drive, Suite 202**  
**Maria Dalton Community Room**  
**Monrovia, California 91016**

**April 23, 2014**  
**7:00 P.M.**

**1. Call to Order:**

Chairman Tessitor called the meeting to order at approximately 7:16 pm.

**2. Roll Call:**

<b>Member</b>	<b>Appointing Entity</b>	<b>Present</b>	<b>Absent</b>
<b><i>Voting Members</i></b>			
Doug Tessitor, <i>Chair</i>	City of Pasadena	X	
Sam Pedroza, <i>Vice Chair</i>	SGVCOG	X	
Vacant	City of Los Angeles	—	—
Paul Leon	City of South Pasadena	X	
John Fasana	LACMTA	X	
<b><i>Non-Voting Members</i></b>			
Carrie Bowen	Governor of California	X (7:28)	
Bill Bogaard	City of Pasadena		X
Daniel Evans	City of South Pasadena		X
Alan Wapner	SANBAG		X
<b><i>Alternate Members</i></b>			
Marisol Salguero	City of Los Angeles		X
Mary Ann Lutz	SGVCOG	—	—
Deborah Robertson	SANBAG	—	—

**3. Pledge of Allegiance**

Chris Burner led the Pledge of Allegiance.

**4. Public Comments on Items On/Off Agenda**

Chairman Tessitor inquired if there were any members of the public who wish to provide comment on items on or off the Agenda, hearing and seeing none, Chairman Tessitor closed public comment.

**5. CEO's Monthly Report**

Mr. Balian reviewed the Critical Path Schedule which indicated the completion of work on Myrtle Ave. ahead of schedule. Mr. Balian indicated the Foothill Bridge would be completed by May 2014. Mr. Balian indicated that the San Gabriel crossing would be

in May 2014. Mr. Balian indicated that work on the Virginia and Magnolia crossings would be completed by July 2014. Mr. Balian indicated that work continues on Huntington bridge with expected completion in August 2014 and completion of light rail track in September 2014. Mr. Balian indicated the current estimates for the Mountain Ave. crossing would have work being in May and being completed in December. Mr. Balian indicated that first powered train test would occur in December.

Mr. Balian reviewed the Substation Schedule (TPSS). Mr. Balian indicated that Metro has proposed various dates for the delivery to the TPSS' and if there is continued delayed from Metro, there could be potentially serious impacts.

The Board was presented with a video which indicated the work and impacts during construction at Myrtle Avenue as well as the mitigation measures undertaken by the Construction Authority. Mr. Balian presented a video which highlighted ongoing work on the alignment. Also in the video, Mr. Balian highlighted work in the City of Azusa which included installation of protective safety shorting for utilities at Virginia Ave.; ongoing construction of the Foothill Boulevard LRT bridge walls; and installation of the ballast retainer on the bridge. Mr. Balian highlighted work in the City of Irwindale which included construction the station platforms; duct bank construction; and excavation for the Irwindale parking structure retaining wall. Mr. Balian highlighted work in the City of Duarte which included construction of the Duarte Station canopy and SCE utility installation at Mountain Ave. Mr. Balian highlighted work in the City of Monrovia which included review on the construction at Myrtle Ave.; installation of track switch equipment West of Mountain Ave.; construction of the Monrovia station parking facility; and closure of Magnolia Ave for grade crossing construction. Mr. Balian highlighted work at the Gold Line Operation Campus in the City of Monrovia which included the erection of structural steel at the Main facility building. Mr. Balian highlighted work in the City of Arcadia which included the concrete pour at the Arcadia station parking structure and ballast regulation at the I-210 median. Mr. Balian also highlighted ongoing meetings and site visits which included Duarte Mayor Liz Reilly at the Mountain Ave. crossing; a project tour with the JPA members; and a community meeting regarding the Mountain Ave and Magnolia Ave closures.

## **6. Consent Calendar**

- a. Approval of Minutes of Board Meeting held March 26, 2014**
- b. Approval of Caltrans Work Authorization to support the Phase 2A through FY 2015**

Chairman Tessitor requested a motion to approve the Consent Calendar. Board Member Fasana made a motion to approve the Consent Calendar which was seconded by Board Member Leon and approved unanimously.

## **7. General Board Items**

- a. Consideration of Adoption of Resolutions of Necessity for the Acquisition by Eminent Domain of Real Property, consisting of a portion of the fee**

**simple interest in the real property located at 819 West Sixth Street, Azusa, California, and further identified as Los Angeles County Tax Assessor's Parcel Number 8616-003-013, for public purposes, namely for public transit purposes**

Chairman Tessitor indicated that consideration of Resolution 2014-R-01 for Adoption of a Resolution of Necessity for the acquisition by eminent domain of certain real property, located at 819 West Sixth Street in the City of Azusa and further identified as Los Angeles County Tax Assessor's Parcel Number 8916-003-013, for public purposes, namely for public transit purposes and requested Ms. Gina Danner, Special Counsel to provide the report.

Ms. Danner indicated that staff is seeking to acquire the fee simple interest in a portion of the real property located at 819 West 6<sup>th</sup> Street in the City of Azusa, also identified as a portion of Los Angeles County Tax Assessor's Parcel Number 8616-003-013. Ms. Danner indicated that the interest sought to be acquired consists of a 606 square foot portion of the above-described real property will be used for an access road as part of the Project.

Ms. Danner indicated that the Authority has attempted to negotiate with the property owner, however, the consummation of the voluntary acquisition of the Subject Property Interest has not been completed. Ms. Danner indicated that the proposed property is needed for public transit purposes for the Metro Gold Line Foothill Extension.

Chairman Tessitor requested further detail as to the purposed need for the property. Ms. Danner indicated that there is an access road along the right-of-way to allow service to the TPSS and the proposed property is the remaining parcel need to complete the access road to the TPSS.

Chairman Tessitor inquired if there was anyone who wished to provide public comment on this item. Chairman Tessitor seeing no members of the public who wished to provide public comment, closed the public comment portion on this item.

Chairman Tessitor inquired if any of the Board Members had any questions for Ms. Danner or would like to make a comment.

Chairman Tessitor requested a motion to approve Resolution No. 2014-R-01 regarding LA County parcel number 8616-003-013. Board Member Fasana made a motion which was seconded by Board Member Pedroza.

Chairman Tessitor requested a roll call vote be conducted by the Clerk.

The Clerk of the Board conducted a roll call vote and the item passed unanimously by a vote of five (5) to zero (0) with no person absent.

**b. Approval of Sponsorship of Proposed Legislation (AB 2574 Rodriguez) Authorizing the Extension of the Gold Line to Ontario, and Declaration of No Imposition of State Mandated Cost**

Mr. Balian presented the item. Mr. Balian indicated that Assemblyman Freddie Rodriguez had recently introduced legislation to extend the current terminus of the Gold Line Foothill Extension to Ontario Airport instead of Montclair – AB 2574. Mr. Balian indicated that the Assemblyman has requested that the Board provide a position of support for the legislation.

Mr. Balian indicated that staff has tried to secure a meeting the Ad Hoc Committee with Mr. Wolfe and have been unsuccessful. Mr. Balian indicated that the Ad Hoc Committee meet and proposed some additional modifications to the language of the bill to provide additional protections for SANBAG that had been raised earlier and recommending approval to the Board. Mr. Balian indicated that meeting have been held in Sacramento between Assemblyman Rodriguez and Assembly Transportation Chair Lowenthal and provided additional language on the bill. Mr. Balian indicated that Assembly member Rodriguez has circulated the new proposed language to the parties involved and staff has not been made aware of any feedback from SANBAG. Board Member Fasana inquired if SANBAG representatives were present at the meeting to which Mr. Balian indicated that they were present.

Mr. Balian introduced Mitch Purcell, Chief Contracting Officer and In-House Counsel, who reviewed the various changes to the proposed legislation.

Board Member Fasana has indicated that Metro currently has recommended an oppose position to the legislation, but it is possible that with the most recent changes there may be a change in the Metro position to “work with author”.

Board Member Pedroza indicated that it is important to work with the Author of the legislation to make sure that all parities issues are addressed.

Mr. Balian reviewed a schedule to show the length of time that is needed to start construction once the planning effort has started for these types of projects. Mr. Balian indicated that approximately 16 years would be need to have everything in place to start construction. Mr. Balian indicated that as an example, the planning effort for Phase I of the Gold Line from Los Angeles to Pasadena started in the 1980's and the first train was on the tracks in 2003.

Board Member Fasana indicated that it important that continued outreach be made to SANBAG to continue the dialogue and make progress or at least get a clear direction.

Board Member Fasana indicated his support of the revised language as presented to the Board (see below)

Proposed Statutory Protections for SANBAG and MTA:

(A) With respect to the portion of the project on the right-of-way owned by the San Bernardino Associated Governments, the LACMTA'S AUTHORITY TO OPERATE THE PROJECT SHALL BE CONTINGENT UPON THE APPROVAL of the board of directors of the San Bernardino Associated Governments, acting as the county transportation commission, through approval of an operations and maintenance agreement with the LACMTA.

(B) The operations and maintenance agreement shall provide that the San Bernardino Associated Governments reimburse the LACMTA for the costs of operating that portion of the line located in the County of San Bernardino.

(C) PRIOR TO THE COMMENCEMENT OF CONSTRUCTION of the portion of the project in the County of San Bernardino, THE AUTHORITY SHALL ENTER INTO A CONSTRUCTION AGREEMENT with the San Bernardino Associated Governments, acting as the county transportation commission.

Proposed 132412:

“The Authority may undertake planning activities and environmental review for a potential extension of the project to the LA/Ontario International Airport. Solely for purposes of PUC Section 132410(b)(B)(vi), the City of Ontario shall be considered an ‘extension city’. Nothing in this section shall be construed to change the meaning of the term ‘project’.”

Board Member Leon indicated that the underlying important factor is what the people of San Bernardino and Los Angeles County need and want and not the political battles.

Chairman Tessitor requested a motion to approve the revised language to AB 2574. Board Member Fasana made a motion to approve the item which was seconded by Board Member Pedroza and was approved unanimously.

**c. Receive and File Report on Project Update: Project Testing**

Mr. Balian introduced Chris Burner, Chief Project Officer to provide the report. Mr. Burner indicated Project Testing involves testing program to ensure properly functioning traction electrification, signaling, and communications systems. Mr. Burner indicated that the Testing program includes Factory Acceptance Testing (FAT); Local Field Acceptance Testing (LFAT); Systems Integration Testing (SIT) which has two phases; and System Performance Demonstration (SPD) test. Mr. Burner indicated that there are various Project Testing Types including FAT for testing of assemblies and subsystems in assembly plant prior to shipment to project jobsite; LFAT for testing and verification of systems operation once installed on the project; Systems Integration Testing (SIT) which is completed prior to Substantial Completion (SC) and verifies installed systems and interface points operate together properly. Mr. Burner review the Testing

Schedule Coordination between the Design Builder; Construction Authority Staff and Metro.

Board Member Bowen inquired if the local schools are contacted during this process. Mr. Balian indicated that they do as well as to other various stakeholders.

Item received and filed.

**d. Award of Phase 2B Engineering and NEPA Support Services Contract**

Mr. Balian provided the report. Mr. Balian indicated that an RFP was issued in January and four responses were received by staff. Mr. Balian indicated that an evaluation committee reviewed the submissions and were evaluated based upon: (1) Qualifications, Related Experience, and Financial Stability; (2) Staffing and Personnel / Team Organization; and (3) Project Understanding, Plan, and Approach with point values assigned to each category. Mr. Balian indicated that the evaluation committee scored AECOM with highest point total.

Mr. Balian indicated the contract proposed with AECOM is for Engineering and NEPA Support Services from Azusa to Montclair. Mr. Balian indicated that contract with AECOM would assist the Authority to develop advanced conceptual engineering for the Azusa to Montclair segment, (ii) to assist the Authority with any necessary additional CEQA analysis and possible new DEIS/FEIS document, and (iii) help the Authority produce certain environmental documentation including obtaining certification pursuant to the National Environmental Policy Act for such segment.

Board Member Bowen inquired if the work is just for a NEPA document and not to do a CEQA document. Mr. Balian indicated that a CEQA document has already been completed.

Chairman Tessitor requested a motion to approve the Award of Phase 2B Engineering and NEPA Support Services Contract to AECOM. Board Member Salguero made a motion to approve the contract award to AECOM which was seconded by Board Member Leon and approved unanimously.

**e. Receive and File Monthly Update**

Mr. Balian introduced Chris Burner to provide the report. Mr. Burner reviewed the Phase 2A Progress - work at Arcadia, Monrovia, Duarte, Irwindale, Azusa-Downtown and Azusa-Citrus stations continue; the Myrtle grade crossing was completed; continued construction of grade crossings at San Gabriel and Virginia, and started construction of Magnolia crossing; continued bridge work at Foothill and Huntington; continued steel girder repair at Rosemead; continued installation of underdrain and sub-ballast throughout project; continued light rail mainline track placement; continued construction of retaining walls (95% complete) and sound walls (65% complete) throughout the alignment; continued

mainline OCS pole installation and foundation work; continued OCS pole installation at Gold Line Operations Campus (Campus); continued car wash foundation/slab forming and reinforcements at the Campus; continued trackwork at the Campus; and continued structural steel work at the Main Shop Building in the Campus. Mr. Burner reviewed in detail the current Project Schedule.

Mr. Burner reviewed the current activities with regard to the Parking Facilities. Mr. Burner indicated that there was continued construction of Arcadia and Monrovia parking facilities. Mr. Burner indicated that in Arcadia, that ongoing work included continued reinforcement and concrete placement for parking structure columns, elevator pit walls, CMU exterior walls for electrical room as well the start of placement of concrete for slab on grade. Mr. Burner indicated that in Monrovia. That ongoing work included continued reinforcement and concrete placement for parking structure columns, elevator pit walls, and shear walls; start of site construction for the Irwindale and Azusa-Citrus parking structures. Mr. Burner indicated that with regard to the TPPS structures, that the Michillinda and Soldano TPSS sites are completed and that properties have been transferred to FTC.

Mr. Burner indicated that future activities over the next three to four months include complete trackwork at the Campus; complete construction of bridges at Foothill, Kincaid, Huntington, and Rosemead; complete San Gabriel, Virginia, and Magnolia crossings, and begin Mountain crossing; complete construction of all stations (except architectural elements); complete OCS foundation installation and complete mainline LRT trackwork construction.

Item received and filed.

**8. General Counsel's Report**

None.

**9. Board Member Comments**

Board Member Leon indicated that he had recently provided an update to the Kiwanis Club in Ontario and they are excited about the prospect of the Gold Line coming to Ontario.

Board Member Fasana inquired with all the civil work and property acquisition in either an advance state or near completion, what the status of the contingency budget on the project is. Mr. Balian indicated that the risk register is shrinking quickly and will do so more dramatically in the next 6 month. Mr. Balian asked Crandal Jue, Chief Financial Officer to provide a status on the contingency budget. Mr. Jue indicated that currently there is \$14 million in contingency for the Phase 2A Alignment work for change orders, etc.; \$8 million in contingency for the Maintenance and Operation Campus and \$15.5 million in reserve.

Board Member Fasana inquired how much is expected in change orders to be charged against those dollars. Mr. Balian indicated approximately \$10 million in change orders is known as of now.

Mr. Balian indicated that this is exactly where a project would like to be at this stage in construction.

Board Member Bowen inquired what risk register confidence percentage at this point. Mr. Burner indicated that it is at approximately 80-90% with the majority of the risk is behind the project.

**10. Closed Session**

General Counsel Estrada reviewed the various items that would be considered in Closed Session and indicated that there would be no reportable action after Closed Session. Chairman Tessitor recessed the Board into Closed Session at approximately 8:10 pm.

**A. CONFERENCE WITH REAL PROPERTY NEGOTIATOR:.....G.C. 54956.8**

- (i) Property 8616-003-014

Agency Negotiator: Habib F. Balian and Regina Danner, Esq.  
Negotiating Parties: Famela Domantay, Edelyn Domantay Brown  
Under Negotiation: Price and Terms

- (ii) Property 8616-003-013

Agency Negotiator: Habib F. Balian and Regina Danner, Esq.  
Negotiating Parties: Janet L. Lopez, Janet L. Lopez Trust  
Under Negotiation: Price and Terms

**B. CONFERENCE WITH LEGAL COUNSEL:..... G.C. 54956.9(a)  
Pending Litigation**

- (i) Field Myrtle Oil, Inc. v. Foothill Transit Constructors, SKANSKA Community Liaison, Metro Gold Line Foothill Extension Construction Authority, et al.  
Case No. BC539314
- (ii) Metro Gold Line Foothill Extension Construction Authority v. MillerCoors LLC, et al.  
Case No. BC497583
- (iii) Metro Gold Line Foothill Extension Construction Authority v. Ernest Paul Mnoian, et al.  
Case No. BC502465



- (iv) Metro Gold Line Foothill Extension Construction Authority v.  
223 North First Street I, LLC, et al.  
Case No. BC531266

**11. Adjournment**

The Board Meeting was adjourned at approximately 8:44 pm.

DRAFT



## Agenda Item: 6.b.

### Board Members:

**Doug Tessitor**  
Chair  
Council Member,  
City of Glendora  
Appointee,  
City of Pasadena

**Sam Pedroza**  
1<sup>st</sup> Vice Chair  
Council Member,  
City of Claremont  
Appointee of SGVCOG

**Marisol Salguero**  
City of Los Angeles  
Alternate Appointee,  
City of Los Angeles

**Paul S. Leon**  
Member  
Mayor,  
City of Ontario  
Appointee,  
City of South  
Pasadena

**John Fasana**  
Member  
Council Member,  
City of Duarte  
Appointee, LACMTA

**Bill Bogaard**  
Member, Non-Voting  
Mayor,  
City of Pasadena  
Appointee, City of  
Pasadena

**Carrie Bowen**  
Member, Non-Voting  
District 7 Director,  
Caltrans  
Gubernatorial  
Appointee

**Daniel M. Evans**  
Member, Non-Voting  
City of  
South Pasadena  
Appointee, City of  
South Pasadena

**Alan D. Wapner**  
Member, Non-Voting  
Council Member,  
City of Ontario  
Appointee, SANBAG

**TO:** Chair and Members of the Construction Authority Board

**FROM:** Habib F. Balian, CEO

**DATE:** May 28, 2014

**SUBJECT:** Authorize the CEO to Execute Amendment No. 14 to Contract No. C1129 with Hill International for Phase 2A and 2B Program Management

---

### RECOMMENDATION:

The Finance Committee approved and recommended that the Board of Directors adopt Amendment No. 14 to Contract No. C1129 with Hill International for Phase 2A and 2B Program Management in a not-to-exceed amount of \$8,000,000 for a total contract not-to-exceed amount of \$38,906,554.

### SUMMARY:

Hill International was selected as the Phase 2A and 2B program manager based on the selection criteria in the RFQ C1129. The Authority executed a contract with Hill International effective April 1, 2009. Under contract C1129, Hill International provides program management support to the project, which includes design support, construction management, quality oversight, procurement support, environmental compliance, third-party coordination, and other necessary technical support. This amendment provides funding for the scope of work identified above for fiscal year 2015.

The Construction Authority uses an incremental method of managing consultant contracts in order to better control the consultant's scope of work and budget. As additional services are required, the Construction Authority authorizes additional scopes of work and corresponding budgetary increases to the consultant's contract. This action will commit a total of \$36,906,554 to Hill International of which \$27,285,180 is directly attributable to the program management WBS 2.10.20.10 which has a \$40 million Financial Plan 10 2A project budget for the Hill International contract. Hill International contract contains authorized costs in other WBS within Financial Plan 10 of \$210,000 for WBS 2.10.99.80, \$300,000 for WBS 2.10.99.82, \$1,023,711 for WBS 2.10.99.83, \$486,962 for WBS 2.20.20.00, \$140,000 for WBS 2.50.30.00, \$250,000 for 2.70.40.10 and \$1,210,711 for WBS 2.75.10.10.

Summary of original contract and amendments at the end of this report.

### Executive Officer:

**Habib F. Balian**  
Chief Executive Officer

**BUDGET IMPLICATIONS:**

This work in the amount of \$8,000,000 will be funded from several WBS's as follows;

\$5,000,000 from WBS 2.10.20.10 Program Management which has a proposed Board approved FY15 operating budget of \$6,500,000 of which \$0 has been previously allocated for fiscal year 2015; A transfer of \$500,000 from this FY15 operating budget WBS 2.10.20.10. is going to WBS 2.10.99.82 Phase 2B.

\$225,000 from WBS 2.10.99.83 Bus Interface Plan which has a Board approved FY15 operating budget of \$3,600,000 of which \$3,000,000 has been previously allocated for fiscal year 2015;

\$75,000 from WBS 2.50.30.00 Special Programs Art Program which has a Board approved FY15 operating budget of \$75,000 of which \$0 has been previously allocated for fiscal year 2015;

\$700,000 from WBS 2.75.10.00 Maintenance and Operation Facility Construction which has a Board approved FY15 operating budget of M&O Authority share of \$8,000,000 of which \$7,800,000 has been previously allocated for fiscal year 2015; \$700,000 is the total of Authority 25% share (\$175,000) and Metro's 75% share (\$525,000);

\$2,000,000 from WBS 2.10.99.82 Phase 2B and Contingency Misc Other which has a Board approved FY15 operating budget of \$4,000,000 of which \$2,500,000 has been previously approved. This requires a FY15 operating budget transfer of \$500,000 from program management to Phase 2B.

**BACKGROUND:**

Hill International was selected as the Phase 2A and 2B program manager based on the selection criteria in the RFQ C1129. The Authority executed a contract with Hill International effective April 1, 2009. Under contract C1129, Hill International provides program management support to the project, which includes design support, construction management, quality oversight, procurement support, environmental compliance, third party coordination, and other necessary technical support. The Authority authorizes Hill International to perform work on a fiscal year basis. This amendment provides funding for the scope of work identified above for fiscal year 2015.

Consultant staffing has been established to ensure project milestones are achieved in a timely manner. This consultant staffing provides the majority of the day-to-day technical staff for the project. During fiscal year 2015, the following activities are expected to be completed by consultant staff under the Hill International contract:

1. Project and construction management for the C1135 Alignment contract (DB2)
2. Project and construction management for the C1150 Intermodal Parking Facilities and Enhancements contract (DB3)
3. Conduct coordination meetings with cities, utilities, Caltrans, Metro, and other project stakeholders
4. Update the Authority's Project Management Plan (PMP) as necessary
5. Engineering Support and other related work for Phase 2B
6. Oversee and interface with consultants regarding Advanced Conceptual Engineering work on Phase 2B
7. Assist the Authority in the property acquisition process
8. Perform project control functions, including maintenance of project schedule, preparation of estimates, and assistance in monitoring the project budget
9. Implement a quality oversight program
10. All other tasks necessary to assist in the management of the Foothill Extension project

Using the information that is available at the time this report was written, Authority staff and Hill International staff have worked together to develop a staffing plan that provides adequate resources to accomplish the tasks outlined above. The attached staffing plan provides each required position and the expected full-time-equivalent (FTE) staffing for each position in fiscal year 2015. Also attached is a listing of all the amendments to the Hill International contract.

[See attached tables]

**FISCAL YEAR 2014 STAFFING PLAN (Phases 2A and 2B)**

<u>Position</u>	<u>FTEs</u>
Director of Engineering	1.00
Civil Engineer	1.00
Submittals Coordinator	1.00
Station Coordinator	1.00
Environmental	0.50
Engineering Support	2.50
Director of Systems	1.00
Third Party Manager	1.00
Project Controls Manager	1.00
Contract Manager	1.00
Resource Pool	2.00
Segment - Shared Corridor Segment	0.50
Quality Manager	1.00
Auditor	1.00
Auditor	1.00
Auditor	0.50
Auditor	0.25
Signals Oversight	1.00
Construction Manager, Parking Facilities	0.50
Field Engineer	1.00
Project Administrator	1.00
Document Control Manager	1.00
Project Manager	0.50
Segment Manager - M&O Facility	1.00
MEP Inspector 1	<u>1.00</u>
<b>TOTAL</b>	<b><u>24.25</u></b>

**SUMMARY OF CONTRACT AND AMENDMENTS**

<b>Amendment</b>	<b>Amount</b>	<b>Scope</b>
Contract	\$400,000	Limited staffing for first six months of project from April 2009 through September 2009
Amendment No. 1	\$350,000	Geotechnical work for Iconic Freeway Structure
Amendment No. 2	\$1,750,000	Additional staffing for nine months of project from October 2009 through June 2010
Amendment No. 3	\$635,000	Investigation of Raymond Fault and M&O Facility conceptual engineering
Amendment No. 4	\$800,000	Additional investigation of the Raymond Fault and M&O Facility advanced conceptual engineering
Amendment No. 5	\$850,000	M&O Facility environmental, additional staffing, and specialty consultants
Amendment No. 6	\$4,900,000	Fiscal Year 2011 Staffing
Amendment No. 7	\$495,000	Army Corps of Engineers permitting, Art Coordinator, and staffing for TOD, Bus Interface, and Phase 2B environmental studies
Amendment No. 8	\$100,000	Environmental Impact Statement and Environmental Impact Report document review and technical report services for Phase 2B, Glendora to Montclair
Amendment No. 9	\$250,000	Intermodal Parking Facilities Advanced Conceptual Engineering Design
Amendment No. 10	\$5,678,908	Fiscal Year 2012 Staffing
Amendment No. 11	\$6,499,983	Fiscal Year 2013 Staffing
Amendment No. 12	\$697,663	A.C.E. for environmental remediation at M&O
Amendment No. 13	\$7,500,000	Fiscal Year 2014 Staffing
Amendment No. 14	\$8,000,000	Fiscal Year 2015 Staffing

**Total Contract                    \$38,906,554**



### Agenda Item: 6.c.

**Board Members:**

**Doug Tessitor**  
Chair  
Council Member,  
City of Glendora  
Appointee,  
City of Pasadena

**Sam Pedroza**  
1<sup>st</sup> Vice Chair  
Council Member,  
City of Claremont  
Appointee of SGVCOG

**Marisol Salguero**  
City of Los Angeles  
Alternate Appointee,  
City of Los Angeles

**Paul S. Leon**  
Member  
Mayor,  
City of Ontario  
Appointee,  
City of South  
Pasadena

**John Fasana**  
Member  
Council Member,  
City of Duarte  
Appointee, LACMTA

**Bill Bogaard**  
Member, Non-Voting  
Mayor,  
City of Pasadena  
Appointee, City of  
Pasadena

**Carrie Bowen**  
Member, Non- Voting  
District 7 Director,  
Caltrans  
Gubernatorial  
Appointee

**Daniel M. Evans**  
Member, Non-Voting  
City of  
South Pasadena  
Appointee, City of  
South Pasadena

**Alan D. Wapner**  
Member, Non- Voting  
Council Member,  
City of Ontario  
Appointee, SANBAG

**Executive Officer:**

**Habib F. Balian**  
Chief Executive Officer

**TO:** Chair and Members of the Construction Authority Board  
**FROM:** Habib F. Balian, CEO  
**DATE:** May 28, 2014  
**SUBJECT:** Authorize the CEO to Execute Amendment 10 to Contract No. C1115 with Richards, Watson and Gershon for General Counsel Services

**RECOMMENDATION:**

The Finance Committee approved and recommends that the Board of Directors Authorize the CEO to Execute Amendment 10 to Contract No. C1115 with Richards, Watson and Gershon for General Counsel Services in the amount of \$200,000 for General Counsel Services for a total authorized amount of \$4,350,000 and extension of the agreement through the end of calendar year 2014.

**SUMMARY:**

Richards, Watson & Gershon (RW&G) entered into an Agreement for General Counsel Legal Services with the Construction Authority on September 1, 2009. Under contract C1115, RW&G provides legal advice as General Counsel to the Construction Authority such as legal opinions, litigation services, environmental matters, public representation, and a number of other areas in the scope of work.

This amendment provides funds to pay for services to be provided through the end of calendar year 2014 and extends the agreement through the end of calendar year 2014.

The following is a table showing the original contract and amendments:

Contract	Amount	Date	Purpose
Original Contract	\$250,000	09/01/09	Original Scope
Amendment 1	\$400,000	10/01/10	Added Real Property Acquisition Services
Amendment 2	\$800,000	04/13/11	Additional complexity and workload
Amendment 3	\$500,000	11/08/11	Additional litigation workload
Amendment 4	\$300,000	02/22/12	Additional litigation workload, environmental and ongoing work

<b>Contract</b>	<b>Amount</b>	<b>Date</b>	<b>Purpose</b>
Amendment 5	\$100,000	05/11/12	Additional litigation workload
Amendment 6	\$300,000	06/14/12	End of 2012 and initial funds for 2013
Amendment 7	\$500,000	12/12/12	Additional funds for 2013
Amendment 8	\$500,000	6/27/13	Additional funds for 2013 & 2014
Amendment 9	\$500,000	11/27/13	Additional funds for 2014
Amendment 10	\$200,000	N/A	Funds through end of 2014
<b>Total</b>	<b>\$4,350,000</b>		

**BUDGET IMPLICATIONS:**

Funds for this work in the amount of \$500,000 will be funded through WBS 2.10.30.10.M – Authority Administration Legal Services Legal Counsel which has Financial Plan Revision 10 budget of \$3,000,000 of which \$2,430,000 was previously allocated and an approved FY15 Authority Administration operating budget of \$6,900,000 of which \$0 has been previously allocated and a FY15 general counsel legal budget of \$300,000 of which \$0 has been previously allocated.





### Agenda Item: 6.d.

**TO:** Chair and Members of the Construction Authority Board

**FROM:** Habib F. Balian, CEO

**DATE:** May 28, 2014

**SUBJECT:** Authorize the CEO to Execute Amendment No. 4 to Contract No. C1143 with Baker, Donelson, Bearman, Caldwell & Berkowitz, PC for Federal Government Relations Consulting Services

**Board Members:**

**Doug Tessitor**  
Chair  
Council Member,  
City of Glendora  
Appointee,  
City of Pasadena

**Sam Pedroza**  
1st Vice Chair  
Council Member,  
City of Claremont  
Appointee of SGVCOG

**Marisol Salguero**  
City of Los Angeles  
Alternate Appointee,  
City of Los Angeles

**Paul S. Leon**  
Member  
Mayor,  
City of Ontario  
Appointee,  
City of South  
Pasadena

**John Fasana**  
Member  
Council Member,  
City of Duarte  
Appointee, LACMTA

**Bill Bogaard**  
Member, Non-Voting  
Mayor,  
City of Pasadena  
Appointee, City of  
Pasadena

**Carrie Bowen**  
Member, Non-Voting  
District 7 Director,  
Caltrans  
Gubernatorial  
Appointee

**Daniel M. Evans**  
Member, Non-Voting  
City of  
South Pasadena  
Appointee, City of  
South Pasadena

**Alan D. Wapner**  
Member, Non-Voting  
Council Member,  
City of Ontario  
Appointee, SANBAG

**RECOMMENDATION:**

The Finance Committee approved and recommends to the Board of Directors Authorization for the CEO to Execute Amendment No. 4 to Contract No. C1143 with Baker, Donelson, Bearman, Caldwell & Berkowitz, PC for Federal Government Relations Consulting Services in a not-to-exceed amount of \$105,600 (\$8,800 per month for 12 months) for a total authorized contract amount of \$510,400 and to extend the term to June 30, 2015.

**SUMMARY:**

Baker, Donelson, Bearman, Caldwell & Berkowitz, PC ("Baker") was awarded Contract No. C1143 for Federal Government Relations Consulting Services following a competitive negotiation procurement process that was conducted from June 2010 until August 2010 in accordance with Chapter 5 of the Construction Authority's Administrative Code and authorized by the Construction Authority's Chief Executive Officer.

Pursuant to Contract No. C1143, since September 9, 2010, Baker has provided to the Construction Authority federal government relations consulting services for a flat fee of \$8,800 per month. Amendment 1 authorized Baker to continue to provide such services from June 2011 to the end of June 2012; Amendment 2 extended the term to June 2013; Amendment 3 extended the term to June 2014. This Amendment 4 would extend the term to June 2015.

Contract	Amount	Date
Original Contract	\$88,000	September 9, 2010
Amendment No. 1	\$105,600	June 15, 2011
Amendment No. 2	\$105,600	May 23, 2012
Amendment No. 3	\$105,600	June 30, 2013
Amendment No. 4	\$105,600*	N/A
<b>Total</b>	<b>\$510,400</b>	

\*This is the amount sought by this Board action.

**Executive Officer:**

**Habib F. Balian**  
Chief Executive Officer

**BUDGET IMPLICATIONS:**

Funds for this work in the amount of \$105,600 will be funded through WBS 2.10.10.10.M – Authority Administration Government Relations which has Financial Plan Revision 10 budget of \$33,600,000 of which \$25,700,000 has previously allocated and an approved FY15 operating budget of \$6,900,000 of which \$0 has been previously allocated and a governments relation budget of \$250,000 of which \$0 has been previously allocated.



### Agenda Item: 6.e.

**TO:** Chair and Members of the Construction Authority Board

**FROM:** Habib F. Balian, CEO

**DATE:** May 28, 2014

**SUBJECT:** Authorize the CEO to Execute Amendment No. 4 to Contract No. C1147 with Aaron Read & Associates, LLC for California Government Relations Services

**Board Members:**

**Doug Tessitor**  
Chair  
Council Member,  
City of Glendora  
Appointee,  
City of Pasadena

**Sam Pedroza**  
1<sup>st</sup> Vice Chair  
Council Member,  
City of Claremont  
Appointee of SGVCOG

**Marisol Salguero**  
City of Los Angeles  
Alternate Appointee,  
City of Los Angeles

**Paul S. Leon**  
Member  
Mayor,  
City of Ontario  
Appointee,  
City of South  
Pasadena

**John Fasana**  
Member  
Council Member,  
City of Duarte  
Appointee, LACMTA

**Bill Bogaard**  
Member, Non-Voting  
Mayor,  
City of Pasadena  
Appointee, City of  
Pasadena

**Carrie Bowen**  
Member, Non-Voting  
District 7 Director,  
Caltrans  
Gubernatorial  
Appointee

**Daniel M. Evans**  
Member, Non-Voting  
City of  
South Pasadena  
Appointee, City of  
South Pasadena

**Alan D. Wapner**  
Member, Non-Voting  
Council Member,  
City of Ontario  
Appointee, SANBAG

**Executive Officer:**

**Habib F. Balian**  
Chief Executive Officer

### RECOMMENDATION:

The Finance Committee approved and recommends to the Board of Directors Authorization for the CEO to Execute Amendment No. 4 to Contract No. C1147 with Aaron Read & Associates, LLC for California Government Relations Services in a not-to-exceed amount of \$105,600 (\$8,800 per month for 12 months) for a total authorized contract amount of \$410,798 and to extend the term to June 30, 2015.

### SUMMARY:

Aaron Read & Associates, LLC ("Aaron Read") was awarded Contract No. C1147 for California Government Relations Services following a small purchase procurement process that was conducted in July of 2011 in accordance with Chapter 6 of the Construction Authority's Administrative Code and authorized by the Construction Authority's Chief Executive Officer. This amendment is sought under Chapter 7 of the Code with a Statement of Determinations and Findings on file.

Pursuant to Contract No. C1147, since July 25, 2011, Aaron Read has provided to the Construction Authority California government relations services for a flat fee of \$8,800 per month. The original contract was for a six month period ending January 31, 2012. Amendment 1 authorized Aaron Read to continue to provide such services an additional six months to June 30, 2012; Amendment 2 extended the term to June 2013; Amendment 3 extended the term to June 2014. This Amendment 4 would authorize Aaron Read to continue to provide such services an additional year until the end of June 2015.

Contract	Amount	Date
Original Contract	\$49,998	July 25, 2011
Amendment No. 1	\$44,000	December 16, 2011
Amendment No. 2	\$105,600	June 30, 2012
Amendment No. 3	\$105,600	June 30, 2013
Amendment No. 4	\$105,600*	N/A
<b>Total</b>	<b>\$410,798</b>	

\*This is the amount sought by this Board action.

**BUDGET IMPLICATIONS:**

Funds for this work in the amount of \$105,600 will be funded through WBS 2.10.10.10.M – Authority Administration Government Relations which has Financial Plan Revision 10 budget of \$33,600,000 of which \$25,700,000 has previously allocated and an approved FY15 operating budget of \$6,900,000 of which \$0 has been previously allocated and a governments relation budget of \$250,000 of which \$0 has been previously allocated.



### Agenda Item: 6.f.

**Board Members:**

**Doug Tessitor**  
Chair  
Council Member,  
City of Glendora  
Appointee,  
City of Pasadena

**Sam Pedroza**  
1<sup>st</sup> Vice Chair  
Council Member,  
City of Claremont  
Appointee of SGVCOG

**Marisol Salguero**  
City of Los Angeles  
Alternate Appointee,  
City of Los Angeles

**Paul S. Leon**  
Member  
Mayor,  
City of Ontario  
Appointee,  
City of South  
Pasadena

**John Fasana**  
Member  
Council Member,  
City of Duarte  
Appointee, LACMTA

**Bill Bogaard**  
Member, Non-Voting  
Mayor,  
City of Pasadena  
Appointee, City of  
Pasadena

**Carrie Bowen**  
Member, Non-Voting  
District 7 Director,  
Caltrans  
Gubernatorial  
Appointee

**Daniel M. Evans**  
Member, Non-Voting  
City of  
South Pasadena  
Appointee, City of  
South Pasadena

**Alan D. Wapner**  
Member, Non-Voting  
Council Member,  
City of Ontario  
Appointee, SANBAG

**TO:** Chair and Members of the Construction Authority Board  
**FROM:** Habib F. Balian, CEO  
**DATE:** May 28, 2014  
**SUBJECT:** Authorize the CEO to Execute Amendment 4 to Contract No. C1157 with Orbach, Huff & Suarez LLP for Legal Services

**RECOMMENDATION:**

The Finance Committee approved and recommends to the Board of Directors Authorization for the CEO to Execute Amendment 4 to Contract No. C1157 with Orbach, Huff & Suarez LLP for Legal Services in the amount of \$100,000 for a total authorized amount of \$545,000 and to extend the term to December 30, 2014.

**SUMMARY:**

Orbach, Huff & Suarez LLP ("OHS") entered into a Legal Services Agreement with the Construction Authority on January 11, 2013 following a small purchase procurement process that was conducted in accordance with Chapter 6 of the Construction Authority's Administrative Code and authorized by the Construction Authority's Chief Executive Officer. This Amendment is intended to comply also with Section 7 of the Code with a Statement of Determinations and Findings on file. Under contract C1157, OHS conducts property acquisition, litigation and other work at the direction of Authority staff.

Construction Authority staff recommends amending Contract No. C1157 to increase the contract by \$100,000 for a total value of \$545,000 and to extend the term to December 30, 2014. The following is a table showing the original contract and amendments:

Contract	Amount	Date	Purpose
Original Contract	\$65,000	01/11/13	Original Scope
Amendment No. 1	\$30,000	04/01/13	Add'l complexity and workload
Amendment No. 2	\$150,000	06/30/13	Add'l complexity and workload
Amendment No. 3	\$200,000	11/27/13	Continuing litigation
Amendment No. 4	\$100,000	N/A	Continuing litigation
<b>Total</b>	<b>\$545,000</b>		

**Executive Officer:**

**Habib F. Balian**  
Chief Executive Officer

**BUDGET IMPLICATIONS:**

Funds for this work in the amount of \$100,000 will be funded through WBS 2.20.20.00.M Real Estate which has an approved financial plan revision ten budget of \$21,000,000 of which \$12,500,000 has been previously allocated.

**BACKGROUND:**

OHS was retained to litigate, negotiate and settle an eminent domain action against GE Aviation and other parties. The initial budget was based on the good faith expectation that OHS would be able to bring the action to settlement in short order. The litigation has continued beyond original expectations. In September 2013, the Construction Authority obtained prejudgment possession of the real property in question. However, despite persistent and ongoing efforts by OHS and the Construction Authority, GE Aviation and other parties were not open to settlement of the case on terms that the Construction Authority viewed as reasonable for many months. A mediation was conducted on November 4<sup>th</sup>, 2013. The parties continue to work toward settlement of the case. However, litigation deadlines are quickly approaching and an agreeable settlement may not be possible.

OHS has significant experience working with the complex set of issues involved in this case and is in a unique position to complete the litigation. Doing otherwise would cause the Construction Authority to suffer delay, lose the vast amount of legal and factual knowledge, insights and experience of the current firm, waste significant amounts of taxpayer funds, and materially decrease the quality of legal advice brought to bear on these matters. Only OHS is qualified to provide these services at this time, re-procuring the contract is either infeasible or would not produce an advantage, and there is an urgent condition or situation that threatens the project schedule or could result in a material increase to the cost of the project, which condition or situation could not be timely addressed by re-procurement.



### Agenda Item: 6.g.

**Board Members:**

**Doug Tessitor**  
Chair  
Council Member,  
City of Glendora  
Appointee,  
City of Pasadena

**Sam Pedroza**  
1<sup>st</sup> Vice Chair  
Council Member,  
City of Claremont  
Appointee of SGVCOG

**Marisol Salguero**  
City of Los Angeles  
Alternate Appointee,  
City of Los Angeles

**Paul S. Leon**  
Member  
Mayor,  
City of Ontario  
Appointee,  
City of South  
Pasadena

**John Fasana**  
Member  
Council Member,  
City of Duarte  
Appointee, LACMTA

**Bill Bogaard**  
Member, Non-Voting  
Mayor,  
City of Pasadena  
Appointee, City of  
Pasadena

**Carrie Bowen**  
Member, Non-Voting  
District 7 Director,  
Caltrans  
Gubernatorial  
Appointee

**Daniel M. Evans**  
Member, Non-Voting  
City of  
South Pasadena  
Appointee, City of  
South Pasadena

**Alan D. Wapner**  
Member, Non-Voting  
Council Member,  
City of Ontario  
Appointee, SANBAG

**Executive Officer:**

**Habib F. Balian**  
Chief Executive Officer

**TO:** Chair and Members of the Construction Authority Board  
**FROM:** Habib F. Balian, CEO  
**DATE:** May 28, 2014  
**SUBJECT:** Authorize CEO to Execute Amendment 3 to Contract No. C1158 with Lewis Brisbois Bisgaard & Smith LLP for Legal Services

**RECOMMENDATION:**

The Finance Committee approved and recommends to the Board of Directors Authorization for the CEO to Execute Amendment 3 to Contract No. C1158 with Lewis Brisbois Bisgaard & Smith LLP for Legal Services in the amount of \$100,000 for a total authorized amount of \$335,000 and to extend the term to December 30, 2014.

**SUMMARY:**

Lewis Brisbois Bisgaard & Smith LLP ("LBBS") entered into a Legal Services Agreement with the Construction Authority on January 11, 2013 following a small purchase procurement process that was conducted in January of 2013 in accordance with Chapter 6 of the Construction Authority's Administrative Code and authorized by the Construction Authority's Chief Executive Officer. This amendment is sought under Chapter 7 of the Code with a Statement of Determinations and Findings on file. Under contract C1158, LBBS conducts property acquisition, litigation and other work at the direction of Authority staff.

The Construction Authority recommends amending Contract No. C1158 to increase the contract by \$100,000 for a total value of \$335,000 and extending the term until December 30, 2014. The following is a table showing the original contract and amendments:

Contract	Amount	Date	Purpose
Original Contract	\$85,000	01/11/13	Original scope
Amendment No. 1	N/A	06/30/13	Term extended
Amendment No. 2	\$150,000	07/11/13	Add'l complexity and workload
Amendment No. 3	\$100,000	N/A	Close-out of litigation
<b>Total</b>	<b>\$335,000</b>		

**BUDGET IMPLICATIONS:**

Funds for this work in the amount of \$100,000 will be funded through WBS 2.20.20.00.M Real Estate which has an approved financial plan revision ten budget of \$21,000,000 of which \$12,500,000 has been previously allocated.

**BACKGROUND:**

LBBS was retained to litigate, negotiate and settle an eminent domain action against MillerCoors LLC. Though the initial prejudgment possession of the property was successful, additional legal work remains in order to successfully resolve the litigation in excess of original estimates. Additionally, LBBS has stepped in to defend the Authority in case number BC539314 vs. Field Myrtle Oil, Inc. LBBS has solid experience working with the individual stakeholders involved in these cases and the complex set of facts; LBBS is in a unique position to complete these matters. Doing otherwise would cause the Construction Authority to suffer delay, lose the vast amount of legal and factual knowledge, insights and experience of the current firm, waste significant amounts of taxpayer funds, and materially decrease the quality of legal advice brought to bear on these matters. Only LBBS is qualified to provide these services at this time, re-procuring the contract is either infeasible or would not produce an advantage, and there is an urgent condition or situation that threatens the project schedule or could result in a material increase to the cost of the project, which condition or situation could not be timely addressed by re-procurement.





**Metro Gold Line Foothill Extension  
Construction Authority**

406 E. Huntington Drive, Suite 202  
Monrovia, CA 91016-3633

626-471-9050 ph  
626-471-9049 fx

[www.foothillextension.org](http://www.foothillextension.org)

**Agenda Item: 6.h.**

**Doug Tessitor**  
Chair  
Council Member,  
City of Glendora  
Appointee,  
City of Pasadena

**Sam Pedroza**  
1st Vice Chair  
Council Member,  
City of Claremont  
Appointee of SGVCOG

**Marisol Salguero**  
City of Los Angeles  
Alternate Appointee,  
City of Los Angeles

**Paul S. Leon**  
Member  
Mayor,  
City of Ontario  
Appointee,  
City of South  
Pasadena

**John Fasana**  
Member  
Council Member,  
City of Duarte  
Appointee, LACMTA

**Bill Bogaard**  
Member, Non-Voting  
Mayor,  
City of Pasadena  
Appointee, City of  
Pasadena

**Carrie Bowen**  
Member, Non-Voting  
District 7 Director,  
Caltrans  
Gubernatorial  
Appointee

**Daniel M. Evans**  
Member, Non-Voting  
City of  
South Pasadena  
Appointee, City of  
South Pasadena

**Alan D. Wapner**  
Member, Non-Voting  
Council Member,  
City of Ontario  
Appointee, SANBAG

**TO:** Chair and Members of the Construction Authority Board  
**FROM:** Habib F. Balian, CEO  
**DATE:** May 28, 2014  
**SUBJECT:** Receive and File a Report on Quarterly Financial Update

---

**RECOMMENDATION:**

That the Board of Directors receive and file the Authority's Quarterly Financial Update as of March 31, 2014.

**SUMMARY:**

In December 1999, the Board approved and adopted the Investment Policy for the Metro Gold Line Foothill Extension Construction Authority. The Authority's current investments are consistent with the approved Investment Policy.

**BUDGET IMPLICATIONS:**

None at this time.

**Executive Officer:**

**Habib F. Balian**  
Chief Executive Officer

**Metro Gold Line Foothill Extension Construction Authority  
Report of Investments  
Quarter Ending March 2014**

			<u>Book Value</u>
<b>Los Angeles County Pooled Surplus Investment Fund</b> (Los Angeles County Treasurer and Tax Collector)	page 2		
	Ph I	\$	95,839
	Ph II	\$	166,906
		\$	<u>262,745</u>
<b>State of California Local Agency Investment Fund (LAIF)</b> (California State Treasurer's Office)	page 3	\$	26,227,732
	Ph I		
<b>Nations Bank</b>	page 4		
Columbia Fds Ser Tr Treasury Resvs Cap Cl (formerly Nations Treasury Reserves)	Ph I		72,682
Columbia Fds Ser Tr Govt Resvs Cap (formerly Nations Government Reserves)	Ph I		<u>90,157</u>
			162,839
		\$	<u><u>26,653,316</u></u>

Note: The Los Angeles County Pooled Surplus Investment Fund reported an earnings rate for March 2014 of 0.70%.

The State of California Local Agency Investment Fund reported an earnings rate for March 2014 of 0.256%.

The Nations Bank Fund reported an earnings rate for Treasury and Government Reserves for March 2014 of 0.01% and 0.01% respectively.

LOS ANGELES COUNTY TREASURER AND TAX COLLECTOR

REPORT OF INVESTMENTS FOR MARCH 2014 (not available)

SCHEDULE A

<u>PORTFOLIO PROFILE</u>	<u>Pooled Surplus Investments</u>	<u>Specific Purpose Investments</u>
Inventory Balance at 03/31/14		
At Cost	\$ 23,475,311,477	\$ 1,344,346,750
At Market	\$ 23,317,958,530	\$ 341,049,874
Repurchase Agreements	\$ -	\$ -
Reverse Repurchase Agreements	\$ -	\$ -

Composition by Security Type:

Certificates of Deposit	17.38%	0.00%
United States Government and Agency Obligations	52.45%	83.77%
Bankers Acceptances	0.00%	0.00%
Commercial Paper	28.96%	0.00%
Municipal Obligations	21.00%	1.40%
Corporate and Deposit Notes	1.00%	44.00%
Repurchase Agreements	0.00%	0.00%
Asset-Backed	0.00%	0.00%
Other	0.00%	14.39%
1-60 days	38.57%	0.00%
60 days - 1 year	17.36%	14.83%
Over 1 year	44.07%	85.17%

**Note:** See pages 1 for the amount of money the Construction Authority has invested in the Los Angeles County Pooled Surplus Investment Fund.

Source: Treasurer and Tax Collector's website <http://ttax.co.la.ca.us>. (Monthly Investment Report)

**PHILIP ANGELIDES  
TREASURER  
STATE OF CALIFORNIA  
(NOT AVAILABLE)  
INVESTMENT DIVISION SELECTED INVESTMENT DATA  
ANALYSIS OF THE POOLED MONEY INVESTMENT ACCOUNT PORTFOLIC  
(000 OMITTED)**

TYPE OF SECURITY	AMOUNT	%	<u>DIFFERENCE IN PERCENT OF PORTFOLIO FROM PRIOR MONTH</u>
Government			
Bills	\$ 13,485,141	23.44	-1.81
Bonds	-	0.00	0.00
Notes	17,363,685	30.19	-1.60
Strips	-	0.00	0.00
Total Government	<u>\$ 30,848,826</u>	<u>53.63</u>	<u>-3.41</u>
Federal Agency Coupons	\$ 1,944,221	3.38	-0.09
Certificates of Deposit	8,850,017	15.39	1.13
Bank Notes	500,000	0.87	0.33
Bankers' Acceptance	-	0.00	0.00
Repurchases	-	0.00	0.00
Federal Agency Discount Notes	1,199,075	2.08	-0.26
Time Deposits	4,612,640	8.02	-0.21
GNMAs	-	0.00	0.00
Commercial Paper	4,198,404	7.30	-2.01
FHLMC/Remics	131,170	0.23	-0.01
Corporate Bonds	-	0.00	0.00
AB55 Loans	361,711	0.63	-0.02
GF Loans	4,722,800	8.21	4.56
NOW Accounts	-	0.00	0.00
Other	149,907	0.26	-0.01
Revered Repurchases	-	0.00	0.00
Total (All Types)	<u>\$ 57,518,771</u>	<u>100.00</u>	

**INVESTMENT ACTIVITY**

	March 2014		February 2014	
	<u>Number</u>	<u>Amount</u>	<u>Number</u>	<u>Amount</u>
Pooled Money	345	\$ 17,125,015	364	\$ 18,197,868
Other	14	447,613	20	808,948
Time Deposits	91	1,933,000	65	1,214,480
Totals	<u>450</u>	<u>\$ 19,505,628</u>	<u>449</u>	<u>\$ 20,221,296</u>

**Note:** See page 1 for the amount of money Construction Authority has invested in California's Local Agency Investment Fund (LAIF).

Source: California State Treasurer's Office Website <http://treasurer.ca.gov> (PMIA Monthly Report)

**COLUMBIA MANAGEMENT (FORMERLY NATIONS FUNDS)  
NATIONS MONEY MARKET FUNDS  
NATIONS TREASURY RESERVES AND NATIONS GOVERNMENT RESERVES  
INVESTMENT PORTFOLIO  
(000 OMITTED)**

<u>TYPE OF SECURITY</u>	<u>PAR</u>		<u>VALUE</u>
<b>Nations Treasury Reserves (CPLXX)</b>			
U.S. Treasury Bills	\$ 44,090	0.5%	\$ 44,073
U.S. Treasury Notes	\$ 1,626,430	20.2%	<u>\$ 1,632,311</u>
U.S. Treasury Obligations			\$ 1,676,384
Repurchase Agreements	6,403,011	79.2%	6,403,011
Total Repurchase Agreements			\$ 6,403,011
Total Investments			<u>\$ 8,079,395</u>
Other Assets and Liabilities, net		0.0%	<u>\$ 3,643</u>
Net Assets		100.0%	<u><u>\$ 8,083,038</u></u>
<b>Nations Government Reserves (CGCXX)</b>			
<b>U.S. Government Agencies</b>			
Federal Farm Credit Bank	\$ 2,372,627	37.1%	\$ 2,373,807
Federal Home Loan Bank	\$ 2,813,810	43.9%	\$ 2,814,990
Tennessee Valley Authority	\$ 422,460	6.6%	\$ 422,458
Total U.S. Government Agencies Obligations	\$ 5,608,897		\$ 5,611,255
U.S. Treasury Bill and Note	\$ 790,338	12.3%	\$ 790,542
Total Investments			<u>\$ 6,401,797</u>
Other Assets & Liabilities, net		0.1%	<u>\$ 3,384</u>
Net Assets		100.0%	<u><u>\$ 6,405,181</u></u>

**Note:** See page 1 for the amount of money Construction Authority has invested in Nations Money Market Fund.

Source: BofA Funds SemiAnnual Report February 28, 2014



## Agenda Item: 6.i.

### Board Members:

**Doug Tessitor**  
Chair

Council Member,  
City of Glendora  
Appointee,  
City of Pasadena

**Sam Pedroza**

1<sup>st</sup> Vice Chair  
Council Member,  
City of Claremont  
Appointee of SGVCOG

**Marisol Salguero**

City of Los Angeles  
Alternate Appointee,  
City of Los Angeles

**Paul S. Leon**

Member  
Mayor,  
City of Ontario  
Appointee,  
City of South  
Pasadena

**John Fasana**

Member  
Council Member,  
City of Duarte  
Appointee, LACMTA

**Bill Bogaard**

Member, Non-Voting  
Mayor,  
City of Pasadena  
Appointee, City of  
Pasadena

**Carrie Bowen**

Member, Non-Voting  
District 7 Director,  
Caltrans  
Gubernatorial  
Appointee

**Daniel M. Evans**

Member, Non-Voting  
City of  
South Pasadena  
Appointee, City of  
South Pasadena

**Alan D. Wapner**

Member, Non-Voting  
Council Member,  
City of Ontario  
Appointee, SANBAG

### Executive Officer:

**Habib F. Ballan**

Chief Executive Officer

**TO:** Chair and Members of the Board of Directors

**FROM:** Regina N. Danner, Assistant General Counsel

**DATE:** May 28, 2014

**SUBJECT:** RESOLUTION RESCINDING RESOLUTION OF NECESSITY NO.  
2014-R-01 OF THE METRO GOLD LINE FOOTHILL EXTENSION  
CONSTRUCTION AUTHORITY

---

### RECOMMENDATION:

That the Board Members:

1. Consider Resolution No. 2014-R-02, which is a Resolution Rescinding Resolution of Necessity No. 2014-R-01 of the Metro Gold Line Foothill Extension Construction Authority ("Authority").
2. Authorize the Chief Executive Officer, or his designee, to execute all necessary documents.

### BACKGROUND

On April 23, 2014, the Authority Board adopted Resolution No. 2014-R-01, a Resolution of Necessity. Subsequent to the adopted of Resolution No. 2014-R-01, the Authority was able to enter into a Purchase and Sale Agreement for the acquisition of the "Subject Property Interest" described in the Resolution. This has rendered the acquisition of the Subject Property Interest by eminent domain unnecessary.

We recommend that the Authority Board adopt the attached Resolution, which finds and determines that the acquisition of the Subject Property Interest no longer necessitates an acquisition by eminent domain, and rescinds Resolution No. 2014-R-01.

**RESOLUTION NO. 2014-R-02**

**A RESOLUTION RESCINDING RESOLUTION OF NECESSITY  
NO. 2014-R-01 OF THE METRO GOLD LINE FOOTHILL  
EXTENSION CONSTRUCTION AUTHORITY**

**WHEREAS, THE METRO GOLD LINE FOOTHILL EXTENSION  
CONSTRUCTION AUTHORITY DOES HEREBY RESOLVE, FIND, DETERMINE AND  
ORDER AS FOLLOWS:**

**SECTION 1.** The Metro Gold Line Foothill Extension Construction Authority (“Authority”) is a public body in the County of Los Angeles, State of California.

**SECTION 2.** On April 23, 2014, the Authority Board adopted Resolution No. 2014-R-01, a Resolution of Necessity of the Metro Gold Line Foothill Extension Construction Authority Declaring Certain Real Property Interests Located at 819 West 6<sup>TH</sup> Street In The City Of Azusa Necessary For Public Purposes And Authorizing The Acquisition Thereof, For Public Transit Purposes. The real property described in Section 3 of Resolution No. 2014-R-01 was to be taken for a public use, namely for public transit purposes, and all purposes necessary and convenient thereto. The real property interest, which consisted of a 606 square foot portion of the real property, (“Subject Property Interest”), was to be taken from property located at 819 West 6<sup>th</sup> Street in the City of Azusa (Los Angeles County Tax Assessor’s Parcel Number 8616-003-013). Specifically, the Authority sought to acquire the property in connection with the construction and operation of Phase 2A of the Gold Line Foothill Extension light rail line (“proposed Project”). The portion of the vacated street right of way sought to be acquired was legally described in Exhibit “A” and depicted in Exhibit “B” to the Resolution of Necessity.

**SECTION 3.** Subsequent to the adoption of Resolution No. 2014-R-01, the Authority was able to enter into a Purchase and Sale Agreement for the acquisition of the Subject Property Interest. This has rendered the acquisition of the Subject Property Interest by eminent domain unnecessary.

**SECTION 4.** The Board of the Metro Gold Line Foothill Extension Construction Authority hereby finds and determines that the acquisition of the Subject Property Interest is no longer necessitates an acquisition by eminent domain and Resolution No. 2014-R-01 is hereby rescinded.

**SECTION 5.** This Resolution shall take effect upon adoption.

PASSED, APPROVED, AND ADOPTED on this the 28th day of May, 2014 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

---

DOUG TESSITOR  
Chair of the Metro Gold Line Foothill Extension  
Construction Authority Board

ATTEST:

---

Christopher Lowe, Clerk to the Board

Approved as to form:

---

Regina N. Danner  
Assistant General Counsel





## Agenda Item: 7.a.

### Board Members:

**Doug Tessitor**  
Chair  
Council Member,  
City of Glendora  
Appointee,  
City of Pasadena

**Sam Pedroza**  
1<sup>st</sup> Vice Chair  
Council Member,  
City of Claremont  
Appointee of SGVCOG

**Marisol Salguero**  
City of Los Angeles  
Alternate Appointee,  
City of Los Angeles

**Paul S. Leon**  
Member  
Mayor,  
City of Ontario  
Appointee,  
City of South  
Pasadena

**John Fasana**  
Member  
Council Member,  
City of Duarte  
Appointee, LACMTA

**Bill Bogaard**  
Member, Non-Voting  
Mayor,  
City of Pasadena  
Appointee, City of  
Pasadena

**Carrie Bowen**  
Member, Non-Voting  
District 7 Director,  
Caltrans  
Gubernatorial  
Appointee

**Daniel M. Evans**  
Member, Non-Voting  
City of  
South Pasadena  
Appointee, City of  
South Pasadena

**Alan D. Wapner**  
Member, Non-Voting  
Council Member,  
City of Ontario  
Appointee, SANBAG

### Executive Officer:

**Habib F. Balian**  
Chief Executive Officer

**TO:** Chair and Members of the Board of Directors  
**FROM:** Habib F. Balian, CEO  
**DATE:** May 28, 2014  
**SUBJECT:** Consideration of a Resolution No. 2014-R-03 Approving Certain Refinements to the Azusa to Montclair Segment and Adopting an Addendum to the Certified Azusa to Montclair Final EIR

---

### **RECOMMENDATION:**

That the Construction Authority Board consider refinements to the Azusa to Montclair segment of the Foothill Extension project (also referred to as Phase 2B) and the attached Addendum to the Certified Azusa to Montclair Final Environmental Impact Report (FEIR), and adopt the attached Resolution No. 2014-R-03 approving the refinements and adopting the Addendum.

### **SUMMARY:**

The Board certified the Phase 2B (also referred to as Azusa to Montclair) Final EIR (FEIR) for the extension of the Gold Line to Montclair in March 2013. Subsequent to the certification, in April 2013, the City of Pomona (Pomona) filed a lawsuit challenging various elements of the FEIR. The Construction Authority and Pomona executed a settlement agreement in December 2013 wherein the Construction Authority agreed to environmentally study a grade separated crossing at Garey Avenue. This study is contained in the First Addendum to EIR, which is attached to the attached Resolution No. 2014-R-03. Staff seeks the Board's approval of this study and the following project refinements, which will then be incorporated into project design:

- (1) A new elevated light rail grade separated crossing at Garey Avenue ("bridge"), in lieu of an at-grade crossing.
- (2) A shift in location of the Pomona station platform approximately 139 feet to the west.
- (3) Incorporation of design features similar to the Metro Gold Line bridge at Santa Anita Avenue in the City of Arcadia into the Towne Avenue flyover.

The Addendum to the FEIR assesses the environmental impact of refinements to Phase 2B (Azusa to Montclair) of the Gold Line Foothill Extension Project (the Project) as required by the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] 21000 et seq.) and in compliance with the State CEQA Guidelines (14 California Code of Regulations [CCR] 15000 et seq.). The environmental effects of the project were evaluated in Draft and Final Environmental Impact Reports. The purpose of the First Addendum is to evaluate any impacts of the aforementioned refinement in comparison to the FEIR. The Board of Directors and the public have access to the FEIR on the Construction Authority's [website](http://www.foothillextension.org/construction_phases/azusa_to_montclair/metro-gold-line-foothill-extension-azusa-to-montclair-draft-environmental-impact-report/). [URL: [http://www.foothillextension.org/construction\\_phases/azusa\\_to\\_montclair/metro-gold-line-foothill-extension-azusa-to-montclair-draft-environmental-impact-report/](http://www.foothillextension.org/construction_phases/azusa_to_montclair/metro-gold-line-foothill-extension-azusa-to-montclair-draft-environmental-impact-report/)]

The fundamental conclusion of this Addendum is that the revised Project will not result in any new significant impacts beyond those already identified in the certified FEIR; will not result in substantially more severe impacts than were disclosed in the FEIR; and that mitigation measures reported in the FEIR and adopted by the Metro Gold Line Foothill Extension Construction Authority in approving the Project will not be substantially changed. In fact, mitigation measures LTR-6 and LTR-7 will be retained even though the grade separation at Garey Avenue eliminates the impacts that triggered these mitigation measures.

**BUDGET IMPLICATIONS:**

None at this time.

### RESOLUTION NO. 2014-R-03

RESOLUTION OF THE METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY, ADOPTING AN ADDENDUM PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT AND APPROVING PROJECT REFINEMENTS RELATED TO PHASE 2B OF THE GOLD LINE FOOTHILL EXTENSION, FROM AZUSA TO MONTCLAIR, INCLUDING A BRIDGE CROSSING AT GAREY AVENUE AND RELOCATION OF THE POMONA STATION

THE METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY HEREBY FINDS, DECLARES, AND RESOLVES AS FOLLOWS:

WHEREAS, the Metro Gold Line Foothill Extension Construction Authority (“Authority”) is a public entity created by the California State Legislature pursuant to Section 132400 *et seq.* of the Public Utilities Code (“PUC”) for the exclusive purpose of awarding and overseeing all design and construction contracts for completion of the Gold Line light rail project, which is defined in PUC Section 132400 as extending from Union Station in the City of Los Angeles to the City of Montclair; and

WHEREAS, the Authority certified a Final Environmental Impact Report (“FEIR”) for Phase II, Segment 2 from Azusa to Montclair of the Gold Line Foothill Extension (also referred to as Phase 2B, and the “Project” herein) and approved the Project in March of 2013; and

WHEREAS, further refinements to the Project, as set forth in Exhibit B, incorporated herein by reference (“Project Refinements”) have been proposed and reviewed by the Authority Board; and

WHEREAS, the Authority has caused an Addendum (“Addendum”) to the FEIR to be prepared for the Project Refinements in accordance with the California Environmental Quality Act Guideline § 15164, because the proposed Project Refinements do not require the preparation of a new or supplemental EIR in accordance with CEQA Guideline § 15162, which Addendum is attached hereto as Exhibit A; and

WHEREAS, an addendum need not be circulated for public review but is attached to the FEIR in accordance with CEQA Guideline § 15164; and

WHEREAS, the Authority Board has reviewed and considered the Addendum in conjunction with the FEIR; and

WHEREAS, the Authority Board has reviewed the findings made in this Resolution and finds that they are based upon substantial evidence that has been presented to the Authority Board in the record of the proceedings. The documents, staff reports, technical studies, appendices, plans, specifications, and other materials that constitute the record of proceedings on which this Resolution is based are on file and available for public examination during normal business hours in the Authority’s offices and with the Clerk of the Board, who serves as the custodian of these records.

NOW, THEREFORE, THE METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY HEREBY FINDS, DECLARES, AND RESOLVES AS FOLLOWS:

Section 1. The foregoing recitals are incorporated into this Resolution by this reference, and constitute a material part of this Resolution.

Section 2. The Authority Board has independently reviewed and considered the contents of the Addendum prior to deciding whether to approve the Project Refinements.

Section 3. The Authority Board hereby adopts the Addendum, attached hereto as Exhibit A and incorporated herein by this reference, and approves the Project Refinements, attached hereto as Exhibit B and incorporated herein by this reference (and described more particularly in the Addendum). The Authority Board further directs staff to prepare and file notices of determination in Los Angeles and San Bernardino Counties within (5) business days of the date on which this Resolution is adopted.

Section 4. The Clerk of the Authority Board shall certify to the adoption of this Resolution, and shall cause this Resolution to be entered in the official records of the Authority.

Adopted this 28th day of May, 2014.

---

DOUG TESSITOR  
Chair of the Metro Gold Line Foothill  
Extension Construction Authority Board

ATTEST:

---

CHRISTOPHER LOWE  
Clerk of the Board

APPROVED AS TO FORM:

---

MICHAEL ESTRADA  
General Counsel

**EXHIBIT A**

ADDENDUM

# **Addendum No. 1**

**to**

## **Final Environmental Impact Report for Metro Gold Line Foothill Extension – Azusa to Montclair (SCH 2010121069)**

**Analyzing a Grade-Separated Crossing at Garey Avenue and a Shift  
in the Location of the Pomona Station Platform**

---

Metro Gold Line Foothill Extension Construction Authority

May 2014

# Chapter 1 – Introduction

## 1.1 ROLE OF THE ADDENDUM

A Final Environmental Impact Report (EIR) for the Metro Gold Line Foothill Extension – Azusa to Montclair project was published on February 14, 2013. This Addendum No.1 assesses potential changes resulting from design refinements to the project proposed after the Metro Foothill Extension Construction Authority (the Construction Authority) certified the Final EIR on March 6, 2013. The potential changes consist of a grade-separated LRT crossing (“bridge”) at Garey Avenue in Pomona, and a shift in the location of the Pomona Station platform.

The California Environmental Quality Act (CEQA) and CEQA Guidelines Sections 15162 and 15164 provide for the preparation of an addendum to a final EIR when “some changes or additions are necessary” that do not require major revisions to the previous EIR “due to involvement of new significant environmental effects or a substantial increase in severity of previously identified significant effects”, or substantial changes “with respect to the circumstances under which the project is undertaken”.

The CEQA Guidelines Section 15164 also indicates that the addendum need not to be circulated for public review, but “can be included in, or attached to the final EIR”, and that “the decision making body shall consider the addendum with the final EIR prior to making a decision on the project”. This Addendum No.1 is an informational document presenting an evaluation of potential environmental impacts of the proposed design refinements to be used by decision makers and it is not a policy document of the Construction Authority. The Construction Authority, as the Lead Agency under CEQA, will consider the information provided in this Addendum No. 1 prior to making a decision whether or not to approve the proposed refinements.

## 1.2 ORGANIZATION OF THE ADDENDUM

The information in this Addendum is organized as follows:

Chapter 1: Introduction, which identifies the role and organization of the Addendum.

Chapter 2: Project Refinements, which describes the proposed project design refinements in detail.

Chapter 3: Environmental Evaluation, which presents the evaluation of potential environmental impacts of the proposed design refinements.

Chapter 4: List of Preparers, which identifies the lead personnel involved in preparing the Addendum.

### Appendices

Appendix A: Traffic Technical Report

Appendix B: Noise and Vibration Technical Report

## Chapter 2 – Project Refinements

Subsequent to the certification of the Final EIR and project approval in March 2013, the following design refinements have been proposed, and are discussed in detail below:

- (1) A new elevated light rail grade separated crossing at Garey Avenue (“bridge”).
- (2) The shift in location of the Pomona station platform

### 2.1 BRIDGE AT GAREY AVENUE IN THE CITY OF POMONA

The Authority has analyzed the potential refinement of the track alignment design to include an LRT bridge at Garey Avenue, which would address concerns of the City of Pomona about an at-grade crossing at this location. The length of the grade separation from end to end would be approximately 2,300 feet—spanning from just east of the adjusted station platform to a point approximately 1,500 feet east of Garey Avenue.

Adhering to California Manual on Uniform Traffic Control Devices (MUCTD) standards, the roadway clearance (for vehicles) for the Garey Avenue road below the bridge would be 15 feet and 6 inches.

At Garey Avenue, the bridge would be approximately 27 feet tall at the highest point as measured from the roadway to the top of the barrier, the highest most visible permanent element of the structure. The overhead catenary system (OCS), i.e., the electric wires that power the train and the poles that suspend them, are between 19 and 21 feet above the top of rail. OCS poles, normally spaced 130-140 feet apart, are 24 feet in total height.

The horizontal design, i.e., the “footprint” of the Metro Gold Line tracks would not change from that described in the Final EIR. The existing freight/Metrolink tracks to the south of the bridge would not be affected, and both freight and Metrolink trains would continue to operate at grade as they do currently.

Figure 1 illustrates the plans for the bridge and Figure 2 provides an illustration of architectural design features that would be used for the Garey Avenue bridge based on the Metro Gold Line bridge at North Santa Anita Avenue in the City of Arcadia. Figure 3 presents a visual simulation of the bridge at Garey Avenue.



Figure 1. Plan and Profile of Bridge at Garey Avenue

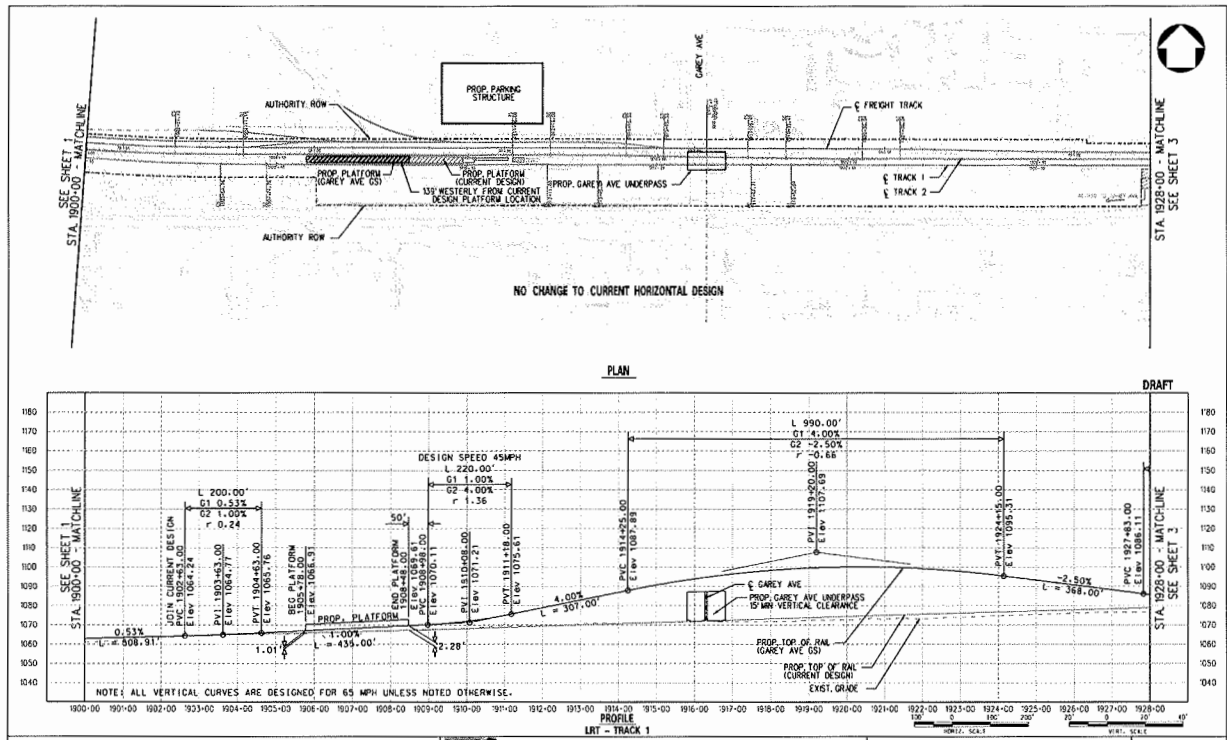
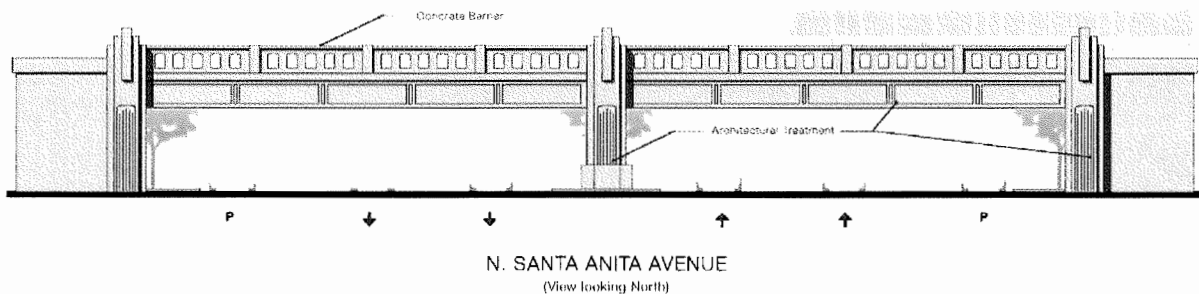
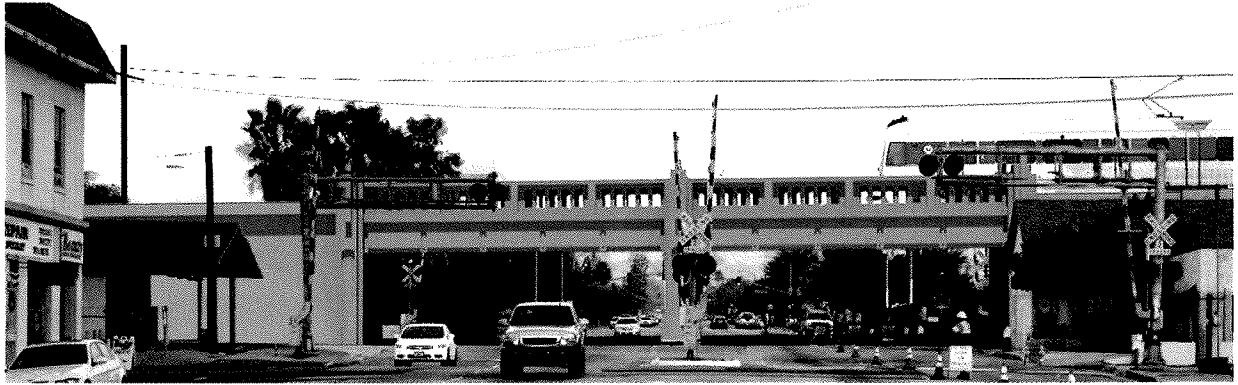


Figure 1 shows the plans depicting both the platform location considered in the Final EIR (in green) and the proposed platform location refinement (in black).

Figure 2. LRT Grade Separation Architectural Design Concept at N. Santa Anita Avenue



**Figure 3. Visual Simulation of LRT Bridge at Garey Avenue**

## **2.2 STATION PLATFORM IN THE CITY OF POMONA**

In the Final EIR, the Metro Gold Line station in the City of Pomona was proposed as being approximately 590 feet west of Garey Avenue. To accommodate the addition of the bridge (discussed above), the 270-foot long station platform would need to shift 139 feet— about half the length of the platform—further west, closer to the existing Metrolink platforms. No change would occur to the location of the parking structure, the access roads to the parking structure, or pedestrian access to the platform from the parking structure.

# Chapter 3 – Environmental Evaluation

Additional visual, noise and vibration, and traffic studies were conducted to evaluate the effects of the proposed refinements. All other environmental issue areas identified in the Final EIR were also evaluated in this Addendum No.1.

## 3.1 NOISE AND VIBRATION

The proposed refinements are located in a predominantly industrial area, and no sensitive receptors adjoin the project refinements. The only noise and vibration sensitive receiver that is located in the vicinity of the bridge is a cluster of single family residences on Kimball Avenue between Garey Avenue and Towne Avenue south of the project right-of-way. This receptor is labeled “EB1” in Figure 4 and Figure 5.

Figure 4. Sensitive Noise and Vibration Receptor Location (Sheet 1 of 2)

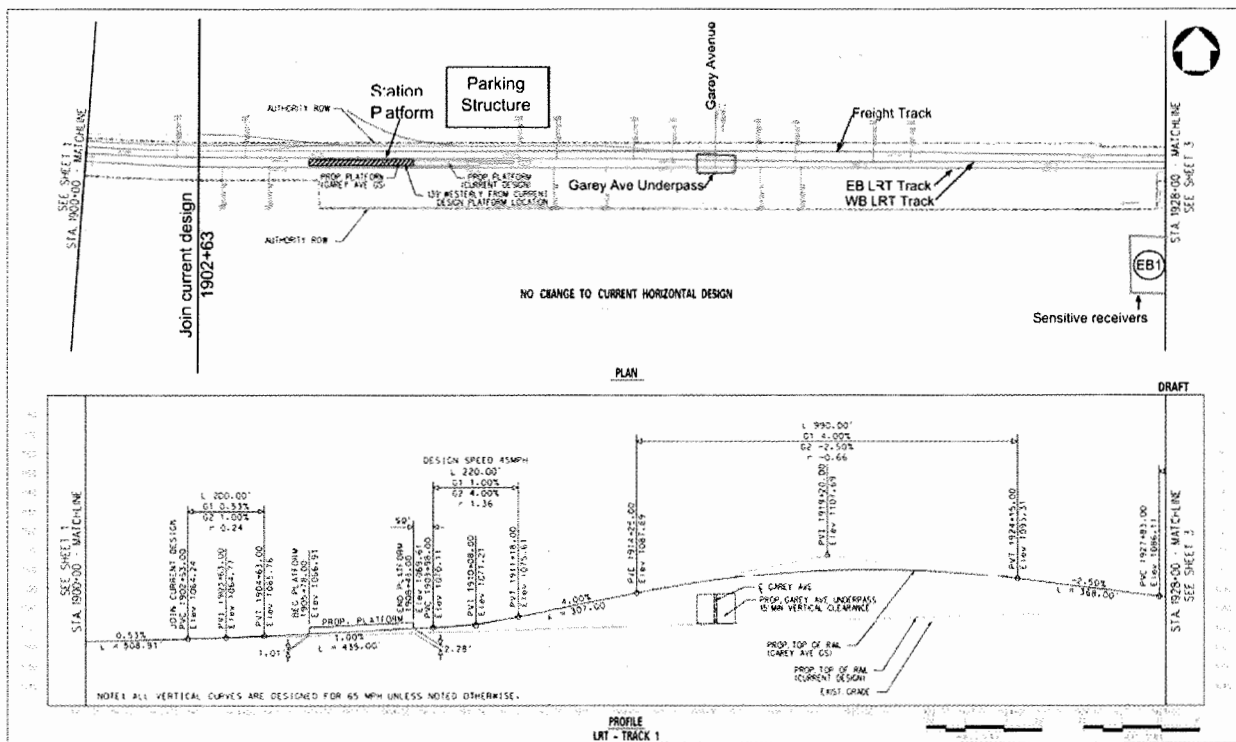
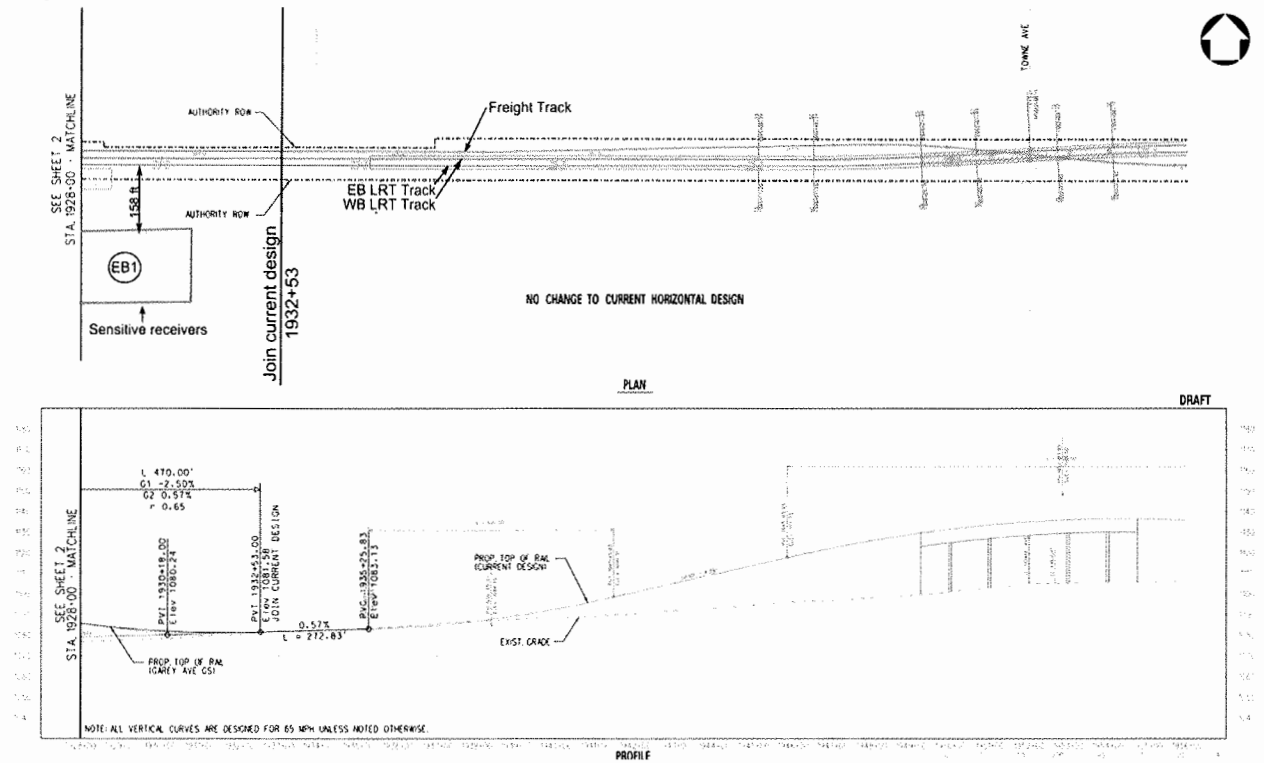


Figure 5. Sensitive Noise and Vibration Receptor Location (Sheet 2 of 2)



The study took into account the distance between the sensitive receiver cluster and the LRT tracks (158 feet between the eastbound track and the façade of the nearest cluster). As in the Final EIR, the analyses were based on the following inputs:

- An LRT speed of 65 mph, except for a small segment immediately east of the Pomona station platform, where the design speed is 45 mph), and track type (ballast-and-tie).
- A reference train noise level of Lmax of 77.7 dBA at 50 feet and 40 mph for a two car train on ballast-and-tie track.
- 63 train events during daytime hours (7 a.m. to 10 p.m.) and 21 train events during nighttime hours (10 p.m. to 7 a.m.), with two-car operation.
- A relocation of the existing freight track within the project right-of-way.

As shown in Table 1, the predicted noise level is an Ldn of 63.5 dBA, a 1.5 dB increase over the existing noise level, which is lower than the FTA’s moderate impact threshold of a 1.7 dB increase. Therefore, the proposed refinements would not result in any new or greater significant noise impacts. (See Table 4 for a comparison of predicted noise levels for the project with and without the proposed refinements.)

**Table 1. Predicted Noise Level and Impact Assessment**

Cluster No. <sup>1</sup>	Eng. Station	Dist., ft <sup>2</sup>	Speed, mph	Existing Ldn, dBA	Predicted Ldn, dBA	Threshold <sup>3</sup>		Impact	No. of Impacts
						Mod.	Sev.		
Pomona Eastbound									
EB1	1929+00	158	65	62	63.5	1.7	4.4	No	-
Source: ATS Consulting, 2014 Notes: <sup>1</sup> The buildings included in each cluster are detailed in Figure 1 and Figure 2 <sup>2</sup> The distance in feet from the closest sensitive receiver in the cluster to the proposed near light-rail track. <sup>3</sup> The threshold is the allowable increase in noise from the existing Ldn. The FTA designates two threshold levels: moderate and severe.									

Table 2 shows predicted noise levels by the area’s noise source.

**Table 2. Predicted Noise Levels by Source**

Cluster No. <sup>1</sup>	Eng. Station	Dist., ft <sup>2</sup>	LRT Ldn, dBA	BNSF Ldn, dBA	BNSF Horn Ldn, dBA	Traffic Noise Ldn <sup>3</sup> , dBA	Predicted Ldn <sup>4</sup> , dBA	Existing Ldn <sup>5</sup> , dBA
Pomona Eastbound								
EB1	1929+00	158	56.5	41.7	53.3	62	63.5	62
Source: ATS Consulting, 2014 Notes: <sup>1</sup> The buildings included in each cluster are detailed in Figure 1 and Figure 2. <sup>2</sup> The distance in feet from the closest sensitive receiver in the cluster to the proposed near light-rail track. <sup>3</sup> The traffic noise Ldn is the measured existing Ldn without the BNSF train and horn noise. <sup>4</sup> The predicted Ldn is the sum of the LRT Ldn, BNSF Ldn, BNSF horn Ldn, and Traffic Noise Ldn. <sup>5</sup> The existing Ldn is the measured existing noise level.								

The same inputs used in the vibration predictions in the Final EIR analysis are used in this analysis, including the distance from the sensitive receiver cluster to the LRT tracks, train speed, and track type. As shown in Table 3, the predicted vibration level at the sensitive receiver is 67 VdB in the 31.5 Hz 1/3 octave band, which is 5 decibels below the FTA’s impact threshold.

**Table 3. Predicted Vibration Levels in Pomona**

Cluster No. <sup>1</sup>	Eng. Station	Dist., ft <sup>2</sup>	Speed, mph	Threshold, VdB	Predicted Band Max., VdB <sup>3</sup>	1/3 Octave Band, Hz <sup>4</sup>	Impact	No. of Impacts <sup>5</sup>
Pomona Eastbound								
EB1	1929+00	158	65	72	67	31.5	No	—
Notes: <sup>1</sup> The cluster numbers refer to the same sensitive receivers used for the noise analysis. The buildings included in each cluster are detailed in Figure 1 and Figure 2. <sup>2</sup> The distance in feet from the closest sensitive receiver in the cluster to the proposed near light-rail track. <sup>3</sup> Maximum predicted vibration level in any 1/3 octave band. <sup>4</sup> The 1/3 octave band that corresponds to the predicted band maximum. <sup>5</sup> Number of dwelling units in the cluster.								

There are no sensitive receivers near the proposed platform for the Final EIR project or for the LRT bridge project, so the shift in the platform location will not result in any changes to the noise or vibration analysis, as shown in Table 4.

**Table 4. Comparison of Predicted Noise and Vibration Levels With and Without Project Refinements**

Cluster No. <sup>1</sup>	Eng. Station	Dist., ft <sup>2</sup>	Speed, mph	Project without Refinements Predicted Noise Level <sup>3</sup> , Ldn, dBA	Project with Refinements Predicted Noise Level <sup>3</sup> , Ldn, dBA	Project without Refinements Predicted Vib Level, Band Max, VdB	Project with Refinements Predicted Vib Level, Band Max, VdB
Pomona Eastbound							
EB1	1929+00	158	65	63.5	63.5	67	67
Notes:							
<sup>1</sup> The buildings included in the cluster are detailed in Figure 4 and Figure 5.							
<sup>2</sup> The distance in feet from the closest sensitive receiver in the cluster to the proposed near light-rail track.							
<sup>3</sup> The predicted Ldn is the sum of the LRT Ldn, BNSF Ldn, BNSF horn Ldn, and Traffic Noise Ldn.							

In summary, the analyses determined that under the worst-case scenario where trains travel at maximum design speed of 65 miles per hour, the predicted noise and vibration levels at this receiver would not exceed the FTA impact thresholds. Therefore, the proposed refinements would not result in any new or increased significant impacts.

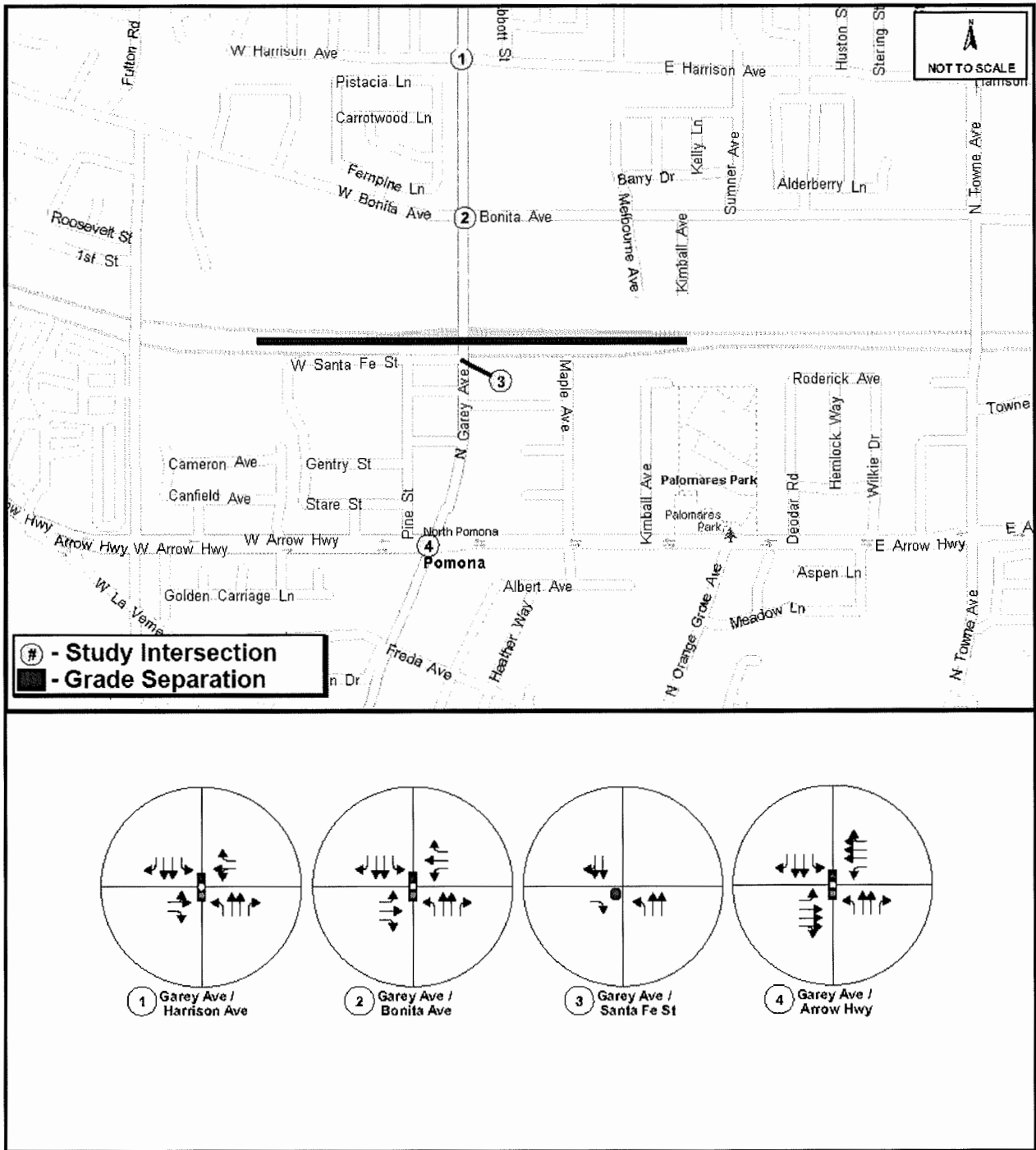
**3.2 TRAFFIC**

The proposed bridge over Garey Avenue will not eliminate or affect the existing at-grade railroad crossing, which will remain and continue to be used by Metrolink and freight trains. To evaluate potential traffic effects, traffic was evaluated at the following four intersections:

- Garey Avenue/Harrison Avenue
- Garey Avenue/Bonita Avenue
- Garey Avenue/Santa Fe Street
- Garey Avenue/Arrow Highway

As illustrated in Figure 6, these are the only intersections that are close to the proposed bridge and therefore, could potentially be affected by this refinement.

**Figure 6. Traffic Study Locations**



Intersections are studied for impacts according to the criteria in the *Los Angeles County Traffic Impact Analysis Study Guidelines (1997)*, which defines the level of impact depending on the number of seconds/vehicle and final level of service (LOS) with the project illustrated in Table 5.

**Table 5. Los Angeles County Intersection Impact Thresholds**

Control Type	Final Level of Service (LOS) with Project	Significant Increase in Delay (Seconds/Vehicle)
Unsignalized Intersection	LOS C	≥ 4
	LOS D	≥ 2
	LOS E/F	≥ 1.5
Signalized Intersection	LOS C	≥ 6
	LOS D	≥ 4
	LOS E/F	≥ 2.5

Source: Los Angeles County Traffic Impact Analysis Study Guidelines, 1997.

Intersection operating conditions with the proposed refinements were compared with the No Build Alternative to identify potentially significantly affected locations. Table 6 and Table 7 summarize intersection impacts for the AM and PM peak hours, respectively. As indicated, there would be no change in the level of impact with the proposed refinements. Impacts at three of the four intersections would continue to be less than significant, and as shown in Table 6, the previously identified significant effect at Avenue/Bonita Avenue intersection within the study area would not change. This impact was previously identified in the 2013 Final EIR on page 2-94, Table 2-27 as generally due to the increase in the number of vehicles at this intersection, which are destined for the parking structure at the Pomona station in the AM peak.

**Table 6. AM Peak Hour Intersection Impacts Comparison**

Intersection	Control Type	2035 No Build		2035 Build		Change in Delay	Significant Impact
		LOS	Delay <sup>1</sup>	LOS	Delay		
Garey Avenue/ Harrison Avenue	Signalized	A	7.5	A	7.9	0.4	NO
Garey Avenue/ Bonita Avenue	Signalized	B	16.0	C	32.6	16.6	YES
Garey Avenue/ Santa Fe Street	One-way Stop	B	10.8	A	9.4	-1.4	NO
Garey Avenue/ Arrow Highway	Signalized	C	28.3	C	29.9	1.6	NO

<sup>1</sup>Average vehicle delay in seconds

**Table 7. PM Peak Hour Intersection Impacts Comparison**

Intersection	Control Type	2035 No Build		2035 Build		Change in Delay	Significant Impact
		LOS	Delay <sup>1</sup>	LOS	Delay		
Garey Avenue/ Harrison Avenue	Signalized	A	6.0	A	5.9	-0.10	NO
Garey Avenue/	Signalized	B	15.8	B	18.5	2.7	NO



Bonita Avenue							
Garey Avenue/ Santa Fe Street	One-way Stop	B	12.4	B	13.2	0.8	NO
Garey Avenue/ Arrow Highway	Signalized	C	30.9	C	34.5	3.6	NO

<sup>1</sup>Average vehicle delay in seconds

Table 8 and Table 9 show, respectively, a comparison of AM and PM peak hour intersection LOS between the project as described in the Final EIR and the project with the proposed refinements.

**Table 8. AM Peak Hour Intersection LOS Comparison of Project With and Without Proposed Refinements**

Intersection	Control Type	2035 Final EIR Project		2035 Project with Refinements		Change in Delay
		LOS	Delay <sup>1</sup>	LOS	Delay <sup>1</sup>	
Garey Avenue/Harrison Avenue	Signalized	A	7.9	A	7.9	0.0
Garey Avenue/Bonita Avenue	Signalized	C	32.6	C	32.6	0.0
Garey Avenue/Santa Fe Street	One-Way Stop	A	9.4	A	9.4	0.0
Garey Avenue/Arrow Highway	Signalized	C	29.9	C	29.9	0.0

<sup>1</sup> Average vehicle delay in seconds

**Table 9. PM Peak Hour Intersection LOS Comparison of Project With and Without Proposed Refinements**

Intersection	Control Type	2035 Final EIR Project		2035 Project with Refinements		Change in Delay
		LOS	Delay <sup>1</sup>	LOS	Delay <sup>1</sup>	
Garey Avenue/Harrison Avenue	Signalized	A	5.9	A	5.9	0.0
Garey Avenue/Bonita Avenue	Signalized	B	18.5	B	18.5	0.0
Garey Avenue/Santa Fe Street	One-Way Stop	B	13.2	B	13.2	0.0
Garey Avenue/Arrow Highway	Signalized	C	34.5	C	34.5	0.0

<sup>1</sup> Average vehicle delay in seconds

As shown, the LOS for these intersections along Garey Avenue is not affected by the grade crossing because the railroad tracks are located mid-block from adjacent signalized intersections (which are Bonita Avenue to the north and Arrow Highway to the south). The existing southbound lanes from Bonita Avenue have the queuing capacity of 720 feet per lane and the northbound lanes from Arrow Highway have the capacity of 1,280 feet per lane, while the “gate spill back” queue from the gate to the intersection is estimated at 400 feet per lane southbound from Bonita Avenue and 390 feet per lane northbound from Arrow Highway. Thus, because this is a mid-block at-grade crossing location with ample storage capacity for queuing, the queues do not spill back to the signalized intersections. For the unsignalized intersection, the north/south traffic is not controlled and the eastbound one-way out of Santa Fe Street is a right-turn only stop sign, so the eastbound traffic needs to wait for gaps from opposite traffic and does not get delayed when the gate is down.

As there would be no change at these four intersections that are close to the bridge, there would be no change at any other of the six intersections in Pomona analyzed in the Final EIR which are located farther away from the proposed bridge. Nonetheless, incorporating the proposed bridge into the project would have a beneficial effect. It would eliminate the addition of another at grade crossing for LRT trains to the existing at-grade railroad crossing which is, and will continue to be, used by freight and Metrolink trains. Without adding LRT trains to this at-grade crossing, the gate down time would result in a reduced frequency of queues at the crossing during the peak hour. With LRT trains added (as considered in the Final EIR), the gate down time would result in queues 49% of the time during the peak hour. With the proposed bridge, and thus without LRT trains added, the gate down time would result in queues 22% of the time during the peak hour. In addition, as addressed in Section 3.5 (Safety and Security) of this Addendum, the provision of the proposed bridge refinement would have a beneficial effect of enhancing vehicular and pedestrian safety at this location.

The same mitigation identified in the Final EIR and set forth below, would be implemented for the project with the proposed refinements:

LTR-4 — In Pomona, the Construction Authority shall cooperatively work with the City, and contribute funding as necessary, to modify the Garey Avenue and Bonita Avenue intersection within existing right-of-way. The proposed modification is a restriping of the northbound approach to provide two exclusive left-turn lanes, one through lane, and one shared right-turn/through lane. The “receiving leg” would also be restriped to provide two through lanes.

With this measure, as identified on page 2-113, Table 2-33 of the Final EIR, the intersection of Garey Avenue and Bonita Avenue would operate at LOS C in the AM peak hour and at LOS B in the PM peak hour, as shown below.

Intersection	AM		PM		Residual Impact
	LOS	Delay	LOS	Delay	
Garey Avenue/Bonita Avenue	C	21.9	B	19.1	NO

In the Final EIR, Garey Avenue was identified as a grade crossing location that would require improvements to maintain safe operations of the proposed LRT with an at-grade configuration, These improvements were identified in the Final EIR as two long-term mitigation measures LTR-6 and LTR-7, With the implementation of the proposed Garey Avenue bridge to grade separate the LRT tracks from the at-grade crossing at Garey Avenue, these at-grade improvements would no longer be necessary. Nonetheless, even though as a result of the proposed bridge these measures are no longer necessary, they would constitute an improvement for Metrolink and freight train operations which will continue as they currently do. Therefore, the mitigation measures LTR-6 and LTR-7 would be implemented to enhance at-grade crossing operations for Metrolink and freight trains at Garey Avenue.

The shifting of the station platform 139 feet to the west to accommodate the LRT bridge at Garey would not change station access. The station would continue to be accessed by car only via the parking structure at the same location considered and evaluated in the Final EIR.

The proposed station platform location refinement would result in a beneficial effect of furthering efficient and convenient pedestrian and/or user traffic between the Metro Gold Line station and the existing nearby Metrolink station.

Therefore, the shifting of the station platform and the provision of the proposed bridge would not result in any new or increased adverse traffic impacts.

### 3.3 VISUAL

The proposed bridge at Garey Avenue would be a new visual element in the City of Pomona. As noted in the Final EIR (page 3.13-21), the area adjacent to the right-of-way between Fulton Road and Garey Avenue is an industrial park with few landscape features, little topographic relief, and no scenic resources other than intermittent north-facing views of the San Gabriel Mountains. Concrete and corrugated metal-clad industrial buildings and two sets of railroad tracks are the visually dominant features. The area adjacent to the right-of-way between Garey Avenue and Towne Avenue is also predominantly industrial and commercial, and the proposed bridge structure would face industrial buildings that abut the existing freight railroad track.

There are no residential or other sensitive uses that adjoin the proposed bridge. The closest such uses are a senior citizen residential complex (Serenity Villas) at 158 E. Bonita Avenue, and a row of single-family homes at 141-295 E. Magnolia Street. The closest corner of the Serenity Villas is approximately 400 feet northeast from the bridge at Garey Avenue and the closest single-family home is approximately 400 feet southeast from the bridge. The only scenic resources identified in this setting are the north-facing views of the San Gabriel Mountains.

As with all project components, construction of the proposed bridge would involve temporary presence of construction equipment and activities along the right-of-way. While this temporary presence would be visible to the surrounding uses, it would be over 400 feet away from the closest residential uses and has no potential to substantially disrupt the residents' north-facing views of the mountains. Construction hours are not expected to extend into the night; therefore, use of lights would be minimal. As identified in the Final EIR, if the use of lights is necessary, an adequate buffer and screening will be provided to avoid light spill (Mitigation Measures VIS-3). Therefore, this temporary impact would be less than significant.

Because the proposed bridge crosses over a roadway and not another railroad, it is more than eight feet lower than the flyover structure at Towne Avenue evaluated in the Final EIR. Whereas the Towne Avenue flyover has a clearance of approximately 24 feet, the Garey Avenue bridge has a clearance of 15 feet and 6 inches. The proposed bridge will have a much lower profile and lesser length and would be designed with aesthetic features that give it an appearance similar to the Metro Gold Line bridge at Santa Anita Avenue in the City of Arcadia (see Figure 2). These design features would also be incorporated into the Towne Avenue flyover to reduce its aesthetic effect.

Figure 7 presents an existing view at Garey Avenue facing north toward the railroad tracks, and Figure 8 presents the same view with a superimposed visual simulation of the proposed bridge.

**Figure 7. Existing View from Garey Avenue without the Proposed Bridge**



*Vantage point: south of existing tracks looking north.*

**Figure 8. Existing View from Garey Avenue with Proposed Bridge Simulation**



Neither Serenity Villas nor the residences at 141-295 E. Magnolia Street would have a direct view of the proposed bridge. This is because of the orientation of the closest Serenity Villa building, which is 400 feet away from the proposed bridge and an intervening two-story commercial development (currently under construction) that constrain southwest-facing views. Similarly, the single-family residences along E. Magnolia Street 400 feet away from the proposed bridge would be visually buffered from the bridge by existing intervening commercial properties, including a large storage facility that abuts the alley just to

the north of the single-family homes. With no direct view of the bridge, the proposed bridge would not block or obscure the views of the north-facing panoramic views of the San Gabriel Mountains from these uses.

Given the primarily industrial context of the bridge, its low profile, and the aesthetic treatments of its design, the impact would be less than significant.

The shifting of the station platform 139 feet—about half the platform’s length—to the west to accommodate the proposed bridge has no potential to block or obscure the north-facing panoramic views of the San Gabriel Mountains when compared to the previously considered platform location.

No new or increased significant impacts on visual resources would occur with the proposed project refinements.

### **3.4 AIR QUALITY AND GREENHOUSE GASES (GHG)**

The proposed Pomona station refinement consists of providing the station platform 139 feet farther to the west in comparison to the platform location considered in the Final EIR. The refinement does not involve any changes to the platform itself or to any other station elements. Providing the same station platform 139 feet farther to the west would not involve any new, additional, or different construction or operation activities than those associated with providing the station platform as considered in the Final EIR. Therefore, this refinement would not generate any new or greater air pollutant or greenhouse gas emissions than those considered for the Pomona station in the Final EIR.

The provision of the proposed bridge at Garey Avenue in Pomona refinement would involve activity associated with bridge construction instead of activities associated with the at-grade crossing that was considered for this location in the Final EIR. The proposed bridge refinement would be a smaller structure than the flyover structure at the Pomona’s Towne Avenue location that was evaluated in the Final EIR and consequently, it would involve more limited construction, and correspondingly fewer air pollutant and GHG emissions.

As with all construction activities associated with the project, construction activities associated with the proposed bridge refinement will proceed in compliance with Metro’s Green Construction Policy and would implement mitigation measures identified in the Final EIR to reduce peak day air pollutant, including GHG, emissions. As identified in the Final EIR, a range of mitigation measures to reduce construction-related emissions identified for similar LRT projects in the South Coast Air Quality Management District (SCAQMD) area and in Metro’s Green Construction Policy will be used, which includes the following:

- **CON-1**—Water or a stabilizing agent shall be applied to exposed surfaces in sufficient quantity to prevent generation of dust plumes.
- **CON-2**—Track-out shall not extend 25 feet or more from an active operation and track-out shall be removed at the conclusion of each workday.
- **CON-3**—Contractors shall be required to utilize at least one of the measures set forth in South Coast Air Quality Management District Rule 403 section (d)(5) to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site.
- **CON-4**—All haul trucks hauling soil, sand, and other loose materials shall maintain at least six (6) inches of freeboard in accordance with California Vehicle Code Section 23114.

- **CON-5**—All haul trucks hauling soil, sand, and other loose materials shall be covered (e.g., with tarps or other enclosures that would reduce fugitive dust emissions).
- **CON-6**—Traffic speeds on unpaved roads shall be limited to 15 mph. Operations on unpaved surfaces shall be suspended when winds exceed 25 mph.
- **CON-7**—Heavy equipment operations shall be suspended during first and second stage smog alerts.
- **CON-8**—On-site stockpiles of debris or rusty materials shall be covered at all times when not being used. On-site stockpiles of dirt shall be watered at least two times per day or covered at all times when not being used.
- **CON-9**—Contractors shall maintain equipment and vehicle engines in good condition and in proper tune per manufacturers' specifications.
- **CON-10**—Heavy-duty trucks shall be prohibited from idling in excess of five minutes, both on- and off-site.
- **CON-11**—Construction parking shall be configured to minimize traffic interference.
- **CON-12**—Construction activity that affects traffic flow on the arterial system shall be limited to off-peak hours.
- **CON-13**—Construction staging and vehicle parking, including workers' vehicles, shall be prohibited on streets adjacent to sensitive receptors such as schools, daycare centers, senior facilities, and hospitals.
- **CON-14**—Portable generators shall be low-emitting and use ultra low sulfur diesel (<15 parts per million) or gasoline.
- **CON-15**—Construction equipment shall use a combination of low sulfur diesel (<15 parts per million) and exhaust emission controls.
- **CON-16**—The construction process shall use equipment having the minimum practical engine size (i.e., lowest appropriate horsepower rating for the intended job).
- **CON-17**—Contractors shall be prohibited from tampering with construction equipment to increase horsepower or defeat emission control devices.
- **CON-18**—The Construction Authority shall designate a person to ensure the implementation of air quality mitigation measures through direct inspections, records reviews, and complaint investigations.

As identified in the Final EIR, during construction, mitigation measures CON-1 through CON-8 would reduce fugitive dust emissions, and mitigation measures CON-9 through CON-19 would reduce exhaust emissions, including NO<sub>x</sub>, PM<sub>2.5</sub>, and PM<sub>10</sub>. Generally, SCAQMD dust control measures aim to reduce fugitive dust by approximately 60 percent and measures CON-1 through CON-19 would further reduce the temporary effects of construction on air quality. However, even with these reductions, the peak day emissions of NO<sub>x</sub> pollutants from construction of the entire project may exceed the SCAQMD daily threshold amounts and emissions of PM<sub>2.5</sub> and PM<sub>10</sub> may exceed localized thresholds, as illustrated in Table 10 in the Final EIR and shown below. The table shows construction emissions, calculated as maximum regional construction emissions which present a "worst case" scenario for a peak construction day impacts for the entire Azusa to Montclair extension project.

**Table 10. Potential Maximum Peak Day Construction Emissions**

	Pounds Per Day					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>2.5</sub>	PM <sub>10</sub>
Maximum Regional Emissions	31	267	147	<1	18	29
Regional Significance Threshold	75	100	550	150	55	150
<b>Exceed Threshold?</b>	No	Yes	No	No	No	No
Maximum Localized Emissions	21	191	90	<1	14	25
Localized Significance Threshold	— <sup>1</sup>	91	664	— <sup>1</sup>	3	5
<b>Exceed Threshold?</b>	— <sup>1</sup>	Yes	No	— <sup>1</sup>	Yes	Yes

Source: *Metro Gold Line Foothill Extension – Azusa to Montclair Final EIR*, February 2013.

<sup>1</sup> SCAQMD has not developed localized significance thresholds for VOC or SO<sub>x</sub>.

This “worst case” scenario of potential peak construction day emissions represents the potential emissions from construction of the entire project, as described in the Final EIR. This “worst case” scenario assumed up to 20 pieces of heavy-duty equipment operating simultaneously and up to 200 heavy-duty truck roundtrips per day on a peak day construction day for the entire project, which would accommodate the construction associated with the proposed bridge refinement. Therefore, with implementation of the identified mitigation measures, no new or increased significant air quality or GHG impacts are anticipated from construction of the project, including the proposed Garey Avenue bridge refinement, beyond those considered in the Final EIR.

With the proposed refinements, and as identified in the Final EIR, the project would continue to: (1) result in long-term beneficial effect on air quality by providing additional mode of transportation with electrically-powered trains predicted to reduce regional emission burden levels, and (2) be consistent with growth assumptions and objectives of the regional Air Quality Management Plan (AQMP) as it is included in regional growth assumptions of the SCAG 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Thus, with the proposed refinements the project would continue to contribute to the implementation of the regional AQMP and to the region’s ability to comply with federal and state air quality standards, as identified in the Final EIR.

### 3.5 OTHER IMPACTS

**Biological Resources:** There are no biological resources located in the area of the proposed Pomona station platform location and the Garey Avenue bridge refinements. The proposed refinements do not involve the removal or trimming of trees or other vegetation or work within or near existing drainages and thus, the proposed refinements would result in no impact on biological resources.

**Communities, Population, Housing and Land Use and Planning:** The proposed refinements consist of locating the Pomona station platform 139 feet further to the west and providing an LRT bridge rather than an at-grade crossing at Garey Avenue in Pomona within the project’s right-of-way. No acquisition or displacement of any existing use would occur, and the proposed refinements would not result in a new or increased significant effect on the community, housing, population, land use or planning.

As identified in the Final EIR, to address concerns related to access to properties during construction, the following preventive measures would be implemented as part of the Traffic Management Plan:

- **S-1**—Schedules for street closures shall be developed in consultation with each corridor city.

- **S-2**—Advance notice indicating when access will be closed or limited shall be posted on city streets.
- **S-3**—Signs indicating access routes and alternate access points, as well as announcing that affected businesses are open, shall be posted.
- **S-4**—Newspaper notices shall be placed to indicate street and access closures.
- **S-5**—The Construction Authority website shall include information regarding planned street and access closures.

These mitigation measures will be implemented during construction of all project components, including the proposed refinements if they are approved. With implementation of these measures, the impact of the project would continue to be less than significant as determined in the Final EIR.

**Community Facilities and Parkland:** There are no community facilities or parklands located in the area of the proposed Pomona station platform location and the Garey Avenue bridge refinements. Thus, the proposed refinements will not result in any new or increased impacts on these resources.

**Cultural Resources:** There are no known cultural resources located in the area of the proposed Pomona station platform location and the Garey Avenue bridge refinements. Thus, the proposed refinements would result in no new or increased impact on these resources.

As identified in the Final EIR, the following mitigation measures will be implemented during construction of the project in the event of an accidental discovery of the previously unknown cultural resources:

- **CR-1**—If buried cultural resources are uncovered during construction, all work shall be halted in the vicinity of the archaeological discovery until a qualified archaeologist can visit the site of discovery and assess the significance of the archaeological resource. In the event that any artifact or an unusual amount of bone, shell, or non-native stone is encountered during construction, work will be immediately stopped and relocated to another area. The Construction Authority will stop construction within 100 feet of the exposed resource until a qualified archaeologist can evaluate the find (see 36 CFR 800.11.1 and CCR, Title 14, Section 15064.5[f]). Examples of such cultural materials might include: ground stone tools such as mortars, bowls, pestles, and manos; chipped stone tools such as projectile points or choppers; flakes of stone not consistent with the immediate geology such as obsidian or fused shale; historic trash pits containing bottles and/or ceramics; or structural remains. If the resources are found to be significant, they will be avoided or will be mitigated consistent with State Historic Preservation Office (SHPO) Guidelines. All construction equipment operators will attend a preconstruction meeting presented by a professional archaeologist retained by the Construction Authority that will review types of cultural resources and artifacts that would be considered potentially significant, to ensure operator recognition of these materials during construction.

In the event of an accidental discovery of any human remains in a location other than a dedicated cemetery, the steps and procedures specified in Health and Safety Code Section 7050.5, California Environmental Quality Act (CEQA) Section 15064.5(e), and Public Resources Code Section 5097.98 shall be implemented. No further excavation or disturbance of the area or any nearby area reasonably suspected to overlie adjacent remains until the coroner is contacted and the appropriate steps taken pursuant to Health and Safety Code §7050.5 and Public Resource Code §5097.98. If the coroner determines the remains to be Native American, the coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours. If Native American human remains are discovered during project construction, it shall be necessary to comply with state laws relating to the disposition



of Native American burials that are under the jurisdiction of the NAHC (Pub. Res. Code Section 5097). For remains of Native American origin, no further excavation or disturbance shall take place until the most likely descendant of the deceased Native American(s) has made a recommendation to the landowner or the person responsible for the excavation work regarding means of treating or disposing of the human remains and any associated grave goods, with appropriate dignity, as provided in the Pub. Res. Code Section 5097.98; or the NAHC is unable to identify a most likely descendant or the descendant fails to make a recommendation within 48 hours after being notified. In consultation with the most likely descendant, the project archaeologist and the Construction Authority shall determine a course of action regarding preservation or excavation of Native American human remains, and this recommendation shall be implemented expeditiously. If a most likely descendent cannot be located or does not make a recommendation, the project archaeologist and the Construction Authority shall determine a course of action regarding preservation or excavation of Native American human remains, which shall be submitted to the NAHC for review prior to implementation.

- **CR-2**—Project plans shall specify that a qualified paleontologist shall be contacted in the event that potential paleontological resources are discovered. Treatment measures may include monitoring by a qualified paleontologist during construction-related ground disturbing activities if paleontological resources are discovered. The qualified paleontologic monitor shall retain the option to reduce monitoring if, in his or her professional opinion, the sediments being monitored were previously disturbed. Monitoring may also be reduced if the previously described potentially fossiliferous units are not present or, if present, are determined by qualified paleontologic personnel to have a low potential to contain fossil resources. The monitor shall be equipped to salvage fossils and samples of sediments as they are unearthed to avoid construction delays and shall be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Recovered specimens shall be prepared to a point of identification and permanent preservation, including washing of sediments to recover small invertebrates and vertebrates. Specimens shall be curated into a professional, accredited museum repository with permanent retrievable storage. A report of findings, with an appended itemized inventory of specimens, shall be prepared and shall signify completion of the program to mitigate impacts on paleontological resources.

As with all project elements, the construction of the proposed refinements would include implementation of these measures and the project would continue to result in a less than significant impact on cultural resources as identified in the Final EIR.

**Energy:** The proposed refinements will not affect operations of the project LRT and the project would continue to result in a beneficial effect of slightly decreasing regional energy use.

Construction of the project, including the proposed refinements, would result in the one-time expenditure of energy during construction operations. As identified in the Final EIR, construction mitigation measures include the use of newer, more energy-efficient equipment and the minimization of idle times of construction equipment. These measures, many of which are in Metro's Green Construction Policy, include:

- **CON-9**—Contractors shall maintain equipment and vehicle engines in good condition and in proper tune per manufacturers' specifications.
- **CON-10**—Heavy-duty trucks shall be prohibited from idling in excess of five minutes, both on- and off-site.
- **CON-11**—Construction parking shall be configured to minimize traffic interference.

- **CON-12**—Construction activity that affects traffic flow on the arterial system shall be limited to off-peak hours.
- **CON-13**—Construction staging and vehicle parking, including workers' vehicles, shall be prohibited on streets adjacent to sensitive receptors such as schools, daycare centers, senior facilities, and hospitals.
- **CON-14**—Portable generators shall be low-emitting and use ultra low sulfur diesel (<15 parts per million) or gasoline.
- **CON-15**—Construction equipment shall use a combination of low sulfur diesel (<15 parts per million) and exhaust emission controls.
- **CON-16**—The construction process shall use equipment having the minimum practical engine size (i.e., lowest appropriate horsepower rating for the intended job).
- **CON-17**—Contractors shall be prohibited from tampering with construction equipment to increase horsepower or defeat emission control devices.
- **CON-18**—The Construction Authority shall designate a person to ensure the implementation of air quality mitigation measure through direct inspections, records reviews, and complaint investigations.
- **CON-19**—LED lighting shall be used for construction activities taking place at night, to the extent feasible.

With the implementation of these measures throughout construction, including construction of the proposed refinements, the project would not result in wasteful, inefficient, or unnecessary use of energy or in a substantial increase energy demand during construction, and impact would continue to be less than significant.

**Geologic Hazards:** As with all of the project's components, the proposed refinements would be constructed in strict compliance with local, state, or federal regulations or permits as listed in the Final EIR that have been developed by regulatory agencies to manage geologic and seismic concerns during construction, and no new or increased impact would result. With this mandatory compliance with current seismic safety and geotechnical safety requirements and regulations, including safety design standards, the project would continue to result in less than significant impacts related to geologic and seismic concerns.

**Hazardous Waste and Materials:** There are no known hazardous wastes or materials located in the area of the proposed refinements. However, as identified in the Final EIR, there is the potential to encounter hazardous materials during shallow soil earth work activities during construction. Such potential impacts would be mitigated through implementation of the identified mitigation measures in the Final EIR, including the appropriate investigation of areas undergoing earthwork activities and paint striping disturbance, and the removal and disposal of impacted materials according to federal and state requirements conducted as part of construction activities, as follows:

- **HW-1**—A Soil Mitigation Plan shall be prepared once final construction plans are in place, showing the lateral and vertical extent of soil disturbance. The plan shall establish soil reuse criteria, establish a sampling plan for stockpiled materials, describe the disposition of materials that do not satisfy the reuse criteria, and specify criteria for imported materials.
- **HW-2**—During project final design, specific soil testing shall be conducted and necessary and appropriate specific means for remediation shall be selected and incorporated into construction or

contract documents, such as excavation with offsite disposal or onsite reuse in low risk areas, vapor extraction, or in-situ remediation.

- **HW-3**—Risk-based cleanup levels shall be established in the Soil Mitigation Plan, which will be reviewed and approved by the oversight agency. Soil that contains soluble concentrations of metals in excess of the Soluble Threshold Limit Concentration (STLC) is considered a California hazardous waste and shall be removed from the site and disposed of in accordance with federal and state regulations.
- **HW-4**—Groundwater is not anticipated to be encountered, however, if ongoing engineering indicates groundwater may be encountered, testing shall be designed and performed to characterize groundwater where dewatering is required.
- **HW-5**—Hazardous materials, drums, trash, and debris shall be removed and disposed of in accordance with regulatory guidelines.
- **HW-6**—A health and safety plan shall be developed and implemented for construction personnel. When ground-disturbing activities begin, the Construction Authority shall identify potential contamination, such as, but not limited to, the presence of underground facilities, buried debris, waste drums, tanks, and stained or odorous soils. Should such materials be encountered, further investigation and analysis shall be conducted and may include the following actions:
  - Removal and disposal—Identify, remove, transport, and dispose of materials in a licensed Class I, II, or III disposal facility as established by waste profiling procedures.
  - Recycling—Treat and/or recycle materials at regulated recycling facilities.
  - Reuse uncontaminated or treated materials on project lands.
  - Segregate and stockpile the material on plastic sheeting.
  - Spray the stockpile with water or a South Coast Air Quality Management District-approved dust or vapor suppressant, and cover the stockpile with plastic sheeting to prevent exposure to soil.
  - Provide qualified and trained personnel with personal protective equipment for activities that include, but are not limited to, excavation, segregation, stockpiling, loading, and transporting hazardous substances.

With the implementation of these measures during project construction, including the construction of the proposed refinements, the project potential impacts would continue to be reduced to a less than significant level. No new or increased impacts would occur.

**Safety and Security:** The proposed Garey Avenue bridge refinement would result in a beneficial effect of enhancing vehicular, pedestrian, and bicycle safety by providing a grade-separation at this location. The proposed station platform location refinement would result in a beneficial effect of furthering efficient and convenient pedestrian and/or user traffic between the Metro Gold Line station and the currently existing and proximately located Metrolink station, and would also enhance safety. No adverse impacts would result as a result of the proposed refinements.

**Water Resources:** As identified in the Final EIR, compliance with local, state, and federal regulations and requirements would eliminate or reduce impacts on water resources by establishing project controls through formalized processes, agreements, and permits. The regulatory compliance would include coordination with regulatory agencies prior to construction to determine the requirements for each agency's permits for any blue line streams, as well as potential culverts and/or storm drains affected by project construction; obtaining an NPDES Construction General Permit from both the Los Angeles RWQCB and Santa Ana RWQCB, which includes a Storm Water Pollution Prevention Plan (SWPPP) that would be implemented throughout construction; preparing and implementing a Standard Urban

Stormwater Mitigation Plan (SUSMP); developing a Water Quality Management Plan (WQMP) and submitting WQMP for review to each respective City within the Study Area, which would be acted on by the Cities prior to the issuance of precise grading permits for project facility development. These plans will describe the routine and special post-construction BMPs to be used, including both structural and non-structural measures; describe responsibility for initial implementation and long-term maintenance of the BMPs; and identify the locations of the structural BMPs. Also, in compliance with existing regulations, should the project contribute to off-site drainage deficiencies, participation on a fair-share basis in the construction of improvements necessary (as determined by the Cities affected by the project) to address these deficiencies would occur.

The proposed refinements, as with all the project's components, would be constructed in compliance with these regulations and requirements, which would minimize surface and groundwater quality impacts to less than significant levels. No new or increased impacts would occur.

**Cumulative Impacts:** The provision of the proposed refinements has no potential to result in changes in the project's location, construction, operation, or function that could lead to new or increased significant cumulative impacts. As identified in the Final EIR, the project may result in significant cumulative impacts during construction by (1) contributing to regional cumulative air quality impacts when added to other transportation projects and improvements within the entire SCAG region that may be under construction during the same time period, and (2) if unknown buried cultural resources are discovered during construction of the project then contributing to the significant cumulative impacts related to discovery of unknown materials at a regional scale identified in the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy EIR. No new or increased significant cumulative impacts would occur as a result of the proposed project refinements.

**Growth-Inducing Impacts:** The proposed refinements of locating the Pomona station platform closer to the existing Metrolink station and providing a bridge, rather than an at-grade crossing, at Garey Avenue in Pomona would have no potential to induce growth beyond that already identified for the project in the Final EIR. As identified in the Final EIR, the project could potentially attract new transit-oriented development (TOD) around the light-rail transit (LRT) stations. The Cities of Montclair, Pomona, and Glendora already include plans for future TOD around the project stations. Thus, the potential future TOD development would be consistent with land use designations and zoning regulations established by Pomona and reflective of the City long-term planning goals, objectives, and policies for growth in the vicinity of the project refinements.

The project, including the proposed refinements, does not include the development of employment-generating uses. Though improved transit service would result in reduced traffic congestion and home-to-work travel times, which may attract new businesses to the project area, the Southern California Association of Governments (SCAG) projections of population, households, and employment in the region through 2035 have taken into account the development of the project from Azusa to Montclair.

The proposed refinements and other project elements do not include and would not result in any substantial modifications to existing roadways, or other infrastructure facilities or service systems that could induce growth beyond that already envisioned for the region or by each corridor City.

Thus, the project, including the proposed design refinements, is not anticipated to directly or indirectly attract growth beyond that already envisioned in SCAG's 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The corridor Cities' land use plans recognize and account for the project and any future new development would be consistent with each City's land use plans and regulations. Therefore, no significant impacts would result.

### **3.6 FINDING OF NO NEW OR INCREASED SIGNIFICANT IMPACT**

The provision of the proposed refinements, consisting of locating the Pomona station platform 139 feet further to the west and providing a bridge rather than an at-grade crossing at Garey Avenue in Pomona, will not materially change the location, function, or the operational characteristics of the Metro Gold Line Foothill Extension – Azusa to Montclair project. Based on the evaluation of environmental effects contained in the 2013 Final EIR and this Addendum No.1, the provision of the proposed refinements has no potential to result in either new or substantially increased significant environmental impacts. With no new or greater significant impact and with no change with respect to the circumstances under which the project is undertaken since the certification of the 2013 Final EIR, the preparation of a subsequent EIR for the proposed refinements is not warranted.

## **Chapter 4 – List of Preparers**

### **4.1 LEAD AGENCY**

Metro Gold Line Foothill Extension Construction Authority  
406 E. Huntington, Suite 202  
Monrovia, CA 91016  
Contact: Denis Cournoyer, Director of Engineering  
Phone: (626) 305-7007  
Fax: (626) 471-9049

### **4.2 CONSULTANTS TO THE LEAD AGENCY**

#### **Parsons Brinckerhoff, Inc.**

*Project Management, Air Quality/GHG, Visual, Other Impacts*

Parsons Brinckerhoff, Inc.  
444 S. Flower St., Suite 800  
Los Angeles, CA 90071  
Phone: (213) 362-9470  
Fax: (213) 362-9480

Irena Finkelstein, AICP, Senior Environmental Manager  
John Gahbauer, Lead Planner/Analyst  
Carmen Suero, Lead Architect

#### **ATS, Inc.**

*Noise and Vibration*

Shannon McKenna, Associate  
Hugh Saurenman, President  
Steven Wolf, Vice President

#### **Intueor Consulting, Inc.**

*Traffic*

Wahid Farhat, Transportation Engineer/Planner  
Farid Naguib, Lead Transportation Engineer  
Archie Tan, Transportation Engineer/Planner

## **Appendix A: Traffic Technical Report**

To: John Gahbauer – PB  
From: Farid Naguib, Wahid Farhat – Intueor  
Date: March 26, 2014  
Re: Garey Avenue Bridge Traffic Impact Analysis

---

## **INTRODUCTION**

A bridge is proposed at the Garey Avenue at-grade crossing in the City of Pomona to grade separate the LRT (**Figure 1**). Metrolink and freight train operations will continue to operate at-grade. It is assumed that the proposed bridge for the LRT tracks will take-off and rise after the at-grade crossing at Fulton Road and touchdown in advance of Towne Avenue. Subsequently, the LRT tracks will take-off and rise again before reaching Towne Avenue because of the proposed grade separation of the LRT tracks at Towne Avenue too.

The objective of this traffic impact analysis is to present the change in traffic operations, if any, along the Garey Avenue intersections, adjacent to the at-grade crossing, due to the proposed LRT bridge at Garey Avenue.

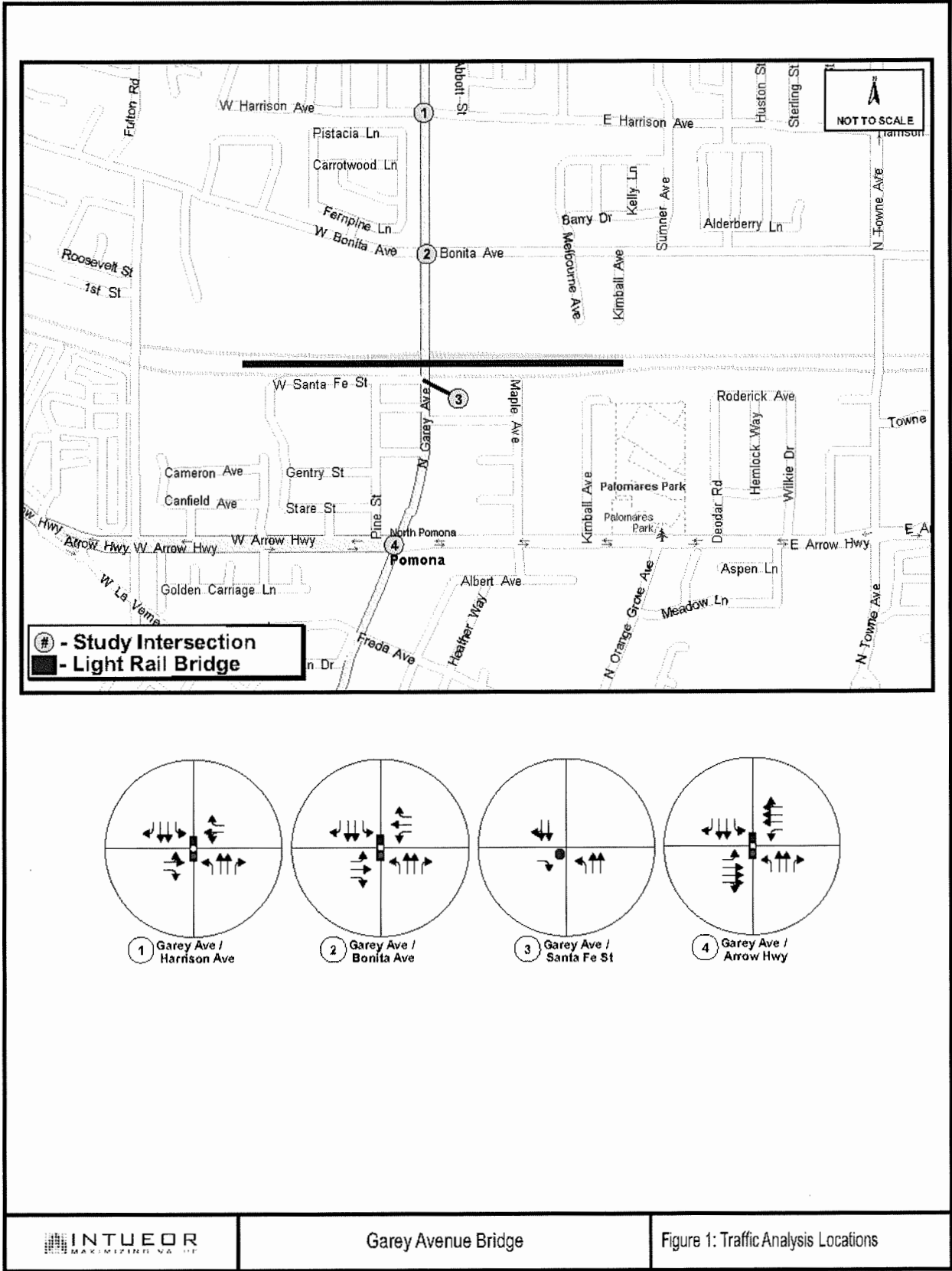
The four intersection locations previously studied in the 2013 Final EIR (FEIR), which make up the study area for the purposes of this traffic impact evaluation, are illustrated in **Figure 1**. The intersections are located along Garey Avenue and adjacent to the proposed bridge. The study intersections that were evaluated are as follows:

1. Garey Avenue/Harrison Avenue
2. Garey Avenue/Bonita Avenue
3. Garey Avenue/Santa Fe Street
4. Garey Avenue/Arrow Highway

## **IMPACT CRITERIA**

The methodology used to determine adverse or significant impacts at the study intersections is similar to the methodology used in the traffic study for the 2013 environmental document and consists of identifying the change in delay between the TSM and Build Alternatives and the No Build Alternative. Similar to what was applied in the traffic study that was prepared for the 2013 FEIR document, the impact criteria used for this comparison was based on the *Los Angeles County Traffic Impact Analysis Study Guidelines* (1997).





Based on these guidelines under the TSM and Build Alternatives, an intersection is considered to have adverse or significant impacts, if the change in delay from the No Build Alternative is equal to or greater than the criteria presented in **Table 1**.

**Table 1. Los Angeles County Intersection Impact Thresholds**

Control Type	Final Level of Service (LOS) with project	Significant Increase in Delay from the No Build (Seconds/Vehicle)
Unsignalized Intersection	LOS C	≥ 4
	LOS D	≥ 2
	LOS E/F	≥ 1.5
Signalized Intersection	LOS C	≥ 6
	LOS D	≥ 4
	LOS E/F	≥ 2.5

Source: Los Angeles County Traffic Impact Analysis Study Guidelines, 1997.

### **STUDY INTERSECTIONS AND EXISTING LEVELS OF SERVICE**

Turning movement counts for the four study intersections were obtained from the traffic study that was prepared for the 2013 FEIR document to assess existing peak hour traffic conditions. As previously noted in the traffic study, the traffic volume data collection was conducted on a representative weekday (Tuesday, Wednesday, or Thursday) in May 2010 at the locations shown in **Figure 1**. The chosen intersections are located along Garey Avenue and adjacent to the proposed bridge. The AM and PM peak hours were identified as the critical time periods for an assessment of existing conditions.

The intersection analysis showed that all study intersections being evaluated operated at LOS C or better during both AM and PM peak hours. **Table 2** presents the results of the existing AM and PM traffic operations and corresponding LOS at each of the study intersections. The detailed existing conditions LOS worksheets are presented in **Appendix A**.

**Table 2. Existing Intersection Level of Service Analysis (2010)**

#	Intersection	Control Type	AM		PM	
			LOS	Delay <sup>1</sup>	LOS	Delay <sup>1</sup>
1	Garey Avenue/Harrison Avenue	Signalized	A	6.7	A	4.7
2	Garey Avenue/Bonita Avenue	Signalized	B	13.2	B	13.3
3	Garey Avenue/Santa Fe Street	One-Way Stop	B	11.8	B	11.5
4	Garey Avenue/Arrow Highway	Signalized	C	21.5	C	25.8

<sup>1</sup> Average vehicle delay in seconds

## **NO BUILD ALTERNATIVE**

The No Build Alternative represents the baseline case consisting of existing and committed elements of the region's transportation plan, excluding the proposed project. Consequently, the No Build Alternative is focused on the preservation of existing services as well as the inclusion of local project elements that are already programmed and committed. Within the study area, intersection lane configurations were assumed to be the same as the existing conditions.

### ***Intersection Traffic Conditions***

No Build traffic forecasts for year 2035 were developed using the same growth criteria presented in the 2013 FEIR document. Traffic projections for the No Build Alternative were developed by applying an accumulated growth factor of 17.5% to the existing peak hour intersection traffic volumes.

Under the No Build Alternative, all four study intersections would continue to operate at LOS C or better during both AM and PM peak hours. **Table 3** presents the results of the No Build AM and PM peak hour traffic operations and corresponding LOS at each of the study intersections. The detailed LOS worksheets for the No Build Alternative are presented in **Appendix B**.

**Table 3. No Build Alternative Intersection Level of Service (2035)**

#	Intersection	Control Type	AM		PM	
			LOS	Delay <sup>1</sup>	LOS	Delay <sup>1</sup>
1	Garey Avenue/Harrison Avenue	Signalized	A	7.5	A	6.0
2	Garey Avenue/Bonita Avenue	Signalized	B	16.0	B	15.8
3	Garey Avenue/Santa Fe Street	One-Way Stop	B	10.8	B	12.4
4	Garey Avenue/Arrow Highway	Signalized	C	28.3	C	30.9

<sup>1</sup> Average vehicle delay in seconds

## **TRANSPORTATION SYSTEMS MANAGEMENT (TSM) ALTERNATIVE**

As noted in the 2013 FEIR document, this alternative proposes a bus rapid transit (BRT) route instead of the LRT as a link between the Azusa-Citrus Station and the Montclair Transcenter. The roadway conditions would be the same as those in the No Build Alternative. Within the study area, intersection lane configurations were assumed to be the same as the No Build conditions.

### ***Intersection Traffic Conditions***

As detailed in the traffic study for the 2013 FEIR, an overall percentage decrease of -0.380% was applied to the 2035 No Build Alternative AM and PM peak hour intersection volumes to develop

the future AM and PM peak hour projections for the TSM Alternative at each of the four study intersections.

The results of the traffic analysis for the TSM Alternative and corresponding AM and PM peak hour LOS, presented in **Table 4**, are similar to the No Build Alternative. Under the TSM Alternative, all four study intersections would continue to operate at LOS C or better. The detailed LOS worksheets for the TSM Alternative are presented in **Appendix C**.

**Table 4. TSM Alternative Intersection Level of Service (2035)**

#	Intersection	Control Type	AM		PM	
			LOS	Delay <sup>1</sup>	LOS	Delay <sup>1</sup>
1	Garey Avenue/Harrison Avenue	Signalized	A	7.5	A	5.9
2	Garey Avenue/Bonita Avenue	Signalized	B	16.0	B	15.7
3	Garey Avenue/Santa Fe Street	One-Way Stop	B	10.8	B	12.4
4	Garey Avenue/Arrow Highway	Signalized	C	28.1	C	30.7

<sup>1</sup> Average vehicle delay in second

***Summary of Intersection Impacts***

Using the threshold criteria presented in Table 1, intersection operating conditions under the TSM Alternative were compared with the No Build Alternative to identify significantly affected locations. As indicated in **Table 5** and **Table 6**, no intersections are projected to be adversely affected by the proposed bridge project.

**Table 5. AM Peak Hour Intersection Impacts Comparison (TSM and No Build Alternatives)**

#	Intersection	Control Type	2035 No Build		2035 TSM		Change in Delay	Significant Impact
			LOS	Delay <sup>1</sup>	LOS	Delay <sup>1</sup>		
1	Garey Avenue/Harrison Avenue	Signalized	A	7.5	A	7.5	0.0	NO
2	Garey Avenue/Bonita Avenue	Signalized	B	16.0	B	16.0	0.0	NO
3	Garey Avenue/Santa Fe Street	One-Way Stop	B	10.8	B	10.8	0.0	NO
4	Garey Avenue/Arrow Highway	Signalized	C	28.3	C	28.1	-0.2	NO

<sup>1</sup> Average vehicle delay in seconds

**Table 6. PM Peak Hour Intersection Impacts Comparison (TSM and No Build Alternatives)**

#	Intersection	Control Type	2035 No Build		2035 TSM		Change in Delay	Significant Impact
			LOS	Delay <sup>1</sup>	LOS	Delay <sup>1</sup>		
1	Garey Avenue/Harrison Avenue	Signalized	A	6.0	A	5.9	-0.1	NO
2	Garey Avenue/Bonita Avenue	Signalized	B	15.8	B	15.7	-0.1	NO
3	Garey Avenue/Santa Fe Street	One-Way Stop	B	12.4	B	12.4	0.0	NO
4	Garey Avenue/Arrow Highway	Signalized	C	30.9	C	30.7	-0.2	NO

<sup>1</sup> Average vehicle delay in seconds

**BUILD ALTERNATIVE**

As described in the 2013 FEIR, the Build Alternative would be a 12.3-mile LRT line extending from just east of the Azusa-Citrus station (built as part of the Pasadena to Azusa extension) to Montclair. Within the Garey Avenue study area, intersection lane configurations were assumed to be the same as the No Build and TSM Alternatives.

***Intersection Traffic Conditions***

Similar to the TSM Alternative, adjustments to traffic flow patterns as a result of the Build Alternative were determined by using projections from the 2013 FEIR. An overall percentage decrease of -1.380% was applied to the 2035 No Build AM and PM peak hour intersection volumes to develop the AM and PM peak hour traffic projections for the Build Alternative at each of the four study intersections. Also, the turning movement traffic volumes were adjusted to reflect increased vehicular activity due to the Pomona station and its associated parking structure.

Under the Build Alternative, all four study intersections would continue to operate at LOS C or better during both AM and PM peak hours. **Table 7** presents the results of the Build AM and PM peak hour traffic operations and corresponding LOS at each of the study intersections. The detailed LOS worksheets for the Build Alternative are presented in **Appendix D**.

**Table 7. Build Alternative Intersection Level of Service (2035)**

#	Intersection	Control Type	AM		PM	
			LOS	Delay <sup>1</sup>	LOS	Delay <sup>1</sup>
1	Garey Avenue/Harrison Avenue	Signalized	A	7.9	A	5.9
2	Garey Avenue/Bonita Avenue	Signalized	C	32.6	B	18.5
3	Garey Avenue/Santa Fe Street	One-Way Stop	A	9.4	B	13.2
4	Garey Avenue/Arrow Highway	Signalized	C	29.9	C	34.5

<sup>1</sup> Average vehicle delay in seconds

### **Summary of Intersection Impacts**

Using the threshold criteria presented in Table 1, intersection operating conditions under the Build Alternative were compared with the No Build Alternative to identify significantly affected locations. **Table 8** and **Table 9** summarize intersection impacts for the AM and PM peak hours, respectively. As indicated in **Table 8** and **Table 9**, one intersection within the study area is projected to be adversely affected by the proposed LRT project during the AM peak hour. This impact is not new and was previously identified as a significant impact in the 2013 FEIR on page 2-94, Table 2-27. This impact, at the Garey Avenue/Bonita Avenue intersection is generally due to the increase in the number of vehicles at this intersection, which are destined for and accessing/exiting the parking structure at the Pomona Station. This previously identified impact is not new and is unrelated to the proposed Garey Avenue bridge. In summary, there are no significant impacts to the four study intersections which can be attributed to the Garey Avenue bridge. These results are presented in **Table 10** and **Table 11** for the AM and PM peak hours, respectively. The two tables show a comparison between the 2035 Build Alternative for the existing approved project and the 2035 Build Alternative for the proposed LRT bridge at Garey Avenue. Both tables show no change in the delay between the two Build conditions for the AM and PM peak hours.

**Table 8. AM Peak Hour Intersection Impacts Comparison (Build and No Build Alternatives)**

#	Intersection	Control Type	2035 No Build		2035 Build		Change in Delay	Significant Impact
			LOS	Delay <sup>1</sup>	LOS	Delay <sup>1</sup>		
1	Garey Avenue/Harrison Avenue	Signalized	A	7.5	A	7.9	0.4	NO
2	Garey Avenue/Bonita Avenue	Signalized	B	16.0	C	32.6	16.6	YES
3	Garey Avenue/Santa Fe Street	One-Way Stop	B	10.8	A	9.4	-1.4	NO
4	Garey Avenue/Arrow Highway	Signalized	C	28.3	C	29.9	1.6	NO

<sup>1</sup> Average vehicle delay in seconds

**Table 9. PM Peak Hour Intersection Impacts Comparison (Build and No Build Alternatives)**

#	Intersection	Control Type	2035 No Build		2035 Build		Change in Delay	Significant Impact
			LOS	Delay <sup>1</sup>	LOS	Delay <sup>1</sup>		
1	Garey Avenue/Harrison Avenue	Signalized	A	6.0	A	5.9	-0.1	NO
2	Garey Avenue/Bonita Avenue	Signalized	B	15.8	B	18.5	2.7	NO
3	Garey Avenue/Santa Fe Street	One-Way Stop	B	12.4	B	13.2	0.8	NO
4	Garey Avenue/Arrow Highway	Signalized	C	30.9	C	34.5	3.6	NO

<sup>1</sup> Average vehicle delay in seconds

**Table 10. AM Peak Hour Intersection LOS Comparison Between the Approved Project and the Proposed LRT Bridge**

#	Intersection	Control Type	2035 Build for the Approved Project		2035 Build for the Proposed LRT Bridge		Change in Delay
			LOS	Delay <sup>1</sup>	LOS	Delay <sup>1</sup>	
1	Garey Avenue/Harrison Avenue	Signalized	A	7.9	A	7.9	0.0
2	Garey Avenue/Bonita Avenue	Signalized	C	32.6	C	32.6	0.0
3	Garey Avenue/Santa Fe Street	One-Way Stop	A	9.4	A	9.4	0.0
4	Garey Avenue/Arrow Highway	Signalized	C	29.9	C	29.9	0.0

<sup>1</sup> Average vehicle delay in seconds

**Table 11. PM Peak Hour Intersection LOS Comparison Between the Approved Project and the Proposed LRT Bridge**

#	Intersection	Control Type	2035 Build for the Approved Project		2035 Build for the Proposed LRT Bridge		Change in Delay
			LOS	Delay <sup>1</sup>	LOS	Delay <sup>1</sup>	
1	Garey Avenue/Harrison Avenue	Signalized	A	5.9	A	5.9	0.0
2	Garey Avenue/Bonita Avenue	Signalized	B	18.5	B	18.5	0.0
3	Garey Avenue/Santa Fe Street	One-Way Stop	B	13.2	B	13.2	0.0
4	Garey Avenue/Arrow Highway	Signalized	C	34.5	C	34.5	0.0

<sup>1</sup> Average vehicle delay in seconds

### **MITIGATION MEASURES**

Since the proposed Garey Avenue bridge does not result in any additional new significant impacts, there is no need for any additional new mitigation measures due to this proposed project variation. Therefore, no new mitigation measures, above and beyond those identified in the 2013 FEIR, are proposed.

As previously identified in the 2013 FEIR on page 2-112, the Metro Gold Line Foothill Extension Construction Authority shall cooperatively work with the City of Pomona, and contribute funding as necessary, to modify the Garey Avenue and Bonita Avenue intersection within existing right-of-way. The proposed modification is a restriping of the northbound approach to provide two exclusive left turn lanes, one through lane, and one shared through/right turn lane. The “receiving leg” would also be restriped to provide two through lanes.

### **LEVEL OF IMPACT AFTER MITIGATION**

The results of the intersection operating conditions after implementation of the Build Alternative mitigation measures, are provided in **Table 12**. These results are taken from page 2-113, Table 2-

33 of the 2013 FEIR. As shown, the intersection of Gary Avenue and Bonita Avenue will be mitigated to a level that is less than significant. The detailed LOS worksheets for the mitigated Build conditions are presented in **Appendix E**.

**Table 12. Build Alternative—Mitigated Intersection Level of Service (LOS)**

#	Intersection	AM		PM		Residual Impact
		LOS	Delay <sup>1</sup>	LOS	Delay <sup>1</sup>	
2	Garey Avenue/Bonita Avenue	C	21.9	B	19.1	No

<sup>1</sup> Average vehicle delay in seconds

**ADDITIONAL TRAFFIC ISSUES**

In the 2013 FEIR, Gary Avenue was identified as a grade crossing location that would require improvements to maintain safe operations of the proposed LRT with an at-grade configuration. With the implementation of the proposed Gary Avenue bridge to grade separate the LRT tracks from the at-grade crossing at Gary Avenue; the need for these proposed at-grade improvements would no longer be necessary for this project. However, their implementation would constitute an improvement for Metrolink and freight train operations. Consequently, page 2-112 of the 2013 FEIR discusses two proposed long-term mitigation measures, LTR-6 and LTR-7, which would be implemented to enhance at-grade crossing operations for Metrolink and freight trains at Gary Avenue.



# **Appendix B: Noise and Vibration Technical Report**



---

## MEMORANDUM

**To:** John Gahbauer  
Parsons Brinkerhoff

**From:** Shannon McKenna  
Steven Wolf  
ATS Consulting

**Date:** March 27, 2014

**Subject:** Draft: Noise and Vibration Impact Assessment for the Garey Avenue LRT Bridge

---

### INTRODUCTION

This memorandum presents the noise and vibration impact assessment for the incorporation of a light-rail transit (LRT) bridge at Garey Avenue as part of the Metro Gold Line Foothill Extension Azusa to Montclair project. The Final Environmental Impact Report (EIR) for the project was completed in February 2013. The design at the time the Final EIR was completed included an at-grade crossing at Garey Avenue in Pomona. Incorporating an LRT bridge at Garey Avenue will result in a change in the PE drawings used for the Final EIR analysis between station 1902+63 and 1932+53. The only noise and vibration sensitive receivers located within these station limits are a cluster of single family residences on Kimball Avenue between Garey Avenue and Towne Avenue south of the project right-of-way. The residences are shown in Figure 1 and Figure 2 in the cluster labeled EB1. This is the same labeling used to represent these residences in the noise and vibration analysis in the 2013 Final EIR.

The noise and vibration prediction methodology for the predictions presented in this report follow the same methodology as was presented in the Noise and Vibration Technical Report that is included in the 2013 Final EIR. The prediction methodology and impact thresholds used to assess impact follow the guidance set forth in the Federal Transit Administration (FTA) Guidance Manual<sup>1</sup>. Background information and definitions of key noise and vibration terms are included in Appendix A of this memorandum.

The main factors that affect the predicted noise and vibration levels from light-rail transit (LRT) operations are:

- distance from the sensitive receiver to the LRT tracks,
- light-rail vehicle (LRV) speed, and
- track type.

The incorporation of the LRT bridge will not change the horizontal distance from the sensitive receivers to the LRT tracks or the LRV speed. The track type on the LRT bridge structure will be ballast-and-tie,

---

<sup>1</sup> *Transit Noise and Vibration Impact Assessment*, US Department of Transportation, Federal Transit Administration, Document FTA-VA-90-1003-06, May 2006.



Draft: Noise and Vibration Impact Assessment for the Garey Avenue LRT Bridge  
March 27, 2014  
Page 2

---

the same track-type as the at-grade design. However, the tracks will be on the LRT bridge structure and vibration levels are about 10 dB lower for LRT track on an elevated structure.

The following sections of this memorandum include the predicted noise and vibration levels and impact assessment for the sensitive receivers located near the LRT bridge. The predicted noise and vibration levels for the residences in the Pomona EB1 cluster do not exceed the FTA impact thresholds.

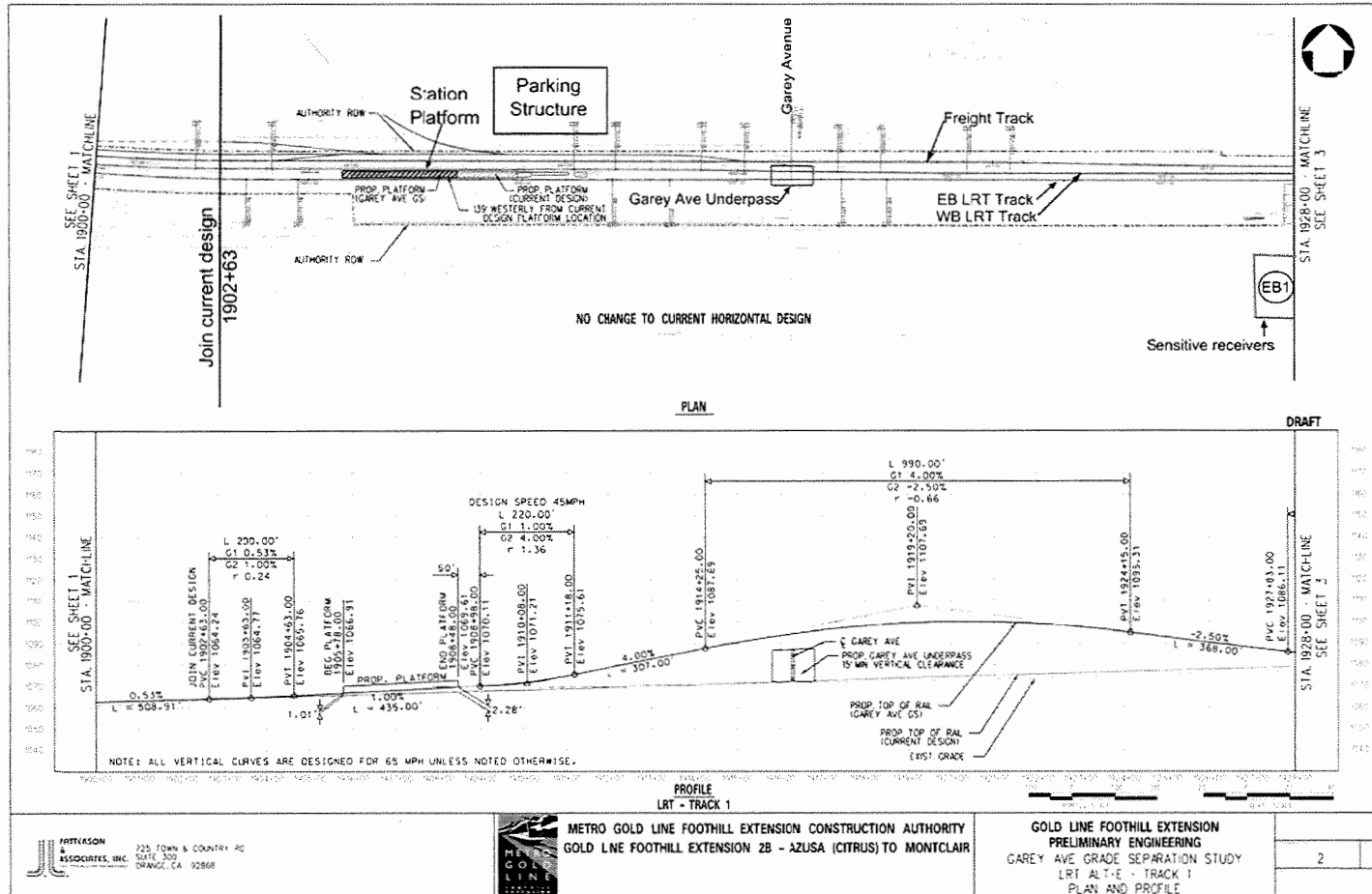


Figure 1: Plan and Profile of Garey Avenue LRT Bridge (Page 1)

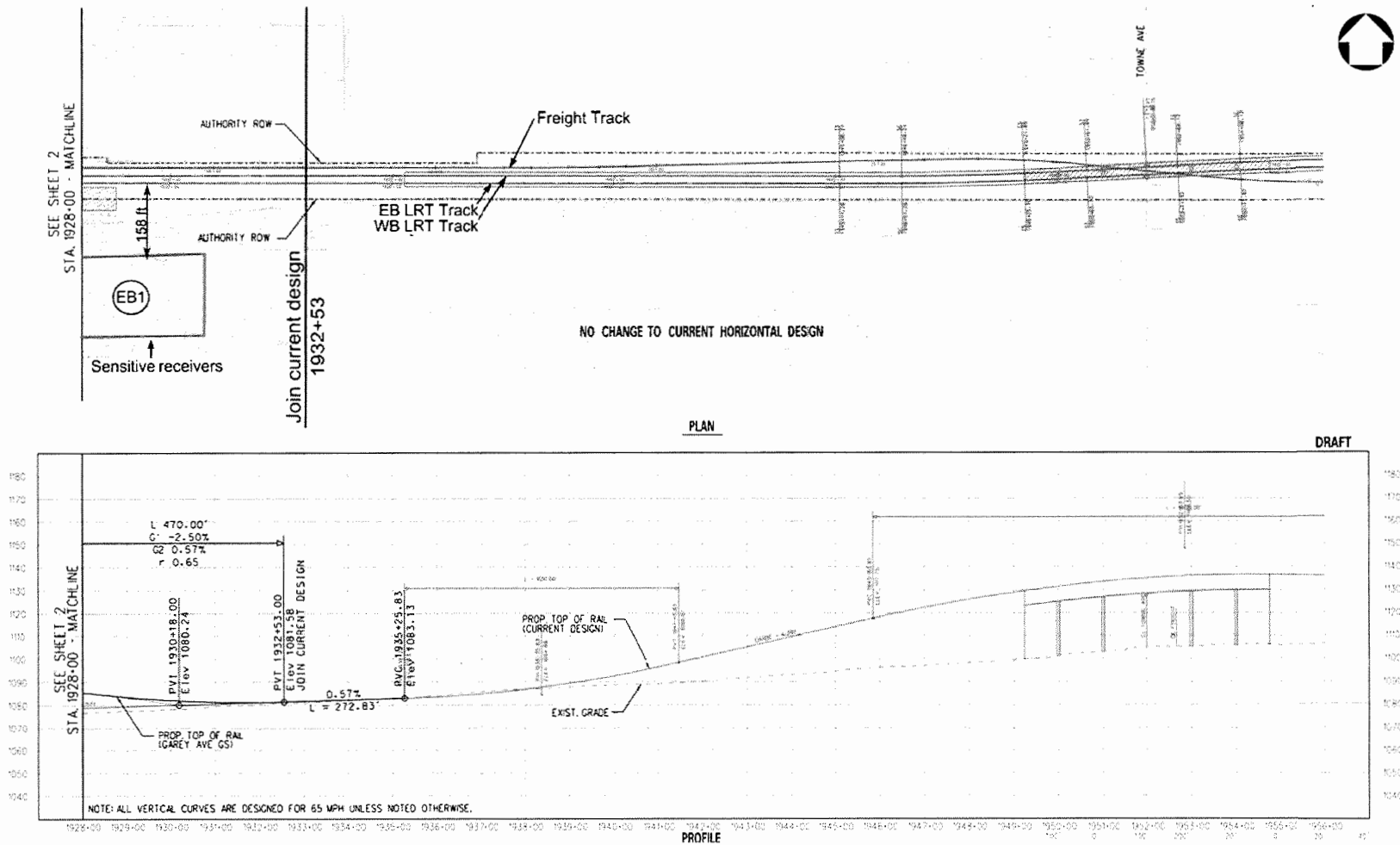


Figure 2: Plan and Profile of Garey Avenue LRT Bridge (Page 2)



## **NOISE IMPACT ASSESSMENT**

The noise sensitive receivers potentially affected by the LRT bridge at Garey Avenue are five single-family residences (SFRs) on Kimball Avenue between Garey Avenue and Towne Avenue south of the project right-of-way. The locations of the residences are shown in Figure 1 and Figure 2 where the cluster of residences is labeled EB1. This is the same label applied to these residences in the 2013 Final EIR.

Determining the existing noise level at a sensitive receiver is an important step in the noise impact assessment because the thresholds for noise impact are based on existing noise. The noise impact thresholds are higher for areas with high existing noise levels and lower for areas with low existing noise levels.

The existing noise level for the residences in cluster EB1 near the LRT bridge at Garey Avenue was measured nearby at 2655 Deodar Road, Pomona. The measured day-night noise level (L<sub>dn</sub>) was 62 dBA. The primary noise source was train traffic (Metrolink and freight) on the existing tracks. The moderate impact threshold for an existing noise level of 62 dBA is an increase in noise level of 1.7 dB and the severe impact threshold is an increase in noise level of 4.4 dB.

The key assumptions included in the noise prediction for the residences in cluster EB1 are:

- The sensitive receivers are 158 ft from the eastbound LRT track. This is the distance from the centerline of the track to the facade of the nearest residence within the cluster.
- LRVs will travel 65 mph through this area.
- The reference train noise level is an L<sub>max</sub> of 77.7 dBA at 50 ft and 40 mph for a 2 car train for ballast-and-tie track.
- There will be ballast-and-tie track near the sensitive receivers.
- There will be 63 train events during daytime hours (7 a.m. to 10 p.m.) and 21 train events during nighttime hours (10 p.m. to 7 a.m.). Metro will operate two car trains. The same operating assumptions were applied in the 2013 Final EIR analysis.
- The existing freight track within the project right-of-way will be relocated as part of the project. Freight traffic on this track (four BNSF freight trains daily) is included in the project noise predictions.

Table 1 shows the predicted noise levels at the sensitive receiver cluster EB1. The predicted noise level is an L<sub>dn</sub> of 63.5 dBA, a 1.5 dB increase over the existing noise level. The moderate impact threshold is an increase of 1.7 dB. Therefore, no noise impact is predicted at the sensitive receivers and no noise mitigation is recommended.

Table 2 shows the predicted noise level by source. Included in the predicted future noise level is the LRT noise, BNSF (freight train) noise, and existing traffic noise (which includes Metrolink train traffic on existing tracks that are not located within the project right-of-way and will not be relocated as part of the project).



Table 1: Predicted Noise Level and Impact Assessment									
Cluster No. <sup>1</sup>	Eng. Station	Dist., ft <sup>2</sup>	Speed, mph	Existing Ldn, dBA	Predicted Ldn, dBA	Threshold <sup>3</sup>		Impact	No. of Impacts
						Mod.	Sev.		
Pomona Eastbound									
EB1	1929+00	158	65	62	63.5	1.7	4.4	No	--
Source: ATS Consulting, 2014									
Notes:									
<sup>1</sup> The buildings included in each cluster are detailed in Figure 1 and Figure 2									
<sup>2</sup> The distance in feet from the closest sensitive receiver in the cluster to the proposed near light-rail track.									
<sup>3</sup> The threshold is the allowable increase in noise from the existing Ldn. The FTA designates two threshold levels: moderate and severe.									

Table 2: Predicted Noise Levels by Source								
Category 2 Land Uses								
Cluster No. <sup>1</sup>	Eng. Station	Dist., ft <sup>2</sup>	LRT Ldn, dBA	BNSF Ldn, dBA	BNSF Horn Ldn, dBA	Traffic Noise Ldn <sup>3</sup> , dBA	Predicted Ldn <sup>4</sup> , dBA	Existing Ldn <sup>5</sup> , dBA
Pomona Eastbound								
EB1	1929+00	158	56.5	41.7	53.3	62	63.5	62
Source: ATS Consulting, 2014								
Notes:								
<sup>1</sup> The buildings included in each cluster are detailed in Figure 1 and Figure 2.								
<sup>2</sup> The distance in feet from the closest sensitive receiver in the cluster to the proposed near light-rail track.								
<sup>3</sup> The traffic noise Ldn is the measured existing Ldn without the BNSF train and horn noise.								
<sup>4</sup> The predicted Ldn is the sum of the LRT Ldn, BNSF Ldn, BNSF horn Ldn, and Traffic Noise Ldn.								
<sup>5</sup> The existing Ldn is the measured existing noise level.								

## VIBRATION IMPACT ASSESSMENT

Vibration from LRVs on an elevated structure is about 10 decibels lower than vibration from LRVs on at-grade track, because the structure attenuates the vibration. The location of the sensitive receivers relative to the Garey Avenue LRT bridge structure is shown in Figure 1 and Figure 2. The residences are at the east end of the LRT bridge, where the tracks have already descended close to existing grade. At this location we do not expect the vibration levels to be reduced by the LRT bridge structure at the sensitive receivers.

There are no changes to the assumptions used in the vibration predictions from the 2013 Final EIR analysis, including the distance from the sensitive receiver to the LRT tracks, LRV speed, and track type. The vibration prediction methodology, including the Force Density Level (FDL) and Line Source Transfer Mobility (LSTM), are explained in detail in the Noise and Vibration Technical Report in the Final EIR.

The predicted vibration level at the sensitive receiver is 67 VdB in the 31.5 Hz 1/3 octave band, which is 5 decibels below the impact threshold. No vibration mitigation is recommended.



Table 3: Predicted Vibration Levels in Pomona, Category 2 Land Uses								
Cluster No. <sup>1</sup>	Eng. Station	Dist., ft <sup>2</sup>	Speed, mph	Threshold, VdB	Predicted Band Max., VdB <sup>3</sup>	1/3 Octave Band, Hz <sup>4</sup>	Impact	No. of Impacts <sup>5</sup>
Pomona Eastbound								
EB1	1929+00	158	65	72	67	31.5	No	--
Source: Metro Gold Line Foothill Extension, Azusa to Montclair Final EIR, 2013								
Notes:								
<sup>1</sup> The cluster numbers refer to the same sensitive receivers used for the noise analysis. The buildings included in each cluster are detailed in Figure 1 and Figure 2.								
<sup>2</sup> The distance in feet from the closest sensitive receiver in the cluster to the proposed near light-rail track.								
<sup>3</sup> Maximum predicted vibration level in any 1/3 octave band.								
<sup>4</sup> The 1/3 octave band that corresponds to the predicted band maximum.								
<sup>5</sup> Number of dwelling units in the cluster.								

### COMPARISON OF FINAL EIR PROJECT AND LRT BRIDGE PROJECT

The incorporation of the LRT bridge will result in a vertical change in the track location, but will not result in a horizontal change in the track location. The incorporation of the LRT bridge will also result in a shift of a proposed station platform farther west. The sensitive receivers near the proposed LRT bridge (cluster EB1 in Pomona) are located at the east end of the bridge, where the proposed top of rail will be about 5 feet higher than the proposed top of rail for the Final EIR project. The 5 foot elevation difference does not result in a change in the predicted noise or vibration levels. The predicted noise and vibration levels for both the Final EIR Project and Addendum Project are shown in Table 4. There are no sensitive receivers near the proposed platform for the Final EIR project or for the LRT bridge project, so the shift in the platform location will not result in any changes to the noise or vibration analysis.

Table 4: Comparison of Predicted Levels							
Cluster No. <sup>1</sup>	Eng. Station	Dist., ft <sup>2</sup>	Speed, mph	Addendum Predicted Noise Level <sup>3</sup> , Ldn, dBA	Final EIR Predicted Noise Level <sup>3</sup> , Ldn, dBA	Addendum Predicted Vib Level, Band Max, VdB	Final EIR Predicted Vib Level, Band Max, VdB
Pomona Eastbound							
EB1	1929+00	158	65	63.5	63.5	67	67
Notes:							
<sup>1</sup> The buildings included in the cluster are detailed in Figure 1 and Figure 2.							
<sup>2</sup> The distance in feet from the closest sensitive receiver in the cluster to the proposed near light-rail track.							
<sup>3</sup> The predicted Ldn is the sum of the LRT Ldn, BNSF Ldn, BNSF horn Ldn, and Traffic Noise Ldn.							



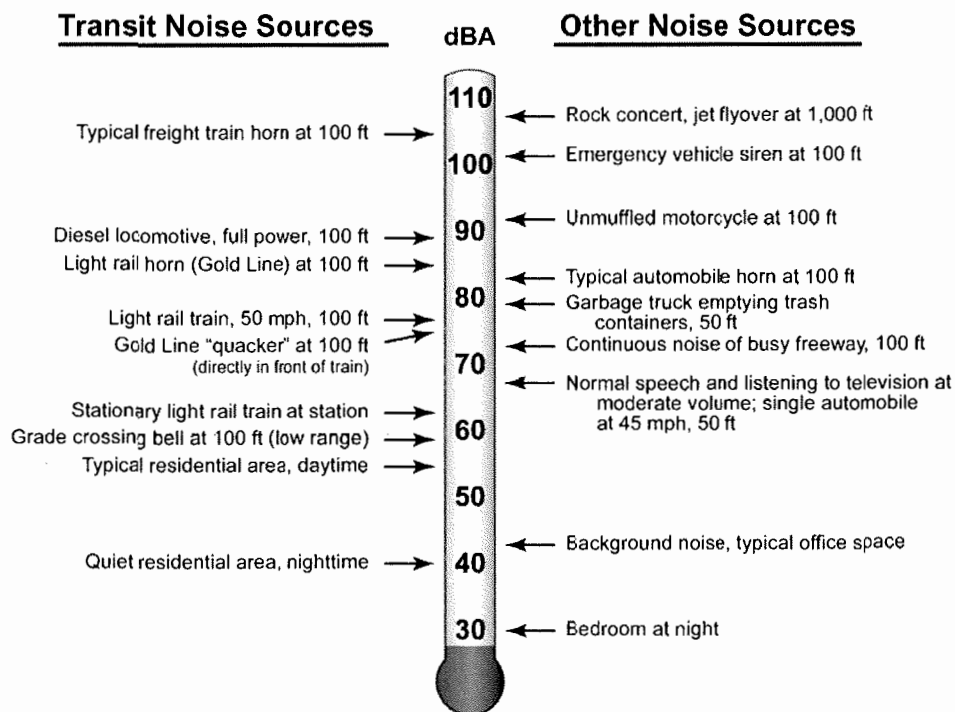


## APPENDIX A: FUNDAMENTAL CONCEPTS OF NOISE AND VIBRATION

### Noise Fundamentals

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air. Noise is generally defined as unwanted or excessive sound. Sound can vary in intensity by over one million times within the range of human hearing. Therefore, a logarithmic scale, known as the decibel scale (dB), is used to quantify sound intensity and compress the scale to a more convenient range.

Sound is characterized by both its amplitude and frequency (or pitch). The human ear does not hear all frequencies equally. In particular, the ear deemphasizes low and very high frequencies. To better approximate the sensitivity of human hearing, the A-weighted decibel scale has been developed. A-weighted decibels are abbreviated as “dBA.” On this scale, the human range of hearing extends from approximately 3 dBA to around 140 dBA. As a point of reference, Figure 3 includes examples of A-weighted sound levels from common indoor and outdoor sounds.



**Figure 3: Typical Indoor and Outdoor Noise Levels**

Using the decibel scale, sound levels from two or more sources cannot be directly added together to determine the overall sound level. Rather, the combination of two sounds at the same level yields an increase of 3 dB. The smallest recognizable change in sound level is approximately 1 dB. A 3-dB increase in the A-Weighted sound level is generally considered perceptible, whereas a 5-dB increase is readily perceptible. A 10-dB increase is judged by most people as an approximate doubling of the perceived loudness.



The two primary factors that reduce levels of environmental sounds are increasing the distance between the sound source and the receiver and having intervening obstacles such as walls, buildings, or terrain features that block the direct path between the sound source and the receiver. Factors that act to make environmental sounds louder include moving the sound source closer to the receiver, sound enhancements caused by reflections, and focusing caused by various meteorological conditions.

Following are brief definitions of the measures of environmental noise used in this study:

- *Maximum Sound Level ( $L_{max}$ ):*  $L_{max}$  is the maximum sound level that occurs during an event such as a train passing. For this analysis  $L_{max}$  is defined as the maximum sound level using the slow setting on a standard sound level meter.
- *Equivalent Sound Level ( $L_{eq}$ ):* Environmental sound fluctuates constantly. The equivalent sound level ( $L_{eq}$ ) is the most common means of characterizing community noise.  $L_{eq}$  represents a constant sound that, over a specified period of time, has the same sound energy as the time-varying sound.  $L_{eq}$  is used by the FTA to evaluate noise effects at institutional land uses, such as schools, churches, and libraries, from proposed transit projects.
- *Day-Night Sound Level ( $L_{dn}$ ):*  $L_{dn}$  is basically a 24-hour  $L_{eq}$  with an adjustment to reflect the greater sensitivity of most people to nighttime noise. The adjustment is a 10 dB penalty for all sound that occurs between the hours of 10:00 p.m. to 7:00 a.m. The effect of the penalty is that, when calculating  $L_{dn}$ , any event that occurs during the nighttime is equivalent to ten occurrences of the same event during the daytime.  $L_{dn}$  is the most common measure of total community noise over a 24-hour period and is used by the FTA to evaluate residential noise effects from proposed transit projects.
- *$L_{XX}$ :* This is the percent of time a sound level is exceeded during the measurement period. For example, the  $L_{99}$  is the sound level exceeded during 99 percent of the measurement period. For a 1-hour period,  $L_{99}$  is the sound level exceeded for all except 36 seconds of the hour. The tables of the hourly noise levels in Appendix B include  $L_1$ ,  $L_{33}$ ,  $L_{50}$ , and  $L_{99}$ , the sound levels exceeded 1 percent, 33 percent, 50 percent and 99 percent of the hour.  $L_1$  represents typical maximum sound levels,  $L_{33}$  is approximately equal to  $L_{eq}$  when free-flowing traffic is the dominant noise source,  $L_{50}$  is the median sound level, and  $L_{99}$  is close to the minimum sound level.
- *Sound Exposure Level (SEL):* SEL is a measure of the acoustic energy of an event such as a train passing. In essence, the acoustic energy of the event is compressed into a 1-second period. SEL increases as the sound level of the event increases and as the duration of the event increases. It is often used as an intermediate value in calculating overall metrics such as  $L_{eq}$  and  $L_{dn}$ .
- *Sound Transmission Class (STC):* STC ratings are used to compare the sound insulating effectiveness of different types of noise barriers, including windows, walls, etc. Although the amount of attenuation varies with frequency, the STC rating provides a rough estimate of the transmission loss from a particular window or wall.

## Vibration Fundamentals

One potential community effect from the proposed project is vibration that is transmitted from the tracks through the ground to adjacent houses. This is referred to as *groundborne vibration*. When evaluating human response, groundborne vibration is usually expressed in terms of decibels using the root mean square (RMS) vibration velocity. RMS is defined as the average of the squared amplitude of the vibration



signal. To avoid confusion with sound decibels, the abbreviation VdB is used for vibration decibels. All vibration decibels in this report use a decibel reference of 1 micro-inch/second ( $\mu\text{in}/\text{sec}$ ).<sup>2</sup> The potential adverse effects of rail transit groundborne vibration are as follows:

- **Perceptible Building Vibration:** This is when building occupants feel the vibration of the floor or other building surfaces. Experience has shown that the threshold of human perception is around 65 VdB and that vibration that exceeds 75 to 80 VdB may be intrusive and annoying to building occupants.
- **Rattle:** The building vibration can cause rattling of items on shelves and hanging on walls, and various different rattle and buzzing noises from windows and doors.
- **Reradiated Noise:** The vibration of room surfaces radiates sound waves that may be audible to humans. This is referred to as *groundborne noise*. When audible groundborne noise occurs, it sounds like a low-frequency rumble. For a surface rail system such as the proposed build alternatives, the groundborne noise is usually masked by the normal airborne noise radiated from the transit vehicle and the rails.
- **Damage to Building Structures:** Although it is conceivable that vibration from a light-rail system could cause damage to fragile buildings, the vibration from light-rail transit systems is usually one to two orders of magnitude below the most restrictive thresholds for preventing building damage. Hence the vibration effect criteria focus on human annoyance, which occurs at much lower amplitudes than does building damage.

Vibration is an oscillatory motion that can be described in terms of the displacement, velocity, or acceleration of the motion. The response of humans to vibration is very complex. However, the general consensus is that for the vibration frequencies generated by passenger trains, human response is best approximated by the vibration velocity level. Therefore, vibration velocity has been used in this study to describe train-generated vibration levels.

When evaluating human response, groundborne vibration is usually expressed in terms of decibels using the root mean square (RMS) vibration velocity. RMS is defined as the average of the squared amplitude of the vibration signal. To avoid confusion with sound decibels, the abbreviation VdB is used for vibration decibels. All vibration decibels in this report use a decibel reference of 1  $\mu\text{in}/\text{sec}$ .

Figure 4 shows typical vibration levels from rail and non-rail sources as well as the human and structure response to such levels.

---

<sup>2</sup> One  $\mu\text{in}/\text{sec}$  =  $10^{-6}$  in/sec.

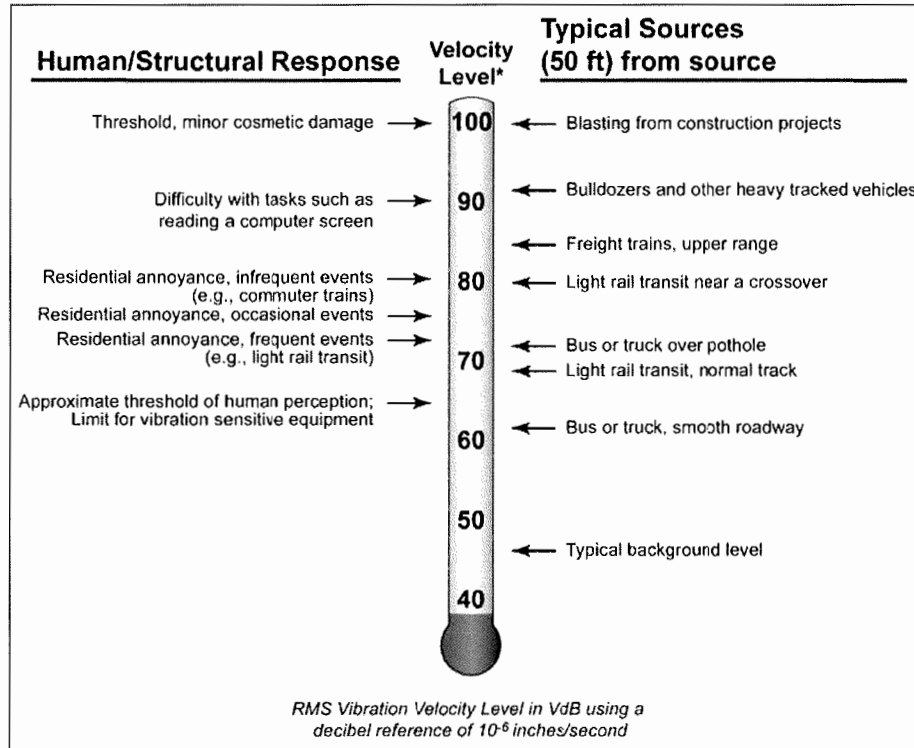


Figure 4: Typical Vibration Levels

Although there has been relatively little research into human and building response to groundborne vibration, there is substantial experience with vibration from rail systems. In general, the collective experience indicates that:

- It is rare that groundborne vibration from transit systems results in building damage, even minor cosmetic damage. The primary consideration therefore is whether vibration will be intrusive to building occupants or will interfere with interior activities or machinery.
- The threshold for human perception is approximately 65 VdB. Vibration levels in the range of 70 to 75 VdB are often noticeable but acceptable. Beyond 80 VdB, vibration levels are often considered unacceptable.
- For human annoyance, there is a relationship between the number of daily events and the degree of annoyance caused by groundborne vibration. The FTA Guidance Manual includes an 8 VdB higher impact threshold if there are fewer than 30 events per day and a 3 VdB higher threshold if there are fewer than 70 events per day.

Often it is necessary to determine the contribution at different frequencies when evaluating vibration or noise signals. The 1/3-octave band spectrum is the most common procedure used to evaluate frequency components of acoustic signals. The term “octave” has been borrowed from music where it refers to a span of eight notes. The ratio of the highest frequency to the lowest frequency in an octave is 2:1. For a 1/3-octave band spectrum, each octave is divided into three bands where the ratio of the lowest frequency to the highest frequency in each 1/3-octave band is 2<sup>1/3</sup>:1 (1.26:1). An octave consists of three 1/3 octaves.



The 1/3-octave band spectrum of a signal is obtained by passing the signal through a bank of filters. Each filter excludes all components except those that are between the upper and lower range of one 1/3-octave band. The FTA Guidance Manual is a good reference for additional information on transit noise and vibration and the technical terms used in this section.

**EXHIBIT B**

PROJECT REFINEMENTS

- (1) A new elevated light rail grade separated crossing at Garey Avenue (“bridge”), in lieu of an at-grade crossing.
- (2) A shift in location of the Pomona station platform approximately 139 feet to the west.
- (3) Incorporation of design features similar to the Metro Gold Line bridge at Santa Anita Avenue in the City of Arcadia into the Towne Avenue flyover.

## Agenda Item: 7.b.

**TO:** Chair and Members of the Board of Directors  
**FROM:** Habib F. Balian, CEO  
**DATE:** May 28, 2014  
**SUBJECT:** Grade Crossings Update

---

### RECOMMENDATION:

That the Board of Directors receive and file this report.

### SUMMARY:

Phase 2A of the Metro Gold Line Foothill Extension Project contains a total of 37 grade crossings, as defined by the California Public Utilities Commission (CPUC). The CPUC has approved all crossings, and construction is underway or complete for the majority of crossings. Of these 37 crossings, 20 are grade separated and 17 are at-grade.

The grade separated crossings account for bridges, bike trails, aerial freeway ramps, etc. Included in the 17 at-grade crossings are four pedestrian crossings at Monrovia, Duarte, Irwindale, and Azusa-Citrus stations, and 13 vehicular at-grade crossings.

Of the total 37 crossings, the most impactful to the project are the 13 vehicular at-grade crossings. These crossings must be carefully coordinated and quickly constructed, as they have potential to impact vehicular and pedestrian traffic. The construction status of these 13 crossings is as follows:

- Ten (10) are complete, and
- Three (3) are in progress.

All crossings are scheduled to be complete by the end of 2014.

### Board Members:

**Doug Tessitor**  
Chair  
Council Member,  
City of Glendora  
Appointee,  
City of Pasadena

**Sam Pedroza**  
1<sup>st</sup> Vice Chair  
Council Member,  
City of Claremont  
Appointee of SGVCOG

**Marisol Salguero**  
City of Los Angeles  
Alternate Appointee,  
City of Los Angeles

**Paul S. Leon**  
Member  
Mayor,  
City of Ontario  
Appointee,  
City of South  
Pasadena

**John Fasana**  
Member  
Council Member,  
City of Duarte  
Appointee, LACMTA

**Bill Bogaard**  
Member, Non-Voting  
Mayor,  
City of Pasadena  
Appointee, City of  
Pasadena

**Carrie Bowen**  
Member, Non-Voting  
District 7 Director,  
Caltrans  
Gubernatorial  
Appointee

**Daniel M. Evans**  
Member, Non-Voting  
City of  
South Pasadena  
Appointee, City of  
South Pasadena

**Alan D. Wapner**  
Member, Non-Voting  
Council Member,  
City of Ontario  
Appointee, SANBAG

### Executive Officer:

**Habib F. Balian**  
Chief Executive Officer

## Agenda Item: 7.c.

**TO:** Chair and Members of the Construction Authority Board  
**FROM:** Habib F. Balian, CEO  
**DATE:** May 28, 2014  
**SUBJECT:** Consideration of California Senate Bill 1037 (Hernandez)

---

### RECOMMENDATION:

The Legislative Affairs Committee recommended that the Board of Directors consider a position of "work with author" regarding Senate Bill 1037 sponsored by Senator Ed Hernandez.

#### Board Members:

**Doug Tessitor**  
Chair  
Council Member,  
City of Glendora  
Appointee,  
City of Pasadena

**Sam Pedroza**  
Vice Chair  
Council Member,  
City of Claremont  
Appointee of SGVCOG

**Marisol Salguero**  
City of Los Angeles  
Alternate Appointee,  
City of Los Angeles

**Paul S. Leon**  
Member  
Mayor,  
City of Ontario  
Appointee,  
City of South  
Pasadena

**John Fasana**  
Member  
Council Member,  
City of Duarte  
Appointee, LACMTA

**Bill Bogaard**  
Member, Non-Voting  
Mayor,  
City of Pasadena  
Appointee, City of  
Pasadena

**Carrie Bowen**  
Member, Non-Voting  
District 7 Director,  
Caltrans  
Gubernatorial  
Appointee

**Daniel M. Evans**  
Member, Non-Voting  
City of  
South Pasadena  
Appointee, City of  
South Pasadena

**Alan D. Wapner**  
Member, Non-Voting  
Council Member,  
City of Ontario  
Appointee, SANBAG

#### Executive Officer:

**Habib F. Balian**  
Chief Executive Officer



## Proposed Language to SB 1037

Amend Section 130350.6 of the Public Utilities Code to add:

(f) Prior to submitting the ordinance described in subdivision (a) to the voters, the MTA shall amend the expenditure plan adopted pursuant to subdivision (f) of Section 130350.5. The amended plan shall update all of the following for the projects and programs listed in subparagraphs (A) and (B) of paragraph (3) of subdivision (b) of Section 130350.5, the identification of the specific program or source of the non-Measure R funds identified in the amended plan, the identification of the accelerated cost, if applicable for each project and program in the amended plan, the schedule during which the MTA anticipates funds will be available for each project or program, and the expected completion dates for each project or program. **The amended plan shall include funding programmed sufficient to complete the capital projects that have destinations specified in such subparagraph (A): the Exposition Boulevard Light Rail Transit Project from downtown Los Angeles to Santa Monica, the Crenshaw Transit Corridor from Wilshire Boulevard to Los Angeles International Airport, and the Metro Gold Line Light Rail Transit Extension from Pasadena to Claremont.** The expenditure plan shall be amended and included in the revised and updated Long Range Transportation Plan prior to submitting the ordinance described in subdivision (a). The LRTP shall include capital projects and capital programs that are included and adopted by each "subregion" defined in the LRTP in effect as of January 1, 2008 and submitted to MTA for inclusion in the revised LRTP.

AMENDED IN SENATE MAY 1, 2014  
AMENDED IN SENATE MARCH 24, 2014

**SENATE BILL**

**No. 1037**

---

**Introduced by Senator Hernandez**

February 18, 2014

---

An act to amend Section 130350.6 of the Public Utilities Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 1037, as amended, Hernandez. Los Angeles County Metropolitan Transportation Authority: transactions and use tax.

Existing law authorizes the Los Angeles County Metropolitan Transportation Authority (MTA) to impose, in addition to any other tax that it is authorized to impose, a transactions and use tax at a rate of 0.5% for the funding of specified transportation-related purposes pursuant to an adopted expenditure plan and subject to voter approval. Existing law authorizes the MTA to seek voter approval to extend the sales tax pursuant to an amended ordinance, subject to various requirements and voter approval.

This bill would require the MTA, prior to submitting an amended ordinance to the voters, to amend the expenditure plan previously prepared for the voter-approved Measure R transactions and use tax with respect to certain matters relating to projects and programs to be funded under Measure R *and to develop a transparent process to determine the most recent cost estimates for those projects and programs*. The bill would also require the MTA to include the updated expenditure plan in the Long Range Transportation Plan. The bill would also require the updated Long Range Transportation Plan to include capital projects and capital programs that are adopted by each subregion,

as specified, and that are submitted to *the* MTA for inclusion in the Long Range Transportation Plan.

Vote: majority. Appropriation: no. Fiscal committee: no.  
State-mandated local program: no.

*The people of the State of California do enact as follows:*

1 SECTION 1. Section 130350.6 of the Public Utilities Code is  
2 amended to read:

3 130350.6. (a) The tax authorized by Section 130350.5 may  
4 be imposed as set forth in paragraph (3) of subdivision (b) of  
5 Section 130350.5 in a transactions and use tax ordinance, or an  
6 amendment of the ordinance approved pursuant to paragraph (1)  
7 of subdivision (b) of Section 130350.5, that conforms with Chapter  
8 2 (commencing with Section 7261) to Chapter 4 (commencing  
9 with Section 7275), inclusive, of the Transactions and Use Tax  
10 Law (Part 1.6 (commencing with Section 7251) of Division 2 of  
11 the Revenue and Taxation Code), and that is approved by a  
12 majority of the entire membership of the authority. The tax may  
13 be imposed pursuant to this section only if the proposing ordinance,  
14 or amendment thereof, is approved by two-thirds of the voters, in  
15 the manner as otherwise required by law, voting on this measure,  
16 in a special or general election and, if so approved, shall become  
17 operative as provided in Section 130352. The proposing ordinance  
18 shall specify that the net revenues derived from the tax are to be  
19 administered by the Los Angeles County Metropolitan  
20 Transportation Authority (MTA) as provided in this section. Net  
21 revenues shall be defined as all revenues derived from the tax less  
22 any refunds, costs of administration by the State Board of  
23 Equalization, and costs of administration by the MTA. Such costs  
24 of administration by the MTA shall not exceed 1.5 percent of the  
25 revenues derived from the tax. The proposing ordinance shall be  
26 accompanied by a new expenditure plan for the net revenues  
27 derived from the tax. This new expenditure plan shall identify the  
28 years in which the MTA anticipates net revenues derived from the  
29 tax will be available to each project or program in the new  
30 expenditure plan.

31 (b) The MTA may incur bonded indebtedness payable from the  
32 proceeds of the tax authorized by this section pursuant to the bond  
33 issuance provisions of this chapter, and any successor act.

1 (c) Proceeds from the tax authorized by this section, including  
2 proceeds from bonds issued pursuant to subdivision (b), after  
3 payment of the bonded indebtedness, shall be used to accelerate  
4 the completion of the projects and programs identified in  
5 subparagraphs (A) and (B) of paragraph (3) of subdivision (b) of  
6 Section 130350.5, for the expenditure plan adopted by the MTA  
7 board on July 24, 2008, and for operations pursuant to paragraph  
8 (3) of subdivision (b) of Section 130350.5.

9 (d) Upon completion of the projects and programs identified in  
10 subparagraphs (A) and (B) of paragraph (3) of subdivision (b) of  
11 Section 130350.5 and the expenditure plan adopted by the MTA  
12 board on July 24, 2008, any funds remaining from the bonds  
13 described in subdivision (b) and any funds remaining from the  
14 proceeds of the tax authorized by this section, after payment of  
15 the bonded indebtedness, shall be expended by the MTA on  
16 projects and programs in the Long Range Transportation Plan or  
17 its successor plans, and for operations pursuant to paragraph (3)  
18 of subdivision (b) of Section 130350.5.

19 (e) To the extent that the MTA deems it necessary to accelerate  
20 the completion of a project or program in a new expenditure plan  
21 adopted pursuant to this section, the MTA shall expend funds  
22 derived from the sales tax authorized by Section 130350.5  
23 according to the schedule described in the new expenditure plan  
24 adopted pursuant to this section. The MTA shall make this  
25 determination by a majority vote of the MTA board.

26 (f) (1) Prior to submitting the ordinance described in subdivision  
27 (a) to the voters, the MTA shall amend the expenditure plan  
28 adopted pursuant to subdivision (f) of Section 130350.5. The  
29 amended plan shall update all of the following for the projects and  
30 programs listed in subparagraphs (A) and (B) of paragraph (3) of  
31 subdivision (b) of Section 130350.5:

32 (A) ~~The identification of the specific program or source of the~~  
33 ~~non-Measure R funds~~ *most recent cost estimates for each project*  
34 *and program* identified in the amended plan.

35 (B) The identification of the accelerated cost, if applicable, for  
36 each project and program in the amended plan.

37 (C) The schedule during which the MTA anticipates funds will  
38 be available for each project and program.

39 (D) The expected completion dates for each project and program.

1 (2) *The MTA shall develop a transparent process to determine*  
2 *the most recent cost estimates for each project and program*  
3 *identified in the amended plan.*

4 ~~(2)~~

5 (3) The expenditure plan, as amended, shall also be included in  
6 the revised and updated Long Range Transportation Plan prior to  
7 submitting the ordinance described in subdivision (a) to the voters.  
8 The revised and updated Long Range Transportation Plan shall  
9 also include capital projects and capital programs that are adopted  
10 by each subregion that are submitted to the MTA for inclusion in  
11 the revised Long Range Transportation Plan. *Inclusion of a capital*  
12 *project or a capital program in the Long Range Transportation*  
13 *Plan is not a commitment or guarantee that the project or program*  
14 *shall receive any future funding.* As used in this paragraph,  
15 “subregion” shall have the meaning as defined in the Long Range  
16 Transportation Plan in effect as of January 1, 2008.