

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

**January 25, 2017  
 7:00 P.M.**

**1. Call to Order:**

Chairman Tessitor called the meeting to order at 7:09 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	<b>X</b>	
Sam Pedroza, <i>Vice Chair</i>	SGVCOG	<b>X</b>	
Marisol Rodriguez (Alt)	City of Los Angeles		<b>X</b>
Paul Leon	City of South Pasadena	<b>X</b>	
John Fasana	LACMTA	<b>X</b>	
<b><i>Non-Voting Members</i></b>			
Carrie Bowen	Governor of California	<b>X</b>	
Gene Masuda	City of Pasadena	<b>X</b>	
Daniel Evans	City of South Pasadena	<b>X</b>	
Alan Wapner	SANBAG		<b>X</b>
<b><i>Alternate Members</i></b>			
Gene Murabito	SGVCOG	—	—
Deborah Robertson	SANBAG	—	—

**3. Pledge of Allegiance**

Paul Leon led the Pledge of Allegiance.

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

Chair Tessitor indicated the Board had received three requests for public comment.

Chair Tessitor requested Wes Reutimann to address the Board. Mr. Reutimann thanked the Board for the opportunity to address the Board. Mr. Reutimann indicated that there has been increased demand for bicycle parking at the Gold Line stations beyond what is available. Mr. Reutimann also indicated that the thefts of bikes are rampant and urged that alternate methods be explored in order to secure bikes at the stations. Mr. Reutimann spoke to the Board about the upcoming 626 Golden Streets event on Sunday, March 5, 2017. Mr. Reutimann also congratulated the Board on passage of Measure M.

Chair Tessitor requested John Lloyd to address the Board. Mr. Lloyd thanked the Board for the addition on the Gold Line, which has greatly increased his mobility to work. Mr. Lloyd indicated the needed for additional bike parking at Arcadia Station. Mr. Lloyd suggested the possible implementation of covered bike parking be considered or a covered area inside the parking garage.

Chair Tessitor requested Juan Ashton to address the Board. Mr. Ashton indicated that he was interested in addressing the Board about Active Transportation Programs (ATP) as well as additional bike facilities for the Gold Line and throughout the county. Mr. Ashton indicated that as an engineering student the affordability of transportation alternatives is a large draw for education institutions and urged the Board to continue to push the design to make stations more accessible for riders and bike enthusiast.

Board Member Fasana indicated that the Metro Board is implementing the First Mile – Last Mile which expands ATP and that the Glendora to Claremont alignment would certainly be applicable and additional funding may be available through Measure M.

Mr. Balian indicated that all issues with the Los Angeles to Azusa station are under the purview of Metro. Mr. Balian indicated that staff is looking at alternative and modifications to increase bike parking / facilities at future Gold Line stations.

Chair Tessitor inquired if there was anyone who wished to provide public comment on items on or off the Agenda – hearing and seeing none, Chair Tessitor closed public comment.

## **5. CEO's Monthly Report**

Mr. Balian indicated that Assembly member Freddie Rodriguez's office contacted him regarding AB 215 which was introduced as a "spot bill" for potential budgetary allocation for the San Bernardino portion of the Gold Line. Mr. Balian indicated he would keep the board up to date as more information becomes available from the Assembly Member.

Mr. Balian reviewed the Critical Path Schedule for the Foothill Gold Line from Glendora to Montclair. Mr. Balian indicated that staff has completed the Station Design and Art Review (SDAR); SCRAA Amendment for Planning; and the Safety and Security Certification Plan. Mr. Balian indicated that staff expect to complete the work of the Grade Crossing Working Group in March 2017; identify the Gap Funding for LA County Segment in May 2017; complete the Metro Master Cooperative Agreement and Funding Agreement in May 2017; completed the SCRAA Final Master Cooperative Agreement in May 2017; submit CPUC applications (Group 1) in June 2017; Advance Conceptual Engineering completed in June 2017; issue Request For Bids (RFB) for Utilities Relocation Contract (DB1) in July 2017; award DB1 Contract in October 2017; obtain USACE permits in December 2017; finalize BNSF Agreement in April 2018; complete Montclair Funding Agreement by April 2018; finalize San Bernardino County Transportation Authority (SBCTA) Construction Agreement in April 2018 and award

Alignment Construction Contract (DB2) in December 2018 which should take approximately 7 years.

Mr. Balian indicated that staff is working with SBCTA on moving forward with agreements needed to start the Project. Mr. Balian indicated that staff is working on possible alternatives for the procurement packages should the construction need to be segmented if SBCTA is not able to secure funding.

Item received and filed.

## **6. Consent Calendar**

- a. Approval of Minutes of Board Meeting held November 16, 2016**
- b. Approval of Amendment No. 1 with Southern California Regional Rail Authority (SCRRA) and Work Authorization in an amount not to exceed \$400,000 for FY 2017 (Construction and Finance Committees)**
- c. Approval of Office Lease Amendment between Metro Gold Line Foothill Extension Construction Authority and Foothill Technology Center LLC for a period of three (3) years and not to exceed \$1,200,000 (Construction and Finance Committees)**
- d. Approve Revisions to Project Management Plan (PMP) (Construction and Finance Committees)**

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

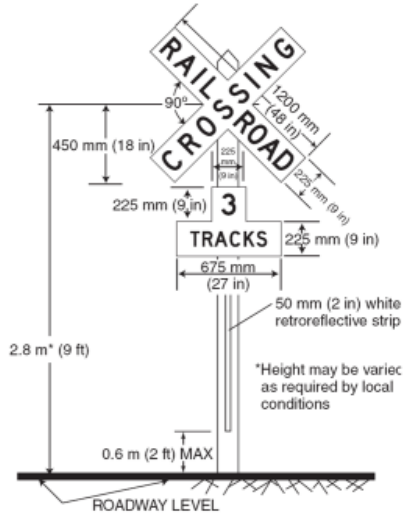
## **7. General Board Items**

- a. Receive and File Project Update: California Public Utilities Commission (CPUC) Application Process**

Mr. Balian provided the report. Mr. Balian provided an overview or the types of grade crossing in the Glendora to Montclair segment:

## Glendora to Montclair Grade Crossings

- Grade Crossings
  - Types
    - At-grade crossing: tracks intersect with streets/roads
    - Grade separated crossing: tracks *do not* intersect with streets/roads
    - Pedestrian crossings: points at which pedestrians cross tracks
  - Grade crossings are governed by the California Public Utility Commission (CPUC)



The diagram illustrates a grade crossing where a roadway intersects with tracks. The roadway level is shown at the bottom, with a maximum height of 0.6 m (2 ft) above the ground. The tracks are positioned above the roadway level, with a vertical clearance of 2.8 m (9 ft). The tracks are 675 mm (27 in) wide. The roadway is 225 mm (9 in) wide. The crossing is marked with a 'RAILROAD CROSSING' sign, which is 1200 mm (48 in) high and 225 mm (9 in) wide. The sign is positioned 450 mm (18 in) above the roadway level. A 50 mm (2 in) white retroreflective strip is located on the track surface. A note indicates that the height may vary as required by local conditions.

Foothill Gold Line

Mr. Balian indicated there are 47 grade crossings in the Glendora to Montclair segment. Mr. Balian indicated that there are 27 at-grade crossings; 10 pedestrian crossings for station access and 10 grade separated crossing. Mr. Balian indicated that 2 of the at-grade crossing a currently under review for possible grade separation (Bonita / Cataract in San Dimas and Indian Hill in Claremont). Mr. Balian indicated that 2 pedestrian crossings are currently under review for possible grade separation (San Dimas and La Verne stations pedestrian crossings).

Mr. Balian reviewed the location and “Group” types of grade crossings in the Glendora to Montclair segment.

## Glendora to Montclair Grade Crossings

- Applications to be submitted in two groups:
  - Group 1 crossings include those that currently have general consensus among project stakeholders
  - Group 2 (highlighted in yellow below) are those that require additional study/coordination to obtain general consensus

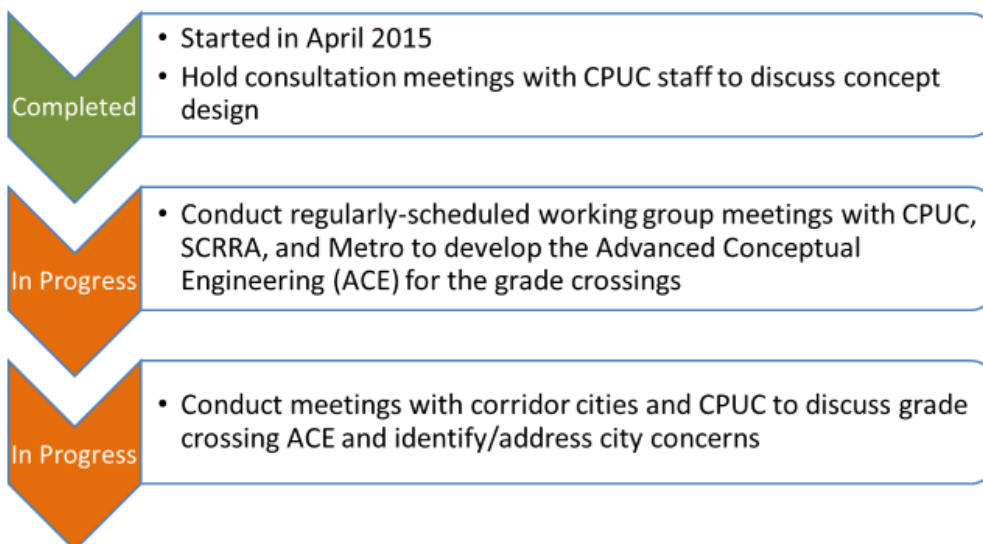
**CPUC Rail Crossing List**

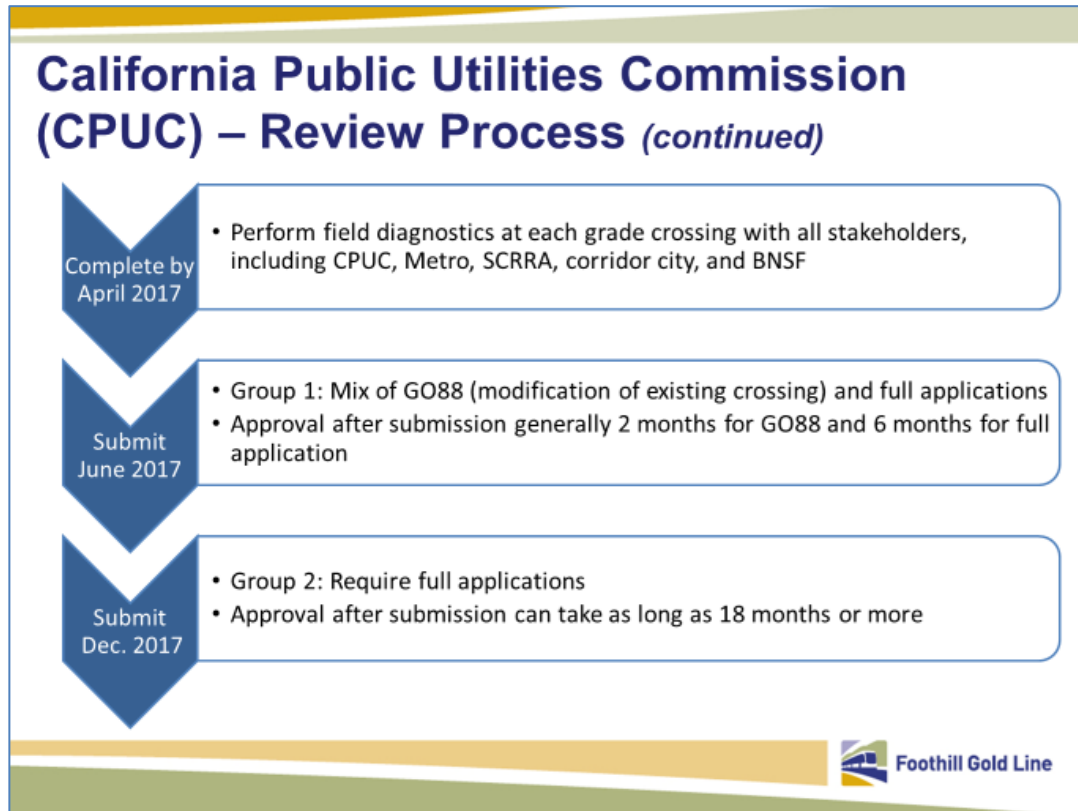
Item	Roadway Name	City	Item	Roadway Name	City
1	Barranca Ave	Glendora	24	San Dimas Canyon Rd	San Dimas
2	Foothill Blvd / Grand Ave	Glendora	25	Wheeler Ave	La Verne
3	Vermont Ave	Glendora	26	A Street	La Verne
4	Glendora Station Ped Access	Glendora	27	D Street	La Verne
5	Glendora Ave	Glendora	28	E Street	La Verne
6	Pasadena Ave	Glendora	29	La Verne Station Ped Access	La Verne
7	Glenwood Ave	Glendora	30	White Ave	La Verne
8	Elwood Ave	Glendora	31	Fulton Road (LRT, FRT, Metrolink)	Pomona
9	Loraine Ave	Glendora	32	Pomona Station Ped Access (West)	Pomona
10	Route 66 (Formerly Alosta Ave)	Glendora	33	Pomona Station Ped Access (East)	Pomona
11	I-210 West On-Ramp	Glendora	34	Garey Ave (LRT)	Pomona
12	I-210 Freeway	Glendora	35	Garey Ave (FRT)	Pomona
13	Lone Hill Ave Off-Ramp	Glendora	36	Towne Ave (LRT)	Pomona
14	Lone Hill Ave (LRT)	Glendora	37	Towne Ave (FRT)	Pomona
15	Lone Hill Ave (FRT)	Glendora	38	Cambridge Ave	Claremont
16	Gladstone Ave	San Dimas	39	Indian Hill Boulevard	Claremont
17	SR-57 Freeway	San Dimas	40	Claremont LRT Station Ped Access	Claremont
18	Eucla Ave	San Dimas	41	Claremont Metrolink Station Ped Access	Claremont
19	Bonita Ave / Cataract Ave	San Dimas	42	College Ave	Claremont
20	Monte Vista St	San Dimas	43	Claremont Blvd	Claremont
21	San Dimas Ave	San Dimas	44	Monte Vista Ave	Montclair
22	San Dimas Station Ped Access	San Dimas	45/46	Montclair Station Ped Access (West & East)	Montclair
23	Walnut Ave	San Dimas	47	Metrolink Station Ped Access	Montclair



Mr. Balian reviewed the CPUC process and timeline:

## California Public Utilities Commission (CPUC) – Review Process





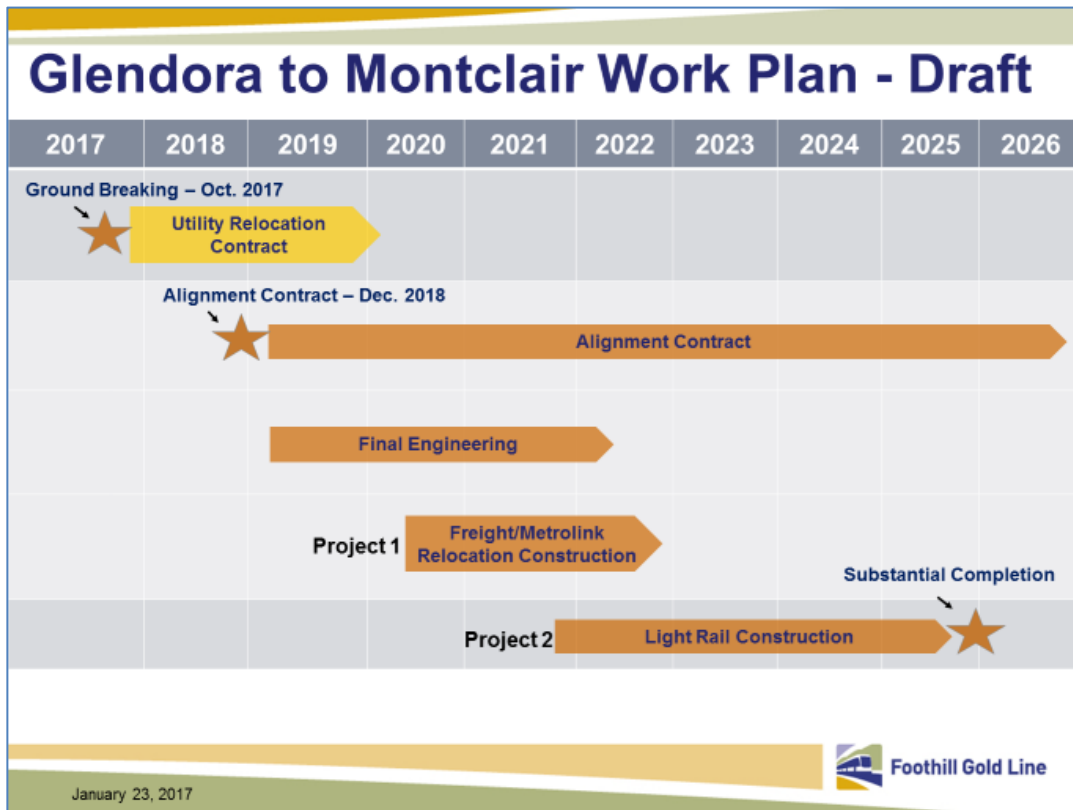
Mr. Balian indicated that where there is not consensus (Group 2), the matter would go before the CPUC.

Item received and filed.

**b. Approve Project Schedule for Foothill Gold Line** (Construction and Finance Committees)

Mr. Balian provided the report. Mr. Balian indicated that in 2015 a preliminary schedule was prepared and approved by the Board with an estimated 5 years for design and construction of the Project. Mr. Balian indicated that staff has now updated the Project Schedule with new information available and now estimates 7 years for design and construction. Mr. Balian indicated that Measure M funding is expected to be available in 2019 – delaying alignment work by one year and the Project will take approximately 2 years longer due to the complexity. Mr. Balian indicated that Advanced Conceptual Engineering, which is ongoing, has allowed for better understanding of project's constructability and sequencing. Mr. Balian indicated that coordination meetings with SCRAA have identified construction constraints (grade-crossings, Metrolink and freight track relocation (rebuild), and Claremont Station relocation). Mr. Balian indicated that these constraints have been integrated into a construction phasing plan – resulting in a 7,000-item activity schedule.

Mr. Balian provided an overview of the current 2017 Foothill Gold Line Project Schedule.



Mr. Balian indicated that with the additional time, staff is working on engineering in design to mitigate possible risks in the Project. Mr. Balian indicated that with the additional work, bidders on the project will have more information and be able to make more accurate risks.

Board Member Bowen indicated that by doing utility relocation in advance of the project is extremely important so that additional risks or unknowns can be addressed and planned for.

Board Member Evans inquired if SBCTA is not able to provide funding and the project needs to terminate in Claremont, would there be additional costs. Mr. Burner indicated that minimal costs would be needed.

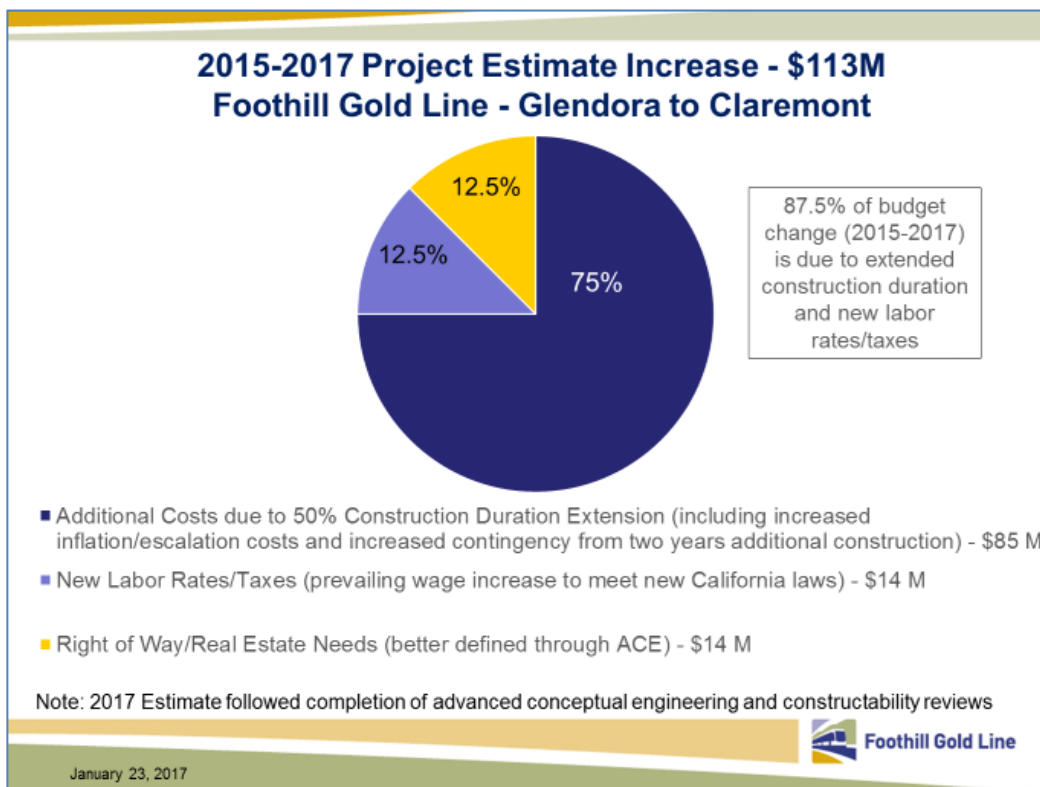
Chair Tessitor requested a motion to approve the Project Schedule for Foothill Gold Line. Board Member Pedroza made a motion to approved the Consent Calendar which was seconded by Board Member Tessitor and was passed unanimously.

- c. **Adoption of Foothill Extension Financial Plan for Phase 2A and 2B - Revision 13** (Construction and Finance Committees)

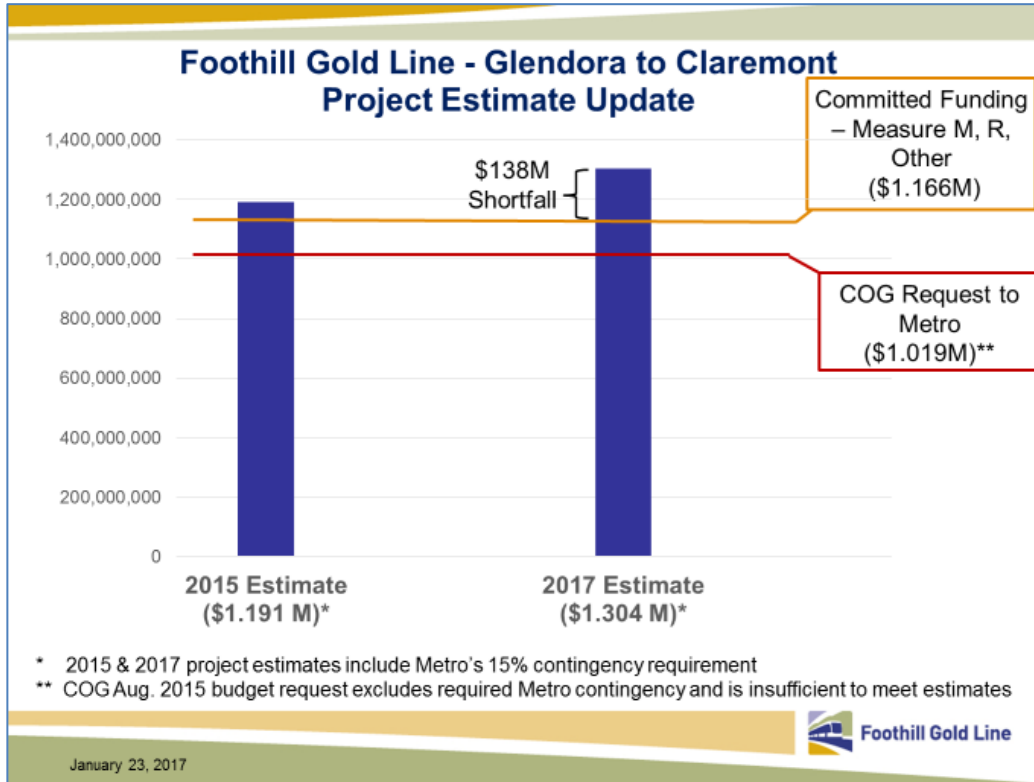
Mr. Balian provided the report. Mr. Balian indicated that the proposed Financial Plan Revision 13 refers to the financial plan for both the close-out of the Pasadena to Azusa (Phase 2A) segment and the Glendora to Montclair (Phase 2B) segment underway. Mr. Balian indicated that the Financial Plan Revision 13 incorporates all new estimate information, including a \$118 million increase attributable to increased construction duration, escalation and real estate acquisitions. Mr. Balian indicated that the resultant effect identifies a yet to be funded shortfall of \$138 million to the project from Glendora to Claremont in Los Angeles County and \$68 million to the project from Claremont to Montclair in San Bernardino County.

Mr. Balian indicated that overall, the total proposed Financial Plan Revision 13 for 2A and 2B increases to \$2,155.3 million - including a total project cost for completion of Phase 2B from Glendora to Montclair of \$1,374 million.

Mr. Balian presented various slides to reflect components of the Financial Plan Revision 13:







### Project Funding Status (\$ in Millions)

Funding Sources	Los Angeles County	San Bernardino County	Total
Measure M	\$1,019	\$0	\$1,019
Measure R	\$69	\$0	\$69
Other	\$78	\$0	\$78
SBCTA	\$0	\$0	\$0
Montclair	\$0	\$2	\$2
<b>Subtotal</b>	<b>\$1,166</b>	<b>\$2</b>	<b>\$1,168</b>
<b>2017 Project Est. Cost</b>	<b>\$1,304</b>	<b>\$70</b>	<b>\$1,374</b>
<b>Additional Funds Needed</b>	<b>\$138</b>	<b>\$68</b>	<b>\$206</b>

Foothill Gold Line

January 18, 2017

Board Member Fasana indicated he had a discussion with Phil Washington, Metro CEO, where he indicated that when Measure M was passed, the information that was available for all projects were estimates and did not reflect

Life of Project (LOP) budgets and that the Los Angeles County shortfall amount will be addressed by Metro and regional authorities. Board Member indicated that possible additional funding could come from First Mile / Last Mile sources.

Chair Tessitor requested a motion to adopt the Foothill Extension Financial Plan for Phase 2A and 2B - Revision 13. Board Member Pedroza made a motion to approved the Consent Calendar which was seconded by Board Member Leon and was passed unanimously.

**d. Receive and File: Monthly Update**

Mr. Balian introduced Mr. Burner to provide the presentation. Mr. Burner reviewed the progress from Glendora to Montclair to date which includes received approval from CPUC on the Safety and Security Certification Plan; continued the permit process with SCRRA and Caltrans to begin work on the Phase 2 Environmental Site Assessment (ESA) and the Aerially Deposited Lead (ADL) Investigation; continued geotechnical work (continued phase 2 of 3-phase process); continued pothole work; reviewed and began responding to comments received from third parties on the draft Advanced Conceptual Engineering (ACE) Drawings; continued design of parking facilities and stations; continued to attend coordination meetings with corridor City staff to discuss project; completed the Station Design and Art Review program (SDAR); and agreed to an Amendment to the Master Cooperative Agreement with SCRRA for design and planning (still need to execute an MCA with SCRRA for design and construction).

Mr. Burner indicated that over the next 6 to 12 months' staff will complete Phase 2 Environmental Site Assessment; complete ADL Investigation; complete geotechnical work; receive approval of the Type Selection for SR-57 and I-210 from Caltrans; complete updated noise and vibration analysis; release revised ACE package to Metro, SCRRA, SANBAG, and corridor cities upon completion of response to comments; receive approval of CPUC applications; execute MCAs with Metro and other third parties; and obtain USACE permits

Mr Burner indicated that about the Pasadena to Azusa close-out staff continued reviewing as-built drawings; working with Metro to transfer spare parts; continued closing out all change orders and Metro betterments; and continued review of other record documents.

Mr. Burner indicated that over the next 3 to 4 months' staff will provide remaining spare parts to Metro; finalize all As-Built drawings and provide to Metro; receive final mitigation monitoring program report from FTC; transfer all Project property back to Metro; receive all other record documents and grant Final Acceptance to Alignment DB contractor (FTC).

Item received and filed.

**8. General Counsel's Report**

None.

**9. Board Member Comments**

None.

**10. Adjournment**

Chair Tessitor adjourned the meeting at 8:02 pm.