

**Metro Gold Line Foothill Extension Construction Authority Board Meeting**  
**Arcadia City Council Chambers**  
**240 West Huntington Drive**  
**Arcadia, California 91007**  
**March 28, 2012**  
**7:00 P.M.**

**1. Call to Order:**

Chairman Tessitor called the meeting to order at approximately 7:00 PM.

**2. Roll Call:**

Member	Appointing Entity	Present	Absent
<b><i>Voting Members</i></b>			
Doug Tessitor, <i>Chair</i>	City of Pasadena	X	
Sam Pedroza, <i>1<sup>st</sup> Vice Chair</i>	SGVCOG	X	
Ed Reyes	City of Los Angeles		X
Keith Hanks	City of South Pasadena		X
John Fasana	LACMTA	X	
<b><i>Non-Voting Members</i></b>			
Lara Larramendi	Governor of California	X	
Bill Bogaard	City of Pasadena	X	
Daniel Evans	City of South Pasadena	X	
<b><i>Alternate Members</i></b>			
Gerry Miller	City of Los Angeles	—	—

**3. Pledge of Allegiance**

Dan Evans led the Pledge of Allegiance.

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

Chairman Tessitor inquired if there was anyone who wished to provide public comment.

Karen Gorman, Metro Ethics Officer and the Acting Inspector General, addressed the Board. Ms. Gorman indicated that she was present to respond to any inquiries that the Board may have with regard to the recent Metro Office of the Inspector General (OIG) report that was requested by the Metro Board in which compensation levels, staffing levels and travel policies of Expo, Gold Line and Alameda Corridor construction agencies. Ms. Gorman indicated that contained within the report were recommendations to each agency in various areas to increase transparency and best-practices policies and procedures. Ms. Gorman indicated that she found working with Mr. Balian and staff to be a pleasure and that they were very responsive to all inquiries. Ms. Gorman indicated that the Metro Board has requested a status report as to implementation of recommendations from the OIG report. Ms. Gorman indicated

that based upon the Construction Authority's staff recommendation to the polices on the Board's Agenda's tonight, she would be able to give a positive report to the Metro Board. Ms. Gorman indicated that there is ongoing discussion with regarding to implementing changes to the MOU between Metro and agencies to make consistent with regard to transparency and best-practices as discussed in the OIG report. Chairman Tessitor thanked Ms. Gorman for attending and indicated that as she indicated the Construction Authority Board will be addressing the OIG recommendations tonight and that the Management & Personnel Committee meet to review the OIG report and staff's recommendations to changes in various policies and procedures. Board Members Fasana and Pedroza indicated that he was pleased with the staff response to the OIG report.

Chairman Tessitor inquired if there was anyone who wished to provide public comment, seeing and hearing none, Chairman Tessitor closed public comment.

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

Mr. Balian presented a video to the Board which highlighted recent activities of the Construction Authority; construction at the IFS site including night-time construction activities installing falsework; sampling of various test casting for artistic elements; visit by Representative Judy Chu's staff; DB3 parking facilities pre-proposal conference; Phase 2A alignment work and meetings; geotechnical investigation; SBE conference with DB2 contractor; various presentations and community outreach to stakeholders.

Mr. Balian reviewed various critical path items. Mr. Balian highlighted various items in the near-term including DB1 – IFS completion in September 2012; short-list of DB3 bidders in June 2012 and issuance of full-notice-to-proceed to the DB2 contractors in April 2012. Mr. Balian also highlighted various other items that have been completed including 50% acquisition of the M&O property; SEIR legal challenge; Supplemental EIR certification; San Gabriel River Birder/USACE permits; BNSF rail abandonment agreement; adoption of Phase 2B and 2C financial plan; DB2 award and issuance of interim notice-to-proceed; CPUC grade-crossings approvals; approval of IFS final design; third-party MCAs and permits and DB1 award and issuance of notice-to-proceed.

Mr. Balian indicated that the federal highway bill has stalled in congress, but a three month extension has been issued. Mr. Balian indicated that he would keep the Board apprised of developments. Mr. Balian indicated that state assembly bill 1600 to allow for the extension of the project to Montclair and various other clean-up language is currently being heard in various committees. Mr. Balian also indicated that correspondence has been sent to Metro indicating that all necessary conditions in the Fund Agreement have been met to allow for full funds for the project. Mr. Balian thank staff for all of their hard work. Chairman Tessitor also thanked Mr. Balian and the staff for all the hard work in reaching these major milestones.

Board Member Fasana inquired if staff was working with Metro for AB 1600 amendments. Mr. Balian indicated that language was provided to Metro for possible

amendments and were awaiting a response.

## **6. Consent Calendar**

- a. Approval of Minutes of Board Meeting held February 22, 2012**
- b. Receive and File Report on Domestic Content of Materials Used in Construction of the IFS**
- c. Receive and File Update on Issuance of Request for Qualifications (RFQ) C1150 for Intermodal Parking Facilities and Enhancements Design-Build Project**
- d. Approval of Revisions to the Employee Personnel Policy & Procedure Manual for Staff and Board Policy on Business and Travel Expenses**
- e. Consideration of AB 1600 (Torres)**

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 Pedroza and then approved unanimously.

## **7. General Board Items**

### **a. Receive and File Report on Project Update: DB2 Design Update**

Mr. Balian introduced Chris Burner, Chief Project Officer, to provide the report. Mr. Burner indicated that Foothill Transit Constructors (FTC) prepared a "Design Package Plan and Submittal Schedule" which details the design approach and timing of submittal delivery. Mr. Burner indicated that the design packages are submitted according to discipline, location and level of design. Mr. Burner indicated that FTC has broken-down Phase 2A of the Foothill Extension into 5 segments which consist of: Segment 1 – Pasadena to the IFS; Segment 2 – IFS to Mayflower Ave, Monrovia; Segment 3 – Mayflower Ave, Monrovia to east of San Gabriel River; Segment 4 – east of San Gabriel River to Azusa/Glendora city limits and Segment 5 – M&O facility. Mr. Burner indicated that disciplines including civil, which consist of roadway, traffic and lighting, grading and drainage, walls and barriers; facilities, structures, and utilities will be submitted by segment while other disciplines such track, maintenance of traffic, and systems will include packages for the entire mainline ("Project-wide"). Mr. Burner indicated submittals will be broken down by level of design from 60%; to 85%; to 100% and finally approved for construction (AFC). Mr. Burner indicated that there will be approximately 400 submittals for the entire process and approximately 5,000 to 10,000 design sheets. Mr. Burner indicated that bridge structure design packages are distinguished not by discipline but by level of design and would be submitted in packages at 30%, 60%, 85%, 100%, and AFC levels. Mr. Burner indicated that segmenting the project allows AFC documents to be completed as necessary in order to maintain the construction schedule.

Chairman Tessitor inquired when design work would be completed to the AFC stage. Mr. Burner indicated that it will come in various phases but expects the vast majority to be in place a year from now. Chairman Tessitor inquired if construction would

begin in various segments at different times. Mr. Burner indicated affirmatively and that the initial work will in the shared-used corridor. Board Member Pedroza inquired when station platform work would begin. Mr. Burner indicated that platform design is currently at 60% and when at 85% will be provided to the cities for review and comment but indicated that majority of the design work has been completed.

Item received and filed.

**b. Approval of SCRRA Work Authorization to support the Pasadena to Azusa segment through FY 2013**

Mr. Balian presented the item. Mr. Balian indicated that SCRRA (Southern California Regional Rail Authority) provides design review and training for the project. Mr. Balian indicated that a work authorization for fiscal year 2013 in the amount of \$220,000 was being requested which would bring the total amount for SCRAA to \$350,000 with a remaining budget of \$350,000.

Chairman Tessitor requested a motion to approve SCRRA Work Authorization to support the Pasadena to Azusa segment through FY 2013. Board Member Fasana made a motion to approve the item which was seconded by Board Member Pedroza and approved unanimously.

**c. Receive and File: Monthly Project Status Report**

Mr. Balian introduced Chris Burner, Chief Project Officer to provide the report. Mr. Burner indicated that work continues on advanced conceptual engineering for various Phase 2A parking facilities; SBE outreach event with DB2 contractor; and review of various DB2 submittals. Mr. Burner updated the Board on construction progress on the IFS which included completion of 95% of the temporary falsework, start of formwork and form line installation; start installation of drainage system; and continued design work for structural and architectural element of baskets. Mr. Burner indicated that Skanska continues to report zero safety incidents on the project. Mr. Burner reviewed various items over the next three to four months include completion of IFS formwork and superstructure pour; continued IFS and DB2 contract management, complete real property acquisition and complete advanced conceptual engineering of phase 2A parking facilities. Mr. Burner reviewed the IFS Project schedule which is expected to be completed in the third quarter of 2012.

Item received and filed.

**8. General Counsel's Report**

None.

**9. Board Member Comments**

Chairman Tessitor inquired if there were any Board Member comments.

Board Member Fasana indicated that Metro's Expo Phase I would open on April 28 to La Cienga. Board Member Fasana also indicated that there may be a possibility of extending Measure R and that Assemblyman Adam Feuer (AB 1146) has drafted a bill to do so. Board Member Fasana indicated that it is important that the San Gabriel Valley be well represented.

Chairman Tessitor thanked Skansa for their great work on the IFS.

## **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. Chairman Tessitor recessed the Board into Closed Session at approximately 7:38 PM and reconvened the Board meeting at 7:59 pm.

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

- (i) Property: 5752-025-015  
Agency Negotiator: Habib F. Balian and Regina Danner, Esq.  
Negotiating Parties: Ewins, Elke L.  
Under Negotiation: Price and terms
- (ii) Property: 8528-015-049  
Agency Negotiator: Habib F. Balian and Regina Danner, Esq.  
Negotiating Parties: Ye Family Investments  
Under Negotiation: Price and terms
- (iii) Property: 8528-015-047  
Agency Negotiator: Habib F. Balian and Regina Danner, Esq.  
Negotiating Parties: Park, Soon J.  
Under Negotiation: Price and terms

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

- (i) Excalibur Property Holdings, LLC and George Brokate v.  
Pasadena Metro Blue Line Construction Authority  
Case No. BS130732
- (ii) Excalibur Property Holdings, LLC and George Brokate v.  
City of Monrovia et. al.  
Case No. BS129985
- (iii) Excalibur Property Holdings, LLC and George Brokate v.  
Pasadena Metro Blue Line Construction Authority et. al.

Case No. BS133977

- (iv) Metro Gold Line Foothill Extension Construction Authority v.  
Excalibur Property Holdings, LLC and George Brokate  
Case No. BC466342
- (v) Metro Gold Line Foothill Extension Construction Authority v.  
City of Monrovia, Monrovia Redevelopment Agency, et. al.  
Case No. BC47600

## **11. Adjournment**

The Board Meeting was adjourned at approximately 8:00 pm.



## **Agenda Item: 6.b.**

### **Board Members:**

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

**Sam Pedroza**  
**1<sup>st</sup> Vice Chair**  
Council Member,  
City of Claremont  
Appointee of  
San Gabriel Valley  
Council of  
Governments

**Ed P. Reyes**  
**Member**  
Council Member,  
City of Los Angeles  
Appointee of  
City of Los Angeles

**Keith Hanks**  
**Member**  
Council Member,  
City of Azusa  
Appointee of  
City of South  
Pasadena

**John Fasana**  
**Member**  
Mayor,  
City of Duarte  
Appointee of  
Los Angeles County  
Metropolitan  
Transportation  
Authority

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

**Lara Larramendi**  
**Member, Non-Voting**  
Gubernatorial  
Appointee

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

### **Executive Officer:**

**Habib F. Balian**  
Chief Executive Officer

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

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

**DATE:** April 24, 2012

**SUBJECT:** Approval of Use and Improvement Agreement with 3M  
Company and Private Grade Crossing and Access Agreement  
between the Construction Authority, Metro, and 3M

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The Construction Committee recommends that the Board of Directors approve the Use and Improvement Agreement with 3M and the Private Grade Crossing and Access Agreement between the Construction Authority, Metro, and 3M; in substantially the same form as attached.

### **SUMMARY:**

The Foothill Extension Construction Authority is required to provide a Maintenance and Operations (M&O) Facility as part of the Funding Agreement with Metro. The M&O Facility will provide service and inspection, heavy repairs, blow-down, body repairs, painting, storage, cleaning, and washing of the light rail vehicles (LRV). Additionally, it provides facilities for maintenance-of-way, general administration, employee welfare, operations, miscellaneous maintenance shops, equipment housing and storage, and transit security.

The M&O Facility as approved January 18, 2011 by the Board certification of the SEIR, will be located on an approximately 24 acre lot located in the city of Monrovia, on the block bounded by East Evergreen Avenue to the north, Shamrock Avenue to the east, Duarte Road to the south, and South California Avenue to the west. The 3M plant located generally in the south-eastern portion of the block will remain in operation during and after construction of the M&O Facility.

Some alterations to the 3M facility will be required to accommodate both their operations and the M&O Facility operations. Staff has worked with 3M to establish the scope of alterations and parameters for coordination through the design and construction process. The attached Use and Improvement Agreement provides the agreed upon scope and coordination procedures.

A private grade crossing over M&O Facility tracks is required for access to the 3M facility. The California Public Utilities Commission (CPUC) General Order (GO) 75 requires this private at-grade crossing to be authorized through a written agreement between the railroad (Metro in this case) and the party requiring the crossing (3M in this case). In addition, reciprocal emergency access is required by Metro and 3M in the event an emergency occurs on either property.

Consequently, staff has worked with Metro and 3M to develop the attached Private Grade Crossing and Access Agreement that provides the agreement for the private crossing and grants emergency access easements to Metro and 3M. As the Construction Authority will be the owner of the property at the time the easements are granted, the agreement is a three-party agreement between Metro, 3M, and the Construction Authority.

**BUDGET IMPLICATIONS:**

None. All costs associated with the 3M site alterations are included in the design-build contract budget item.





## **Agenda Item: 6.c.**

### **Board Members:**

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

**Sam Pedroza**  
1<sup>st</sup> Vice Chair  
Council Member,  
City of Claremont  
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San Gabriel Valley  
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Governments

**Ed P. Reyes**  
Member  
Council Member,  
City of Los Angeles  
Appointee of  
City of Los Angeles

**Keith Hanks**  
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City of Azusa  
Appointee of  
City of South  
Pasadena

**John Fasana**  
Member  
Mayor,  
City of Duarte  
Appointee of  
Los Angeles County  
Metropolitan  
Transportation  
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**Bill Bogaard**  
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Appointee, City of  
Pasadena

**Lara Larramendi**  
Member, Non-Voting  
Gubernatorial  
Appointee

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

### **Executive Officer:**

**Habib F. Balian**  
Chief Executive Officer

**TO:** Chair and Members of the Board of Directors  
**FROM:** Michael Estrada, General Counsel  
**DATE:** April 24, 2012  
**SUBJECT:** Third Amendment to CEO Employment Agreement

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### **RECOMMENDATION:**

The Management and Personnel Committee recommend to the Board approval of the attached Third Amendment to the Employment Agreement with the CEO, memorializing the CEO's retirement benefits as being the same as those provided to all Authority employees

### **BACKGROUND:**

The Employment Agreement between the Authority and the CEO does not specify the retirement benefits available to the CEO. Instead, the CEO has participated in the same retirement programs available to all other Authority employees. These benefits are described in Recital (c) of the attached draft Third Amendment.

Mr. Balian has requested that his Employment Agreement be amended to specify the retirement benefits available to him. The attached Third Amendment memorializes the retirement benefits currently available to Mr. Balian, which are the same as those available to all other Authority employees. The Third Amendment would also declare Mr. Balian's eligibility for any other retirement or deferred compensation benefits available to Authority employees, such as the recently approved PARS Defined Contribution Plan. The proposed Third Amendment would not increase the retirement benefits provided to Mr. Balian, or make any other changes to the Employment Agreement.

### **BUDGET IMPLICATIONS:**

None.

### **ATTACHMENT:**

Draft Third Amendment to Employment Agreement

## **THIRD AMENDMENT TO EMPLOYMENT AGREEMENT**

### **Metro Gold Line Foothill Extension Construction Authority and Habib F. Balian**

This Third Amendment Agreement is made and entered into by and between the Metro Gold Line Foothill Extension Construction Authority ("Authority") and Habib F. Balian ("Balian"), dated for reference purposes April 24, 2012. For and in consideration of the promises and of the mutual covenants and agreements herein contained, the parties hereto agree as follows:

1. Recitals.

This Third Amendment Agreement is made and entered into with respect to the following facts:

(a) The Authority and Balian entered into that certain Employment Agreement dated for reference purposes May 23, 2007, as amended by that certain First Amendment to Employment Agreement dated December 10, 2008, and that certain Second Amendment to Employment Agreement dated February 23, 2011 (as amended, the "Employment Agreement"); and

(b) The intent of the parties has been and is that for the duration of his employment with the Authority, Balian receive the same retirement benefits that all other Authority Employees receive; and

(c) Pursuant to its contract with the California Public Employees Retirement System, during Balian's employment with the Authority the Authority has provided Balian the same retirement benefits as provided to all other local miscellaneous employees of the Authority, including a retirement benefit of 2.5% at 55 for all of its employees, including Balian, with the Authority paying the normal member contribution (currently 8% of the employees compensation); and

(d) Balian has requested that the Employment Agreement specify the retirement benefit provided to him by the Authority; and

(e) The Authority is willing to amend the Employment Agreement to specify the retirement benefit to which Balian is entitled, as a statement of his existing retirement benefit, so long as the amendment does not increase the benefit provided as of the date of this Third Amendment Agreement;

NOW THEREFORE, FOR MUTUAL CONSIDERATION, THE RECEIPT OF WHICH IS HEREBY ACKNOWLEDGED, THE PARTIES AGREE AS FOLLOWS:

1. Section 9.5 of Employment Agreement.

Section 9.5 is hereby added to the Employment Agreement, to read as follows:

“9.5 Retirement Benefits.

“During Balian’s employment with the Authority pursuant to this Agreement, the Authority shall make available to Balian a retirement benefit with the formula calculated at 2.5% at 55. The Authority shall pay the full amount of the normal member contribution on Balian’s behalf. Balian is also eligible for any other retirement and deferred compensation benefits made available to the Authority’s other employees.”

2. Effect on Employment Agreement.

This Third Amendment Agreement is declarative of the existing retirement benefits provided to Balian under the Employment Agreement. Except as expressly modified by this Third Amendment Agreement, the Employment Agreement remains in full force and effect.

IN WITNESS WHEREOF, the parties hereto have executed this Third Amendment Agreement on the date first set forth above.

By: \_\_\_\_\_  
Habib F. Balian

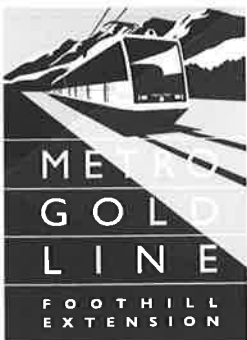
By: \_\_\_\_\_  
Doug Tessitor  
Chairman  
Metro Gold Line Foothill Extension  
Construction Authority

APPROVED AS TO FORM AND  
CONTENT:  
Attorneys for Habib F. Balian

APPROVED AS TO FORM:  
Attorneys for Metro Gold Line Foothill Extension  
Construction Authority

By: \_\_\_\_\_  
Signature/Name

By: \_\_\_\_\_  
Michael Estrada, General Counsel



## **Agenda Item 6.d.**

### **Board Members:**

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

**Sam Pedroza**  
**1<sup>st</sup> Vice Chair**  
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**Member, Non- Voting**  
Gubernatorial  
Appointee

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

### **Executive Officer:**

**Habib F. Balian**  
Chief Executive Officer

**TO:** Chair and Members of the Board of Directors  
**FROM:** Habib F. Balian, CEO  
**DATE:** April 24, 2012  
**SUBJECT:** Receive and File a Report on Quarterly Financial Update

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### **RECOMMENDATION:**

That the Board receive and file the Authority's Quarterly Financial Update as of December 31, 2011.

### **SUMMARY:**

In December 1999, the Board approved and adopted the Investment Policy for the Los Angeles to Pasadena Metro Blue Line Construction Authority. The Authority's current investments are consistent with the approved Investment Policy.

### **BUDGET IMPLICATIONS:**

None at this time.

**Metro Gold Line Foothill Extension Construction Authority**  
**Report of Investments**  
**Quarter Ending December 2011**

		<u>Book Value</u>
<b>Los Angeles County Pooled Surplus Investment Fund</b> (Los Angeles County Treasurer and Tax Collector)	page 2	
	Ph I	\$ 94,550
	Ph II	\$ 964,233
		<u>\$ 1,058,783</u>
<b>State of California Local Agency Investment Fund (LAIF)</b> (California State Treasurer's Office)	page 3	\$ 1,066,386
	Ph I	
<b>Nations Bank</b>	page 4	
Columbia Fds Ser Tr Treasury Resvs Cap Cl (formerly Nations Treasury Reserves)	Ph I	72,666
Columbia Fds Ser Tr Govt Resvs Cap (formerly Nations Government Reserves)	Ph I	<u>90,139</u>
		162,805
		<u><u>\$ 2,287,974</u></u>

Note: The Los Angeles County Pooled Surplus Investment Fund reported an earnings rate for December 2011 of 0.91%.

The State of California Local Agency Investment Fund reported an earnings rate for December 2011 of 0.382%.

The Nations Bank Fund reported an earnings rate for Treasury and Government Reserves for February 2011 of 0.01% and 0.01% respectively.

# LOS ANGELES COUNTY TREASURER AND TAX COLLECTOR

## REPORT OF INVESTMENTS FOR DECEMBER 2011

### SCHEDULE A

<u>PORTFOLIO PROFILE</u>	<u>Pooled Surplus Investments</u>	<u>Specific Purpose Investments</u>
Inventory Balance at 12/31/11		
At Cost	\$ 25,739,185,861	\$ 73,884,981
At Market	\$ 25,799,761,857	\$ 73,926,284
Repurchase Agreements	\$ -	\$ -
Reverse Repurchase Agreements	\$ -	\$ -
Composition by Security Type:		
Certificates of Deposit	18.44%	0.00%
United States Government and Agency Obligations	43.94%	2.65%
Bankers Acceptances	0.00%	0.00%
Commercial Paper	34.71%	0.00%
Municipal Obligations	0.03%	6.85%
Corporate and Deposit Notes	2.88%	4.25%
Repurchase Agreements	0.00%	0.00%
Asset-Backed	0.00%	0.00%
Other	0.00%	86.25%
1-60 days	48.33%	0.00%
60 days - 1 year	15.53%	0.01%
Over 1 year	36.14%	99.99%

**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**

**INVESTMENT DIVISION SELECTED INVESTMENT DATA  
ANALYSIS OF THE POOLED MONEY INVESTMENT ACCOUNT PORTFOLIO  
(000 OMITTED)**

	<u>TYPE OF SECURITY</u>	<u>AMOUNT</u>	<u>%</u>	<u>DIFFERENCE IN PERCENT OF PORTFOLIO FROM PRIOR MONTH</u>
Government				
Bills		\$ 19,564,415	28.82	-2.27
Bonds		-	0.00	0.00
Notes		14,535,901	21.42	2.95
Strips		-	0.00	0.00
	<b>Total Government</b>	<b>\$ 34,100,316</b>	<b>50.24</b>	<b>0.68</b>
Federal Agency Coupons		\$ 1,807,559	2.66	0.53
Certificates of Deposit		7,250,017	10.69	1.94
Bank Notes		-	0.00	0.00
Bankers' Acceptance		-	0.00	0.00
Repurchases		-	0.00	0.00
Federal Agency Discount Notes		4,791,501	7.06	-0.47
Time Deposits		4,134,640	6.09	-0.19
GNMAs		30	0.00	0.00
Commercial Paper		1,909,159	2.81	-1.86
FHLMC/Remics		397,832	0.59	-0.03
Corporate Bonds		-	0.00	0.00
AB55 Loans		307,643	0.45	-0.02
GF Loans		12,477,700	18.38	-1.16
NOW Accounts		-	0.00	0.00
Other		699,920	1.03	0.58
Revered Repurchases		-	0.00	0.00
	<b>Total (All Types)</b>	<b>\$ 67,876,317</b>	<b>100.00</b>	

**INVESTMENT ACTIVITY**

		<u>December 2011</u>			<u>November 2011</u>	
	<u>Number</u>		<u>Amount</u>	<u>Number</u>		<u>Amount</u>
Pooled Money	347	\$	17,298,374	394	\$	19,581,552
Other	28		820,885	19		879,303
Time Deposits	106		2,209,000	110		1,786,980
Totals	481	\$	20,328,259	523	\$	22,247,835

**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	\$ 755,000	8.5%	\$ 754,526
U.S. Treasury Notes	\$ 2,319,750	26.5%	<u>\$ 2,342,269</u>
U.S. Treasury Obligations			\$ 3,096,795
Repurchase Agreements	5,724,666	64.8%	5,724,666
Total Repurchase Agreements			\$ 5,724,666
Total Investments			<u>\$ 8,821,461</u>
Other Assets and Liabilities, net		0.1%	<u>\$ 11,936</u>
Net Assets		100.0%	<u><u>\$ 8,833,397</u></u>
<b>Nations Government Reserves (CGCXX)</b>			
<b>U.S. Government Agencies</b>			
Federal Farm Credit Bank	\$ 697,259	7.1%	\$ 697,249
Federal Home Loan Bank	\$ 7,660	78.5%	\$ 7,661,537
Federal Home Loan Mortgage Corp	\$ -	0.0%	\$ -
Total U.S. Government Agencies Obligations	\$ 704,919		\$ 8,358,786
U.S. Treasury Bill and Note	\$ 1,480,000	15.2%	\$ 1,481,078
Total Investments			<u>\$ 9,839,864</u>
Other Assets & Liabilities, net		-0.8%	<u>\$ (80,140)</u>
Net Assets		100.0%	<u><u>\$ 9,759,724</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, 2011





## **Agenda Item: 7.a.**

### **Board Members:**

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

**Sam Pedroza**  
1<sup>st</sup> Vice Chair  
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South Pasadena

### **Executive Officer:**

**Habib F. Balian**  
Chief Executive Officer

**TO:** Chair and Members of the Board of Directors  
**FROM:** Habib F. Balian, CEO  
**DATE:** April 24, 2012  
**SUBJECT:** Project Update: IFS Status

---

That the Board of Directors receives and files this report.

### **SUMMARY:**

To date, the IFS contractor (Skanska) has made significant progress advancing construction of the bridge structure. Since the contract award in June 2010, the bridge design has been approved and the bridge foundations, substructure, and falsework have been completed. Currently, superstructure formwork is well underway, and the superstructure pour is expected to take place in May. Construction of the baskets will be complete by early September and punch list items such as lighting and landscape will be complete by December.

For the past several months, the Authority has reported to the Board that Skanska is projecting to be substantially complete with the project approximately two months later than the current contract date of July 3, 2012. We have evaluated the contractor's formal request for time extension and have issued a no-cost change order to extend the substantial completion date by 65 days to September 6, 2012. This is approximately three months before the Authority is to hand over the bridge to the C1135 contractor. The two primary reasons for the time extension are the cumulative impacts of receiving delayed design approvals from regulatory agencies and the development of certain architectural elements which have impacted Skanska's schedule.

With substantial completion on September 6, 2012, the bridge project will be completed and available to use for the intended purpose of facilitating movements across the I-210 freeway under the C1135 contract. This will comprise completion of all structural and architectural elements. The landscaping and aesthetic lighting – both items paid through provisional sums under the contract – will be completed during the subsequent 90 day punch list phase of the work.

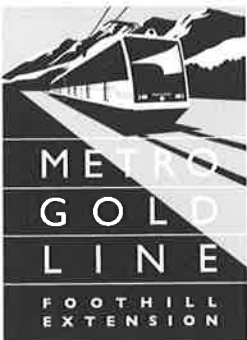
The Authority is also in negotiations with the IFS contractor to add, by change order, the construction of large retaining walls leading up to each end of the

bridge. As these walls join the bridge abutments, Skanska is best suited to construct the walls with the matching finish of the bridge abutments and to complete the associated drainage, landscaping and approach slab work. Due to the sequence of remaining construction activities, the retaining walls will be completed following substantial completion and prior to the landscaping and aesthetic lighting installation. If the Authority is successful with these negotiations, a deductive change order would also be processed with the C1135 contractor to delete this work from their contract.

If additional retaining wall work is added to the IFS contract, it will be completed in advance of the December 15<sup>th</sup> project handover date to the C1135 contractor.

#### **BUDGET IMPLICATIONS:**

There are no budget impacts for the subject time extension to the IFS contract. Although the potential retaining wall work is anticipated to be negotiated within the IFS project budget, any budget impacts will be brought to the Board prior to issuance of a change order.



## **Agenda Item: 7.b.**

**TO:** Chair and Members of the Board of Directors  
**FROM:** Habib F. Balian, CEO  
**DATE:** April 24, 2012  
**SUBJECT:** Consideration of Expenditure Plan for Metro Gold Line (Pasadena to Claremont) Light Rail Transit Extension in accordance with subdivision (f) of Section 130350.5 of the Public Utilities Code

### **RECOMMENDATION:**

That the Board of Directors approve the attached Expenditure Plan for the "Metro Gold Line (Pasadena to Claremont) Light Rail Transit Extension" capital project that has been prepared in accordance with subdivision (f) of Section 130350.5 of the Public Utilities Code.

### **SUMMARY:**

According to Section 130350.5 of the Public Utilities Code, the Construction Authority's "Capital Project" is defined as the "Metro Gold Line (Pasadena to Claremont) Light Rail Transit Extension." Subdivision (f) of Section 130350.5 requires that, in order to receiving funding, "an agency sponsoring a capital project or capital program shall submit to the MTA an expenditure plan for its project or program containing the same elements as the expenditure plan that MTA is required by this subdivision to prepare." To meet this statutory requirement, the Construction Authority has prepared the attached expenditure plan for its "Capital Project," as such term is defined in the statute.

The attached expenditure plan sets forth the cost of the Construction Authority's Capital Project (i.e. the light rail transit extension from Pasadena to Claremont), including an estimated cost for design, construction, light-rail vehicles, right-of-way acquisition, environmental remediation, overhead, and other related costs.

Consistent with the above, Assembly Bill 1446 introduced by Assembly Member Feuer on January 4, 2012 and amended on March 29, 2012 (also known as "Measure R+"), requires LACMTA to amend its expenditure plan by updating "the estimated total cost for each project" prior to submitting the ordinance to the voters. The list of projects in Measure R+ is the same as the list set forth in Section 130350.5 and includes the "Metro Gold Line (Pasadena to Claremont) Light Rail Transit Extension."

#### **Board Members:**

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City of Pasadena

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Appointee, City of  
South Pasadena

#### **Executive Officer:**

**Habib F. Balian**  
Chief Executive Officer

With the Board's approval, Construction Authority staff will send a copy of the attached expenditure plan to LACMTA for use in connection with its expenditure planning.

**BUDGET IMPLICATIONS:**

None at this time.

Proposed One-Half Cent Sales Tax for Transportation: Expenditure Plan for Metro Gold Line (Pasadena to Claremont) Light Rail Transit Extension

as required by subdivision (f) of Section 130350.5 of the Public Utilities Code

30 years, Fiscal Year (FY) 2010 - 2039

(\$ in millions) Revised 04-16-12

Subfund	Potential Project in Alphabetical Order by Category (project definition depends on final environmental process)	Cost Estimate	New Sales Tax (Assembly Bill 2321 and Proposed AB 1446)				Other Funds			Expected Completion
			Minimum	Additional	Total	Federal Funding	State Funding	Local Funding (Rail is 3% except as noted)	Funds Available Beginning	
Transit Projects: New Rail and/or Bus Rapid Transit Capital Projects. Could include rail improvements or exclusive bus rapid transit improvements in designated corridors.										
		Escalated \$								
Metro Gold Line (Pasadena to Claremont) Light Rail Transit Extension		\$ 1,623	\$ 1,574	\$ -	\$ 1,574	TBD	TBD	\$ 49	FY 2011	FY 2022
Total Capital Project Costs		\$ 1,623	\$ 1,574	\$ -	\$ 1,574			\$ 49		

For References Purposes Only - See the following breakdown:

Metro Gold Line Light Rail Transit Extension Pasadena to Azusa	\$ 835	\$ 810	\$ -	\$ 810	TBD	TBD	\$ 25	FY 2010-12	FY 2015-17
Metro Gold Line Light Rail Transit Extension Azusa to Claremont	\$ 788	\$ 764	\$ -	\$ 764	TBD	TBD	\$ 24	FY 2016	FY 2022
	\$ 1,623	\$ 1,574	\$ -	\$ 1,574			\$ 49		

**ATTACHMENT C**

**Metro Gold Line (Pasadena to Claremont) Light Rail Transit Extension  
Expenditure Plan - Cost and Cash Flow Budget  
(in millions of dollars escalated to the year of expenditure) Revised 4-16-12**

Uses of Funds	Prior	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Total
<b>Construction Authority Costs</b>															
<b>Construction and Procurement</b>															
IFS			5.0000	11.6000	2.0000										18.6000
Stations				3.0000	9.0000	11.0000	6.0000								29.0000
Guideways				10.0000	30.0000	40.0000	33.0000								113.0000
Parking Lots				1.0000	3.0000	4.0000	12.0000								20.0000
Crossings				2.0000	6.0000	8.0000	4.0000								20.0000
Earth/Track Work				6.0000	18.0000	24.0000	11.0000								59.0000
Power/Comm/Signalization/Controls				4.0000	12.0000	16.0000	6.0000								38.0000
Retaining/Sound Walls/Fencing				5.0000	15.0000	20.0000	8.0000								48.0000
Signalization				1.0000	2.0000	2.0000	1.0000								6.0000
Pedestrian Crossings						1.0000									1.0000
Hazard						1.0000									1.0000
Parking Structures						16.0000	11.0000								31.0000
MCAs			8.0000	3.0000	3.0000	4.0000	2.0000								12.0000
Right-of-Way				12.0000	10.0000										30.0000
Maintenance and Operation															
(Construction Authority share of															
construction costs)					16.0000		0.2200								32.2200
Pasadena to Azusa Gap (835-25-741)								69.0000							69.0000
Azusa to Claremont								20.0000							656.0000
<b>Subtotal Construction and</b>															
<b>Procurement</b>			13.0000	58.6000	130.0000	163.0000	94.2200	89.0000	90.0000	120.0000	166.0000	160.0000	90.0000	10.0000	1,183.8200
<b>Professional Services</b>			5.0000	12.0000	15.0000	15.0000	13.0000	3.0000	2.0000	0.0000	0.0000	0.0000	0.0000	0.0000	65.0000
<b>Project Contingency</b>								21.8000	21.8000						43.6000
<b>Subtotal Construction Authority costs</b>			18.0000	70.6000	145.0000	178.0000	107.2200	113.8000	113.8000	120.0000	166.0000	160.0000	90.0000	10.0000	1,292.4200
<b>MTA Project Costs</b>															
Traction Power Substations (TPSS)				4.2000	8.4000	1.4000									14.0000
Vehicles Pasadena to Azusa			1.6211	6.7619	25.5700	30.5470				11.0000	43.0000	54.0000			64.5000
Vehicles Azusa to Claremont (\$4.5 X 24)															108.0000
MTA Project Costs (includes O&M facility costs, fare vending and SCADA equipment, Rail Operations Center, BNSF, repayment to Metro, and Metro staff costs)			37.1289	10.2881	9.1200	11.1430	5.5800	4.5800	3.5800	2.0700	1.0000				67.6800
Project Financing				2.0000	3.5300	5.0600	5.5800								27.4000
<b>Subtotal MTA Project Costs</b>			38.7500	23.2500	46.6200	48.1500	5.5800	4.5800	3.5800	13.0700	44.0000	54.0000			281.5800
<b>Total Project Cost</b>	0	0.0000	56.7500	93.8500	191.6200	226.1500	112.8000	118.3800	117.3800	133.0700	210.0000	214.0000	90.0000	10.0000	1,574.0000
<b>Sources of Funds*</b>															
Prop A 35%															
Prop C 25%															
Measure R 35%															
Local Agency funds - City of						30.9000									30.9000
Local Agency funds - City of		0.0000	56.7500	93.8500	191.6200	195.2500	112.8000	118.3800	117.3800	133.0700	210.0000	214.0000	90.0000	10.0000	1,543.1000
Prop 1B Bonds - PTM/ISEA															
RIP (STIP)															
CMAQ															
Section 5309 Earmark 0.0000															
<b>Total Sources</b>	0	0.0000	56.7500	93.8500	191.6200	226.1500	112.8000	118.3800	117.3800	133.0700	210.0000	214.0000	90.0000	10.0000	1,574.0000
<b>Surplus/(Deficit)</b>	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Cumulative Surplus/(Deficit)</b>			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	

\* Anticipated funding source as of the date of the funding agreement. LACMTA reserves the right to substitute other non-federal funds as needed.



## **Agenda Item: 7.c.**

### **Board Members:**

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

**Sam Pedroza**  
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### **Executive Officer:**

**Habib F. Balian**  
Chief Executive Officer

**TO:** Chair and Members of the Board of Directors  
**FROM:** Habib F. Balian, CEO  
**DATE:** April 24, 2012  
**SUBJECT:** Discussion of Phase 2B Project Schedule

---

This Report will be provided at the meeting.



## **Agenda Item: 7.d.**

### **Board Members:**

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

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### **Executive Officer:**

**Habib F. Balian**  
Chief Executive Officer

**TO:** Chair and Members of the Board of Directors  
**FROM:** Habib F. Balian, CEO  
**DATE:** April 24, 2012  
**SUBJECT:** Receive and File Report on Monthly Project Status

---

### **RECOMMENDATION:**

That the Board of Directors receive and file this report.

### **SUMMARY:**

This report includes a summary of activities completed through March 2012.

### **BUDGET IMPLICATIONS:**

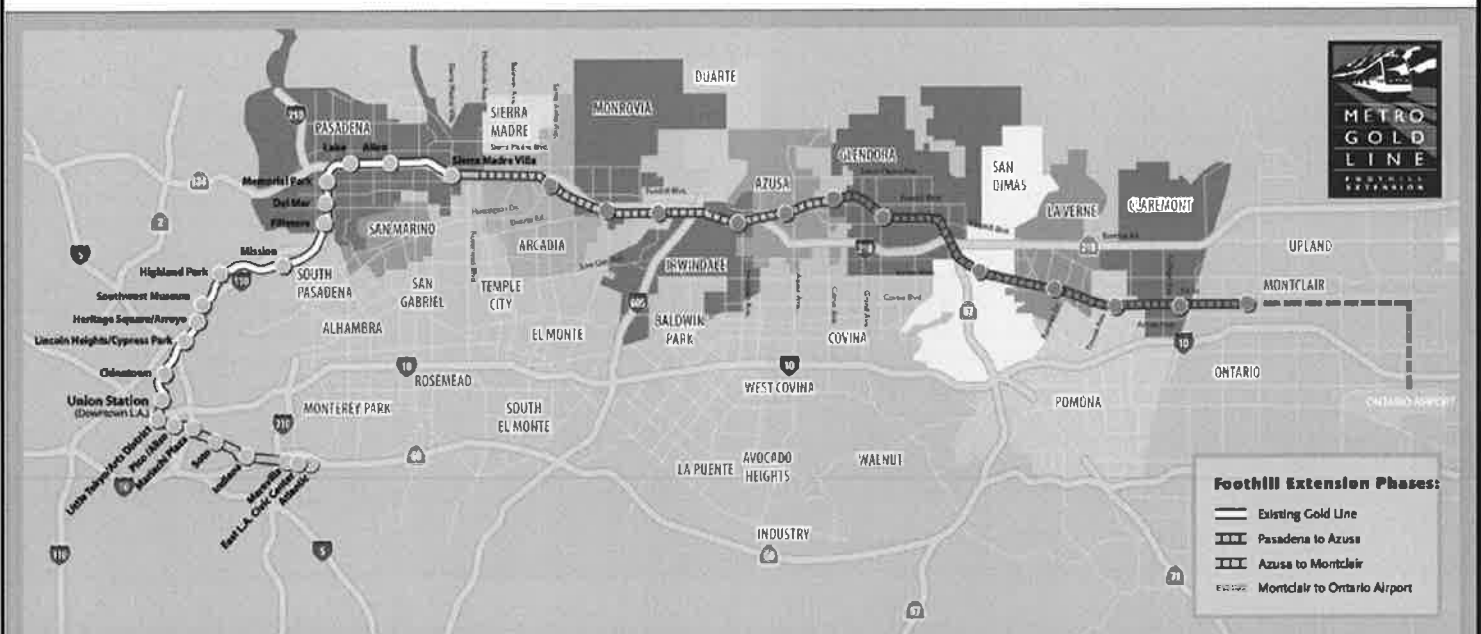
None.



# Metro Gold Line Foothill Extension Project

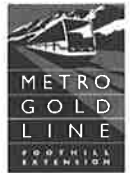
## Monthly Project Status Report

March 2012



Metro Gold Line

Connecting Los Angeles, the San Gabriel Valley and Inland Empire



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## FOOTHILL EXTENSION PROJECT DESCRIPTION

The Authority's mandate is to plan, design and construct a 37-mile light rail link between Downtown Los Angeles and Claremont. In addition, the San Bernardino Associated Governments (SANBAG) has requested that planning be extended one mile inside San Bernardino County to the City of Montclair and then to Ontario Airport.

The Metro Gold Line Phase II (Foothill Extension) corridor includes the cities of Pasadena, Arcadia, Monrovia, Duarte, Irwindale, Azusa, Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair; and the counties of Los Angeles and San Bernardino (Figure 1). The Foothill Extension is estimated to cost approximately \$1.4 billion.

The Foothill Extension will be built in two segments to align effectively with projected cash flows and financial capacity constraints. The first segment is defined from the Sierra Madre Villa Station in Pasadena to the city of Azusa. Revenue service along this segment is planned for the year 2015. The second segment would include an extension from Azusa to the City of Montclair with revenue service projected for the year 2017 and the third segment will be comprised of an extension from Montclair to the Ontario Airport.

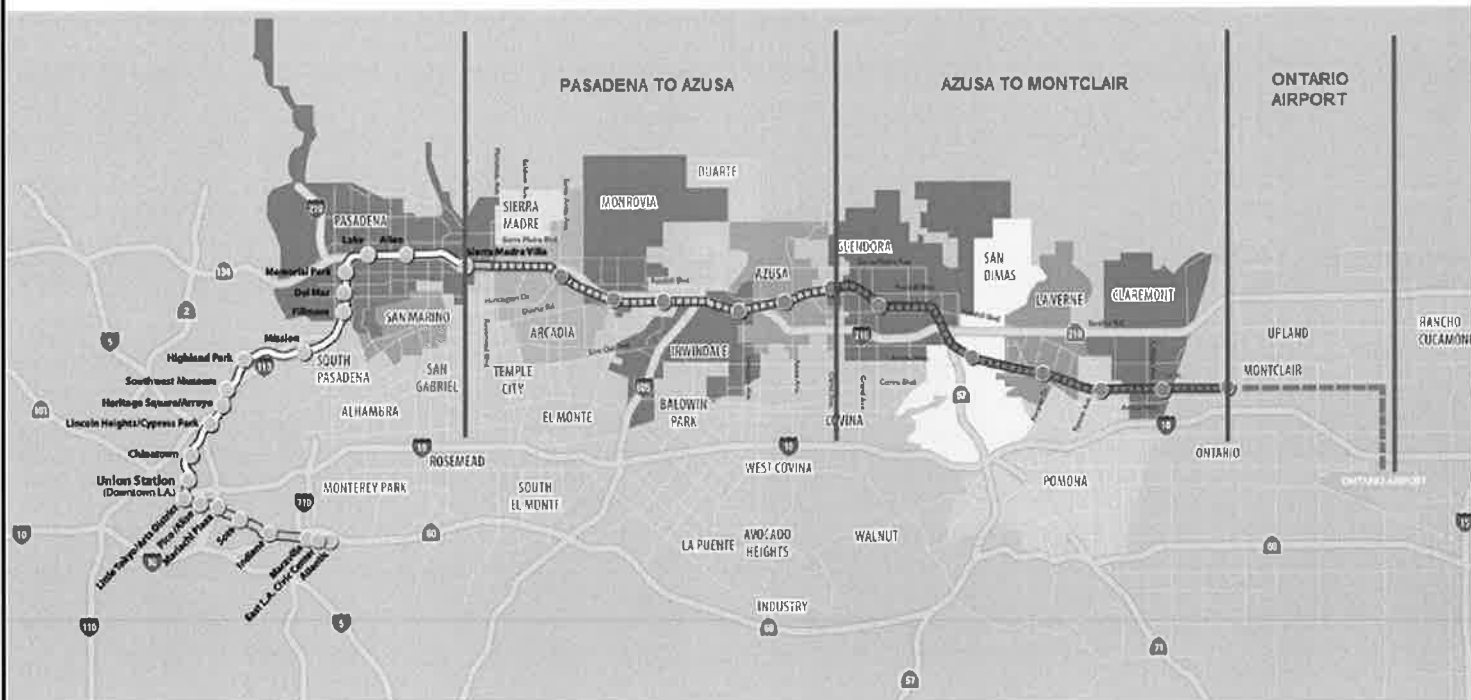


Figure 1: Metro Gold Line Foothill Extension Alignment



## **Pasadena to Azusa Segment**

### **MANAGEMENT ISSUES**

#### **Funding Agreement**

The Foothill Extension Funding Agreement with Metro indicates that the Authority must acquire 50% of the land required for the Maintenance & Operations (M&O) Facility. Monrovia Redevelopment Agency (MRA) currently owns more than 50% of this land, which would enable the Authority to satisfy the Funding Agreement condition. The Authority has reached an agreement for acquisition of the property with MRA staff, which was approved by the Board of Directors. However, due to a decision issued by the California Supreme Court eliminating redevelopment agencies, the Authority and MRA are unable to complete the agreement at this time. Metro's Board of Directors approved an amendment to this agreement at their meeting on October 27, 2011 that increases the funding cap until the MRA property can be acquired. This increase allowed the Authority to issue an Interim Notice to Proceed to the C1135 design-build contractor on November 3<sup>rd</sup>. An executed purchase and sale agreement or an order for possession is required to release the escape clause requiring at least 50% of the property for the M&O Facility. On April 2, 2012 the Construction Authority received possession of the MRA property through eminent domain. Consequently, the funding condition to obtain at 50% of the property for the M&O Facility was met. As such, all escape clauses in the funding agreement have been met and the full notice-to-proceed has been issued to the Alignment design-build contractor. This item will be removed next period.

#### **Acquisition of M&O Facility Property**

All private property needed for the M&O Facility has now been acquired. The Authority Board of Directors authorized the use of eminent domain at its December 21, 2011 meeting for the Monrovia and Monrovia Redevelopment Agency property. A hearing for this eminent domain case is scheduled for March 14, 2012. As stated in the above item, the Monrovia and Monrovia Redevelopment Agency property has been acquired. All property for the M&O Facility has now been acquired. This item will be removed next period.

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

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

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

Continued construction work on Iconic Freeway Structure:

- Completed temporary falsework construction
- Installed approximately 50% of formwork for the superstructure
- Installed drainage system
- Completed design work for structural and architectural elements of architectural precast baskets and submitted design to Caltrans for approval
- Skanska reports the following safety statistics for the month of February:
  - No safety incidents recorded
  - 4,947 hours performed by Skanska
  - 39,252 total work hours performed
  - 0 Recordable Incidents reported
- Skanska reports the following SBE statistics for the month of February:
  - Current SBE commitment: \$1,623,272
  - SBE percent committed versus value of Project: 11.86%
  - Overall Authority Project SBE goal: 16%

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

- Review of status of Pasadena to Azusa segment

IBI Group continued to develop advanced conceptual engineering of various parking structure facilities

Held regular Task Force meetings with the C1135 (DB2) contractor, Foothill Transit Constructors (FTC)

Received the following submittals from the C1135 (DB2) contractor:

- Segment 4 submittals for Civil Roadway 85%
- Project wide 60% submittals for Traction Power Design & Specs, DBCS, OCS Specs, Communications Specs, and Train Control Design (LRT) & Specs, as well as the M&O Facility Track Alignment
- 60% design for the following LRT bridge structures: Foothill Blvd, Palm Dr, and Citrus Ave
- Baseline Schedule and revision to the Early Work Schedule
- 85% Modifications to Foothill, Rosemead, Baldwin, Michillinda and Kincaid

### **KEY FUTURE ACTIVITIES**

Continue discussions with corridor cities regarding station parking facilities

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

Continue management of the Alignment contract, which will include evaluation of design and project management submittals

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

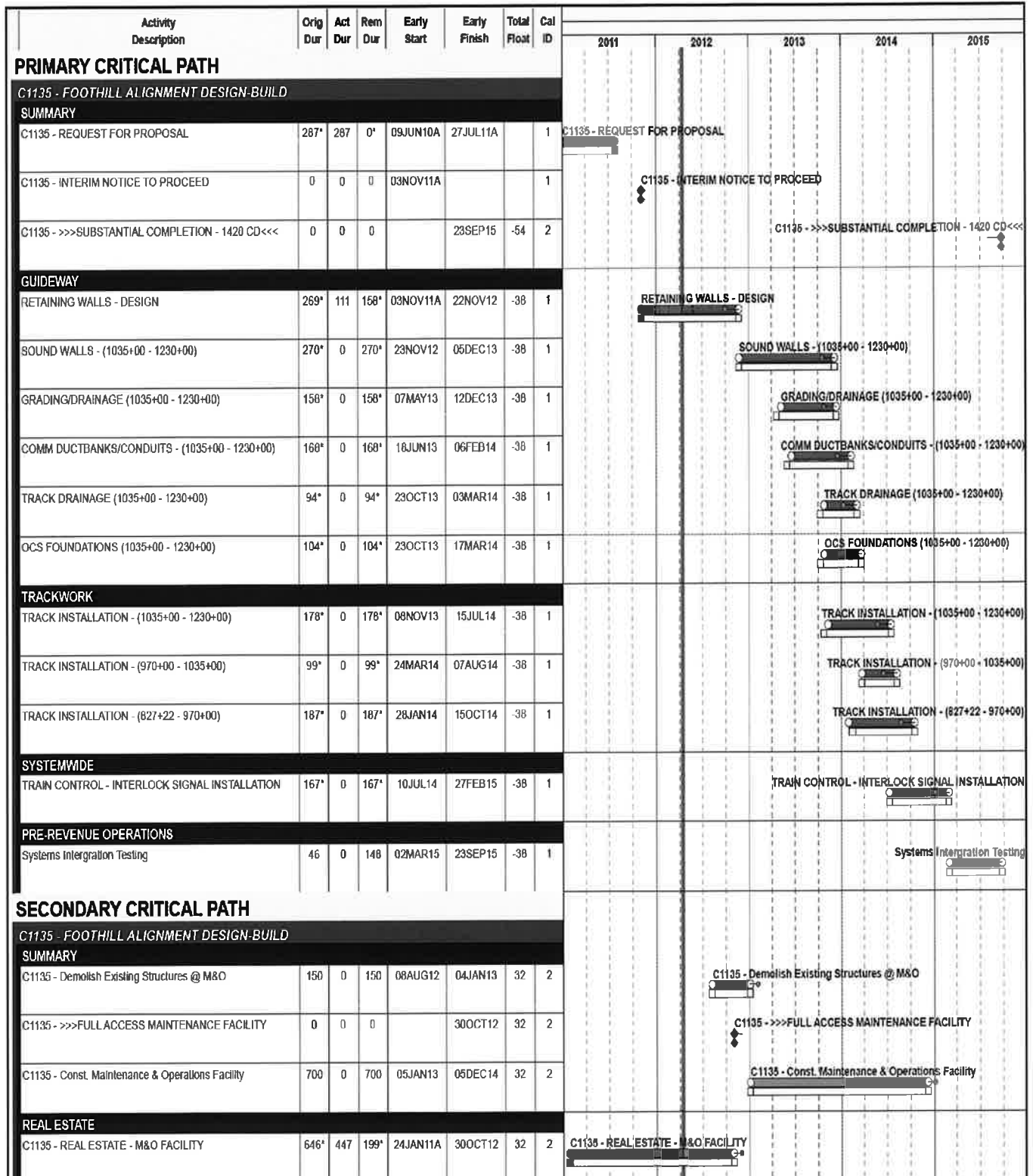
Finalize the following property acquisitions (as of April 15, 2012):

- Pasadena:
  1. Parcel 401 (TPSS 0 – 3865 Arboleda Street) – Closing escrow 4/24/2012.
- Monrovia:
  1. Parcel 1602 (1401 Los Robles Ave, TPSS 03) – In escrow.
  2. Parcels 21A01 – 21A05 (Agency-owned M&O parcels) – Possession.
  3. Parcel 21A15 - Excalibur (520-622 E. Evergreen Avenue) – In escrow.
  4. Parcel 21A21 - City-owned street (North Duarte Avenue) – Possession.
- Duarte:
  1. Parcel 2602 (Duarte Station Parking – 1700 Business Center Drive) - Negotiating.
  2. Parcels 2801 and 2802 (Cal Am Water, TPSS 05) – Purchase and Sale Agreement ready for signature. Right of Entry signed. Seller seeking PUC approval for sale.
  3. Parcel 2803 (Access Easement, TPSS 05) – Setting Just Compensation on 4/24.
  4. Parcel 2804 (Access Easement, TPSS 05) – Setting Just Compensation on 4/24.
- Irwindale:
  1. Parcel 3302 (Irwindale Station Parking) – Under negotiation.
- Azusa:
  1. Parcel 3902 (736 N. Angelo Avenue) – Setting Just Compensation on 4/24.

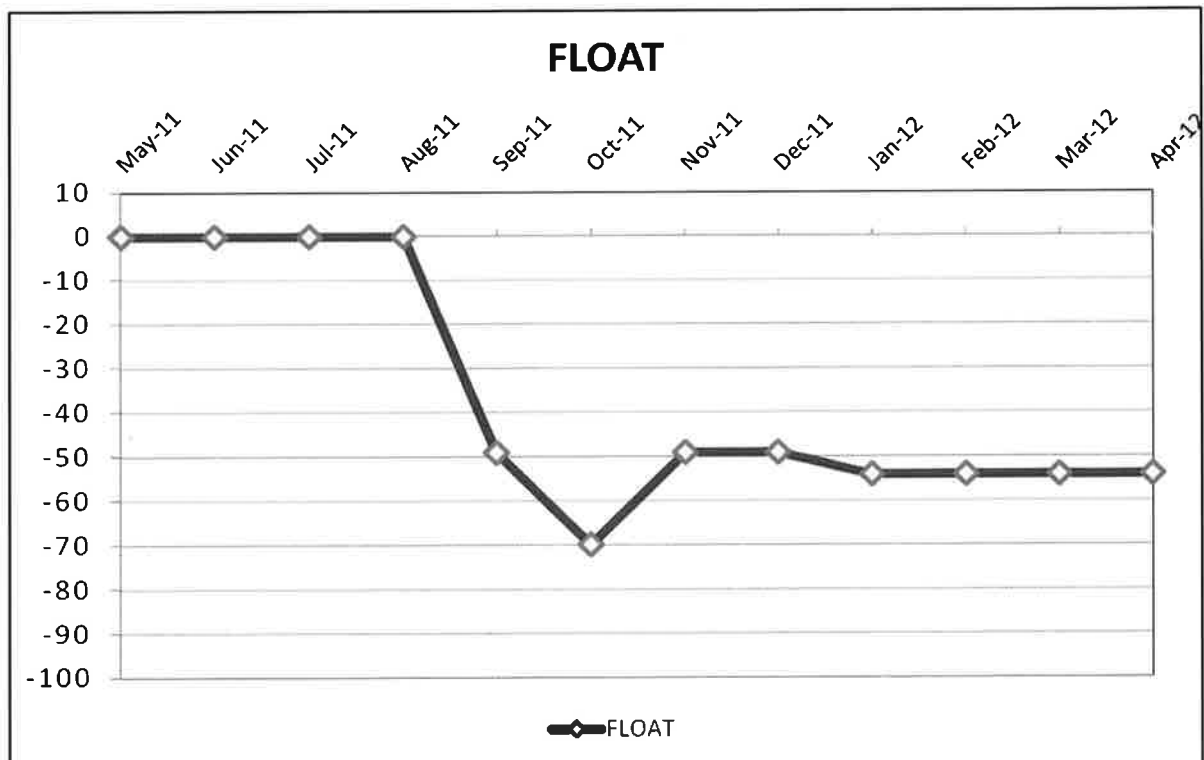
**METRO GOLD LINE FOOTHILL  
EXTENSION CONSTRUCTION AUTHORITY  
Monthly Foothill Extension Project Status Report  
Period Ending – March 31, 2012**



**CRITICAL PATH SCHEDULE**



### CRITICAL PATH FLOAT TREND



### Critical Path Analysis

#### Primary Critical Path - (-54 Calendar Days)

On November 3, 2011, the Authority issued the Interim Notice to Proceed (INTP) for Contract C1135 - Phase 2A Design/Build Alignment to Foothill Transit Constructors. The Design-Build Contractor is in the process of developing the baseline schedule. However, the Authority estimates that the Design-Build Contractor is focused on the development of the Critical Design Packages, which include retaining walls, bridges, and utilities to support the proposed construction sequence. The project float remains constant at -54 days.

#### Secondary Critical Path - (-33 Calendar Days)

This period, secondary critical path runs through the real estate acquisition for parcels at the Maintenance & Operations Facility site. The Authority is in the process of finalizing the acquisition of the majority of the parcels required. The Authority anticipates providing full access to the C1135 Design-Build Contractor to support the start of facility construction by October 30, 2012.

#### Project Float

The current schedule reflects a forecast completion for Substantial Completion on September 23, 2015. Per the Foothill Extension Funding Agreement, the forecast completion date is 54 calendar days behind the required completion date of July 31, 2015.



**METRO GOLD LINE FOOTHILL  
EXTENSION CONSTRUCTION AUTHORITY  
Monthly Foothill Extension Project Status Report  
Period Ending – March 31, 2012**



**Description:** Iconic Freeway Structure

**Status:** April 17, 2012

**Contract No.:** C1134

**Contractor:** Skanska

**Progress Completed This Period:**

**Construction:** During this reporting period, the contractor completed the temporary falsework installation and installed 50% of the formwork for the bridge structure, focusing initially on the curved exterior forms. Approximately 90% of the reinforcing steel has been placed in the very complex outrigger beam spanning the two columns over the 210 freeway. A specialty subcontractor is also installing the extensive post-tensioning ductwork in the outrigger beam.

**Safety:** To date, over 38,000 hours have been worked without a recordable incident.

**Design:** The structural design for the precast baskets has been completed and submitted to Caltrans for approval. Test samples for the concrete basket finish have also been completed and approved by the Authority. The subcontractor is now developing shop drawings for the precast elements. Mock-up panels of the exterior bridge girder were constructed to verify the architectural design elements.

**Areas of Concern:**

Although the design for the precast baskets has advanced significantly, obtaining final third party design approvals and fabrication lead time remains a significant concern.

The Authority is also contemplating adding the construction of the approach retaining walls to the C1134 contract to facilitate the interface coordination with the follow-on C1135 contract. Work added to the C1134 contract will be deducted from the C1135 contract.

The concrete placement for the bridge structure is planned for mid May 2012. The single pour for the soffit and stems will comprise a placement of approximately 2100 CYD. This is a major operation which is requiring significant advance planning and logistical preparation.

**Schedule Assessment:**

Upon completion of the falsework, the installation of the soffit and outrigger bent cap will begin.

The Substantial completion milestone slipped five (5) days from last period due to the additional time anticipated for the pre-cast basket installation. The basket installation will start after the falsework is removed. The Design-Build Contractor is seventy-seven (77) days behind schedule. The forecast for Substantial Completion is September 18, 2012, which is three months before the C1135 Design-Build Contractor access date of December 15, 2012.

**Cost Assessment:**

The current contract cost forecast is 18.86 million. The forecast is within the authorized budget of 19.5 million. The current forecast is 1.6% higher than the original contract value.

The Design-Build Contractor continues to trend below the maximum payment curve. The total earned to date is 11.8 million which is 17% below the maximum payment curve. The primary reason for not meeting the maximum payment schedule is due to late completion of the Final Design and the Falsework Design. The late delivery of these designs have impacted the start of the follow on work, which has delayed the planned milestone earnings.

**Schedule Summary:**

Contract Award:	06/18/10	
Notice to Proceed (NTP) :	08/03/10	
Original Contract Duration:	880	Calendar Days
Current Contract Duration:	880	Calendar Days
Elapsed Time from NTP:	623	Calendar Days

**Cost Summary:**

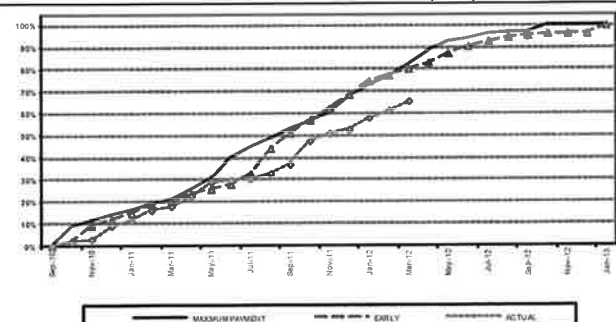
Million(s)

CONTRACT	
Contract Award Value:	18.57
Executed Change Orders:	0.15
Current Contract Value:	18.72
Potential Change Orders:	0.14
Current Forecast:	18.86
Eamed Value/Actual Cost to Date	11.77

**AUTHORIZATION FOR EXPENDITURE**

Budget	19.50
Commitment	18.60
Balance	(0.26)

Milestones	Description	Original Contract	Current Contract	Forecast	Variance
1	Substantial Completion	07/03/12	07/03/12	09/18/12	(77)
2	Punchlist Complete	10/01/12	10/01/12	12/17/12	(77)
3	Final Acceptance	12/30/12	12/30/12	03/17/13	(77)



## IFS Construction Images

View of fully installed  
temporary falsework



Installation of formwork

Installation of reinforcing  
steel in outrigger beam



**METRO GOLD LINE FOOTHILL  
EXTENSION CONSTRUCTION AUTHORITY  
Monthly Foothill Extension Project Status Report  
Period Ending – March 31, 2012**



**Description:** Alignment Design / Build

**Status:** April 15, 2012

**Contract No.:** C1135

**Contractor:** Foothill Transit Constructors (Kiewit-Parsons JV)

**Progress Completed This Period**

- Re-Submit Third Party Coordination Plan
- Submit Baseline Schedule
- Submit 60% Design - Grading & Drainage - Segment 4
- Submit 60% Design - Track Alignment M & O Facility
- Submit 60% Design - Traction Power
- Submit 60% Design - Train Control (LRT)
- Submit 60% Design - Ductbank Conduit System
- Submit 60% Design - Overhead Contact System
- Submit 60% Design - Communications System
- Submit 60% Design - Palm Dr (LRT) Bridge
- Submit 60% Design - Citrus Ave (LRT) Bridge
- Submit 85% - Modifications - Baldwin Ave Bridge
- Submit 85% - Modifications - Michillinda Ave Bridge
- Submit 85% - Modifications - Kincaid Bridge
- Submit 85% - Modifications - Foothill Blvd Bridge
- Submit 85% - Modifications - Rosemead Blvd Bridge
- Submit 60% Design - Foothill Blvd (LRT) Bridge

**Activities Planned Next Period**

- Re-Submit Project Management Plan
- Submit Demolition - Bridge Removal Work Plan
- Submit Clearing & Grubbing Work Plan
- Submit Bidding & Approval Procedure for Subcontracts
- Submit 85% Design - Track Alignment
- Submit 85% Design - Traffic Signal & Lighting Segment 4
- Submit 85% Design - Walls Segment 4
- Submit 60% Design - Foothill BI Freight Bridge
- Submit 60% Design - Grading & Drainage - M & O Facility
- Submit 60% Design - M&O Facilities
- Submit 60% Design - Palm Dr Freight Bridge
- Submit 60% Design - Civil Roadway Segment 2 & 3
- Submit 60% Design - Traffic Signal & Lighting Segment 2 & 3
- Submit 60% Design - Civil Roadway M & O Facility
- Submit 85% Design - Grading & Drainage - Segment 4
- Submit 85% Design - MOT & Detours Projectwide
- Submit 60% Design - Colorado Blvd Bridge
- Submit 60% Design - Santa Anita Ave Bridge
- Submit 60% Design - Citrus Ave Freight Bridge
- Submit 60% Design - Santa Anita Wash Bridge
- Submit 85% Design - Civil Roadway Segment 4

**Areas of Concern**

- Monrovia Yard TPSS utility feed. The Design-Build Contractor is proposing to provide one (1) electrical source feed to the TPSS. The Authority and Design-Build Contractor are reviewing the Metro Design Criteria and developing a path forward for a resolution to this issue.

**Areas of Concern (Continued)**

**METRO GOLD LINE FOOTHILL  
EXTENSION CONSTRUCTION AUTHORITY**  
Monthly Foothill Extension Project Status Report  
Period Ending – March 31, 2012



**Description:** Alignment Design / Build

**Status:** April 15, 2012

**Contract No.:** C1135

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

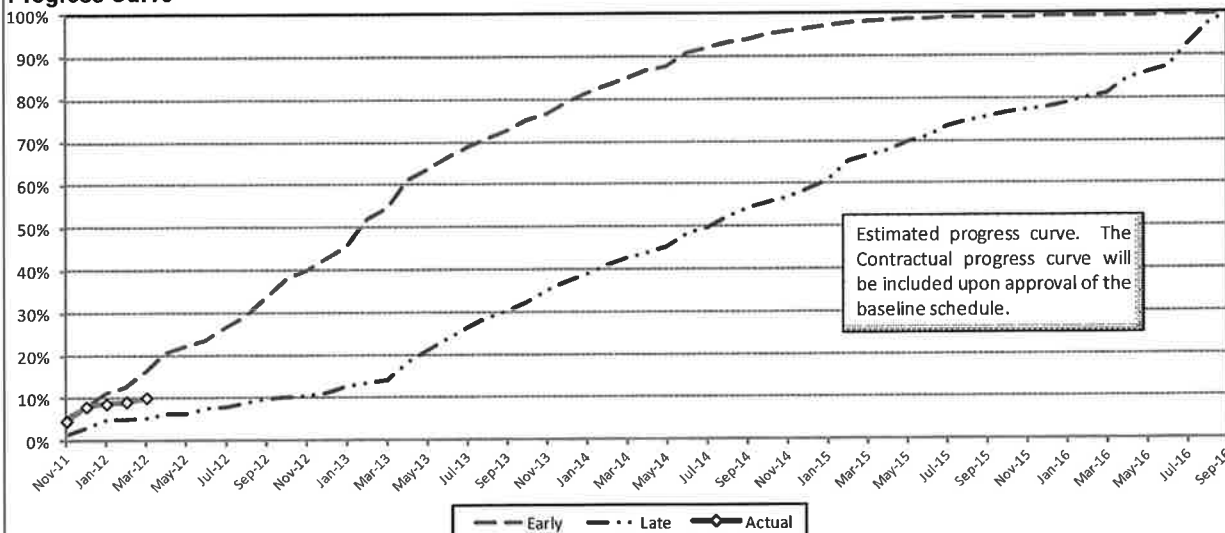
**Cost Summary:**

	Million(s)
<b>CONTRACT</b>	
Contract Award Value:	485.9
Executed Change Orders:	0.0
Current Contract Value:	485.9
Potential Change Orders:	0.6
Current Forecast:	486.5
Earned Value/Actual Cost	44.0
<b>AUTHORIZATION FOR EXPENDITURE</b>	
Budget	503.9
Commitment	110.0
Balance	(376.5)

**Cost Assessment:**

The current Contract forecast is \$486.5 million. The potential change orders are within the authorized budget. The Design-Build Contractor has earned \$48.5 million and is authorized to complete up to \$110.0 million for design, procurement, and pre-construction activities. The Early Work Schedule cost curve projects that the Design-Build Contractor will meet the authorized commitment of \$110 million by May 2012.

**Progress Curve**



**Schedule Summary:**

Contract Award:	07/27/11
Interim Notice to Proceed (NTP):	11/03/11
Original Contract Duration:	1,780 Calendar Days
Current Contract Duration:	1,780 Calendar Days
Elapsed Time from NTP:	164 Calendar Days

**Contract Milestones**

Milestones	Description	Original Contract	Current Contract	Forecast	Variance
1	Substantial Completion	09/23/15	09/23/15	09/23/15	0
2	Punch list Complete	06/19/16	06/19/16	06/19/16	0
3	Final Completion	09/17/16	09/17/16	09/17/16	0
4	Access - IFS Br	12/15/12	12/15/12	12/17/12	(2)
5	Test Track Complete	03/27/15	03/27/15	09/18/14	190
6	Colorado Br. Demo Complete	02/01/12	02/01/12	07/16/12	(166)

**Schedule Assessment:**

The Substantial Completion Milestone is currently on schedule and is forecast to be complete on September 23, 2015. The IFS Access is currently forecasting a completion on December 17, 2012, which is two days after the Contractual requirement. At this time the access is based upon the completion of the C1134 Design-Build Contractor punch list work. There is a potential for shared access after the C1134 Substantial Completion.

The Design-Build Contractor is currently progressing critical design submittals to support the start of construction work activities. The critical design submittals are: Segment 4 Retaining Walls, Segment 4 Utilities, freight bridge designs at Palm Dr, and Citrus Ave. Other critical designs also include San Gabriel River Bridge, and Foothill Bridge.

The Colorado Bridge demolition will not be completed per the Contract requirement deadline. The Design-Build Contractor is currently in the process of completing the pre-requisite submittals to facilitate the demolition work. The demolition work is not on the critical path and will not impact the Substantial Completion milestone.



## **Azusa to Montclair Segment**

Staff is working with Parsons Brinckerhoff (PB) to complete the environmental review for the Azusa to Montclair extension.

### **ACTIVITIES COMPLETED THIS PERIOD**

PB continues to prepare the technical reports necessary for the NEPA/CEQA document. The Authority and PB met to discuss lessons learned from the Foothill Extension Pasadena to Azusa segment, and the environmental team is refining concept plans and updating any technical studies based on lessons learned. PB is approximately 95% complete with updating/refining conceptual engineering plans and technical sections required for the draft NEPA/CEQA document. Authority staff is reviewing the draft documents and working with PB to finalize the draft EIR for circulation.

The environmental team anticipates circulating the draft environmental documents for public comment in the next month or two.

### **KEY FUTURE ACTIVITIES**

Refine concept plans, and finalize the Purpose and Need, the Project Description Report, technical studies and the Draft EIR for public release in the next few months.

### **Federal Transit Administration (FTA)**

The Metro Board excluded the Gold Line from seeking federal New Starts funding. The Authority will work together with Metro along with the Congressional delegation to seek funding to construct the extension following completion of the environmental review.



## **Ontario Airport Segment**

Authority staff continues the negotiation process with KOA Corporation for the Ontario Airport segment alternatives analysis study which will likely begin later this year.

### **ACTIVITIES COMPLETED THIS PERIOD**

Staff continued to pursue the needed funding to conduct the Alternatives Analysis for the Ontario Airport Segment. The San Bernardino Associated Governments (SANBAG) and the Authority are in discussions to develop a funding agreement for a portion of the initial Alternatives Analysis study.

### **KEY FUTURE ACTIVITIES**

Authority staff will work to obtain funding for this Segment and complete negotiations with KOA.

**METRO GOLD LINE FOOTHILL  
EXTENSION CONSTRUCTION AUTHORITY  
Monthly Foothill Extension Project Status Report  
Period Ending – March 31, 2012**



**PHASE II FOOTHILL EXTENSION FINANCIAL STATUS  
Project Operating Budget Summary in Millions of Dollars  
March 30, 2012**

	( a )	( b )	(c=a-b)	( d )
		<b>Funding Committed to Project</b>	<b>Uncommitted Funds</b>	<b>Revenues Received</b>
<b>FINANCIAL PLAN</b>	<b>Current Budget</b>			
SCAG	1.0	0.9	0.1	0.9
Interest Income	2.0	2.0	-	2.0
Bridge Replacement	13.9	13.9	-	13.9
Phase I Carryover	4.0	4.0	-	4.0
Maintenance and Operations Facility	-	-	-	-
Cities	11.0	-	11.0	-
Measure R - Pasadena to Azusa	735.0	735.0	-	92.9
Measure R - Azusa to Montclair	-	-	-	-
SANBAG	56.4	1.5	54.9	1.5
Federal TCSP	2.9	2.9	-	2.2
Federal Bus Intermodal Plan	9.0	6.2	2.8	2.0
Federal New Starts 2004 MTA Passthrough	4.0	4.0	-	4.0
Federal New Starts 2005 MTA Passthrough	0.5	0.5	-	0.5
Federal New Starts 2006 Corridor Study	2.5	2.5	-	2.1
Federal/Other	580.8	-	580.8	-
<b>Total Revenues</b>	<b>1,423.0</b>	<b>773.4</b>	<b>649.6</b>	<b>126.0</b>
	( a )	( b )	( c )	(d=a-b)
	<b>Current Budget</b>	<b>Current Obligation</b>	<b>Current Expenditures</b>	<b>Current Available Balance</b>
<b>EXPENSES</b>				
Program Management and Administration	101.7	50.0	43.4	51.7
Master Cooperative Agreements	12.0	-	-	12.0
Real Estate including ROW Acq	30.0	9.8	9.8	20.2
Special Programs	0.3	-	-	0.3
Procurement/Vehicles	60.0	-	-	60.0
Maintenance and Operations Facility Land	20.0	11.0	11.3	9.0
Construction - IFS	18.6	18.6	11.8	-
Construction - Pasadena to Azusa segment	314.8	44.0	44.0	270.8
Construction - Azusa to Montclair segment	660.0	-	-	660.0
Construction - Ontario Airport Extension	1.2	-	-	1.2
Construction - M&O	40.0	-	-	40.0
Construction - Parking Structures	31.0	-	-	31.0
MTA Project Costs	66.0	-	-	66.0
Contingency	46.4	-	-	46.4
Project Reserve	21.0	-	-	21.0
<b>Total Project</b>	<b>1,423.0</b>	<b>133.4</b>	<b>120.3</b>	<b>1,289.6</b>