



# Foothill Gold Line

Metro Gold Line Foothill Extension Construction Authority

406 East Huntington Drive, Suite 202  
Monrovia, CA 91016-3640

p 626.471.9050 f 626.471.9049  
www.foothillgoldline.org

## Agenda Item: 6.a.

**TO:** Chair and Members of the Joint Powers Authority Board  
**FROM:** Habib F. Balian, Foothill Gold Line Chief Executive Officer  
**DATE:** November 14, 2018  
**SUBJECT:** Approval of the October 18, 2018 Foothill Gold Line Joint Powers Authority Board Minutes

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### RECOMMENDATION:

That the Joint Powers Authority Board approve the October 18, 2018 Foothill Gold Line Joint Powers Authority Board Minutes.

Executive Officer:

Habib F. Balian  
Chief Executive Officer

October 18, 2018

Page 1 of 8

**DRAFT UNTIL APPROVED BY JPA Board of Directors**

**Foothill Gold Line Joint Powers Authority Board of Directors  
SPECIAL BOARD MEETING MINUTES**

**Maria Dalton Community Room  
404 E. Huntington Drive  
Monrovia, California 91016**

**October 18, 2018  
11:30 A.M.**

**1. Call to Order**

Chair Pedroza called the meeting to order at approximately 11:30 a.m.

**2. Pledge of Allegiance**

Uriel Macias led the Pledge of Allegiance.

**3. Roll Call:**

<b>Quorum (8)</b>		<b>JPA Members</b>
<b>Present</b>	<b>Absent</b>	<b>A R C A D I A</b>
X		<b>Roger Chandler</b>
	—	Sho Tay - Alternate
<b>Present</b>	<b>Absent</b>	<b>A Z U S A</b>
X		<b>Uriel Macias</b>
	—	Angel Carrillo – Alternate
<b>Present</b>	<b>Absent</b>	<b>C L A R E M O N T</b>
X		<b>Sam Pedroza (Chair)</b>
	—	Larry Schroeder – Alternate
<b>Present</b>	<b>Absent</b>	<b>D U A R T E</b>
X		<b>Liz Reilly</b>
	—	Tzeitel Paras-Caracci – Alternate
<b>Present</b>	<b>Absent</b>	<b>G L E N D O R A</b>
X		<b>Mendell Thompson</b>
	—	Gary Boyer – Alternate
<b>Present</b>	<b>Absent</b>	<b>I R W I N D A L E</b>
X		<b>H. Manuel Ortiz</b>
	—	Mark A. Breceda – Alternate
<b>Present</b>	<b>Absent</b>	<b>L A V E R N E</b>
X		<b>Robin Carder (Vice Chair)</b>
	—	Charles Rosales – Alternate
<b>Present</b>	<b>Absent</b>	<b>M O N R O V I A</b>
X		<b>Larry Spicer</b>
	—	Gloria Crudgington – Alternate

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Present	Absent	<b>M O N T C L A I R</b>
	X	<b>Bill Ruh</b>
Present	Absent	<b>O N T A R I O</b>
X		<b>Paul Leon</b>
	—	Debra Dorst-Porada – Alternate
Present	Absent	<b>P A S A D E N A</b>
X		<b>Gene Masuda</b>
Present	Absent	<b>P O M O N A</b>
X		<b>Tim Sandoval</b>
	—	Robert Torres– Alternate
Present	Absent	<b>S B C T A</b>
	X	<b>John Dutrey</b>
	—	Curt Hagman – Alternate
Present	Absent	<b>S A N D I M A S</b>
X		<b>Denis Bertone</b>
	X	John Ebner – Alternate
Present	Absent	<b>S O U T H P A S A D E N A</b>
	—	<b>Robert S. Joe</b>
X		Michael Cacciotti – Alternate
<b>13</b>	<b>2</b>	
<b>Foothill Gold Line Staff:</b>		
Habib F. Balian, Chief Executive Officer		
Chris Burner, Chief Project Office		
Mitch Purcell, Chief Contracting Officer and In-House Counsel		
Lisa Levy Buch, Chief Communications Officer		
Chris Lowe, Clerk of the Board and Admin. Services Director		

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

Chair Pedroza invited Public Comments for items on or off the Agenda; hearing and seeing none, the Public Comment portion was closed.

**5. CEO's Monthly Report**

Mr. Balian reviewed the Critical Path Schedule for Claremont to Montclair which indicated that the Board issued the RFP C2002 to the short-listed teams in May 2018; staff expects to present the SCRRA Master Cooperative Agreement to the Board in July 2018; completed work with the Grade Crossing Working Group in August 2018; finalize the BNSF Agreement in October 2018; submit USACE permits in October 2018; Award C2002 Contract for DB2 and finalize SBCTA Funding and Construction Agreement by January 2021.

Mr. Balian indicated that with respect to parking along the Los Angeles County portion of Phase 2B, staff is working on completing a review of the Metro parking analysis by January 2019; complete Environmental Review (SEIR) by November 2019; possible potential litigation period

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until December 2020; release Request for Proposals (RFP) for DB3 (parking) in January 2021; and issue Notice to Proceed (NTP) for DB3 by January 2022.

Item received and filed.

**6. Consent Calendar:**

**a. Approval of the September 13, 2018 Foothill Gold Line Joint Powers Authority Board Minutes**

Chair Pedroza requested a motion to approve the Consent Calendar. Board Member Thompson made a motion to approve the Consent Calendar which was seconded by Board Member Sandoval and approved unanimously.

**7. General Board Items:**

**a. Receive and File Technical Update: CPUC Grade Crossing Update**

Mr. Balian introduced Mr. Chris Burner, Chief Project and Planning Officer to provide the report.

Mr. Burner indicated that the California Public Utilities Commission (CPUC) is the government agency tasked with ensuring that railroad crossings are designed, constructed, and properly maintained to ensure public safety. Mr. Burner indicated that the Rail Crossings Engineering Section (RCES) engineers investigate and evaluate requests to construct new or modify existing rail crossings. Mr. Burner indicated that the Authority must submit applications for every crossing along the Foothill Gold Line alignment (per phase/segment) for approval prior to construction.

Mr. Burner indicated that there is a total of 49 crossings in the Glendora to Montclair project, as indicated in the attached table. Mr. Burner indicated that to date, 19 crossings in total have been approved. Mr. Burner indicated that applications for the remaining 30 crossings have been submitted to the CPUC for approval. Mr. Burner indicated that the CPUC approval process for these types of applications is lengthy. Mr. Burner indicated that it is expected that most crossings will be approved by the end of the year and all will be approved by the middle of next year.

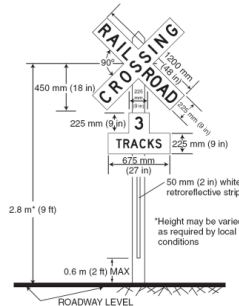
Mr. Burner presented the slides below in conjunction with his report.

[continued on next page]

## Slide 1

### 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)



## Slide 2

### Glendora to Montclair Grade Crossings

- Glendora to Montclair segment contains 49 total crossings
  - 20 at-grade crossings
  - One (1) crossing closed (Glenwood Avenue)
  - Six (6) crossings where both LRT and freight/MetroLink are grade separated
  - Seven (7) crossings where LRT is grade separated, freight/MetroLink is at-grade
  - 15 pedestrian crossings

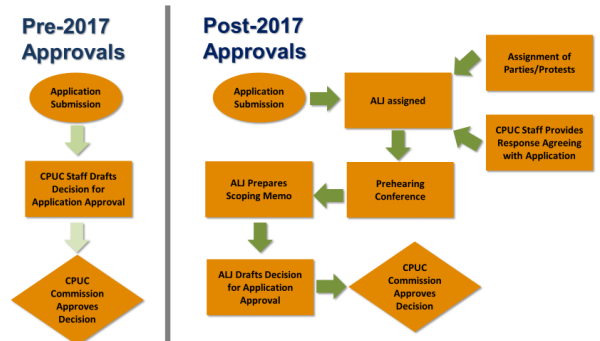
## Slide 3

### CPUC Crossing Applications

- CPUC's process for approving formal applications has recently changed
  - Legislation passed in 2017 requiring all crossing applications to receive a formal prehearing conference
- CPUC assigns an Administrative Law Judge (ALJ) for the prehearing conference
  - ALJs experience with crossings are limited and have other priorities
  - Results in application approval delays

## Slide 4

### CPUC Application Process (uncontested)



## Slide 5

### CPUC Crossing Applications

- Prehearing conference adds more steps to the CPUC process
  - Pre-2017 Approval Process 4-8 months
  - Post-2017 Approval Process 12-18 months
    - Contested crossings can take longer
- Five prehearing conferences have been conducted for 47 of 49 crossings
- Scoping memos have been prepared for 45 of the 49 crossings

## Slide 6

### CPUC Crossing Applications

- 19 of 49 crossings have been approved
  - It took 12 months from application submission to obtain approval
- Anticipate having 33 crossings approved prior notice-to-proceed (NTP) for DB2
- Anticipate having all approved within one year of NTP for DB2

Item received and filed.

**DRAFT UNTIL APPROVED BY JPA Board of Directors**

**b. Receive and File Oral Report on Parking**

Mr. Balian presented the report.

Mr. Balian presented the slides below in conjunction with his report.

**Slide 1**

**Parking Update**

- Metro board approved Supportive Transit Parking Program Master Plan (STPP) at their January 2018 meeting
- Metro finalized the Phase 2B parking study and provided recommendations based on:
  - Station locations (mid-point suburban typology)
  - Impact of implementing STPP (assumes \$3/day parking fee)
  - Flexibility for future parking demand and land use changes
- Metro's recommendations were sent to the Construction Authority in March for consideration (letter from Phil Washington and final report)
- Construction Authority sent Metro recommendations to 2B cities and provided update to the board of directors (March board meeting)
- Requested city meetings to discuss

**Slide 3**

**Glendora to Montclair Critical Path (continued)**

Activity	
Complete Parking Analysis	January 2019
Complete Environmental Review (SEIR)	November 2019
Potential Litigation Period	December 2020
Release DB3 Request for Qualifications (RFQ)	January 2021
DB3 Notice to Proceed (NTP)	January 2022

**Slide 2**

**Metro Recommendations**

	GLENDORA	SAN DIMAS	LA VERNE	POMONA**	CLAREMONT**	TOTALS
PROPOSED INVENTORY IN FEIR	420 SPACES	450 SPACES	600 SPACES	850 SPACES	1,260 SPACES	3,580 SPACES
PARKING DEMAND MODEL OUTPUT*	302 SPACES	289 SPACES	299 SPACES	530 SPACES	539 SPACES	1,959 SPACES
DIFFERENCE	118 SPACES	161 SPACES	301 SPACES	320 SPACES	721 SPACES	1,621 SPACES

\* Based on average of output at \$3.00/day.

\*\* Includes Metrolink parking demand.

\*\* Proposed inventory in FEIR - Claremont as terminus station

- Metro recommendations:
  - Build no more than 2,000 total parking spaces (five LA County stations)
  - Build surface parking lots, rather than structures, to provide flexibility for future land uses, parking demand changes and parking management solutions, and lower construction/maintenance costs
  - Metro is available to assist cities with parking management strategies to reduce any overspill issues, if they arise

Board Member Bertone inquired if the Metro recommendations were made to save money. Mr. Balian indicated that Metro has reviewed current trends and conducted studies about how users are getting to stations and the impacts of various modes of transportation (UBER, Lyft, etc) and has found that that demand for parking is expected to decrease over time.

Board Member Sandoval inquired if the Metrolink parking in Pomona which is currently free would start to charge for parking. Mr. Burner indicated that Metro will decide if they plan on charging for parking in the future.

Item received and filed.

**DRAFT UNTIL APPROVED BY JPA Board of Directors**

**c. Receive and File Oral Report on Procurement Process**

Mr. Balian introduced Mr. Mitch Purcell, Chief Contract Officer and In-House Counsel, to present the report.

Mr. Purcell presented the slides below in conjunction with his report.

**Slide 1**

**Two-Step Process**

- **STEP 1: Request for Qualifications: Determine Shortlist of Most Qualified**  
February 2018 Received Statements of Qualification from seven teams;  
Board approved shortlist (alphabetical order):
  - AECOM | Stacy and Witbeck JV
  - Herzog Rados Lane, a Joint Venture
  - Kiewit-Parsons, a Joint Venture
  - San Gabriel Valley Transit Partners (STP), a Joint Venture of Fluor and Ames
- **STEP 2: Request for Proposals: Interactive process, teams submit Proposals to build the Phase 2B Alignment described in RFP**
  - May 2018 Issued RFP
  - Issued three addenda
  - Responded to nearly 500 questions through Q&A process
  - Engaged in one-on-one meetings regarding possible ATCs (alternative technical concepts) as well as price-focused risk reduction
  - September 2018 Received Proposals
  - Evaluation process underway



**Slide 2**

**Best Value Evaluation**

Best Value: When determining the value offered by each Proposal, the Technical and Financial Proposals are approximately equal in importance.

Technical Factors:

- Civil Works, Structures and Other Technical Requirements, and Shared Corridor
- Systems
- Key Personnel, Lead Personnel, and Performance History
- Management Approach



**Slide 3**

**Best Value Evaluation**

Evaluation Committees:

- Committee One: Administrative / Legal (Pass/Fail)
- Committee Two: Financial (Pass/Fail)
- Committee Three: Civil Works, Structures and Other Technical Req'ts, and Shared Corridor
- Committee Four: Systems
- Committee Five: Key Personnel, Lead Personnel, and Performance History
- Committee Six: Management Approach

Evaluators: transportation and industry experts, attorneys, financial professionals, public agencies and city staff



**Slide 4**

**Evaluation Committees**

Technical Evaluation Approach: Formula or Adjectives

- A. Formulaic Method (points)
  - Advantage: Proposers may feel like it is objective
  - Disadvantage: Artificial quantification; risk of error
- B. Adjectival Method (words)
  - Advantage: Realistic assessment
  - Disadvantage: Proposers may feel like it is subjective
  - Ratings: "Exceptional", "Good", "Acceptable", "Susceptible to Become Acceptable", or "Unacceptable"
  - Can assign "+" and "-"; such as "Acceptable +"



Item received and filed.

**d. Consideration of Nominations to (1) San Gabriel Valley Council of Governments (SGVCOG) and (2) City of Pasadena to serve on Metro Gold Line Foothill Extension Construction Authority Board**

Chair Pedroza indicated that due to his decision to not seek re-election in November and the end of his term in December, that nominations and recommendations to the SGVCOG for a Voting Board Member and Alternate for the Voting Board Member on the Metro Gold Line Foothill Extension Construction Authority were needed at this time.



**DRAFT UNTIL APPROVED BY JPA Board of Directors**

Chair Pedroza requested nomination for recommendation to the SGVCOG for the Voting Member on the Construction Authority Board. Board Member Chandler recommended Board Member Sandoval which was seconded by Board Member Cacciotti and approved unanimously.

Chair Pedroza requested nomination for recommendation to the SGVCOG for the Alternate to the Voting Member on the Construction Authority Board. Board Member Carder recommended Board Member Thompson which was seconded by Board Member Bertone and approved unanimously.

Chair Pedroza indicated that Construction Authority Chair Tessitor appointment by the City of Pasadena was due to come to an end in December. Chair Pedroza indicated that Chair Tessitor has indicated that he does not wish to continue to serve on the Board and desires to enjoy his retirement, spend time with his wife, family and grandchildren and travel.

Chair Pedroza requested nominations for the position of Voting Member on the Construction Authority Board to be sent to the City of Pasadena. Board Member Sandoval nominated Board Member Carder which was seconded by Board Member Reilly and approved unanimously.

**e. Receive and File Monthly Project Status Update as of September 2018**

Mr. Balian provided the report.

Mr. Balian indicated that in regard to the Glendora to Montclair segment, staff continued to attend coordination meetings with corridor City staff; CPUC has approved two (2) grade crossing application packages to date; CPUC continued reviewing 11 grade crossing applications packages; Authority submitted one (1) new grade crossing application package to CPUC for review; continued review of C2002 proposal packages from the four potential design-build teams; Authority continued evaluating Metro's request to reduce parking; continued negotiating agreement with Golden State Water and executed agreement with Metropolitan Water District.

Mr. Balian indicated that regarding the Utility Relocation Project (DB1) Awarded Substantial Completion to Utility Relocation Contractor on September 24, 2018.

Mr. Balian indicated that regarding the pole line elimination project contractor (Mass Electric) continued work in the three geographical segments of the project as follows: Segment 1: Barranca Avenue to Lone Hill Avenue - completed compliance testing, nearly completed underground, and signal/crossing case updates 50% complete; Segment 2: Lone Hill Avenue to San Dimas Canyon Road - Began compliance testing and signal/crossing case updates; and Segment 3: San Dimas Canyon Road to CP Cambridge - No work yet. Mr. Balian indicated that contractor continued providing various submittals for Authority/SCRRA review and received approval on several submittals.

Mr. Balian indicated that over the next 6 to 12 months, staff will complete evaluation of Metro's request to reduce parking; receive approval of CPUC applications; execute MCAs with remaining third parties; obtain USACE permits; grant Final Acceptance to DB1; award RFP C2002 Design-Build Contract; and complete pole line elimination project.



**DRAFT UNTIL APPROVED BY JPA Board of Directors**

Item received and filed.

**8. Board Member Comments**

None.

**9. Adjournment**

Chair Pedroza adjourned the meeting at approximately 12:09 p.m.



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## Agenda Item: 6.b.

**TO:** Chair and Members of the Joint Powers Authority Board  
**FROM:** Habib F. Balian, Foothill Gold Line Chief Executive Officer  
**DATE:** November 14, 2018  
**SUBJECT:** Receive and File November 13, 2018 Metro Gold Line Foothill Extension Construction Authority Board Agenda

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### RECOMMENDATION:

That the Joint Powers Authority Board receive and file November 13, 2018 Metro Gold Line Foothill Extension Construction Authority Board Agenda.

Executive Officer:

Habib F. Balian  
Chief Executive Officer



# Foothill Gold Line

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## Board Members:

**Doug Tessitor**  
Chair  
Appointee,  
City of Pasadena

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

**Melchor A. Ilomin**  
Member  
Alternate Appointee,  
City of Los Angeles

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

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

**Gene Masuda**  
Member, Non-Voting  
Council Member,  
City of Pasadena  
Appointee, City of  
Pasadena

**Vacant**  
Member, Non- Voting  
Gubernatorial  
Appointee

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

**Alan D. Wapner**  
Member, Non- Voting  
Mayor Pro Tem,  
City of Ontario  
Appointee, SBCTA

## Executive Officer:

**Habib F. Balian**  
Chief Executive Officer

## Metro Gold Line Foothill Extension Construction Authority Board

406 E. Huntington Drive, Suite 202  
Monrovia, California 91016

### SPECIAL BOARD MEETING Foothill Gold Line Community Room (enter through 404 E. Huntington Drive)

## AGENDA

**November 13, 2018**  
**12:00 pm**

NOTICE IS HEREBY GIVEN that the Metro Gold Line Foothill Extension Construction Authority Special Board Meeting is to be held on November 13, 2018, at 12:00 pm in the Foothill Gold Line Community Room, 404 E. Huntington Drive, Monrovia, CA 91016. The agenda for the meeting will consist of the following:

### Items:

1. **Call to Order**
2. **Pledge of Allegiance**
3. **Roll Call**
4. **Public Comments on Items On/Off Agenda**
5. **Closed Session**

(a) **CONFERENCE WITH LEGAL COUNSEL**

Anticipated Litigation: ..... Government Code section 54956.9(d)(2)  
One Case

6. **CEO's Monthly Report**

7. **Consent Calendar Items:**

- a. Approval of September 26, 2018 Minutes of Metro Gold Line Foothill Extension Construction Authority Board of Directors Meeting

**Committee(s)  
Review**

*Any disclosable public records related to an open session item on a regular meeting agenda and distributed by the Construction Authority to all or a majority of the Construction Authority Board less than 72 hours prior to that meeting are available for public inspection at 406 E. Huntington Drive, Suite 202, Monrovia, CA during normal business hours.*

**8. General Board Items:**

- a. Receive and File Technical Update: Glendora To Montclair Structures
- b. Receive and File Oral Report on Procurement Status
- c. Authorize CEO to Execute Amendment 4 to Contract No. C1163 with Nossaman LLP for General Counsel and Design-Build Legal Services in the amount of \$450,000
- d. Adoption of Foothill Extension Financial Plan for Phase 2B – Revision 16
- e. Receive and File Monthly Project Status Update as of October

**9. General Counsel's Report**

**10. Board Member Comments**

**11. Adjournment**

**Next Meeting:** December 11, 2018 @ 12:00 pm  
Metro Gold Line Foothill Extension Construction Authority  
SPECIAL Board Meeting  
Foothill Gold Line Community Room  
404 E. Huntington Drive  
Monrovia, California 91016





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## Agenda Item: 6.c.

**TO:** Chair and Members of the Joint Powers Authority Board  
**FROM:** Habib F. Balian, Foothill Gold Line Chief Executive Officer  
**DATE:** November 14, 2018  
**SUBJECT:** Receive and File JPA Meeting Calendar for 2019

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### RECOMMENDATION:

Receive and File JPA Meeting Calendar for 2019.

### BACKGROUND:

The JPA meetings are held on the 2<sup>nd</sup> Thursday of month at 11:30 am. All meetings take place at the Foothill Gold Line Offices.

Below are the dates for 2019.

January 10, 2019  
February 14, 2019  
March 14, 2019  
April 11, 2019  
May 16, 2019  
June 13, 2019  
July 11, 2019  
August 15, 2019  
September 12, 2019  
October 10, 2019  
November 14, 2019  
December 12, 2019

### Executive Officer:

Habib F. Balian  
Chief Executive Officer





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## Agenda Item: 7.a.

**TO:** Chair and Members of the Joint Powers Authority Board  
**FROM:** Habib F. Balian, Foothill Gold Line Chief Executive Officer  
**DATE:** November 14, 2018  
**SUBJECT:** Receive and File Technical Update: Glendora to Montclair Structures

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### RECOMMENDATION:

That the Joint Powers Authority Board receive and file the Technical Update on Glendora to Montclair Structures.

### SUMMARY:

The Glendora to Montclair Foothill Gold Line project (Project) contains a total of 25 bridge structures. Of these bridge structures, 15 are light rail crossings, eight (8) are freight crossings, and two (2) are retaining wall structures underneath freeway bridges. The bridge structures include crossings over drainage channels and city streets. Based on the on-going preliminary engineering prepared to date, Authority staff has determined that of these 25 structures, 22 will be new, two (2) will be replacements, and one (1) will be a modification. The new structures will be built where a structure does not currently exist, the modification will consist of modifying and increasing the length of existing structure, and the replacement structures are complete replacements of existing structures.

The basis of the design for these structures will be in accordance with all applicable criteria and standards. The applicable criteria and standards include the following:

- Metro Rail Transit Design Criteria
- Metro Standard Drawings
- SCRRA Design Criteria
- Caltrans Standard Specifications
- Army Corps of Engineers standards
- AREMA code and freight railroad requirements

### BUDGET IMPLICATIONS:

The cost associated with the above-described structures work will be included in the Glendora to Montclair design-build contract budget.

Executive Officer:

Habib F. Balian  
Chief Executive Officer

## Metro Gold Line Foothill Extension Glendora to Montclair Structures

	<b>STRUCTURE NAME</b>	<b>Replacement, New or Modify</b>	<b>City</b>	<b>Number of Spans</b>	<b>Bridge Demolition</b>
1	Foothill/ Grand Ave. Grade Separation (LRT)	New	Glendora	1	No
2	Little Dalton Wash Bridge (FRT)	New	Glendora	1	No
3	Big Dalton Wash Channel Bridge (LRT)	New	Glendora	1	No
4	Big Dalton Wash Channel Bridge (FRT)	New	Glendora	1	No
5	State Route 66 Grade Separation (FRT)	Replacement	Glendora	2	Yes
6	State Route 66 Grade Separation (LRT)	New	Glendora	2	No
7	Retaining Walls East Glendora Overhead at Route 210	New	Glendora		No
8	San Dimas Wash Channel Bridge (FRT)	Replacement	Glendora	1	Yes
9	San Dimas Wash Channel Bridge (LRT)	New	Glendora	1	No
10	Lone Hill Ave Flyover (LRT)	New	Glendora	4	No
11	Retaining Wall - Gladstone Overhead at State Route 57	New	San Dimas		No
12	Bonita/ Cataract Ave. Grade Separation (LRT)	New	San Dimas	3	No
13	Puddingstone Channel RCB Culvert Protection (LRT)	New	La Verne		No
14	Puddingstone Channel RCB Culvert Protection (FRT)	New	La Verne		No
15	Marshall Creek Bridge (FRT)	New	La Verne	1	No
16	Marshall Creek RCB Culvert Protection (LRT)	New	La Verne		No
17	Live Oak Wash Channel Bridge (LRT)	New	La Verne	1	No
18	Live Oak Wash Channel Bridge (FRT)	New	La Verne	1	No
19	Thompson Creek Channel Bridge (FRT)	New	Pomona	1	No
20	Thompson Creek Channel RCB Culvert Extension (LRT)	Modify	Pomona		No
21	Garey Avenue Grade Separation (LRT)	New	Pomona	1	No
22	Towne Avenue Grade Separation (LRT)	New	Pomona	6	No
23	Indian Hill Grade Separation (LRT)	New	Claremont	3	No
24	San Antonio Wash Channel Bridge (LRT)	New	Montclair	1	No
25	Monte Vista Bridge (LRT)	New	Montclair	2	No





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### Agenda Item: 7.b.

**TO:** Chair and Members of the Joint Powers Authority Board  
**FROM:** Habib F. Balian, Chief Executive Officer  
**DATE:** November 14, 2018  
**SUBJECT:** Receive and File Oral Report on Procurement Status

---

#### RECOMMENDATION:

That the Joint Powers Authority Board receive and file the Oral Report on Procurement Status.

Executive Officer:

Habib F. Balian  
Chief Executive Officer



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## Agenda Item: 7.c.

**TO:** Chair and Members of the Joint Powers Authority Board  
**FROM:** Habib F. Balian, Foothill Gold Line Chief Executive Officer  
**DATE:** November 14, 2018  
**SUBJECT:** Receive and File the Foothill Extension Financial Plan for Phase 2B – Revision 16

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### RECOMMENDATION:

That the JPA Board of Directors receive and file the Foothill Extension Financial Plan for Phase 2B - Revision 16 of \$2,096.9 million.

### SUMMARY:

In June 2018, the Board of Directors adopted the Foothill Extension Financial Plan 15 for Glendora to Montclair. The Foothill Extension Financial Plan Revision 16 incorporates all new estimate information.

The attached proposed Foothill Extension Financial Plan Revision 16 incorporates the current assessment of changes to project revenues and expenditures and accurately reflects the most recent project outlook. Overall, the total proposed Foothill Extension Financial Plan Revision 16 increases from \$1,526.9 million to \$2,096.9 million which includes the estimated project cost to complete Phase 2B.

The increase of \$570.0 million follows the receipt of four bids for the Phase 2B Alignment Design-Build Contract and reflects the unfavorable shift in market conditions since the agency last completed the project estimate; and, when added with current unknowns and risk within the construction industry locally and nationally, these factors resulted in the long-term construction project becoming especially expensive and risky for bidders.

On the revenue side, Foothill Extension Financial Plan Revision 16 increases from \$1,526.9 million to \$2,096.9 million; changes in the major budget categories between Revision 15 and Revision 16 are listed in the table below. Revenues categories for Cities; Measure R; SBCTA; Measure M; Other: TIRCP (Cap & Trade); and Other: Grade Separations are unchanged. Revenues category Other: Miscellaneous has increased \$570.0 million and is comprised of potential additional funding categories including subregional funds, Metro, financing and State funds.

Executive Officer:

Habib F. Balian  
Chief Executive Officer

On the expenditure side, Foothill Extension Financial Plan Revision 16 increases from \$1,526.9 million to \$2,096.9 million. Changes in the major budget categories between the Foothill Extension Financial Plan Revision 15 and Foothill Extension Financial Plan Revision 16 are illustrated in the table below. Program Management and Admin, MCA, MTA Project Costs, and Planning have all remained the same, while ROW DB2, ROW DB3, Construction DB2, Construction DB3, and Project Contingency have been adjusted to reflect increases in costs.

**Foothill Extension Project Financial Plan - Revision 16 Summary**

<b>REVENUES</b>	<b>Adopted Rev 15</b>	<b>Proposed Rev 16</b>	<b>Proposed Variance</b>
Cities	42.2	42.2	0.0
Measure R	96.5	96.5	0.0
SBCTA	70.0	70.0	0.0
Measure M	1,019.0	1,019.0	0.0
Other: TIRCP (Cap & Trade)	249.2	249.2	0.0
Other: Grade Separations	50.0	50.0	0.0
Other: Miscellaneous	0.0	570.0	570.0
<b>Total Foothill Extension Revenues</b>	<b>1,526.9</b>	<b>2,096.9</b>	<b>570.0</b>

<b>EXPENDITURES</b>	<b>Adopted Rev 15</b>	<b>Proposed Rev 16</b>	<b>Proposed Variance</b>
Program Management and Admin	210.0	210.0	0.0
Master Cooperative Agreement	54.0	54.0	0.0
ROW DB2 Alignment	24.0	74.0	50.0
ROW DB3 Parking	47.0	50.0	3.0
Construction DB2 Alignment	628.9	1,078.9	450.0
Construction DB3 Parking	120.0	180.0	60.0
MTA Project Costs	221.0	221.0	0.0
Project Contingency	182.0	189.0	7.0
Planning	40.0	40.0	0.0
<b>Total Foothill Extension Expenditures</b>	<b>1,526.9</b>	<b>2,096.9</b>	<b>570.0</b>

**BUDGET IMPLICATIONS:**

The total Foothill Extension Financial Plan Revision 16 increases from \$1,526.9 million to \$2,096.9 million.

**DISCUSSION:**

The total Foothill Extension Financial Plan Revision 16 increases from \$1,526.9 million to \$2,096.9 million.

Below is an explanation of changes to the Foothill Extension Financial Plan Revision 16 by major category.

**Revenues — \$2,096.9 Million (\$570.0 million increase):**

**Cities - \$42.2 Million (no variance)**

Per Metro's policy, Cities are responsible for a 3% local match. The \$42.2 million reflects the potential 3% contribution from the cities. The Measure M 3% local match will be satisfied by one of several options including grants and in-kind contributions from the six Phase 2B cities.

**Measure R - \$96.5 Million (no variance)**

The Measure R – Phase 2B stays the same at \$96.5 million.

**SBCTA - \$70.0 Million (no variance)**

The SBCTA budget remains the same at \$70.0 million.

**Measure M - \$1,019.0 Million (no variance)**

The Measure M budget remains the same at \$1,019.0 million.

**Other: TIRCP Cap & Trade - \$249.2 Million (no variance)**

TIRCP budget remains the same at \$249.2 million. The California State Transportation Agency (CALSTA) is awarding to the Authority funds from the Transit and Intercity Rail Capital Program (TIRCP) for Los Angeles County.

**Other: Grade Separations - \$50.0 Million (no variance)**

Grade Separations budget remains the same at \$50.0 million. The Authority is working with the CPUC to determine the necessity of potential grade crossings at Bonita & Cataract. This amount remains not yet identified and uncommitted.

**Other: Miscellaneous \$570 Million (\$570.0 million increase)**

Miscellaneous budget increases \$570.0 million. It is unknown at this time the sources of funds however they could include one or more of the following: subregional funds, Metro, Financing, and State Cap & Trade.

**Expenditures — \$2,096.9 Million (\$570.0 million increase):**

**Prog. Management & Admin. - \$210.0 Million (no variance)**

This amount reflects the current estimate. Included in this amount are Authority Administration and Program Management (Hill International) costs.

**Master Cooperative Agreements - \$54.0 Million (no variance)**

This amount reflects the current estimate. Included in the current \$54.0 million is \$42.2 million for the Cities local match in addition to \$11.8 million for MCA's for Metrolink, Caltrans and Others.

**ROW DB2 Alignment \$74.0 Million (\$50.0 million increase)**

This amount reflects the current estimate. Real estate in Southern California appears to be at the highest rate level in history.

ROW DB3 Parking \$50.0 Million (\$3.0 million increase)

This amount reflects the current estimate.

Construction DB2 Alignment \$1,078.9 Million (\$450.0 million increase)

This amount reflects the current estimate. Included in this amount are SBCTA construction costs and an additional grade separation.

Construction DB3 Parking \$180.0 Million (\$60.0 million increase)

This amount reflects the estimated costs through the project.

MTA Project Costs \$221.0 Million (no variance)

This amount reflects the current estimate. Included in this amount are vehicles, yard costs, labor costs, contingency, county counsel, audit, security, operations, safety, public relations, art, marketing, community relations, TAP, radios, ROC/SCADA, ITS, and Betterments.

Project Contingency \$189.0 Million (\$7.0 million increase)

This amount reflects the current estimate. Included in this amount is 15% of construction costs.

Planning \$40.0 Million (no variance)

This amount reflects the current estimate.



# Foothill Gold Line

Metro Gold Line Foothill Extension Construction Authority

406 East Huntington Drive, Suite 202  
Monrovia, CA 91016-3640

p 626.471.9050 f 626.471.9049  
www.foothillgoldline.org

## Agenda Item: 7.d.

**TO:** Chair and Members of the Joint Powers Authority Board  
**FROM:** Habib F. Balian, Foothill Gold Line Chief Executive Officer  
**DATE:** November 14, 2018  
**SUBJECT:** Receive and File Monthly Project Status Update as of October 2018

---

### RECOMMENDATION:

That the Joint Powers Authority Board receive and file Monthly Project Status Update as of October 2018.

Executive Officer:

Habib F. Balian  
Chief Executive Officer

# Foothill Gold Line Project

## Monthly Project Status Report

October 2018







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## FOOTHILL GOLD LINE PROJECT DESCRIPTION

The Foothill Gold Line Construction Authority (also known as the Metro Gold Line Foothill Extension Construction Authority) is an independent transportation agency created in 1998 by the California State Legislature to plan, design and build the Metro Gold Line light rail system from Union Station in Downtown Los Angeles to the Montclair TransCenter in San Bernardino County. The \$3 billion, 37-mile program is being built in three segments and when completed will connect the cities of Los Angeles, South Pasadena, Pasadena, Arcadia, Monrovia, Duarte, Irwindale, Azusa, Glendora, San Dimas, La Verne, Pomona, Claremont and Montclair to the expanding network of rail lines throughout Los Angeles and San Bernardino Counties.

The first segment of the line from Union Station to Pasadena was completed in 2003, and the second segment from Pasadena to Azusa was completed in 2015. The third segment, from Glendora to Montclair (Figure 1) broke ground in December 2017 and is being mostly funded by Los Angeles County Measure M with additional funds coming from: residual Measure R funds not used for the Pasadena to Azusa segment, State of California Transit and Intercity Rail Capital Program funds (including SB1 funds), and funding from San Bernardino County. Three contracts are being used to build the 12.3-mile, six station segment which is anticipated to reach substantial completion in 2026.

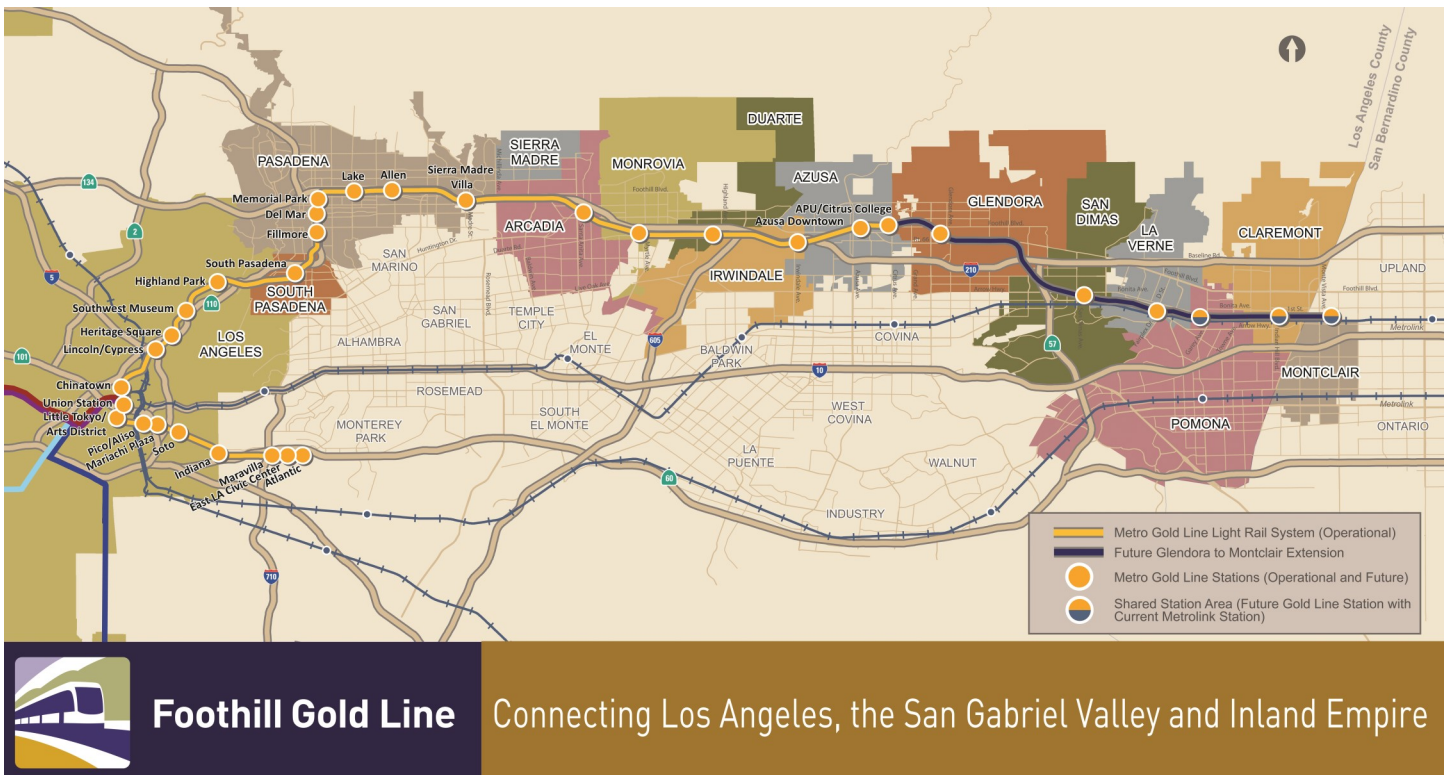


Figure 1: Foothill Gold Line Alignment



**GLENDORA TO MONTCLAIR**  
**MANAGEMENT ISSUES**

No issues to report at this time.



**GLENDORA TO MONTCLAIR**  
**KEY ACTIVITIES COMPLETED THIS PERIOD**

Authority and City staff continued to hold coordination meetings to discuss the project

CPUC has approved two (2) grade crossing application packages to date

CPUC continued reviewing 12 grade crossing application packages

Continued review of C2002 proposal packages from the four potential design-build teams

Authority continued evaluating Metro's request to reduce parking

Continued negotiating agreement with Golden State Water

Received Final Acceptance application from Utility Relocation Project (DB1) contractor

The pole line elimination project contractor continued work in the three geographical segments of the project as follows:

- Segment 1: Barranca Avenue to Lone Hill Avenue
  - signal/crossing case updates 50% complete
  - completed compliance testing
  - completed underground installation for 7 out of 10 locations
- Segment 2: Lone Hill Avenue to San Dimas Canyon Road
  - signal/crossing case updates 50% complete
  - completed compliance testing
- Segment 3: San Dimas Canyon Road to CP Cambridge
  - began signal/crossing case updates
  - began compliance testing
  - began underground installation
  - began cable installation



## **GLENDORA TO MONTCLAIR**

### **KEY FUTURE ACTIVITIES**

Complete evaluation of Metro's request to reduce parking

Receive approval of CPUC applications

Execute MCAs with remaining third parties

Obtain USACE permits

Grant Final Acceptance to DB1 contractor

Award RFP C2002 Design-Build Contract

Complete pole line elimination project



## Metro Gold Line Foothill Extension Construction Authority

406 East Huntington Drive, Suite 202

Monrovia, CA 91016

### Change Management Log

#### Project: Foothill Gold Line - Utility Relocation Project (C2001) - W.A. Rasic

Original Contract Amount: \$2,627,000.00

Approved Change Orders: (\$298,858.06)

Current Contract Total: \$2,328,141.94

Pending Change Orders: \$0.00

Pending Contract Total: \$2,328,141.94

#### Change Orders

CO No.	Change Management	Title	Initiated Date	Approved Date	Outstanding Days	Time Extension	Amount
<b>EXECUTED Change Order</b>							
CO-001	PCO - 00001	Delete Mills Avenue Sewer Improvement	12/18/17	03/01/16	73		(\$160,000.00)
CO-002	RFC - 00003	Carrion Water Unforeseen Conditions & Indian Hill Storm Drain Repair	06/27/18	08/10/18	44		\$15,966.94
CO-003	PCO - 00002	Correction of Contract Value	08/15/18	08/22/18	7		\$0.00
CO-004	PCO - 00004	Provisional Sum Adjustment	08/28/18	08/30/18	2		(\$149,425.00)
CO-005	PCO - 00003	Oakbank Sewer Credit	08/27/08	09/13/18	17		(\$5,400.00)
Subtotal:							(\$298,858.06)

#### PENDING Change Order

Subtotal: \_\_\_\_\_

#### Open PCOs

PCO Number	Title	Amount
------------	-------	--------

#### Open RFCs

RFC Number	Title	Amount
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## Metro Gold Line Foothill Extension Construction Authority

406 East Huntington Drive, Suite 202  
Monrovia, CA 91016

### Change Management Log

#### Project: Foothill Gold Line – Communication and Signal Systems Installation Services (C2010) – Mass Electric

Original Contract Amount:	\$4,574,195.00		
Approved Change Orders:	\$0	Pending Change Orders:	\$0
Current Contract Total:	\$4,574,195.00	Pending Contract Total:	\$4,574,195.00

#### Change Orders

CO No.	Change Management	Title	Initiated Date	Approved Date	Outstanding Days	Time Extension	Amount
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#### EXECUTED Change Order

Subtotal: \_\_\_\_\_

#### PENDING Change Order

Subtotal: \_\_\_\_\_

#### Open PCOs

PCO Number	Title
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#### Open RFCs

RFC Number	Title
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**FOOTHILL GOLD LINE FINANCIAL STATUS**  
**Project Operating Budget Summary in Millions of Dollars**  
**October 31, 2018**

	( a )	( b )	(c=a-b)	( d )
<b>FINANCIAL PLAN</b>	<b>Current Budget</b>	<b>Funding Committed to Project</b>	<b>Uncommitted Funds</b>	<b>Revenues Received</b>
Cities	42.2	-	42.2	-
Measure R - 2B	96.5	96.5	-	33.7
SBCTA	70.0	44.5	25.5	2.9
Measure M	1,019.0	1,019.0	-	-
Other - Cap and trade	249.2	249.2	-	-
Other - Grade Separations	50.0	-	50.0	-
<b>Total Revenues</b>	<b>1,526.9</b>	<b>1,409.2</b>	<b>117.7</b>	<b>36.6</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	210.0	16.0	2.7	194.0
Master Cooperative Agreements	54.0	2.0	-	52.0
ROW DB2 Alignment	24.0	5.0	-	19.0
ROW DB3 Alignment	47.0	-	-	47.0
Construction DB2 Alignment	628.9	-	-	628.9
Construction DB3 Parking	120.0	-	-	120.0
MTA Project Costs	221.0	-	-	221.0
Project Contingency	182.0	-	-	182.0
Planning	40.0	40.0	33.0	-
<b>Total Project</b>	<b>1,526.9</b>	<b>63.0</b>	<b>35.7</b>	<b>1,463.9</b>