Foothill Gold Line
Project Briefing, May 26, 2016
Part of Los Angeles County’s Future

Project’s currently built or underway
Construction Authority’s Responsibility

Project’s currently built or underway

Montclair

Foothill Gold Line
3 Segments - Planning/Construction

- Los Angeles to Pasadena
  - 13.7 Miles, 3 Cities, 13 Stations
- Pasadena to Azusa Extension
  - 11.5 Miles, 5 Cities, 6 Stations
- Glendora to Montclair Extension
  - 12.3 Miles, 6 Stations

Foothill Gold Line
Project Journey To Date

1990
Atchison Topeka – Santa Fe Right-of-Way Acquired; Construction begins on Phase I

1994
MTA Suspends Project due to budget concerns

1998
Construction Authority formed by SB 1847 State legislature

1999
Construction Authority resumes Construction on Phase I; Groundbreaking for the Chinatown Aerial Structure is held June 2000

2000
MTA Board changes name from Blue Line to Gold Line

2001
Phase 2 (Pasadena to Montclair) Alternatives Analysis Completed and Draft EIR/S Approved

2003
Metro Gold Line Phase 1 (Union Station to Pasadena) Opens

2004
Preliminary engineering completed

2005
Project Definition Report Adopted

2006
CPUC Applications/FTA Cost Verification/Pasadena to Azusa Final EIR Adopted

2007
Measure R Approved; LRTP Adopted

2008-9
Pasadena to Azusa Breaks Ground; Glendora to Montclair DEIR/S Process Begins

2010
Final EIR Approved, LPA Selected, Glendora to Montclair

2013
Pasadena to Azusa Construction Completion

2015
Glendora to Montclair Construction Completed

2023-24
* Timeline assumes project breaks ground in 2017
Construction Authority

- Planning, Designing and Building the Foothill Gold Line
  - Single-purpose agency; staff focuses on one project
  - Stakeholder and community engagement is paramount to process
  - Risk is reduced for contractors (Authority takes care of CPUC approvals, USACE permits, PSR/PR, third party MOUs, major geologic testing, etc.)
  - Design-build program provides efficiencies, especially when dealing with multiple jurisdictions
Construction Authority Process Saves Time

Pasadena to Azusa Segment Timeline

<table>
<thead>
<tr>
<th>Year</th>
<th>Event</th>
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<tbody>
<tr>
<td>2003</td>
<td>Alternatives Analysis Study</td>
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<tr>
<td>2004</td>
<td>CEQA/NEPA</td>
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<td>2005</td>
<td>Design-Build Procurement &amp; Project Design</td>
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<td>2006</td>
<td>Legal Challenges</td>
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<td>2007</td>
<td>Project Construction</td>
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<td>2008</td>
<td>Integration; Testing; Pre-Revenue Operations</td>
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<td>2009</td>
<td>Turn Project Over to Operator</td>
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<tr>
<td>2010</td>
<td>Time Saved</td>
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<tr>
<td>2011</td>
<td>CPUC approvals</td>
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<tr>
<td>2012</td>
<td>MOUs w/cities &amp; other entities</td>
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<tr>
<td>2013</td>
<td>Purchase large parcels</td>
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<tr>
<td>2014</td>
<td>Environmental assessments,</td>
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<tr>
<td>2015</td>
<td></td>
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<td>2024</td>
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</tbody>
</table>

Pasadena to Azusa took 12 Years to Complete vs. Typical 23 Years; Saving more than a decade
Current Staffing Level

- Chief Executive Officer: Habib Balian
- General Counsel: Alfred E. Smith II
- Clerk of the Board: Chris Lowe
- Chief Financial Officer: Crandal Jue
- Director of Systems: Phil Dinets
- CCO & In-House Counsel: Mitchell Purcell
- Media Relations: Albert Ho
- Chief Project Officer: Chris Burner
- CTO: Lisa Levy Buch
- Director of Planning: Chris Burner
- Clerk of the Board: Chris Lowe
- Personnel Manager: Chris Lowe

Authority = 7 employees
General Counsel = 1 employee

* Filling Position on Interim Basis
Current Staffing Level

- Chief Executive Officer: Habib Balian
  - General Counsel: Alfred E. Smith II
  - Clerk of the Board: Chris Lowe
- Chief Project Officer: Chris Burner
- CCO & In-House Counsel: Mitchell Purcell
- Chief Financial Officer: Crandal Jue
  - Accountant: Vacant
  - Grants Administrator: Vacant
- Director of Planning: Chris Burner
  - Director of Public Affairs: Lisa Levy Buch
    - Media Relations: Albert Ho
    - Community Relations: Vacant
    - Administrative Assistant: Vacant
    - Administrative Manager: Vacant
- Receptionist: Vacant

- Grants Administrator: Vacant
  = 7 employees
- General Counsel: = 1 employee
- Vacant: = 8 employees

* Filling Position on Interim Basis
Current Staffing Level

- Chief Executive Officer: Habib Ballan
- General Counsel: Alfred E Smith II
- Clerk of the Board: Personnel Manager: Chris Lowe

- Chief Project Officer: Chris Burner
- Program Manager: John Steady

- CCO & In-House Counsel: Mitchell Purcell

- Director of Planning*: Chris Burner

- Director of Engineering: Denis Cournoyer
- Director of Systems Construction: Phil Greaves
- Director of Public Affairs: Lisa Levy Buch
- Deputy Director of Engineering: John Sarah

- Project Controls Manager: Richard Dinets
- Project Controls Engineer: Brian Bussey

- Construction Manager: John Skoury
- Construction Director: Reky Hiramoto

- Project Manager: Dan Goods
- Field Office Administrator: Claudia Ramirez

- Quality Manager: Dan Osorio
- Auditor: Zareh Baghdassarian
- Auditor: Jatin Anvari

- Signals Engineer: Brian Bussey
- Project Engineer: Habib Charbel

- Deputy Director of Engineering: John Sarah
- Engineering Manager: Alex Glavan

- Director of Engineering: Dave Courtman
- Deputy Director of Engineering: John Sarah

- Director of Estimating: Mitchell Purcell
- Director of Traffic: Habib Charbel
- Director of Environmental Management: Mitchell Purcell

- Director of Operations & Startup: Mike Costello
- UFS Support: Mike Costello
- DB Procurement: Mike Costello

- Chief Financial Officer: Habib Balian
- Administrative Manager: Vacant

- Administrative Assistant: Vacant
- Grants Coordinator: Vacant
- Real Estate/Management: Pat Flynn

- Art Manager: Lesley Elwood
- Accountant: Vacant

- Director of Grants: Vacant
- Consultant: 22 employees

- Authority: 7 employees
- General Counsel: 1 employee
- Vacant: 8 employees

* Filling Position on Interim Basis

Foothill Gold Line
Staffing at Peak Construction

Chief Executive Officer
Habib Balian

General Counsel

Chief Project Officer
Chris Burner

Director of Systems
Dennis Cournoyer

Submittals Coordinator
Margaux Vogel

Systems Manager
Phil Dinets

Director of Engineering
Dennis Cournoyer

Civil Engineer
Connie Levinson

Station Coordinator
Tanya Patsaouras

Additional PMC Support
Traffic
Geotechnical
MEP
Noise & Vibration
Safety Certification
Operations & Startup
CPUC Support
Structural

Authority = 16 employees
Consultant = 30 employees

* Filling Position on Interim Basis
Supported by Program Management Contractor

Scope of Work (including, but not limited to):

- Engineering and Design Management
- Construction Management
- Systems
- SCRRRA & Freight Operators/Track
- Third-Party and Change Management
- Project and Document Control
- CPUC and Safety
- Environmental Analysis, Clearance and Monitoring
- Operations Planning and Analysis

- Current contract is with Hill International, 3-year, up to $9 million
Pasadena to Azusa
Segment Update
Pasadena to Azusa Segment

- Fully funded by Los Angeles County’s Measure R ½-cent sales tax
- Broke ground June 26, 2010
- Three design build contracts
- Substantial completion on-time and on-budget – September 23, 2015
Six New Gold Line Stations
All Stations Have Parking

- Arcadia – 300
- Monrovia – 350
- Irwindale – 350
- APU/Citrus College – 200
- Duarte/City of Hope – 125
- Azusa Downtown – 200*

* Gold Line parking will be integrated into multi-use structure
Foothill Gold Line Bridge
Operations Campus, Monrovia

Main Shop Building
Certified LEED Gold by U.S. Green Building Council
Station Artwork

Art-tour.foothillgoldline.org
Station Artwork

Art-tour.foothillgoldline.org
Passenger Service Began March 5, 2016

- Ridership in March 2016 was up by more than 9,000 boardings on weekdays - and more than 340,000 total for the month (compared to March 2015)
- Most riders are new to the Metro system and are traveling to Pasadena
- Nearly all riders are getting out of their cars
Project Closeout

- Pasadena to Azusa segment of the Gold Line Foothill Extension project was built with three design build contracts
  - **Skanska USA (Gold Line Bridge)**
    - Achieved substantial completion November 29, 2012
    - Final Acceptance granted October 4, 2013
  - **Foothill Transit Constructors (FTC), a joint venture between Kiewit and Parsons**
    - Responsible for all elements of the project except for Gold Line Bridge and parking facilities
    - Achieved substantial completion September 23, 2015
  - **Webcor Builders (Webcor)**
    - Responsible for construction of parking facilities and intermodal enhancements
    - Achieved substantial completion August 28, 2015
Remaining Close Out Items

- FTC and Webcor contracts - final contract closeout Items:
  - FTC
    - punch list items (126 of 4245 items open),
    - spare parts delivery (50% complete),
    - as-built drawings (60% submitted), and
    - systems performance demonstration test (final report being prepared)
  - Webcor
    - as-built drawings (45% submitted) and
    - submission of record documents
  - Authority staff also continues to work with Metro and corridor cities regarding the transfer of all project properties to the appropriate party
Glendora to Montclair
Future Segment Update
Six Future Stations; Six Cities

- Future Glendora Station
- Future San Dimas Station
- Future Claremont Station
- Future Montclair Station
- Future Pomona Station
- Future La Verne Station
Project Readiness

✓ Alternatives Analysis Complete
✓ Locally Preferred Alternative Selected
  • Alignment
  • Station and Parking Locations
✓ Environmentally Cleared (CEQA)
✓ Right of Way Purchased
✓ Station Artists/Concepts Selected
✓ Political and Community Support for LPA
✓ Advanced Conceptual Engineering/Design Funding Approved
  • Advanced Engineering Underway
  • City Coordination Underway
  • Station Artist Design Effort Underway
Shovel Ready: 2017

- Prepared to launch two design-build procurements for award as early as 2017
- Third Party MOUs, approvals & project understanding, PUC approvals, Fire-life Safety MOU, Emergency Access Plan
- Sufficient advanced conceptual engineering to refine project estimates and support third party reviews and approvals, PSR/PR
- Final plan set including major project elements, Geotechnical Reports, Traction Power Load Plan Study
- Prepare and ready draft DB scope, contract terms and conditions
- Phase I & II Environmental Assessment Reports
- Project completion 2023
Glendora to Montclair Work Plan
Substantial Completion 2023-24

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<td>Q1</td>
<td>Q2</td>
<td>Q3</td>
<td>Q4</td>
<td>Q1</td>
<td>Q2</td>
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</table>

- **Advanced Engineering Plan Set**
  - Developed to 30%

- **Prepare Design-Build Package 1**
  - (Shared Corridor Trackwork & Bridges)

- **Launch Design-Build 1**

- **Prepare Design-Build Package 2**
  - (All Other Project Elements)

- **Launch Design-Build 2**

- **Board Approval**

Schedule assumes construction funding available in 2017 if approved in proposed 2016 Los Angeles County Tax Measure; Draft LRTP says 2019
Draft Procurement Packages

**Design Build Package # 1**
- Bridges
- Grade Separations
- Freight Track Relocation

**Design Build Package # 2**
- Alignment
- Parking Facilities

Project Budget - $1.2 billion
Glendora to Montclair Progress to date

- Completed Phase 1 ISA
- Prepared Project Study Report/Project Report (PSR/PR) for Caltrans review
- Submitted the Safety and Security Certification Plan for submission to Metro for signature
- Continued advancement of plan and profile drawings
- Continued right-of-way survey and drawings
- Continued geotechnical work (completed 1 phase of 3 phase process)
- Continued conceptual design of parking facilities
- Continued review of Phase 1 ESA and will begin Phase 2 ESA and ADL investigation work in the near future
- Continued composite utility drawings
- Continued to attend coordination meetings with corridor City staff to discuss project
- Continued the Station Design and Art Review program (SDAR)
<table>
<thead>
<tr>
<th>Activity</th>
<th>Date</th>
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<tbody>
<tr>
<td>Safety &amp; Security Certification Plan</td>
<td>June 2016</td>
</tr>
<tr>
<td>Submit Project Study Report/Project Report</td>
<td>June 2016</td>
</tr>
<tr>
<td>CPUC Applications</td>
<td>September 2016</td>
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<tr>
<td>Develop ACE Drawings</td>
<td>October 2016</td>
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<td>Station Design and Art Review (SDAR)</td>
<td>December 2016</td>
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<td>BNSF Agreement</td>
<td>June 2017</td>
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<td>USACE Permits</td>
<td>June 2017</td>
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Funding Update
The Construction Authority Board of Directors adopted an updated Estimated Project Cost for Glendora to Montclair segment in January 2016:

- Estimated Total Project Cost = $1.216 billion

Note:
- Estimated Project cost includes the LA County portion ($1.153 billion) and SB County portion ($63 million)
- SGVCOG allocation has a shortfall of $134 million for LA County portion
### Draft Ballot Measure Expenditure Plan

**Potential Ballot Measure Expenditure Plan for Public Review**

*2015 $ in thousands*

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Notes</th>
<th>Approximate Schedule of Funds Available</th>
<th>Ground-breaking Start Date</th>
<th>Expected Completion Date (3 year range)</th>
<th>Subregion*</th>
<th>2015-2057 LRTP / Other Funding 2015$</th>
<th>PBM funding 2015$</th>
<th>Most Recent Cost Estimate 2015$**</th>
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</thead>
<tbody>
<tr>
<td>All Major Projects Included in the Potential Ballot Measure</td>
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<td>1 Airport Metro Connect 96th St. Station/Green Line Ext LAX®</td>
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<td>2018</td>
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<td>$233,984</td>
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<td>2 Westside Purple Line Extension Section 3 ®</td>
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<td>12 LA River Waterway &amp; System Bikeway</td>
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<td>$1,270,000</td>
<td>$2,837,000</td>
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*Source: Metro*
# Ballot Measure Timeline

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<tr>
<th>Jan</th>
<th>Feb</th>
<th>Mar</th>
<th>Apr</th>
<th>May</th>
<th>June</th>
<th>July</th>
<th>Aug</th>
<th>Sept</th>
<th>Oct</th>
<th>Nov</th>
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</thead>
</table>
| **November 2016 to May 2016**  
Project Sequencing Discussions and Input | | | | | | | | | | |
| **November 2015 to May 2016**  
Metro Outreach to Subregions | | | | | | | | | | |
| | **February 2016**  
Metro Community Workshops | | | | | | | | | |
| | **March 2016**  
Outreach to Subregions | | | | | | | | | |
| | **Preliminary Expenditure Plan to Board** | | | | | | | | | |
| | | **May 2016**  
Metro Community Workshops | | | | | | | | |
| | | **Final Ordinance & Expenditure Plan** | | | | | | | | |
| | | | | | | | | | | **November 8, 2016 Election** |

Source: Metro
Ballot Measure Structure

Potential Ballot Measure Structure

Source: Metro
Wrap Up
Wrap Up

Pasadena to Azusa:
• Completed on-time, on-budget
• Passenger service began March 5, 2016
• Ridership is exceeding expectations

Glendora to Montclair:
• Advanced conceptual engineering now underway
• Project will be “shovel ready” for design-build procurement as early as 2017
• Seeking $1.2 billion construction funding
Stay Connected:
foothillgoldline.org
iwillride.org

/fiwillride
/@iwillride