

**Metro**

Los Angeles County  
Metropolitan Transportation Authority

One Gateway Plaza  
Los Angeles, CA 90012-2952

213.922.2000 Tel  
metro.net

**PLANNING AND PROGRAMMING COMMITTEE  
JANUARY 16, 2013  
CONSTRUCTION COMMITTEE  
JANUARY 17, 2013**

**SUBJECT: GOLD LINE FOOTHILL EXTENSION PHASE 2B**

**ACTION: AMEND FUNDING AGREEMENT TO INCREASE FUNDING FOR  
CEQA/NEPA COMPLIANCE, PRELIMINARY ENGINEERING AND  
PLANNING FOR PHASE 2B**

**RECOMMENDATION**

Amend the Funding Agreement between the Gold Line Construction Authority ("Authority") and the MTA for Phase 2A to increase funds associated with CEQA/NEPA compliance, preliminary engineering and planning for Phase 2B along with revised conditions for payment of such funds based upon milestones.

**ISSUE**

The October 2009 Long Range Transportation Plan (LRTP) identified \$810.5 million associated with the Foothill Extension project (Pasadena to Claremont). Based on this amount, the Funding Agreement and subsequent amendments established an LOP budget for the Foothill Extension (Phase 2A) from Pasadena to Azusa of \$741 million. Currently \$69.5 million is remaining for the Foothill Extension.

The Funding Agreement allows the Authority to be reimbursed up to \$6 million of the \$810.5 million for CEQA/NEPA compliance, preliminary engineering and planning for Phase 2B once the Authority demonstrates that Phase 2A can be constructed within the established LOP Budget (the "Phase 2B test"). The \$6 million currently allocated is insufficient to perform all of these activities and additional funds of \$30 million are being requested for a total of \$36M. The amount requested is comparable with similar activities on MTA projects. This would leave an additional \$33.5 million for future Foothill Extension costs (Phase 2A or 2B).

The California State Legislature has recently redefined Phase 2B to terminate in Montclair, rather than in Claremont. The Funding Agreement will be further amended to reflect the new limits for Phase 2B (Azusa to Montclair). No Measure R funds will be used for environmental, preliminary engineering, and planning work relating to the portion of Phase 2B located outside of Los Angeles County.

## **DISCUSSION**

The Gold Line Foothill Extension is being managed cooperatively between MTA and the Authority wherein the Authority is responsible for the design and construction of the project while Metro is funding, overseeing the design and construction, and operating the project upon completion. The collaboration between the two agencies is guided by the Funding Agreement and MCA. The Funding Agreement provides the guidelines and mechanism by which Metro will fund the project while the MCA provides the guidelines and mechanism by which Metro oversees the design, construction, testing, and start-up of the project.

The Metro Gold Line system currently extends from Los Angeles to Pasadena serving cities and communities along the alignment corridor. The Metro Gold Line Foothill Extension is a phased project that extends the existing Metro Gold Line, from the City of Pasadena to the City of Montclair. The extension will be constructed in two phases. Construction of the first phase (Phase 2A) from the Pasadena Sierra Madre Villa Station to the Azusa-Citrus Station is underway with anticipated completion in 2016. The Gold Line Foothill Extension has three components: the I-210 bridge in Arcadia, alignment and O&M facility, and parking facilities. The I-210 bridge is complete. The alignment and O&M facility are in design and a design-build contract for the parking facilities is expected to be awarded in early 2013.

The second phase (Phase 2B) from Azusa to Montclair would extend the Gold Line alignment to the east and include six new stations in the cities of Glendora, San Dimas, Laverne, Pomona, Claremont, and Montclair. The project would provide service from the Azusa-Citrus Station in the City of Azusa in Los Angeles County to the City of Montclair Transcenter, located just east of Monte Vista Avenue in Montclair in San Bernardino County.

In August 2012, the Authority released the Phase 2B Draft EIR for public review and comment. MTA provided comments on the Draft EIR. The Authority currently plans to seek their board approval of the EIR in early 2013. In order to begin the federal environmental process in accordance with NEPA, as well as preliminary engineering and other planning activities additional funds are required.

This action seeks to revise the Funding Agreement to allocate a total of \$36 million, in lieu of the original \$6 million, to perform the CEQA/NEPA compliance, preliminary engineering and planning for Phase 2B. This would leave an additional \$33.5 million

for future Foothill Extension costs (Phase 2A or 2B). No Measure R funds will be used for environmental, preliminary engineering, and planning work relating to the portion of Phase 2B located outside of Los Angeles County. In addition, this action seeks to replace the "Phase 2B Test" language currently in the Funding Agreement with conditions for payment based upon the milestones set forth below. Consistent with "Phase 2B Test" language currently in the Funding Agreement, the milestones ensure that adequate funds exist for the completion of Phase 2A:

1. Milestone 1: Completion of all of the following events: (i) all Phase 2A design-build contracts are awarded, (ii) contingency for Phase 2A is equal to or greater than 7.5% of remaining Phase 2A design-build contract values, and (iii) the Final EIR for Phase 2B has been certified by the Construction Authority Board, Upon satisfaction of Milestone 1, the Authority would be authorized to be reimbursed up to \$6M (if there are sufficient funds remaining from the \$810.5 million) for CEQA/NEPA compliance, preliminary engineering and planning for Phase 2B (including retroactive reimbursement).
2. Milestone 2: Completion of all of the following events: (i) Phase 2A construction at 50% complete, and (ii) contingency for Phase 2A is equal to or greater than 5% of remaining Phase 2A design-build contract value.. Upon satisfaction of Milestone 2, the Authority would be authorized to be reimbursed up to an additional \$14M (if there are sufficient funds remaining from the \$810.5 million) for CEQA/NEPA compliance, preliminary engineering and planning for Phase 2B. The maximum the Authority would receive for CEQA/NEPA compliance, preliminary engineering and planning for Phase 2B once Authority meets Milestone 1 and Milestone 2 would be \$20M.
3. Milestone 3: Completion of all of the following events: (i) Phase 2A has achieved substantial completion with set aside amounts to pay Phase 2A outstanding claims , and (ii) there is at least a \$5M contingency remaining in Phase 2A until project turnback as defined by the Master Cooperative Agreement. . Upon the satisfaction of Milestone 3, the Authority would be authorized to be reimbursed up to an additional \$16M (if there are sufficient funds remaining from the \$810.5 million) for CEQA/NEPA compliance, preliminary engineering and planning for Phase 2B. The maximum the Authority would receive for CEQA/NEPA compliance, preliminary engineering and planning for Phase 2B once Authority meets Milestone 1, Milestone 2 and Milestone 3 would be \$36M.

Under the terms of the existing Funding Agreement, the Authority is prohibited from seeking federal New Start funds for Phase 2A or 2B of the Foothill Extension.

### **DETERMINATION OF SAFETY IMPACT**

This report has no impact on safety.

## **FINANCIAL IMPACT**

There is no increase in funding programmed for the Foothill Extension as a result of this action.

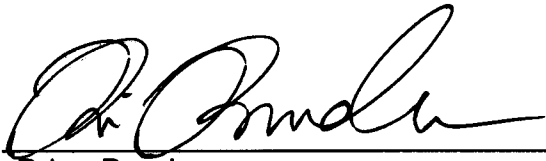
## **ALTERNATIVES CONSIDERED**

The Board may choose not to approve the milestones for release of additional Foothill Extension Phase 2B funds until later in the development of Phase 2A. This may delay the ability of the Authority to obtain federal environmental clearance for Phase 2B.

## **NEXT STEPS**

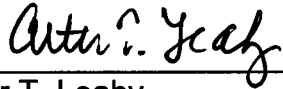
Upon Board approval, staff will work with the Authority to amend the Funding Agreement.

Prepared by: Brian Boudreau, Executive Director Program Management  
(213) 922-2474  
Julie Owen, Senior Project Control Manager (213) 922-7313



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Brian Boudreau  
Executive Director, Program Management



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Arthur T. Leahy  
Chief Executive Officer