



Foothill Gold Line

Habib F. Balian *Chief Executive Officer*



Habib F. Balian serves as the Chief Executive Officer of the Foothill Gold Line Construction Authority, overseeing planning, funding and construction of the light rail line from Los Angeles to Montclair. Previous to his appointment as CEO, Habib served as the Chief Administrative Officer.

During his 16-year tenure with the Authority, he has overseen construction of the nearly 14-mile Los Angeles to Pasadena segment (a design-build program that came in on time and under budget); and is currently overseeing the planning, design and construction for the Pasadena to Azusa segment (completed on-time & on-budget and put into service March 2016). Habib is also overseeing the necessary planning studies and advanced engineering to ready the segment from Glendora to Montclair for future construction.

In both his current and former capacity, Habib has led the agency's successful communications strategy, promoting the project with elected officials and government agencies at all levels – which played an important role in improving relationships and securing funding for the Pasadena to Azusa project.

Before joining the Construction Authority, Habib was chief of staff for LA Metro - overseeing management of the Office of the CEO. His direct reporting departments were Management Audit Services, Planning and Environmental Reviews and Readiness of transit projects, Board Research Services, Government Relations, and Labor Relations.

Habib also spent seven years with the Board of Supervisors advising on transportation issues.

Habib holds a Bachelor of Arts degree in international relations from the University of Southern California. He is married and has two sons.



Case Study:

The Pasadena Gold Line Construction Authority



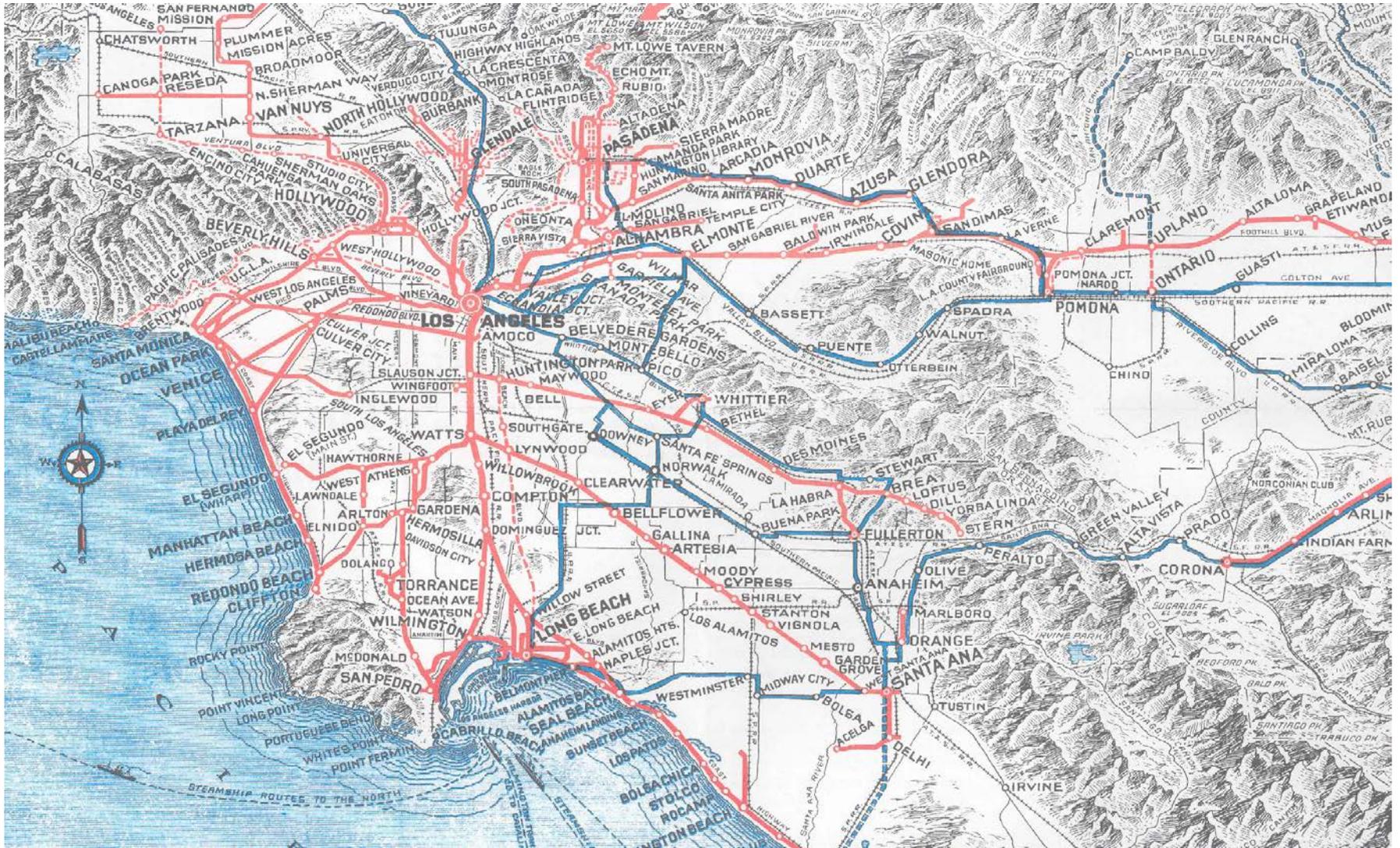
Foothill Gold Line

Project Briefing, May 4, 2016

Bringing Passenger Rail Back



- 1886 – The first horsecar line opens, called the Pasadena Street Railroad.
- 1893 – The first electric line opens, called City Railway.
- 1894 – The Pasadena & Los Angeles Electric Railway purchases all Pasadena street railway companies.
- 1895 – Electric line connecting Pasadena to Downtown Los Angeles opens.
- 1898 – The Los Angeles & Pacific Electric Railway Company succeeds P&LA.
- 1902 – Old Pacific Electric succeeds the Los Angeles & Pasadena.
- 1902 – Railroad tycoon Henry Huntington builds the Alhambra and Pasadena Short Lines.



Pacific Electric Railway System (1901-1961)

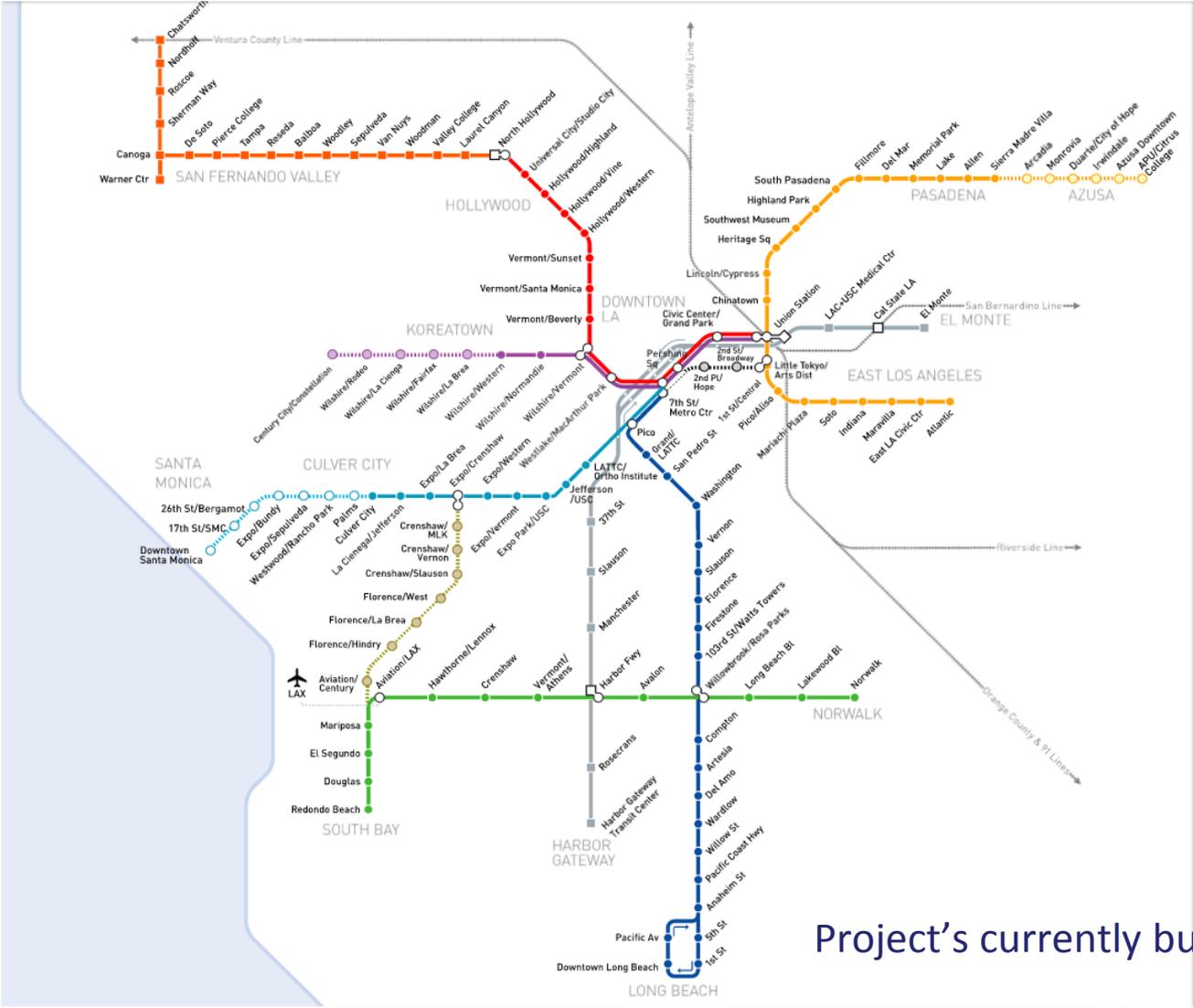
Automobile Focus



Without rail options, use of cars and buses increase; congestion worsens

➤ I-210 Freeway today (a portion of the freeway through Pasadena)

County Rail System – Measure R



Project's currently built or underway

San Gabriel Valley Pop & Emp Growing

SGV Cities	2014 Residents	2024 Residents	% Change in Population	2014 Employment	2024 Employment	% Change in Employment
Alhambra	83,708	88,362	6%	29,627	30,997	5%
Arcadia	52,731	56,522	7%	22,706	23,943	5%
Azusa	52,331	55,719	6%	15,358	15,820	3%
Baldwin Park	74,519	77,842	4%	16,718	17,402	4%
Bradbury	1,027	1,071	4%	464	468	1%
Claremont	37,500	39,550	5%	18,756	19,923	6%
Covina	50,702	52,513	4%	13,978	14,477	4%
Diamond Bar	46,488	49,315	6%	11,409	11,854	4%
Duarte	21,253	22,382	5%	6,828	7,084	4%
El Monte	104,488	116,330	11%	35,865	36,824	3%
Glendora	49,956	53,897	8%	13,000	13,625	5%
Industry	25,090	26,027	4%	86,342	87,224	1%
Irwindale	1,262	1,479	17%	14,099	13,585	-4%
La Cañada Flintridge	19,298	19,528	1%	8,723	9,108	4%
La Puente	37,292	43,024	15%	5,195	5,431	5%
La Verne	33,223	35,640	7%	9,598	10,268	7%
Monrovia	35,748	37,222	4%	15,487	16,075	4%
Monterey Park	61,316	69,985	14%	32,107	33,694	5%
Pasadena	132,620	140,910	6%	114,942	121,497	6%
Pomona	147,496	170,571	16%	53,998	57,071	6%
Rosemead	47,968	49,996	4%	13,220	13,698	4%
San Dimas	34,269	35,584	4%	15,335	15,767	3%
San Gabriel	43,906	46,955	7%	13,782	14,472	5%
San Marino	13,163	13,252	1%	4,794	5,031	5%
Sierra Madre	10,930	10,968	0%	3,383	3,411	1%
South El Monte	19,269	20,467	6%	14,421	14,343	-1%
South Pasadena	25,598	25,971	1%	9,030	9,504	5%
Temple City	29,568	31,066	5%	6,372	6,676	5%
Walnut	23,641	25,419	8%	7,929	8,312	5%
West Covina	107,464	114,457	7%	25,879	27,269	5%
Total SGV	1,423,824	1,532,024	8%	639,345	664,853	4%
Total LA County	9,771,300	10,522,100	8%	4,336,000	4,567,500	5%

Source: Metro SRTP 2014.

- The Foothill Gold Line corridor cities will be adding more than 51,504 residents and 15,000 jobs within the next decade
- In all, the Foothill Gold Line corridor cities are expected to represent 44% of the total population, and 49% of the total employment, in the San Gabriel Valley by 2024



About the Construction Authority

Construction Authority Formed

Wilson Signs Bill Creating a New Agency to Build L.A.-Pasadena Light Rail Line

October 01, 1998 | From a Times Staff Writer

In the wake of problems plaguing the Metropolitan Transportation Authority, Gov. Pete Wilson signed a bill Wednesday that will create another agency to finish the job of building a light rail line between downtown Los Angeles and Pasadena. The bill creates the Pasadena Metro Blue Line Construction Authority to take over the stalled project from the MTA. The new agency will be headed by a five-member board, composed of representatives from the MTA, Los Angeles, Pasadena, South Pasadena and the San Gabriel Valley Council of Governments. The bill allows the board to select an executive director and hire consultants.

...the Pasadena Metro Blue Line Construction Authority to take over the stalled project from the MTA

The project's supporters still must close a shortfall of as much as \$259 million in the line's construction budget. But Schiff has said that a single-purpose authority, without the weight of the MTA's baggage, will be able to find a way to build the line far more efficiently. The bill was neither endorsed nor opposed by the MTA. The Bus Riders Union, however, opposed the legislation. Members of that passenger advocacy group contend that the bill will siphon away funds needed by the MTA to comply with a federal court order mandating improvements to its troubled bus system.

The MTA spent more than \$220 million on engineering and preliminary construction on the Blue Line before the agency's deepening financial problems forced work to be

Los Angeles Times

Vote Backs New Agency for Rail Line

August 21, 1998 | JEFFREY L. RABIN and RICHARD SIMON | TIMES STAFF WRITERS

In a stinging repudiation of the Metropolitan Transportation Authority's "poor record," the Assembly overwhelmingly approved a bill Thursday that will create another agency to finish building a trolley-like rail line between downtown Los Angeles and Pasadena.

In a stinging repudiation of the Metropolitan Transportation Authority's "poor record," the Assembly overwhelmingly approved...create another agency to finish the job...

The project's supporters still must close a shortfall of as much as \$259 million in the \$804-million Blue Line construction budget. But they believe that a single-purpose authority, without the weight of MTA's baggage, will find a way to build the light-rail line "far more cost effectively," according to Sen. Adam Schiff (D-Burbank), the bill's principal author.

The MTA neither endorsed nor opposed the bill.

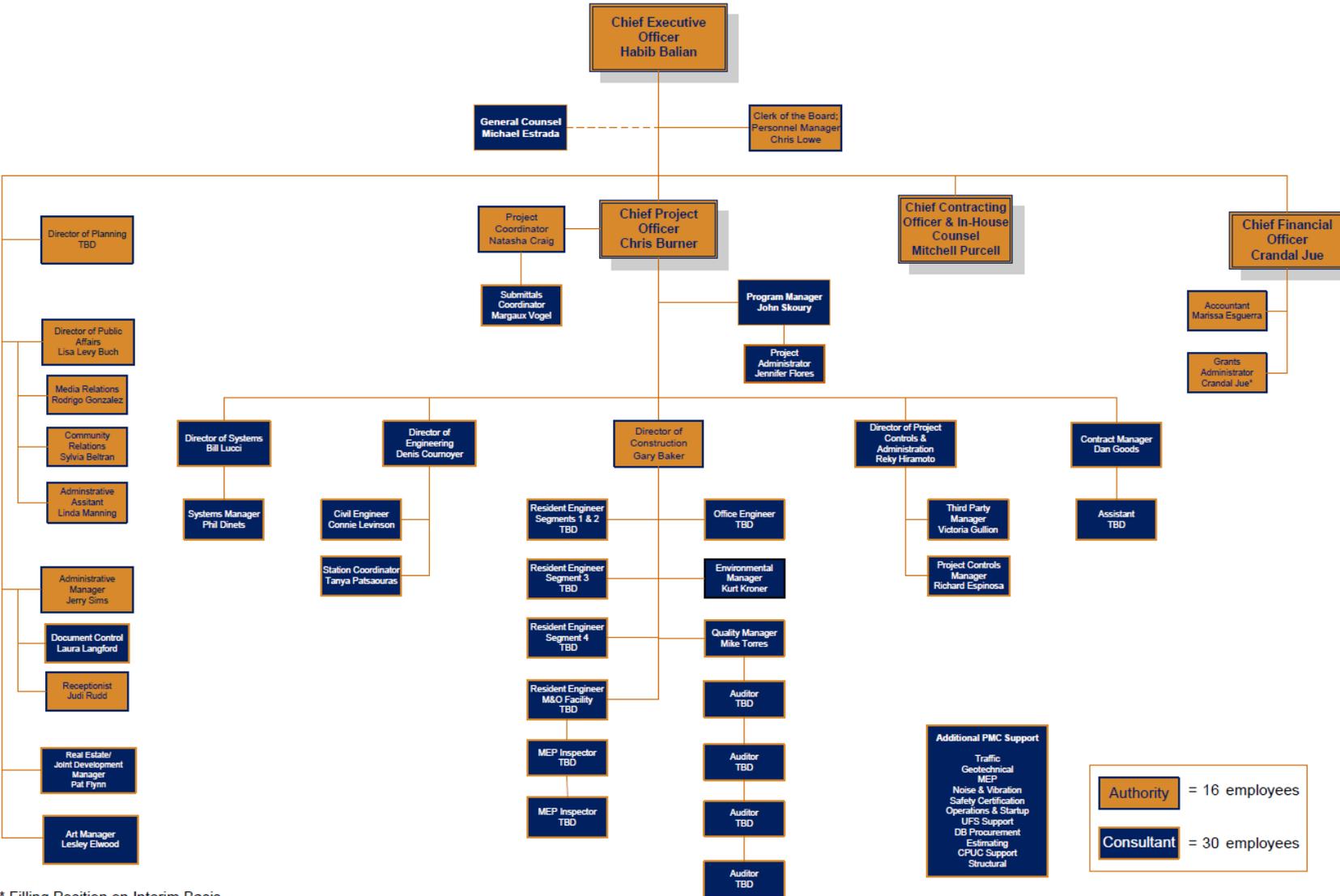


Construction Authority

- Construction Authority was created by state legislation in 1998 to plan, design and build the Metro Gold Line from Union Station east to Montclair (updated in 2011)
- Enabling legislation provides all necessary powers to complete the project
- Construction Authority is overseen by board of directors
- Board of directors receives feedback from all corridor cities through JPA and TAC
- Construction Authority works closely with Metro -
 - Roles and responsibilities formalized in Master Cooperative Agreement
 - Construction Authority builds the project per Metro's design and safety specifications
 - Both agencies play a role in project safety, planning and education



Construction Authority Organization



* Filling Position on Interim Basis

Board of Directors



Marisol Rodriguez
Alternate, City of Los Angeles



John Fasana
Member



Doug Tessitor
Chair



Sam Pedroza
1st Vice Chair



Paul Leon
Member



Dan Evans
Member, Non-Voting



Carrie Bowen
Member, Non-Voting



Alan Wapner
Member, Non-Voting



Gene Masuda
Member, Non-Voting

Grassroots Approach



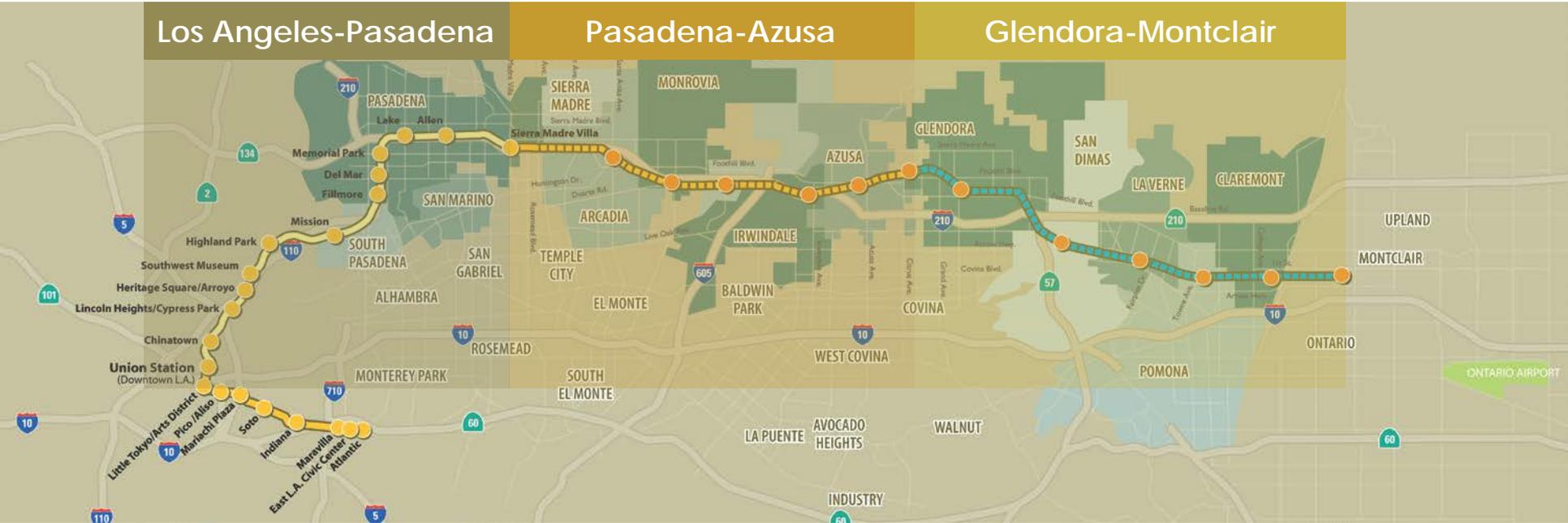
- Work closely with corridor cities throughout planning, design and construction
- JPA & TAC - Governance Structure includes Representation by All Corridor Cities
 - Elected Officials – Joint Powers Authority
 - City Staff – Technical Advisory Committee

3 Segments - Planning/Construction

Los Angeles-Pasadena

Pasadena-Azusa

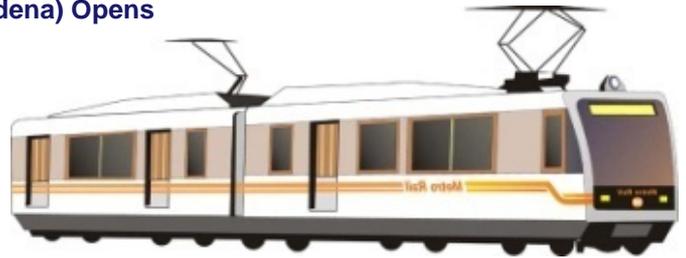
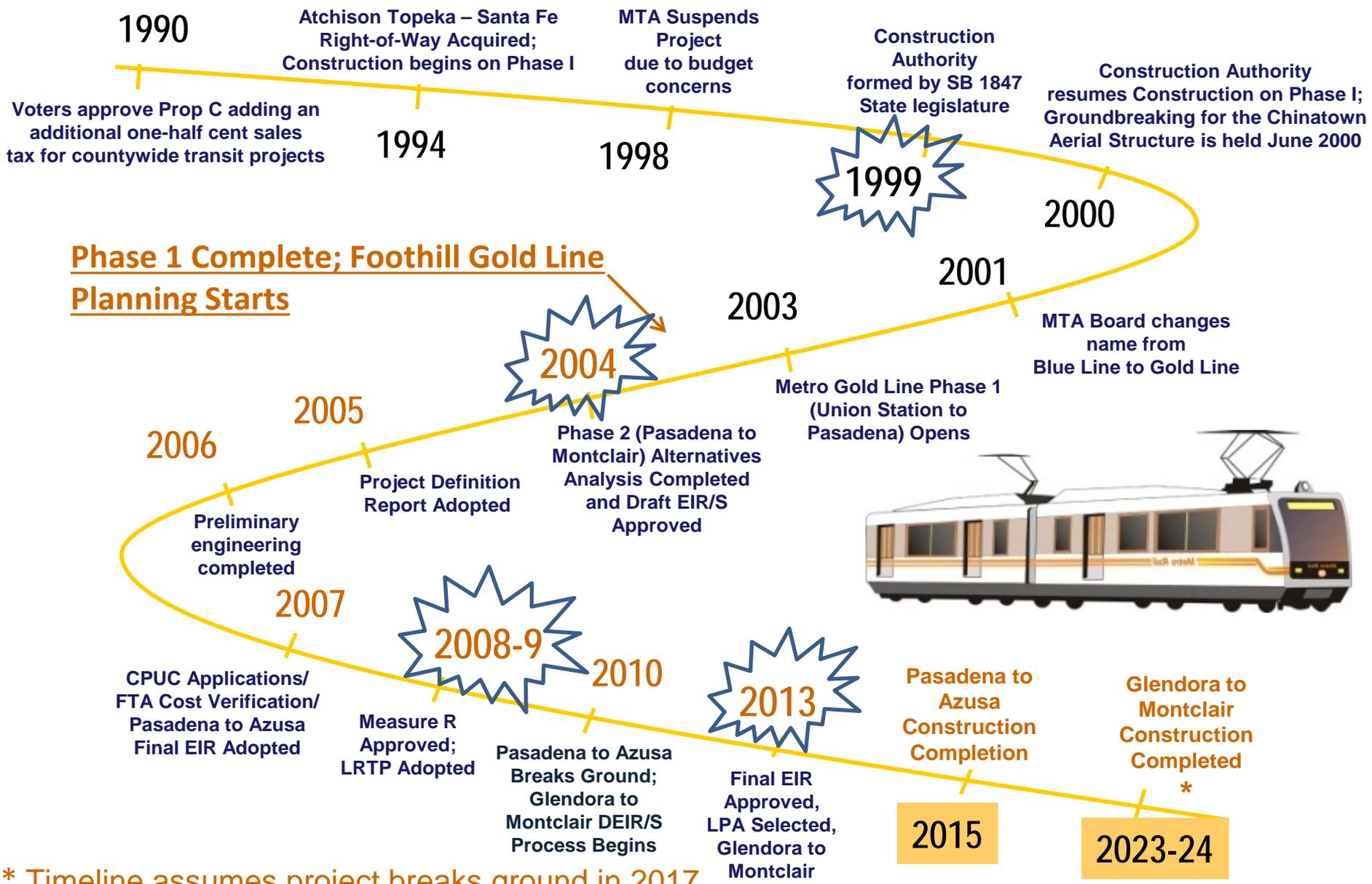
Glendora-Montclair



- 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



Project Journey To Date



* Timeline assumes project breaks ground in 2017

Typical Project Timeline

23 Years to Completion



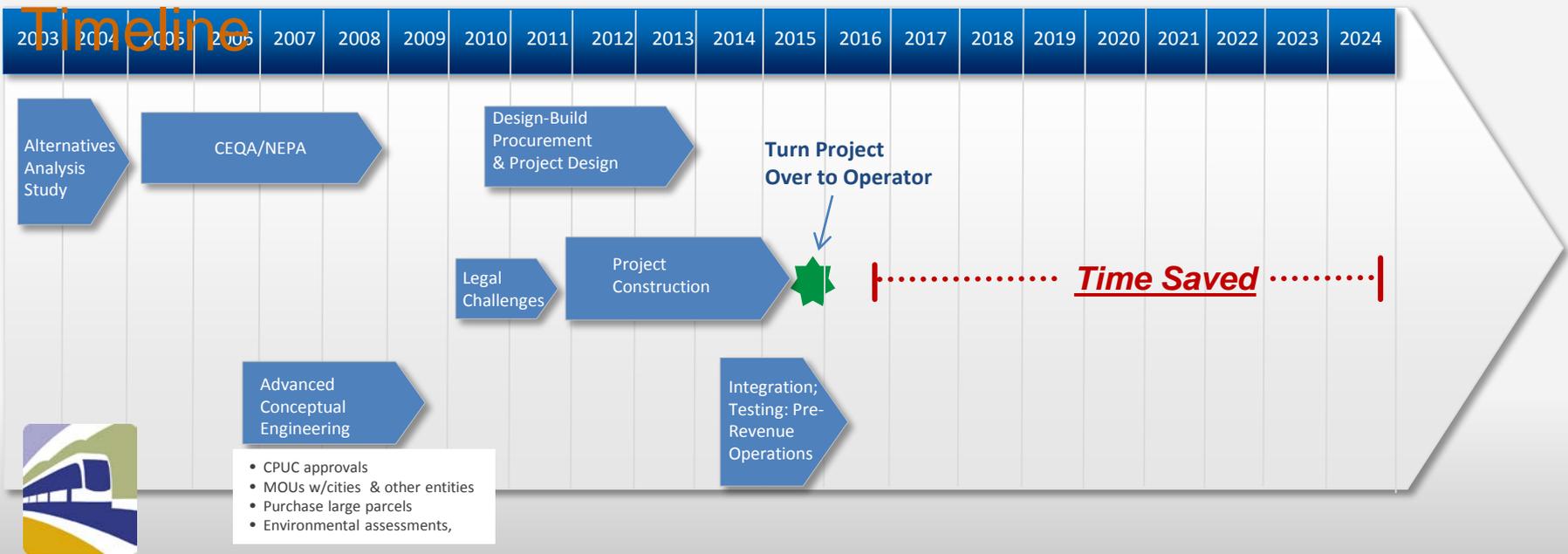
- Construction Authority has reduced typical project timeline
 - Single-purpose agency; staff focuses on one project
 - Stakeholder and community engagement is paramount to process
 - Risk is reduced for contractors (Authority takes care of CPUC approvals, USACE permits, PSR/PR, third party MOUs, major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

Construction Authority Process

Pasadena to Azusa Segment

2025 2026

Timeline



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

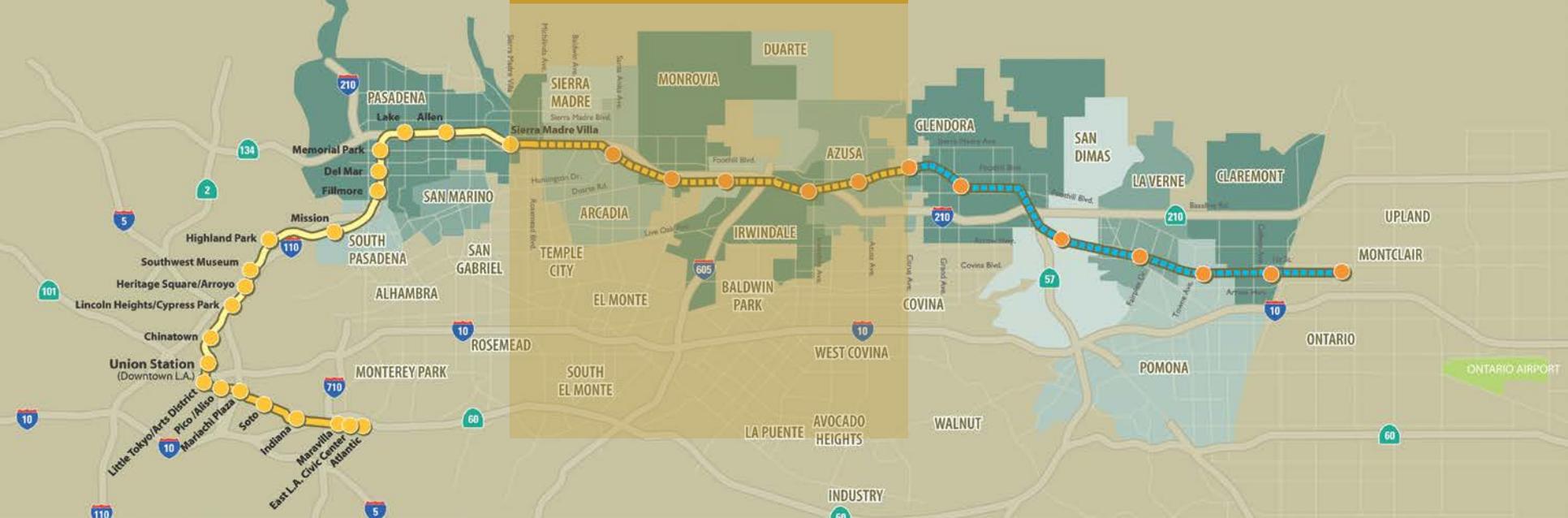


Pasadena to Azusa

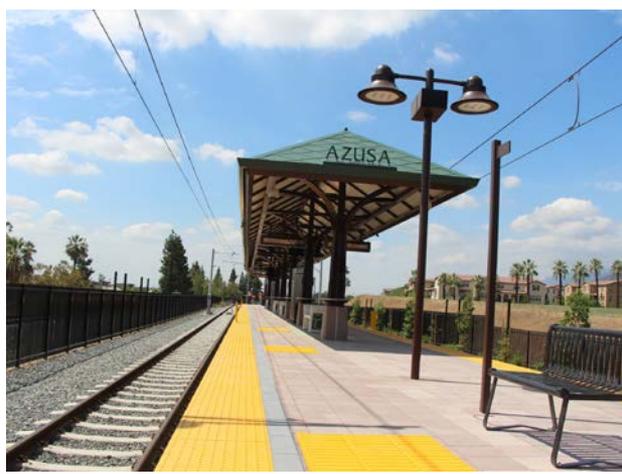
Segment Update

Pasadena to Azusa: On Time; On Budget

Pasadena-Azusa



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*



Arcadia Parking Structure



Irwindale Parking Structure

* 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





Glendora to Montclair Future Segment Update

Six Future Stations; Six Cities



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



Glendora to Montclair Work Plan

Substantial Completion 2023-24



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

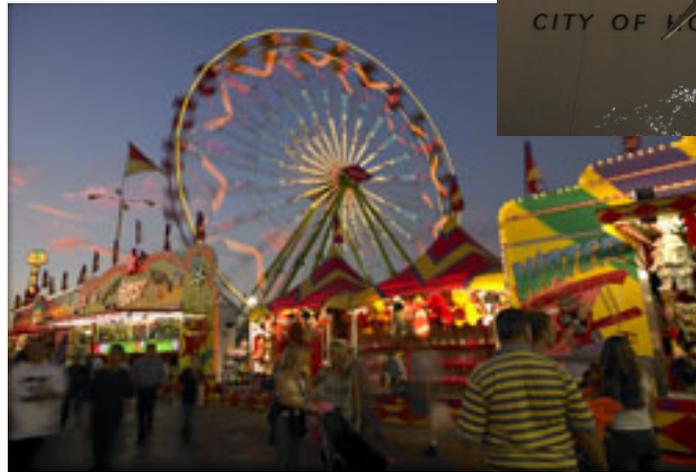


Foothill Gold Line's Connections

Regional Destinations



City of Hope National Medical Center



LA County Fairplex



Santa Anita Racetrack



LA/Ontario International Airport

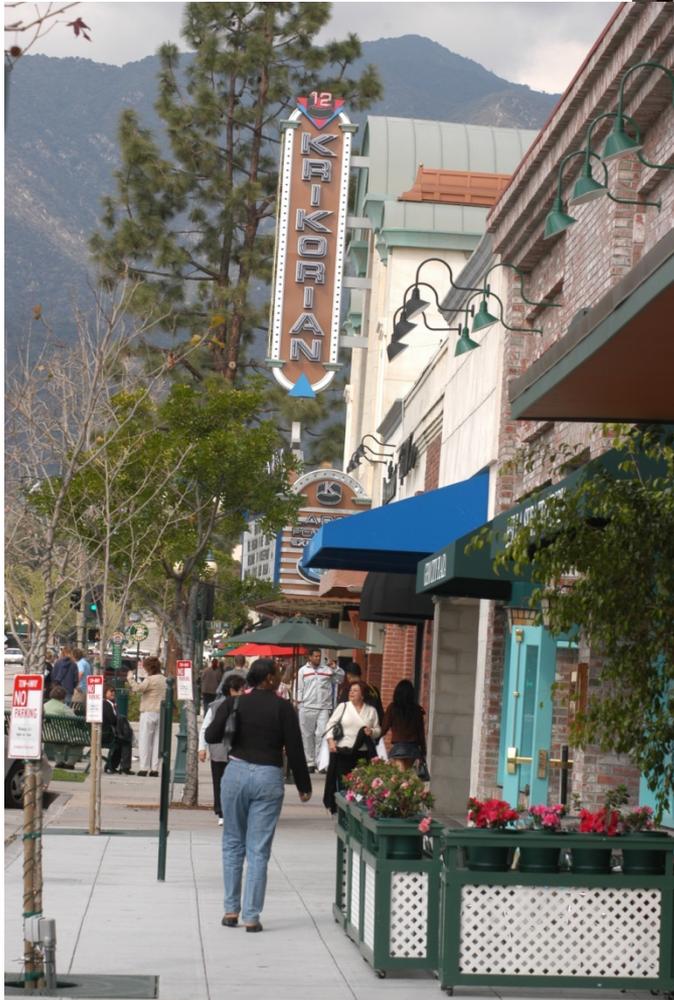
Higher Education



Tens of thousands of students and faculty/staff within a half mile radius of station areas



11 Historic Downtowns and Dozens of Hospitals

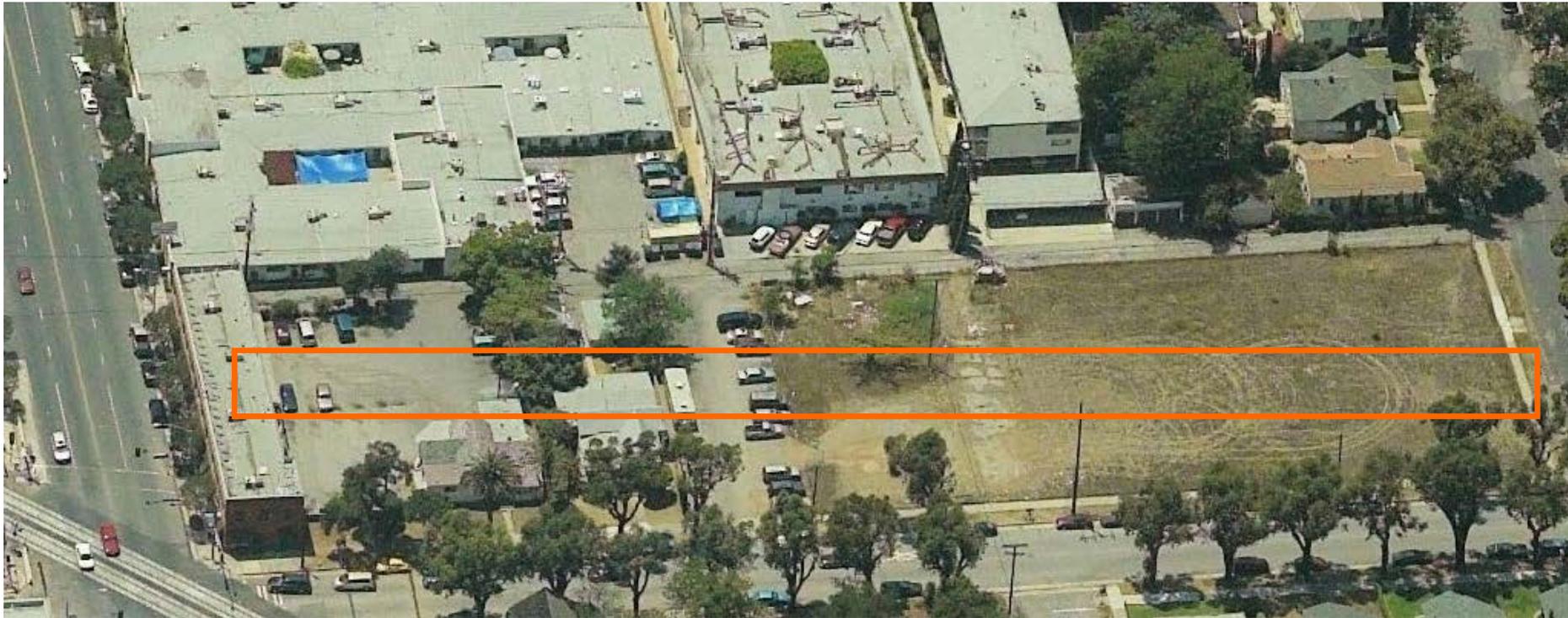




Foothill Gold Line Smart Growth & TOD

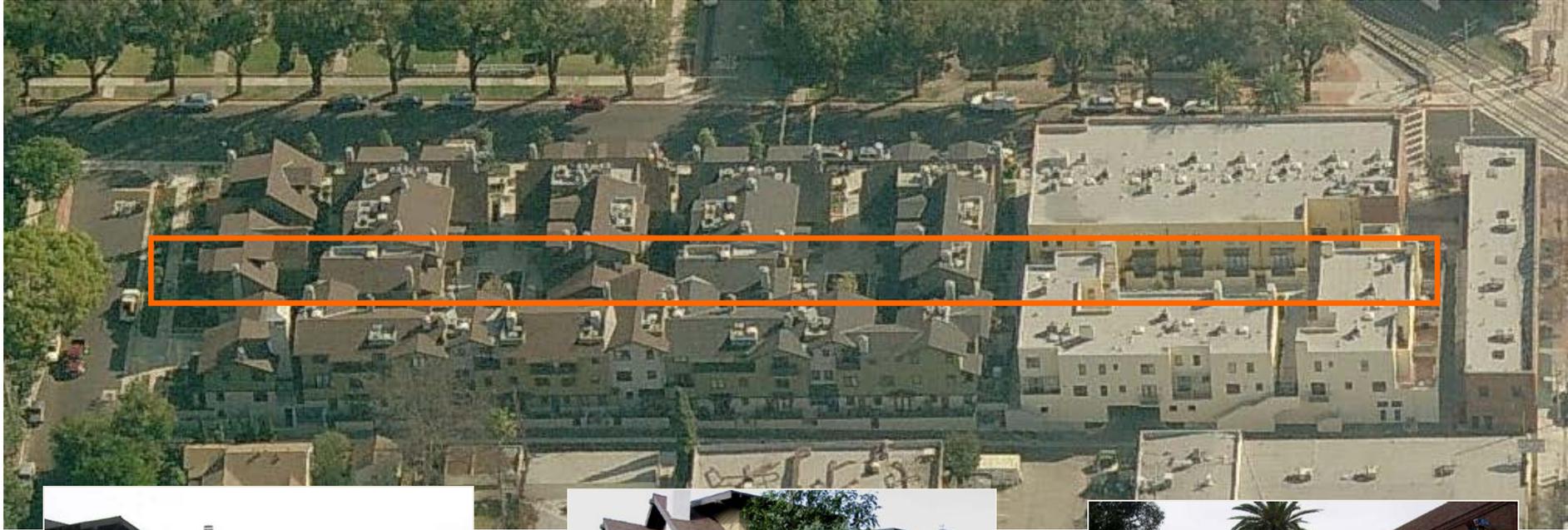
Mission Station (South Pasadena) - Before

- Overall density 5 DU/acre
- Retail along Mission was struggling



Mission Station (South Pasadena) - After

- Project density **45 DU/acre**
- Thriving retail & restaurant environment



Del Mar Station (Pasadena) - Before

- Overall density **0** DU/acre
- Surface parking and historic depot



Del Mar Station (Pasadena) - After

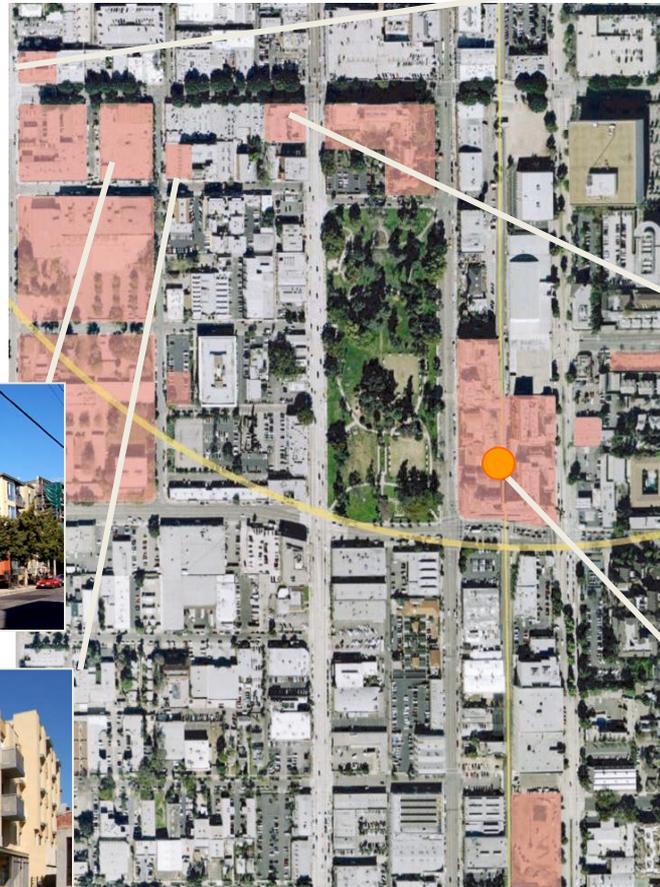
Pasadena Place



Palermo



Archstone Del Mar Station



DeLacey at Green



Messina



- 25,000 SF retail/commercial
- 347 DU (averaging 1,000 SF)

Phase 2 TOD Opportunities

The 24-mile corridor can absorb significant infill development potential:

1,200 acres of opportunity sites

Roughly equivalent to the size of...



Downtown Los Angeles

Station Area Development Opportunities

- 17,000 DU
- 3 million SF retail
- 7.5 million SF office



Funding Update

Draft Ballot Measure Expenditure Plan

DRAFT
Potential Ballot Measure Expenditure Plan
for Public Review

ATTACHMENT A
Groundbreaking Sequence
(Exceptions Noted)

(2015 \$ in thousands)

For Reference Only	Project (Final Project to be Defined by the Environmental Process)	Notes	Approximate Schedule of Funds Available		Subregion*	2016 - 2057 LRTP / Other Funding 2015\$	PBM funding 2015\$	Most Recent Cost Estimate 2015\$**
			Ground- breaking Start Date	Expected Completion Date (3 year range)				
	All Major Projects Included in the Potential Ballot Measure			1 st yr of Range				
1	Airport Metro Connect 96th St. Station/Green Line Ext LAX ®	a	2018	2024	sc	\$233,984	\$337,716	\$581,000
2	Westside Purple Line Extension Section 3 ®	b	2018	2024	w	\$986,139	\$994,251	\$1,980,390
3	High Desert Corridor (HDC) Right-of-Way ®		2019	2021	nc	\$100,000	\$170,000	\$270,000
4	I-5 N Cap. Enhancements (SR-14 to Lake Hughes Rd) ®		2019	2023	nc	\$544,080	\$240,000	\$784,080
5	Gold Line Foothill Extension to Claremont ®	c	2019	2025	sg	\$78,000	\$1,019,000	\$1,097,000
6	BRT Connector Orange/Red Line to Gold Line		2020	2022	av	\$0	\$133,500	\$133,500
7	BRT Connector Orange/Red Line to Gold Line		2020	2022	sf	\$0	\$133,500	\$133,500
8	East SF Valley Transit Corridor Project ®	d	2021	2027	sf	\$520,500	\$810,500	\$1,331,000
9	Crenshaw/LAX Track Enhancement Project	e	2022	2024	sc	\$0	\$48,154	\$48,154
10	SR-71 Gap from I-10 to Mission Blvd.		2022	2026	sg	\$80,057	\$26,443	\$110,000
11	SR-71 Gap from Mission Blvd. to Rio Rancho Rd.		2022	2026	sg	\$165,000	-	\$165,000
12	LA River Waterway & System Bikepath		2023	2025	cc	\$0	\$365,000	\$365,000
13	Complete LA River Bikepath		2023	2025	sf	\$0	\$60,000	\$60,000
14	West Santa Ana Transit Corridor LRT Ph 1 ®	b,d	2023	2029	gc	\$500,000	\$535,000	\$1,035,000
15	Sepulveda Pass Transit Corridor (Ph 1) ®	b,f	2024	2026	sf	\$0	\$130,000	\$130,000
16	Sepulveda Pass Transit Corridor (Ph 1) ®	b,f	2024	2026	w	\$0	\$130,000	\$130,000
17	Vermont Transit Corridor		2024	2028	cc	\$400,000	\$25,000	\$425,000
18	Orange Line BRT Improvements		2024	2028	sf	\$0	\$286,000	\$286,000
19	SR-57/SR-60 Interchange Improvements	d	2025	2031	sg	\$565,000	\$205,000	\$770,000
20	I-710 South Corridor Project (Ph 1) ®	d,h	2026	2032	gc	\$150,000	\$250,000	\$400,000
21	I-105 Express Lane from I-405 to I-605		2027	2029	sb	\$0	\$175,000	\$175,000
22	Sepulveda Pass Transit Corridor (Ph 2) ®	b,f	2024	2033	sf	\$1,567,000	\$1,270,000	\$2,837,000
23	Sepulveda Pass Transit Corridor (Ph 2) ®	b,f	2024	2033	w	\$1,567,000	\$1,270,000	\$2,837,000



Source: Metro

Ballot Measure Timeline

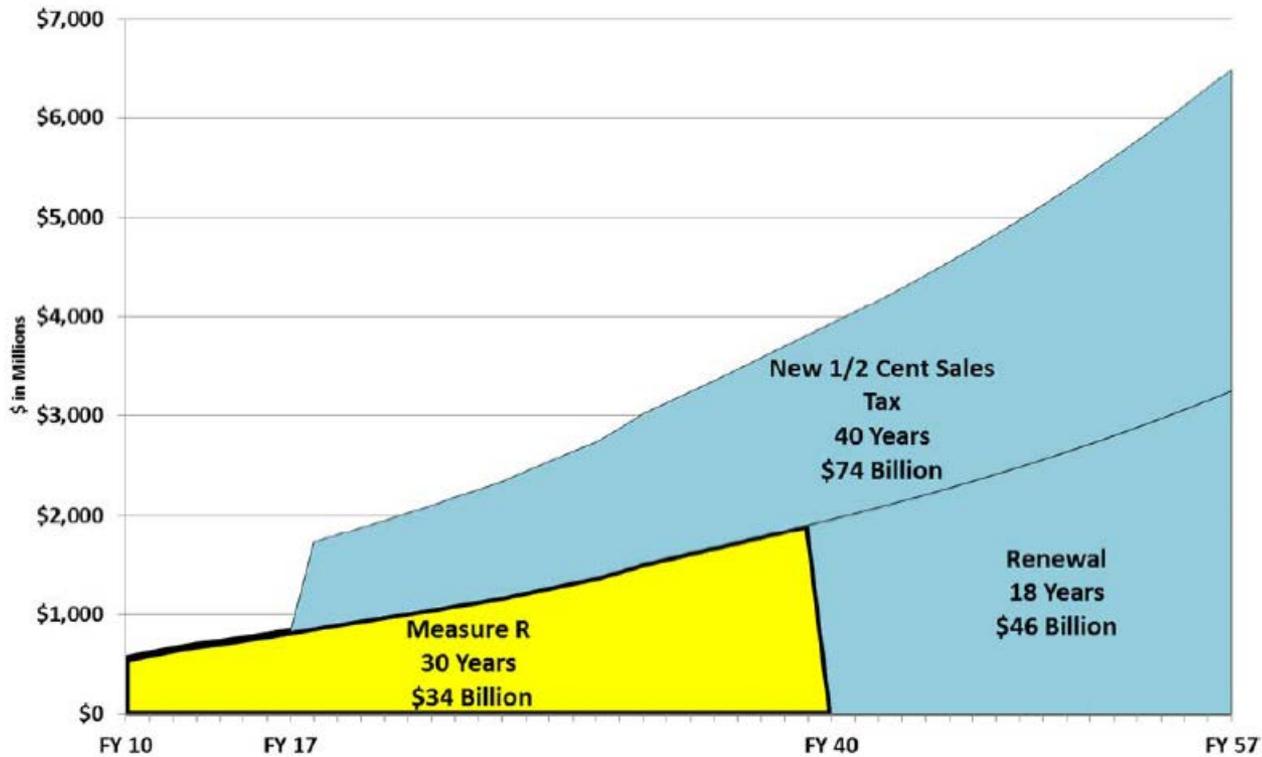


Source: Metro

Ballot Measure Structure

Potential Ballot Measure Structure

Sales Tax Increase with Renewal of Existing



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





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