



Alameda Corridor-East Construction Authority

4900 Rivergrade Rd. Ste. A120 Irwindale, CA 91706 (626) 962-9292 fax (626) 962-3552 www.theaceproject.org

PLEASE NOTE
CHANGE OF
**MEETING DATE
AND TIME**

ALAMEDA CORRIDOR-EAST CONSTRUCTION AUTHORITY BOARD OF DIRECTORS SPECIAL MEETING AGENDA

Tuesday, April 25, 2017 – 11:00 A.M.
San Gabriel City Hall
425 S. Mission Drive
San Gabriel, CA 91776

Members of the public may comment on any item on the agenda at the time it is taken up by the Board. We ask that members of the public come forward to be recognized by the Chair and keep their remarks brief. If several persons wish to address the Board on a single item, the Chair may impose a three-minute time limit on individual remarks at the beginning of the discussion.

San Gabriel City Hall is accessible to persons using wheelchairs and with other disabilities. Informational material will be available in large print. Assistive listening devices, materials in other alternate formats, American Sign Language interpreters and other accommodations will be made available upon request. Requests should be made to Deanna Stanley at 626-962-9292 ext. 142 or dstanley@theaceproject.org. Providing at least 72 hours notice will help ensure availability.

- I. Pledge of Allegiance
- II. Roll Call and Introductions
- III. Public Comment
- IV. Approval of Regular Meeting Minutes of March 27, 2017 (Pages 1 – 2) Action
- V. Chairman’s Remarks
- VI. Board Member Comments
- VII. Chief Executive Officer’s Report (Pages 3 – 4) Information
- VIII. Project Construction Progress Reports Information
- IX. Approval of Project Baseline Agreement for the Durfee Avenue Grade Separation Project and Resolution Authorizing Chief Executive Officer to Execute Agreements (Pages 5 – 28) Action

The ACE Construction Authority is constituted of seven (7) member jurisdiction; the Cities of El Monte, Industry, Montebello, San Gabriel and Pomona, the County of Los Angeles and the San Gabriel Valley Council of Governments. Each member or alternate has one vote. A quorum of the ACE Construction Authority is no less than four (4) of its total voting membership. Actions taken by the ACE Construction Authority shall be by simple majority of the members present with a quorum in attendance except for personnel actions, the annual budget, matters dealing with the Administrative Code or matters requiring subsequent approval by the SGVCOG, all of which shall require five (5) votes. All disclosable public records related to this meeting are available for viewing at the ACE office above during normal working hours.

- X. Approval of Declaration of Surplus Property at the Nogales Street Grade Separation Project (Pages 29 – 32) Action
- XI. Receive and File Quarterly Finance and Project Progress Reports (Pages 33 – 42)
- XII. Receive and File Quarterly Mitigation Monitoring Reports (Pages 43 – 55) Action
- XIII. Approval of Support Position on Assembly Constitutional Amendment 5 and Monitor Position on AB 408 (Pages 56 – 57) Action
- XIV. Closed Session: The Board will adjourn to closed session in accordance with Government Code Section 54956 to discuss pending litigation (two cases):
 - LA Superior Court Case No. BC593599 ACE v Mooradian; and Possible Action
 - LA Superior Court Case No. BC 527311 ACE v Majestic Realty Co., Fairway Sub C, LLC et al. Possible Action
 - And in accordance with Government Code Section 54956.8 Real Property Negotiations Possible Action
 - Property Owners: Carlos and Carmen Lartundo, George Lartundo, Lillia Demasi and Carlos Lartundo, Jr. (aka Fiesta Hall) Possible Action
 - Address: 4754 Durfee Avenue, Pico Rivera, CA
- XV. Adjournment Action



If you would like to receive the ACE Board agenda electronically, please email Amy Hanson at ahanson@theaceproject.org



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ACE Construction Authority Board of Directors Meeting March 27, 2017 Minutes

Chairperson Costanzo called the meeting of the Board of Directors of the Alameda Corridor-East Construction Authority to order at 1:00PM at the San Gabriel City Hall Council Chambers.

1. **Pledge of Alliance** – Member Hadjinian led the pledge of allegiance.
2. **Roll Call:** Chairperson Costanzo welcomed the Board to San Gabriel.

In attendance was:

Juli Costanzo, San Gabriel, Chair
Victoria Martinez, El Monte, Vice Chair
Jack Hadjinian, Montebello
Barbara Messina, SGVCOG

Staff:

Mark Christoffels, CEO
Gregory Murphy, Burke, Williams & Sorensen, legal counsel
Amy Hanson
Cecilia Cardenas
Charles Tsang
Genichi Kanow
Paul Hubler
Phil Balmeo
Rachel Korkos
Ricky Choi
Victoria Butler

Guests:

Charlie Nakamoto, Jacobs
Clem Calvillo, City of Industry
Cynthia Sternquist, Temple City
Hank Fung, LA County
Joshua Nelson, City of Industry
Phil Hawkey, SGVCOG

3. **Public Comments** – There were no public comments
4. **Approval of February 27, 2017 Board meeting minutes** – A motion was made by member Martinez and seconded by member Messina to approve the February 27, 2017 regular Board meeting minutes.

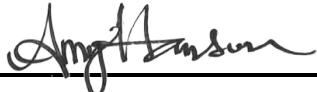
M/S/C/Martinez/Messina

5. **Chairman Remarks** – Chairperson Costanzo thanked staff for their efforts toward arranging meetings with legislative representatives in Washington DC.
6. **Board Member Comments** – Member Hadjinian expressed his apologies for missing the trip to Washington DC.

7. **Chief Executive Officer's Report** – Mr. Christoffels indicated that the California Transportation Committee has recently authorized a portion of \$2.2 million in funding to be released which couple be a vital souse of funding for ACE. He gave an update on Board Member Solis' request at last month's meeting for ACE to look into the possibility of entering into project labor agreements. Mr. Christoffels stated that he has various meetings scheduled with local Union representatives to discuss the options.
8. **Construction Progress Reports** – Charles Tsang reviews progress photos of the Fairway Drive grade separation project. Victoria Butler reviews project progress photos of the Fullerton Road grade separation project. Genichi Kanow reviews project progress photos of the Puente Avenue grade separation project. Phil Balmeo reviewed project progress photos of the San Gabriel Trench project.
9. **Approval of Closeout of Construction Contract with Griffith Company and Acceptance of Nogales Street Grade Separation Project as Complete** – Mr. Christoffels reported that the contractor has completed the majority of the project. He indicated that a small punch list of items still need to be completed but that the approval of this item is to allow staff to release the bonds and insurance once the project has been completed.
Joshua Nelson, Contract Deputy Engineer from the City of Industry addressed the Board. He reported that the City of Industry is pleased with the outcome of the project and are very close to accepting the project as complete.
A motion was made my member Martinez and seconded by member Messina to approve the closeout of construction contract with Griffith Company and accept the Nogales Street grade separation project as complete.

M/S/C/Martinez/Messina/Unanimous
10. **Presentation of ACE Procedures for Procurement of Construction Contracts** – Mr. Christoffels gave a brief presentation on the process of procuring construction contracts. A motion was made by member Hadjinian and seconded by member Martinez to receive and file the presentation of ACE procedures for procurement of construction contracts.

M/S/C/Hadjinian/Martinez/Unanimous
18. **Closed Session** – Legal Counsel announced that the Board would adjourn to closed session in accordance with Government Code Section 54956 to discuss pending litigation: LA Superior Court Case No. BC 608839 AVE vs. the heirs and devisees of Bernardo S. Sanchez, deceased, trustee of the Sanchez Family trust dates July 27, 2000, and all persons claiming by, though or under said decedent; et al. The Board returned to open session and legal counsel announced that the Board gave unanimous direction to settle on specified terms. The settlement will be in the form of a stipulated judgment approved by the court and can be made public after the court has approved.
17. **Adjournment** – The meeting was adjourned at 2:01PM in memory of Bonnie Jimenez, one of ACE's original Board members representing the city of El Monte, and in memory of Richard Beatie, brother of Board Chair Costanzo.

X 

Amy Hanson
Assistant to the Clerk of the Board



Alameda Corridor-East Construction Authority

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MEMO TO: ACE Construction Authority Board Members & Alternates

FROM: Mark Christoffels
Chief Executive Officer

DATE: April 25, 2017

SUBJECT: CEO Report

The following are items of note since the last meeting:

Federal Funding – U.S. Transportation Secretary Elaine Chao has announced that the Trump Administration will unveil a 10-year infrastructure plan possibly as early as next month. During her confirmation hearing, Secretary Chao stated that the plan would include direct federal funding for transportation infrastructure beyond the funding authorized in the five-year Fixing America's Surface Transportation ("FAST") Act adopted in late 2015. Staff will continue to monitor developments for potential funding opportunities.

Project Labor Agreements – Staff is continuing to follow up on Board Member Solis' request to explore the possibility of ACE incorporating the use of Project Labor Agreements (PLA) on future projects. Staff recently met with Ron Miller representing the Los Angeles and Orange Counties Building and Construction Trades Council. Mr. Miller indicated he would consult with the represented unions and determine if there is an interest in working with ACE on a PLA. Staff will follow up accordingly and report back when adequate information is made available.

Contracting – Our Administrative Code delegates to the CEO the authority to approve new contracts or change orders for Board-approved contracts within certain limits, with a requirement that I report to the Board any such contract action. Since my last report, I have approved the following:

| Consultant/Vendor | Reason for Change | Change Amount | Total Contract Value |
|------------------------|-------------------------------------------------------------------------------------------------------|---------------|----------------------|
| Walsh Construction Co. | San Gabriel Trench Project – CCO #27 - CN 75 – Bid Item 11, 12, 15, 21, 25, 28, 119, 122, 123 changes | (\$5,202,824) | \$166,733,839 |
| Walsh Construction Co. | San Gabriel Trench Project - CCO # 28 - CN 76 – UPRR Pole Installation | \$16,664 | \$166,750,503 |
| Paragon Partners | Reallocation of hours between ACE Projects. | \$0.00 | \$19,620,002 |

| | | | |
|-------------------------|------------------------------------------------------------------------------------------------------------------------------|------------|-------------|
| Epic Land Solutions | Reallocation of hours for the Nogales Street Grade Separation project. | \$0.00 | \$3,199,968 |
| Prince Global Solutions | Amend contract provisions. | \$0.00 | \$540,000 |
| Moffatt & Nichol | Amend Task Order No. 1 to incorporate audit findings and extend performance period thru July 31, 2017 for Montebello project | (\$17,411) | \$2,176,364 |

Community Outreach Update – Staff conducted the following project outreach activities:

- Distributed construction alert notices regarding repaving work on Agostino Road and Main Street for the San Gabriel Trench project; and
- Conducted ongoing community outreach and support activities for the San Gabriel Trench, Puente Avenue, Fairway Drive and Fullerton Road grade separation projects.



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MEMO TO: ACE Construction Authority Members & Alternates

FROM: Mark Christoffels
Chief Executive Officer

DATE: April 25, 2017

SUBJECT: Approval of Project Baseline Agreement for the Durfee Avenue Grade Separation Project and Resolution Authorizing Chief Executive Officer to Execute Agreements

RECOMMENDATION: Staff recommends Board approval of a project baseline agreement concerning the use of Proposition 1B funds programmed for the Durfee Avenue Grade Separation Project, consistent with bond program guidelines, and a resolution authorizing the Chief Executive Officer to execute the baseline agreement, and any amendments, and funding agreements on behalf of ACE.

BACKGROUND: The CTC at their March 15-16, 2017 meeting approved the programming of \$2,620,000 from the Prop 1B Trade Corridors Improvement Fund (TCIF) for construction of the Durfee Avenue Grade Separation Project. This amount resulted from \$920,000 in TCIF de-allocated from the Baldwin Avenue project due to project cost savings and \$1,700,000 in un-programmed Los Angeles County TCIF shares. In addition, \$2,706,000 in Prop 1B Highway Railroad Crossing Safety Account (HRCSA) funds were programmed for the project by the CTC in October 2016. The TCIF and HRCSA funds are restricted to the construction phase.

Prior to receiving a funding allocation upon right-of-way certification for the project anticipated this fall, TCIF and HRCSA guidelines require nominating agencies to affirm project provisions and conditions via sponsoring agency Board approval of a baseline agreement and to execute a funding agreement. The provisions and conditions pertaining to project scope, expected benefits, delivery schedule, budget and funding plan are addressed in the baseline agreement and attachments.

Subsequent to ACE Board approval, the baseline agreement will be sent to Los Angeles Metro, Caltrans and the CTC for execution.

Attachments

- ACE Board Resolution
- Project Baseline Agreement
- Exhibit A: Project Programming Request form
- Exhibit B: Project Study Report Equivalent
- Exhibit C: Project Benefits Form



RESOLUTION

AUTHORIZATION FOR THE EXECUTION OF A HIGHWAY-RAILROAD CROSSING SAFETY ACCOUNT (HRCSA) AND TRADE CORRIDORS IMPROVEMENT FUND (TCIF) ACCOUNT AGREEMENTS

WHEREAS, the Alameda Corridor-East Construction Authority may receive Proposition 1B Highway-Railroad Crossing Safety Account (HRCSA) and Trade Corridors Improvement Fund (TCIF) funds from the California Department of Transportation (Department) now or sometime in the future for the Durfee Avenue grade separation project, a high-priority grade separation project; and

WHEREAS, the California Transportation Commission (Commission) HRCSA and TCIF Guidelines require the local agency, and any entity committed to providing supplementary funding for the project, to execute a baseline agreement with the Department to confirm the project scope, benefits, delivery schedule, and the project budget and funding plan; and

WHEREAS, the HRCSA and TCIF guidelines also require the local agency receiving a Commission allocation to execute a funding agreement with the Department before it can be reimbursed for project expenditures; and

WHEREAS, the Department utilizes the HRCSA and Grade Separation Fund Agreement for the purpose of administering and reimbursing Proposition 1B funds to local agencies; and

WHEREAS, the Alameda Corridor-East Construction Authority agrees to secure funds for any additional costs of the project, and if any of the funding sources being applied for and then are denied, to add funding from other sources to replace the denied funding. Changes to the funding commitments outlined in the baseline agreement require an amendment, and

WHEREAS, the Alameda Corridor-East Construction Authority wishes to delegate authorization to execute the baseline agreement, and any amendments, and the funding agreement thereto to the Chief Executive Officer.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Alameda Corridor-East Construction Authority that the implementing agency agrees to comply with all conditions and requirements set forth in the baseline and funding agreements and applicable statutes, regulations and guidelines for the Proposition 1B Highway-Railroad Crossing Safety Account and Trade Corridors Improvement Fund Bond-funded projects.

NOW THEREFORE, BE IT FURTHER RESOLVED that Chief Executive Officer be authorized to execute the Baseline Agreement and Highway-Railroad Crossing Safety Account and Trade Corridors Improvement Fund Proposition 1B Bond Fund Agreement thereto with the California Department of Transportation.

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES)
CITY OF SAN GABRIEL)

I HEREBY CERTIFY THAT THE FOREGOING RESOLUTION AUTHORIZING THE EXECUTION OF AGREEMENTS WAS DULY ADOPTED BY THE ALAMEDA CORRIDOR-EAST CONSTRUCTION AUTHORITY BOARD OF DIRECTORS AT A SPECIAL MEETING HEREOF, HELD ON APRIL 25, 2017, BY THE FOLLOWING VOTE TO WIT:

AYES:

NOES:

ABSENT:

ABSTAIN:

DEANNA STANLEY, CLERK

**TRADE CORRIDORS IMPROVEMENT FUND (TCIF)/
HIGHWAY RAIL CROSSING SAFETY ACCOUNT (HRCSA)
PROJECT BASELINE AGREEMENT**

1. PARTIES AND DATE

- 1.1** This Project Baseline Agreement (Agreement) for the Durfee Avenue Grade Separation Project, effective on _____, is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), and the Alameda Corridor-East Construction Authority (Project Sponsor), sometimes collectively referred to as the “Parties”.

2. RECITAL

- 2.1** Whereas at its March 15-16, 2017 meeting the California Transportation Commission amended the Trade Corridors Improvement Fund (TCIF) and included in this program of projects as TCIF Project No. 125 the Durfee Avenue Grade Separation Project, and, whereas the California Transportation Commission approved the 2016 Highway Railroad Crossing Safety Account (HRCSA) program of projects at its October 19-20, 2016 meeting and included the Durfee Avenue Grade Separation Project, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A, the Project Study Report Equivalent attached hereto as Exhibit B, and the Project Benefits Form as attached hereto as Exhibit C, as the baseline for project monitoring by the California Transportation Commission and its Project Delivery Council. The undersigned Project Sponsor certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

3. GENERAL PROVISIONS

The Project Sponsor and Caltrans agree to abide by the following provisions:

- 3.1** To meet the requirements of Government Code Section 8879.23(c)(1), as added by Proposition 1B, and to Government Code Section 8879.50, as enacted through implementing legislation in 2007 (Senate Bill 88 and Assembly Bill 193).
- 3.2** To adhere to the provisions of the California Transportation Commission Resolution TCIF-P-0708-01, “Adoption of Program of Projects for the Trade Corridors Improvement Fund (TCIF),” dated April 10, 2008.
- 3.3** To adhere to the California Transportation Commission’s Trade Corridors Improvement Fund Guidelines.

- 3.4 To adhere to the provisions of the California Transportation Commission Resolution GS1B-P-1617-01, "Adoption of the 2016 Proposition 1B Highway-Railroad Crossing Safety Account (HRCSA) Program," dated October 19-20, 2016.
- 3.5 To adhere to the California Transportation Commission's Highway-Railroad Crossing Safety Account Guidelines.
- 3.6 To adhere to the California Transportation Commission's Accountability Implementation Plan and policies, and program and baseline amendment processes.
- 3.7 The Sponsoring Agency agrees to secure funds for any additional costs of the project. Any change to the funding commitments outlined in this agreement requires an amendment.
- 3.8 To report to the California Transportation Commission on a quarterly basis on the progress made toward the implementation of the project, including scope, cost, and schedule.
- 3.9 To report to the California Transportation Commission on the progress, on a quarterly basis, and outcomes, at the end of the environmental phase, of the environmental process with regard to air quality impacts due to emissions from diesel or other particulates and related mitigation strategies. Whereas the Bond Act mandates that the Commission shall allocate TCIF for trade infrastructure improvements in a manner that places emphasis on projects that improve trade corridor mobility while reducing emissions of diesel particulate and other pollutant emissions, the Department of Transportation, the Sponsoring Agency, and the Corridor Coalition understand and agree that the California Transportation Commission will only allocate TCIF to projects that can demonstrate compliance with applicable environmental requirements. If environmental clearance is conditioned to the implementation of mitigation measures, the sponsoring agency must commit, in writing, to the implementation of those mitigation measures.
- 3.10 To maintain and make available to the California Transportation Commission and/or its designated representative, all work related documents, including engineering and financial data, during the course of the project and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 3.11 The California Transportation Commission and/or its designated representative, has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Sponsoring Agency, and any subconsultants at any time during the course of the project and for four years from the date of the final closeout of the project. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

4. SPECIFIC PROVISIONS AND CONDITIONS

4.1 Project Schedule and Cost

See Project Programming Request Form, attached as Exhibit A.

- 4.2 **Project Scope**
See Project Study Report Equivalent, attached as Exhibit B.
- 4.3 **Project Benefits**
See Project Benefits Form, attached as Exhibit C.
- 4.4 **Other Project Specific Provisions and Conditions**
None.

**SIGNATURE PAGE
TO
TRADE CORRIDOR IMPROVEMENT FUND/
HIGHWAY RAIL CROSSING SAFETY ACCOUNT
PROJECT BASELINE AGREEMENT**

Mark Christoffels **Date**
Chief Executive Officer
Alameda Corridor-East Construction Authority

Phillip A. Washington **Date**
Chief Executive Officer
**Los Angeles County Metropolitan Transportation
Authority**

Malcolm Dougherty **Date**
Director
California Department of Transportation

Susan Bransen **Date**
Executive Director
California Transportation Commission



2016-2017 Project Programming Request (Project Information)

General Instructions

| | | | | | | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|------------------------------------|----------------------|--------------------------------------------------------------------------|----------------|----------|
| | | | | | Date: | 04/07/17 |
| Caltrans District | EA | PPNO | MPO ID | TCIF No. | | |
| 07 | 0713000055L-N | LA990359 | LA990359 | 125 | | |
| County | Route/Corridor | Project Sponsor/Lead Agency | | MPO | Element | |
| LA | UPRR | ACE Construction Authority | | SCAG | MT | |
| Project Title | | | | | | |
| Durfee Avenue Grade Separation Project | | | | | | |
| PM Bk | PM Ahd | Project Mgr/Contact | Phone | E-mail Address | | |
| | | Rachel Korkos | (626) 962-9292 | rkorkos@theaceproject.org | | |
| Location, Project Limits, Description, Scope of Work, Legislative Description | | | | | | |
| The Durfee Avenue Grade Separation Project would separate the roadway and the railroad tracks on Durfee Avenue in the City of Pico Rivera. Plans call for constructing a roadway underpass on Durfee Avenue between Beverly Road and Whittier Boulevard under the Union Pacific railroad tracks with retaining walls and a new railroad bridge. | | | | | | |
| Component | Implementing Agency | | AB 3090 | Letter of No Prejudice | | |
| PA&ED | ACE Construction Authority | | - | - | | |
| PS&E | ACE Construction Authority | | - | - | | |
| Right of Way | ACE Construction Authority | | - | - | | |
| Construction | ACE Construction Authority | | - | - | | |
| Legislative Districts | | | | | | |
| Assembly: | | 58 | | Senate: | | 32 |
| Congressional: | | 38 | | | | |
| Purpose and Need | | | | | | |
| The project is intended to reduce traffic congestion, enhance safety, reduce vehicle emissions and reduce noise impacts. The need for the project is due to increases in vehicular and freight train traffic in the Los Angeles region, driven mainly by international trade handled by the Ports of Los Angeles and Long Beach. Durfee Avenue carries 13,872 vehicles per day which is projected to increase to 14,300 vehicles by 2025. The rail crossing was traversed by 42 trains per day in 2009, projected to increase to 91 trains by 2025. | | | | | | |
| Project Benefits | | | | | | |
| The project will reduce daily vehicle-hours of delay due to lowered gates at the crossing, resulting in reductions in vehicular emissions from idling cars and trucks. The project will also improve safety for motorists, bicyclists and pedestrians and eliminate delays for emergency responders and crossing collisions. Locomotive horn noise will be eliminated with the grade separation. | | | | | | |
| Project Milestone | | | | | Date | |
| Project Study Report Approved | | | | | Dec 2011 | |
| Begin Environmental (PA&ED) Phase | | | | | Jun 2013 | |
| Circulate Draft Environmental Document | | | Document Type | CE | Jan 2014 | |
| Draft Project Report | | | | | Nov 2013 | |
| End Environmental Phase (PA&ED Milestone) | | | | | Jul 2014 | |
| Begin Design (PS&E) Phase | | | | | Oct 2012 | |
| End Design Phase (Ready to List for Advertisement Milestone) | | | | | Nov 2017 | |
| Begin Right of Way Phase | | | | | Dec 2014 | |
| End Right of Way Phase (Right of Way Certification Milestone) | | | | | Oct 2017 | |
| Begin Construction Phase (Contract Award Milestone) | | | | | Apr 2018 | |
| End Construction Phase (Construction Contract Acceptance Milestone) | | | | | Oct 2020 | |
| Begin Closeout Phase | | | | | Nov 2020 | |
| End Closeout Phase (Closeout Report) | | | | | Jul 2021 | |



2016-2017 Project Programming Request (Funding Information)

(dollars in thousands and escalated to the programmed year)

Date: 04/07/17

| County | CT District | PPNO | TCIF Project No. | EA |
|--------------------------------------------------------------|-------------|----------|------------------|---------------|
| LA | 07 | LA990359 | 125 | 0713000055L-N |
| Project Title: Durfee Avenue Grade Separation Project | | | | |

| Durfee Avenue Grade Separation Total Project Cost | | | | | | | | | Program Code |
|---------------------------------------------------|---------------|---------------|---------------|---------------|----------|----------|----------|---------------|--------------|
| Component | Prior | 16/17 | 17/18 | 18/19 | 19/20 | 20/21 | 21/22+ | Total | |
| E&P (PA&ED) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PS&E | 9,046 | 0 | 0 | 0 | 0 | 0 | 0 | 9,046 | |
| R/W SUP (CT) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| CON SUP (CT) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| R/W | 4,905 | 27,719 | 0 | 0 | 0 | 0 | 0 | 32,624 | |
| CON | 0 | 5,326 | 25,383 | 18,764 | 0 | 0 | 0 | 49,473 | |
| TOTAL | 13,951 | 33,045 | 25,383 | 18,764 | 0 | 0 | 0 | 91,143 | |

| Fund No. 1: | TCIF | | | | | | | | Program Code |
|------------------|----------|--------------|----------|----------|----------|----------|----------|--------------|----------------|
| Existing Funding | | | | | | | | | Funding Agency |
| Component | Prior | 16/17 | 17/18 | 18/19 | 19/20 | 20/21 | 21/22+ | Total | |
| E&P (PA&ED) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PS&E | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| R/W SUP (CT) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| CON SUP (CT) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| R/W | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| CON | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Proposed Funding | | | | | | | | | Notes |
| E&P (PA&ED) | | | | | | | | 0 | |
| PS&E | | | | | | | | 0 | |
| R/W SUP (CT) | | | | | | | | 0 | |
| CON SUP (CT) | | | | | | | | 0 | |
| R/W | | | | | | | | 0 | |
| CON | | 2,620 | | | | | | 2,620 | |
| TOTAL | 0 | 2,620 | 0 | 0 | 0 | 0 | 0 | 2,620 | |

| Fund No. 2: | Existing Federal Appropriations | | | | | | | | Program Code |
|------------------|---------------------------------|----------|--------------|----------|----------|----------|----------|---------------|----------------|
| Existing Funding | | | | | | | | | Funding Agency |
| Component | Prior | 16/17 | 17/18 | 18/19 | 19/20 | 20/21 | 21/22+ | Total | |
| E&P (PA&ED) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PS&E | 6,984 | 0 | 0 | 0 | 0 | 0 | 0 | 6,984 | SAFETEA-LU |
| R/W SUP (CT) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| CON SUP (CT) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| R/W | 4,905 | 0 | 0 | 0 | 0 | 0 | 0 | 4,905 | SAFETEA-LU/AAA |
| CON | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| TOTAL | 11,889 | 0 | 0 | 0 | 0 | 0 | 0 | 11,889 | |
| Proposed Funding | | | | | | | | | Notes |
| E&P (PA&ED) | | | | | | | | 0 | |
| PS&E | 6,984 | | | | | | | 6,984 | SAFETEA-LU |
| R/W SUP (CT) | | | | | | | | 0 | |
| CON SUP (CT) | | | | | | | | 0 | |
| R/W | 4,905 | | | | | | | 4,905 | SAFETEA-LU/AAA |
| CON | | | 3,883 | | | | | 3,883 | SAFETEA-LU |
| TOTAL | 11,889 | 0 | 3,883 | 0 | 0 | 0 | 0 | 15,772 | |

| Fund No. 3: | | MTA Committed Funds | | | | | | | Program Code | |
|------------------|---------------|---------------------|----------|----------|----------|----------|----------|---------------|----------------|--|
| Existing Funding | | | | | | | | | | |
| Component | Prior | 16/17 | 17/18 | 18/19 | 19/20 | 20/21 | 21/22+ | Total | Funding Agency | |
| E&P (PA&ED) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| PS&E | 1,754 | 0 | 0 | 0 | 0 | 0 | 0 | 1,754 | | |
| R/W SUP (CT) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| CON SUP (CT) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| R/W | 11,173 | 0 | 0 | 0 | 0 | 0 | 0 | 11,173 | | |
| CON | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| TOTAL | 12,927 | 0 | 0 | 0 | 0 | 0 | 0 | 12,927 | | |
| Proposed Funding | | | | | | | | | Notes | |
| E&P (PA&ED) | | | | | | | | 0 | | |
| PS&E | 2,062 | | | | | | | 2,062 | | |
| R/W SUP (CT) | | | | | | | | 0 | | |
| CON SUP (CT) | | | | | | | | 0 | | |
| R/W | | 10,864 | | | | | | 10,864 | | |
| CON | | | | | | | | 0 | | |
| TOTAL | 2,062 | 10,864 | 0 | 0 | 0 | 0 | 0 | 12,926 | | |

| Fund No. 4: | | HRCSA | | | | | | | Program Code | |
|------------------|----------|--------------|----------|----------|----------|----------|----------|--------------|----------------|--|
| Existing Funding | | | | | | | | | | |
| Component | Prior | 16/17 | 17/18 | 18/19 | 19/20 | 20/21 | 21/22+ | Total | Funding Agency | |
| E&P (PA&ED) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| PS&E | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| R/W SUP (CT) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| CON SUP (CT) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| R/W | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| CON | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Proposed Funding | | | | | | | | | Notes | |
| E&P (PA&ED) | | | | | | | | 0 | | |
| PS&E | | | | | | | | 0 | | |
| R/W SUP (CT) | | | | | | | | 0 | | |
| CON SUP (CT) | | | | | | | | 0 | | |
| R/W | | | | | | | | 0 | | |
| CON | | 2,706 | | | | | | 2,706 | | |
| TOTAL | 0 | 2,706 | 0 | 0 | 0 | 0 | 0 | 2,706 | | |

| Fund No. 5: | | Railroad Contribution | | | | | | | Program Code | |
|------------------|----------|-----------------------|--------------|----------|----------|----------|----------|--------------|----------------|--|
| Existing Funding | | | | | | | | | | |
| Component | Prior | 16/17 | 17/18 | 18/19 | 19/20 | 20/21 | 21/22+ | Total | Funding Agency | |
| E&P (PA&ED) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| PS&E | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| R/W SUP (CT) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| CON SUP (CT) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| R/W | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| CON | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Proposed Funding | | | | | | | | | Notes | |
| E&P (PA&ED) | | | | | | | | 0 | | |
| PS&E | | | | | | | | 0 | | |
| R/W SUP (CT) | | | | | | | | 0 | | |
| CON SUP (CT) | | | | | | | | 0 | | |
| R/W | | | | | | | | 0 | | |
| CON | | | 1,500 | | | | | 1,500 | | |
| TOTAL | 0 | 0 | 1,500 | 0 | 0 | 0 | 0 | 1,500 | | |

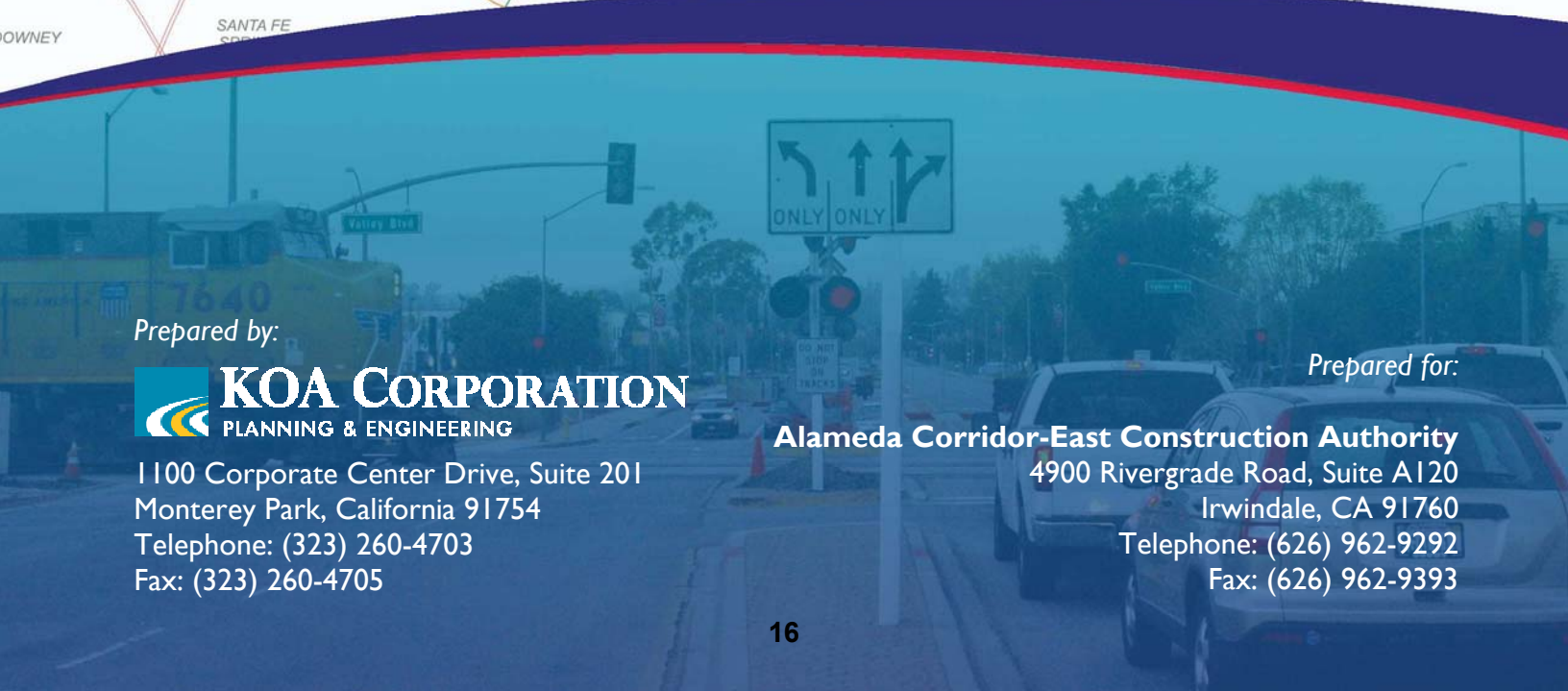
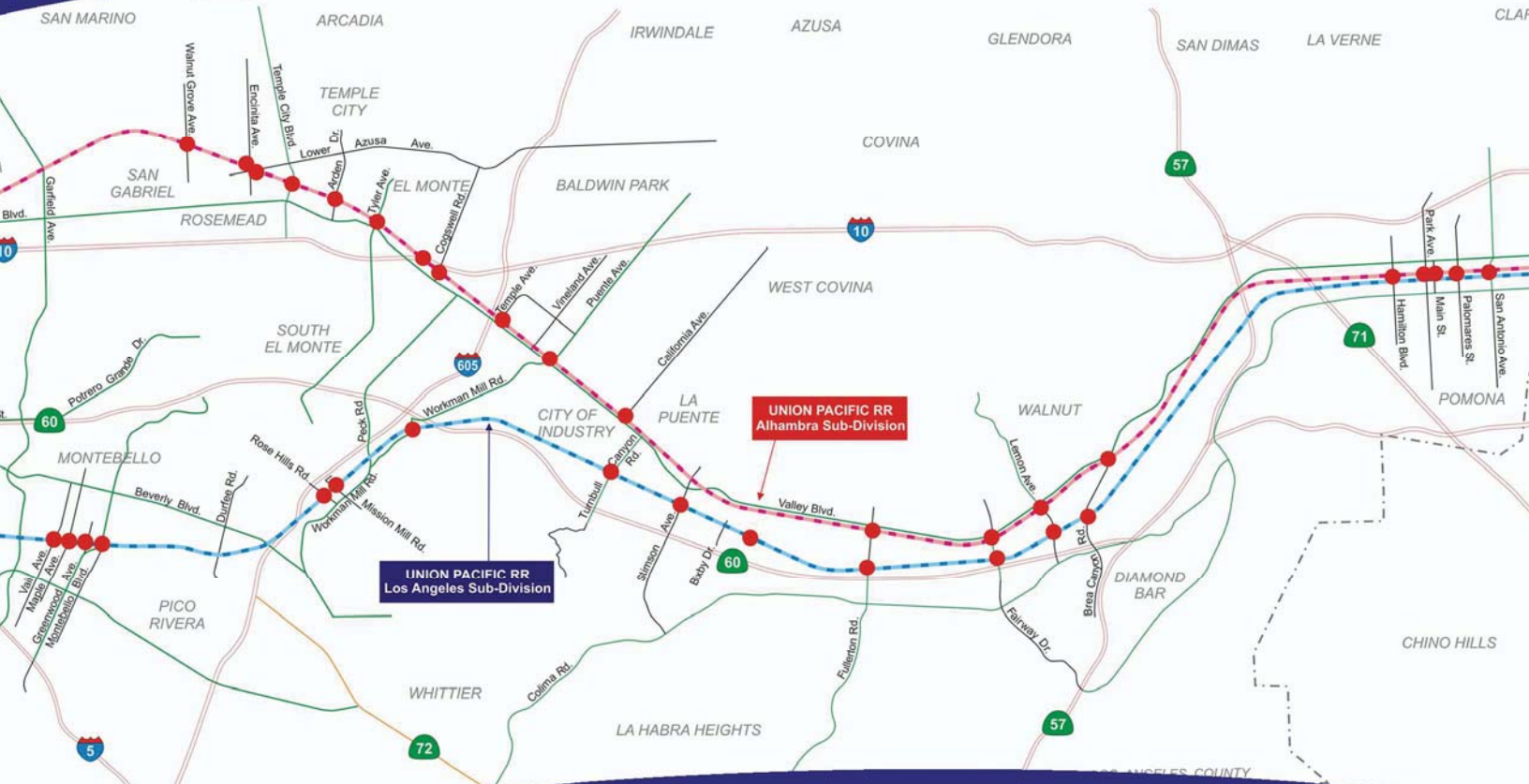
| Fund No. 6: | | Measure R | | | | | | | | Program Code | |
|------------------|-------|-----------|--------|--------|-------|-------|--------|-------|--------|----------------|--|
| Existing Funding | | | | | | | | | | Funding Agency | |
| Component | Prior | 16/17 | 17/18 | 18/19 | 19/20 | 20/21 | 21/22+ | Total | | | |
| E&P (PA&ED) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| PS&E | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| R/W SUP (CT) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| CON SUP (CT) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| R/W | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| CON | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Proposed Funding | | | | | | | | | | Notes | |
| E&P (PA&ED) | | | | | | | | | 0 | | |
| PS&E | | | | | | | | | 0 | | |
| R/W SUP (CT) | | | | | | | | | 0 | | |
| CON SUP (CT) | | | | | | | | | 0 | | |
| R/W | | 13,961 | | | | | | | 13,961 | | |
| CON | | | 20,000 | 18,764 | | | | | 38,764 | | |
| TOTAL | 0 | 13,961 | 20,000 | 18,764 | 0 | 0 | 0 | 0 | 52,725 | | |

| Fund No. 7: | | Other Sources | | | | | | | | Program Code | |
|------------------|-------|---------------|-------|-------|-------|-------|--------|-------|-------|----------------|--|
| Existing Funding | | | | | | | | | | Funding Agency | |
| Component | Prior | 16/17 | 17/18 | 18/19 | 19/20 | 20/21 | 21/22+ | Total | | | |
| E&P (PA&ED) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| PS&E | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| R/W SUP (CT) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| CON SUP (CT) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| R/W | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| CON | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Proposed Funding | | | | | | | | | | Notes | |
| E&P (PA&ED) | | | | | | | | | 0 | | |
| PS&E | | | | | | | | | 0 | | |
| R/W SUP (CT) | | | | | | | | | 0 | | |
| CON SUP (CT) | | | | | | | | | 0 | | |
| R/W | | 2,894 | | | | | | | 2,894 | | |
| CON | | | | | | | | | 0 | | |
| TOTAL | 0 | 2,894 | 0 | 0 | 0 | 0 | 0 | 0 | 2,894 | | |

FINAL REPORT

Alameda Corridor East Phase II Grade Separation Traffic Study and Concept Plans

December 2011



Prepared by:



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Prepared for:

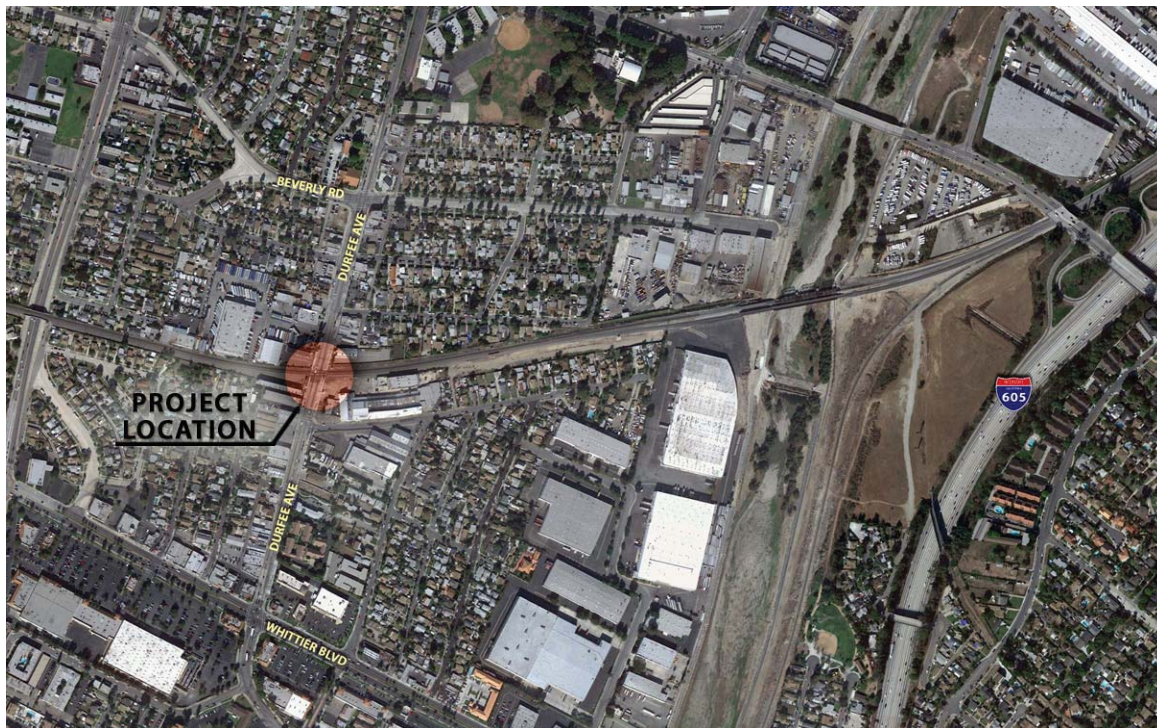
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4.5 DURFEE AVENUE – 10.30- 811219R

INTRODUCTION

The Durfee Avenue at-grade crossing of the UPRR railroad tracks is located in the City of Pico Rivera, bounded by Beverly Road and Whittier Boulevard. Durfee Avenue is a minor arterial road with one-lane in each direction with a parking lane and a center turning lane in both directions. Durfee Avenue connects Beverly Boulevard to the north and Whittier Boulevard to the south. This minor arterial street serves mostly residential neighborhoods north of the railroad and commercial/industrial properties south of the railroad. The following sections address the impacts to adjacent properties per the concept plans included in Appendix K. See Figure 4-9 for a vicinity map.

Figure 4-9: Durfee Avenue Vicinity Map (Los Angeles Subdivision)



UNDERPASS VERSUS OVERPASS ALTERNATIVES

Two grade separation alternatives were initially considered, underpass and overpass grade separation. After an initial evaluation, the underpass option was determined to be superior for several reasons and the overpass option was subsequently dropped from further study. A major benefit of the underpass option includes a smaller footprint, resulting in fewer impacts to adjacent private properties and the surrounding community. Underpasses are desirable where properties adjacent to the at-grade crossing have fully developed industrial, commercial or retail uses. Pedestrian sidewalk design that is consistent

with the Federal Americans with Disabilities Act (ADA) requirements can also be achieved with the underpass option. While underpasses generally require significantly greater design and construction effort than overpasses, they typically result in a lower overall cost once reductions in project area and associated property takings and access impacts are taken into consideration. There are also important qualitative judgments to be made when choosing between overpasses and underpasses. Overpasses can create significant pedestrian circulation, ADA, view line and daylight barriers. The aerial structures may also broadcast vehicular engine and tire noise over a wide area.

This preliminary finding that a grade separation project at the Durfee Avenue at-grade crossing be an underpass is consistent with ACE’s experiences in development, design, and construction of its Phase I grade separation projects in developed urban areas. Under Federal and State guidelines, further engineering design effort on eliminating the Durfee Avenue grade crossing would include a value engineering activity as part of preliminary engineering (development of 30%-level content). The value engineering requirement would apply to all Phase II locations. A routine part of the value engineering activity would be re-examination of underpass versus overpass cost and quality-of-life trade-offs.

In choosing a grade separation design, the criteria used in evolving the concepts were maintenance of roadway, vehicular traffic capacity, safe travel speeds through the completed underpass, minimization of construction project limits, impacts on access into adjacent properties, mitigation of impacts on the surrounding community, avoidance of disruption to railroad operations, relocation or protection of all affected utility facilities while minimizing utility service outages, and minimization of permanent and temporary property and right-of-way takings required for the crossing elimination.

DESIGN PARAMETERS

The horizontal and vertical roadway alignment standards used in the design consisted of the Caltrans Highway Design Manual, AASHTO policy of Geometric Design of Highways and Streets, and the BNSF/UPRR Design Guidelines for Railroad Grade Separations. The following includes the specific guidelines that were used in the design of these alternatives:

- Design Speeds

| | |
|---------------|------------|
| Durfee Avenue | V = 35 mph |
|---------------|------------|

- Horizontal Alignment

| | |
|---------------------|-----------------------------------------------------------------------|
| Transition & Curves | Caltrans minimum requirement for design speed without super-elevation |
|---------------------|-----------------------------------------------------------------------|

- Vertical Alignment

| | |
|--------------|------------------------------------------------|
| Crest Curves | Caltrans stopping sight distance |
| Sag Curves | AASHTO comfortable speed for well-lit roadways |
| Max Grade | 6% max |

- Vertical Clearance

| | |
|------------------|------------------------------------------------|
| Roadway | 16'-6" - 17'-6" Per UPRR Bridge type Selection |
| Rail (Permanent) | 24' |
| Rail (Temporary) | 21'-6" |

- Cross-Section
 Durfee Avenue
 One travel lane with parking each direction 22' curb-to-curb, 12' center median and 10' raised sidewalks, Total = 76' to face of retaining walls

- Truck Size
 Caltrans 2005 (US)
 CA LEGAL-65

UNDERPASS ALTERNATIVE

This alternative proposes to construct an underpass roadway structure below the partially-raised UPRR tracks along the original alignment of Durfee Avenue. The plans are presented in Appendix K. The underpass would have a two-lane configuration with the final vertical clearance of the underpass structure conforming to the UPRR/BNSF jointly developed “Guidelines for Railroad Grade Separation Projects.” The vertical clearance for the proposed type of structure would be 17’-6”, based on a concrete bridge. The concept plan is presented in Figure 4-10 and the remaining plans are presented in Appendix K.

GEOMETRY – HORIZONTAL, VERTICAL, AND CROSS SECTION

HORIZONTAL LAYOUT

The existing horizontal alignment will be maintained on Durfee Avenue. Two road closures would be necessary at Stephens Street and Walnut Avenue. These closures are warranted due to the proximity to the railroad. Lowering the roads to meet the proposed vertical alignment of Durfee Road would result in significant right-of-way impacts to adjacent properties. Stephens Street would maintain access from Passons Boulevard; Walnut Avenue would have access from Canal Way and an adjacent alley that connects to Olympic Boulevard.

PROFILE

The proposed underpass will be lowered under the UPRR tracks. The vertical curves are based on the Caltrans parameters for minimum required length. The vertical alignment has been designed per the posted speed limit of 30 mph in order to reduce the project footprint.

CROSS-SECTION

The underpass cross section will be one lane with a parking lane in each direction with 22 feet curb-to-curb, a 12-foot center median, and 10-foot raised sidewalks. The proposed width will match the existing width of Durfee Avenue.

STRUCTURES

BRIDGE TYPE

The bridge type selection is required to be studied in detail at an advanced design phase of the project. For this conceptual design and conceptual cost estimating purposes, a two-span structure is proposed. The bridge uses 43-foot UPRR standard concrete single-cell precast prestressed girders. This type of structure is selected where the available vertical clearance is restricted and the use of a deeper single span structure is not feasible. The fascia girders are proposed to accommodate sidewalks as required by UPRR and can be treated with widely available patterns for aesthetics.

These girders, if designed as an impact protection device, vertical clearance requirements may be reduced subject to UPRR approval. The proposed bridge is on a slight skew, requiring a longer span. Cantilever-type abutments using a single row of CIDH are proposed unless geotechnical findings prohibit the use. Alternatively, cantilever-type abutments with pile cap using driven piles or a smaller diameter CIDH pile may be used. The lowered roadway approaches, including raised sidewalk, is assumed to be retained by a soldier pile wall system with precast concrete lagging panels which can be treated with architectural features, as required.

RIGHT-OF-WAY

The right-of-way impacts from an underpass option are typical for this type of grade separation; however, significant effort was made to minimize the partial/total impacts to driveways and properties. In many instances, if a driveway could be saved at the existing location by altering the vertical profile of the roadway/access, then a partial impact was called out on the exhibits.



Source: JL Patterson & Associates, Inc.

NORTHWEST QUADRANT

The following properties are located on the northwest quadrant starting from the railroad right-of-way to Olympic Boulevard, north of the project limits. C&C Distribution is adjacent to the railroad tracks and would be impacted by the roadway underpass. Currently the business receives access from Durfee Avenue and, per this study, access will be eliminated due to the significant grade separation from the underpass. This would be a suitable location for the pump station needed for the underpass drainage. Intermodal West Inc, a distribution yard, receives its access from Durfee Avenue. This access would be affected by the underpass. However, it may be possible to maintain access by providing an access road through the adjacent parcels as shown on the underpass exhibit in Appendix K. Due to the close proximity to the right-of-way, it is not possible to maintain access to A.M. Disposal Co, Discoteca El Gusto, and Don David Restaurant without significant impacts to the buildings or properties themselves. A full take is warranted at these locations.

NORTHEAST QUADRANT

The following properties are located on the northeast quadrant starting from the railroad right-of-way to Olympic Boulevard, north of the project limits. Fiesta Hall, a party venue, is located on the northeast quadrant adjacent to the railroad right-of-way. This business currently gains access from Durfee Avenue and an alley east of Durfee Avenue which intersects Walnut Avenue. Per this study, access from Durfee Avenue would be eliminated. However, access from the alley would not be affected and could serve as the primary access; a partial take was considered for this property. Lewen's Neon Wholesale and an adjacent vacant warehouse would no longer have access from Durfee Avenue. However, access from the alley would be maintained. Therefore, a partial take was considered at these locations. In order to reduce property impacts along Walnut Avenue, a road closure was proposed. A full take of the Gomez Bakery Equipment property would need to be acquired in order to accommodate the future cul-de-sac, as shown on the underpass exhibit. Tacos Cocos would no longer have access from Durfee Avenue but could maintain access from Walnut Avenue and the adjacent alley. La Potosina Bakery and Edith Beauty Salon would need driveway modifications in order to maintain access from Durfee Avenue, if sight distance permits.

SOUTHWEST QUADRANT

The following properties are located on the southwest quadrant from the railroad right-of-way to West Boulevard. Due to the proximity of the properties to the right-of-way, it was not feasible to maintain access from Durfee Avenue; therefore it is proposed that these properties be considered full takes. The properties include the El Adobe Apartments located adjacent to the railroad tracks, Grand Taste Enterprises, Pacific Tent, and Rousselle Exterminators. For the purpose of this report, the apartments were considered a full take, however access from Deland Avenue may be achieved with some on-site modifications and an access easement established with the adjacent apartment properties.

SOUTHEAST QUADRANT

The following properties are located on the southeast quadrant from the railroad right-of-way to West Boulevard. Due to the proximity of the Lawrence Studios property to the railroad, a full take is warranted for this location in order to provide a two-track shoofly. In order to reduce property impacts along Stephens Street, a road closure is proposed. In order to accommodate the future cul-de-sac, a partial take of Chris and Brads Auto Repair would be required, as shown on the underpass exhibit.

Access to the existing electrical substation would be maintained off Stephens Street. The adjacent mobile home park would no longer have access from Durfee Avenue and a new access would need to be provided from Stephens Street, with an access easement through Astro Fabrication’s parking lot; a partial take is considered for both of these properties. The fire station is located at the end of the work limits and only minor modifications will be needed to maintain access.

SUMMARY

The right-of-way impacts affected by the Durfee Avenue (Los Angeles Subdivision) underpass alternative are:

| QUADRANT | PARTIALLY AFFECTED | FULL TAKE | TOTAL AFFECTED PARCELS |
|-----------|--------------------|-----------|------------------------|
| Northwest | 3 | 2 | 5 |
| Northeast | 7 | 1 | 8 |
| Southwest | 1 | 5 | 6 |
| Southeast | 4 | 2 | 6 |
| Total | 15 | 10 | 25 |

The project would result in 25 affected parcels. The 15 partially affected parcels are commercial/industrial properties with the exception of the mobile home park. The 10 full takes include the El Adobe Apartments, Grand taste Enterprise, Pacific Tent, Russell Exterminators, Lawrence Studios, Gomez Bakery Equipment, Don David Restaurant, Discoteca El Gusto, and C&C Distribution.

UTILITIES

A preliminary investigation of the utilities along Durfee Avenue has been completed. Based upon this research, several facilities were identified as potential impacts:

- 15” Trunk sanitary sewer
- 6” Gas line
- 8” Water line
- Underground Telephone line
- 30” Storm Drain
- 6” Oil line (Texas Oil)
- Fiber optics – MCI (on railroad right-of-way)

These lines will have to be relocated in order to build the underpass option. Appendix K shows the utility relocation schematic.

DRAINAGE

Surface runoff from the underpass would be collected at the low point below the structure. The storm runoff will be handled by a pump system. The runoff will be discharged into the existing tributary storm drain system found on Stephens Street. This system will be designed to adhere to LACFCD standards and requirements.

RAILROAD SHOOFLY

In order to maintain railroad operations during the construction of the underpass grade separation, the construction of a temporary shoofly track is warranted. The existing UPRR - Los Angeles Division consists of two mainline tracks; therefore, the railroad would most likely require ACE to build a double track shoofly. The railroad right-of-way is wide enough to accommodate portions of a double track shoofly east of Durfee, with the exception of the Lawrence Studios which will require full property take. West of Durfee Avenue, the railroad right-of-way narrows down from 160 feet to 60 feet, which requires 6 partial takes in order to complete the shoofly as it is shown on the exhibit in Appendix K. Two major features drove the design of the shoofly tracks: the proximity of the existing bridges over the San Gabriel River and Rosemead Boulevard; in addition, the existing tracks are on a super elevated curve through the grade separation. In order to accommodate these restrictions, it was not possible to maintain the existing operating speed of 65 miles per hour for passenger trains through the proposed shoofly without significantly impacting the adjacent properties and the existing bridges. The shoofly tracks have been preliminarily designed, for this concept level report, with a speed restriction of 60 miles per hour for freight and passenger.

WORK AREA TRAFFIC CONTROL AND DETOURS DURING CONSTRUCTION

Construction related to the underpass structure retaining walls, excavation, and shoofly within the right-of-way would be expedited by the closure of the crossing during the construction. Alternative routes are available through Rosemead Boulevard to the west. Conceptual traffic detour plans are presented in Appendix K.

CONCEPTUAL ESTIMATE (Order of Magnitude) – DURFEE AVENUE UNDERPASS – LOS ANGELES SUBDIVISION

A Summary of the project cost estimate (rough order of magnitude) is indicated below. A detailed cost estimate is included in Appendix K.

| | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|
| Roadway | \$3,993,000 |
| Track | \$3,395,000 |
| Structures | \$6,605,000 |
| Right-of-Way <small>Notes 3, 4 & 5</small> | \$31,096,800 |
| Utilities <small>Notes 1 & 2</small> | \$2,500,000 |
| Project Costs including: Geotechnical Investigation, Surveying, Engineering, Flagging, Construction Management, Agency, and Program Management Costs <small>Notes 6 & 7</small> | \$9,236,000 |
| Contingency 30% | \$7,719,000 |
| TOTAL PROJECT COST | \$64,545,000 |

Notes:

1. Utility relocation cost estimates assume all affected utilities (sewer and storm drain) can be relocated by gravity flow systems similar to the existing systems.
2. Cost for drainage item includes construction of one storm drain pump station at the project area.
3. Right of Way cost estimates are based on \$100/SF which covers the land and building allowance for full takes or areas affected by part takes.
4. Right of Way costs do not include any associated relocation costs or severance damages to the business operators.
5. Right of Way costs include a 26% allowance for acquisition costs. (appraisals, negotiation, labor, legal, closing cost, etc.)
6. Agency Costs include Agency Project Management direct labor and Agency indirect costs.
7. Program Management costs include third party project support costs such as community outreach, environmental management, DBE and labor compliance, and property survey.
8. This estimate is prepared using construction cost information based on current dollar cost as of 2011.

**HIGHWAY-RAILROAD CROSSING SAFETY ACCOUNT (HRCSA)
 TRADE CORRIDORS IMPROVEMENT FUND (TCIF)
 Project Benefits Form**

Project Title: Durfee Avenue Grade Separation

Project Category: High-priority grade separation project

Project Type: Grade Separation Elimination of Rail-Highway At-Grade Crossing

Outputs: Elimination of At-Grade Crossing at Durfee Avenue in City of Pico Rivera by Replacing it with Grade Separation

| <u>Outcomes:</u> | <u>Outcome</u> | <u>Performance Measure</u> |
|-------------------------|-----------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | Safety | Elimination of train-involved collisions at crossing with 9 collisions recorded since 1981 |
| | Velocity | Eliminate 4-8 minute average delay for emergency responders rerouted when crossing blocked |
| | Throughput | Improve vehicular throughput by eliminating the sole remaining at-grade crossing in Pico Rivera |
| | Reliability | Improve reliability for 13,575 vehicles and nearly 500 pedestrians using crossing daily |
| | Congestion Reduction | Eliminate 15.3 Vehicle Hours of Daily Delay and 69.1 minutes of Total Daily Crossing Blockage Duration |
| | Emissions Reduction | Reduction of 1.88 Grams per Day of Particulate Matter (PM2.5) Reduction of 13,839 Grams per Day of Carbon Dioxide (CO2) Reduction of 69.4 Grams per Day of Nitrogen Oxides (NOx) |

TRADE CORRIDOR IMPROVEMENT FUND PROGRAM
Performance Measure Outputs

| Project Category | Project Classification | Project Type | Data Required |
|-------------------------|-------------------------------|------------------------------------------|---------------------------------------------|
| | Interchanges | New Interchanges | Number of New Interchanges Constructed |
| | | Modified or Improved Interchanges | Number of Modified Interchanges |
| | Bridges | New Bridges | Number of New Bridges |
| | | Modified Bridges | Number of Modified Bridges |
| | | Ramp/Connectors | Number of Ramps Modified |
| | Grade Sep | Grade Separations | Rail - Highway At-Grade Crossing Eliminated |
| | | Tracks Realigned | Miles of Track Realigned |
| | | New Structures | Number of Structures Constructed |
| | | Modified Structures | Number of Structures Modified |
| | | Rail - Rail At-Grade Crossing Eliminated | Number of At-Grade Crossings Eliminated |
| | | Tunnels | Number of Tunnels Modified |
| | | Signaling Systems | Miles of Line Modified |
| | Port Infrastructure | Port Improvements | Number of Facilities Modified |

TRADE CORRIDOR IMPROVEMENT FUND PROGRAM
Performance Outcomes

| Outcomes | Performance Measure (Suggested Indices) | Possible Options/Comment |
|----------------------|--------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------|
| Throughput | Change in highway volume/Level of Service (LOS) | Number of five-axle trucks, trailers, containers, tonnage |
| | Change in rail volume/Level of Service (LOS) | Number of trains, tonnage, containers |
| | Change in port volume | Number of container, tonnage, value |
| Velocity | Change in average weekday speed (by mode) | Average roadway speed, average train speed |
| Reliability | Reduction in variability in travel time, typical origin/destination pairs | If this information is unavailable, reduction of highway or rail miles from LOS E or F would be acceptable |
| Safety | Reduction in truck-involved incidents | This approach would be more comprehensive and would be easier to track and evaluate than number of deaths and injuries |
| | Reduction in train-involved incidents | This approach would be more comprehensive and would be easier to track and evaluate than number of deaths and injuries |
| Congestion Reduction | Reduction in Daily Vehicles Hours of Delay (on primary or parallel facilities) | |
| | Reduction in Daily Train Hours of Delay | |
| | Reduction in Annual Truck Trips (due to mode shift) | |
| | Reduction in Annual Truck VMT (due to mode shift) | |
| Emission Reduction | Reduction in Volatile Organic Compounds (VOC) | |
| | Reduction in Nitrogen Oxides (NOx) | |
| | Reduction in Particulate Matter (PM10, PM2.5) | |
| | Reduction in Carbon Dioxide (CO2) | |



Alameda Corridor-East Construction Authority

4900 Rivergrade Rd. Ste. A120 Irwindale, CA 91706 (626) 962-9292 fax (626) 962-3552 www.theaceproject.org

MEMO TO: ACE Construction Authority Board Members & Alternates

FROM: Mark Christoffels
Chief Executive Officer

DATE: April 25, 2017

SUBJECT: Approval of the Declaration of Surplus Property for the Nogales Street Grade Separation Project

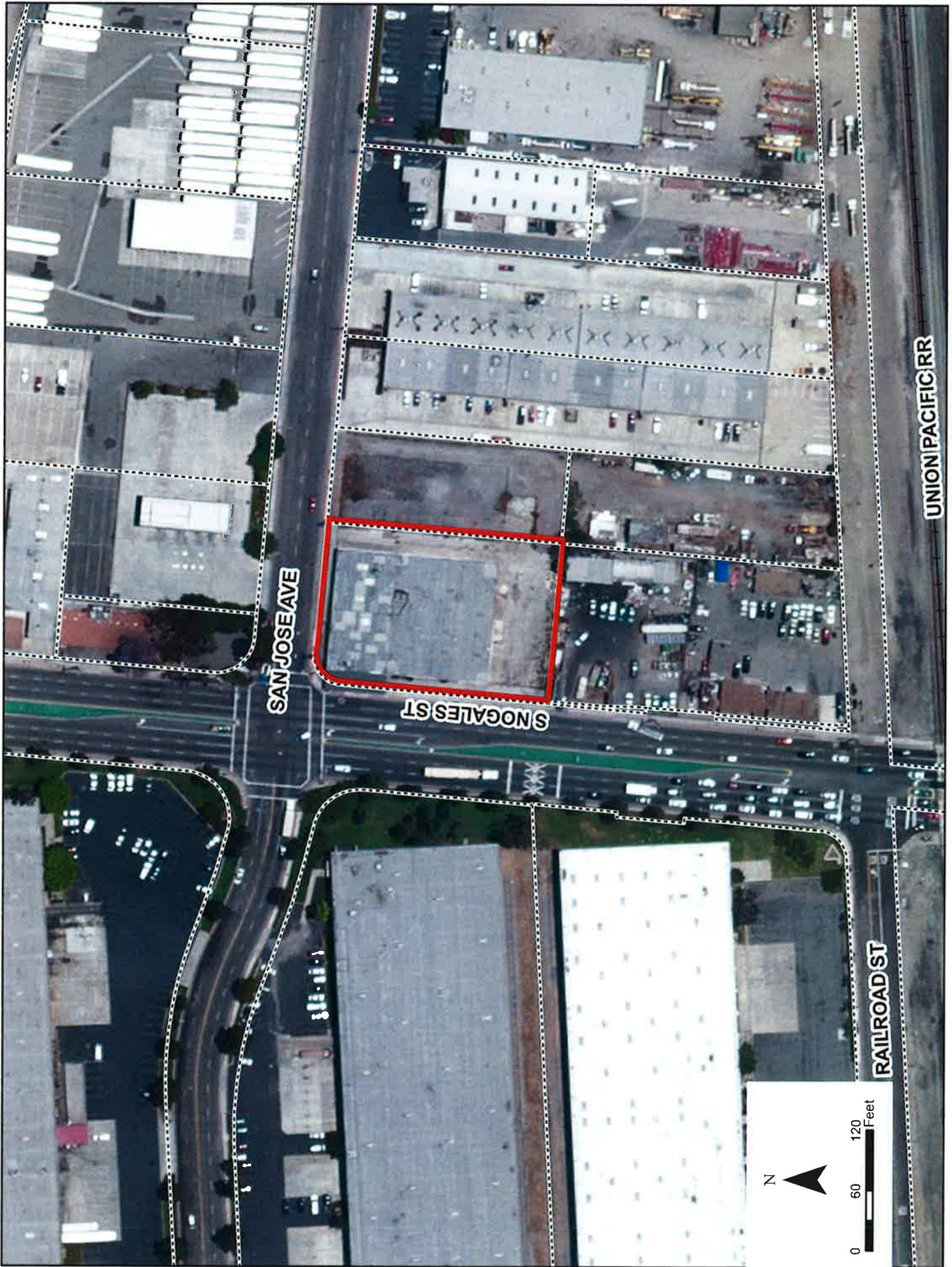
RECOMMENDATION: Staff recommends that the Board declare the following parcels located in unincorporated County of Los Angeles surplus:

| ACE Parcel No. | Assessor Parcel No. |
|----------------|---------------------|
| 20-J | 8760-003-902 |
| 20-L | 8760-003-903 |
| 20-M | 8760-003-904 |

BACKGROUND: The ACE Construction Authority acquired the above-referenced property as part of the Nogales Street Grade Separation Project. The project's surplus property consists of three parcels totaling approximately 84,384 gross square feet (1.94 acres) of vacant land zoned for either Light Industrial (M-2) or Industrial Lot (LCM-11/2).

In accordance with ACE Right-of-Way Guidelines and the Caltrans Right of Way manual, upon declaration by the Board that this parcel is now surplus and no longer needed for the project, the parcel will be appraised to determine the Fair Market Value and will first be made available to governmental agencies for specified uses at fair market value, then offered for sale to the general public.

BUDGET IMPACT: Proceeds from the sale of surplus properties are used to fund other ACE Projects or obligations.



SAN JOSE AVE

SNOGALES ST

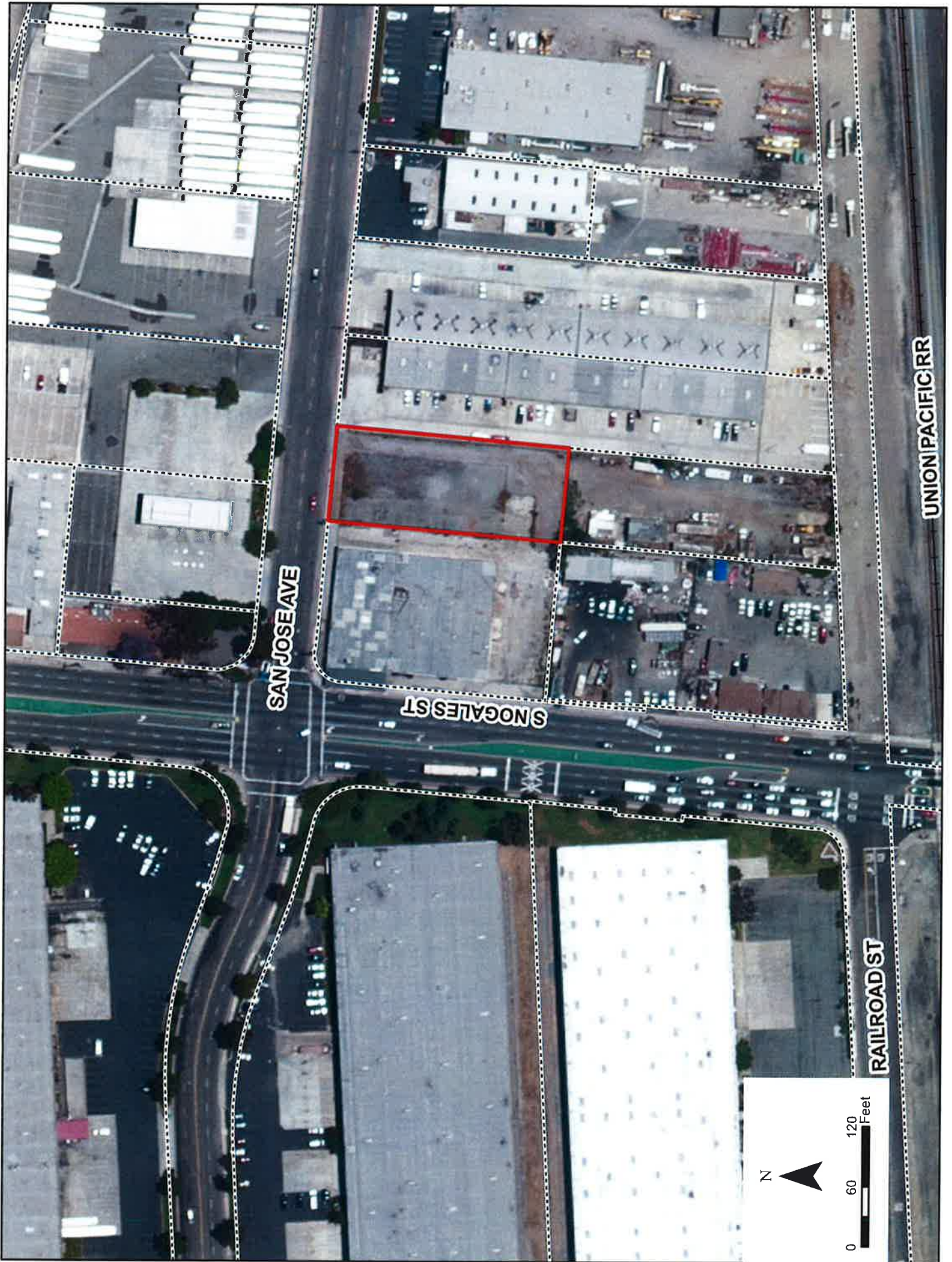
UNION PACIFIC RR

RAILROAD ST

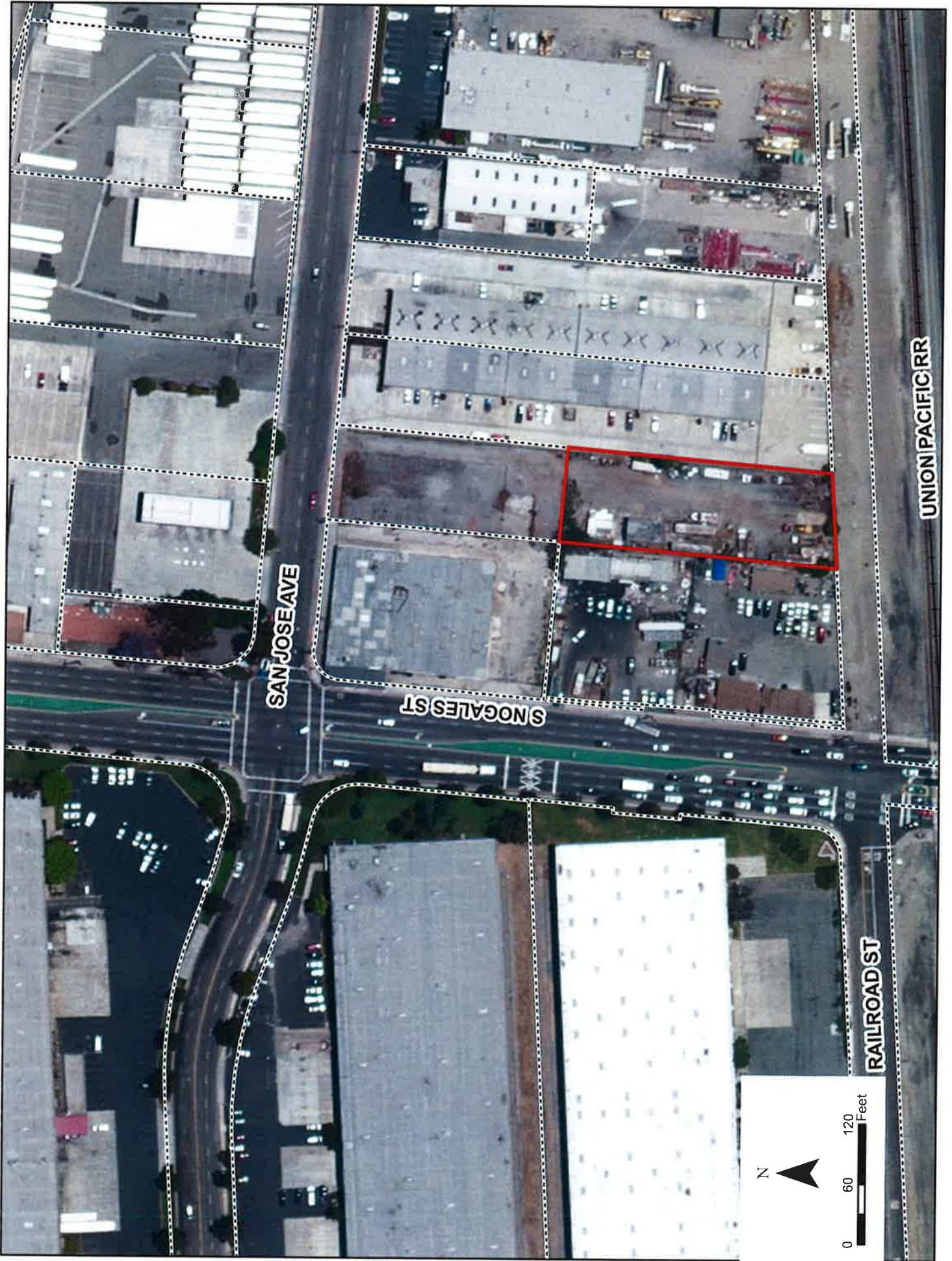


0 60 120 Feet

APN: 8760-003-902



APN: 8760-003-903



SAN JOSE AVE

S NOGALES ST

RAILROAD ST

UNION PACIFIC RR



0 60 120 Feet

APN: 8760-003-904



Alameda Corridor-East Construction Authority

4900 Rivergrade Rd. Ste. A120 Irwindale, CA 91706 (626) 962-9292 fax (626) 962-3552 www.theaceproject.org

MEMO TO: ACE Construction Authority Board Members & Alternates

FROM: Mark Christoffels
Chief Executive Officer

DATE: April 25, 2017

SUBJECT: Receive and File: Quarterly Project Progress & Financial Reports

RECOMMENDATION: Receive and file the ACE Program Quarterly Progress Reports for the period covering the 3rd quarter of Fiscal Year 2017.


BACKGROUND: To keep the ACE Board as well as the interested public informed about ACE's progress in designing and constructing the projects in the adopted ACE program, staff prepares and submits to the Board progress reports on a quarterly basis. The attached reports are prepared by the Project Managers for each respective active ACE project and provide a one-page summary of expenditures, schedules, work completed and to be done, as well as any areas of concerns. In addition to these reports, staff will make an oral presentation to provide updates on the following for the period from December 31 2016 through March 31, 2017:

- Major Activities Completed
- Construction and Design Progress
- Current Project Schedules
- Current Project Cost Estimates
- Project Funding

**ALAMEDA CORRIDOR-EAST PHASE II
AT-GRADE CROSSING SAFETY IMPROVEMENTS (City of Pomona)**

As of March 2017

| | |
|------------------------------------|----------------------------------|
| LOCATION: Pomona | CONSTRUCTION MANAGER: TBD |
| DESIGN CONSULTANT: Railpros | CONTRACTOR: TBD |

| | |
|----------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| PHOTO Example of At-Grade Improvements | WORK COMPLETED PAST QUARTER |
|  | <ul style="list-style-type: none"> ▪ Continued work on the 35% Prelim Engineering Plan Development ▪ Continued work on the Final Hydrology and Hydraulics Report ▪ Addressed CPUC comments ▪ Continued Field Survey Work |

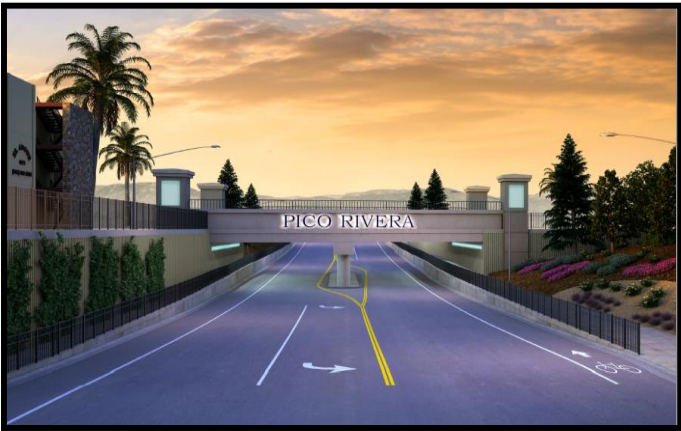
| EXPENDITURE STATUS (\$ in Millions) | | | | SCHEDULE ASSESSMENT | | | |
|-----------------------------------------------|------------------|---------------------|--------------------|----------------------------|------------|--------------|--------------------|
| ACTIVITIES | PERCENT EXPENDED | \$ CURRENT ESTIMATE | \$ EXPENDED AMOUNT | MAJOR SCHEDULE ACTIVITIES | PRIOR PLAN | CURRENT PLAN | VARIANCE WEEKS +/- |
| DESIGN (35% only) | 20% | \$4.5 | \$1.0 | Environmental | | | |
| | | | | Statutory Exemption | Aug-17 | Nov-17 | 11 |
| RIGHT-OF-WAY | 0% | \$1.1 | \$0.0 | Design | | | |
| | | | | Notice To Proceed | May-15 A | May-15 A | |
| | | | | Final PS&E Complete | Aug-18 | Nov-18 | 14 |
| CONSTRUCTION | 0% | \$17.4 | \$0.0 | Right-of-Way | | | |
| | | | | All Parcels Available | N/A | N/A | |
| TOTAL | 4% | \$22.9 | \$1.0 | Construction | | | |
| | | | | Notice To Proceed | Mar-19 | Jun-19 | 12 |
| | | | | Construction Complete | Nov-19 | Jan-20 | 12 |

| AREAS OF CONCERN | CRITICAL ACTIVITIES / 3 MONTH LOOK AHEAD | | | | | | | | | | | | | | | | |
|-------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|-----------|----------|-----------|---------------------|-----|--|--|---------------------|-----|--|--|------------------------|----------|----------|----------|
| | <ul style="list-style-type: none"> ▪ Continue work on the 35% Prelim Engineering Plan Development ▪ Complete the Final Hydrology and Hydraulics Report ▪ Complete Field Survey Work ▪ Obtain UPRR Right-of-Entry for Utility Potholing ▪ Complete Utility Potholing | | | | | | | | | | | | | | | | |
| ROW ACQUISITION | | | | | | | | | | | | | | | | | |
| | <table border="1" style="width: 100%;"> <tr> <th></th> <th>Plan</th> <th>Acquired</th> <th>Remaining</th> </tr> <tr> <td>o Permanent Parcels</td> <td>TBD</td> <td></td> <td></td> </tr> <tr> <td>o Temporary Parcels</td> <td>TBD</td> <td></td> <td></td> </tr> <tr> <td>o Total Parcels</td> <td>0</td> <td>0</td> <td>0</td> </tr> </table> | | Plan | Acquired | Remaining | o Permanent Parcels | TBD | | | o Temporary Parcels | TBD | | | o Total Parcels | 0 | 0 | 0 |
| | Plan | Acquired | Remaining | | | | | | | | | | | | | | |
| o Permanent Parcels | TBD | | | | | | | | | | | | | | | | |
| o Temporary Parcels | TBD | | | | | | | | | | | | | | | | |
| o Total Parcels | 0 | 0 | 0 | | | | | | | | | | | | | | |

**ALAMEDA CORRIDOR-EAST PHASE II
GRADE SEPARATION - DURFEE AVENUE (City of Pico Rivera)**

As of March 2017

| | |
|-------------------------------|------------------------------------------|
| LOCATION: Pico Rivera | CONSTRUCTION MANAGER: PB Americas |
| DESIGN CONSULTANT: URS | CONTRACTOR: TBD |

| | |
|----------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| PHOTO Photo Simulation of Future Grade Separation | WORK COMPLETED PAST QUARTER |
|  | <ul style="list-style-type: none"> ▪ Continued Stakeholder, Utility, and Other Agency Coordination ▪ Addressed comments from 100% LACDPW Review ▪ Received final signed plans from LACSD ▪ Addressed Comments from Constructability Review ▪ Continued ROW Acquisition and Relocation Activities ▪ Continued demolition activities ▪ Continued Coordination with Private Property Owners for Final Approval of Site Improvements ▪ Provided support for eminent domain legal proceedings |


| | | | | | | | |
|-----------------------------------------------|------------------|---------------------|--------------------|----------------------------|------------|--------------|--------------------|
| EXPENDITURE STATUS (\$ in Millions) | | | | SCHEDULE ASSESSMENT | | | |
| ACTIVITIES | PERCENT EXPENDED | \$ CURRENT ESTIMATE | \$ EXPENDED AMOUNT | MAJOR SCHEDULE ACTIVITIES | PRIOR PLAN | CURRENT PLAN | VARIANCE WEEKS +/- |
| DESIGN | 80% | \$9.0 | \$7.6 | Environmental | | | |
| | | | | NEPA/CEQA | Jul-14 A | Jul-14 A | |
| RIGHT-OF-WAY | 38% | \$32.6 | \$13.7 | Design | | | |
| | | | | Notice To Proceed | Oct-12 A | Oct-12 A | |
| | | | | Final PS&E Complete | May-17 | Jun-17 | 5 |
| CONSTRUCTION | 0% | \$49.5 | \$0.0 | Right-of-Way | | | |
| | | | | All Parcels Available | Apr-17 | Jul-17 | 12 |
| TOTAL | 23% | \$91.1 | \$21.3 | Construction | | | |
| | | | | Notice To Proceed | Jan-18 | Feb-18 | 3 |
| | | | | Construction Complete | Jul-20 | Aug-20 | 3 |

| | | | | | | | |
|-----------------------------------------------------------------------------------------------------------------|-------------|-----------------|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|
| AREAS OF CONCERN | | | | CRITICAL ACTIVITIES / 3 MONTH LOOK AHEAD | | | |
| Schedule delayed due to right-of-way issues and utility companies' slow response to required relocation design. | | | | <ul style="list-style-type: none"> ▪ Continue Stakeholder, Utility, and Other Agency Coordination ▪ Receive and address comments from 100% PS&E Reviews ▪ Continue ROW Acquisition and Relocation Activities ▪ Continue demolition activities ▪ Continue Coordination with Private Property Owners for Final Approval of Site Improvements ▪ Provide support for eminent domain legal proceedings ▪ Circulate C&M Agreement for Review and Signature ▪ Draft ROW Certification for Caltrans' Review | | | |
| ROW ACQUISITION | Plan | Acquired | Remaining | | | | |
| o Permanent Parcels | 47 | 6 | 41 | | | | |
| o Temporary Parcels | 41 | 0 | 41 | | | | |
| o Total Parcels | 88 | 6 | 82 | | | | |

**ALAMEDA CORRIDOR-EAST PHASE II
GRADE SEPARATION - FAIRWAY AVENUE (LA Sub)(City of Industry)**

As of March 2017

| | |
|-------------------------------------|------------------------------------------|
| LOCATION: City of Industry | CONSTRUCTION MANAGER: PB Americas |
| DESIGN CONSULTANT: CH2M Hill | CONTRACTOR: OHL USA |

| | | |
|----------------------------------------------------------------------------------|--------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| PHOTO | Installation of retaining wall shoring to the east of Fairway Dr. | WORK COMPLETED PAST QUARTER |
|  | | <ul style="list-style-type: none"> ▪ Completed the installation of Phase 1 aggregate piers along UPRR. ▪ Completed the relocation of WWWD facilities. ▪ Continued the construction of retaining wall no. 5 and began wall #6. ▪ Lemon Avenue Ramps Construction:- ▪ Completed the construction of RCB Storm Drain. ▪ Continued the retaining wall construction along the WB on-ramp. |

| | | | | | | | |
|-----------------------------------------------|------------------|---------------------|--------------------|----------------------------|------------|--------------|--------------------|
| EXPENDITURE STATUS (\$ in Millions) | | | | SCHEDULE ASSESSMENT | | | |
| ACTIVITIES | PERCENT EXPENDED | \$ CURRENT ESTIMATE | \$ EXPENDED AMOUNT | MAJOR SCHEDULE ACTIVITIES | PRIOR PLAN | CURRENT PLAN | VARIANCE WEEKS +/- |
| DESIGN | 100% | \$8.2 | \$8.2 | Environmental | | | |
| | | | | IS/ND | Oct-12 A | Oct-12 A | |
| RIGHT-OF-WAY | 83% | \$31.6 | \$26.4 | Design | | | |
| | | | | Notice To Proceed | Apr-11 A | Apr-11 A | |
| | | | | Final PS&E Complete | Jul-14 A | Jul-14 A | |
| CONSTRUCTION | 25% | \$118.5 | \$31.7 | Right-of-Way | | | |
| | | | | All Parcels Available | Apr-14 A | Apr-14 A | |
| TOTAL | 42% | \$158.4 | \$66.2 | Construction | | | |
| | | | | Notice To Proceed | Dec-14 A | Dec-14 A | |
| | | | | Construction Complete | Oct-19 | Jan-20 | 15 |

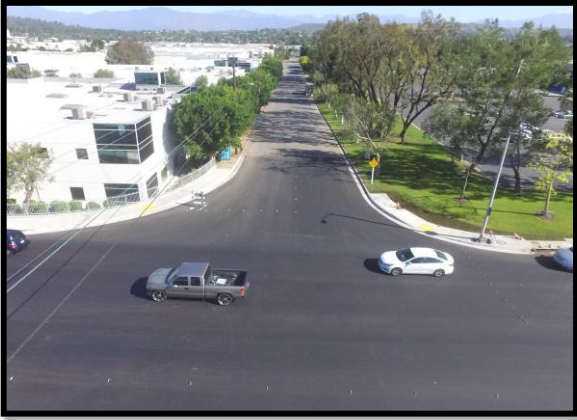
| | |
|-------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| AREAS OF CONCERN | CRITICAL ACTIVITIES / 3 MONTH LOOK AHEAD |
| | <ul style="list-style-type: none"> ▪ Kick off the relocation of CSD sewer line work. ▪ Obtain the approval from UPRR to construct the shoo-fly tracks. ▪ Obtain approval from LACDPW to proceed on phase 2 of the ground improvement. |

| | | | |
|------------------------|-------------|-----------------|------------------|
| ROW ACQUISITION | Plan | Acquired | Remaining |
| o Permanent Parcels | 40 | 12 | 28 |
| o Temporary Parcels | 28 | 13 | 15 |
| o Total Parcels | 68 | 25 | 43 |

**ALAMEDA CORRIDOR-EAST PHASE II
GRADE SEPARATION - FULLERTON ROAD (City of Industry)**

As of March 2017

| | |
|----------------------------------------------------|------------------------------------------------|
| LOCATION: City of Industry | CONSTRUCTION MANAGER: Berg & Associates |
| DESIGN CONSULTANT: Biggs Cardosa Associates | CONTRACTOR: Shimmick Construction Co |

| | |
|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| PHOTO Rowland/Lawson Intersection | WORK COMPLETED PAST QUARTER |
|  | Continued reclaim and potable relocations Completed Retaining Wall #9 Paved Rowland/Lawson intersection Continued Pump Station excavation and shoring Continued Fullerton Road outside Widening SB Completed Fullerton Road Type 60SD Barrier Completed Fullerton Road Slope Paving |


| | | | | | | | |
|-----------------------------------------------|------------------|---------------------|--------------------|-----------------------------|------------|--------------|--------------------|
| EXPENDITURE STATUS (\$ in Millions) | | | | SCHEDULE ASSESSMENT | | | |
| ACTIVITIES | PERCENT EXPENDED | \$ CURRENT ESTIMATE | \$ EXPENDED AMOUNT | MAJOR SCHEDULE ACTIVITIES | PRIOR PLAN | CURRENT PLAN | VARIANCE WEEKS +/- |
| DESIGN | 100% | \$10.7 | \$10.7 | Environmental | | | |
| | | | | Categorical Exemption IS/ND | Oct-13 A | Oct-13 A | |
| RIGHT-OF-WAY | 95% | \$26.6 | \$20.6 | Design | | | |
| | | | | Notice To Proceed | Oct-12 A | Oct-12 A | |
| | | | | Final PS&E Complete | Dec-15 A | Dec-15 A | |
| CONSTRUCTION | 9% | \$115.1 | \$10.3 | Right-of-Way | | | |
| | | | | All Parcels Available | Oct-15 A | Oct-15 A | |
| TOTAL | 27% | \$152.4 | \$41.6 | Construction | | | |
| | | | | Notice To Proceed | Jul-16 | Jul-16 A | |
| | | | | Construction Complete | Apr-20 | Aug-20 | 18 |

| | | | | | | | |
|-------------------------|-------------|-----------------|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|
| AREAS OF CONCERN | | | | CRITICAL ACTIVITIES / 3 MONTH LOOK AHEAD | | | |
| | | | | Complete South Fullerton Road widening outside lanes Start South Fullerton Road widening inside lanes Complete Rowland/Lawson intersection widening Complete pump station excavation Close North Fullerton Road | | | |
| ROW ACQUISITION | Plan | Acquired | Remaining | | | | |
| o Permanent Parcels | 35 | 16 | 19 | | | | |
| o Temporary Parcels | 18 | 13 | 5 | | | | |
| o Total Parcels | 53 | 29 | 24 | | | | |

**ALAMEDA CORRIDOR-EAST PHASE II
GRADE SEPARATION - Various (Montebello)**

As of March 2017

| | |
|-------------------------------------------|----------------------------------|
| LOCATION: Montebello | CONSTRUCTION MANAGER: TBD |
| DESIGN CONSULTANT: Moffat & Nichol | CONTRACTOR: TBD |

| | |
|----------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| PHOTO Montebello Boulevard | WORK COMPLETED PAST QUARTER |
|  | <ul style="list-style-type: none"> ▪ Completed Traffic Study Addendum addressing construction issues ▪ Continued work on Final Hydrology and Hydraulics Memorandum ▪ Continued work on Focus Area Phase I ESA ▪ Continued Coordination with Stakeholders and Impacted Property Owners ▪ Continued work on the 35% Prelim Engineering Plan Development ▪ Completed Utility Potholing for this Phase ▪ Completed Value Analysis Study |


| | | | | | | | |
|-----------------------------------------------|------------------|---------------------|--------------------|----------------------------|------------|--------------|--------------------|
| EXPENDITURE STATUS (\$ in Millions) | | | | SCHEDULE ASSESSMENT | | | |
| ACTIVITIES | PERCENT EXPENDED | \$ CURRENT ESTIMATE | \$ EXPENDED AMOUNT | MAJOR SCHEDULE ACTIVITIES | PRIOR PLAN | CURRENT PLAN | VARIANCE WEEKS +/- |
| DESIGN (35% only) | 16% | \$13.5 | \$3.2 | Environmental | | | |
| | | | | Statutory Exemption | Mar-18 | May-18 | 9 |
| RIGHT-OF-WAY | 2% | \$29.7 | \$0.6 | Design | | | |
| | | | | Notice To Proceed | Sep-15 A | Sep-15 A | |
| | | | | Final PS&E Complete | Aug-19 | Jul-19 | (2) |
| CONSTRUCTION | 0% | \$116.9 | \$0.0 | Right-of-Way | | | |
| | | | | All Parcels Available | Sep-19 | Nov-19 | 9 |
| TOTAL | 2% | \$160.0 | \$3.8 | Construction | | | |
| | | | | Notice To Proceed | Feb-20 | Mar-20 | 7 |
| | | | | Construction Complete | Feb-23 | Mar-23 | 7 |

| | | | | | | | |
|-------------------------|-------------|-----------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|
| AREAS OF CONCERN | | | | CRITICAL ACTIVITIES / 3 MONTH LOOK AHEAD | | | |
| | | | | <ul style="list-style-type: none"> ▪ Complete Final Hydrology and Hydraulics Memorandum ▪ Complete Site Specific Phase I ESA's ▪ Begin the Phase II Site Investigation ▪ Continue Coordination with Stakeholders and Impacted Property Owners ▪ Continue work on the 35% Prelim Engineering Plan Development ▪ Further develop recommendations from the Value Analysis Study for potential inclusion in the final project design ▪ Complete Geotechnical Foundation Reports | | | |
| ROW ACQUISITION | Plan | Acquired | Remaining | | | | |
| o Permanent Parcels | TBD | | | | | | |
| o Temporary Parcels | TBD | | | | | | |
| o Total Parcels | 0 | 0 | 0 | | | | |

**ALAMEDA CORRIDOR-EAST PHASE I
GRADE SEPARATION - NOGALES ST. (LA SUB) (INDUSTRY)**

As of March 2017

| | |
|-----------------------------------|------------------------------------------|
| LOCATION: City of Industry | CONSTRUCTION MANAGER: PB Americas |
| DESIGN CONSULTANT: AECOM | CONTRACTOR: Griffith Company |

| | |
|------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>PHOTO Traffic on new Nogales Street</p>  | <p>WORK COMPLETED PAST QUARTER</p> <p>Continued to complete the remaining project punch list items.</p> <p>Continued to perform walk throughs with City, County & Caltrans.</p> <p>Continued to work with City and RWD to resolve interim ground water dewatering arrangements.</p> <p>Continued on with the Project Closeout.</p> |
|------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

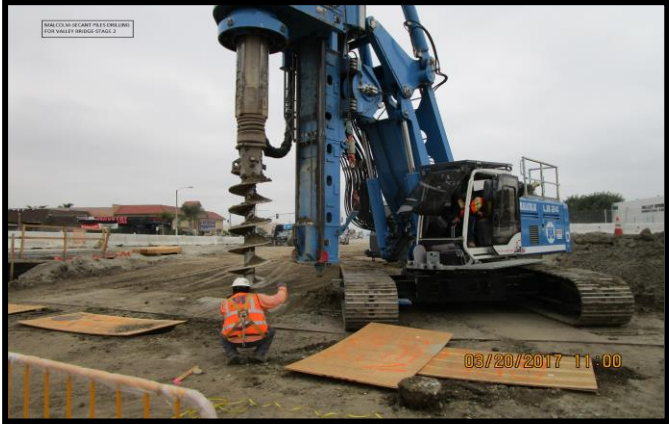
| | | | | | | | |
|-----------------------------------------------|------------------|---------------------|--------------------|----------------------------|------------|--------------|--------------------|
| EXPENDITURE STATUS (\$ in Millions) | | | | SCHEDULE ASSESSMENT | | | |
| ACTIVITIES | PERCENT EXPENDED | \$ CURRENT ESTIMATE | \$ EXPENDED AMOUNT | MAJOR SCHEDULE ACTIVITIES | PRIOR PLAN | CURRENT PLAN | VARIANCE WEEKS +/- |
| DESIGN | 100% | \$4.7 | \$4.7 | <i>Environmental</i> | | | |
| | | | | IS/EA | Sep-09 A | Sep-09 A | |
| RIGHT-OF-WAY | 100% | \$50.3 | \$46.9 | <i>Design</i> | | | |
| | | | | Notice To Proceed | Jul-08 A | Jul-08 A | |
| | | | | Final PS&E Complete | Dec-09 A | Dec-09 A | |
| CONSTRUCTION | 100% | \$65.8 | \$60.8 | <i>Right-Of-Way</i> | | | |
| | | | | All Parcels Available | Mar-12 A | Mar-12 A | |
| TOTAL | 93% | \$120.8 | \$112.4 | <i>Construction</i> | | | |
| | | | | Notice To Proceed | Jan-13 A | Jan-13 A | |
| | | | | Construction Complete | Jun-16 A | Jun-16 A | |

| | | | | | | | |
|-------------------------|-------------|-----------------|------------------|-----------------------------------------------------------------------------------|--|--|--|
| AREAS OF CONCERN | | | | CRITICAL ACTIVITIES / 3 MONTH LOOK AHEAD | | | |
| | | | | Obtain final acceptance from City, County, Caltrans and private property owners. | | | |
| | | | | Proceed to unload the excess properties. | | | |
| ROW ACQUISITION | Plan | Acquired | Remaining | Finalize the out-grant of utility easements to various utility owners and LACFCD. | | | |
| o Permanent Parcels | 2 | 2 | 0 | | | | |
| o Temporary Parcels | 40 | 40 | 0 | | | | |
| o Total Parcels | 42 | 42 | 0 | | | | |

**ALAMEDA CORRIDOR-EAST PHASE II
GRADE SEPARATION - PUENTE AVENUE (City of Industry)**

As of March 2017

| | |
|--------------------------------------------|------------------------------------|
| LOCATION: City of Industry | CONSTRUCTION MANAGER: AECOM |
| DESIGN CONSULTANT: Moffatt & Nichol | CONTRACTOR: OHL USA |

| | |
|----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| PHOTO Secant Piles Drilling | WORK COMPLETED PAST QUARTER |
|  | <p>Completion of southerly half of the Valley Blvd. Structure Shift Valley Blvd. detour onto new structure. Start on pump station. Start on UPRR structure, southerly half.</p> |


| | | | | | | | |
|-----------------------------------------------|-------------------------|----------------------------|---------------------------|----------------------------------|-------------------|---------------------|---------------------------|
| EXPENDITURE STATUS (\$ in Millions) | | | | SCHEDULE ASSESSMENT | | | |
| ACTIVITIES | PERCENT EXPENDED | \$ CURRENT ESTIMATE | \$ EXPENDED AMOUNT | MAJOR SCHEDULE ACTIVITIES | PRIOR PLAN | CURRENT PLAN | VARIANCE WEEKS +/- |
| DESIGN | 100% | \$9.4 | \$9.4 | <i>Environmental</i> | | | |
| | | | | Statutory Exemption | Apr-12 A | Apr-12 A | |
| RIGHT-OF-WAY | 100% | \$30.8 | \$24.8 | <i>Design</i> | | | |
| | | | | Notice To Proceed | Apr-11 A | Apr-11 A | |
| | | | | Final PS&E Complete | Mar-14 A | Mar-14 A | |
| CONSTRUCTION | 55% | \$57.1 | \$29.3 | <i>Right-of-Way</i> | | | |
| | | | | All Parcels Available | Jan-14 A | Jan-14 A | |
| TOTAL | 65% | \$97.4 | \$63.5 | <i>Construction</i> | | | |
| | | | | Notice To Proceed | Sep-14 A | Sep-14 A | |
| | | | | Construction Complete | Jul-18 | Oct-18 | 11 |

| | | | | | | | |
|-------------------------|-------------|-----------------|------------------|----------------------------------------------------------------|--|--|--|
| AREAS OF CONCERN | | | | CRITICAL ACTIVITIES / 3 MONTH LOOK AHEAD | | | |
| | | | | Construct UPRR southerly half for shoofly switch over in July. | | | |
| ROW ACQUISITION | Plan | Acquired | Remaining | | | | |
| o Permanent Parcels | 32 | 24 | 8 | | | | |
| o Temporary Parcels | 3 | 3 | 0 | | | | |
| o Total Parcels | 35 | 27 | 8 | | | | |

**ALAMEDA CORRIDOR-EAST PHASE II
SAN GABRIEL TRENCH (City of San Gabriel)**

As of March 2017

| | |
|--------------------------------------------|-------------------------------------------------|
| LOCATION: City of San Gabriel | CONSTRUCTION MANAGER: Jacobs Engineering |
| DESIGN CONSULTANT: Moffatt & Nichol | CONTRACTOR: Walsh Construction |

| | | |
|----------------------------------------------------------------------------------|-------------------------------------------|------------------------------------------------------------------|
| PHOTO | Walnut Grove Crossing Construction | WORK COMPLETED PAST QUARTER |
|  | | - UPRR Forces have showed up to begin New Main Line Construction |


| | | | | | | | |
|-----------------------------------------------|------------------|---------------------|--------------------|----------------------------|------------|--------------|--------------------|
| EXPENDITURE STATUS (\$ in Millions) | | | | SCHEDULE ASSESSMENT | | | |
| ACTIVITIES | PERCENT EXPENDED | \$ CURRENT ESTIMATE | \$ EXPENDED AMOUNT | MAJOR SCHEDULE ACTIVITIES | PRIOR PLAN | CURRENT PLAN | VARIANCE WEEKS +/- |
| DESIGN | 100% | \$33.5 | \$33.5 | <i>Environmental</i> | | | |
| | | | | Statutory Exemption | | | |
| RIGHT-OF-WAY | 100% | \$33.3 | \$30.6 | <i>Design</i> | | | |
| | | | | NTP for Prel Design | | | |
| | | | | Complete Prel Design | | | |
| | | | | 100 % Submittal | | | |
| CONSTRUCTION | 91% | \$246.0 | \$179.8 | <i>Right-of-Way</i> | | | |
| | | | | All Parcels Available | | | |
| TOTAL | 78% | \$312.8 | \$243.8 | <i>Construction</i> | | | |
| | | | | Notice To Proceed | | | |
| | | | | Construction Complete | | | |

| | | | | | | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|-----------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|
| AREAS OF CONCERN | | | | CRITICAL ACTIVITIES / 3 MONTH LOOK AHEAD | | | |
| - Weather has forced other UPRR forces and materials to be diverted to repair various other infrastructure and has ultimately delayed the completion of our work. | | | | - Project has been delayed because weather has impacted UPRR work -ACE will be seeking a time extension with CTC in order to remain in compliance with our grant assurances | | | |
| ROW ACQUISITION | Plan | Acquired | Remaining | | | | |
| o Permanent Parcels | 64 | 64 | 0 | | | | |
| o Temporary Parcels | 62 | 62 | 0 | | | | |
| o Total Parcels | 126 | 126 | 0 | | | | |

**ALAMEDA CORRIDOR-EAST PHASE II
GRADE SEPARATION - TURNBULL CANYON ROAD (LA SUB)**

As of March 2017

| | |
|-----------------------------------|------------------------------|
| LOCATION: City of Industry | CONSTRUCTION MANAGER: |
| DESIGN CONSULTANT: HNTB | CONTRACTOR: |

| | |
|----------------------------------------------------------------------------------|--------------------------------------|
| PHOTO Turnbull Overpass Rendering | WORK COMPLETED PAST QUARTER |
|  | Selected and awarded design contract |

| | | | | | | | |
|-----------------------------------------------|------------------|---------------------|--------------------|----------------------------|------------|--------------|--------------------|
| EXPENDITURE STATUS (\$ in Millions) | | | | SCHEDULE ASSESSMENT | | | |
| ACTIVITIES | PERCENT EXPENDED | \$ CURRENT ESTIMATE | \$ EXPENDED AMOUNT | MAJOR SCHEDULE ACTIVITIES | PRIOR PLAN | CURRENT PLAN | VARIANCE WEEKS +/- |
| DESIGN | | \$10.1 | \$0.3 | Environmental | | | |
| | | | | Statutory Exemption | | | |
| RIGHT-OF-WAY | | \$33.9 | \$0.0 | Design | | | |
| | | | | NTP for Prel Design | | | |
| | | | | Complete Prel Design | | | |
| | | | | 100 % Submittal | | | |
| CONSTRUCTION | | \$42.3 | \$0.0 | Right-of-Way | | | |
| | | | | All Parcels Available | | | |
| TOTAL | 0% | \$86.2 | \$0.3 | Construction | | | |
| | | | | Notice To Proceed | | | |
| | | | | Construction Complete | | | 0 |

| | | | | | | | |
|-------------------------|-------------|-----------------|------------------|-------------------------------------------------|--|--|--|
| AREAS OF CONCERN | | | | CRITICAL ACTIVITIES / 3 MONTH LOOK AHEAD | | | |
| | | | | Begin preliminary design | | | |
| ROW ACQUISITION | Plan | Acquired | Remaining | | | | |
| o Permanent Parcels | TBD | TBD | 0 | | | | |
| o Temporary Parcels | TBD | TBD | 0 | | | | |
| o Total Parcels | 0 | 0 | 0 | | | | |



Alameda Corridor-East Construction Authority

4900 Rivergrade Rd. Ste. A120 Irwindale, CA 91706 (626) 962-9292 fax (626) 962-3552 www.theaceproject.org

MEMO TO: ACE Construction Authority Board Members & Alternates

FROM: Mark Christoffels
Chief Executive Officer

DATE: April 25, 2017

SUBJECT: Receive and File: Environmental Mitigation Monitoring Reports

RECOMMENDATION: Receive and file the ACE Environmental Mitigation Monitoring Reports for the period covering the 3rd quarter of Fiscal Year 2017.

BACKGROUND: Appended to this report are the quarterly environmental mitigation monitoring and public contact reports for each of ACE's projects currently in construction. The monitoring reports track compliance during construction with environmental mitigations and best management practices, as well as a summary of third part complaints and ACE's response.



Construction Mitigation Measure Matrix
 Alameda Corridor-East Construction Authority
 3rd Quarter Report (January 1, 2017 – March 31, 2017)
 Fairway Drive Grade Separation Project

| Mitigation Measure | Mitigation Complete | |
|---------------------------------------------------------------------------------------------|-------------------------------------|----|
| | YES | NO |
| <u>Air quality</u> | | |
| 1. Use low sulfur fuel in construction equipment | <input checked="" type="checkbox"/> | |
| 2. Minimize Dust by Watering (Rule 403) | <input checked="" type="checkbox"/> | |
| 3. Cover Haul Trucks and Operate less than 15 MPH | <input checked="" type="checkbox"/> | |
| 4. Suspend construction operations in unpaved areas when winds are more than 25 MPH | <input checked="" type="checkbox"/> | |
| 5. Ballast wetted as it is unloaded from haul trucks | <input checked="" type="checkbox"/> | |
| 6. Asphalt paving materials comply with SCAQMD Rule 453 regarding compliant paving material | <input checked="" type="checkbox"/> | |

| Mitigation Measure | Mitigation Complete | |
|--------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|----|
| | YES | NO |
| <u>Archaeo & Paleo Monitoring</u> | | |
| 7. Worker education and briefing of monitoring archaeologists and construction inspectors conducted prior to construction | <input checked="" type="checkbox"/> Worker education briefing was conducted on July 20, 2015 | |
| 8. Conduct Paleontological Monitoring where excavation exceeds 1.5 meters (5 ft.) below ground surface (may be reduced as warranted) | <input checked="" type="checkbox"/> | |
| 9. Plan in place for preservation and curation of significant paleontologic resources that may be discovered | <input checked="" type="checkbox"/> Archaeo/Paleo Resource Monitoring, Mitigation and Curation Plan, LSA, January 30, 2015 | |

| Mitigation Measure | Mitigation Complete | |
|-------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|
| | YES | NO |
| <u>Noise & Vibration</u> | | |
| 10. Conduct construction in a manner that minimizes noise and maintains noise levels below City limits at noise sensitive land uses | <input checked="" type="checkbox"/> | |
| 11. Use effective noise mufflers on equipment | <input checked="" type="checkbox"/> | |
| 12. Minimize noise during the evening, at nighttime, week-ends and holidays | <input checked="" type="checkbox"/> Water District night time construction utility work. | |
| 13. Noise monitoring conducted to demonstrate compliance with noise limits | | <input checked="" type="checkbox"/> There are no sensitive noise receptors. No pile driving is being conducted |
| 14. Vibration monitoring performed during vibration-intensive activities | <input checked="" type="checkbox"/> Preconstruction bldg. condition video is on file at construction office | |

| | | |
|-------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------|-------------------------------------|
| | for pre/post construction comparison of bldg. conditions. No pile driving during this phase. | |
| 15. Noise blanket used to reduce increased noise level during operation of detour route during construction | | <input checked="" type="checkbox"/> |

Water Quality & Erosion

| | YES | NO |
|--------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------|
| 16. No detrimental discharge into drainages and bodies of water | <input checked="" type="checkbox"/> SWPPP compliance monitoring conducted weekly | |
| 17. A Storm Water Pollution Prevention Plan (SWPPP) is available on-site from the RE | <input checked="" type="checkbox"/> 12/29/14 SWPP prepared by Incompli, revised 5/4/15 | |
| 18. Construction BMPs used to minimize erosion per SWPPP | <input checked="" type="checkbox"/> | |
| 19. Retaining walls constructed for long-term slope stabilization | <input checked="" type="checkbox"/> A retaining wall is being constructed at Otterbine south of UPRR ROW. | |
| 20. Erosion prevention planting used in conjunction with a geofabric, where feasible | | <input checked="" type="checkbox"/> N/A in this phase of construction |

Hazardous Material/Wastes

| | YES | NO |
|------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------|----|
| 21. Construction materials that may adversely affect groundwater stored away from excavation and in a contained area (protected by a berm) | <input checked="" type="checkbox"/> There are no VOCs currently stored on site. | |
| 22. Construction equipment and materials checked daily for leaks and repaired immediately | <input checked="" type="checkbox"/> | |
| 23. Hazardous waste (including dewatering waste water, aerially deposited lead, etc.) disposed of in accordance with federal, state, and local regulations | <input checked="" type="checkbox"/> | |

Biological Resources

| | YES | NO |
|-----------------------------------------------------------------|-------------------------------------------------------------------------------|----|
| 24. Bird surveys conducted prior to pruning and/or tree removal | <input checked="" type="checkbox"/> Yes. No vegetation clearing in this phase | |

General Construction Conditions

| | | YES | NO |
|-----|--------------------------------------------------------------------|-------------------------------------|-------------------------------------------------------------------------------|
| 25. | On-site construction manager available at all times | <input checked="" type="checkbox"/> | |
| 26. | Minimize interruption to utility services | <input checked="" type="checkbox"/> | |
| 27. | Mobile and stationary equipment maintained in proper working order | <input checked="" type="checkbox"/> | |
| 28. | Non-potable water used for construction activities, when feasible | | <input checked="" type="checkbox"/> Non-potable water is not available nearby |

Traffic

| | | YES | NO |
|-----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------|----|
| 29. | Construction coordinated with other major public or private construction projects within a one-mile radius and construction contracts scheduled to avoid overlapping major activities | <input checked="" type="checkbox"/> Ongoing coordination with the Lemon on/off-ramp project. | |
| 30. | Haul route should minimize intrusion to residential areas | <input checked="" type="checkbox"/> | |
| 31. | Bridge construction that requires street closure scheduled so only one crossing in an area is affected at one time | <input checked="" type="checkbox"/> Fairway is open | |
| 32. | Local residents and businesses notified in advance of proposed construction activities and road closures | <input checked="" type="checkbox"/> | |
| 33. | Detour route to bypass construction area provided during Fairway Drive closure for bridge construction | <input checked="" type="checkbox"/> No current closures | |
| 34. | Advance notice of proposed transit reroutes and any other changes in stops and service made | <input checked="" type="checkbox"/> Ongoing coordination with LA Metro and Foothill Transit | |
| 35. | Traffic handling plans approved by the City of Industry | | |
| 36. | Coordinate with City of Industry, LA County and Caltrans to provide advance notice of proposed traffic detours and their duration to the public | | |
| 37. | Coordination with Caltrans (including frwy signage) and City of Industry to ensure acceptable traffic operations are maintained on SR-60 segment from WB off-ramp to intersection of Fairway Drive and Gale Avenue/Walnut Drive | | |

Public Contacts Quarterly Report

| DATE | CONTACT | QUERY | RESOLUTION |
|----------|----------------|------------------------------------------------------------|-----------------------------------------------------|
| 02/10/17 | Property Owner | Inquiry regarding construction work schedule | Information provided |
| 03/02/17 | Resident | Inquiry regarding project timeline and scope of work | Information provided |
| 03/15/17 | Tenant | Report unable to make rental payment due to office closure | Advised payment would be accepted the following day |



Construction Mitigation Measure Matrix
 Alameda Corridor-East Construction Authority
 3rd Quarter Report (January 1, 2017 – March 31, 2017)
 Fullerton Road Grade Separation Project

| Mitigation Measure | Mitigation Complete | |
|---------------------------------------------------------------------------------------------|-------------------------------------|----|
| | YES | NO |
| <u>Air quality</u> | | |
| 1. Use low sulfur fuel in construction equipment | <input checked="" type="checkbox"/> | |
| 2. Minimize Dust by Watering (Rule 403) | <input checked="" type="checkbox"/> | |
| 3. Cover Haul Trucks and Operate less than 15 MPH | <input checked="" type="checkbox"/> | |
| 4. Suspend construction operations in unpaved areas when winds are more than 25 MPH | <input checked="" type="checkbox"/> | |
| 5. Ballast wetted as it is unloaded from haul trucks | <input checked="" type="checkbox"/> | |
| 6. Asphalt paving materials comply with SCAQMD Rule 453 regarding compliant paving material | <input checked="" type="checkbox"/> | |

| Mitigation Measure | Mitigation Complete | |
|--------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|----|
| | YES | NO |
| <u>Archaeo & Paleo Monitoring</u> | | |
| 7. Worker education and briefing of monitoring archaeologists and construction inspectors conducted prior to construction | <input checked="" type="checkbox"/> The briefing was completed on September 12, 2016. | |
| 8. Conduct Paleontological Monitoring where excavation exceeds 1.5 meters (5 ft.) below ground surface (may be reduced as warranted) | <input checked="" type="checkbox"/> Grade separation excavation monitoring is being conducted on an as needed basis | |
| 9. Plan in place for preservation and curation of significant paleontologic resources that may be discovered | <input checked="" type="checkbox"/> Archaeo/Paleo Resource Monitoring, Mitigation and Curation Plan, LSA, September 19, 2016 | |

| Mitigation Measure | Mitigation Complete | |
|-------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------|----|
| | YES | NO |
| <u>Noise & Vibration</u> | | |
| 10. Conduct construction in a manner that minimizes noise and maintains noise levels below City limits at noise sensitive land uses | <input checked="" type="checkbox"/> | |
| 11. Use effective noise mufflers on equipment | <input checked="" type="checkbox"/> | |
| 12. Minimize noise during the evening, at nighttime, week-ends and holidays | <input checked="" type="checkbox"/> One night of night time construction is planned for Roland/Lawson pavement grinding | |
| 13. Noise monitoring conducted to demonstrate compliance with noise limits | <input checked="" type="checkbox"/> Noise monitoring is being conducted on an as needed basis. Results are | |

| | | |
|--------------------------------------------------------------------------|-----------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|
| | kept on file at the construction office | |
| 14. Vibration monitoring performed during vibration-intensive activities | <input checked="" type="checkbox"/> | Preconstruction video of adjacent bldg. conditions is on file at construction office. Vibration monitoring will be conducted on an as needed basis. |

Water Quality & Erosion

| | YES | NO |
|--------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 15. No detrimental discharge into drainages and bodies of water | | <input checked="" type="checkbox"/> There was one discharge into a drainage in January 2017. The project construction office is coordinating with the RWQCB regarding this incident. |
| 16. A Storm Water Pollution Prevention Plan (SWPPP) is available on-site from the RE | <input checked="" type="checkbox"/> SWPPP by Rincon Consultants, Inc., July 5, 2016, is on file at construction office | |
| 17. Construction BMPs used to minimize erosion per SWPPP | <input checked="" type="checkbox"/> | |
| 18. Retaining walls constructed for long-term slope stabilization | <input checked="" type="checkbox"/> | |
| 19. Erosion prevention planting used in conjunction with a geofabric, where feasible | | <input checked="" type="checkbox"/> N/A in this phase of construction |

Hazardous Material/Wastes

| | YES | NO |
|------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|----|
| 20. Construction materials that may adversely affect groundwater stored away from excavation and in a contained area (protected by a berm) | <input checked="" type="checkbox"/> No VOCs are currently stored on site | |
| 21. Construction equipment and materials checked daily for leaks and repaired immediately | <input checked="" type="checkbox"/> | |
| 22. Hazardous waste (including dewatering waste water, aerially deposited lead, etc.) disposed of in accordance with federal, state, and local regulations | <input checked="" type="checkbox"/> Currently there are no dewatering activities. Dewatering permit is pending | |

Biological Resources

| | | YES | NO |
|-----|-------------------------------------------------------------|-------------------------------------|----|
| 23. | Bird surveys conducted prior to pruning and/or tree removal | <input checked="" type="checkbox"/> | |

General Construction Conditions

| | | YES | NO |
|-----|--------------------------------------------------------------------|-------------------------------------|-------------------------------------------------------------------------------|
| 24. | On-site construction manager available at all times | <input checked="" type="checkbox"/> | |
| 25. | Minimize interruption to utility services | <input checked="" type="checkbox"/> | |
| 26. | Mobile and stationary equipment maintained in proper working order | <input checked="" type="checkbox"/> | |
| 27. | Non-potable water used for construction activities, when feasible | | <input checked="" type="checkbox"/> Non-potable water is not available nearby |

Traffic

| | | YES | NO |
|-----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|-----|
| 28. | Construction coordinated with other major public or private construction projects within a one-mile radius and construction contracts scheduled to avoid overlapping major activities | <input checked="" type="checkbox"/> | |
| 29. | Haul route should minimize intrusion to residential areas | <input checked="" type="checkbox"/> | |
| 30. | Bridge construction that requires street closure scheduled so only one crossing in an area is affected at one time | <input checked="" type="checkbox"/> | |
| 31. | Local residents and businesses notified in advance of proposed construction activities and road closures | <input checked="" type="checkbox"/> | |
| 32. | Detour route to bypass construction area provided during Fullerton Road closure for bridge construction | <input checked="" type="checkbox"/> | |
| 33. | Advance notice of proposed transit reroutes and any other changes in stops and service made | | N/A |
| 34. | Traffic handling plans approved by the City of Industry | <input checked="" type="checkbox"/> | |
| 35. | Coordinate with City of Industry and LA County to provide advance notice of proposed traffic detours and their duration to the public | <input checked="" type="checkbox"/> | |

Public Contacts Quarterly Report

| DATE | CONTACT | QUERY | RESOLUTION |
|----------|----------------|---------------------------------------------------------------------|--------------------------------------------------------------|
| 01/10/17 | Property Owner | Inquiry regarding project scope of work | Information provided |
| 02/22/17 | Business Owner | Inquiry regarding project construction timeline and roadway impacts | Information provided |
| 02/27/17 | Business Owner | Inquiry regarding project construction timeline and roadway impacts | Information provided |
| 02/27/17 | Business Owner | Report water outage | Determined water was shut off by property owner's landscaper |



Construction Mitigation Measure Matrix
 Alameda Corridor-East Construction Authority
 3rd Quarter Report (January 1, 2017 – March 31, 2017)
 Puente Avenue Grade Separation Project

| Mitigation Measure | Mitigation Complete | |
|---------------------------------------------------------------------------------------------|-------------------------------------|----|
| | YES | NO |
| Air quality | | |
| 1. Use low sulfur fuel in construction equipment | <input checked="" type="checkbox"/> | |
| 2. Minimize Dust by Watering (Rule 403) | <input checked="" type="checkbox"/> | |
| 3. Cover Haul Trucks and Operate less than 15 MPH | <input checked="" type="checkbox"/> | |
| 4. Suspend construction operations in unpaved areas when winds are more than 25 MPH | <input checked="" type="checkbox"/> | |
| 5. Ballast wetted as it is unloaded from haul trucks | <input checked="" type="checkbox"/> | |
| 6. Asphalt paving materials comply with SCAQMD Rule 453 regarding compliant paving material | <input checked="" type="checkbox"/> | |

| Mitigation Measure | Mitigation Complete | |
|-------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------|----|
| | YES | NO |
| Archaeo & Paleo Monitoring | | |
| 7. Worker education and briefing of monitoring archaeologists and construction inspectors conducted prior to construction | <input checked="" type="checkbox"/> The briefing was completed on 3/30/15. | |
| 8. Conduct Paleontological Monitoring where excavation exceeds 1.5 meters (5 ft) below ground surface (may be reduced as warranted) | <input checked="" type="checkbox"/> Grade separation excavation monitoring will be conducted on an as needed basis | |
| 9. Plan in place for preservation and curation of significant paleontologic resources that may be discovered | <input checked="" type="checkbox"/> Archaeo/Paleo Resource Monitoring, Mitigation and Curation Plan, LSA, Oct 31, 2014 | |

| Mitigation Measure | Mitigation Complete | |
|-------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|----|
| | YES | NO |
| Noise & Vibration | | |
| 10. Conduct construction in a manner that minimizes noise and maintains noise levels below City limits at noise sensitive land uses | <input checked="" type="checkbox"/> | |
| 11. Use effective noise mufflers on equipment | <input checked="" type="checkbox"/> | |
| 12. Minimize noise during the evening, at nighttime, week-ends and holidays | <input checked="" type="checkbox"/> Night work for paving on Valley | |
| 13. Noise monitoring conducted to demonstrate compliance with noise limits | <input checked="" type="checkbox"/> Noise monitoring is being conducted on an as needed | |

| | | |
|--------------------------------------------------------------------------|------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | basis. Results are kept on file at the construction office | |
| 14. Vibration monitoring performed during vibration-intensive activities | | <input checked="" type="checkbox"/> Preconstruction video of adjacent bldg. conditions is on file at construction office. No vibration monitoring is planned. |

Water Quality & Erosion

| | YES | NO |
|--------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------|
| 15. No detrimental discharge into drainages and bodies of water | <input checked="" type="checkbox"/> | |
| 16. A Storm Water Pollution Prevention Plan (SWPPP) is available on-site from the RE | <input checked="" type="checkbox"/> 10/15/14 SWPPP by MWH and Amendment 1, 5/14/15 are on file at construction office | |
| 17. Construction BMPs used to minimize erosion per SWPPP | <input checked="" type="checkbox"/> | |
| 18. Retaining walls constructed for long-term slope stabilization | <input checked="" type="checkbox"/> | |
| 19. Erosion prevention planting used in conjunction with a geofabric, where feasible | | <input checked="" type="checkbox"/> N/A in this phase of construction |

Hazardous Material/Wastes

| | YES | NO |
|------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|----|
| 20. Construction materials that may adversely affect groundwater stored away from excavation and in a contained area (protected by a berm) | <input checked="" type="checkbox"/> | |
| 21. Construction equipment and materials checked daily for leaks and repaired immediately | <input checked="" type="checkbox"/> | |
| 22. Hazardous waste (including dewatering waste water, aerially deposited lead, etc.) disposed of in accordance with federal, state, and local regulations | <input checked="" type="checkbox"/> No contaminated soil is currently stored on site. | |

Biological Resources

| | YES | NO |
|-----------------------------------------------------------------|-------------------------------------|----|
| 23. Bird surveys conducted prior to pruning and/or tree removal | <input checked="" type="checkbox"/> | |

General Construction Conditions

| | YES | NO |
|---------------------------------------------------------|-------------------------------------|----|
| 24. On-site construction manager available at all times | <input checked="" type="checkbox"/> | |
| 25. Minimize interruption to utility services | <input checked="" type="checkbox"/> | |

| | | | |
|-----|--------------------------------------------------------------------|-------------------------------------|-------------------------------------------------------------------------------|
| 26. | Mobile and stationary equipment maintained in proper working order | <input checked="" type="checkbox"/> | |
| 27. | Non-potable water used for construction activities, when feasible | | <input checked="" type="checkbox"/> Non-potable water is not available nearby |

Traffic

| | | YES | NO |
|-----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|----|
| 28. | Construction coordinated with other major public or private construction projects within a one-mile radius and construction contracts scheduled to avoid overlapping major activities | <input checked="" type="checkbox"/> | |
| 29. | Haul route should minimize intrusion to residential areas | <input checked="" type="checkbox"/> | |
| 30. | Bridge construction that requires street closure scheduled so only one crossing in an area is affected at one time | <input checked="" type="checkbox"/> Puente Ave is closed | |
| 31. | Local residents and businesses notified in advance of proposed construction activities and road closures | <input checked="" type="checkbox"/> | |
| 32. | Detour route to bypass construction area provided during Puente Avenue closure for bridge construction | <input checked="" type="checkbox"/> Connector Rd. and 3 rd Ave. are open | |
| 33. | Advance notice of proposed transit reroutes and any other changes in stops and service made | <input checked="" type="checkbox"/> Ongoing coordination with LA Metro and Foothill Transit | |
| 34. | Traffic handling plans approved by the City of Industry | <input checked="" type="checkbox"/> | |
| 35. | Coordinate with City of Industry and LA County to provide advance notice of proposed traffic detours and their duration to the public | <input checked="" type="checkbox"/> | |

Public Contacts Quarterly Report

| DATE | CONTACT | QUERY | RESOLUTION |
|----------|----------------|----------------------------------------------------------------|------------------------------------------------------------------------------------------------------|
| 01/12/17 | Business Owner | Complaint regarding SCE outage rescheduling | Staff discussed issue with SCE contractor and assisted in confirming date and time of planned outage |
| 02/09/17 | Property Owner | Inquiry regarding project timeline and building reconstruction | Information provided |
| 02/15/17 | Business Owner | Inquiry regarding signage at recently opened roadway | Signage was posted |
| 03/22/17 | Resident | Complaint regarding construction work hours | Determined construction was not ACE-project related |



Construction Mitigation Measure Matrix
 Alameda Corridor-East Construction Authority
 3rd Quarter Report (January 1, 2017 – March 31, 2017)
 San Gabriel Trench Grade Separation Project

| Mitigation Measure | Mitigation Complete | |
|--------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------|----|
| | YES | NO |
| <u>Air quality</u> | | |
| 1. Use low sulfur fuel in construction equipment | <input checked="" type="checkbox"/> | |
| 2. Dust control plan is available from RE. Compliance with Caltrans' Standard Specifications Sections 7-10F and 10 | <input checked="" type="checkbox"/> Walsh Approved April 23, 2013 | |
| 3. Minimize Dust by Watering (Rule 403) | <input checked="" type="checkbox"/> | |
| 4. Cover Haul Trucks and Operate less than 15 MPH | <input checked="" type="checkbox"/> | |
| 5. Suspend construction operations in unpaved areas when winds more than 25 MPH | <input checked="" type="checkbox"/> | |
| 6. Ballast wetted as it is unloaded from haul trucks | <input checked="" type="checkbox"/> | |
| 7. Asphalt paving materials comply with SCAQMD Rule 453 regarding compliant paving material | <input checked="" type="checkbox"/> | |

| Mitigation Measure | Mitigation Complete | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------|----|
| | YES | NO |
| <u>Archaeo & Paleo Monitoring</u> | | |
| 8. Archaeological Monitor in attendance at initial clearing and grading activities | <input checked="" type="checkbox"/> Archaeological Monitor and Native American Monitor on-site as needed during excavation. | |
| 9. Conduct Paleontological spot checking for excavations up to 4 feet in depth to ensure sensitive sediments are not being impacted. Conduct monitoring where excavation exceeds 4 feet below ground surface. Monitoring requirements may be adjusted based upon the confirmed depth of sensitive sediments at the site | <input checked="" type="checkbox"/> Ongoing Paleo monitoring as needed during excavation activities. | |

| Mitigation Measure | Mitigation Complete | |
|-------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------|----|
| | YES | NO |
| <u>Noise & Vibration</u> | | |
| 10. Noise Plan is available from RE. The plan includes noise monitoring to demonstrate compliance with noise limits specified in the MMRP | <input checked="" type="checkbox"/> ABE Construction Services Approved November 26, 2012 | |
| 11. Avoid construction processes that generate high vibration levels within 76.5 meters (250 ft.) of any residence | <input checked="" type="checkbox"/> Piles are drilled. No pile driving. | |

| | | | | |
|-----|-------------------------------------------------------------------------------------------------------------|-------------------------------------|-------------------------------------------------------------------------------------------------------|--|
| 12. | Vibration intensive construction activities (such as pile driving) limited to weekdays during daytime hours | <input checked="" type="checkbox"/> | N/A. There are no driven piles for this project | |
| 13. | Use effective noise mufflers on equipment | <input checked="" type="checkbox"/> | | |
| 14. | Minimize noise during the evening, at nighttime, week-ends and holidays | <input checked="" type="checkbox"/> | | |
| 15. | Temporary noise barriers used to reduce construction noise at sensitive land uses per the MMRP | <input checked="" type="checkbox"/> | Temporary noise blankets installed at 2 locations per the project plans. | |
| 16. | Vibration monitoring performed during vibration-intensive activities | <input checked="" type="checkbox"/> | Vibration monitoring is being conducted as needed and results are on file in the construction office. | |

Water Quality & Erosion

| | | YES | NO |
|-----|----------------------------------------------------------------------------------|-------------------------------------|-----------------------------------------------------|
| 17. | No detrimental discharge into drainages and bodies of water | <input checked="" type="checkbox"/> | |
| 18. | A Storm Water Pollution Prevention Plan (SWPPP) is available on-site from the RE | <input checked="" type="checkbox"/> | David Sluga December 2012 – Approved 12/17/12 |
| 19. | BMPs used to minimize erosion | <input checked="" type="checkbox"/> | |
| 20. | Retaining walls constructed for long-term slope stabilization | <input checked="" type="checkbox"/> | |
| 21. | Erosion prevention planting used in conjunction with a geofabric, where feasible | <input checked="" type="checkbox"/> | |

Hazardous Material/Wastes

| | | YES | NO |
|-----|--------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|-------------------------------------------------------|
| 22. | Construction materials that may adversely affect groundwater stored away from excavation and in a contained area (protected by a berm) | <input checked="" type="checkbox"/> | |
| 23. | Construction equipment and materials checked daily for leaks and repaired immediately | <input checked="" type="checkbox"/> | |
| 24. | Hazardous waste (including dewatering waste water, aerially deposited lead, etc.) disposed of in accordance with federal, state, and local regulations | <input checked="" type="checkbox"/> | No VOC containing soils are currently stored on-site. |

General Construction Conditions

| | | YES | NO |
|-----|-----------------------------------------------------|-------------------------------------|----------------------------|
| 25. | On-site construction manager available at all times | <input checked="" type="checkbox"/> | |
| 26. | Emergency Response Plan available from RE | <input checked="" type="checkbox"/> | Walsh Approved 10/26/12 |

| | | | |
|-----|--------------------------------------------------------------------|-------------------------------------|-------------------------------------------------------------------------------|
| 27. | Minimize interruption to utility services | <input checked="" type="checkbox"/> | |
| 28. | Mobile and stationary equipment maintained in proper working order | <input checked="" type="checkbox"/> | |
| 29. | Non-potable water used for construction activities, when feasible | | <input checked="" type="checkbox"/> Non-potable water is not available nearby |

Traffic

| | | YES | NO |
|-----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|----|
| 30. | Construction coordinated with other major public or private construction projects within a one-mile radius and construction contracts scheduled to avoid overlapping major activities | <input checked="" type="checkbox"/> | |
| 31. | Haul Route Plan is available from RE. Haul routes should minimize intrusion to residential areas | <input checked="" type="checkbox"/> Haul routes on plan sheets 257 to 264 | |
| 32. | Bridge construction that requires street closure scheduled so only one crossing in an area is affected at one time | <input checked="" type="checkbox"/> There are no bridge closures at this time. | |
| 33. | Local residents and businesses notified in advance of proposed construction activity | <input checked="" type="checkbox"/> | |
| 34. | Advance notice of proposed transit reroutes and any other changes in stops and service made | <input checked="" type="checkbox"/> Coordination with LA Metro is ongoing | |
| 35. | Traffic handling plans approved by the City of San Gabriel, the City of Alhambra and the City of Rosemead. | <input checked="" type="checkbox"/> | |
| 36. | Coordinate with City of San Gabriel and the City of Alhambra to provide advance notice of proposed traffic detours and their duration provided to the public | <input checked="" type="checkbox"/> There is ongoing coordination with the Cities of San Gabriel, Alhambra and Rosemead. | |



Alameda Corridor-East Construction Authority

4900 Rivergrade Rd. Ste. A120 Irwindale, CA 91706 (626) 962-9292 fax (626) 962-3552 www.theaceproject.org

MEMO TO: ACE Construction Authority Board Members and Alternates

FROM: Mark Christoffels, Chief Executive Officer

DATE: April 25, 2017

SUBJECT: Update on Senate Bill 1 (Beall) and Approval of Support Position for Assembly Constitutional Amendment (ACA) 5 (Frazier) and Monitor Position for AB 408 (Chen)

RECOMMENDATION: Staff will provide an update regarding Senate Bill 1 (Beall) and recommends your approval of a support position for Assembly Constitutional Amendment 5 (Frazier), and of a monitor position for Assembly Bill 408 (Chen).

BACKGROUND: SB 1 was approved by the Legislature on April 6 and is expected to be signed into law by Governor Brown. When the ACE Board voted in January to support the trade corridor provisions of SB 1, trade corridor projects were proposed to receive \$600 million per year. This amount was reduced \$300 million per year when the bill was amended. Even the reduced amount is substantial, totaling \$3 billion dollars over 10 years, and is indicative of the high priority assigned to infrastructure improvements on highway and rail corridors that have a significant volume of freight movement, such as the ACE projects. A "Solutions for Congested Corridors" program will provide \$250 million annually in grants for non-capacity-increasing safety and mobility improvements to state highways, local streets and roads, public transit facilities, bicycle and pedestrian facilities and similar projects. Staff will closely monitor the development of guidelines for this new program which may provide opportunities to fund local transportation priorities.

The Legislature also approved ACA 5, coauthored by Senator Newman, as a companion measure to SB 1 to impose a "lockbox" on the new transportation revenues, if approved as a proposition on the next statewide election in 2018. SB 1 and ACA 5 are summarized below:

| SB 1 / ACA 5 | | |
|----------------------------|----------------------------------------------------------------|--------------------------------------------|
| Revenue Source | Increase | Protective Measures |
| Vehicle fee | Progressive rate of \$25 to \$175/year (starting Jan. 1, 2018) | Protected under ACA 5 |
| Gas excise tax | 12 cents/gallon (starting Nov. 1, 2017) | Constitutionally protected |
| Diesel excise tax | 20 cents/gallon (starting Nov. 1, 2017) | Constitutionally protected |
| Diesel sales tax | 4 percent (starting Nov. 1, 2017) | Constitutionally protected and under ACA 5 |
| Zero emissions vehicle fee | \$100/year (starting July 1, 2020) | Constitutionally protected |

Staff recommends monitoring AB 408, which would replace judicial discretion with a statutory "trigger" requiring litigation costs to be awarded when a public agency's final offer in eminent domain cases is less than 90 percent of the amount awarded at trial. AB 408 was brought to staff's attention by ACE legal counsel, who are concerned that the legislation could have the effect of incentivizing litigation in eminent domain cases. Staff notes that AB 408 died in the Assembly Judiciary Committee after the author did not bring the bill up on three separate occasions.

Existing eminent domain law requires a public agency to make at least two offers for private property. A first offer is made before the public entity adopts a resolution of necessity and must reflect the full appraised value of the property. A final offer is made 20 days before trial to determine just compensation. To discourage "lowball" offers, existing law requires the court to award litigation expenses to the defendant if the judge finds that the public entity's final offer was unreasonable in light of the evidence and the amount of compensation finally awarded. AB 408 would eliminate the court's discretion to consider the "reasonableness" of the final offer and instead require the court to award litigation expenses if the final offer is less than 90% of the amount of compensation awarded.

In written analysis, Assembly Judiciary Committee staff noted that "the author has not presented any evidence suggesting that there is a pattern of courts abusing their discretion by refusing a defendant's reasonable request for litigation expenses," and recommended that the courts "continue to have the discretion and flexibility they need in order to make fair decisions based on the facts of the case."