



Foothill Gold Line

Foothill Gold Line from Glendora to Montclair Supplemental Environmental Impact Report Scoping Meeting Fact Sheet December 10, 2018

Project Background & History

About the Construction Authority

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



Foothill Gold Line Project History

- 1999:** Foothill Gold Line Construction Authority opens
- 2003:** LA to Pasadena segment completed on-time & under-budget; Alternatives Analysis initiated for Foothill Gold Line segments
- 2005:** Board selected Locally Preferred Alternative for Foothill Gold Line – Pasadena to Azusa & Glendora to Montclair
- 2007:** Foothill Gold Line Final EIR completed; Final EIR for only Pasadena to Azusa segment certified
- 2008:** Measure R approved, fully funding Pasadena to Azusa segment; Residual funds available for Glendora to Montclair
- 2010:** Pasadena to Azusa segment broke ground; Environmental process initiated for Glendora to Montclair segment
- 2013:** Final EIR certified and Locally Preferred Alternative approved for Glendora to Montclair segment
- 2014:** Advanced Engineering began for Glendora to Montclair segment
- 2015:** Pasadena to Azusa segment completed on-time & under-budget
- 2016:** Draft Advanced Engineering complete for Glendora to Montclair
- 2017:** Glendora to Montclair Groundbreaking



Foothill Gold Line Project Segments



- Los Angeles to Pasadena – Completed On Time/Under Budget (2003)
 - 13.7 Miles, 3 Cities, 13 Stations
- Pasadena to Azusa – Completed On Time/Under Budget (2015)
 - 11.5 Miles, 5 Cities, 6 Stations
- Glendora to Montclair – Broke Ground December 2017
 - 12.3 Miles, 6 Cities, 6 Stations



Glendora to Montclair Segment



Approved by Construction Authority Board of Directors – March 2013



Part of LA County's Growing Rail Network



Source: LA Metro



About Light Rail



Metro Gold Line - Light Rail



Different than Metrolink - Commuter/Heavy Rail System

- Passenger rail cars operate on steel tracks
- Trains are electrically-powered by overhead wire
- Vehicles may operate in single-car or multi-car trains/stations are planned to handle three-car trains
- Top speeds - 55 miles per hour
- Three-car trains hold up to 200 passengers per car (sitting and standing)



(more background details on last page)

Supplemental Environmental Impact Report

Why the Supplemental Environmental Impact Report is Needed

Current unknowns and risk within the construction industry locally and nationally resulted in the 8-year Glendora to Montclair Project becoming especially expensive and risky for bidders, adding hundreds of millions of dollars to the project cost.

Phasing construction could reduce risks and costs; allowing some stations to open years sooner than originally planned, while seeking additional funds to complete the entire project.

Phasing construction and operation is a change to the Project and requires environmental review to evaluate the potential for significant impacts that may result.

Tonight's scoping meeting starts the environmental review process and solicits public feedback on topics that should be reviewed in the Supplemental Environmental Impact Report.



Proposed Project Modifications

1) Proposed Possible Construction/Operation Phasing:

The Construction Authority proposes to modify the Glendora to Montclair Project to allow for the potential to construct and operate the Project in four phases (instead of two phases, as previously approved).

The different potential construction and operation phasing options under review, include: Phase 1-to La Verne Station; Phase 2-to Pomona Station; Phase 3-to Claremont Station; and Phase 4-to Montclair Station (see map of potential phasing options).

2) Proposed Parking Relocation (Pomona Station):

The Construction Authority also proposes to modify the location of the future parking facility at the Pomona Station from the north side of the station to the south side (see map that shows the proposed new location).

The Supplemental Environmental Impact Report will evaluate the potential for significant impacts that may result from the above project changes. The purpose of tonight's public scoping meeting is to solicit your input on potential issues to be considered and addressed, as applicable, in the SEIR.

NOTE: The proposed possible construction and operation phasing is necessary to match with both existing funding and pending/future funding and provides flexibility to build and operate the phases as funding becomes available.



Environmental Topics To Be Reviewed in the Supplemental Environmental Impact Report

The probable environmental effects of the proposed Project modifications include:

- Traffic/Transportation
- Air Quality
- Energy
- Cumulative Effects
- Land Use

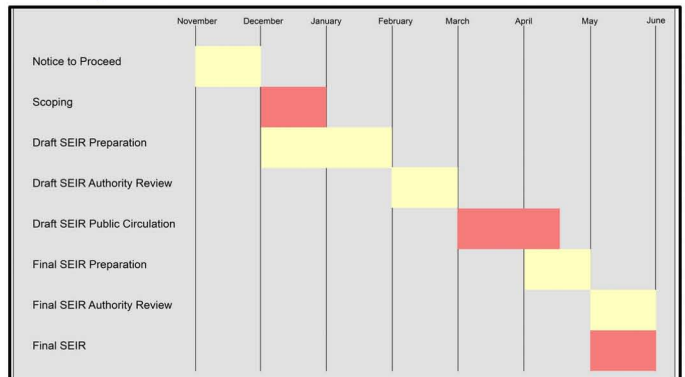
The topics above will be analyzed in the Supplemental Environmental Impact Report (SEIR).

Are we missing any topics that should be reviewed?

Let us know tonight by submitting a comment



Supplemental Environmental Impact Report Anticipated Timeline



3 Ways to Comment on the Scope of the SEIR

- 1. Fill out a comment sheet:** Complete a comment sheet and submit it tonight.
- 2. Court Reporter:** Provide your comments to the court reporter during tonight's meeting.
- 3. Email/Mail comments by January 4, 2019:**

Please address written comments to:

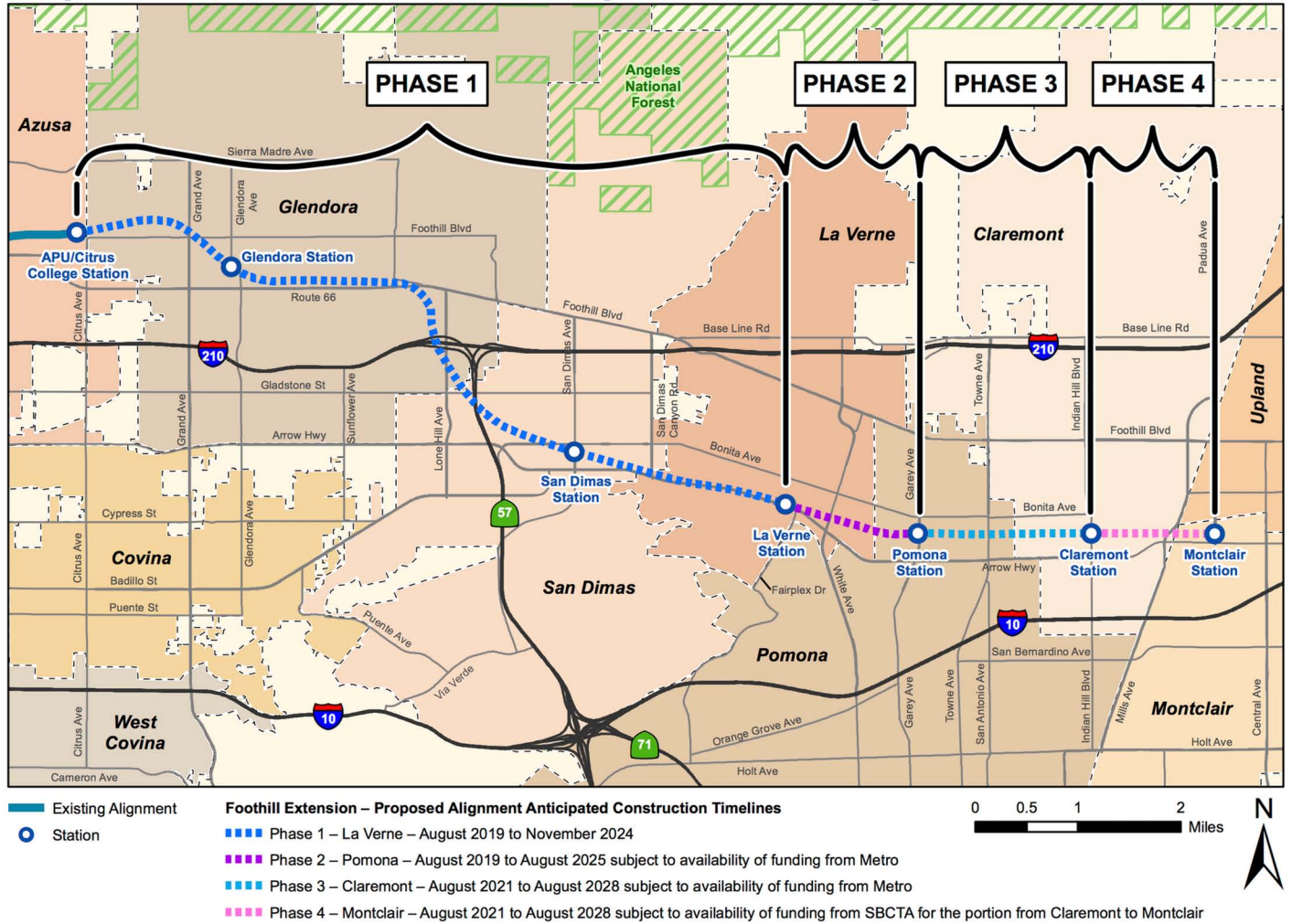
Lisa Levy Buch
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 Monrovia, CA 91016-3633
 Email: LLevyBuch@foothillgoldline.org

(Note: comments must be received on or before January 4, 2019)

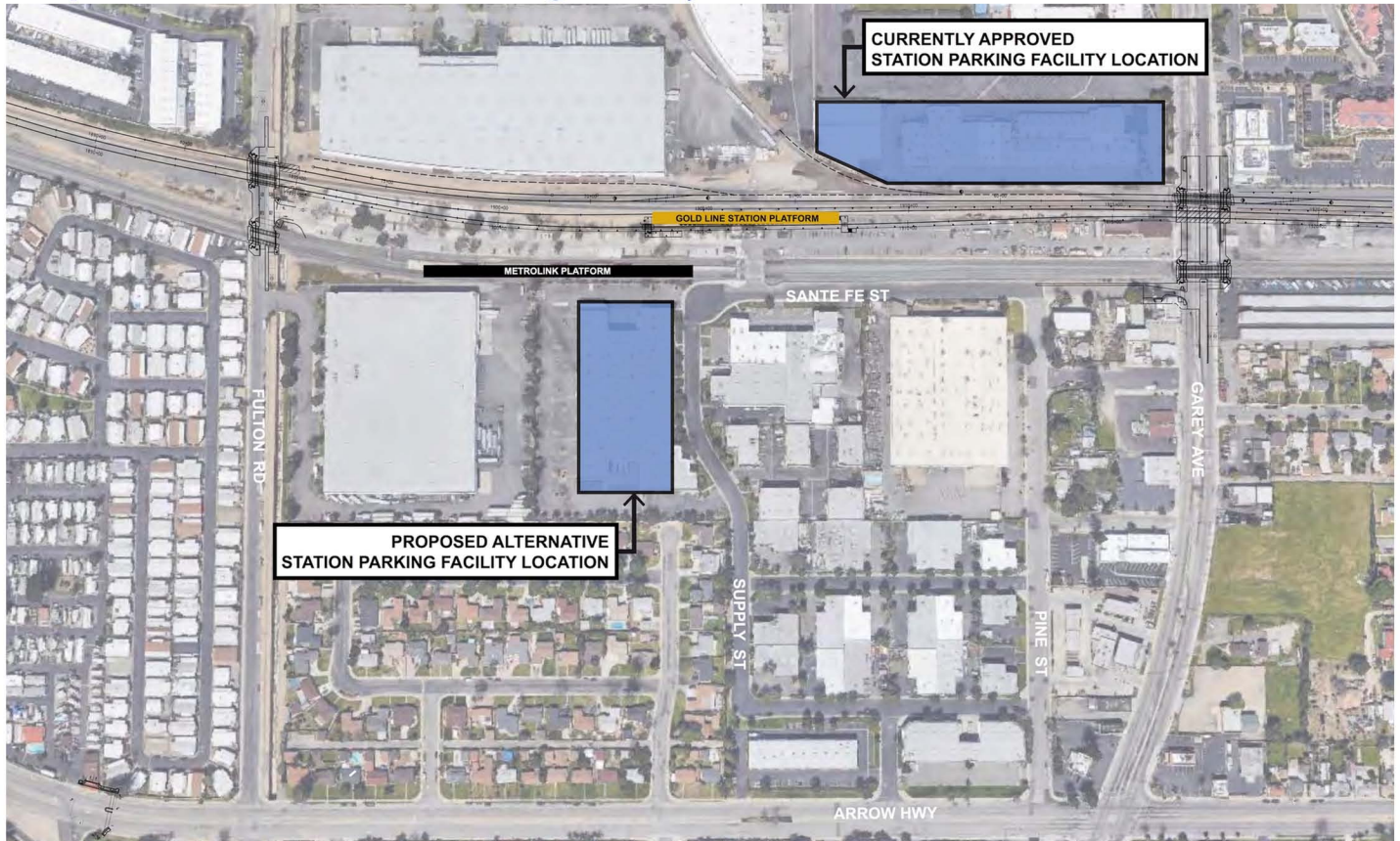


See next page for proposed project modifications to be reviewed in the SEIR →

Proposed Possible Construction & Operation Phasing



Proposed Relocation of Parking Facility - Pomona Station



Project Background (continued)

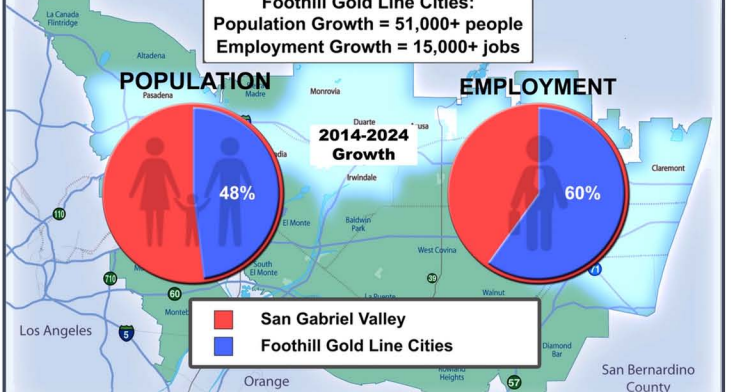
LA County Expected Population Growth



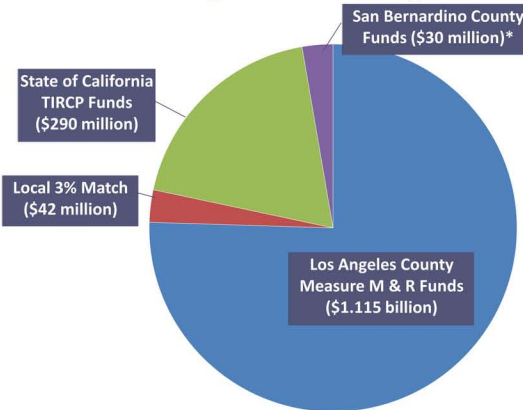
- Los Angeles County's population will grow by 5.9% to 10.7 million by 2024
- During that same period, the San Gabriel Valley will grow by 7.6% to more than 1.5 million; taking on 18% of the county's expected growth



Majority of SGV Growth in Corridor Cities



Current Project Funding



The total estimated project cost as of November 2018 is \$2.1 billion; resulting in an estimated funding gap of \$570 million to complete the project from Glendora to Montclair.



Two-Step Process to Hire Design-Build Team

- **STEP 1: Request for Qualifications**
February 2018 Board approved shortlist of most qualified teams (alpha order):
 - AECOM | Stacy and Witbeck JV
 - Herzog Rados Lane, a Joint Venture
 - Kiewit-Parsons, a Joint Venture
 - San Gabriel Valley Transit Partners (STP), a Joint Venture of Fluor & Ames
- **STEP 2: Request for Proposals**
 - May 2018 Issued Request for Proposals (RFP)
 - June – August 2018 Interactive Process:
 - Issued three addenda
 - Responded to nearly 500 questions through Q&A process
 - Engaged in one-on-one meetings regarding possible **ATCs** (alternative technical concepts) as well as **price-focused risk reduction**



Two-Step Hiring Process, Continued

- **STEP 2: Request for Proposals (continued)...**
 - September 2018 Received *Initial Proposals*
 - Evaluation Process - Competitive Range Determined (in alphabetical order):
 - AECOM | Stacy and Witbeck JV
 - Kiewit-Parsons, a Joint Venture
 - Discussions with Competitive Range
 - Receive *Revised Proposals*
 - Evaluation Process - Board Considers Award
 - Notice to Proceed



Anticipated Timeline to Hire Design-Build Team

- February 2018 Shortlist of Proposers
- May 2018 RFP Issued
- June – Aug 2018 Interactive Process
- September 2018 Initial Proposals Received; Evaluation
- November 2018 Competitive Range Determined
Discussion Process
Begin Supplemental Environmental Impact Report (SEIR)
- January 2019 Issue Addendum Shifting Montclair Option in RFP
- May 2019 Revised Proposals Received; Evaluation
- June/July 2019 Board Considers SEIR (if applicable)
- July/August 2019 Board Considers Award of Contract
- August 2019 Notice to Proceed (if any)

NOTE: Actions and dates above are subject to change



Comments must be received **no later than January 4, 2019** to be made part of the Scoping Phase for the Supplemental Environmental Impact Report.

For more information:
(626) 471-9050
www.foothillgoldline.org