



### ➤ Foothill Gold Line Update: Phased Construction Proposed to Meet Funding Realities

The Foothill Gold Line Construction Authority (Construction Authority) has a proposed plan to deliver nearly 75% of the Foothill Gold Line light rail extension from Glendora to Montclair ahead of the original schedule and avoid tens of millions of dollars annually in market escalation and risk money. The need for the proposed plan follows receipt of bids by the four highly qualified teams initially competing for the design-build contract. All four bids reflected a significant unfavorable shift in market conditions since the agency completed the project estimate. When added with current unknowns and risk within the construction industry locally and nationally, these factors resulted in bids for the long-term construction project coming in hundreds of millions of dollars over the project estimate and secured funding available.

In response, the Construction Authority adjusted the project budget estimate from \$1.5 billion to \$2.1 billion late last year and is seeking the additional funding needed to fill the estimated shortfall. To date, nearly \$230 million of the estimated shortfall has been identified through cost reduction measures and additional funding commitments by LA Metro. This has allowed the Construction Authority to continue moving forward with the design-build procurement. In March, the Construction Authority requested revised bids from the remaining teams competing for the project. The revised bids would deliver the first nine miles of the 12.3-mile light rail extension (Glendora to Pomona) as the base project, with a contract option to allow the winning team to complete the full project to Montclair if the remaining funding shortfall is secured within the first two years following issuance of Notice to Proceed. Revised bids are due in May; at which time, the Construction Authority will know the actual cost to build to Pomona and to Montclair.

The Construction Authority is committed and diligently working with elected officials, the corridor cities and partner agencies to identify the additional funding needed to complete the project to Montclair within the currently ongoing procurement, and is also undergoing the necessary environmental reviews to understand the potential impacts that might result from phasing construction and operation of the line (more details inside). ■



### INSIDE THIS ISSUE

- **Project Update:** Proposed plan would deliver nearly 75% of Glendora to Montclair project ahead of original schedule; resulting in phased construction
- **Supplemental Environmental Impact Report:** Draft report for proposed project modifications now available for public review and comment; Public Meeting/Hearing on April 16
- **Construction Update:** Train testing taking place April through June; Always stay alert around train tracks
- **Project Background:** 12.3-mile, six-station light rail extension is part of growing rail network in Los Angeles County
- **About the Construction Authority:** An independent planning and construction agency responsible only for the Foothill Gold Line

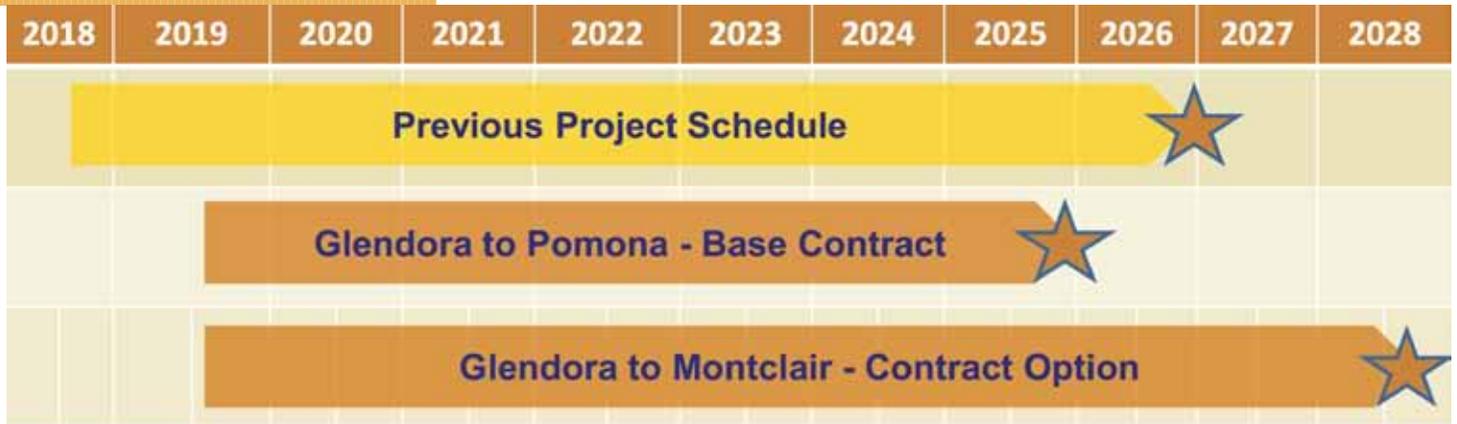
### FAST FACTS

- Estimated Cost:** \$2.1 billion
- Groundbreaking Year:** 2017
- Estimated Completion Year to Pomona:** 2025 (2028 to Montclair)
- Distance:** 12.3 miles
- Stations:** Six
- Parking:** Parking at all six stations (including EV charging stations, bicycle parking and an area for buses and passenger drop off)
- Capacity:** 200 passengers per light rail car; two- to three-car trains
- Speed:** 55 mph (maximum)
- Daily Train Traffic:** More than 200 Gold Line trains per day
- Train Power Source:** Electricity (Overhead Catenary System)
- At-Grade (street level)**
- Crossings:** 26
- New and Renovated Bridges:** 25

Major construction is expected to start in 2020



### Anticipated Work Plan



Work plan is dependent on completion of the environmental review process and is subject to change based on the final work plan developed by the winning design-build team. The anticipated funding deadline to initiate the contract option to Montclair is August 2021.

## Benefits of Proposed Phasing Plan

While the Construction Authority understands that any delay in completing the entire project to Montclair within the initial construction phase is a significant hardship, especially for the cities and stakeholders of Claremont and Montclair, it may be necessary to meet funding realities. The benefits of completing an initial phase from Glendora to Pomona include:

- Completion of the majority of the Glendora to Montclair light rail extension ahead of the original schedule, including: delivery of 95% of the freight system relocation, 72% of the structures, 76% of the grade crossings, and four new light rail stations.
- Connecting the Gold Line and Metrolink systems.
- Saving tens of millions of dollars annually in escalation costs.
- Isolating costs associated with building the vastly more complicated and risk-burdened eastern portion of the project that shares a corridor with Metrolink.
- Providing the Construction Authority flexibility for procuring the eastern portion of the project to ensure the best price.

In order to move forward with the proposed possible construction phasing plan, the Construction Authority has begun a supplemental environmental review process (see details on the next page). ■

### Utility Relocation & Pole Elimination



## Construction Update

The Construction Authority broke ground on the Glendora to Montclair project in December 2017. The first three years of the project are being spent relocating utilities, conducting pre-construction activities, and hiring the main design-build contractor. Over the course of the project, four contracts will be completed. To date, two of the four are complete or nearing completion. Both relate to utility relocation.

The Construction Authority anticipates awarding the main design-build contract in July 2019. The contractor will be responsible for finalizing design and building all elements of the project, with the exception of the parking facilities (the fourth and final contract). It is anticipated that the design-build contractor will deliver the base project from Glendora to Pomona in 2025, and to Montclair in 2028 if sufficient funds are secured within the first two years of the contract. Major construction is expected to start in 2020.

### Train Testing Taking Place - April-June 2019:

The Construction Authority's contractor, Mass Electric, is nearing completion on a year-long effort to eliminate the use of overhead powerlines along much of the 12.3-mile corridor. The powerlines, utilized by the freight system for communication, are being relocated underground to allow the room necessary within the shared rail corridor to install the light rail system.

*(Construction Update: Train Testing continues on back)*

## Existing Metro Gold Line

## Glendora to Montclair Segment



## Part of the Growing Rail Network in Los Angeles County



## ➤ Draft Supplemental Environmental Impact Report Available for Review and Comment

In late 2018, the Construction Authority announced a proposed plan to deliver the Glendora to Montclair project in phases to avoid tens of millions of dollars annually in market escalation and risk money proposed by the design-build teams competing for the main design-build contract. As a result, the Construction Authority initiated the preparation of a Supplemental Environmental Impact Report (SEIR) to evaluate the impacts of several proposed Project Modifications: 1) potentially phasing construction and operation, 2) relocating the Pomona Station parking facility from the north side of the station to the south, and 3) introducing a new mitigation measure to widen White Avenue in La Verne (from north of the tracks to 6th Street). The Draft SEIR was released on March 22, 2019 for a 45-day public review and comment period, which ends on May 6, 2019.

The purpose of the Draft SEIR is to evaluate through analysis, documentation, and discussion the proposed Project Modifications and to solicit public feedback. The Draft SEIR has concluded that one new significant unmitigable traffic impact will occur as a result of the proposed changes to the project, at the intersection of Glendora Avenue/Route 66. All other impacts have been mitigated to less than significant levels.

The public is invited to review and comment on the Draft SEIR and to attend the Public Meeting/Hearing hosted by the Construction Authority on April 16, 2019 at the La Verne Community Center (see side bar for details). The Draft SEIR is available at [www.foothillgoldline.org](http://www.foothillgoldline.org) and at the Construction Authority's office (406 East Huntington Drive, Suite 202, Monrovia, CA 91016). Additional copies are available at local city halls (public information counters) and libraries in the corridor cities of Azusa, Glendora, San Dimas, La Verne, Pomona, Claremont and Montclair.

Comments on the Draft SEIR may be provided during the scheduled Public Meeting/Hearing on comment sheets and/or verbally. Comments can also be sent via U.S. mail or email by the close of the comment period. **All submitted comments concerning the Draft SEIR must be received no later than May 6, 2019** and should be directed to the following Construction Authority representative:

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Metro Gold Line Foothill Extension Construction Authority  
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(626) 471-9050  
[llevybuch@foothillgoldline.org](mailto:llevybuch@foothillgoldline.org)

### DRAFT SEIR

### PUBLIC MEETING/HEARING:

Tuesday, April 16, 2019

5:30 PM – 8:30 PM

Public Hearing starts: 6:00 PM

La Verne Community Center

3680 D Street, La Verne, CA 91750

*(Construction Update: Train Testing continued from page 2)*

Construction is nearly done on this important effort, which is now entering the testing stage. Starting in late April through June, the new underground system will be fully tested involving several trials with an active freight train. Safety traffic officers will be out at all intersections being tested; but remember to always stay alert around train tracks. ■

## ➤ Project Background

The Foothill Gold Line from Glendora to Montclair is a 12.3-mile extension of the Metro Gold Line light rail system that currently runs between East Los Angeles and Azusa. The project is part of the growing network of rail lines in Los Angeles County and will add new stations, one in each of the corridor cities: Glendora, San Dimas, La Verne, Pomona, Claremont and Montclair. In December 2017, the Construction Authority officially broke ground on the \$2.1 billion light rail project, making the Foothill Gold Line the first Measure M-funded rail project to move forward to construction.

The Glendora to Montclair segment will be built along the former Atchison, Topeka and Santa Fe (ATSF) railroad right-of-way and will share the 100-foot-wide (on average) rail corridor with freight throughout and Metrolink from Claremont east to Montclair. While the different rail services will share the corridor, they will not share tracks or stations. The Foothill Gold Line will run on its own two tracks (one for eastbound, and one for westbound, trains) with overhead catenary wires (electric lines) to power the trains. BNSF and Metrolink both operate diesel-powered locomotives. They will continue to run on their own dedicated track(s), to be relocated within the shared corridor as part of the project.

Twenty-six (26) at-grade (street-level) crossings will be built along the Glendora to Montclair segment. At these locations, the light rail trains will cross the street at street level, requiring traffic to stop for about one minute per train. All at-grade crossings will be improved and reconstructed as part of the construction of the new light rail line. Additionally, at least 25 new grade-separated crossings will be completed as part of this project. At these locations, the Gold Line trains will cross the intersection on a bridge; not interfering with the street-level vehicular and pedestrian traffic. All existing freight bridges are also being rebuilt for the freight system (no new freight or Metrolink bridges are being built as part of the Gold Line project).

The project may need to be constructed and operated in phases. ■

## ➤ About the Construction Authority

The Foothill Gold Line Construction Authority is an independent transportation planning, design and construction agency created by the California State Legislature to build the Gold Line light rail system from Union Station in downtown Los Angeles to Montclair. The Construction Authority is independent from Los Angeles County Metro (Metro); however, the two agencies work closely together during the planning and construction process and the Construction Authority builds the line to meet Metro's specifications. Other partner agencies include Metrolink, Caltrans, San Bernardino County and the six corridor cities.

The Construction Authority completed the 13.9-mile Los Angeles to Pasadena segment in 2003, and the 11.5-mile Pasadena to Azusa segment in 2015 - both on time and under budget. The Construction Authority began planning for the Glendora to Montclair extension in 2003, and since that time has completed environmental review and advanced conceptual engineering and is now starting construction.

Once the Construction Authority has completed each project segment, it is turned over to Metro to operate and maintain. ■



**Foothill Gold Line**

406 East Huntington Drive, Suite 202  
Monrovia, CA 91016  
626.471.9050  
[www.foothillgoldline.org](http://www.foothillgoldline.org)



## PROJECT FUNDING

The portion of the project within Los Angeles County (Glendora to Claremont) is being mostly funded by Metro's Measure M half-cent sales tax, as well as residual Measure R funds from the Pasadena to Azusa project. The extension to Montclair is being funded by San Bernardino County. The project was also awarded nearly \$300 million in state funds (including SB1).

If you haven't already, take a minute to sign up to receive community information updates and future construction updates at [www.foothillgoldline.org](http://www.foothillgoldline.org).

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