

Project Update



Construction Authority Awards Design-Build Contract to Kiewit-Parsons to Build Glendora to Montclair Extension

In August, the Construction Authority Board of Directors awarded the main design-build contract to Kiewit-Parsons, a Joint Venture, for the Foothill Gold Line light rail extension from Glendora to Montclair. The awarded design-build contract includes an \$805.6 million base scope for the first nine miles of the project from Glendora to Pomona, with a two-year contract option to complete the full 12.3-mile project to Montclair for a total contract award of \$1,186.9 million if additional funds are secured by September 2021. The base scope includes all elements of design and construction for the first nine-mile segment, including relocation of the existing freight track, installation of the light rail track system, four new light rail stations (in Glendora, San Dimas, La Verne and Pomona), improvements at 40 grade crossings (nearly half with new or renovated bridges) and much more. The contract option would extend the work of the design-build team to complete the full 12.3-mile project to Montclair and add stations in Claremont and Montclair.

The final proposal by Kiewit-Parsons was deemed the best value for the agency following a nearly two-year procurement process. Their final proposal resulted in the team being ranked highest in all technical evaluation categories, and provided the lowest bid price based on the formula set out in the request for proposals for the base scope to Pomona and contract option to Montclair.

Kiewit and Parsons have teamed up dozens of times to complete design-build projects, including successfully building the first two segments of the Foothill Gold Line project which were completed on time and under budget in 2003 and 2015 respectively. They have designed and built hundreds of major infrastructure projects, and both are award-winning companies, providing world-renowned experience.

With the contract awarded, the project will begin major construction in 2020 and be completed to Pomona in 2025, and to Montclair in 2028 if the contract option is activated.

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 greenhouse gas reduction funds from the State of California.

PROJECT FAST FACTS

Two Construction Phases:
9.1 miles (Glendora to Pomona); 4 stations
3.2 miles (Pomona to Montclair); 2 stations

Major Construction Begins: 2020

Estimated Completion Year:
2025 to Pomona
2028 to Montclair

Distance: 12.3 miles

Daily Train Traffic: More than 200 Gold Line trains.

Capacity: 200 passengers per light rail car; two- to three-car trains.

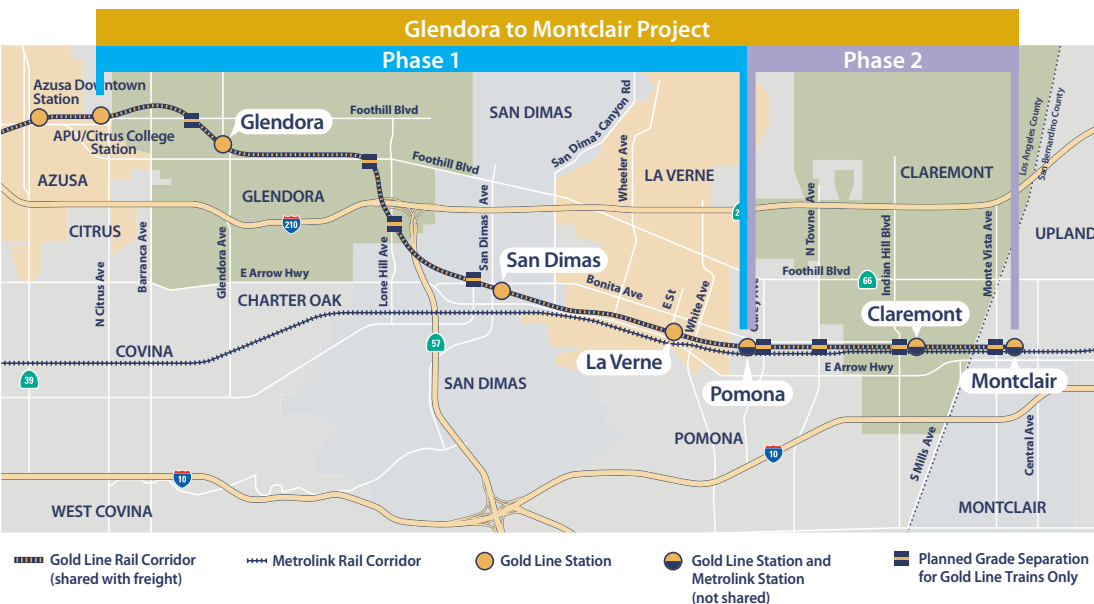
Speed: 55 mph (maximum)

Train Power Source: Electricity

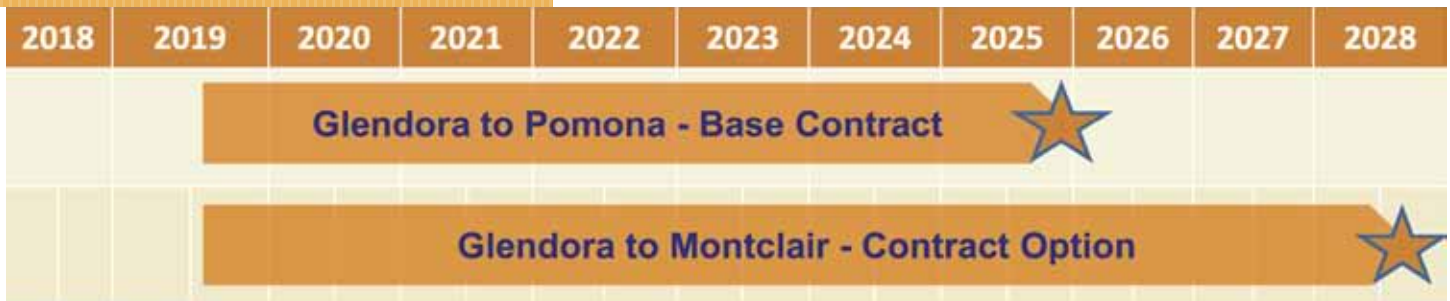
Parking: Parking is planned at all six stations (including EV charging stations, bicycle parking and an area for buses and passenger drop off).

At-Grade (street level)
Crossings: 26

New and Renovated Bridges: 24



PROJECT WORK PLAN



➤ Supplemental Environmental Review for Phased Construction Complete

In November 2018, the Construction Authority initiated the preparation of a Supplemental Environmental Impact Report (SEIR) to evaluate the environmental impacts of several proposed Project Modifications for the Glendora to Montclair project: 1) potentially phasing construction and operation, 2) implementing a new mitigation measure that would increase northbound roadway capacity on White Avenue (from north of the tracks to 6th Street) near the La Verne Station, 3) changing the approved track alignment in certain areas, and 4) potentially changing the location of the parking facility at the Pomona Station.

The Draft SEIR was published on March 22, 2019, for a 45-day review and comment period, which included a public hearing/meeting on April 16, 2019. The Final SEIR was published by the Construction Authority in June 2019, and was approved and certified by the Construction Authority board of directors in July 2019.

The certified Final SEIR approved the proposed phasing plan, restriping White Avenue to add a second northbound lane between the train tracks and 6th Street, and the proposed track alignment changes. The proposed parking location change was not approved, and the previously approved location remains the planned location.



➤ Construction Update: Pole Elimination Contract Complete

The Glendora to Montclair project broke ground in December 2017. Since then, the Construction Authority has been busy readying the project for major construction, including relocating utilities, conducting pre-construction activities, finalizing design and completing the procurement process to hire the design-build team.

Earlier this summer, the project completed a major milestone by finishing the year-long contract to eliminate the use of an overhead pole line system along much of the 12.3-mile corridor utilized by the freight system for communication. The freight communication system was relocated underground to make room within the shared rail corridor for the future Gold Line light rail system. Two contracts (utility relocation and pole elimination) of four for the project are now complete, with the third and main design-build contract having been recently awarded to Kiewit-Parsons (see front page).

With the recent award of the main design-build contract, major construction will start in 2020 and take five years to complete to Pomona (eight years to Montclair if additional funds are secured by September 2021).



➤ Project Background

The Foothill Gold Line from Glendora to Montclair is a 12.3-mile extension of the Metro Gold Line light rail system and is part of the expanding rail network in Los Angeles County, and will connect that system to San Bernardino County for the first time. The Project will be built in phases, adding new Gold Line stations in the cities of Glendora, San Dimas, La Verne and Pomona, and then Claremont and Montclair. The project is overseen by the Foothill Gold Line Construction Authority, an independent transportation planning, design and construction agency that completed the initial segment from Union Station to Pasadena in 2003 and the Pasadena to Azusa segment in 2015. Both segments were completed on time and under budget.

