

Project Update



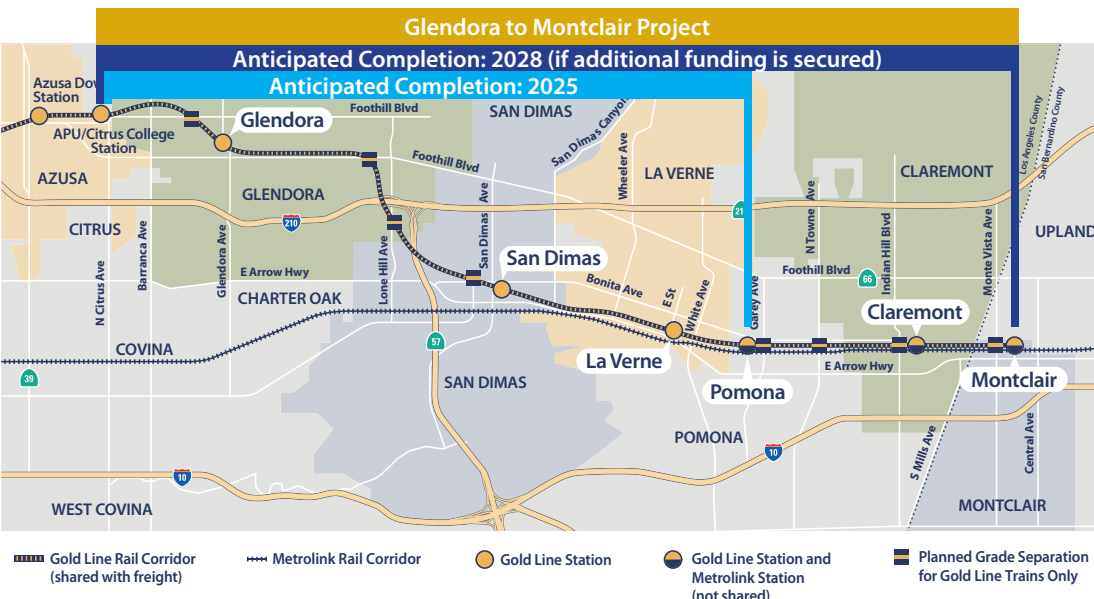
➤ Construction Authority Awards Design-Build Contract to Kiewit-Parsons to Build Glendora to Montclair Extension

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

Anticipated 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

