



Foothill Gold Line

Metro Gold Line Foothill Extension Construction Authority

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Executive Officer:

Habib F. Balian
Chief Executive Officer

Agenda Item: 7.b.

TO: Chair and Members of the Board of Directors
FROM: Habib F. Balian, Chief Executive Officer
DATE: June 24, 2020
SUBJECT: Receive and file Monthly Project Status Update as of May 2020

RECOMMENDATION:

That the Board of Directors receive and file Monthly Project Status Update as of May 2020.

Foothill Gold Line Project

Monthly Project Status Report

May 2020





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FOOTHILL GOLD LINE PROJECT STATUS

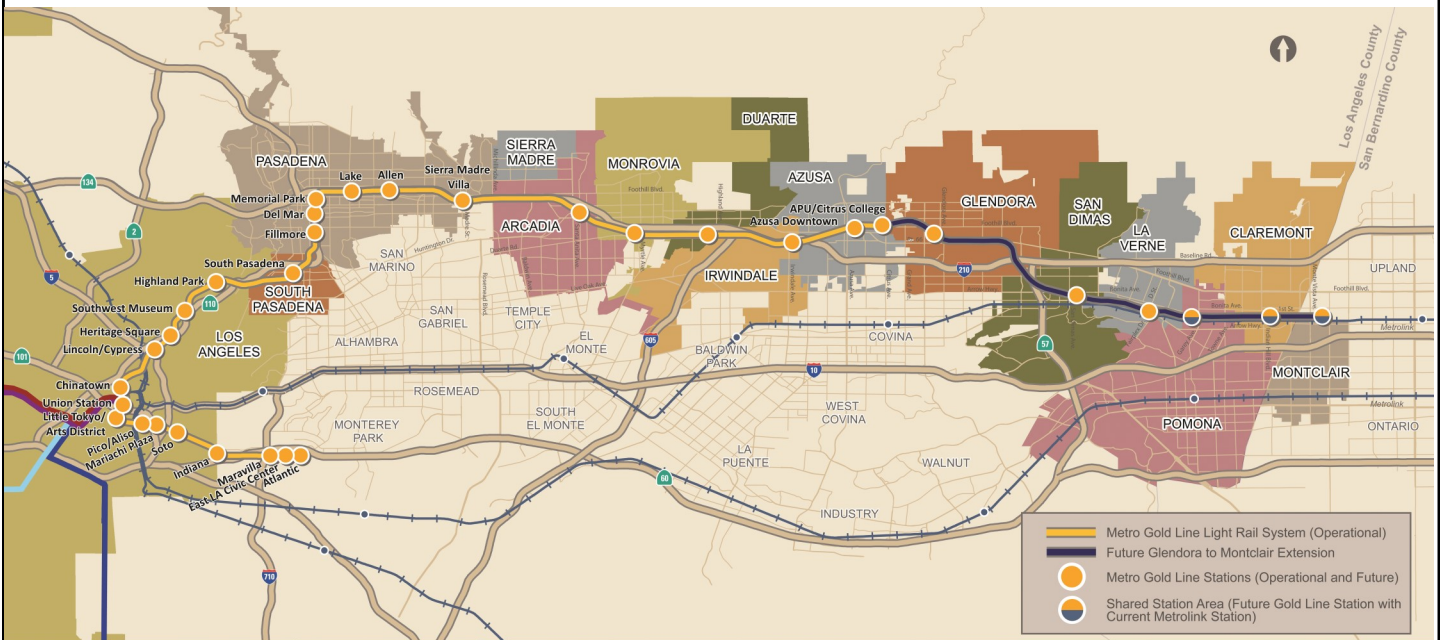
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FOOTHILL GOLD LINE PROJECT DESCRIPTION

The Foothill Gold Line Construction Authority (also known as the Metro Gold Line Foothill Extension Construction Authority) is an independent transportation agency created in 1998 by the California State Legislature to plan, design and build the Metro Gold Line light rail system from Union Station in Downtown Los Angeles to the Montclair TransCenter in San Bernardino County. The \$3 billion, 37-mile program is being built in three segments and when completed will connect the cities of Los Angeles, South Pasadena, Pasadena, Arcadia, Monrovia, Duarte, Irwindale, Azusa, Glendora, San Dimas, La Verne, Pomona, Claremont and Montclair to the expanding network of rail lines throughout Los Angeles and San Bernardino Counties.

The first segment of the line from Union Station to Pasadena was completed in 2003, and the second segment from Pasadena to Azusa was completed in 2015. The third segment, from Glendora to Montclair (Figure 1) broke ground in December 2017 and is being mostly funded by Los Angeles County Measure M with additional funds coming from: residual Measure R funds not used for the Pasadena to Azusa segment, State of California Transit and Intercity Rail Capital Program funds (including SB1 funds), and funding from San Bernardino County. Four contracts are being used to build the 12.3-mile, six station segment which is anticipated to reach substantial completion by 2028, if additional funding is available to exercise the Montclair option.



Foothill Gold Line

Connecting Los Angeles, the San Gabriel Valley and Inland Empire

Figure 1: Foothill Gold Line Alignment



GLENDORA TO MONTCLAIR
MANAGEMENT ISSUES

ADDITIONAL FUNDING FOR POMONA TO MONTCLAIR

Due to unfavorable economic conditions affecting bid prices, the alignment contract was restructured to terminate in Pomona with a two-year option to extend to Montclair. Approximately \$550 million is needed to extend the project from Pomona to Montclair. Staff is working with Metro and other appropriate entities to secure the additional funds needed to complete the project to Montclair.

COVID-19 PANDEMIC

On March 19, 2020, the Governor issued Executive Order N-33-20, which mandates that all residents of the State shelter in place. That Order excepted individuals needed to maintain continuity of federal critical infrastructure sectors, as outlined at <https://www.cisa.gov/identifying-critical-infrastructure-during-covid-19>. Transportation, which includes the construction of light rail projects, is identified as an exempt critical infrastructure sector. As such, the project can continue to proceed during the ongoing pandemic. However, the pandemic has resulted in many project participants, including Construction Authority staff, to begin working from home, and has increased the risk of third parties not performing as agreed. Construction Authority staff has been proactively working with all third parties and project stakeholders to ensure the project continues during the pandemic. To date, all third parties and project stakeholders have performed as agreed and no significant disruption to the project has occurred. Staff will continue to do everything possible to keep the project on schedule. Any significant disruption to the project that may occur will be mitigated to the fullest extent possible.



GLENDORA TO MONTCLAIR
KEY ACTIVITIES COMPLETED THIS PERIOD

Authority and City staff continued to hold coordination meetings to discuss the project

Preliminary parking management plans were sent to each of the Pomona segment corridor cities for review and comment

CPUC has approved 48 of 49 grade crossings submitted

CPUC continued reviewing applications for one grade crossing, and modifications to three approved crossing applications

Design-builder continues to hold design task force meetings

Design packages continue to be submitted and reviewed

Geotechnical borings and survey work continue

Initial potholing is completed and additional potholing is done when needed

Project management submittals continue to be submitted and reviewed

Design-builder performing video inspection of storm and sanitary pipelines

Baseline schedule approved as noted



GLENDORA TO MONTCLAIR

KEY FUTURE ACTIVITIES

Receive approval of remaining CPUC applications

Closeout pole line elimination (PLE) project contract

Complete design

Approve contractor project management plans

Contractor to complete survey, geotechnical borings, clearing and grubbing

Begin heavy construction



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Change Management Log

Project: Foothill Gold Line – Communication and Signal Systems Installation Services (C2010) – Mass Electric

Original Contract Amount:	\$4,574,195.00		
Approved Change Orders:	\$0	Pending Change Orders:	\$0
Current Contract Total:	\$4,574,195.00	Pending Contract Total:	\$4,574,195.00

Change Orders

CO No.	Change Management	Title	Initiated Date	Approved Date	Outstanding Days	Time Extension	Amount
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EXECUTED Change Order

Subtotal: _____

PENDING Change Order

Subtotal: _____

Open PCOs

PCO Number	Title
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Open RFCs

RFC Number	Title
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Change Management Log

Project: Foothill Gold Line - Phase 2B Alignment Project (C2002) – Kiewit-Parsons, AJV

Original Contract Amount:	\$805,634,000.00		
Approved Change Orders:	\$164,639.00	Pending Change Orders:	\$0.00
Current Contract Total:	\$805,798,639.00	Pending Contract Total:	\$805,798,639.00

Change Orders

CO No.	Change Management	Title	Initiated Date	Approved Date	Time Extension	Amount
Executed Change Orders						
CO-001	PCO - 00002	Authority Office Facilities Reduction	10/30/19	01/06/20		(\$62,215.00)
CO-002	PCO - 00003	Delete La Verne Station Pedestrian Undercrossing Design	11/20/19	01/10/20		(\$50,717.00)
CO-003	PCO - 00001	Johnstone Peak - Equipment Installation	10/16/19	02/18/20		\$287,309.00
CO-004	PCO - 00006	Delete Power/Electrical Provisions for EV Bikes	01/09/20	03/06/20		(\$9,738.00)
Subtotal:						\$164,639.00

Pending Change Orders

Subtotal: 0.00

Open PCOs

PCO Number	Title
PCO - 00004	Modified Architectural Features and Details
PCO - 00007	Move Traction Power Supply Substation (TPSS) 2 Site Location
PCO - 00008	Delete Signalization at La Verne Ave / Arrow Hwy Intersection
PCO - 00009	Johnstone Peak Radio - RF Testing
PCO - 00010	Eucla Bungalow Changes

Open RFCs

RFC Number	Title
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FOOTHILL GOLD LINE FINANCIAL STATUS
Project Operating Budget Summary in Millions of Dollars
May 31, 2020

	(a)	(b)	(c=a-b)	(d)
FINANCIAL PLAN	Current Budget	Funding Committed to Project	Uncommitted Funds	Revenues Received
Cities	42.2	42.2	-	-
Measure R - 2B	96.5	96.5	-	96.5
SBCTA	94.4	44.5	49.9	2.9
Measure M	1,019.0	1,019.0	-	46.9
Other - Cap and trade	249.2	249.2	-	-
Other - Metro	126.0	126.0	-	-
Other - Miscellaneous	449.6	-	449.6	-
Total Revenues	2,076.9	1,577.4	499.5	146.3
	(a)	(b)	(c)	(d=a-b)
	Current Budget	Current Obligation	Current Expenditures	Current Available Balance
EXPENSES				
Program Management and Admin - Pomona	196.0	24.0	21.5	172.0
Proram Management and Admin - Montclair	14.0			14.0
Master Cooperative Agreements	55.0	2.0	1.6	53.0
ROW DB2 Alignment	87.0	6.0	6.0	81.0
ROW DB3 Parking	57.0	-	14.9	57.0
Construction DB2 Alignment - Pomona	807.7	805.6	79.8	2.1
Construction DB2 Alignment - Montclair	381.3			381.3
Construction DB3 Parking	120.0	-	-	120.0
MTA Project Costs	154.9	-	-	154.9
Project Contingency	164.0	-	-	164.0
Planning	40.0	40.0	40.0	-
Total Project	2,076.9	877.6	163.8	1,199.3