



Foothill Gold Line

Metro Gold Line Foothill Extension Construction Authority

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Member, Non- Voting
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City of Ontario
Appointee, SBCTA

Executive Officer:

Habib F. Balian
Chief Executive Officer

Agenda Item: 7.c.

TO: Chair and Members of the Board of Directors
FROM: Habib F. Balian, Chief Executive Officer
DATE: September 9, 2020
SUBJECT: Receive and file Monthly Project Status Update as of August 2020

RECOMMENDATION:

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

Foothill Gold Line Project

Monthly Project Status Report

August 2020





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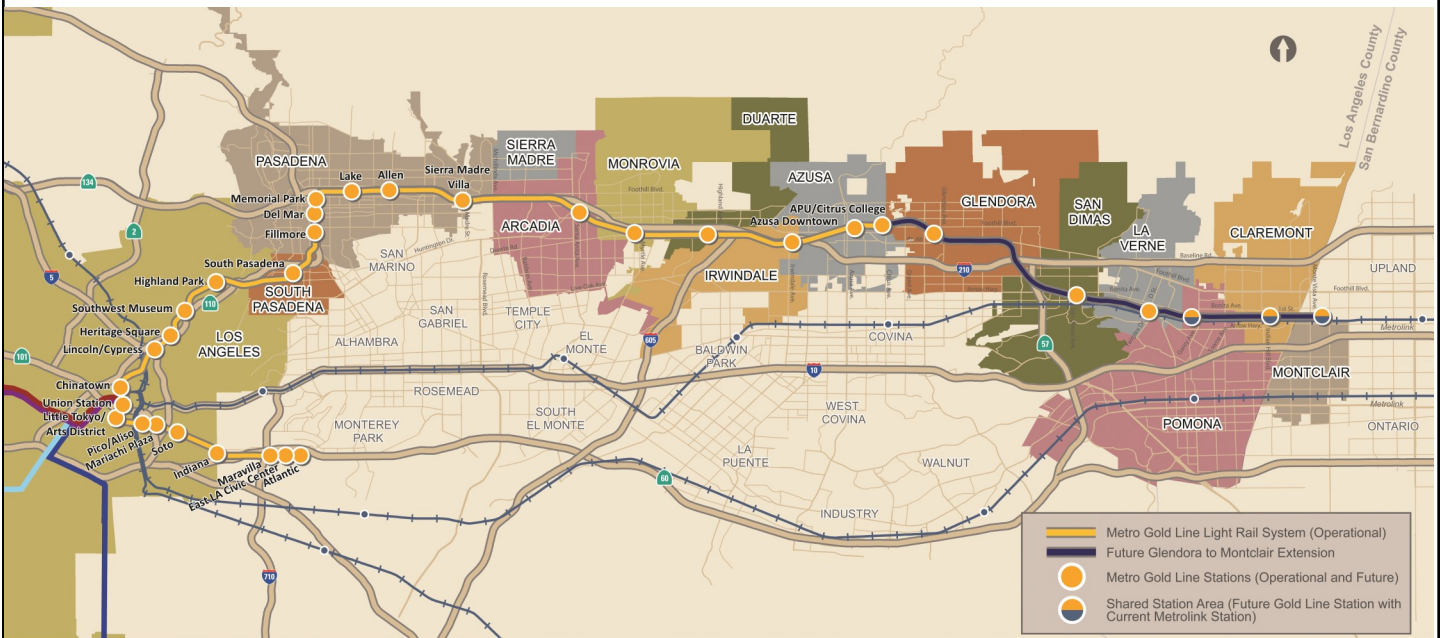
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FOOTHILL GOLD LINE PROJECT DESCRIPTION

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

Began full closure at Glendora Avenue for utility relocation and construction of grade crossing

Began full closure at Barranca Avenue for utility relocation and construction of grade crossing

Continued full closure at Gladstone Street for utility relocation and construction of grade crossing

Continued removal of freight overhead communication lines

Began removal of ground vegetation on the ROW in Glendora

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

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 completed performing video inspection of storm and sanitary pipelines

Design-builder completed mobilization of construction field office and laydown area



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

Finalize preliminary Parking Management Plan for each of the four Pomona segment cities

Begin construction of Route 66 bridge and Glendora station

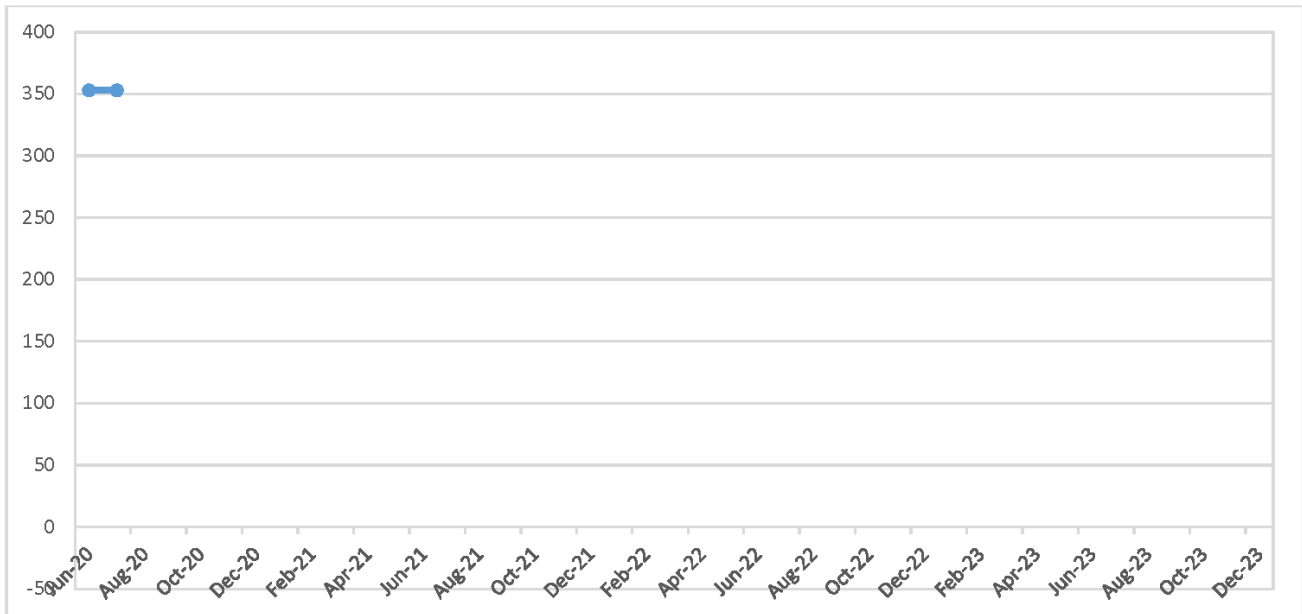


BASELINE SCHEDULE

Activity Name	Start	Finish	2021				2022				2023				2024			
			Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4		
Foothill Gold Line Phase 2B																		
FREIGHT TRACK RE-ALIGNMENT																		
START CONSTRUCTION	03-Aug-20*		■ START CONSTRUCTION															
GRADING	07-Aug-20*	28-Jul-22	▶ GRADING															
TRACK	18-Sep-20*	12-Dec-22	▶ TRACK															
GRADE CROSSINGS																		
BARANCA & GLADSTONE	03-Aug-20*	11-Oct-20	▶ BARANCA & GLADSTONE															
GLENDORA & WHEELER	13-Sep-20*	21-Dec-20	▶ GLENDORA & WHEELER															
EUCLA, A St, & FULTON	22-Dec-20*	06-Mar-21	▶ EUCLA, A St, & FULTON															
VERMONT, PASADENA, ELWOOD, E St, & WALNUT	08-Mar-21*	25-Jul-21	▶ VERMONT, PASADENA, ELWOOD, E St, & WALNUT															
LORAIN, SAN DIMAS CANYON, & D St.	26-Jul-21*	03-Oct-21	▶ LORAIN, SAN DIMAS CANYON, & D St.															
SAN DIMAS, WHITE, & GAREY	04-Oct-21*	22-Jan-22	▶ SAN DIMAS, WHITE, & GAREY															
Rt. 66 & LONE HILL (MOT)	27-Nov-20*	26-Apr-21	▶ Rt. 66 & LONE HILL (MOT)															
FOOTHILL/GRAND & BONITA/CATARACT (MOT)	24-Feb-21*	30-Jun-21	▶ FOOTHILL/GRAND & BONITA/CATARACT (MOT)															
MONTE VISTA (MOT)	04-Oct-21*	14-Jan-22	▶ MONTE VISTA (MOT)															
FACILITIES & STRUCTURES																		
BRIDGES	24-Aug-20*	06-Oct-22	▶ BRIDGES															
STATION STRUCTURES	08-Oct-20*	22-Aug-22	▶ STATION STRUCTURES															
STATION FINISHWS & LANDSCAPES	21-Oct-21*	18-Oct-22	▶ STATION FINISHWS & LANDSCAPES															
GUIDEWAY & TRACK WORK																		
SITE CLEARING & DEMOLITION	04-Aug-20*	09-Mar-22	▶ SITE CLEARING & DEMOLITION															
RETAINING WALLS	06-Aug-20*	04-Oct-22	▶ RETAINING WALLS															
DUCTBANK	03-Aug-20*	18-Jul-22	▶ DUCTBANK															
DRAINAGE	15-Sep-20*	19-Apr-22	▶ DRAINAGE															
TRACK	24-Sep-20*	12-May-23	▶ TRACK															
SYSTEMS																		
TRAIN CONTROL	04-Aug-20*	18-Aug-23	▶ TRAIN CONTROL															
TPSS	21-May-21*	22-Feb-23	▶ TPSS															
OCS	08-Jun-21*	08-Mar-23	▶ OCS															
COMMUNICATIONS	21-Apr-21*	13-Jul-23	▶ COMMUNICATIONS															
TESTING & SYSTEM INTEGRATION	21-Feb-22*	16-Jan-24	▶ TESTING & SYSTEM INTEGRATION															
SUBSTANTIAL COMPLETION		16-Jan-24	■ SUBSTANTIAL COMPLETION															



FLOAT TREND



Critical Path

The critical path starts construction of the street work at Barranca Ave and Gladstone Street. It then flows through the follow-on street work until it ends at the first FRT track shift. It then flows through the street work to flows street work until it ends at the first FRT track shift. It then flows through the street work to flows through the second and third FRT track shifts. Preceding the third FRT track shift is the start of Monte Vista Pedestrian Crossing and Undercrossing at Cataract Ave to San Dimas Ave. The work then flows through MSE walls and sound walls in as well as the LRT rail work in Cataract Ave to San Dimas Ave. The path then flows through LRT work that then leads into San Dimas Station to La Verne Station innerduct and fiber construction. The LFAT and Phase 1 and 2 testing will be the final activities before substantial completion.

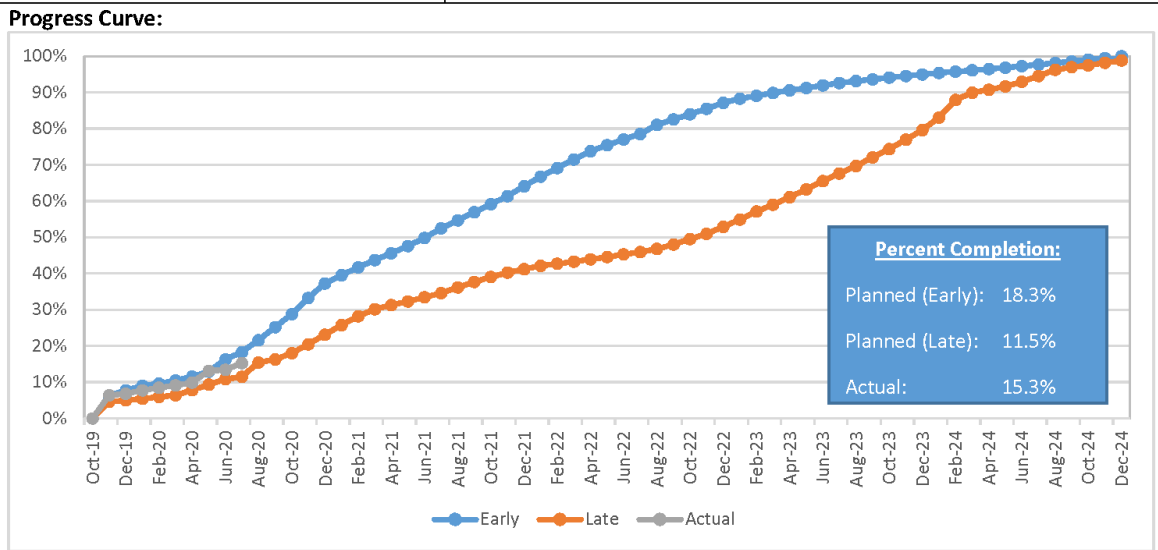
Project Float

The project float is currently 353 calendar days ahead the January 4, 2025 substantial completion date.



ALIGNMENT CONTRACT STATUS

Cost Summary:	Million(s)	Cost Assessment:
CONTRACT		The Design-Build Contractor has earned 123.3 Million and currently 15.3% completion at the end of July 2020. The progress currently 3.0% behind the early planned curve, which is due to the progress of several design packages. However, Gladstone grade crossing construction started earlier than baseline schedule planned date.
Contract Award:	805.6	
Executed Change Orders:	-0.2	
Potential Change Orders:	0.5	
Current Forecast:	805.4	
Earned Value/Actual Cost:	123.3	
AUTHORIZATION FOR EXPENDITURE		
Budget:	2,079.9	
Commitment:	900.5	
Balance:	1,176.4	

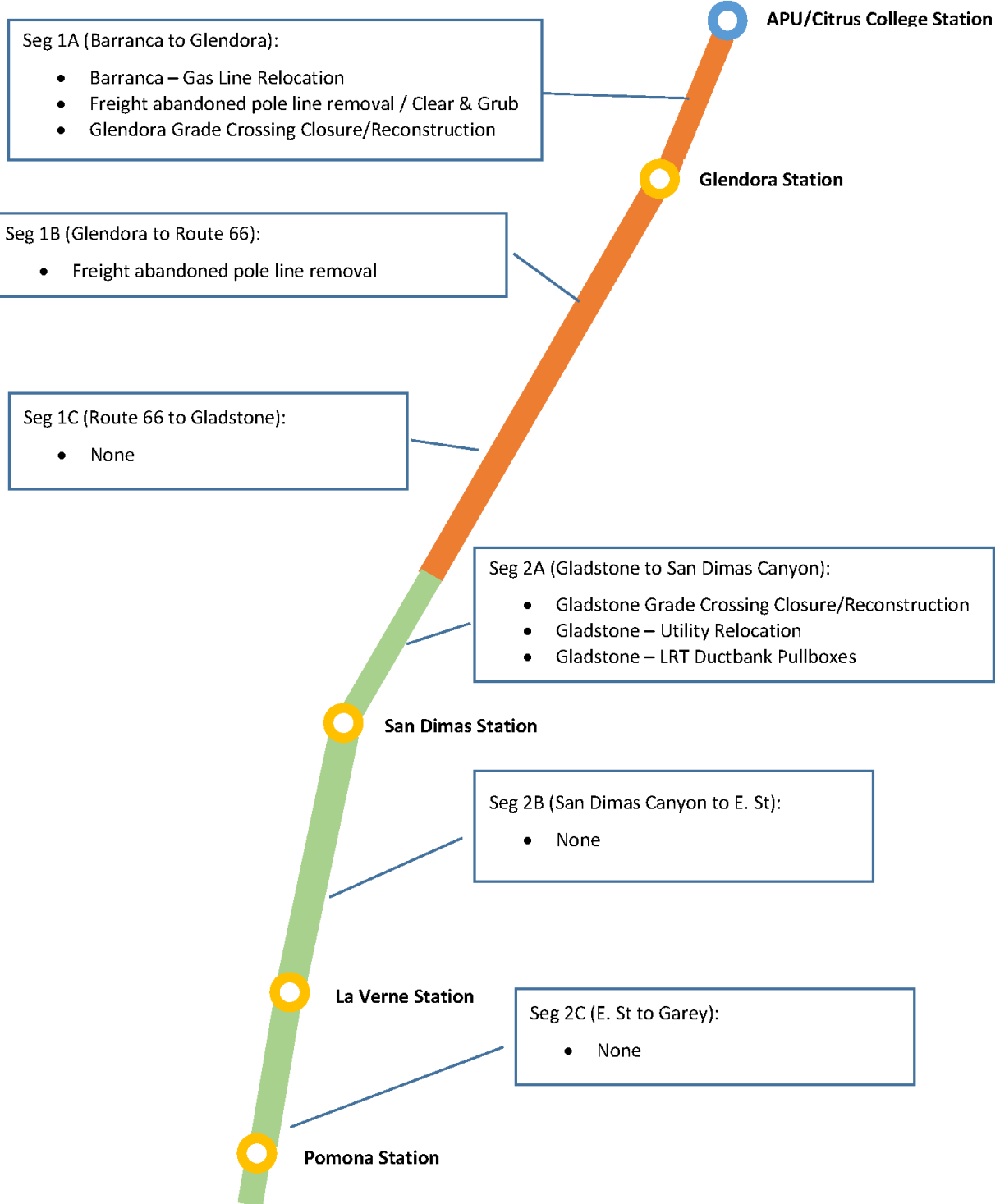


Schedule Summary (7/31/20):	Contract Milestones:																								
Notice To Proceed(NTP): 10/07/19	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>MS</th> <th>Description</th> <th>Original Contract</th> <th>Current Contract</th> <th>Forecast</th> <th>Variance</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Substantial Completion</td> <td>1/3/25</td> <td>1/3/25</td> <td>1/16/24</td> <td>(353)</td> </tr> <tr> <td>2</td> <td>Punchlist Completion</td> <td>9/30/25</td> <td>9/30/25</td> <td>10/22/24</td> <td>(343)</td> </tr> <tr> <td>3</td> <td>Final Acceptance</td> <td>12/29/25</td> <td>12/29/25</td> <td>1/10/25</td> <td>(353)</td> </tr> </tbody> </table>	MS	Description	Original Contract	Current Contract	Forecast	Variance	1	Substantial Completion	1/3/25	1/3/25	1/16/24	(353)	2	Punchlist Completion	9/30/25	9/30/25	10/22/24	(343)	3	Final Acceptance	12/29/25	12/29/25	1/10/25	(353)
MS		Description	Original Contract	Current Contract	Forecast	Variance																			
1		Substantial Completion	1/3/25	1/3/25	1/16/24	(353)																			
2		Punchlist Completion	9/30/25	9/30/25	10/22/24	(343)																			
3	Final Acceptance	12/29/25	12/29/25	1/10/25	(353)																				
Original Contract Duration: 1915																									
Current Contract Duration: 1915																									
Elapsed Time from NTP: 298																									

Schedule Assessment:
 The critical path maintains 353 calendar days float and runs through the same path from baseline schedule.

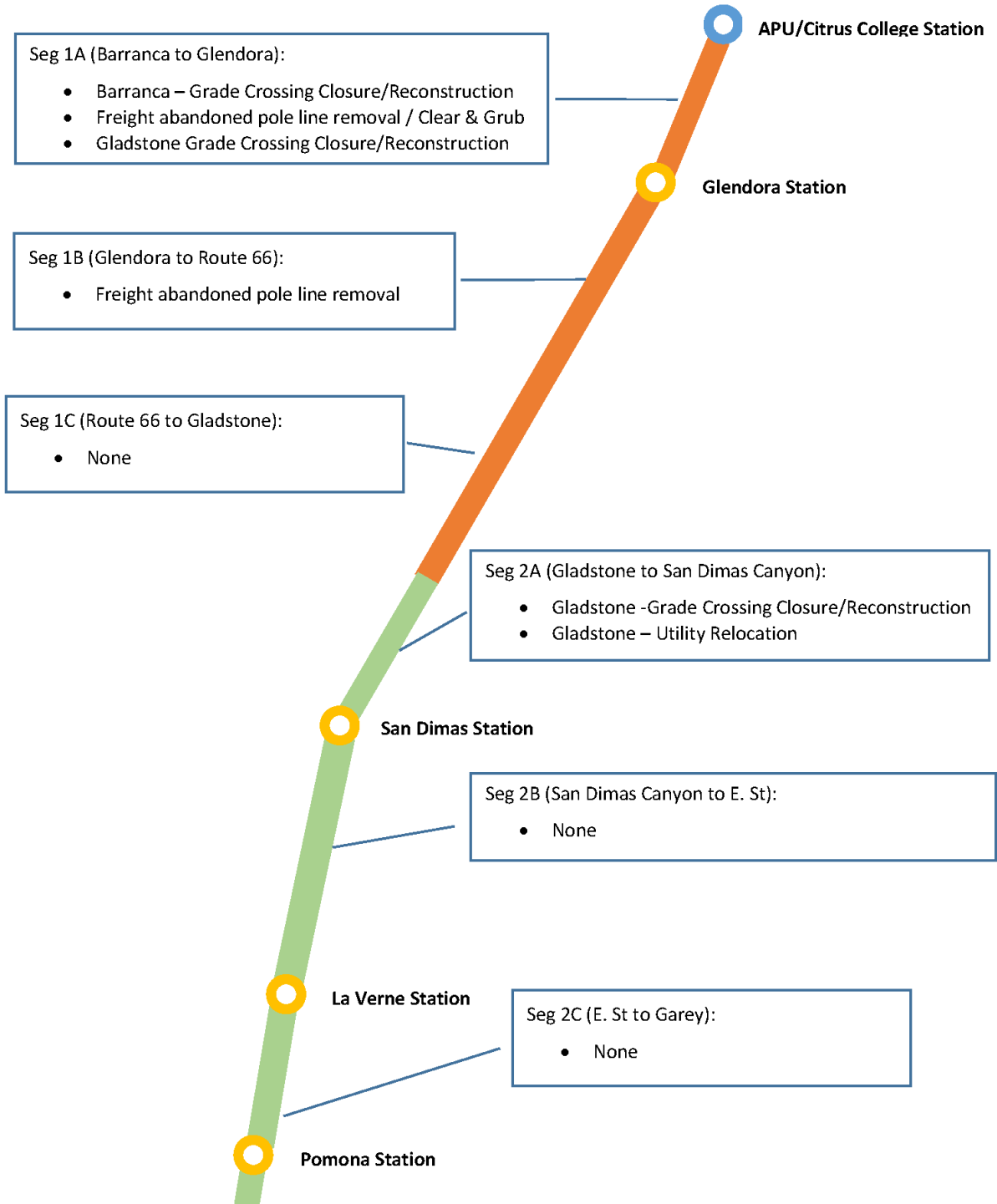


ALIGNMENT CONSTRUCTION PROGRESS THIS PERIOD (Aug 2020)





ALIGNMENT CONSTRUCTION PROGRESS NEXT PERIOD (Sept 2020)





ALIGNMENT CONSTRUCTION IMAGES

Segment 1A: Barranca Gas Line Relocation



Segment 1A: Barranca Grade Crossing – Closure/Reconstruction





Segment 1A: Freight abandoned pole line removal



Segment 1B: Freight abandoned pole line removal



Segment 2A: Gladstone Trench box for LRT ductbank pullbox installation





Segment 2A: Gladstone Grade Crossing
– Closure/Reconstruction





Metro Gold Line Foothill Extension Construction Authority
 406 East Huntington Drive, Suite 202
 Monrovia, CA 91016

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
EXECUTED Change Order							

Subtotal: _____

PENDING Change Order

Subtotal: _____

Open PCOs

PCO Number	Title
------------	-------

Open RFCs

RFC Number	Title
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Date Report Created: 9/5/2018



Change Management Log

Project: Foothill Gold Line - Alignment Project (C2002)

Original Contract Value:	\$805,634,000			
Approved Change Orders:	(\$27,769)	0.00%	Pending Change Orders:	\$0 0.00%
Current Contract Total:	\$805,606,231		Pending Contract Total:	\$805,606,231 0.00%

Change Orders

Number	Title	Time Extension	Amount
EXECUTED Change Orders			
CO-001	Authority Office Facilities Reduction	0	(\$62,215)
CO-002	Delete La Verne Station Pedestrian Undercrossing Design	0	(\$50,717)
CO-003	Johnstone Peak - Equipment Installation	0	\$287,309
CO-004	Delete Power/Electrical Provisions for EV Bikes	0	(\$9,738)
CO-005	Delete Signalization at La Verne Ave / Arrow Hwy Intersection	0	(\$390,447)
CO-006	Eucla Bungalow Changes	0	\$172,549
CO-007	TPSS 2, 3, and 7 Site Changes	0	\$25,490
Executed Subtotal:			(\$27,769)

PENDING Change Orders

Pending Subtotal:	
Change Orders Total:	(\$27,769)

Open PCOs

PCO Number	Title
PCO - 00004	Modified Architectural Features and Details
PCO - 00009	Johnstone Peak Radio - RF Testing
PCO - 00011	Delete Signalization at Foothill Blvd. / Elwood Ave. Intersection
PCO - 00012	Parallel Communications Design for Alternate Station Parking
PCO - 00013	Sound Wall No. 8 Configuration Change

Open RFCs

RFC Number	Title
------------	-------

Open RFC Notices

Number	Title
RFC - 00001	COV-19 Pandemic
RFC - 00002	Unforeseen Utilities (26 EA)
RFC - 00004	RFC-0004-Bio Waste and Drug Paraphernalia
RFC - 00005	RFC-0005-Gladstone St. Asbestos Pipe
RFC - 00006	RFC-0006-Work Hours in the City of Glendora and City of San Dimas



FOOTHILL GOLD LINE FINANCIAL STATUS
Project Operating Budget Summary in Millions of Dollars
July 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	-	92.0
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	191.4
	(a)	(b)	(c)	(d=a-b)
	Current Budget	Current Obligation	Current Expenditures	Current Available Balance
EXPENSES				
Program Management and Admin - Pomona	196.0	32.0	23.9	164.0
Proram Management and Admin - Montclair	14.0			14.0
Master Cooperative Agreements	55.0	2.0	1.8	53.0
ROW DB2 Alignment	87.0	6.0	6.0	81.0
ROW DB3 Parking	57.0	14.9	14.9	42.1
Construction DB2 Alignment - Pomona	807.7	805.6	123.3	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	900.5	209.9	1,176.4