



Foothill Gold Line

Metro Gold Line Foothill Extension Construction Authority

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Executive Officer:

Habib F. Balian
Chief Executive Officer

Agenda Item: 11.d.

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

RECOMMENDATION:

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

Foothill Gold Line Project

Monthly Project Status Report

November 2020





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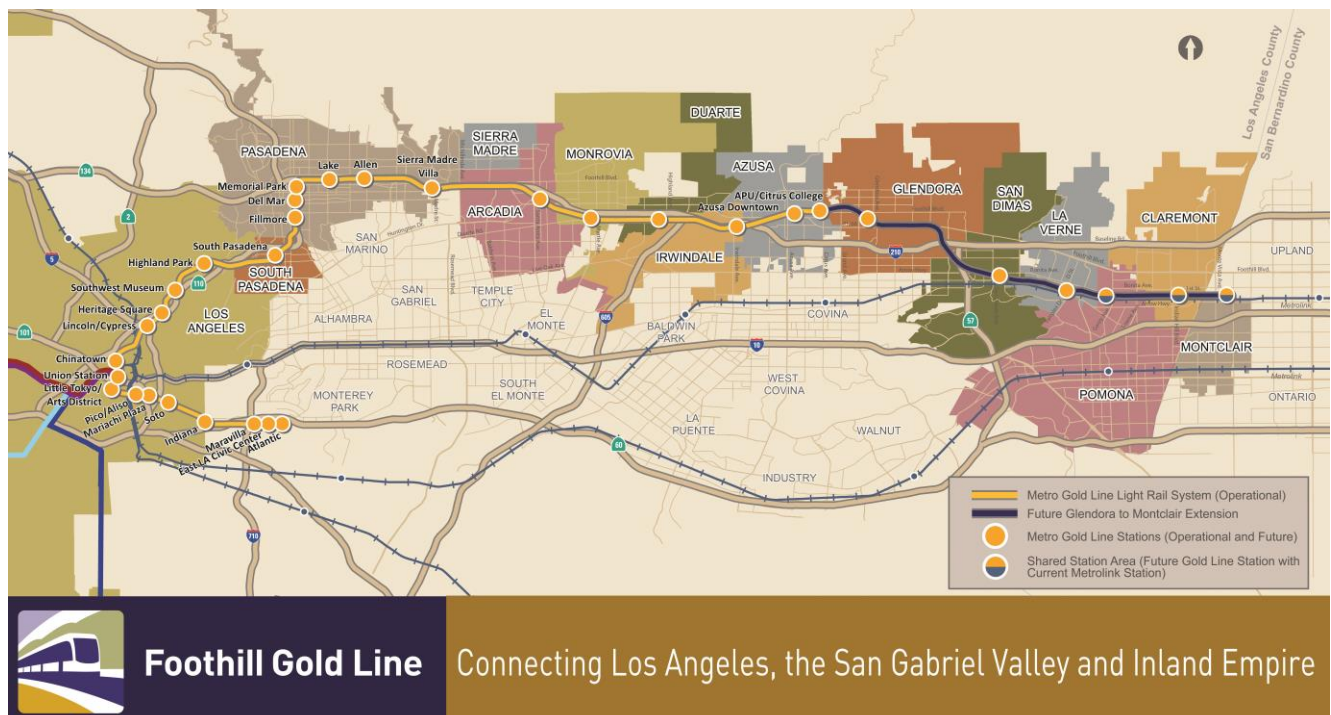
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FOOTHILL GOLD LINE PROJECT DESCRIPTION

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.





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.

SCRRA CHANGE IN ROADWAY WORKER PROTECTION REQUIREMENTS

The MCA between SCRRA and the Construction Authority clearly states that the Construction Authority is to comply with the Roadway Worker Protection (RWP) requirements in existence as of February 2018, and that SCRRA would be responsible for additional costs associated with any requirements above and



GLENDORA TO MONTCLAIR
MANAGEMENT ISSUES (cont'd.)

beyond those in existence as of February 2018. SCRRA has instituted changes to its RWP program and is demanding the Construction Authority follow these new requirements. These new requirements could result in significant additional costs to the project. Staff has been working with SCRRA to resolve but have made little progress to date. As such, a dispute notice has been sent by the Construction Authority to SCRRA regarding this issue. Staff will continue working with SCRRA to resolve this matter as quickly as possible.

EXTENDED WORK HOURS AT THE GRADE CROSSINGS

The Alignment design-builder, Kiewit Parson Joint Venture (KPJV), made the assumption based on some language in the cities' MCAs that they could work double shifts (approximately 17-hour days) at the grade crossings in order to comply with the closure durations requirements for the grade crossings. The double shifts result in KPJV needing approval from all four cities for extended work hours beyond the standard work hours allowed in each city. KPJV has been able to obtain general approval for extended work hours from La Verne and Pomona but not Glendora or San Dimas. As a result, KPJV is likely to not meet the grade crossing closure durations required by the contract. Furthermore, KPJV has notified the Construction Authority that it will incur additional costs as a result of them not receiving the approval for extended work hours in San Dimas and Glendora, and that KPJV expects the Construction Authority to pay for these additional costs. Staff has evaluated this issue and finds no merit to KPJV's position that the Construction Authority is responsible for any costs associated with KPJV not receiving general approval from the Glendora or San Dimas for extended work hours. However, staff will continue to work with KPJV and all of the corridor cities to find practical solutions that will keep the duration of work at the grade crossings to a minimum and mitigate any additional costs incurred by KPJV.



GLENDORA TO MONTCLAIR
KEY ACTIVITIES COMPLETED THIS PERIOD

Gladstone Street opened to the public while the final work on the crossing is completed

Continued full closure at Wheeler Avenue for utility relocation and construction of grade crossing

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

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

Continued removal of obsolete freight overhead communication lines

Continued removal of ground vegetation and tree removal

CPUC has approved 48 of 49 grade crossings submitted

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

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

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

Staff is preparing responses to the Draft Supplemental Environmental Impact Report (SEIR) comments

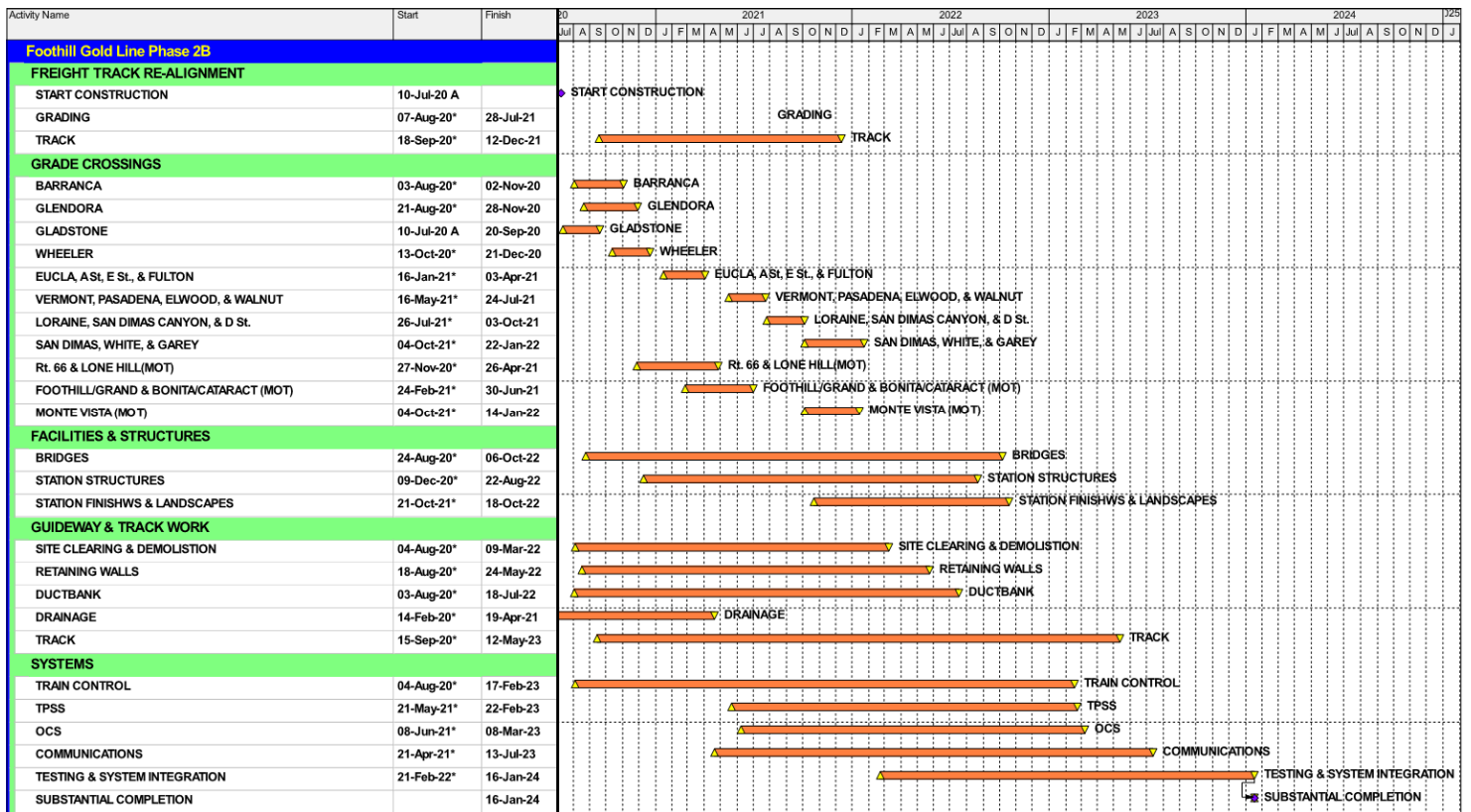


GLENDORA TO MONTCLAIR

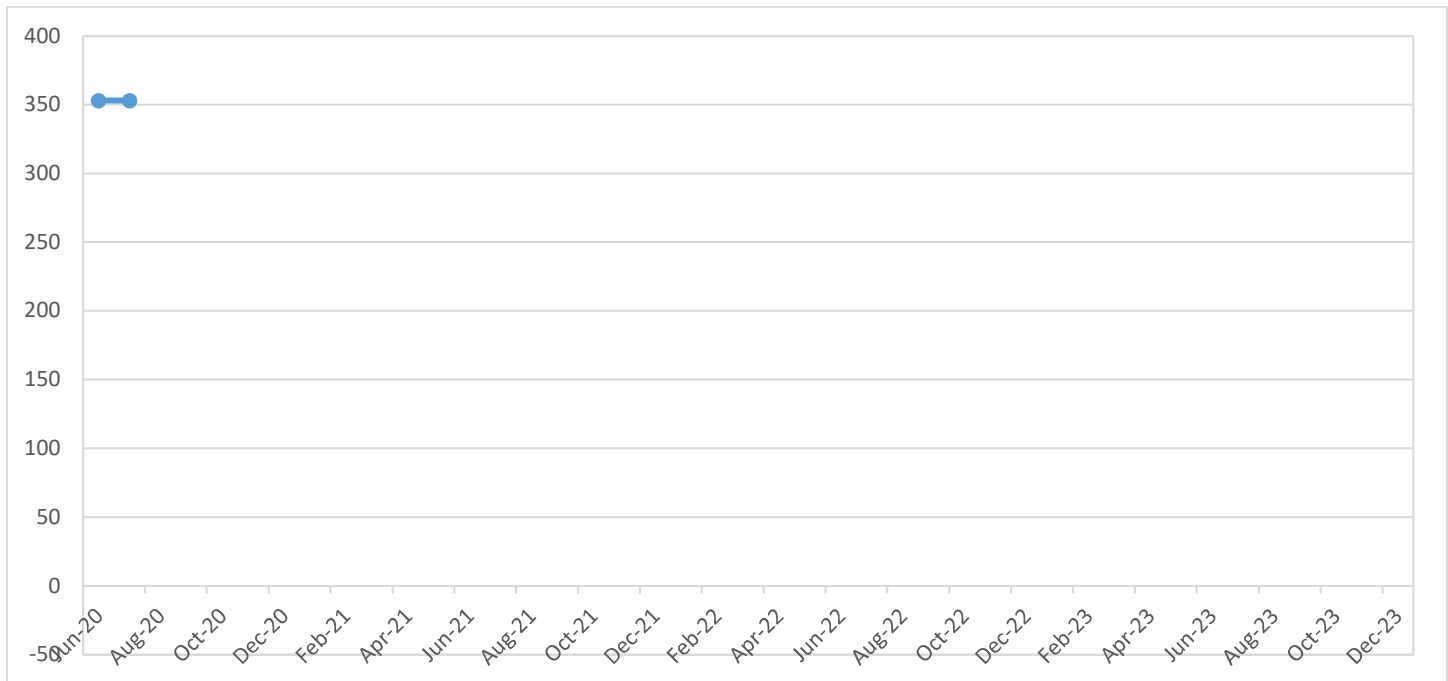
KEY FUTURE ACTIVITIES

Begin full closure at A Street for utility relocation and construction of grade crossing
Begin full closure at Fulton Avenue for utility relocation and construction of grade crossing
Begin full closure at E Street for utility relocation and construction of grade crossing
Begin construction of Route 66 bridge and Glendora station
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

MONTHLY SCHEDULE UPDATE – Aug 2020



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. This month the submittal and procurement of sound wall materials for Segment 1A.1 corridor wide sound walls are shown on the current Update Schedule Longest Path. The Segment 1A.1 design package drove out the midblock construction that pertains to the Segment 1A.1 design package up to the first track shift where there after the longest path remained the same as what it previously showed.

Project Float

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

Progress Planned Next Period (Dec 2020)

- ✓ San Dimas Wash Drawings - FRT (AFC)
- ✓ Live Oak Channel Drawings - FRT (AFC)
- ✓ Marshall Creek Drawings - FRT (AFC)
- ✓ Puddingstone Channel Drawings - FRT (AFC)
- ✓ Big Dalton Wash Drawings - FRT (AFC)
- ✓ Traffic Engineering Specifications AFC
- ✓ Electromagnetic Compatibility (EMC) Test Procedures and Test Report Forms (100%)

- ✓ See “Construction Progress This Period”

- ✓ Communications BOP - San Dimas Station - 85%
- ✓ Track Alignment Drawings - LRT/ FRT 100%
- ✓ Glendora Pedestrian Undercrossing AFC
- ✓ LRT Puddingstone Channel Box Culvert Protection AFC
- ✓ LRT Thompson Creek Channel 100%
- ✓ Ductbank Drawings - Early Work - LRT 100% (Part 3 & Part 4)
- ✓ Systems Specifications Traction Power Substations (TPSS) AFC
- ✓ Segment 1A.1 Corridor/Mid-block (Citrus Station to Glendora Ave) AFC
- ✓ Monte Vista Pedestrian Undercrossing 85%
- ✓ LRT Live Oak Channel AFC
- ✓ FRT Thompson Creek Channel AFC
- ✓ Glendora 2 At-Grade Crossings Drawings 100%
- ✓ Train Control Package #2 Drawings - FRT AFC

- ✓ See “Construction Progress Next Period”

- SCRRRA Rule Changes – SCRRRA has made Roadway Worker in Charge's (RWIC's) rule revision that is required to provide more RWIC's.
- Work Hours in City of Glendora and City of San Dimas - KPJV planned the work in the grade crossings to be performed on a double shift within these cities, which is required to obtain the city approval under the contract but has not obtain the approval yet.

Areas of Concern (Continued)

-

Cost Summary (10/31/20):

Million(s)

CONTRACT

Contract Award:	805.6
Executed Change Orders:	0.03
Potential Change Orders:	0.01
Current Forecast:	805.9
Earned Value/Actual Cost:	150.3

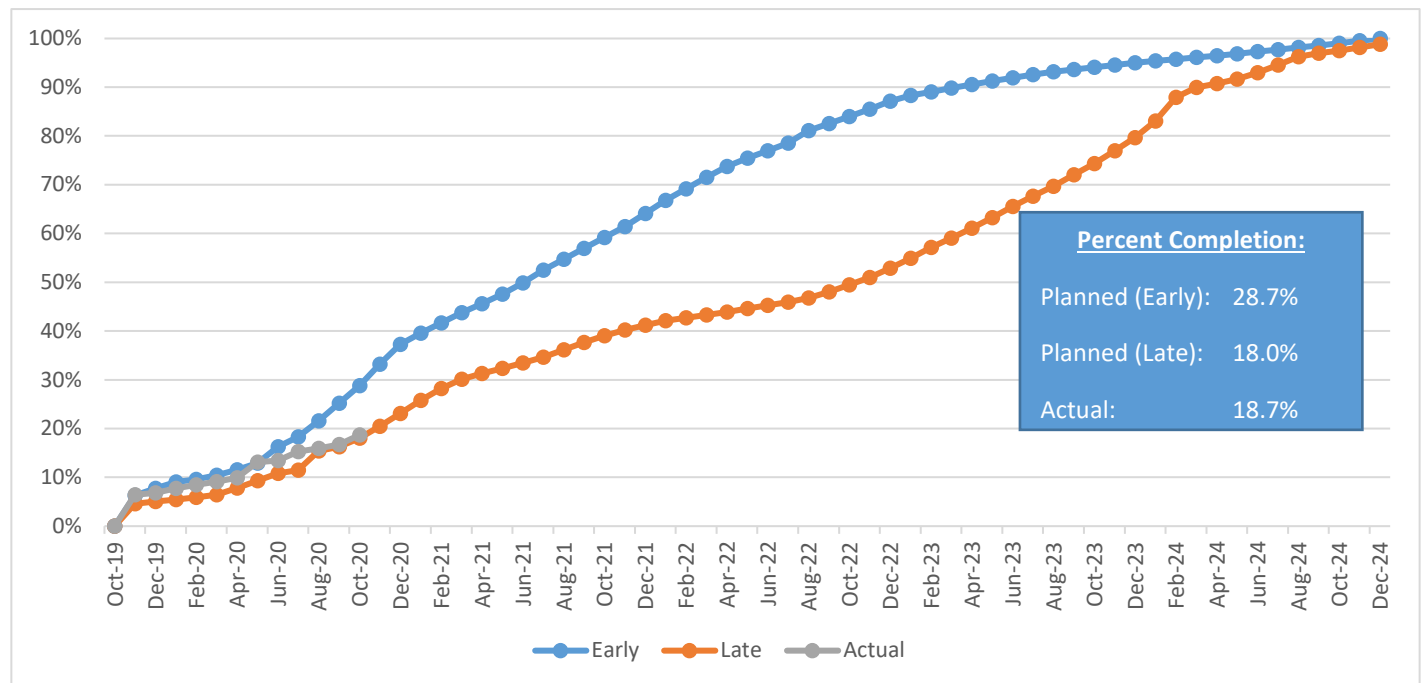
AUTHORIZATION FOR EXPENDITURE

Budget:	2,076.9
Commitment:	900.5
Balance:	1,176.4

Cost Assessment:

The Design-Build Contractor has earned 150.3 Million and currently 18.7% completion at the end of October 2020. The progress currently 10.7% behind the early planned curve, which is due to the progress of several design packages. However, it does not critically impact the construction related to.

Progress Curve:



Schedule Summary (10/31/20):

Notice To Proceed (NTP):	10/07/19
Original Contract Duration:	1915
Current Contract Duration:	1915
Elapsed Time from NTP:	390

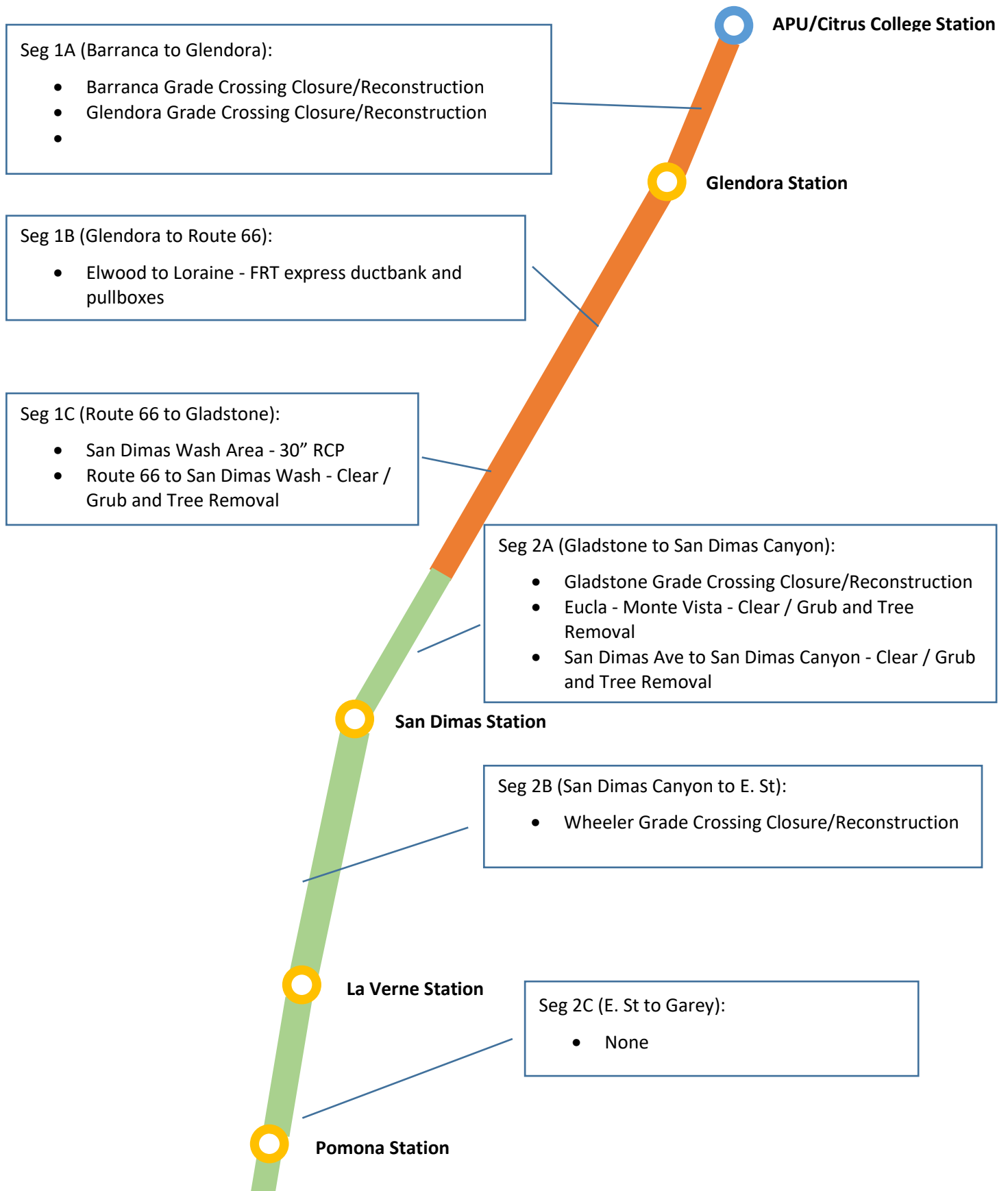
Contract Milestones:

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)

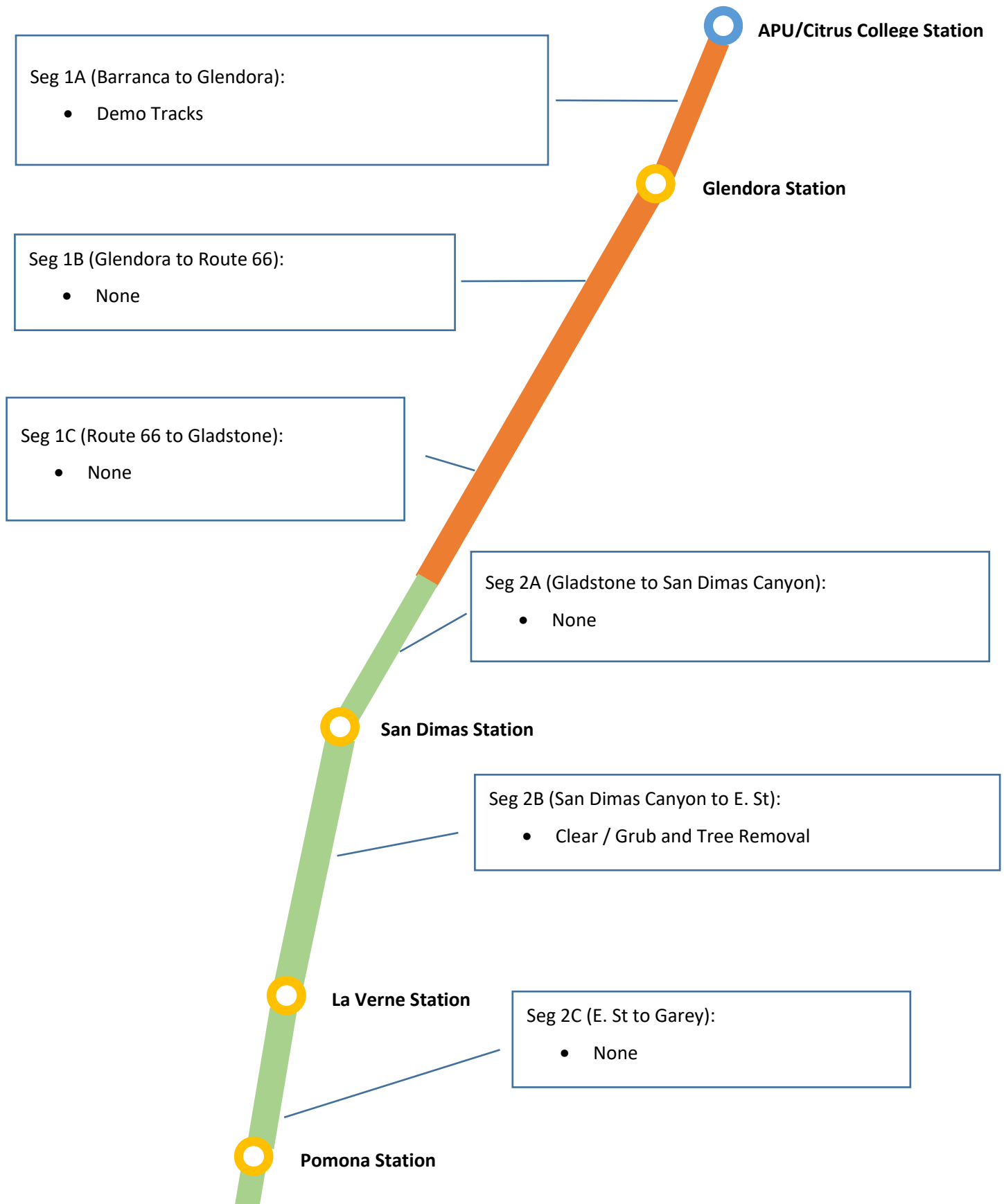
Schedule Assessment:

The critical path maintains 353 calendar days float from baseline schedule.

ALIGNMENT CONSTRUCTION PROGRESS THIS PERIOD (Nov 2020)



ALIGNMENT CONSTRUCTION PROGRESS PLANNED NEXT PERIOD (Dec 2020)



ALIGNMENT CONSTRUCTION IMAGES

Segment 1A: Barranca
Grade Crossing –
Closure/Reconstruction



Barranca—Ductbank placement



Barranca—Storm drain backfill compaction

Segment 2A: Gladstone
Grade Crossing –
Closure/Reconstruction



Gladstone—Curb and Gutter work



Gladstone—Initial paving west of crossing



Gladstone—FRT track alignment and tie tamper



Gladstone—New FRT Track



Gladstone - LRT and FRT tracks



Gladstone - LRT Track panels welds



Gladstone - LRT track tie placement

Segment 2B: Wheeler
Grade Crossing –
Closure/Reconstruction



Wheeler - Traffic signal pole foundation auger



Wheeler - Ductbank

Elwood to Lorraine



Elwood to Lorraine—FRT Express Ductbank

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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406 East Huntington Drive, Suite 202
Monrovia, CA 91016

Change Management Log

Date: 11/30/2020 1:03:06 PM
Pacific Standard Time
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Project: Foothill Gold Line - Alignment Project (C2002)

Original Contract Value:	\$805,634,000			
Approved Change Orders:	(\$33,752)	0.00%	Pending Change Orders:	\$572,137 0.07%
Current Contract Total:	\$805,600,248		Pending Contract Total:	\$806,172,385 0.07%

Change Orders

Number	Title	Time Extension	Amount
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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
CO-008	Lone Hill Bridge Aesthetic Enhancements- Design	0	\$83,320
CO-009	Wheeler Ave. Sanitary Sewer (SS) Betterment	0	\$128,068
CO-010	A Street and E Street Sanitary Sewer (SS) Betterments	0	\$184,851
CO-011	Gladstone St. Asbestos Pipe	0	\$6,860
CO-012	Sound Wall No. 8 Configuration Change	0	(\$306)
CO-013	COVID-19 Pandemic Mitigation (7/13/20 to 10/18/20)	0	\$39,758
CO-014	Delete Signalization at Foothill Blvd. / Elwood Ave. Intersection	0	(\$448,534)
Executed Subtotal:			(\$33,752)

PENDING Change Orders

CO-015	Incorporate Revised SCRRRA MCA and Amendment into Contract Documents	0	\$572,137
Pending Subtotal:			\$572,137
Change Orders Total:			\$538,385

Open PCOs

PCO Number	Title
PCO - 00009	Johnstone Peak Radio - RF Testing
PCO - 00012	Parallel Communications Design for Alternate Station Parking
PCO - 00017	Foothill/Grand and Bonita/Cataract - post-tensioning duct location change
PCO - 00018	Extend Paving Limits at Loraine/Lemon

Open RFCs

RFC Number	Title
RFC - 00008	RFC-0008-VE Marshall Creek

Open RFC Notices

Number	Title
RFC - 00002	Unforeseen Utilities (26 EA)
RFC - 00006	RFC-0006-Work Hours in the City of Glendora and City of San Dimas
RFC - 00007	RFC-0007-SCRRRA Rule Changes
RFC - 00009	RFC-0009-COVID-19 Pandemic Mitigation Continued



FOOTHILL GOLD LINE FINANCIAL STATUS

Project Operating Budget Summary in Millions of Dollars

November 30, 2020

	(a)	(b)	(c=a-b)	(d)
	Current	Funding Committed to	Uncommitted	Revenues
FINANCIAL PLAN	Budget	Project	Funds	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	-	127.1
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	226.5

	(a)	(b)	(c)	(d=a-b)
	Current	Current	Current	Current
EXPENSES	Budget	Obligation	Expenditures	Available Balance
Program Management and Admin - Pomona	196.0	32.0	28.0	164.0
Program Management and Admin - Montclair	14.0	-	-	14.0
Master Cooperative Agreements	55.0	3.0	1.8	52.0
ROW DB2 Alignment	87.0	10.0	6.1	77.0
ROW DB3 Parking	57.0	20.0	15.0	37.0
Construction DB2 Alignment - Pomona	807.7	805.6	150.3	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	910.6	241.2	1,166.3