



Foothill Gold Line

Metro Gold Line Foothill Extension Construction Authority

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Agenda Item: 9.d.

Board Members:

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Appointee, SGVCOG

Tim Sandoval
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City of Pomona
Appointee, LACMTA

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Appointee, City of
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Daniel M. Evans
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Appointee, City of
South Pasadena

Alan D. Wapner
Member, Non-Voting
Mayor Pro Tem,
City of Ontario
Appointee, SBCTA

Executive Officer:

Habib F. Balian
Chief Executive Officer

TO: Chair and Members of the Board of Directors
FROM: Habib F. Balian, Chief Executive Officer
DATE: February 8, 2023
SUBJECT: Adoption of Foothill Extension Financial Plan for Phase 2B – Revision 18

RECOMMENDATION:

That the Board of Directors adopt the Foothill Extension Financial Plan for Phase 2B - Revision 18 of \$2,370.9 million.

SUMMARY:

In August 2019, the Board of Directors adopted the Foothill Extension Financial Plan 17 for Glendora to Montclair. The Foothill Extension Financial Plan Revision 18 incorporates all new estimate information.

The attached proposed Foothill Extension Financial Plan Revision 18 incorporates the current assessment of changes to project revenues and expenditures and accurately reflects the most recent project outlook. Overall, the total proposed Foothill Extension Financial Plan Revision 18 increases \$294.0 million to \$2,370.9 million which includes the estimated project cost to complete Phase 2B. This amount reflects the current market conditions since the agency last completed the project estimate. On the revenue side, Foothill Extension Financial Plan Revision 18 increases \$294.0 million to \$2,370.9 million; changes in the major budget categories between Revision 17 and Revision 18 are listed in the table below. Revenues categories for Cities, Measure R, Measure M, and Other: TIRCP (Cap & Trade) and Other Metro are unchanged. Revenues category SBCTA has decreased and Other Miscellaneous has increased. On the expenditure side, Foothill Extension Financial Plan Revision 18 increases \$294.0 million to \$2,370.9 million. Changes in the major budget categories between the Foothill Extension Financial Plan Revision 17 and Foothill Extension Financial Plan Revision 18 are illustrated in the table below. Program Management Pomona, Construction Pomona and Construction Parking has remained the same while Program Management Montclair, Master Cooperative Agreement, Construction New Works, Construction Montclair, MTA Project Costs and Planning have increased while ROW and Project Contingency have decreased in costs.

Foothill Extension Project Financial Plan - Revision 18 Summary

REVENUES	Adopted Rev 17	Proposed Rev 18	Proposed Variance
Cities	42.2	42.2	0.0
Measure R	96.5	96.5	0.0
SBCTA	94.4	80.0	(14.4)
Measure M	1,019.0	1,019.0	0.0
Other: TIRCP (Cap & Trade LA)	249.2	249.2	0.0
Other: TIRCP (Cap & Trade SB)	0	0.0	0.0
Other: Miscellaneous	449.6	758.0	308.4
Other: Metro	126.0	126.0	0.0
Total Foothill Extension Revenues	2,076.9	2,370.9	294.0

EXPENDITURES	Adopted Rev 17	Proposed Rev 18	Proposed Variance
Program Management & Admin-Pomona	196.0	196.0	0.0
Program Management & Admin-Montclair	14.0	50.0	36.0
Master Cooperative Agreement	55.0	60.0	5.0
ROW Alignment Parking	144.0	130.0	(14.0)
Construction New Works Sub Projects	0.0	40.0	40.0
Construction DB2 Alignment-Pomona	807.7	807.7	0.0
Construction DB2 Alignment-Montclair	381.3	538.8	157.5
Construction DB3 Parking	120.0	120.0	0.0
MTA Project Costs	154.9	207.8	52.9
Project Contingency	164.0	132.6	(31.4)
Planning	40.0	88.0	48.0
Total Foothill Extension Expenditures	2,076.9	2,370.9	294.0

BUDGET IMPLICATIONS:

The total Foothill Extension Financial Plan Revision 18 increases \$294.0 million to \$2,370.9 million.

DISCUSSION:

The total Foothill Extension Financial Plan Revision 18 increases to \$2,370.9 million.

Below is an explanation of changes to the Foothill Extension Financial Plan Revision 18 by major category.

Revenues — \$2,370.9 Million (\$294.0 million increase):

Cities - \$42.2 Million (no variance)

The Cities budget remains the same at \$42.2 million. Per Metro's policy, Cities are responsible for a 3% local match. The \$42.2 million reflects the potential 3% contribution from the cities. The Measure M 3% local match will be satisfied

by one of several options including grants and in-kind contributions from the six Phase 2B cities.

Measure R - \$96.5 Million (no variance)

The Measure R – Phase 2B remains the same at \$96.5 million.

SBCTA - \$80.0 Million (\$14.4 million decrease)

The SBCTA budget decreased to \$80.0 based on the most current estimate. Included in this amount is \$41.0 million from the Transit and Intercity Rail Capital Program (TIRCP) for San Bernardino County and \$39.0 million from other sources such as Measure I, STA, LTF, LCTOP and other.

Measure M - \$1,019.0 Million (no variance)

The Measure M budget remains the same at \$1,019.0 million.

Other: TIRCP Cap & Trade - \$249.2 Million (no variance)

TIRCP budget remains the same at \$249.2 million. The California State Transportation Agency (CALSTA) awarded to the Authority funds from the Transit and Intercity Rail Capital Program (TIRCP) for Los Angeles County portion of the project and is currently being used and billed to the State of CA.

Other: Miscellaneous \$758.0 Million (\$308.4 million increase)

Other Miscellaneous budget increases \$308.4 million to \$758.0 million. \$798.0 million is current estimate at this time to build to Montclair; \$40.0 million will be used for Construction New Work Sub Projects which reduces the \$798.0 to \$758.0 to complete the work to Montclair. It is unknown at this time the sources of funds however they could include one or more of the following: Metro, Financing, and State Cap & Trade and Other State Funds.

Other: Metro \$126.0 Million (no variance)

Other Metro budget remains the same at \$126.0 million. The sources of funds will be Sub-regional funds.

Expenditures — \$2,370.9 Million (\$294.0 million increase):

Prog. Management & Admin. – Pomona \$196.0 Million (no variance)

Program Management & Admin-Pomona remains the same at \$196.0 million. The Program Management & Admin line item has been separated into two line items for Pomona and Montclair. Included in this amount are Authority Administration and Program Management (Hill International) costs.

Prog. Management & Admin. – Montclair \$50.0 Million (\$36.0 million increase)

Program Management & Admin-Montclair was created from Program Management & Admin and has increased \$36.0 million to \$50.0 million which reflects the current estimated costs based primarily on the administration of two

separate large design-build contracts instead of one, inflation, and a longer project completion timeframe.

Master Cooperative Agreements - \$60.0 Million (\$5.0 million increase)

Master Cooperative Agreements increases \$5.0 million to \$60.0 million. This amount reflects the current estimate. Included in the current \$60.0 million is the \$42.2 million for the Cities local match in addition to \$11.8 million for MCA's for Metrolink, Caltrans and Others and \$6.0 million for Claremont to Montclair work.

ROW Alignment and Parking \$130.0 Million (\$14.0 million decrease)

ROW Alignment and Parking decreases \$14.0 million to \$130.0 million which reflects the current estimate. This includes the amount needed for the Montclair segment.

Construction New Work Sub Projects \$40.0 Million (\$40.0 million increase)

Construction New Work Sub Projects is a new line item increased from \$0.00 to \$40.0 million. Possible work could include utility relocation, relocating freight tracks, relocating Metrolink tracks, and other work to advance construction to Montclair.

Construction DB2 Alignment-Pomona \$807.7 Million (no variance)

Construction DB2 Alignment – Pomona stays the same at \$807.7 million. This amount reflects the current estimate and is currently in progress.

Construction DB2 Alignment-Montclair \$538.8 Million (\$157.5 million increase)

Construction DB2 Alignment Montclair has increased \$157.5 million to \$538.8 million. This amount is based on the current estimates received.

Construction DB3 Parking \$120.0 Million (no variance)

Construction DB3 Parking stays the same at \$120.0 million which reflects the estimated costs.

MTA Project Costs \$207.8 Million (\$52.9 million increase)

MTA Project Costs increase \$52.9 million to \$207.8 million which reflects the current estimate. Metro and Authority staff have worked together to identify costs savings yet overall costs have increased. Included in this amount are vehicles, yard costs, labor costs, contingency, county counsel, audit, security, operations, safety, public relations, art, marketing, community relations, TAP, radios, ROC/SCADA, ITS, and Betterments. In addition, this includes the estimated costs for MTA for the Montclair segment.

Project Contingency \$132.6 Million (\$31.4 million decrease)

Project Contingency decreases \$31.4 million to \$132.6 million which reflects the current estimate. Included in this amount is 5% of construction costs for Pomona and 18% of construction costs for Montclair.

Planning \$88.0 Million (\$48.0 million increase)

Planning increases \$48.0 million to \$88.0 million which reflects the current estimate. \$40.0 million was used for the current extension to Pomona, and \$48.0 million will be used for the upcoming phase of the project to Montclair.