



Foothill Gold Line

Industry Workshop - May 31, 2017



Welcome:

Douglas Tessitor,
Foothill Gold Line Board
Chairman



Keynote Address:

John Fasana,
Metro Board Chairman

Agenda

- Welcome
- Keynote Address
- About the Construction Authority
- Project Readiness & Timeline
- Funding
- Project Overview
- Upcoming Business Opportunities
- Small Business Enterprise Program
- Next Steps
- Questions





About the Construction Authority

Construction Authority

- Construction Authority is a separate agency from LA Metro
- Construction Authority was created by state legislation in 1998 to plan, design and build the Metro Gold Line from Union Station east to Montclair (updated in 2011)
- Enabling legislation provides all necessary powers to complete the project
- Construction Authority is overseen by board of directors
- Board of directors receives feedback from all corridor cities through Joint Powers Authority and Technical Advisory Committee
- Construction Authority works closely with Metro:
 - Roles and responsibilities formalized in Master Cooperative Agreement
 - Construction Authority builds the project per Metro's design and safety specifications
 - Both agencies play a role in project safety, planning and education



Board of Directors



Marisol Rodriguez
Member



John Fasana
Member



Doug Tessitor
Chair



Sam Pedroza
Vice Chair



Paul Leon
Member



Dan Evans
Member, Non-Voting



Carrie Bowen
Member, Non-Voting



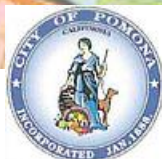
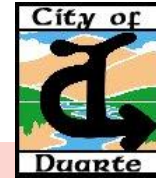
Alan Wapner
Member, Non-Voting



Gene Masuda
Member, Non-Voting

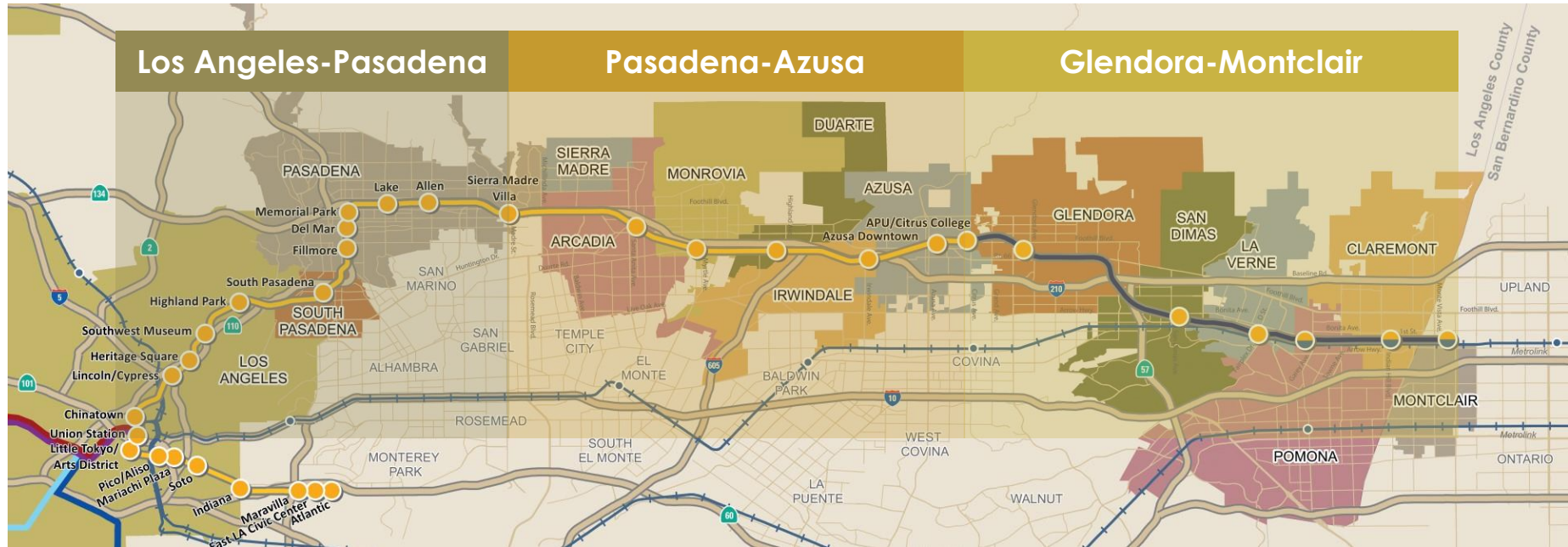


Community Consensus at All Levels



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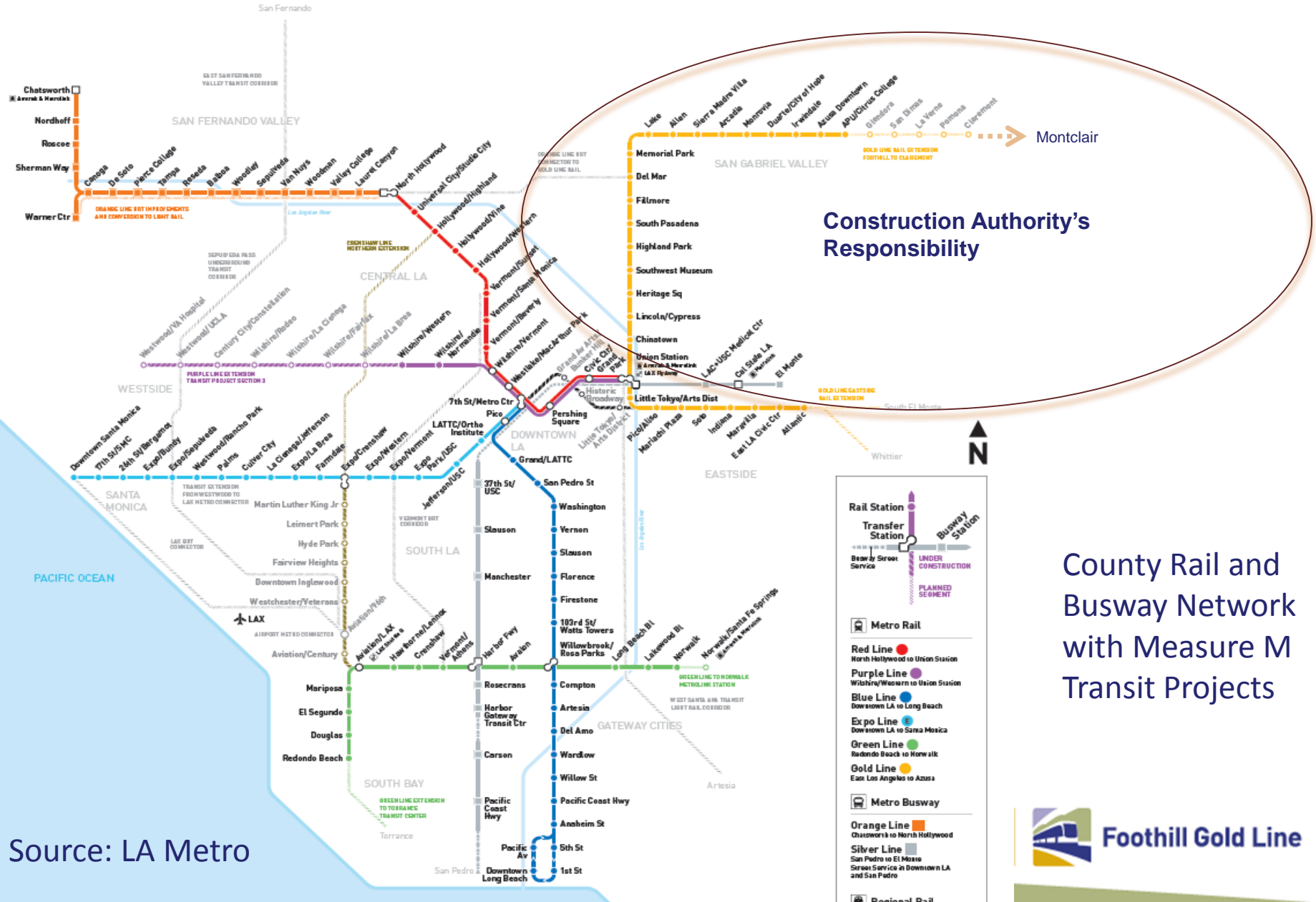
Gold Line's 3 Phases = \$3 Billion Investment



- Los Angeles to Pasadena – Completed On Time/Under Budget (2003)
 - 13.7 Miles, 3 Cities, 13 Stations
- Pasadena to Azusa – Completed On Time/Under Budget (2015)
 - 11.5 Miles, 5 Cities, 6 Stations
- Glendora to Montclair – Breaking Ground October 21, 2017
 - 12.3 Miles, 6 Cities, 6 Stations



Part of LA County's Growing Rail Network

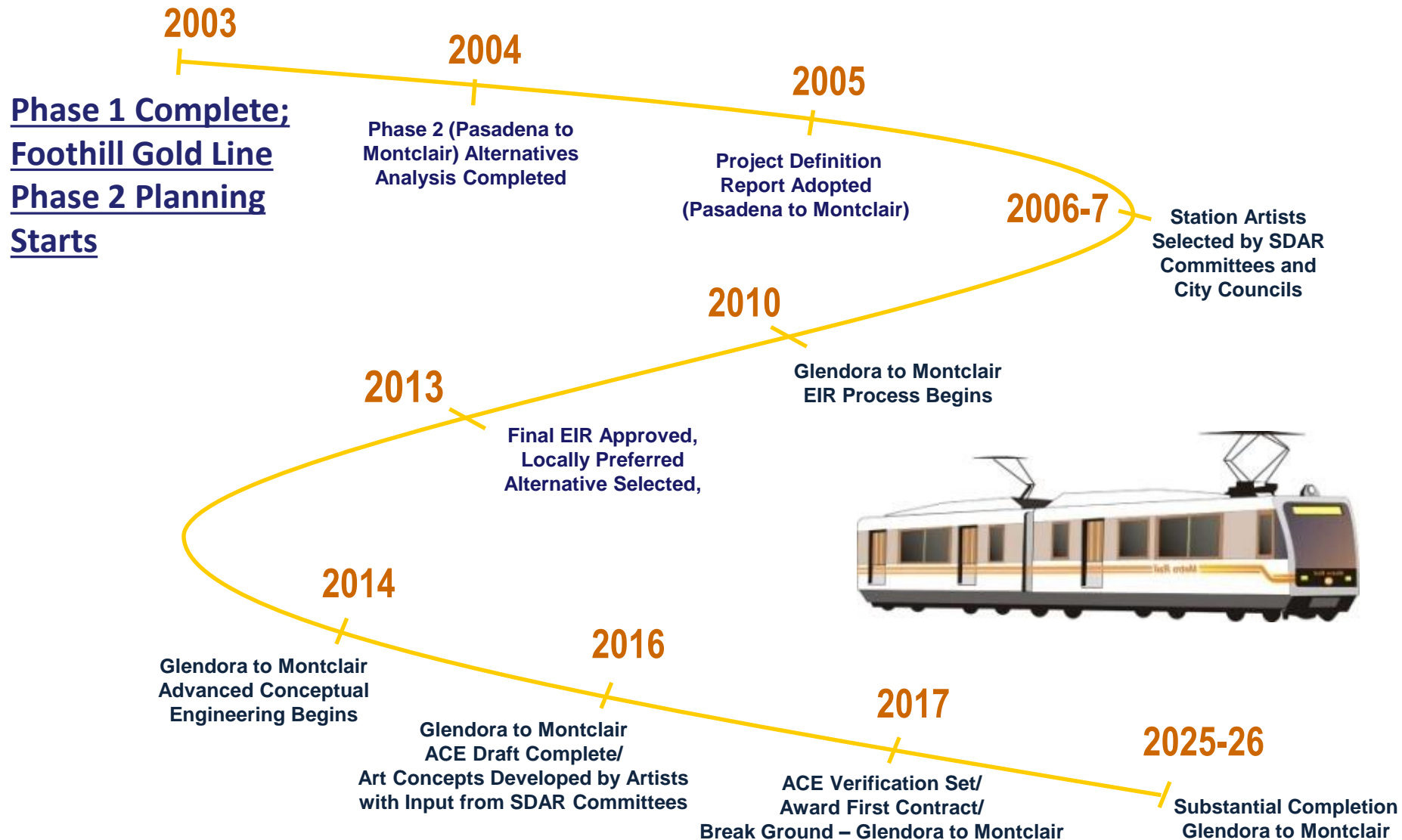


Source: LA Metro



Project Readiness & Funding

Project Readiness/Effort to Date



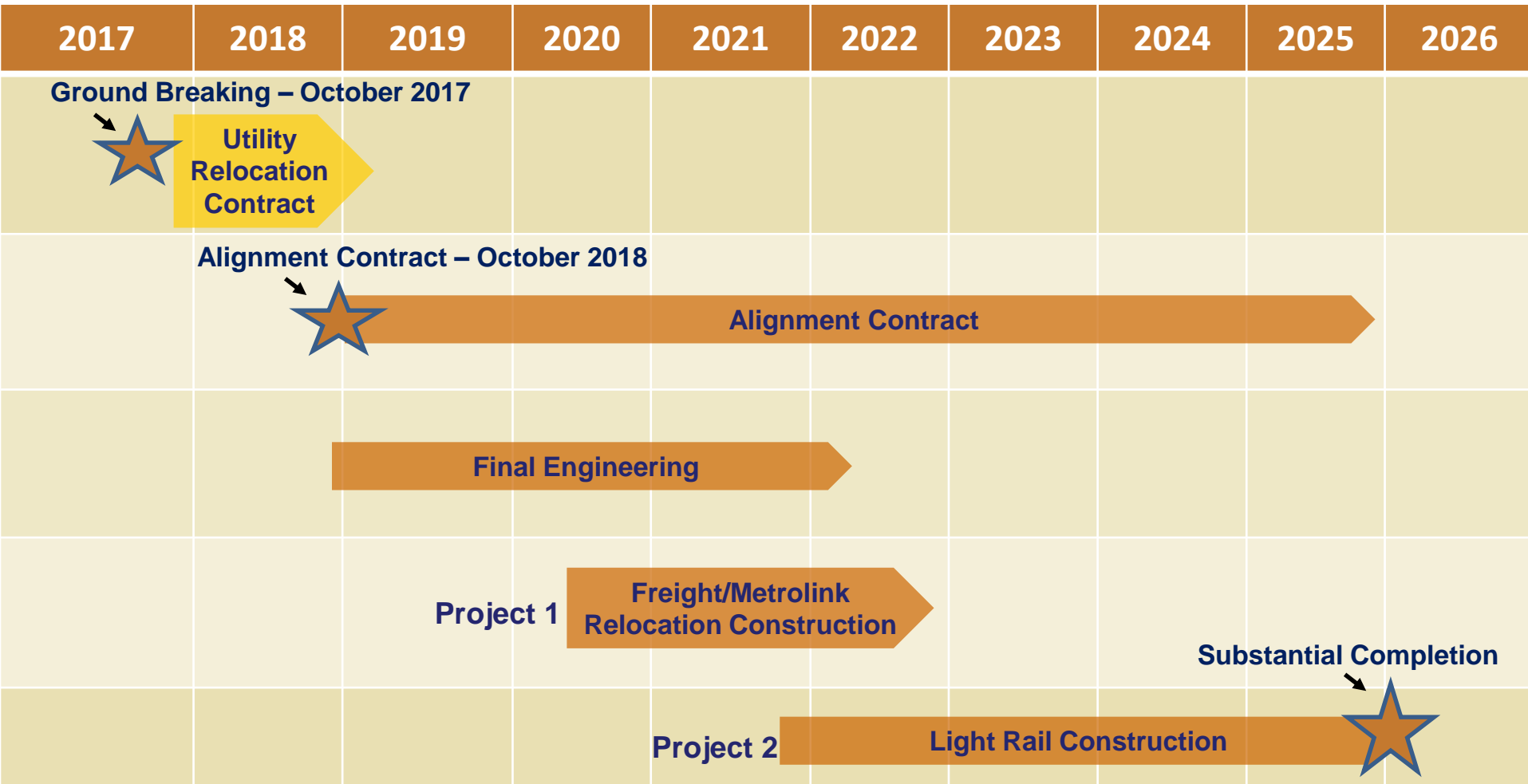
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Glendora to Montclair Project Schedule

- Advanced Conceptual Engineering and coordination meetings with cities and SCRRA have allowed for better understanding of project's constructability and constraints (grade-crossings, Metrolink and freight track relocation (rebuild), and Claremont Station relocation)
 - Constraints have been integrated into a construction phasing plan – established a 7,000-item activity schedule
- Construction Authority will break ground in October 2017 using residual Measure R funds
 - First 2 years - move and protect utilities (DB1), conduct pre-construction activities and begin qualifications process for Alignment Project design-build team (DB2)
- Measure M funding is expected to be available in 2019
 - Alignment Design-Build Project will take 6-7 years, following Measure M funding



Glendora to Montclair Work Plan



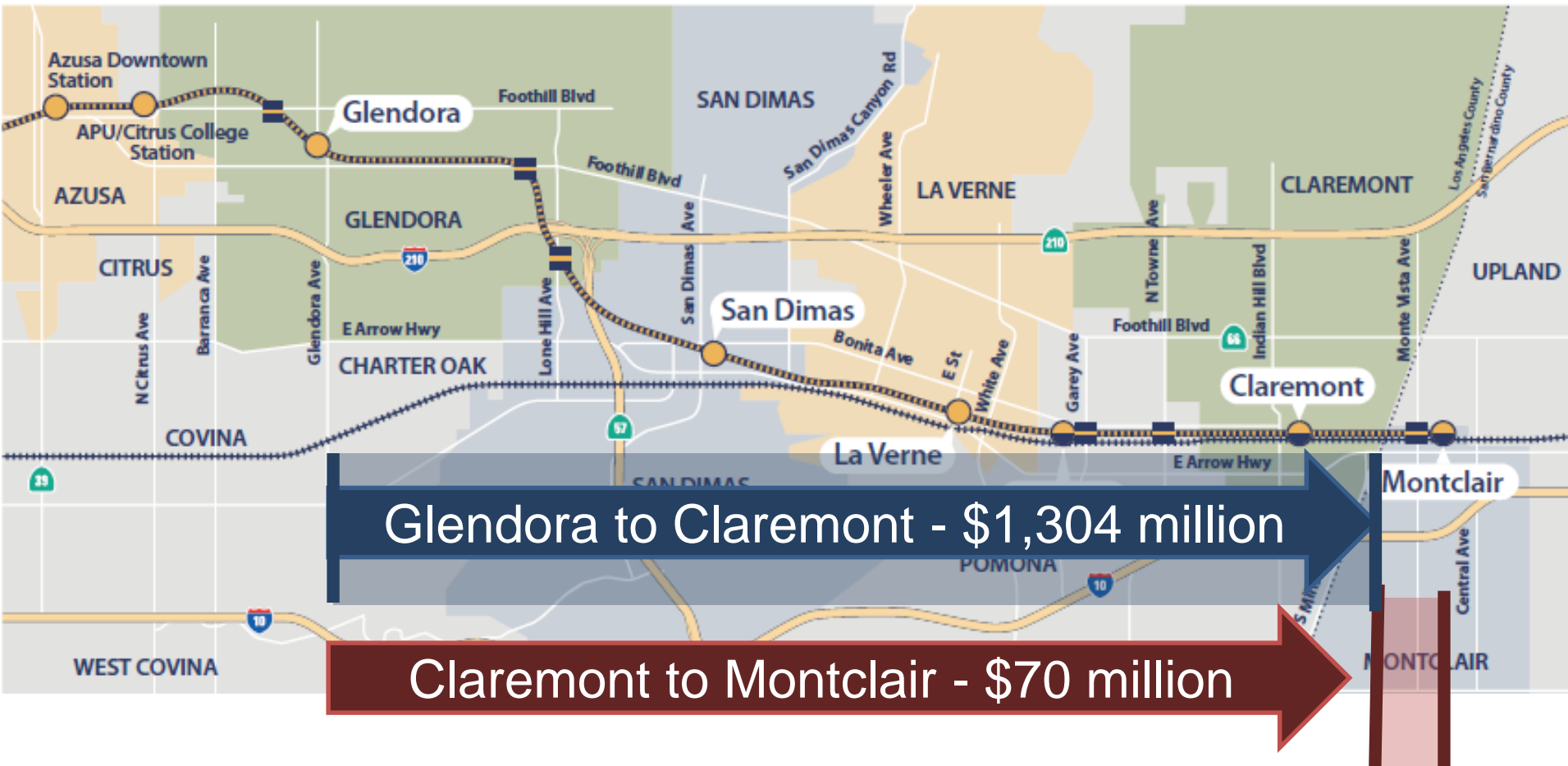
Project Funding Status (\$ in Millions)

Funding Sources	Los Angeles County	San Bernardino County	Total
Measure M*	\$1,019	\$0	\$1,019
Measure R	\$69	\$0	\$69
Other	\$78	\$0	\$78
SBCTA	\$0	\$0	\$0
Montclair	\$0	\$2	\$2
Subtotal	\$1,166	\$2	\$1,168
2017 Project Est. Cost	\$1,304	\$70	\$1,374
Additional Funds Needed	\$138	\$68	\$206

* Majority of LA County Project Funding from Metro's Measure M



Funding Allocations



LA County Funding available through Measure M, as well as Measure R and other sources.



Project Overview

Glendora to Montclair Segment



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Project Elements

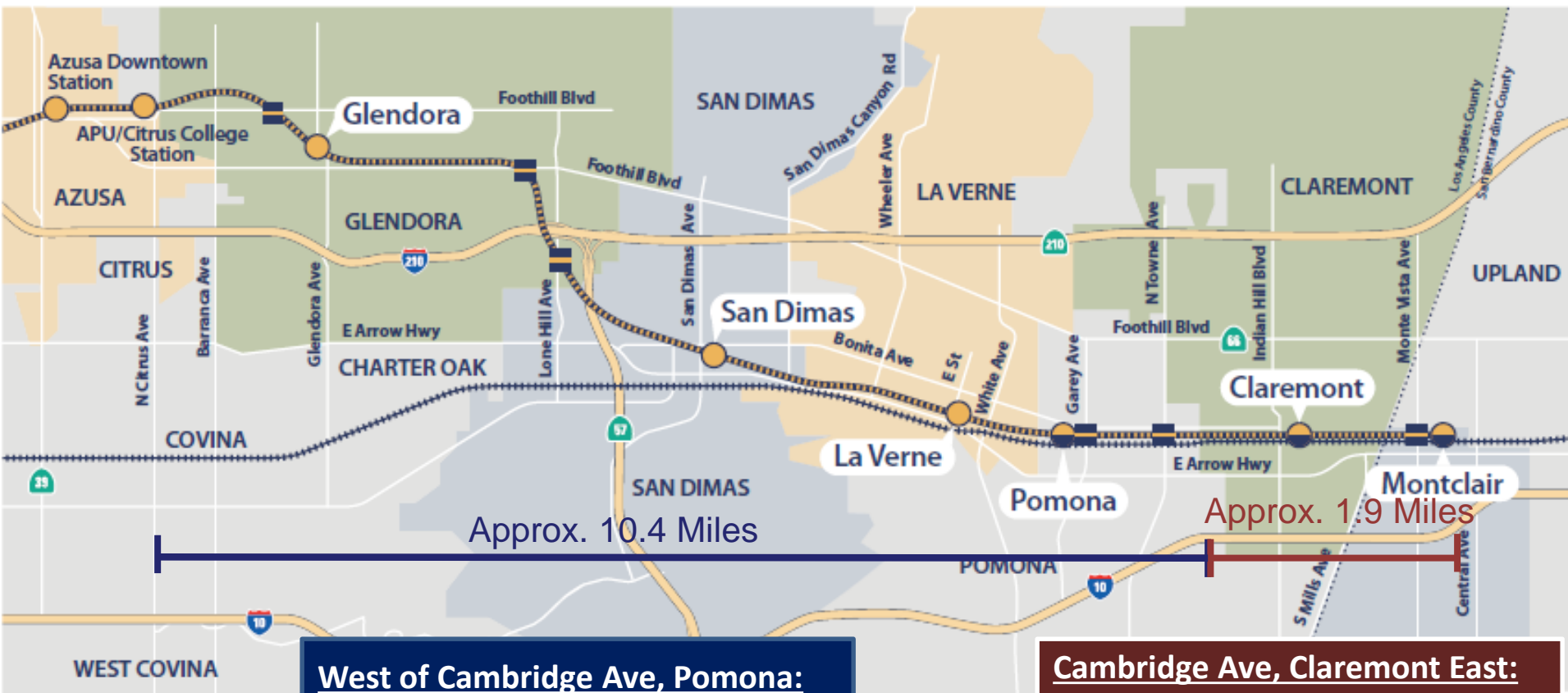
- 12.3 miles of LRT at-grade track
- Track is generally within existing, owned right of way
- Overhead wires above tracks
- Corridor is shared with BNSF and Metrolink

6 Stations:

- Glendora Station
- San Dimas Station
- La Verne Station
- Pomona Station
- Claremont Station
- Montclair Station



100% Shared Corridor



West of Cambridge Ave, Pomona:

1. Relocate BNSF
2. Install Light-Rail

Cambridge Ave, Claremont East:

1. Relocate Metrolink & BNSF
2. Install Light-Rail



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Glendora to Montclair Grade Crossings

- Glendora to Montclair segment contains 48 total crossings
 - 28 at-grade crossings
 - 10 pedestrian crossings (for station access)
 - 10 grade separated crossings
- Three (3) at-grade crossings currently under review for grade separation
 - Bonita / Cataract, San Dimas
 - Indian Hill, Claremont
 - White Ave, La Verne
- One (1) pedestrian crossings currently under review for grade separation
 - San Dimas station pedestrian crossing



Glendora to Montclair Grade Crossings

CPUC Rail Crossing List

Item	Roadway Name	City	Item	Roadway Name	City
1	Barranca Ave	Glendora	24	San Dimas Canyon Rd	San Dimas
2	Foothill Blvd / Grand Ave	Glendora	25	Wheeler Ave	La Verne
3	Vermont Ave	Glendora	26	A Street	La Verne
4	Glendora Station Ped Access	Glendora	27	D Street	La Verne
5	Glendora Ave	Glendora	28	E Street	La Verne
6	Pasadena Ave	Glendora	29	La Verne Station Ped Access	La Verne
7	Glenwood Ave	Glendora	30	White Ave	La Verne
8	Elwood Ave	Glendora	31	Fulton Road (LRT, FRT, Metrolink)	Pomona
9	Loraine Ave	Glendora	32	Pomona Station Ped Access (West)	Pomona
10	Route 66 (Formerly Alost Ave)	Glendora	33	Pomona Station Ped Access (East)	Pomona
11	I-210 West On-Ramp	Glendora	34	Garey Ave (LRT)	Pomona
12	I-210 Freeway	Glendora	35	Garey Ave (FRT)	Pomona
13	Lone Hill Ave Off-Ramp	Glendora	36	Towne Ave (LRT)	Pomona
14	Lone Hill Ave (LRT)	Glendora	37	Towne Ave (FRT)	Pomona
15	Lone Hill Ave (FRT)	Glendora	38	Cambridge Ave	Claremont
16	Gladstone Ave	San Dimas	39	Indian Hill Boulevard	Claremont
17	SR-57 Freeway	San Dimas	40	Claremont LRT Station Ped Access	Claremont
18	Eucla Ave	San Dimas	41	Claremont Metrolink Station Ped Access	Claremont
19	Bonita Ave / Cataract Ave	San Dimas	42	College Ave	Claremont
20	Monte Vista St	San Dimas	43	Claremont Blvd	Claremont
21	San Dimas Ave	San Dimas	44	Monte Vista Ave	Montclair
22	San Dimas Station Ped Access	San Dimas	45/46	Montclair Station Ped Access (West & East))	Montclair
23	Walnut Ave	San Dimas	47	Metrolink Station Ped Access	Montclair

Structures

- Glendora to Montclair segment has 14 crossings, some of which require multiple structures to accommodate light rail and freight tracks
- Of these structures:
 - 18 will be new
 - Three (3) will be modifications of existing structures
 - Two (2) will be total replacements



New Structures

Major Structures	Minor Structures (washes & creeks)
<ul style="list-style-type: none">➤ Foothill & Grand Grade Separation➤ Route 66 Grade Separation (LRT)➤ Retaining Walls - East Glendora Overhead at Route 210➤ Lone Hill Ave Flyover (LRT)➤ Retaining Wall - Gladstone Overhead at State Route 57➤ Towne Avenue Flyover (LRT)➤ Garey Avenue Grade Separation (LRT)➤ Indian Hill Grade Separation (LRT)➤ Monte Vista Bridge (LRT)	<ul style="list-style-type: none">➤ Big Dalton Wash Channel (FRT)➤ San Dimas Wash Channel Bridge (LRT)➤ San Dimas Wash Park Roadway Bridge➤ Puddingstone Channel Bridge (LRT)➤ Marshall Creek Bridge (FRT)➤ Live Oak Wash Channel Bridge (LRT)➤ Live Oak Wash Channel Bridge (FRT)➤ Thompson Creek Channel Bridge (FRT)➤ San Antonio Wash Channel Bridge (LRT)



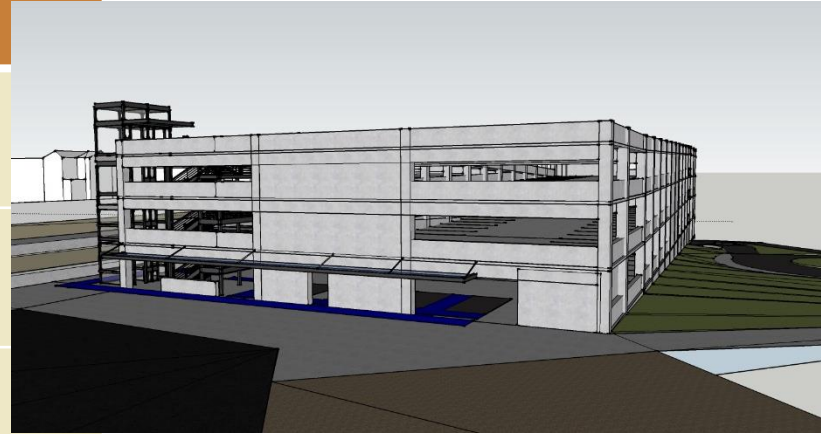
Design Standards

- All designs shall be in accordance with applicable Governmental Rules/Agencies:
 - Metro Rail Transit Design Criteria
 - Metro Standard Drawings
 - SCRRA Standards
 - Caltrans Standard Specifications
 - Army Corps of Engineers Standards
 - AREMA code and freight railroad requirements



Multi-Modal Parking Facilities

Future Station	Parking Spaces
Glendora	420 (new structure)
San Dimas	450 (new structure)
La Verne	600 (new structure)
Pomona	850 (new structure)
Claremont	1,260 (new structure)
Montclair	1,600 existing (surface lot)



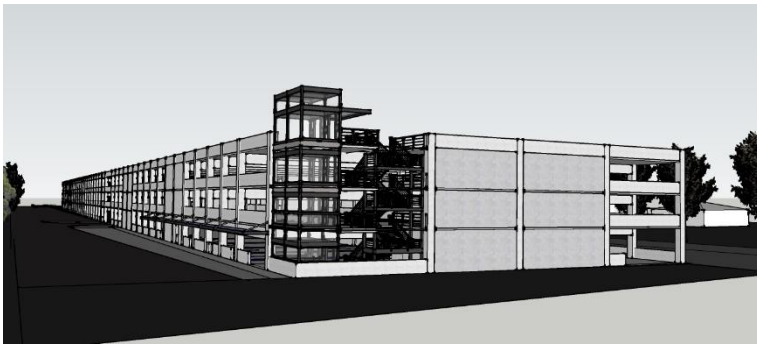
To promote multi-modal access, each station is being designed to include more bike parking and lockers, shuttle and drop off areas, bus stop interfaces and pedestrian access from all sides.



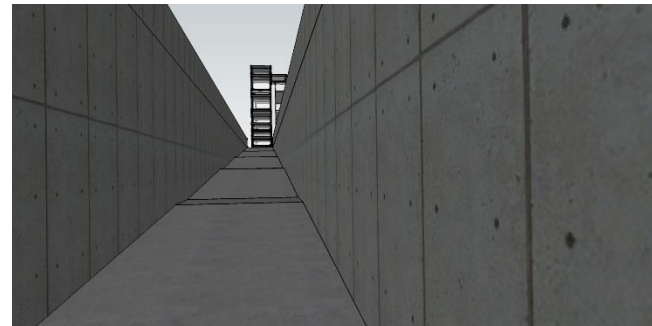
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Differences with Previous Segment

- Approximately four times number of parking spaces
- Use of pedestrian undercrossings/overcrossings at stations
- Placing station communications and power equipment in parking structure in lieu of standalone structures
- Addition of fare gates and expanded ticket vending canopies
- All stations have center platforms
- All stations have public entrances on both sides



Larger Parking Facilities



Undercrossing/Overcrossings at all Stations



Project Challenges

- Freight/Metrolink Track Relocation
 - Both BNSF and Metrolink service must stay operational during construction
 - Will have to move the freight/Metrolink track first, before building the light rail tracks
 - Two projects in one; adding complication and time to construction
- Relocation of Claremont Metrolink Station
- 28 At-Grade Street Crossings
- 23 New/Renovated Bridge Structures
- Large Number of Third Parties; Two Counties





Upcoming Business Opportunities

Upcoming Contracts



- **DB1 - Utility Relocation:** Includes protection in place for existing sewer and water lines crossing the rail ROW
- **DB2 – Alignment Project:** Includes all other work along the Alignment including, light rail track placement, relocation/reconfiguration of freight/Metrolink track, grade separations, grade crossings, stations, parking structures, utilities, systems, public outreach & other items

Glendora to Montclair Procurement

Activity	
Design-Build Contractors form teams	Jan - Oct 2017
Industry Workshop	May 2017
Utility Relocation: RFB Issued	July 2017
Utility Relocation: Contract Award	Sep 2017
Alignment: Request for Qualifications (RFQ) Issued	Nov 2017
Alignment: Industry Review Draft Issued & Shortlist Determined	Feb 2018
Alignment: RFP Issued	May 2018
Alignment: Contract Award	Oct 2018





Utility Relocation Project (DB1)

Procurement Schedule – Utility Relocation Project (DB1)

MILESTONES	DATES
Industry Review Draft of Requests for Bids (RFB) and Contract Drawings	June 1, 2017
Issue Requests for Bids (RFB)	July 5, 2017
Questions Due	August 9, 2017
Proposals Due	September 13, 2017
Board Award of Contract (anticipated)	September 27, 2017



Procurement Process

- Single Point of Contact; No *Ex Parte* Communications
- Industry Review of Draft RFB and Contract Drawings
- Issue Final RFB
- Questions and Answers
- Design-Bid-Build
 - Responsive
 - Responsible
 - Lowest Bid
- Board Award



Scope of Work Overview

- Utility Relocation Project
 - Protection in place of sewer and water lines
 - Construction of five (5) reinforced concrete encasement protection for existing VCP sewer lines crossing the railroad right-of-way
 - Construction of five (5) steel split casing protection for existing waterlines crossing the railroad right-of-way





Alignment Project (DB2)

Procurement Schedule – Alignment Project (DB2)

MILESTONES	
Issue Request for Qualifications (RFQ)	November 2017
Statements of Qualifications (SOQ) Due	January 2018
Issue Industry Review RFP	February 2018
Issue Request for Proposals (RFP)	May 2018
Proposals Due	September 2018
Board Award of Contract (anticipated)	October 2018



Statements of Qualification

Goal: To create a shortlist of most-qualified teams

- Qualification Evaluation Criteria:
 - Related Project Experience
 - Staffing and Organization
 - Legal Qualifications
 - Financial Qualifications



RFP Contract Development & Procurement

- Peer Review
 - Independent evaluation intended to validate project design/specifications and provide recommended improvement
 - Reviews will consist of senior transit experts from various agencies throughout the country
- Industry Review Draft RFP documents are sent to the following parties
 - Corridor Cities: Glendora, San Dimas, La Verne, Pomona, Claremont and Montclair
 - Agencies: Metro, SCRRA, SBCTA
 - Shortlisted Proposers
- Q&A and Addenda
- Proposals Due (may award based on Proposals submitted or following “Discussions” and request revised/final proposals)



Scope of Work Overview

- Consists of design and construction of all project elements other than that included in the Utility Relocation Contract
- Major project elements include:
 - New light rail track
 - Relocation/reconfiguration of existing freight and Metrolink commuter track
 - New structures (bridges, sound walls, retaining walls)
 - Drainage and stormwater improvements
 - Utility work (other than aforementioned Utility relocations)
 - Six at-grade passenger stations including all station elements
 - Six parking facilities including five (5) parking structures
 - Traction electrification system including TPSS and OCS
 - Grade crossings and roadway/traffic signal improvements
 - Landscaping and art elements



Scope of Work Overview

- Authority is advancing design to 30% level (60% for street improvements, freight bridges, and portions of the Metrolink corridor)
- Main responsibilities of Design-Builder will be:
 - Advancing design to final design level
 - Construction of all project elements
 - Relocation of freight and Metrolink facilities
 - Construction of light rail
 - Testing of the complete LRT system
 - Community outreach
 - Coordination with agencies including Metro, SCRRA, SBCTA, Caltrans, and others





Small Business Enterprise Program

Purpose of Authority's SBE Program

Provide equal opportunity for small businesses to participate in the Construction Authority's contracts



Authority's Aspirational SBE Goal

**16.6% Small Business Enterprise
Overall Project Aspirational Goal**



Small Business Enterprise (SBE) Eligibility

- SBE eligibility criteria accepted from various certifying agencies
- Criteria varies by certifying agency:
 - specific location, ownership and size criteria



Accepted SBE Certifications

- County of Los Angeles
 - Los Angeles County Metropolitan Transportation Authority (Metro)
- State of California
 - Department of General Services (DGS)
- City of Los Angeles
- Other certifications evaluated on case-by-case basis



Los Angeles County Metropolitan Transportation Authority (Metro)

- Meets Small Business Administration size standards per 13 CFR Part 121
- Gross receipts average of less than \$23.98 million per year (for last 3 years)
- Must be owned and controlled by one or more individuals whose Personal Net Worth (PNW) is less than \$1.32 million
- Ownership must be at least 51% owned and controlled by one or more individuals each with a PNW less than \$1.32 million



California Department of General Services (State)

- Independently owned and operated
- Not dominant in its field of operation
- Principal office located in California
- Owners (or officers) domiciled in California
- Including affiliates, be either:
 - A business with 100 or fewer employees and average annual gross receipts of \$15 million or less
 - A manufacturer with 100 or fewer employees; or,
 - A business with gross annual receipts less than \$3,500,000; or manufacturer with 25 or fewer employees (microbusiness)



City of Los Angeles

- Your principal office must be located within the County of Los Angeles
- Your firm must have a City of Los Angeles Business Tax Registration Certificate
- Gross receipts for your business (including affiliates) must total less than \$3 million for the previous fiscal year.



Small Business Opportunities

Areas of Work with SBE Opportunities Available

Water and sewer lines	Electrical other wiring installation
Power and communication lines	Plumbing, heating, and air-conditioning
Poured concrete foundation	Drywall and insulation
Structural steel and precast concrete	Painting and wall covering
Framing contractors	Flooring
Masonry contractors	Finish carpentry
Glass and glazing contractors	Site preparation
Roofing contractors	Sheet metal work
Ornamental and architectural metal work manufacturing	Engineering services
Graphic design services	Landscaping services
Hazardous waste collection	Site Trucking
Fire protection	Quality Control / Outside Inspection
Signal & Communication Design	Mobilization & Set-up
Ballast & Aggregates Supplier	Conduit and Fittings

*This is an illustrative, not exhaustive list



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SBE Program Monitoring

- Primary objective is to increase SBE participation in Construction Authority contracts.
- Will accomplish this by ensuring that opportunities for SBEs are available and accessible:
 - Good Faith Effort (GFE) review
 - Subcontracting plan
 - Monthly SBE utilization monitoring



SBE Project Interest List

- All shortlisted prime contractors will be provided a copy of the SBE Project Interest List
- When you registered for today's meeting, you also were added to the Project Interest List
- If you did not pre-register or if you want to add another name to the List, you can do so at the SBE exhibit table after the presentation





Next Steps

Next Steps

DB1: RFP

Issue Industry Review Draft RFB - Drawings	June 1, 2017
Issue RFB	July 5, 2017
Proposals Due	September 13, 2017
Board Authorized Contract Execution (anticipated)	September 27, 2017

DB 2: RFQ

Issue RFQ	November 2017
Statement of Qualifications Due	January 2018
Shortlisted Proposers Announced	February 2018

DB 2: RFP

Peer Review	November 2017
Issue Industry Review Draft RFP	February 2018
Issue RFP	May 2018
Proposal Due	September 2018
Board Authorized Contract Execution (anticipated)	October 2018



Procurement Schedule – Alignment Project (DB2)

MILESTONES	
Issue Request for Qualifications (RFQ)	November 2017
Statements of Qualifications (SOQ) Due	January 2018
Issue Industry Review RFP	February 2018
Issue Request for Proposals (RFP)	May 2018
Proposals Due	September 2018
Board Award of Contract (anticipated)	October 2018





Questions



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