



Foothill Gold Line

**Project Update to Construction Network
March 23, 2021**



- Los Angeles County's population will grow by 16% to 11.5 million by 2040.
- During that same period, **the San Gabriel Valley will grow by 11.4% to more than two million.**
- The Foothill Gold Line cities will take on the majority of SGV's expected growth.

San Gabriel Valley's Growth 2012-2040

EXPECTED GROWTH: 2012 - 2040

POPULATION



FGL
Corridor
Cities =
41%

EMPLOYMENT



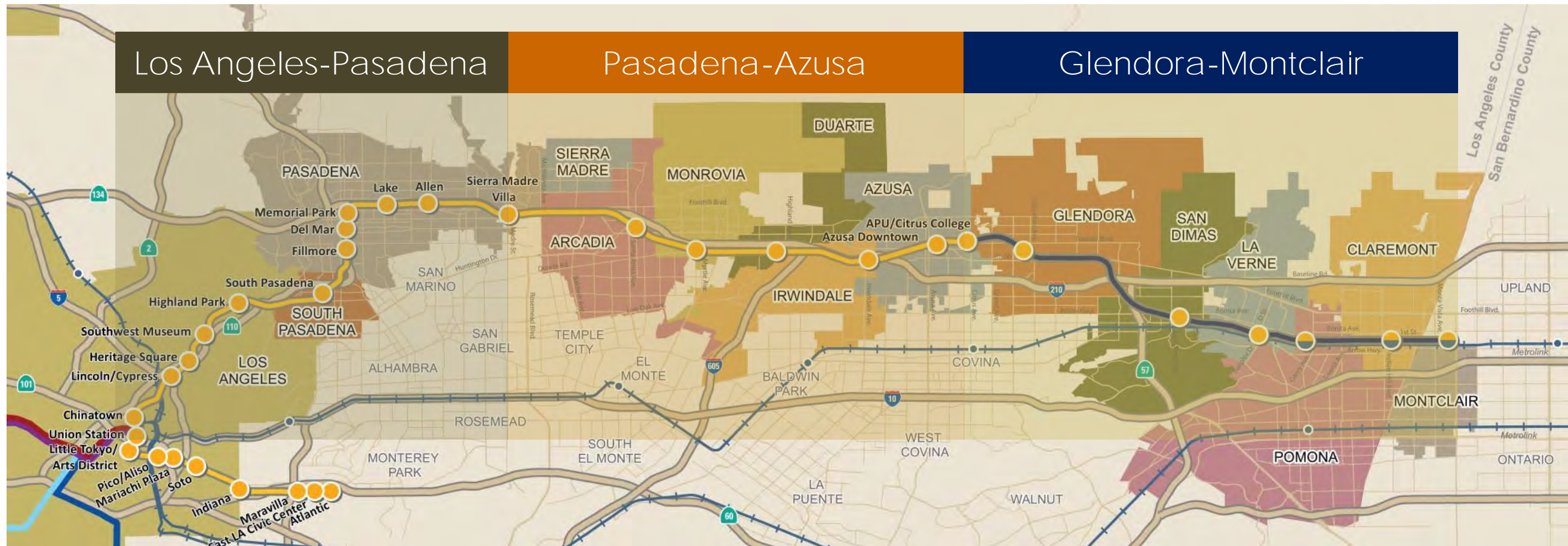
FGL
Corridor
Cities =
54%

- Foothill Gold Line cities are growing faster than the SGV as a whole and taking on the majority of growth in the subregion:
 - 41% of all SGV population growth
 - 54% of all SGV job growth



Foothill Gold Line

Gold Line's 3 Phases = \$3.5 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 – Broke Ground December 2, 2017
 - 12.3 Miles, 6 Cities, 6 Stations (possibly to be built in two phases)

Part of LA County's Growing Rail Network



Nearly Three Million Trips Each Day



Of the 2.8 million trips taking place each day within and around the Foothill Gold Line corridor, **nearly all are by car** - only 3% are by transit.

Gold Line Ridership (pre-Covid)



- In 2019, more than 47,600 boardings occurred on the line each weekday and more than 53,000 on weekends
 - Total boardings in 2019 exceeded 15 million, equating to more than 132.5 million passenger miles traveled



Construction Authority

Construction Authority

- 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
- Since 2003, board of directors has received feedback from all corridor cities through Joint Powers Authority and Technical Advisory Committee



Construction Authority Board of Directors



Melchor Ilomin
City of Los Angeles Alt.



Ed Reece
SGVCOG Rep.



Chair - Tim Sandoval
LA Metro Rep.



Vice Chair - Robin Carder
City of Pasadena Rep.



Mendell Thompson
City of So. Pasadena Rep.



Dan Evans
City of So. Pasadena Rep.
(Non-Voting)



Alan Wapner
SBCTA Rep.
(Non-Voting)



Gene Masuda
City of Pasadena Rep.
(Non-Voting)

Governor's non-voting member appointment is currently vacant



Foothill Gold Line

Project Partnerships

- Construction Authority is a separate agency from LA County Metro
- 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
- Metrolink/SCRRA is a partnering agency on the project; Metrolink is a separate agency from the Construction Authority and Metro
- Cities are project partners
 - Roles/responsibilities of cities on the project are established in the individual Master Cooperative Agreements (MCAs); approved by each city in 2015

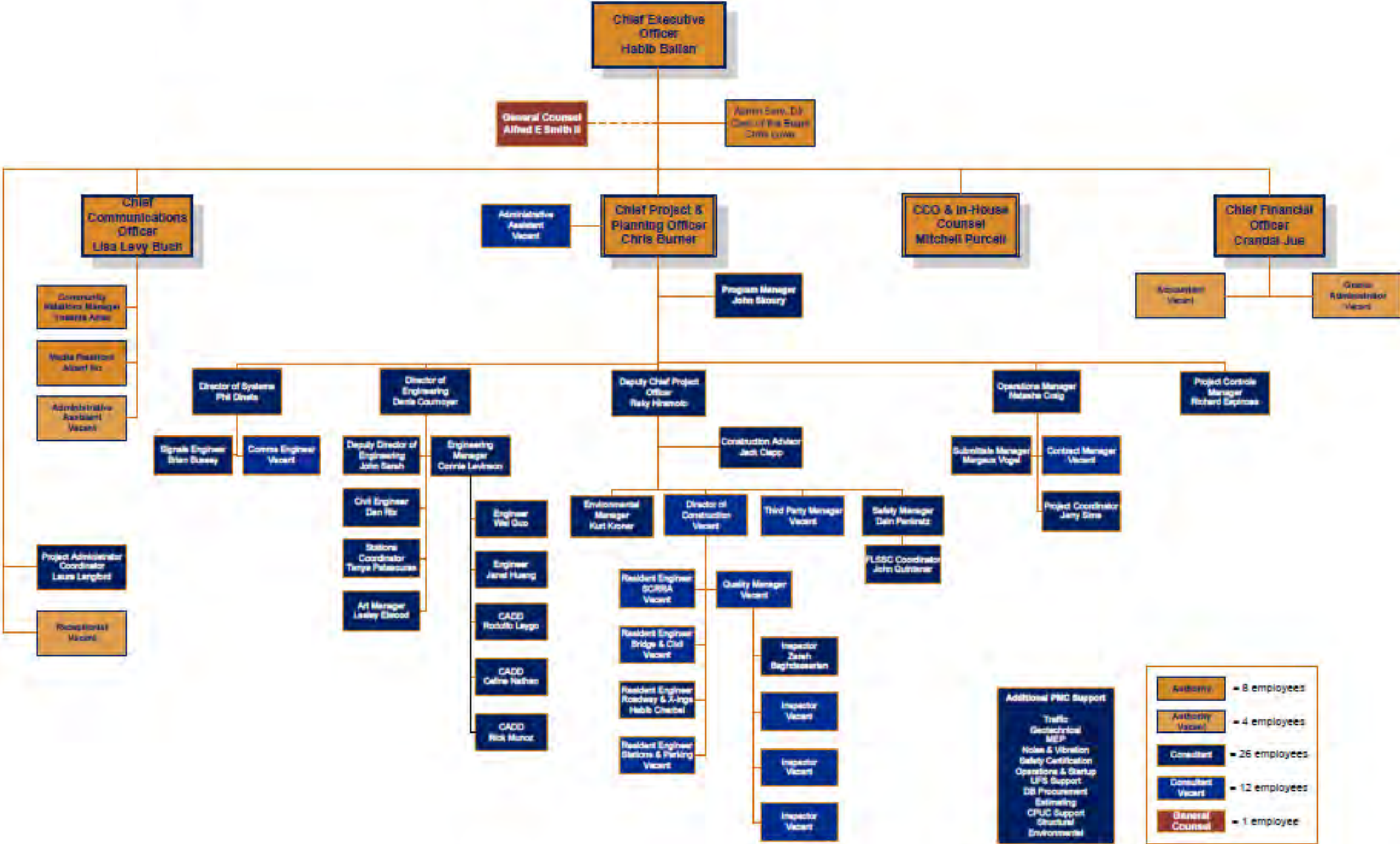


Supported by Program Management Contractor

Scope of Work (including, but not limited to):

- Engineering and Design Management
 - Construction Management
 - Systems
 - SCRRA & Freight Operators/Track
 - Third-Party and Change Management
 - Project and Document Control
 - CPUC and Safety
 - Environmental Analysis, Clearance and Monitoring
 - Operations Planning and Analysis
- Current contract is with Hill International, 3-year, up to \$9 million

Staffing at Peak Construction



Additional PNC Support

- Traffic
- Geotechnical
- MEP
- Noise & Vibration
- Safety Certification
- Operations & Startup
- LPS Support
- DB Procurement
- Estimating
- CPUC Support
- Structural
- Environmental

Authority	= 8 employees
Authority Vacant	= 4 employees
Consultant	= 26 employees
Consultant Vacant	= 12 employees
General Counsel	= 1 employee





Project Overview

Glendora to Montclair Project Segments



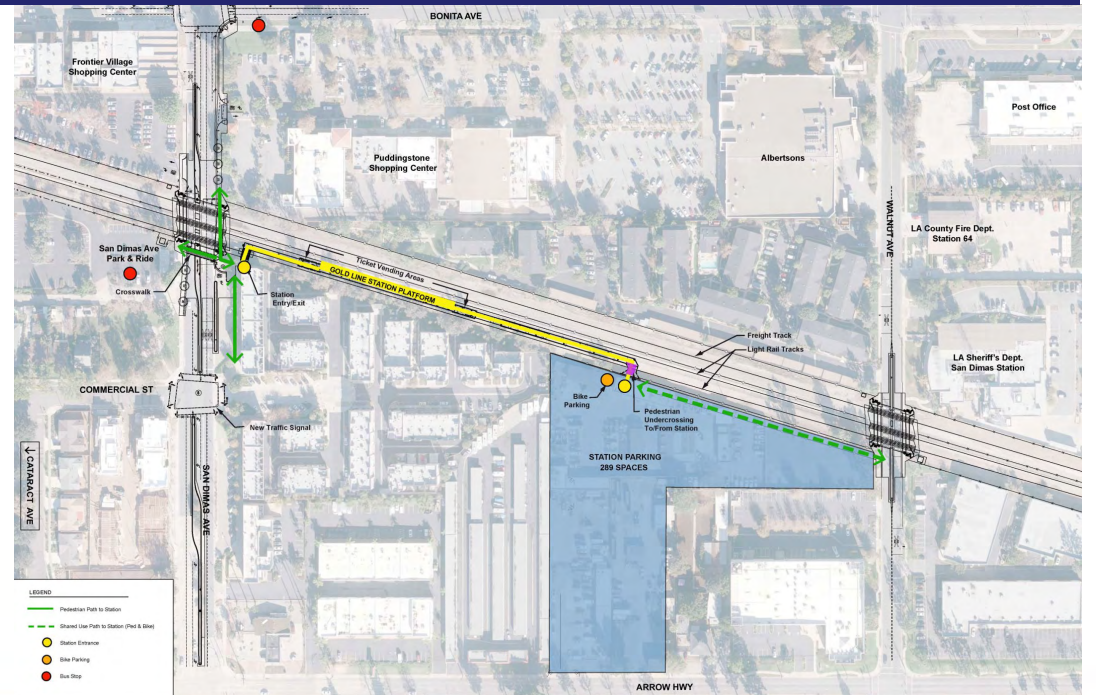
-  Gold Line Rail Corridor (shared with freight)
-  Metrolink Rail Corridor
-  Gold Line Station
-  Gold Line Station and Metrolink Station (not shared)
-  Planned Grade Separation for Gold Line Trains Only

New Gold Line Stations

Glendora Station

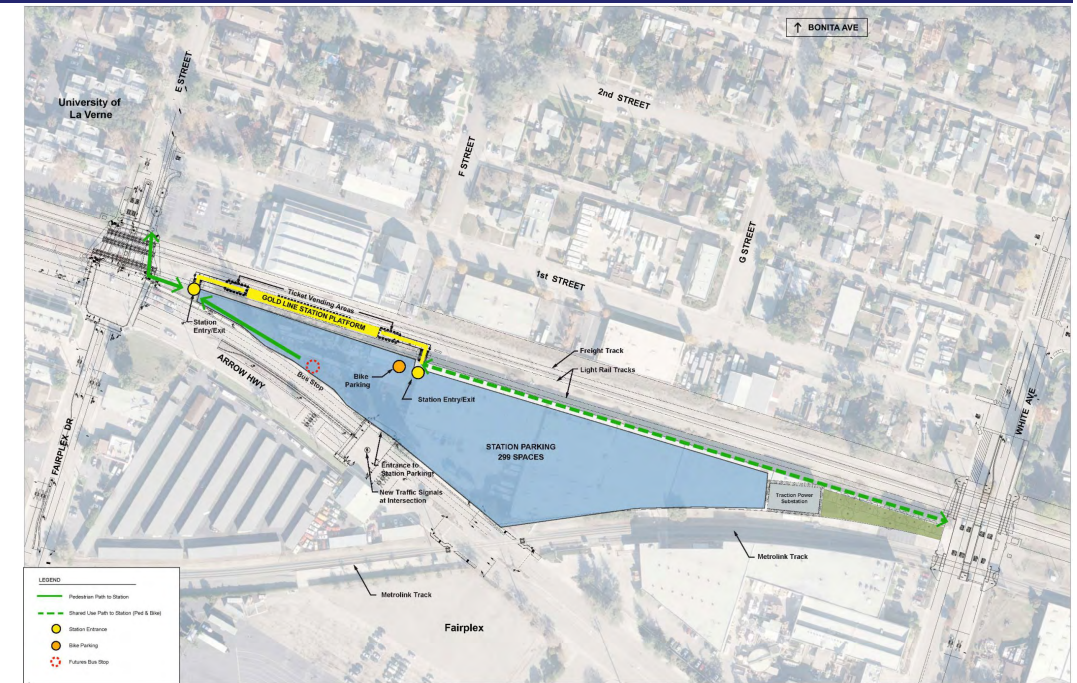


San Dimas Station

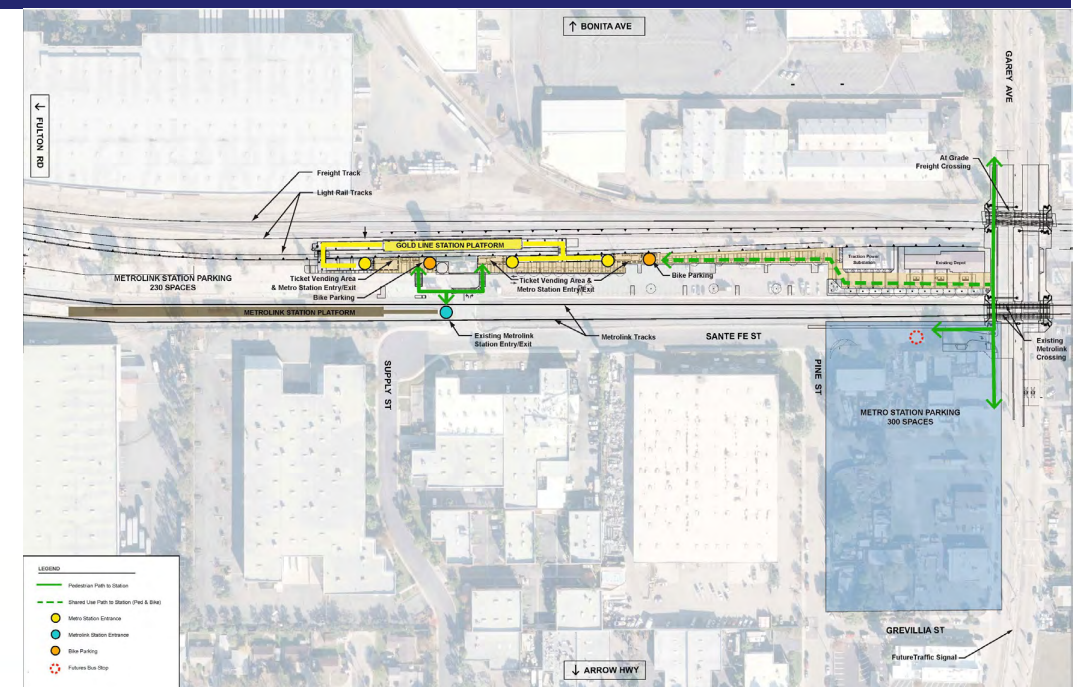


New Gold Line Stations

La Verne Station

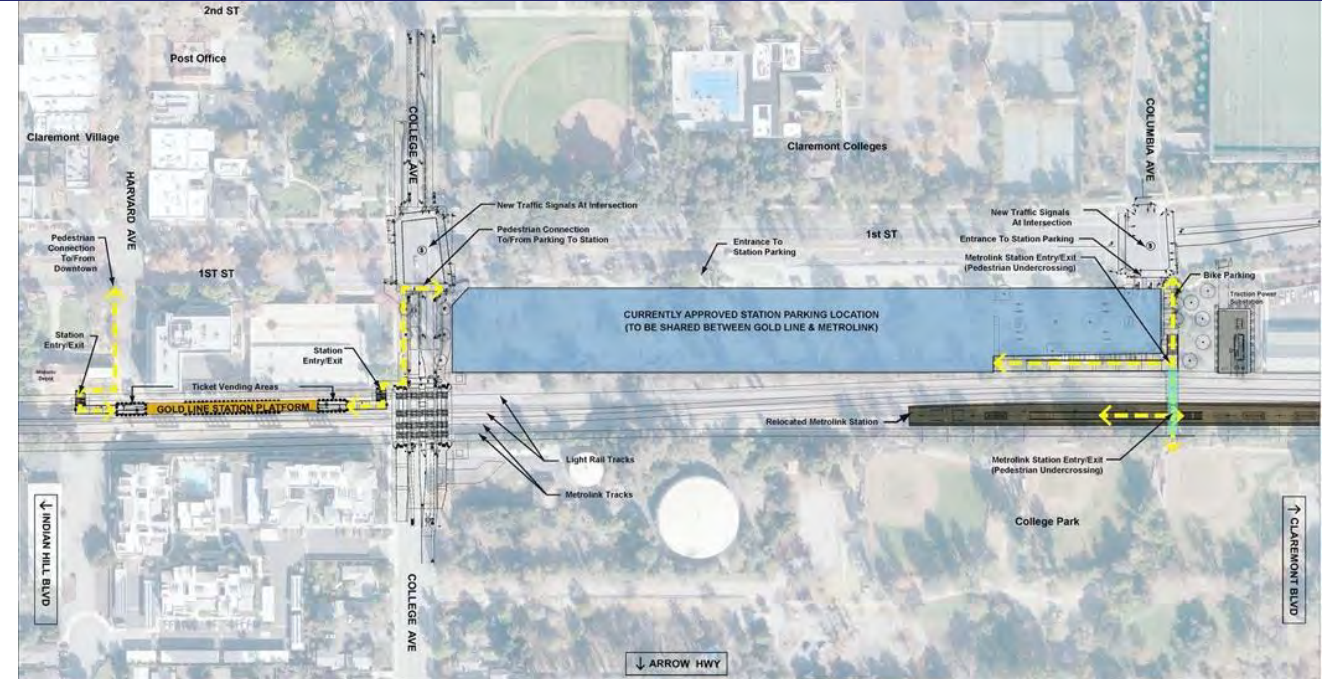


Pomona Station

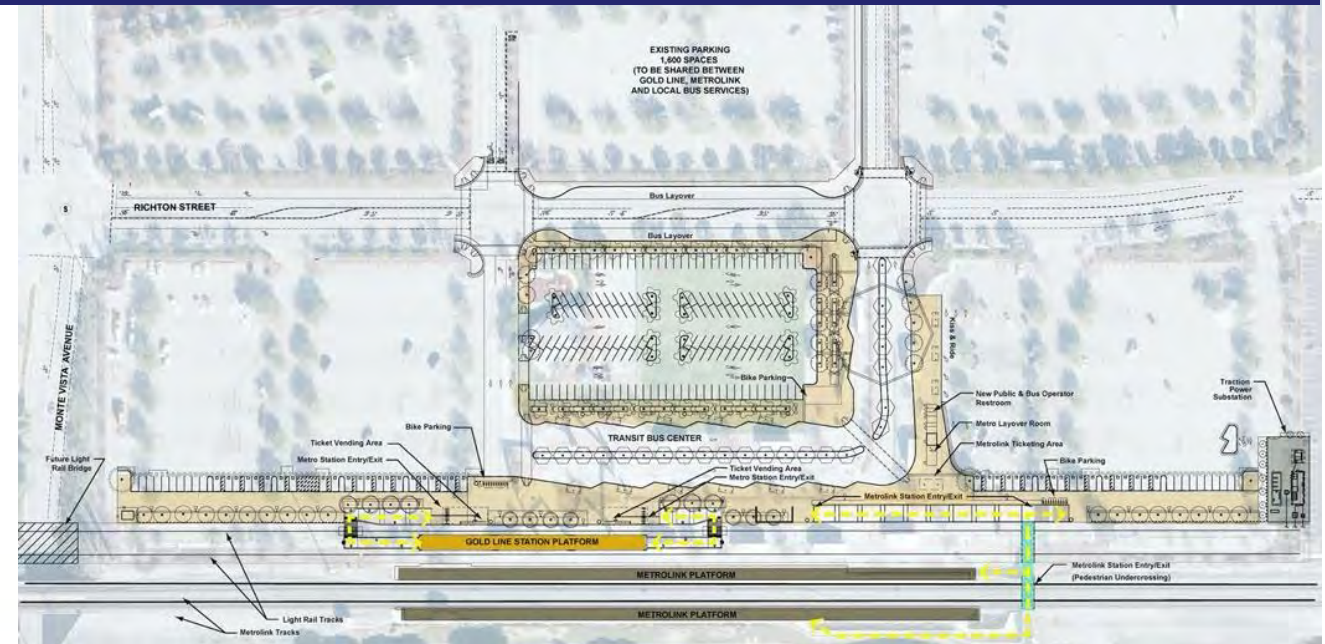


Contract Option Stations (not funded)

Claremont Station



Montclair Station



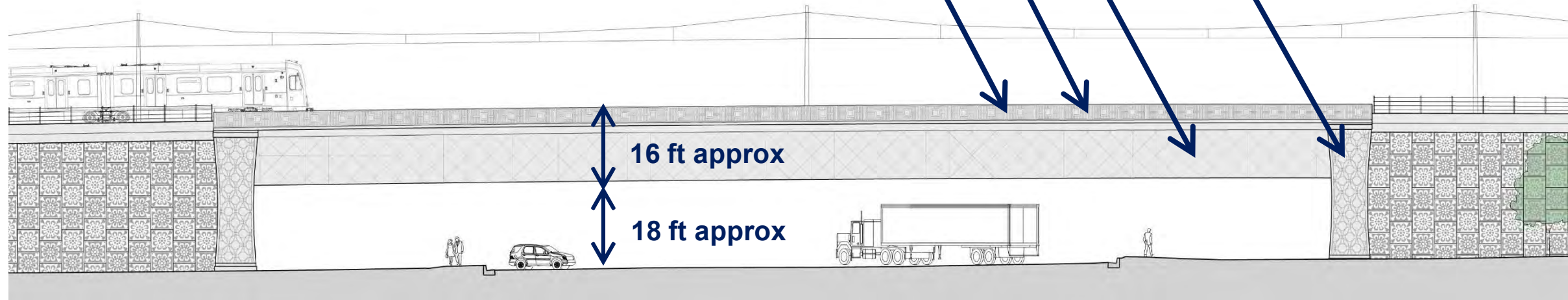
Glendora to Pomona Project Overview

- 9.1 miles of light rail track (mostly at grade)
- Track is generally within existing, owned right of way
- Overhead electric wires above tracks power trains
- Rail corridor is 100% shared with BNSF (tracks are NOT shared)
- Four new stations (Glendora, San Dimas, La Verne, and Pomona)
- New Pomona Station will provide pedestrian access to/from the Pomona North Metrolink Station
- 21 at-grade (street level) crossings
- 19 New/Renovated Bridges
- 9 Traction Power Supply Substations within or adjacent to the right of way, located 1.0 to 1.5 miles apart
- Pedestrian access from both sides of station platforms at all stations
- Four intermodal parking facilities with bike parking, EV spaces, drop-off and shuttle/bus zones



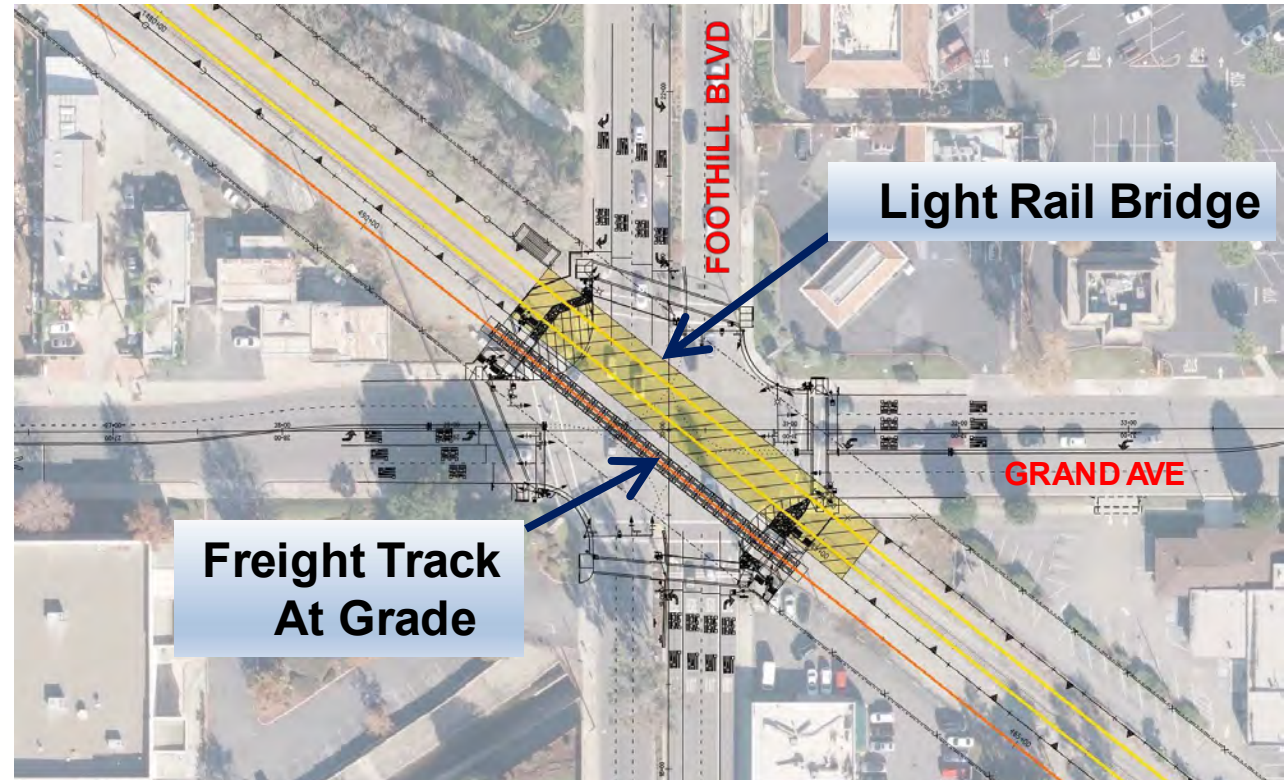
Foothill Blvd / Grand Ave Structure

Custom Pattern on Concrete Barrier
 Linear Ornamental Light Along Bridge
 Custom Pattern on Bridge Girder
 Custom Pattern on Bridge Abutments

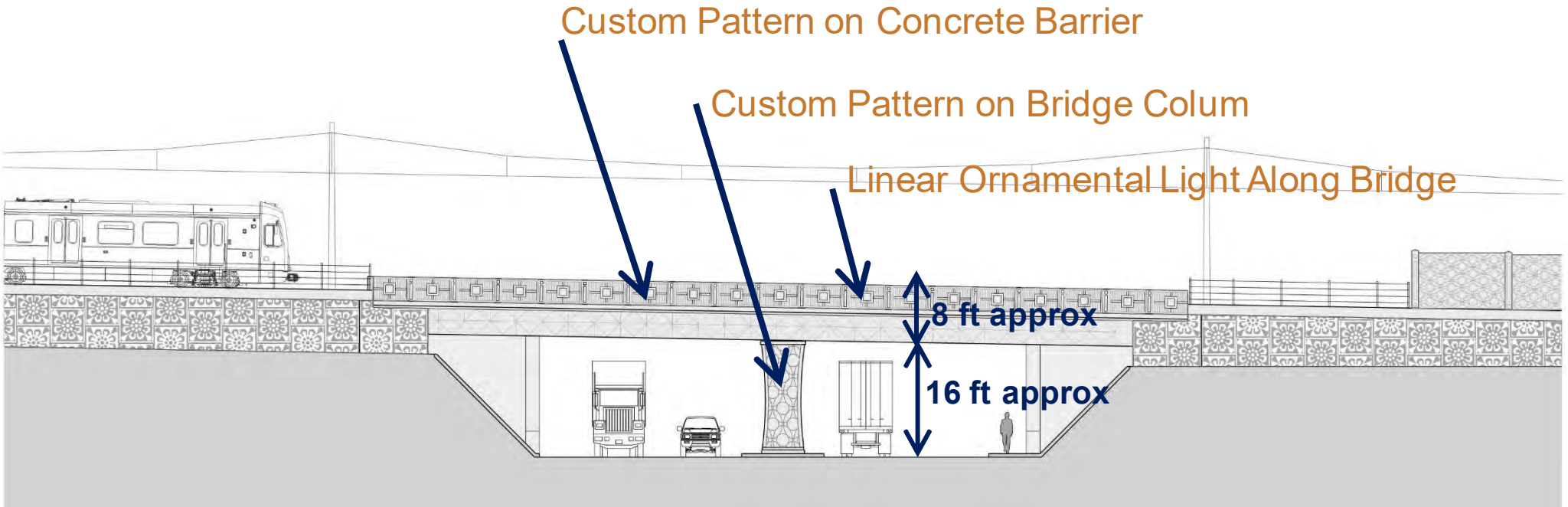


FOOTHILL BLVD / GRAND AVE ROADWAY MODIFICATIONS

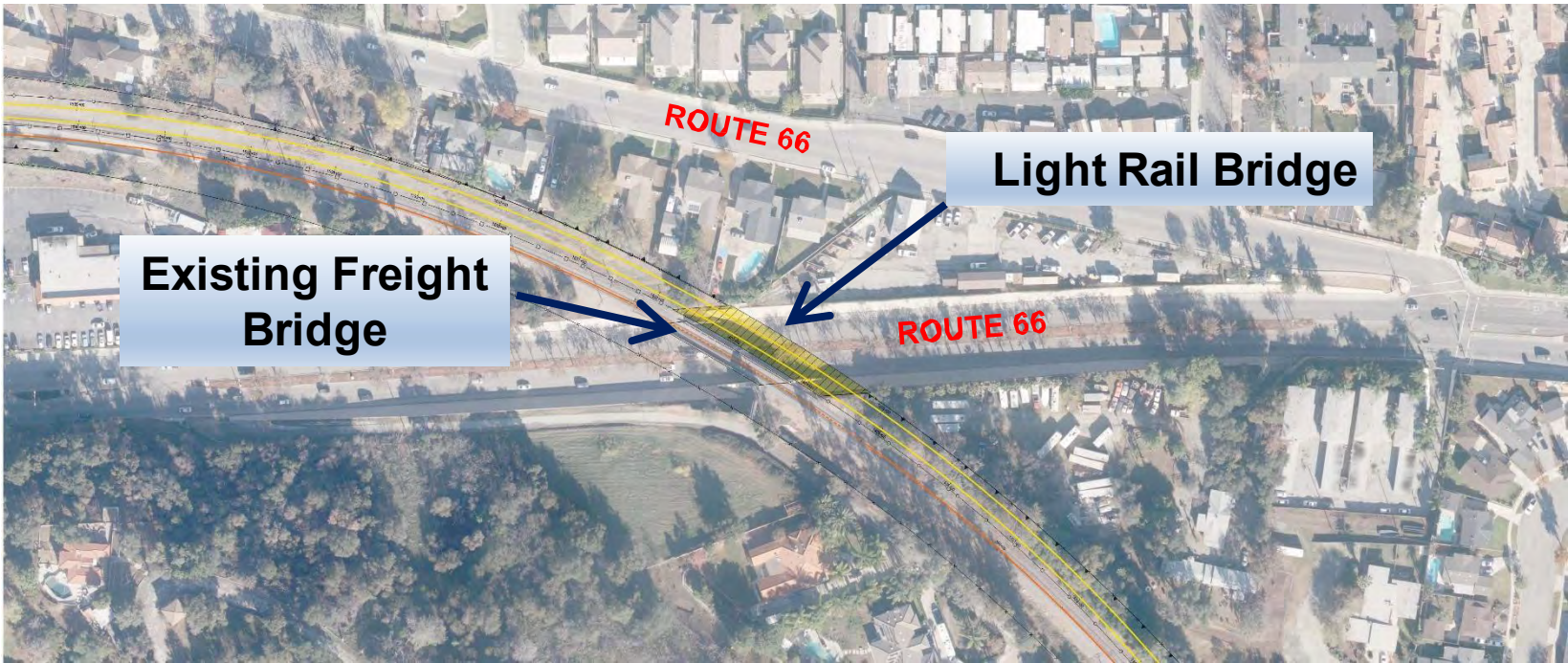
- New Light Rail Bridge
- Freight Remains At Grade
- Modified Street Medians
- Modified Traffic Signal



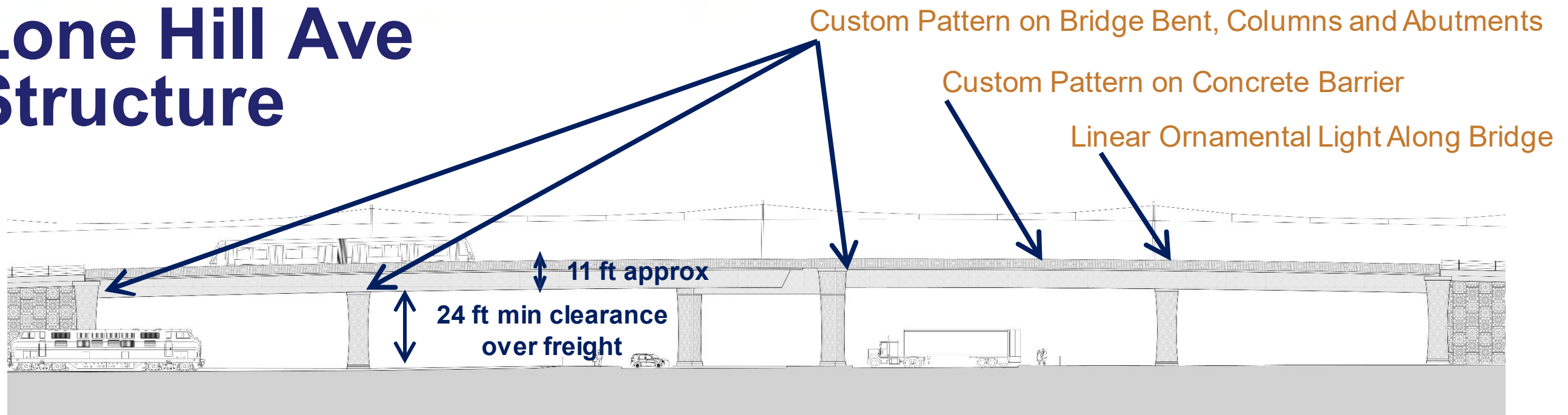
Route 66 Structure



Elevation View Looking West

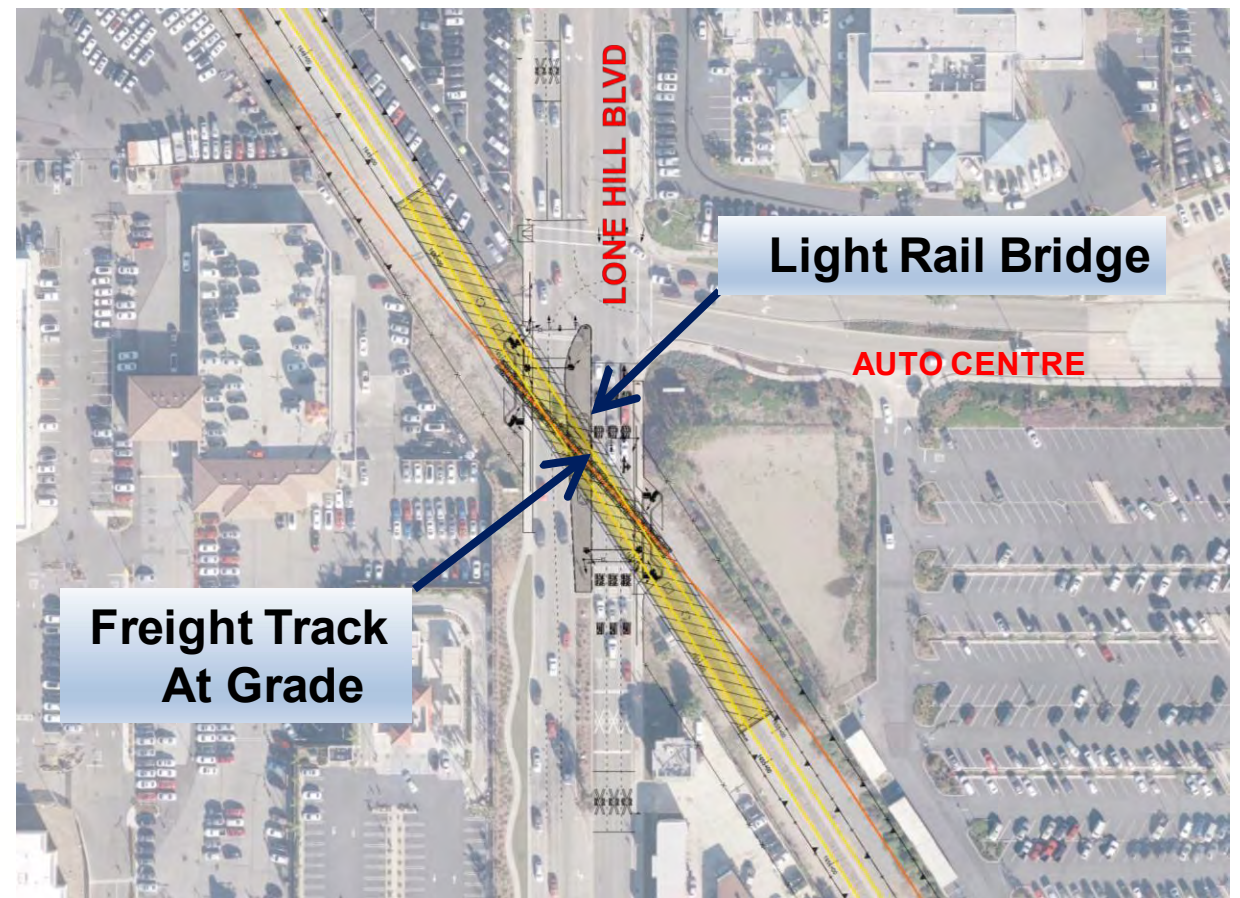


Lone Hill Ave Structure



LONE HILL ROADWAY MODIFICATIONS

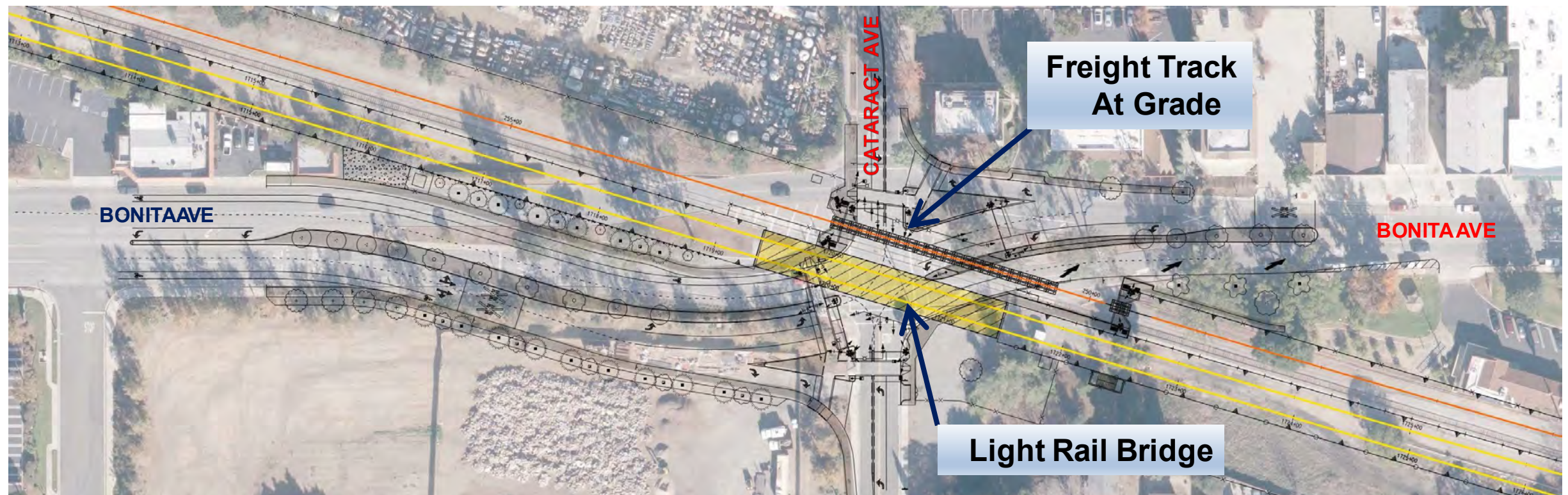
- New Light Rail Bridge
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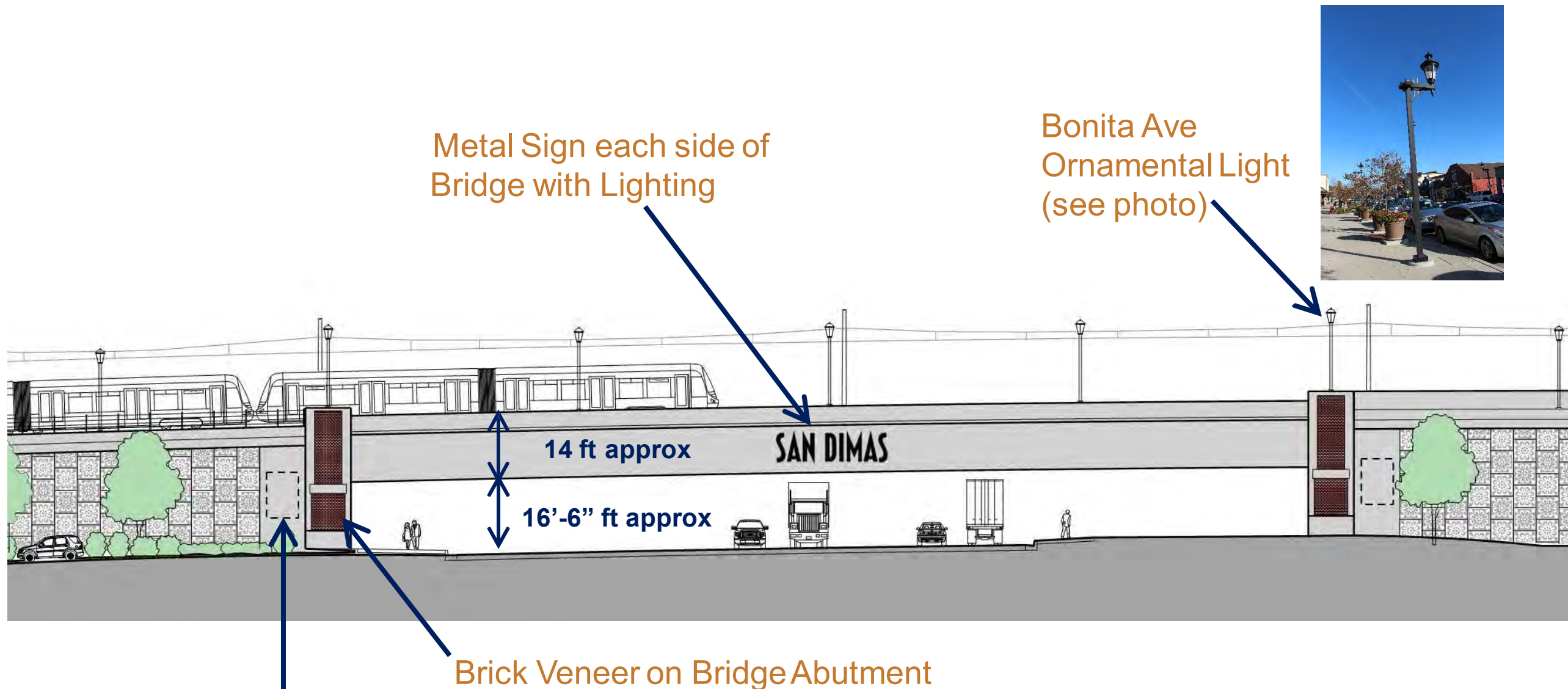
Bonita Ave / Cataract Ave Structure

BONITA/ CATARACT ROADWAY REALIGNMENT

- New Light Rail Bridge
- Freight Remains At Grade
- Realigned Roadway and Modified Street Medians
- New Signalized Intersection



Bridge Structures: Bonita Ave / Cataract Ave



Recessed Area for Artwork Graphic
(provided by City)

Bonita/Cataract Bridge Rendering



Foothill Gold Line



Construction Update

First Two Contracts Complete



In 2018, W.A. Rasic Construction Co. completed a dozen utility relocation and utility protection projects along the project corridor.

In 2019, Mass Electric Co. completed the pole elimination project, which made room for the light rail system by moving underground communication lines for the freight system that will share the rail corridor.

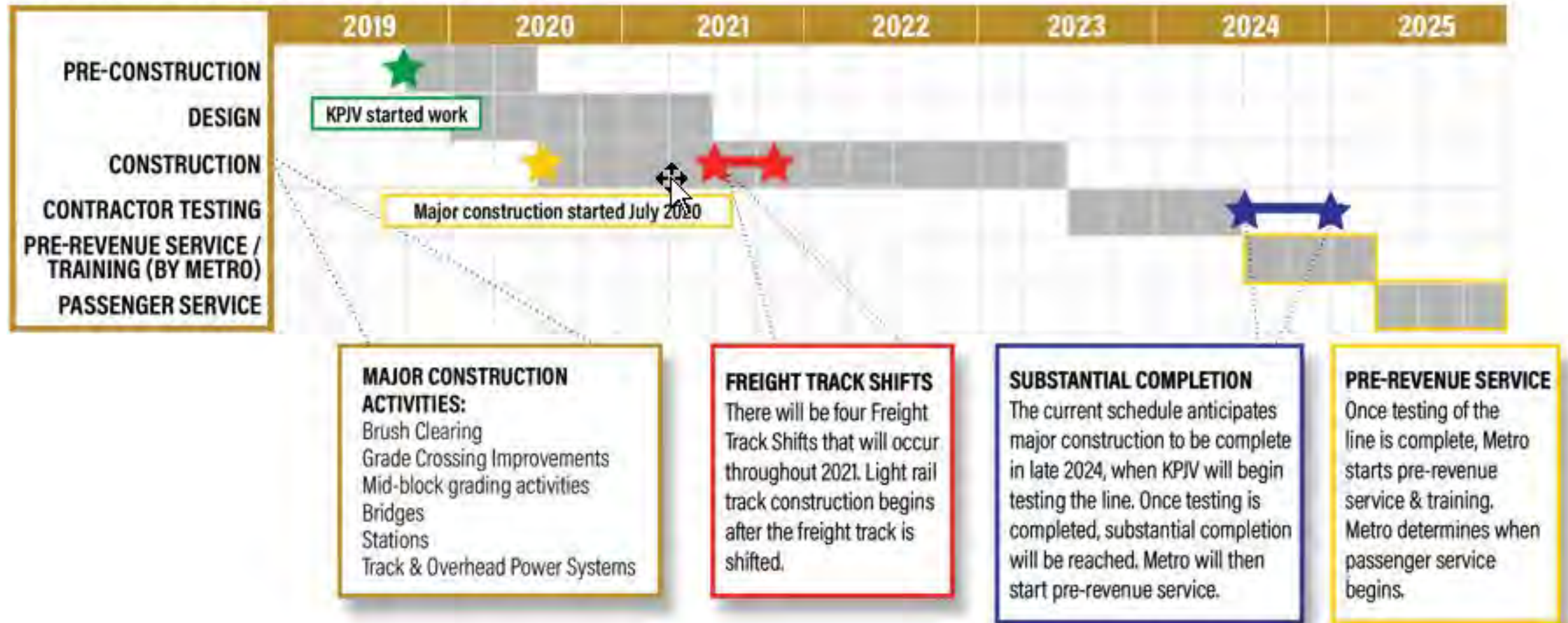
Design-Build Contract Signed



Current Project Schedule

Summary Baseline Project Schedule

Foothill Gold Line Glendora to Pomona Baseline Schedule



Note: If additional funding is secured by October 2021 to include the contract option to Montclair, the project will be completed altogether to Montclair in 2028 and this schedule will be adjusted.



Major Construction Began July 2020



21 At-Grade Crossings to be Reconstructed



- Four of 21 at-grade crossings are now complete
- Reconstruction is underway on three more



Utility Relocation and Protection



At each at-grade crossing and throughout the 9.1-mile corridor, utilities that cross the tracks are being relocated or protected by KPJV and third-party utilities (water, sewer, communication conduit, electrical, etc.).



Bridgework Underway



Crews are underway constructing the first bridges for the project. Two new bridges – one for light rail and one for freight are being built over Big Dalton Wash and San Dimas Channel Wash in Glendora and Puddingstone Channel in La Verne.

In all, crews will build new or renovate a total of 19 bridge structures on the project; most of which cross local water channels. However, four new light rail bridges will be built over major streets along the project route; each required by the California Public Utilities Commission for safety.

Freight Track Removal and Replacement



Crews are utilizing a track outage to remove the old freight track and rebuild it in its new relocated position between APU/Citrus College Station and Gladstone St in Glendora. This first section is anticipated to be fully complete in July. The entire freight line will be relocated in three shifts; anticipated to be completed in 2021.

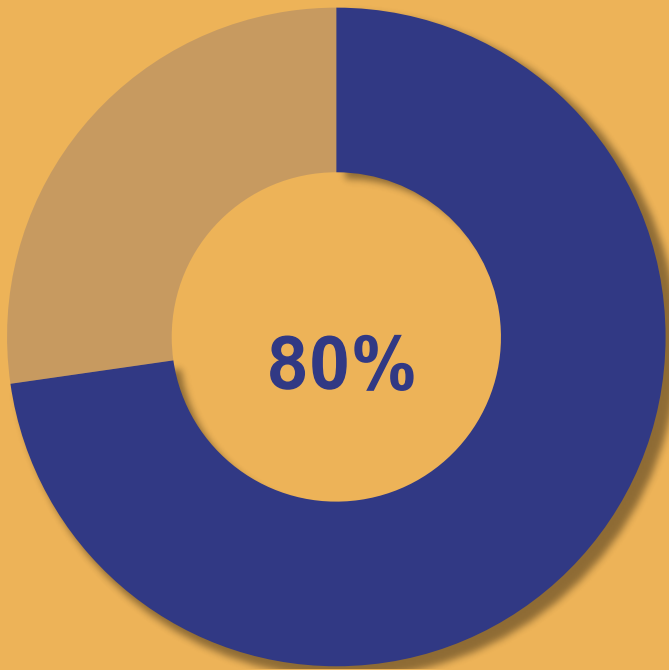
Glendora Station Underpass Underway



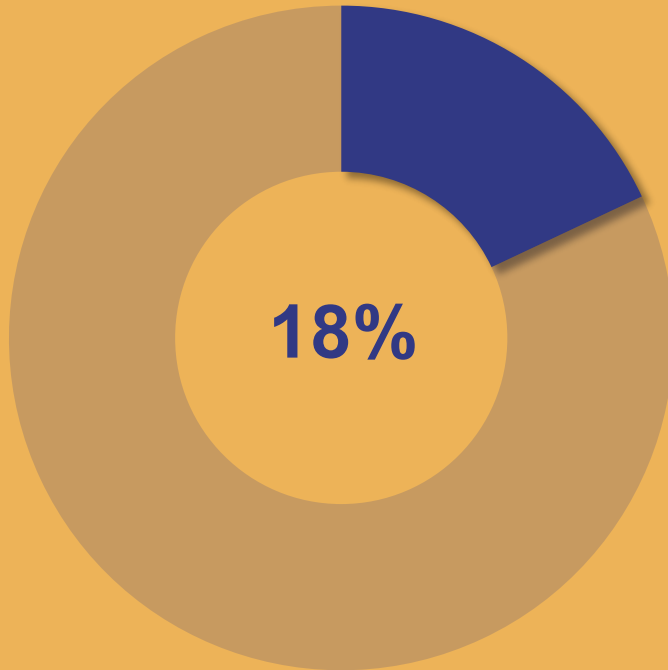
Crews have excavated for a pedestrian underpass at the future Glendora Station. The ramp and structure shown here will allow future riders to access the station platform from Glendora Ave and the future station parking facility by walking under the relocated freight and eastbound light rail track.

Alignment Project Progress Milestones

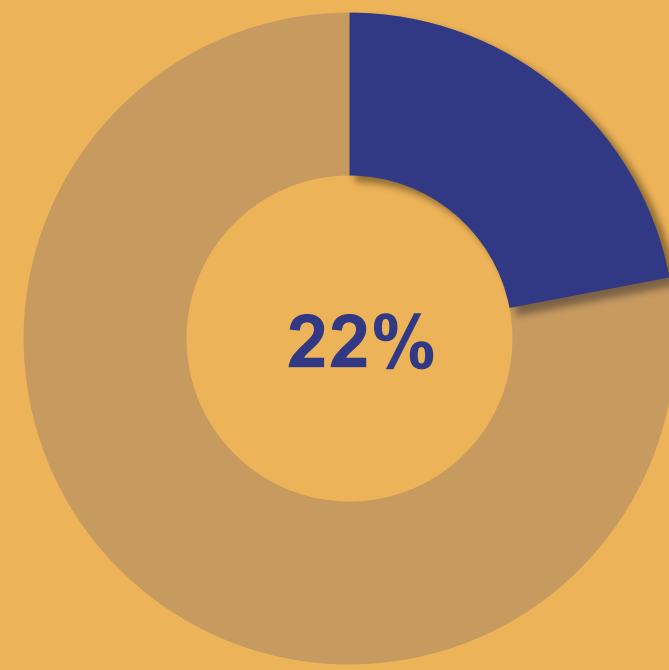
Major Milestones (% Complete)



Design



Freight Track Relocation



Grade Crossing Reconstruction



Alignment Project Progress Milestones

Overall Project Completion
(% Complete)

25%





Station Parking Facilities

Station Parking Facilities

- Metro requested the Construction Authority conform the planned parking at the five Los Angeles County stations to the Supportive Transit Parking Program's forecast parking demand.
- The Construction Authority prepared a Supplemental Environmental Impact Report (SEIR) in 2020 to review the impacts of the resulting proposed project modifications.
- The Construction Authority board of directors certified the Final SEIR and approved the project modifications in January 2021.



Overview of Parking Facility Modifications

- Reduce the number of parking spaces to meet Metro's parking demand forecast.
- Construct surface parking lots instead of parking structures when feasible.
- Expand the property for the parking facilities to accommodate the reconfigured parking conditions at the Glendora and San Dimas Stations.
- Change the parking location for the Pomona Station.
- No changes are proposed to the location or footprint identified and previously approved for the La Verne and Claremont Station parking facilities. Claremont will have a reduced sized parking structure.
- Changes to vehicular and pedestrian access and turnabouts.
- No changes are proposed for the Montclair Station parking facility.



Summary of Parking Space Changes

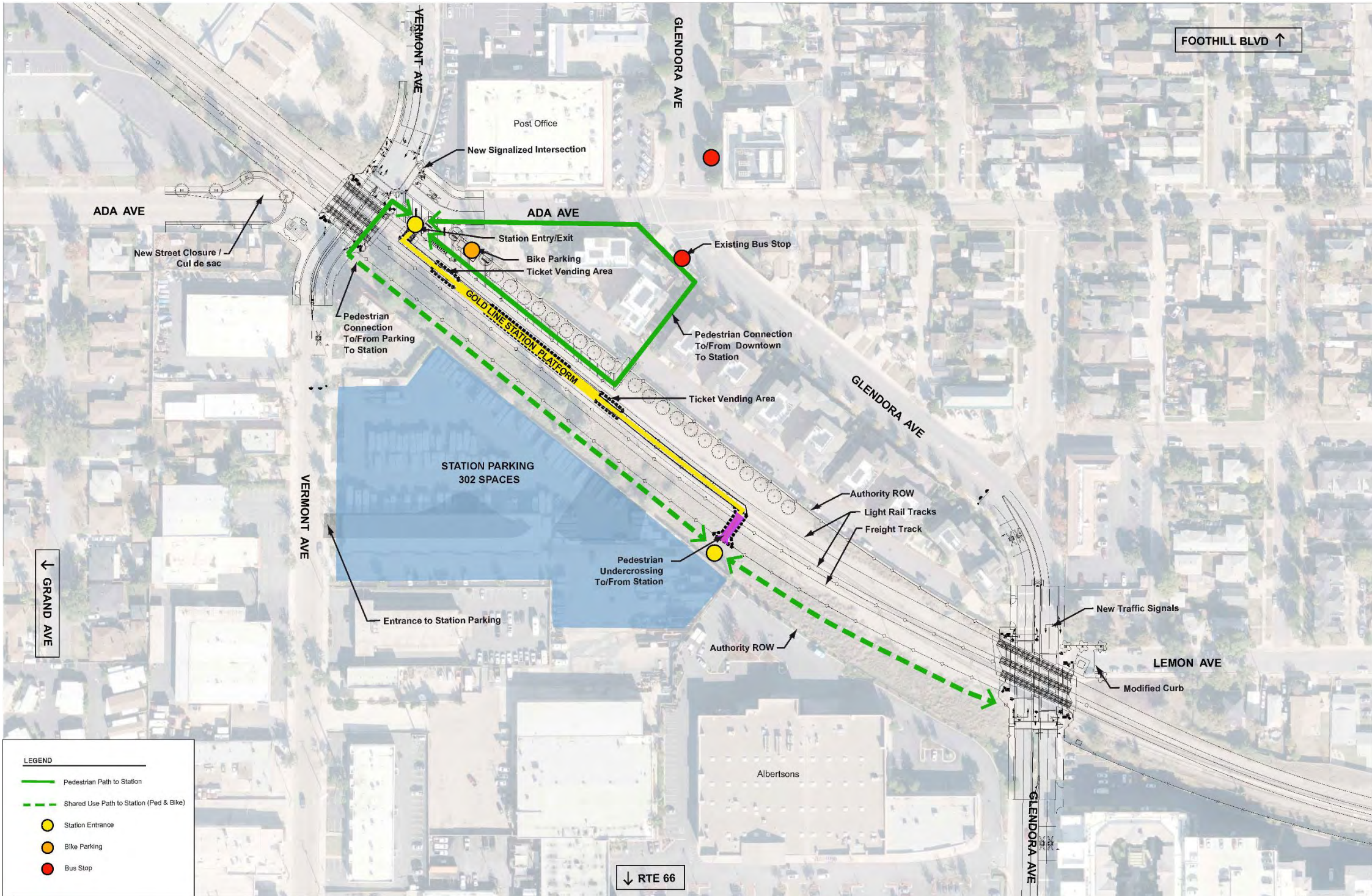
	Glendora Parking Facility	San Dimas Parking Facility	La Verne Parking Facility	Pomona Parking Facility	Claremont Parking Facility	Totals
# of Parking Spaces Proposed in 2013 FEIR	420	450	600	1,000 ¹	1,100	3,570
# of Parking Spaces as a result of Project Modifications ²	302	289	299	530	539	1,959
Difference	-118	-161	-301	-470	-561	-1,611

¹ Approximately 250 spaces exist in a Metrolink parking lot, 750 new spaces included in 2013 FEIR.

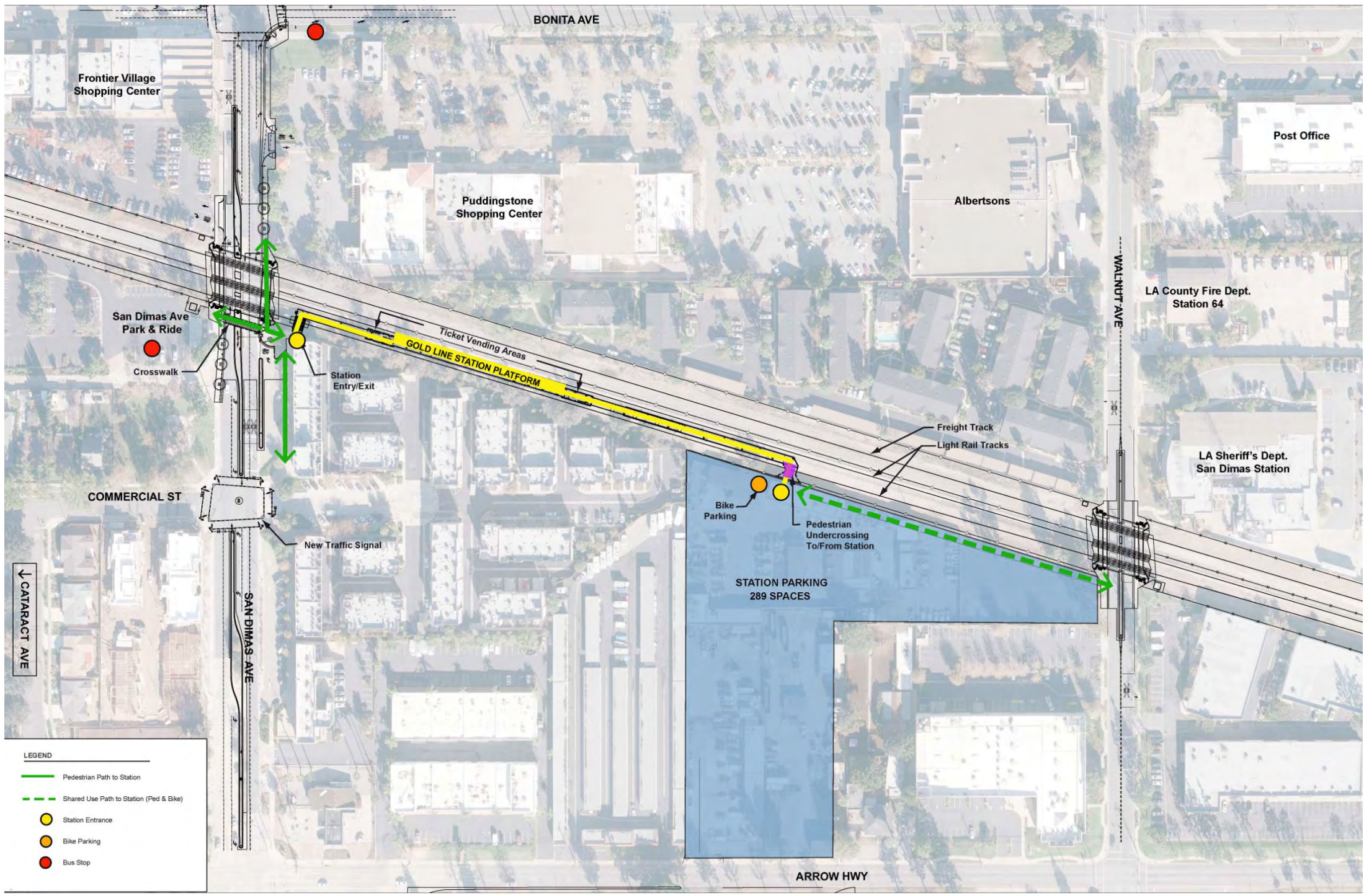
² The number of parking spaces as a result of the Project Modifications reflects the parking need at Project completion (i.e., Montclair as terminus station)

Source: Metro 2018

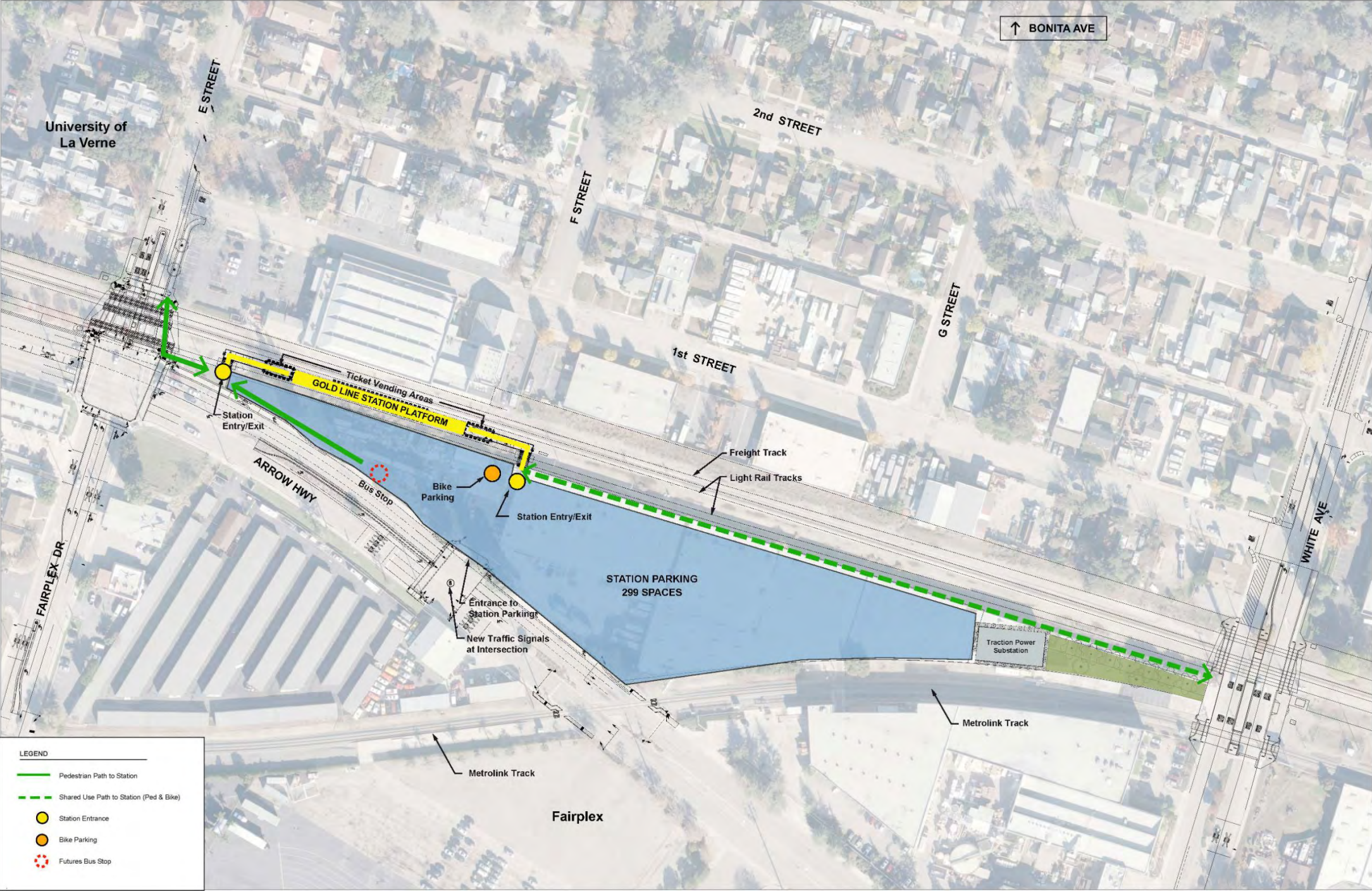
Updated Glendora Station Site Plan



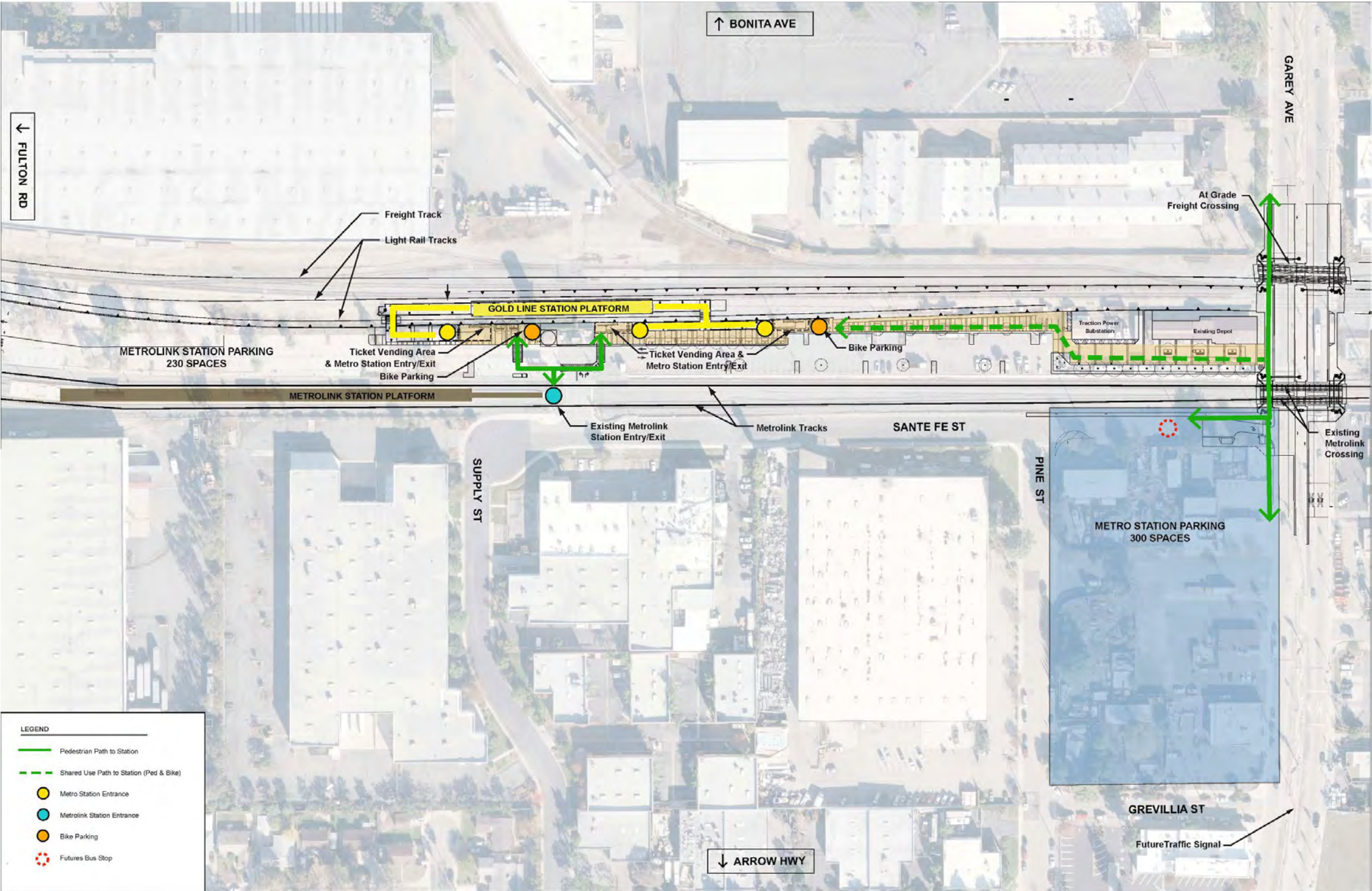
Updated San Dimas Station Site Plan



Updated La Verne Station Site Plan



Updated Pomona Station Site Plan





Pomona to Montclair Funding Update

Shortfall to Complete Project to Montclair

	Current Estimated Shortfall (millions)	Timeline to Fill Shortfall within Current Procurement
Pomona to Claremont	\$450	1-2 Years
Claremont to Montclair	\$15**	1-2 Years

- Funding is needed over the next 10 years to complete to Montclair by 2028.
- A funding commitment is needed by October 2021 to take advantage of the firm, fixed price bid to initiate contract option and be part of current design-build project.
- A funding commitment is needed by 2022 if using new procurement (separate procurement has potential to increase shortfall) and still complete by 2028.

** San Bernardino County has \$85.4 million dedicated in their 10-Year Delivery Plan; including \$41 million from the 2018 TIRCP project grant award.

Anticipated Project Schedule



NOTES:

**** October 2021 - funding deadline to initiate contract option to Montclair, using firm, fixed price bid.**

***** Construction Authority retains right to re-procure Pomona to Montclair segment if market conditions improve and funding becomes available.**

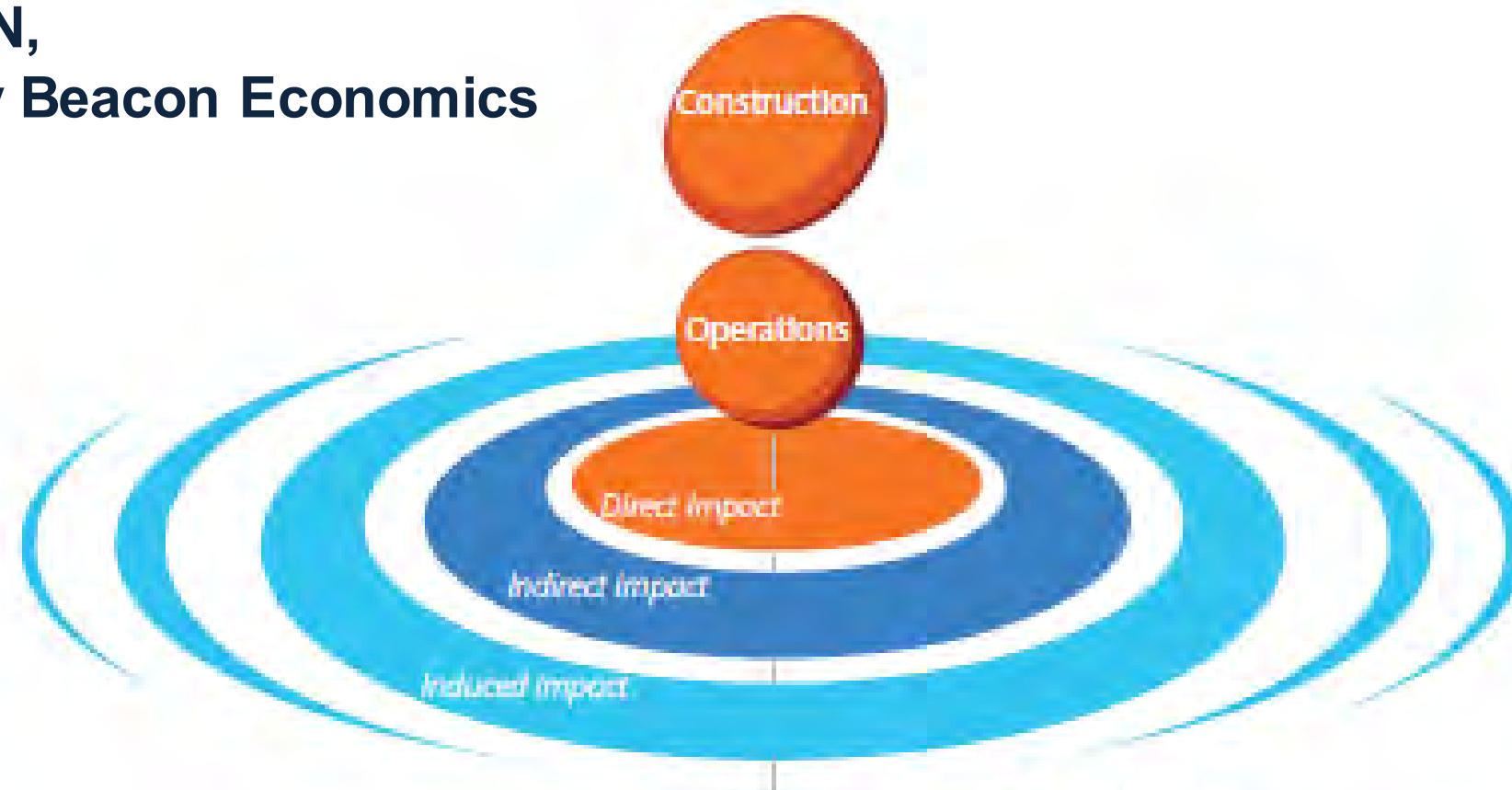


Direct & Secondary Project Benefits

Jobs/Economic Benefits of Glendora to Montclair Construction and Operations

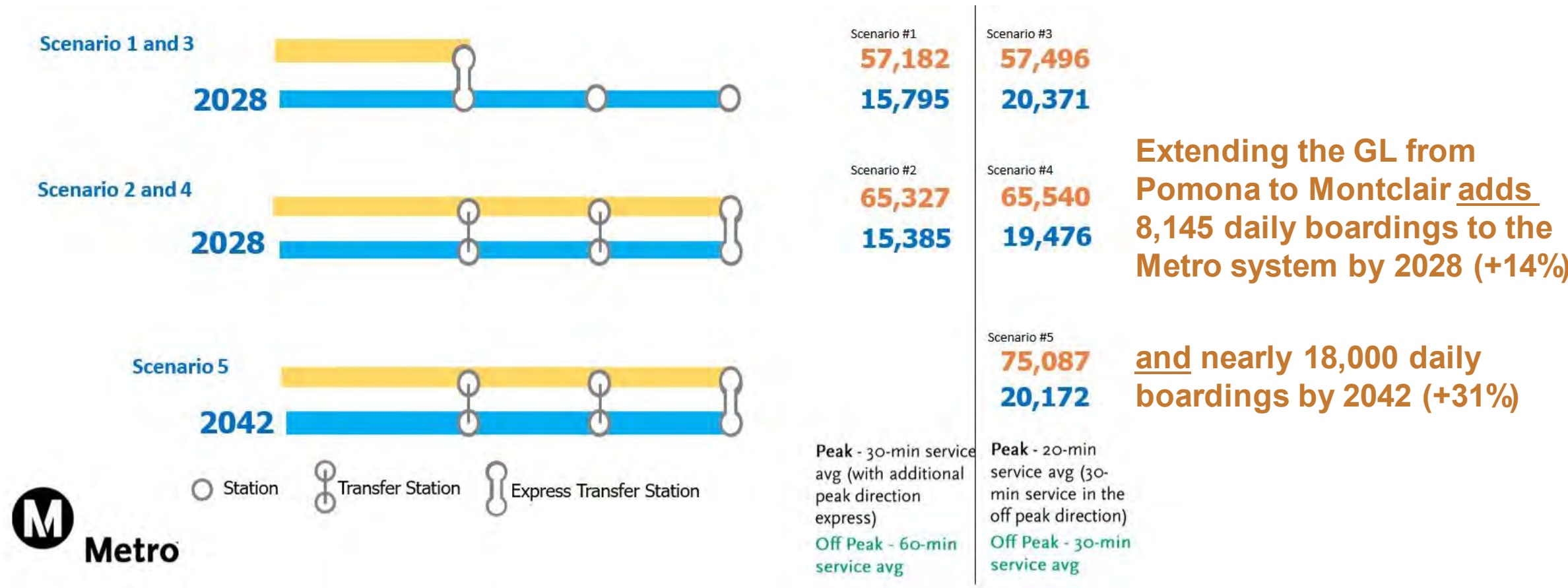
Impact Type	Employment (#/Jobs)	Output (\$ Millions)	Labor Income (\$ Millions)	Tax Revenues (\$ Millions)
Construction (Cumulative)	16,500	2,603.0	1,045.1	39.9
Ongoing Operations (Annual)	277	52.3	17.3	0.8

Source: IMPLAN,
Calculations by Beacon Economics



Benefits of Completing Line to Montclair

- Project is Truly Shovel Ready: firm, fixed price bid is secured thru Oct. 2021
- Extending the Gold Line to Montclair will increase ridership by 14% in 2028 and 31% in 2042; reducing GHG emissions



- An estimated \$9 billion in private investment is being planned within a half-mile of the Phase 2 stations, potentially adding:
 - 17,000 new housing units & 10 million sf of commercial/industrial space

Corridor Development Since 2003

(built or underway within 1/2-mile of a Gold Line Station)



- 19,200 new housing units
- 5,200,000 square feet of commercial/institutional space
- 1,000 hotel rooms

\$13.3 Billion of Private Investment Value

Jobs/Economic Benefits from Development Near Stations To Date

	Employment (#/Jobs)	Output (\$ Millions)
Direct Jobs (from Construction)	42,700	
Indirect Jobs (from Construction)	48,100	
Ongoing Jobs (At Developments and from Consumer Spending)	29,100	
Private Investment		12,600.0
Annual Tax Revenues for Cities and Los Angeles County		124.1

Source: Impact Model, Calculations by The Maxima Group

Phase 2 TOD Remaining Opportunities

The 24-mile corridor can absorb significant infill development potential:

**1,200 acres of opportunity sites still exist
from Arcadia to Montclair**

Roughly equivalent to the size of...



Downtown Los Angeles



Potential Development – Phase 2



- 17,000 additional housing units
- 10,000,000 sf of additional commercial/institutional space
- 250 more hotel rooms

**Potential for
\$9 Billion
Additional Private Investment**



Building Connections

Regional Destinations



LA County Fairplex



Montclair TransCenter



Regional Parks & Public Open Space Areas



Raging Waters



LA/Ontario International Airport

Higher Education



Two dozen more colleges within short walk, bike or bus ride of stations



Historic Downtowns, Museums, Hospitals, etc.





Questions?



foothillgoldline.org
iwillride.org



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