



Foothill Gold Line

April 26, 2022

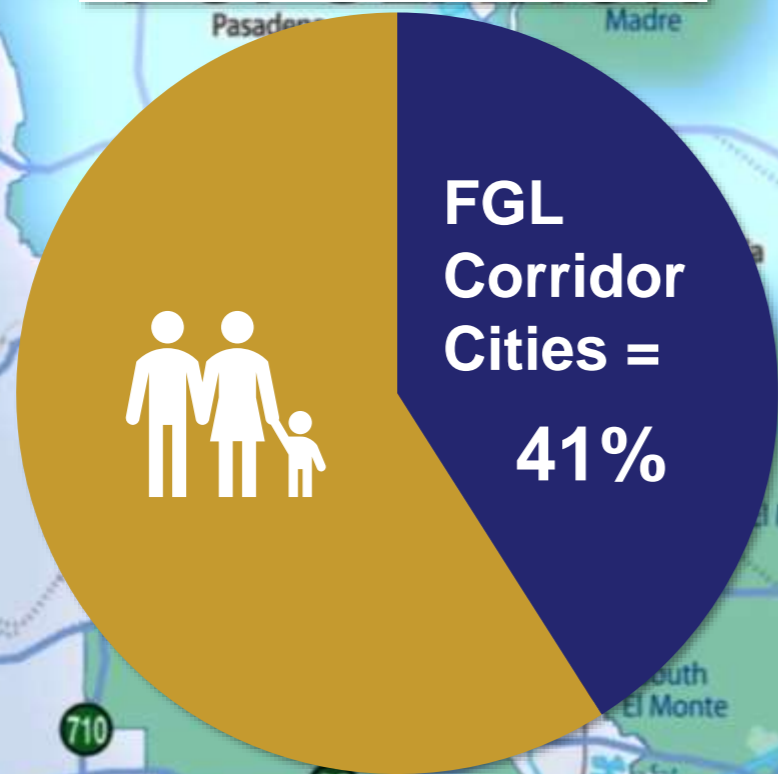


- Los Angeles County's population will grow by 16% to 11.5 million by 2040.
- During that same period, **the San Gabriel Valley will grow by 11.4% to more than two million.**
- The Foothill Gold Line cities will take on the majority of SGV's expected growth.

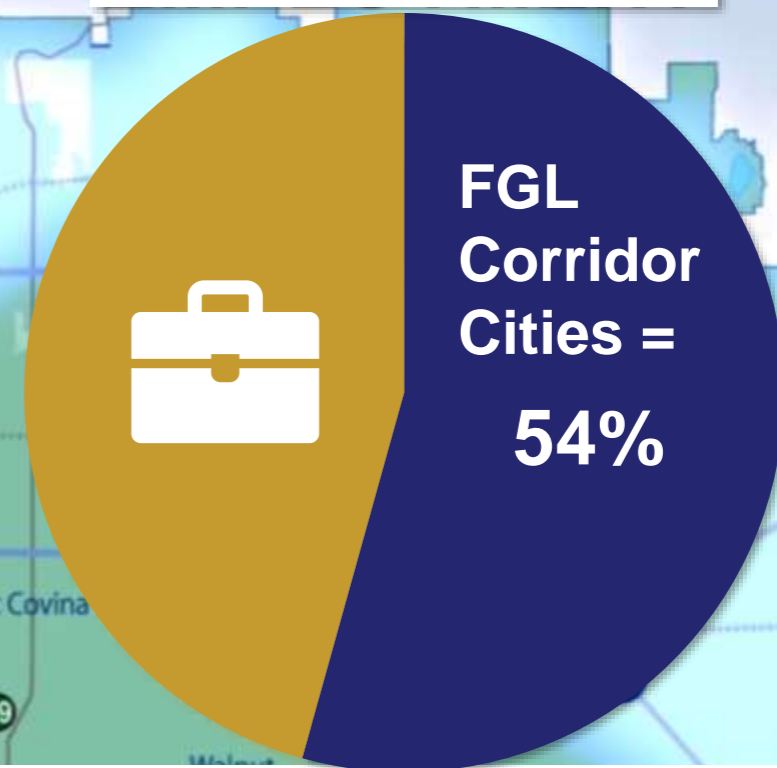
San Gabriel Valley's Growth 2012-2040

EXPECTED GROWTH: 2012 - 2040

POPULATION

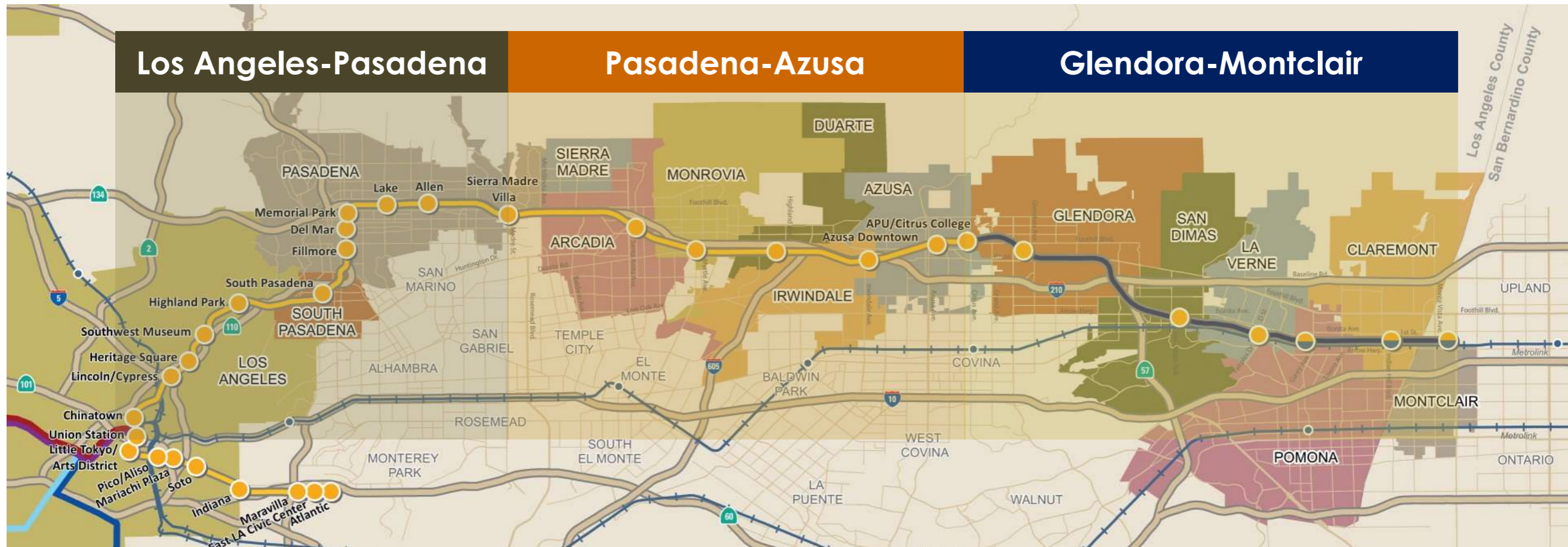


EMPLOYMENT



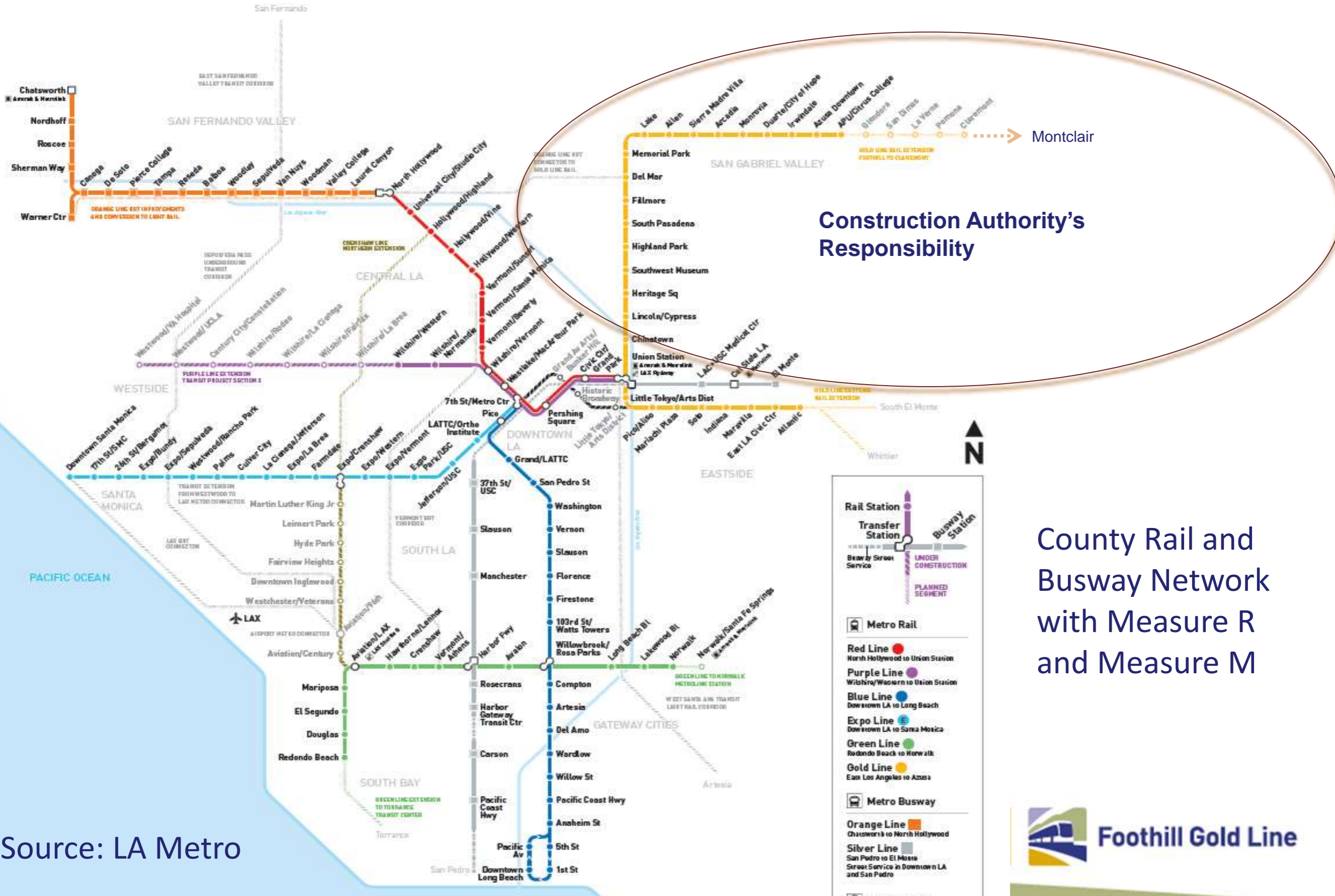
- Foothill Gold Line cities are growing faster than the SGV as a whole and taking on the majority of growth in the subregion:
 - 41% of all SGV population growth
 - 54% of all SGV job growth

Foothill Gold Line = \$4 Billion Public 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 (to be built in two phases)

Part of LA County's Growing Rail Network



Construction Authority's Responsibility

County Rail and Busway Network with Measure R and Measure M

Source: LA Metro



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.



Tim Sandoval
LA Metro Rep.



Chair – Ed Reece
SGVCOG 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)



Tony Tavares, PE, PMP
Governor's Rep.
(Non-Voting)



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



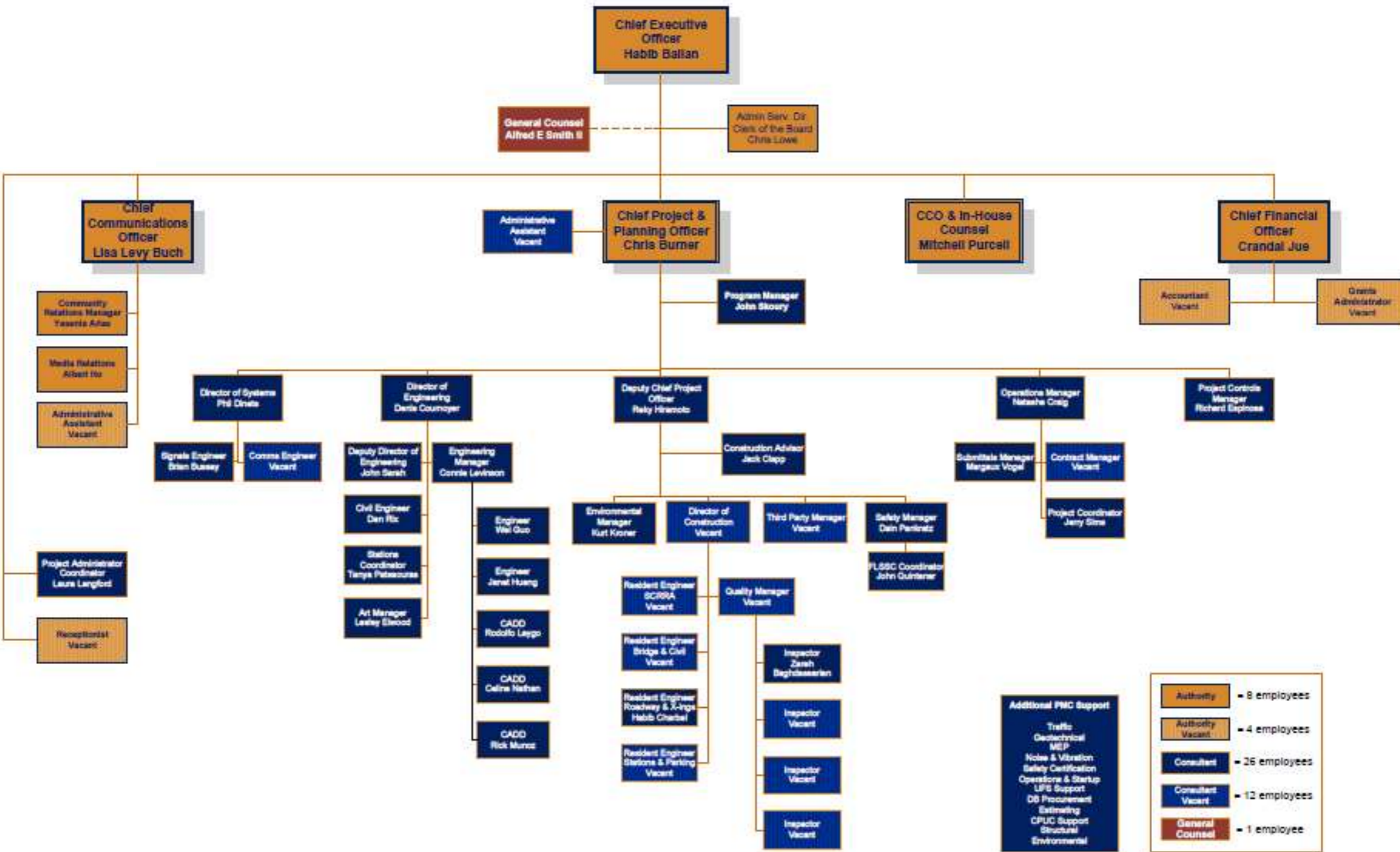
Supported by Program Management Contractor

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 PMC 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



Glendora to Montclair Project Segment

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



Broke Ground - December 2017

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



The contract award was for 9.1-mile, four-station Glendora to Pomona project segment. Segment from Pomona to Montclair was included as a contract option, if gap funding was secured by October 2021.

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; all to be surface lots

New Gold Line Stations

Glendora Station



San Dimas Station



New Gold Line Stations

La Verne Station



Pomona Station



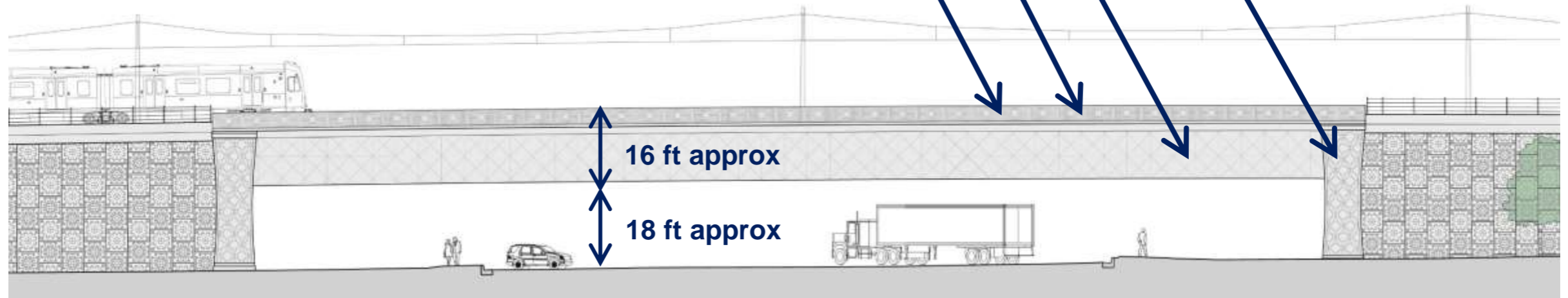
19 New or Renovated Bridges

- Glendora to Pomona segment contains a total of 19 bridge structures that will be modified, replaced or built new
 - 10 light rail crossings
 - Seven (7) freight crossings
 - Two (2) retaining wall structures underneath existing freeway bridges
- Of these 19 bridge structures:
 - 17 will be new
 - One (1) will be a total replacement
 - One (1) will be a modification of an existing structure
- Four are new light rail bridges over major city streets



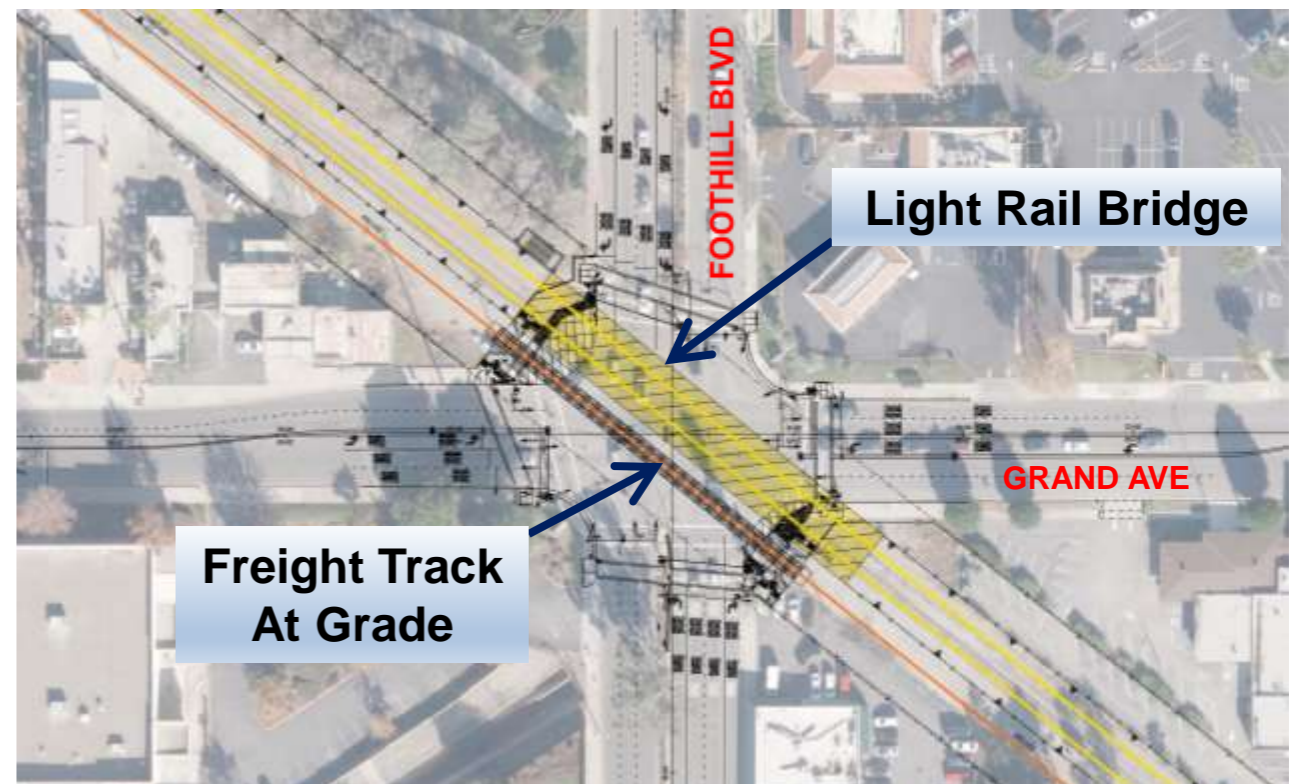
Bridge Structures: Foothill Blvd / Grand Ave

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, but is Relocated
- Modified Street Medians
- Modified Traffic Signal



Grand Ave View, Looking North



AECOM

FOOTHILL GRAND - VISUAL SIMULATION 2
MAY 26, 2021

Simulation is based on bridge design as of May 2021 and is not final.

Foothill Blvd View, Looking East



AECOM

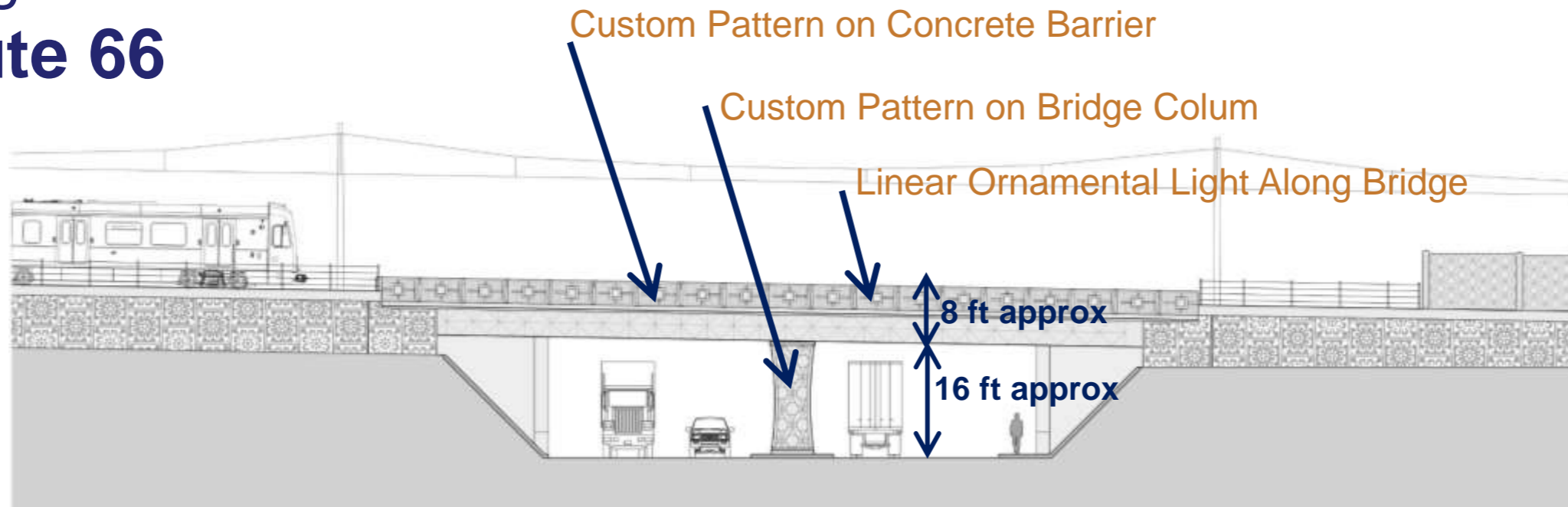
FOOTHILL GRAND - VISUAL SIMULATION 1
MAY 26, 2021

Simulation is based on bridge design as of May 2021 and is not final.



Foothill Gold Line

Bridge Structures: Route 66



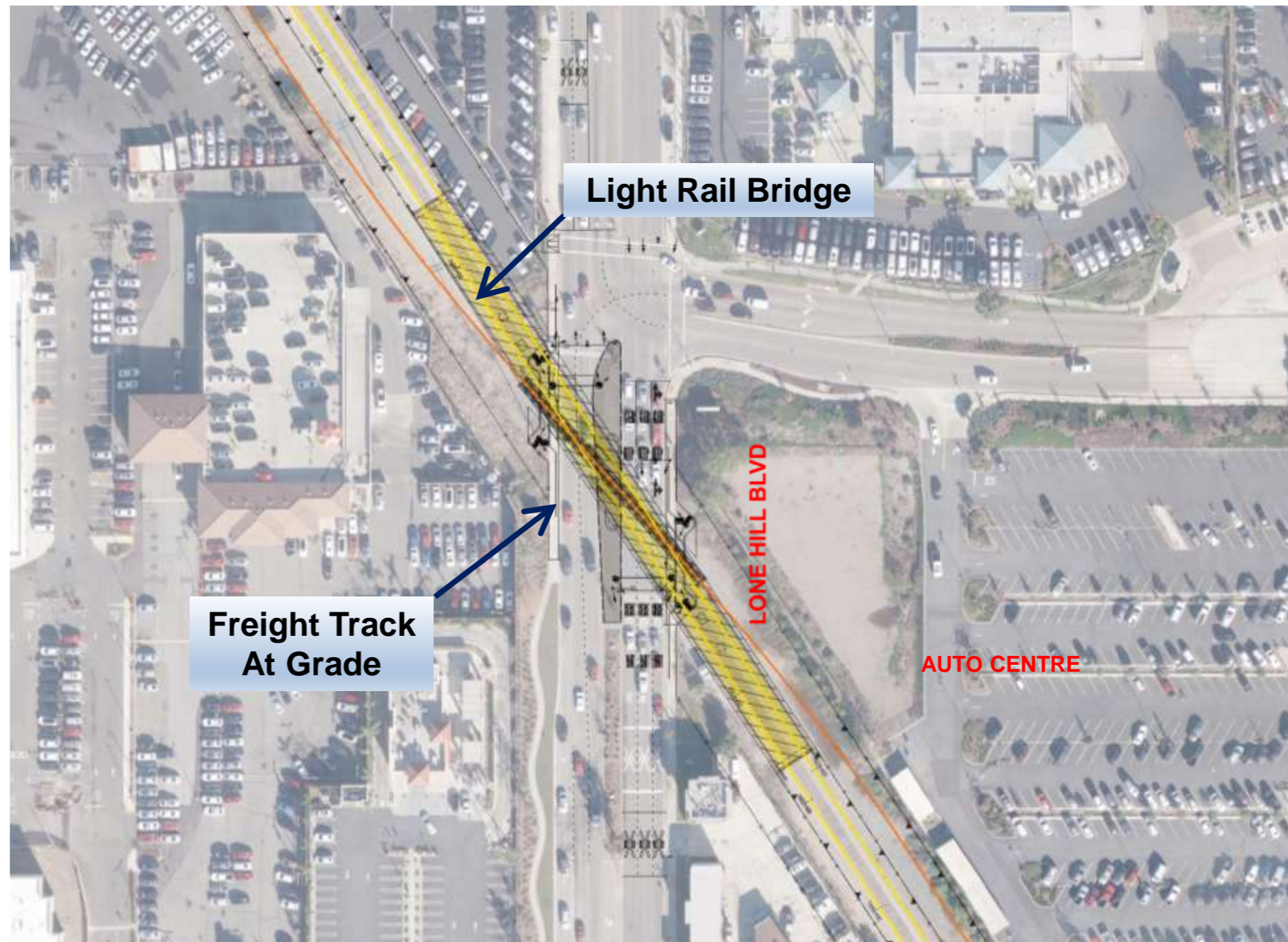
Elevation View Looking West



Bridge Structures: Lone Hill Ave

LONE HILL ROADWAY MODIFICATIONS

- New Light Rail Bridge
- Freight Remains At Grade, but is Relocated
- Modified Street Medians
- Modified Traffic Signal



Lone Hill Ave View, Looking North



AECOM

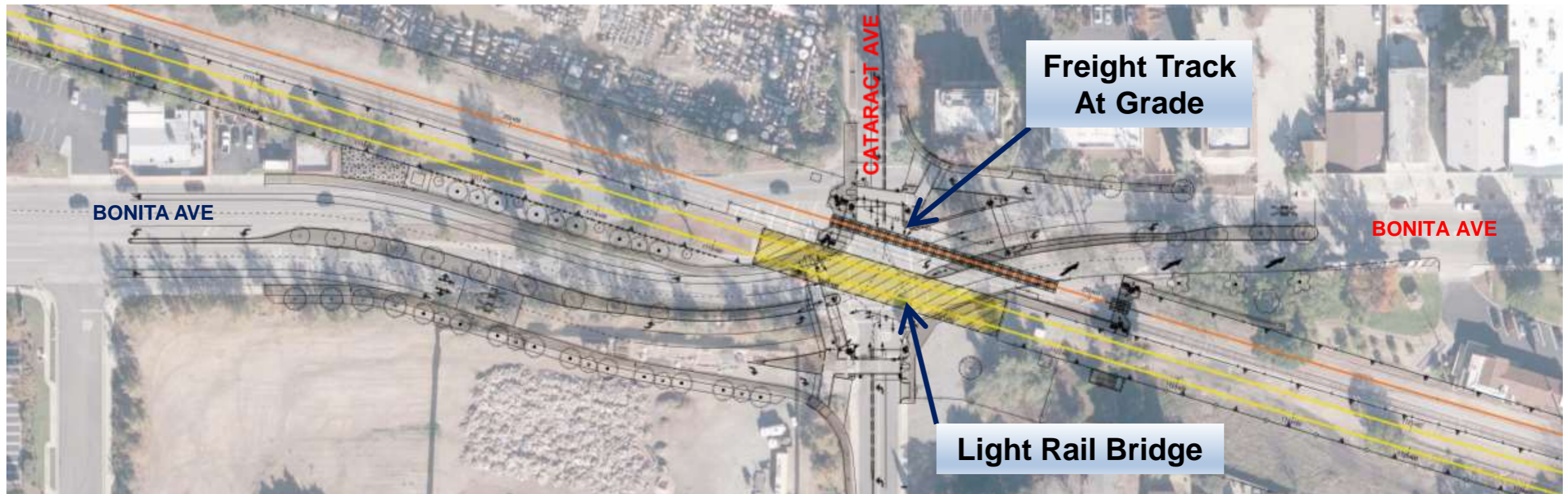
LONE HILL - VISUAL SIMULATION 1
MAY 26, 2021

Simulation is based on bridge design as of May 2021 and is not final.

Bridge Structures: Bonita Ave / Cataract Ave

BONITA / CATARACT ROADWAY REALIGNMENT

- New Light Rail Bridge
- Freight Remains At Grade, but is Relocated
- Totally Realign Intersection and Roadways
- Modified Street Medians
- New Signalized Intersection



Bonita Ave View, Looking East



AECOM

BONITA CATARACT - VISUAL SIMULATION 1
MAY 26, 2021

Simulation is based on bridge design as of May 2021 and is not final.



Foothill Gold Line

Bonita Ave View, Looking West



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BONITA CATARACT - VISUAL SIMULATION 2
MAY 26, 2021

Simulation is based on bridge design as of May 2021 and is not final.



Construction Status

Freight Relocation is Substantially Complete



Crews are substantially complete with the freight track relocation. BNSF restarted service in the corridor in early February, after a 15-month track outage which allowed KPJV to complete much of the relocation work without regular interruptions.



21 At-Grade Crossings being Reconstructed



- Reconstruction - requiring long-term street closures - has started or is complete at all 21 at-grade crossings



90 Utilities being Relocated or Protected



UTILITY	RELOCATION PROGRESS
AT&T	<div style="width: 80%;"></div> 80%
Crown Castle	<div style="width: 100%;"></div> 100%
Frontier	<div style="width: 91%;"></div> 91%
Level 3	<div style="width: 100%;"></div> 100%
SCE	<div style="width: 64%;"></div> 64%
So Cal Gas	<div style="width: 95%;"></div> 95%
Spectrum	<div style="width: 61%;"></div> 61%
Verizon Wireless	<div style="width: 100%;"></div> 100%
Walnut Valley Water District	<div style="width: 100%;"></div> 100%
City of Pomona	<div style="width: 0%;"></div> 0%
Puente Basin Water District	<div style="width: 100%;"></div> 100%

Approximately 90 utilities require relocating or protected project-wide (water, sewer, communication conduit, electrical, etc.) – this work is now more than 80% complete.

19 Bridges Underway



Crews are complete on all freight bridges and are underway on all light rail bridges.

Two of Four Stations Underway



Crews have completed the pedestrian undercrossing at the Glendora Station, which will allow riders access to the station platform from surrounding streets and the future parking facility. Crews have started on the station platforms at Glendora and La Verne.

In Glendora, La Verne and Pomona, crews have demolished vacated buildings at the future parking facility sites.



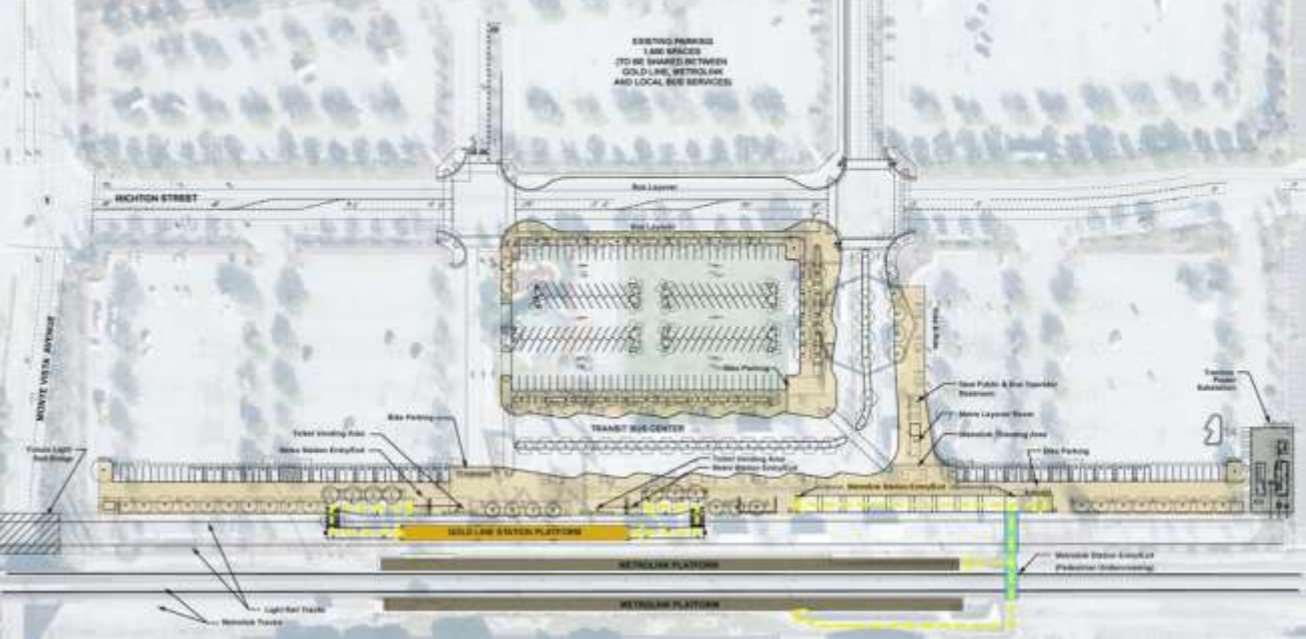
Claremont/Montclair Segment

Two Remaining Stations (not yet funded)

Claremont Station



Montclair Station



State Appropriations Request



Foothill Gold Line

Metro Gold Line Foothill Extension Construction Authority

406 East Huntington Drive, Suite 202
Monrovia, CA 91016-3633

p 626.671.9100 f 626.671.9104
www.foothillgoldline.org

The Honorable Nancy Skinner
The Honorable Phil Ting
March 25, 2021
Page Two

Board Members:

May 25, 2021

FGL-CAA-008

Tim Sandoval
Chair
Mayor
City of Pomona
Appointee, LACMTA

The Honorable Nancy Skinner
Chair, Senate Budget Committee
California State Senate
State Capitol, 5019
Sacramento, California 95814

The Honorable Phil Ting
Chair, Assembly Budget Committee
California State Assembly
State Capitol, 6026
Sacramento, California 95814

Robin Carter
Vice Chair
Council Member
City of La Verne
Appointee, City of Pasadena

Ed Beece
Member
Council Member
City of Glendora
Appointee, SOVCOG

Dear Senator Skinner and Assembly Member Ting,

I am writing in support of a budget appropriation request of \$540,500,000 to complete the Foothill Gold Line light rail project from Glendora to Montclair - a project that will serve the San Gabriel Valley and Southern California region by expanding transit opportunities for Los Angeles, San Bernardino and Riverside County residents, workers, students and visitors.

Mandel Thompson
Member
Council Member
City of Glendora
Appointee, City of South Pasadena

Melcher A. Bonta
Member
Alternate Appointee
City of Los Angeles

At this time, the first 9.1-mile, four-station segment of the project (from Glendora to Pomona) is fully funded by local county sales tax funding (with support from SB1). The appropriations request represents the funding needed to complete the entire six-station project by 2028. An appropriation at this time will allow the exercise of a fixed price contract option and all project costs to complete the additional 3.2-miles through the cities of Claremont and Montclair as part of the design-build contract already underway. This shovel-ready project is environmentally cleared, has completed extensive design and is ready to go into construction immediately if the funding shortfall is secured.

Tony F. Tavares
Member, Non-Voting
District 7 Director
Caltrans
Governatorial Appointee

Gene Mesuda
Member, Non-Voting
Council Member
City of Pasadena
Appointee, City of Pasadena

The Foothill Gold Line light rail project has support at every level (community, local, state and federal) and its' benefits to the region are significant:

- The entire project to Montclair can be completed by 2028 under a design-build contract already underway, extending light rail service to the fastest growing cities in the San Gabriel Valley in the next seven years:
 - The Southern California Association of Governments projects that the San Gabriel Valley will grow to more than 2 million people in the next two decades and that the Foothill Gold Line cities within the Valley will accommodate more than 41% of that population growth and 54% of the job growth.
 - Today, nearly 3 million trips are made within and through the Foothill Gold Line corridor cities each day, and only 3 percent are made using transit. The Foothill Gold Line will provide a sustainable and reliable option for these trips.

Daniel M. Evans
Member, Non-Voting
Appointee
City of South Pasadena

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

Executive Offices:

Habib P. Bafan
Chief Executive Officer

- Completing the line to Claremont and Montclair will increase ridership on the LA County Metro rail system by more than 8,100 daily boardings in 2028, as compared to what will be achieved by only reaching Pomona. And by 2042, the ridership differential increases to more than 18,000 daily boardings.
- Moving tens of thousands of people daily onto transit reduces vehicle miles traveled and associated greenhouse gas emissions.
- The project will generate as much as 17,000 jobs, \$2.6 billion in economic output, \$1 billion in labor income and nearly \$40 million in tax revenues during construction; with more once passenger service begins.
- The public investment being made in this line is a catalyst for private investment within this corridor, adding much needed housing within 1/2-mile of a light rail station:
 - To date, the Foothill Gold Line has already spurred more than \$13 billion in private investment in residential and commercial development within 1/2-mile of a current and future station. 19,200 housing units have already been built around project stations.
 - An estimated \$9 billion in additional investment is planned near the current and future stations; adding an estimated 17,000 MORE housing units within a 1/2 mile of a current or future station.
- The line will provide new rail connections to the LA County Fairplex, two dozen more colleges and universities within a short walk, bike ride or bus ride of a future stations, the San Gabriel Mountains National Monument and several regional public parks, and connect to a dozen bus lines to/from the Inland Empire at the Montclair TransCenter.

Since embarking on this project, LA County taxpayers have already invested more than \$1 Billion in the Glendora to Montclair extension. The state of California's participation in this effort would be immensely helpful in closing the funding gap and enable the project's full benefits to be realized.

I therefore respectfully urge your favorable consideration of the requested appropriation to contribute \$540,500,000 of state funds to support the completion of the Foothill Gold Line light rail project, before the contract option expires and the cost to build this project segment increases.

Yours truly,

Tim Sandoval
Chairman
Foothill Gold Line Board of Directors

Dozens of letters have been submitted to the State in support of the Construction Authority's \$748 million funding request to complete the Foothill Gold Line to Claremont and Montclair.



Foothill Gold Line

Benefits of Completing Line

- Completing the line to Claremont and Montclair will:
 - ✓ Add 7,700 boardings each weekday to the Metro system (projected at opening year).
 - ✓ Eliminate 14,900 car trips each day (projected at opening year).
 - ✓ Reduce greenhouse gas emissions associated with eliminating 26.7 million vehicle miles traveled annually.
 - ✓ Add 10,000 more housing units near transit (already planned or underway near the two stations).
 - ✓ Create direct connections to a dozen bus lines at the Montclair Station and to the Claremont Colleges at the Claremont Station.



Anticipated Project Schedule



- The contract option with KPJV to build to Montclair expired on 10/7/21.
- Construction Authority is preparing a separate design-build procurement for the Pomona to Montclair segment.
- The Construction Authority has requested \$748M from the State to complete the Project to Montclair as part of the 2022 FY budget (to be decided in the coming months).
- A new procurement process will initiate once funding is secured.



**Sign Up for Contracting
Opportunity Updates:**

www.foothillextension.org



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.





**Sign Up for Contracting
Opportunity Updates:**

www.foothillextension.org



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