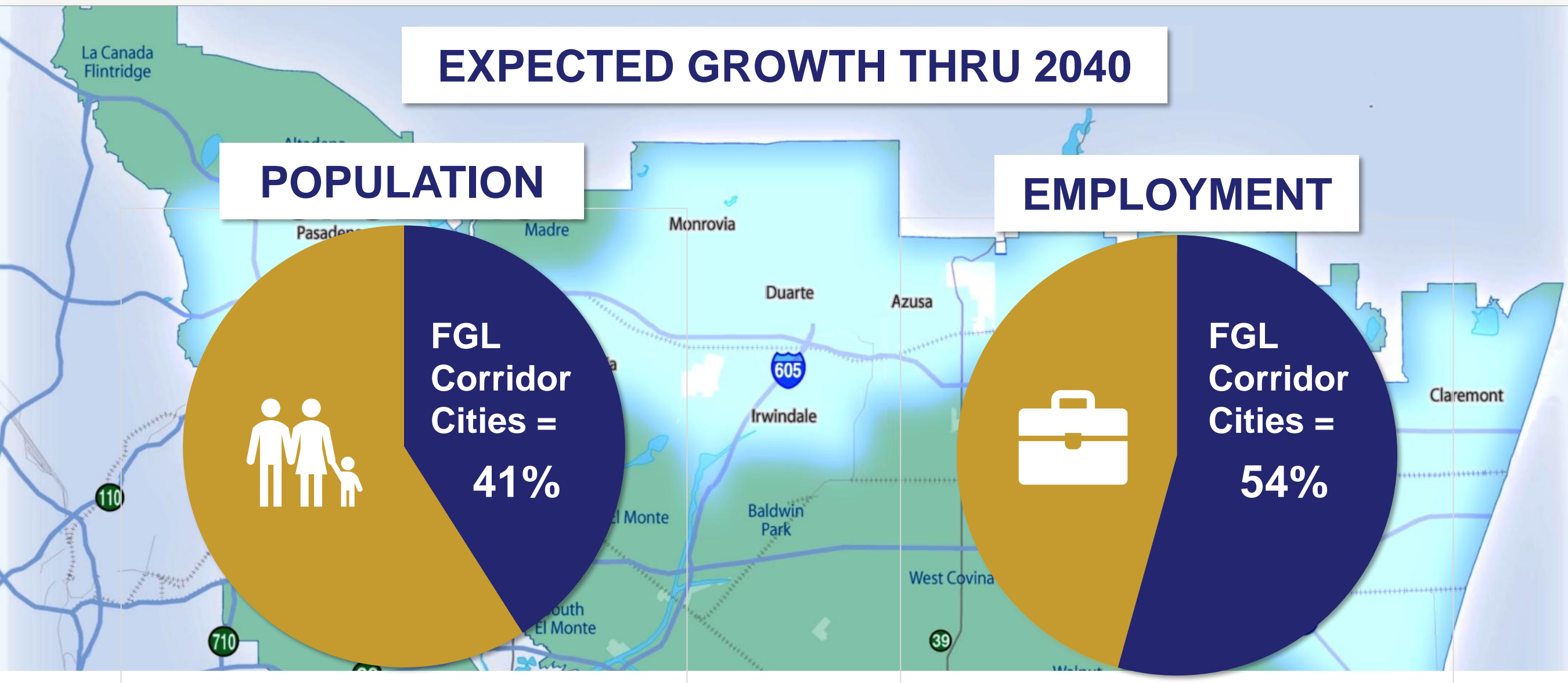




Foothill Gold Line

June 4, 2025

San Gabriel Valley's Expected Growth thru 2040



- 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



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.



Foothill Gold Line

Foothill Gold Line's 25-Stations are Nearly Complete



The Foothill Gold Line is part of LA County's growing rail network.

Once completed to Montclair, the Foothill Gold Line will connect the San Gabriel Valley and Inland Empire to Los Angeles and Long Beach.



Building Light Rail

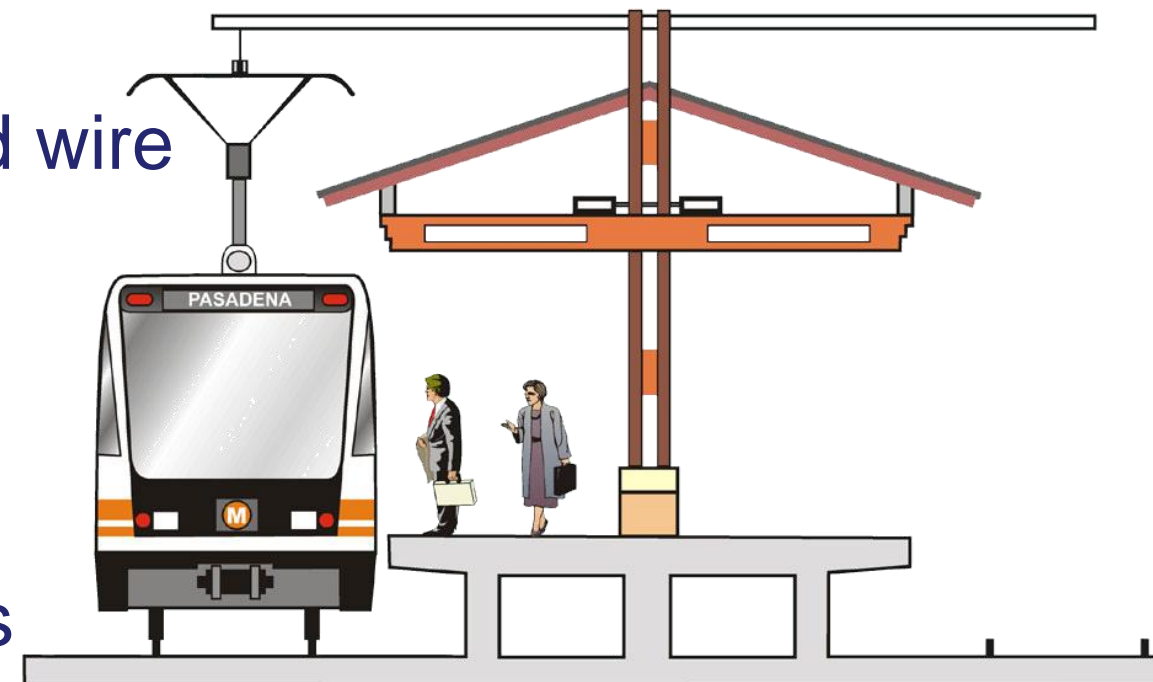


Metro Gold Line - Light Rail

- Passenger rail cars operate on steel tracks
- Trains are electrically-powered by overhead wire
- Vehicles may operate in single-car or multi-car trains/stations are planned to handle three-car trains
- Top speeds - 55 miles per hour
- Three-car trains hold up to 200 passengers per car (sitting and standing)

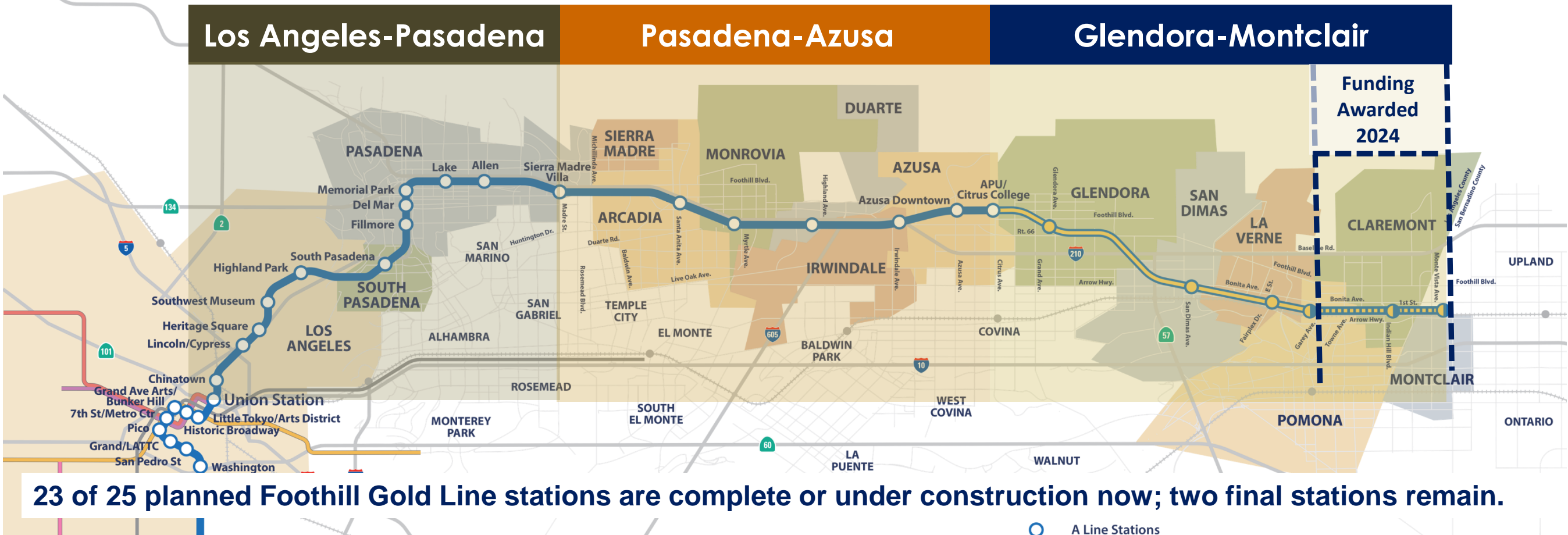


Different than Metrolink -
Commuter/Heavy Rail System



Foothill Gold Line

Gold Line's 4 Phases = \$4 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 Pomona – Completed On Time/Under Budget (2025)
 - 9 Miles, 4 Cities, 4 Stations
- Pomona to Montclair – Final Project Segment (Funding Awarded 2024/Procurement Underway)
 - 3.3 Miles, 3 Cities, 2 Counties, 2 Stations



About the 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



Chair – Ed Reece
SGVCOG Rep.



Vice Chair - Mendell Thompson
City of So. Pasadena Rep.



Tim Sandoval
LA Metro Rep.



Tim Hepburn
City of Pasadena Rep.



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



John Dutrey
SBCTA Rep.
(Non-Voting)



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

There are currently two vacancies on the board – the City of Los Angeles's representative (voting) and the Governor's representative (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
- SBCTA is a project partner (final project segment)
 - Roles/responsibilities to be established in MOU (under development now)



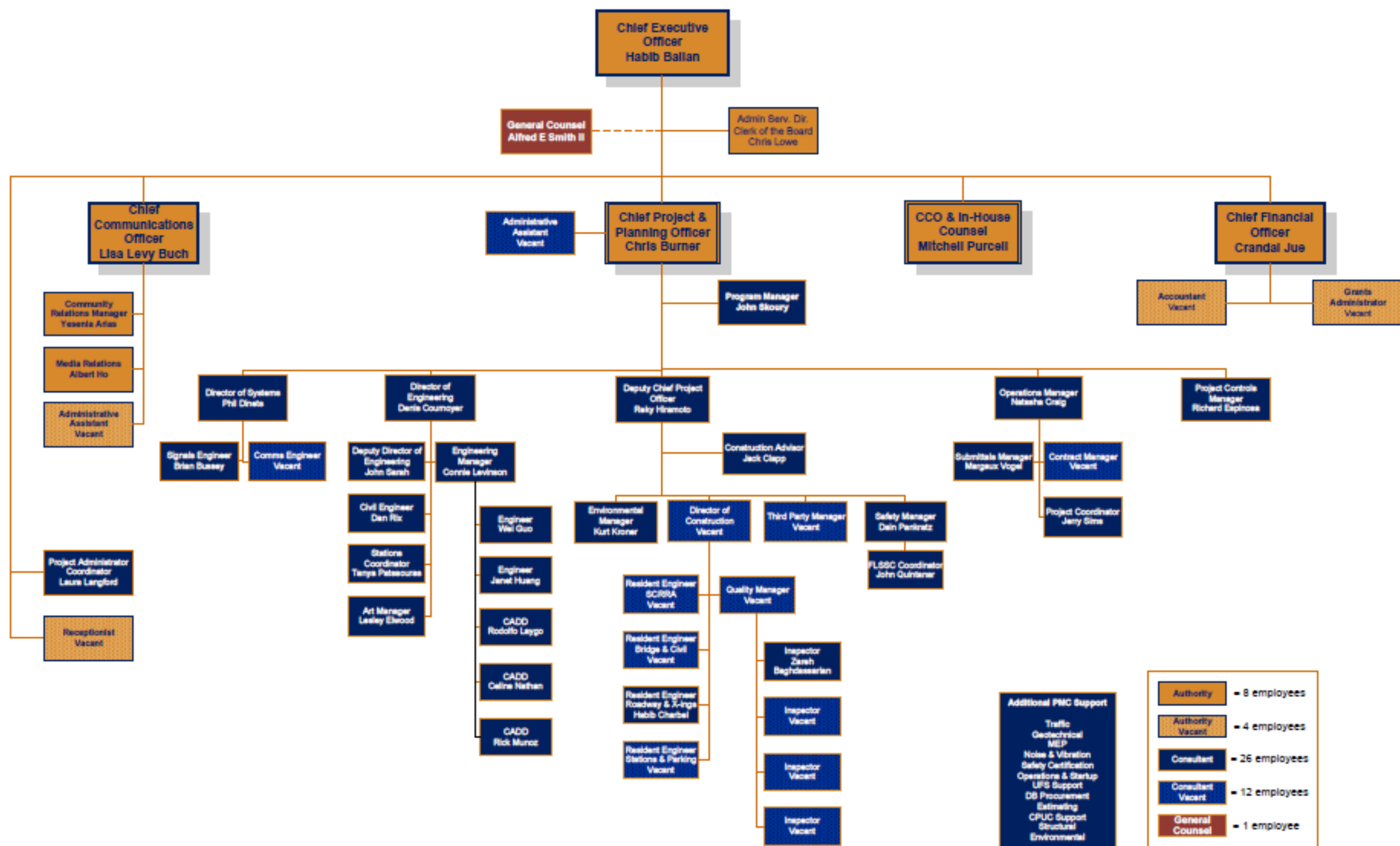
Supported by Program Management Consultant

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

- Engineering and Design Management
 - Construction Management
 - Systems Design and Construction Management
 - Third-Party Management
 - Change Management
 - Project Control
 - Document Control
 - CPUC and Safety
 - Environmental Monitoring
 - Operations Planning and Analysis
- Current contract is with Hill International



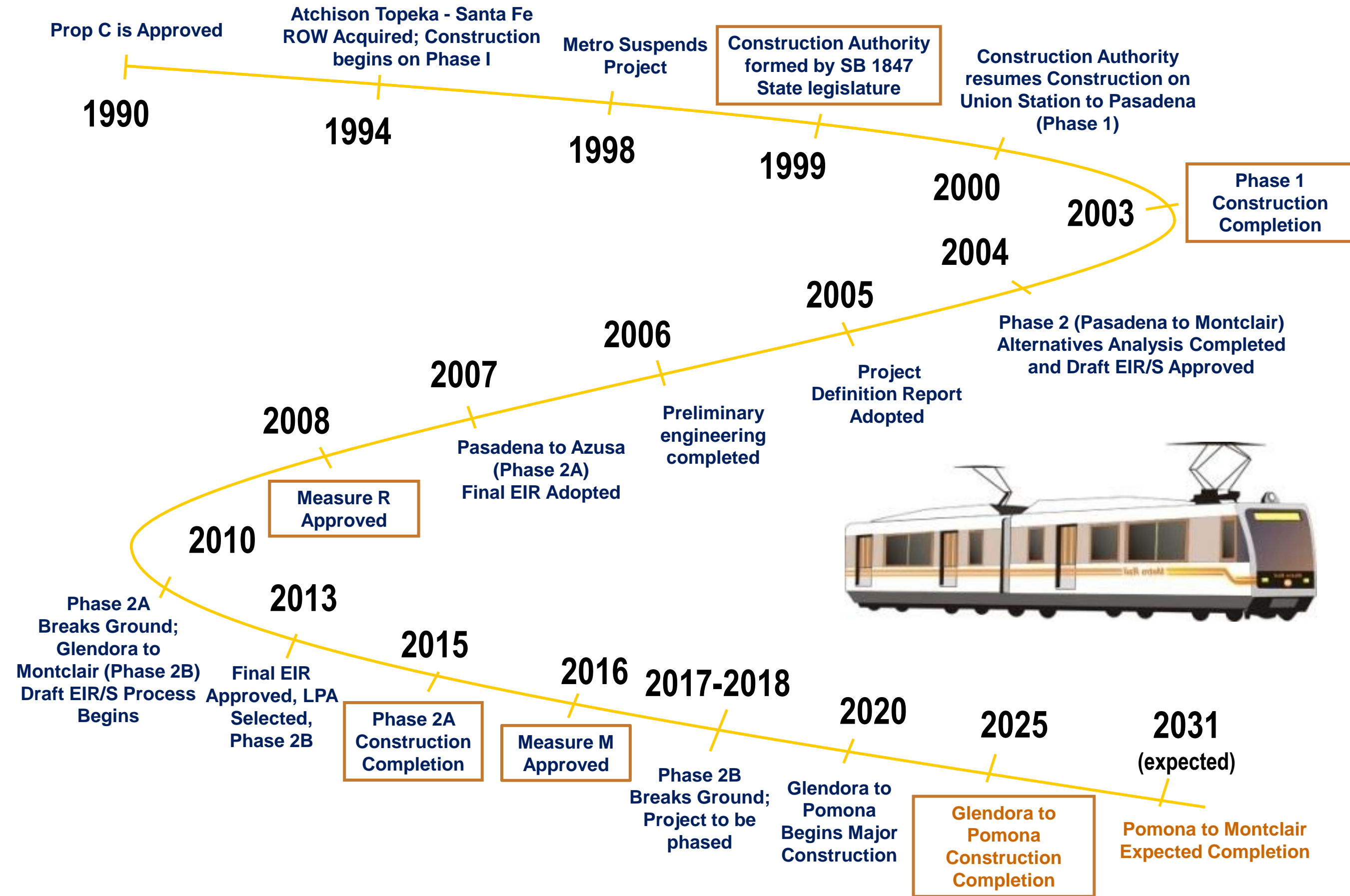
Staffing at Peak Construction





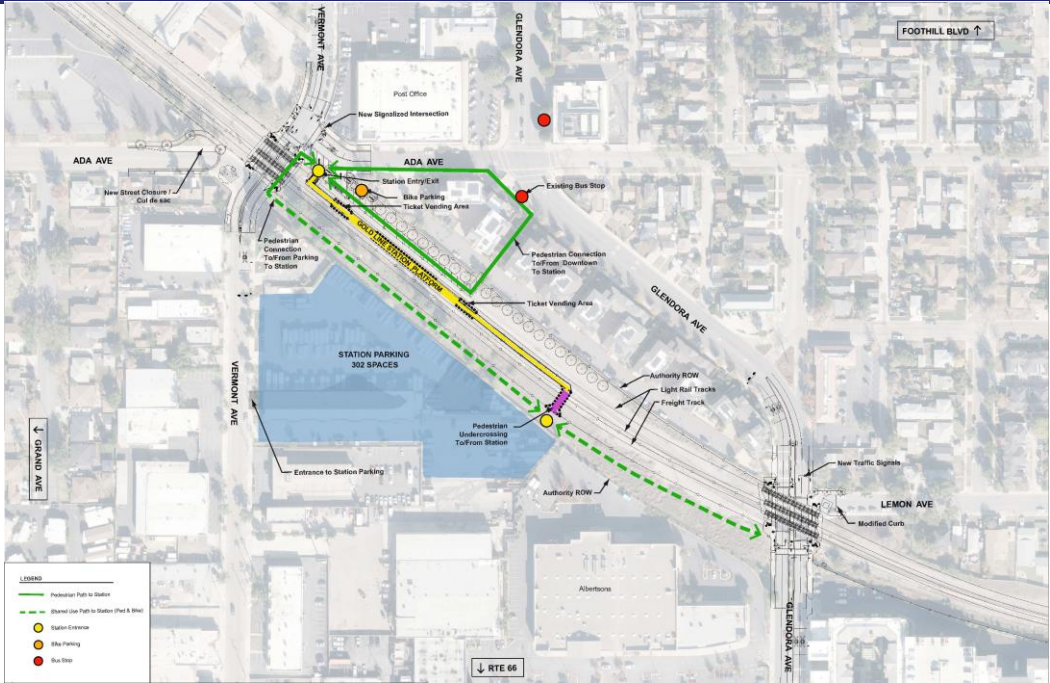
From Vision to Reality

The Foothill Gold Line Journey Began in 1990

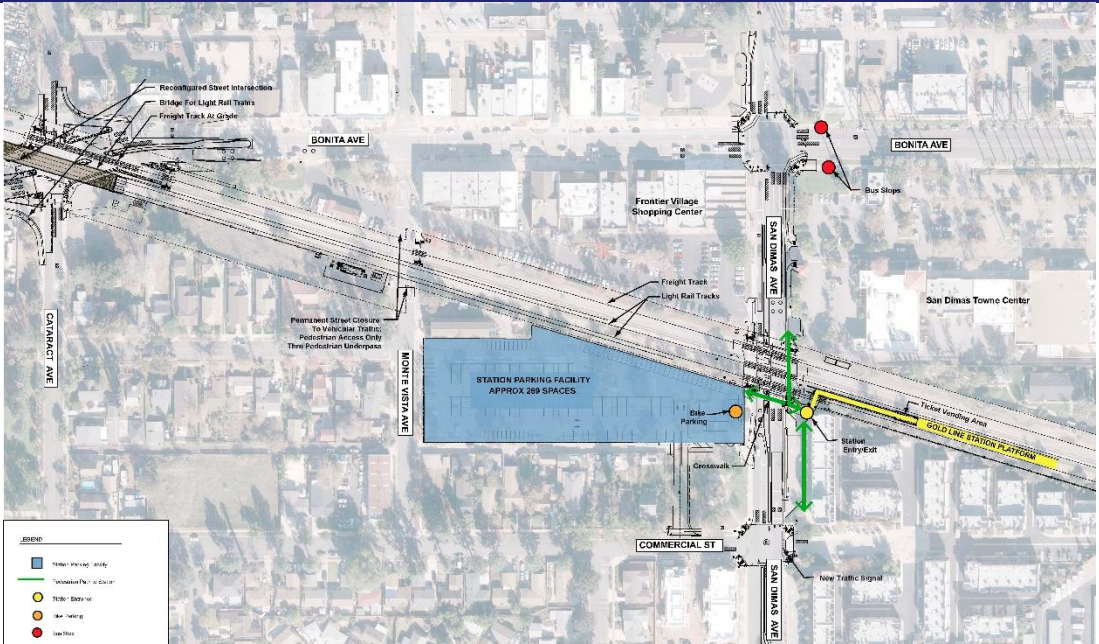
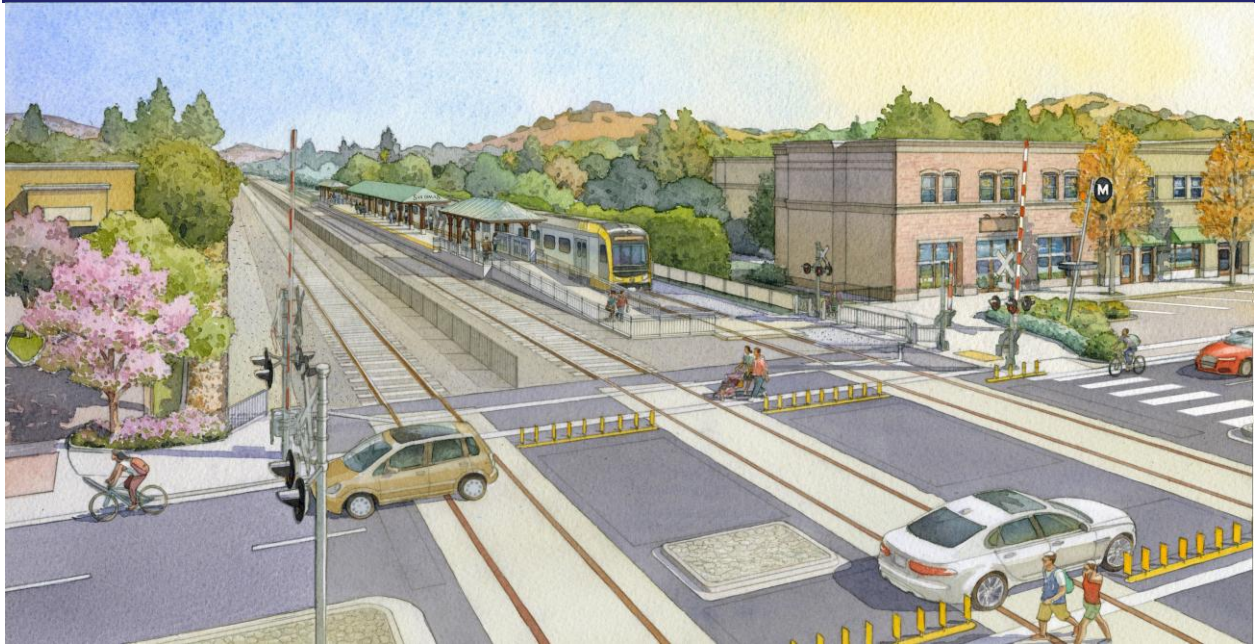


New Gold Line Stations

Glendora Station

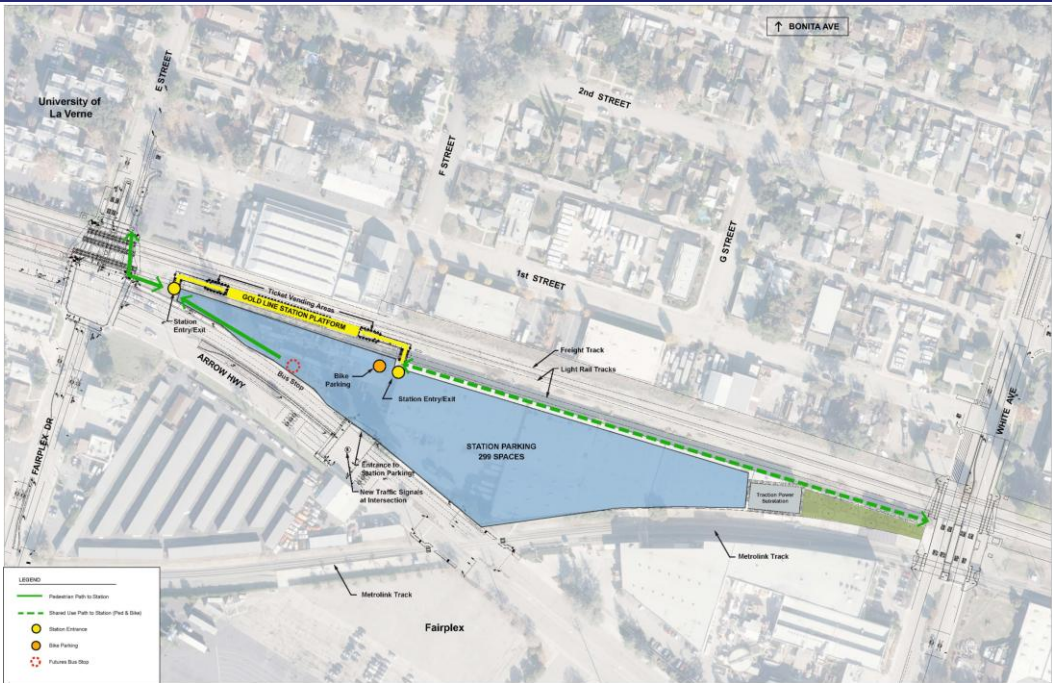


San Dimas Station

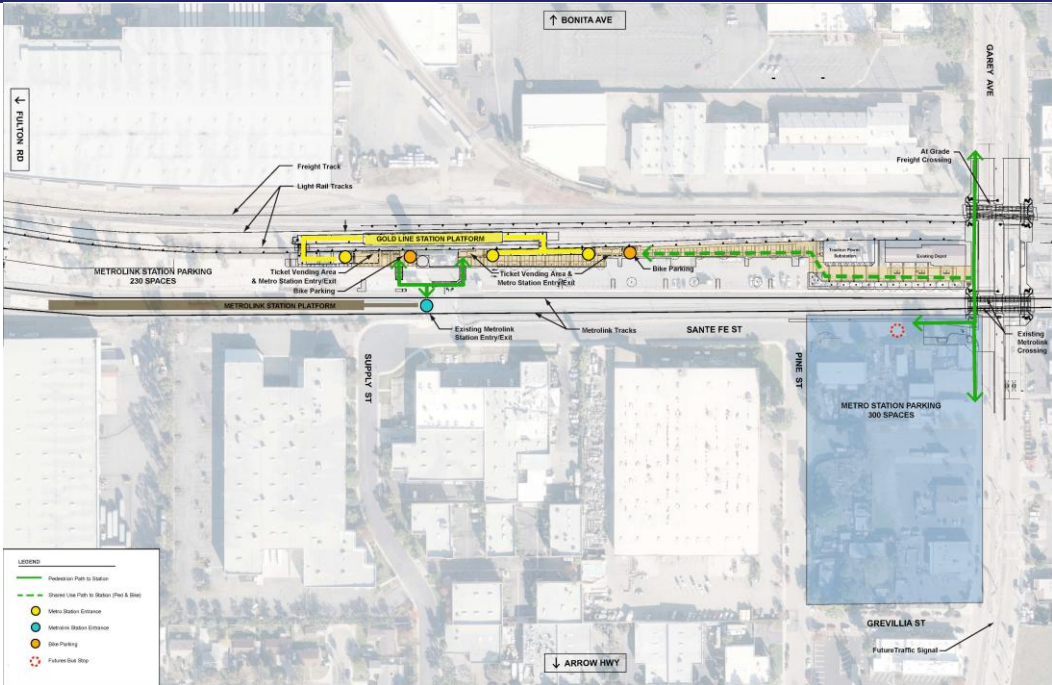


New Gold Line Stations

La Verne Station



Pomona Station



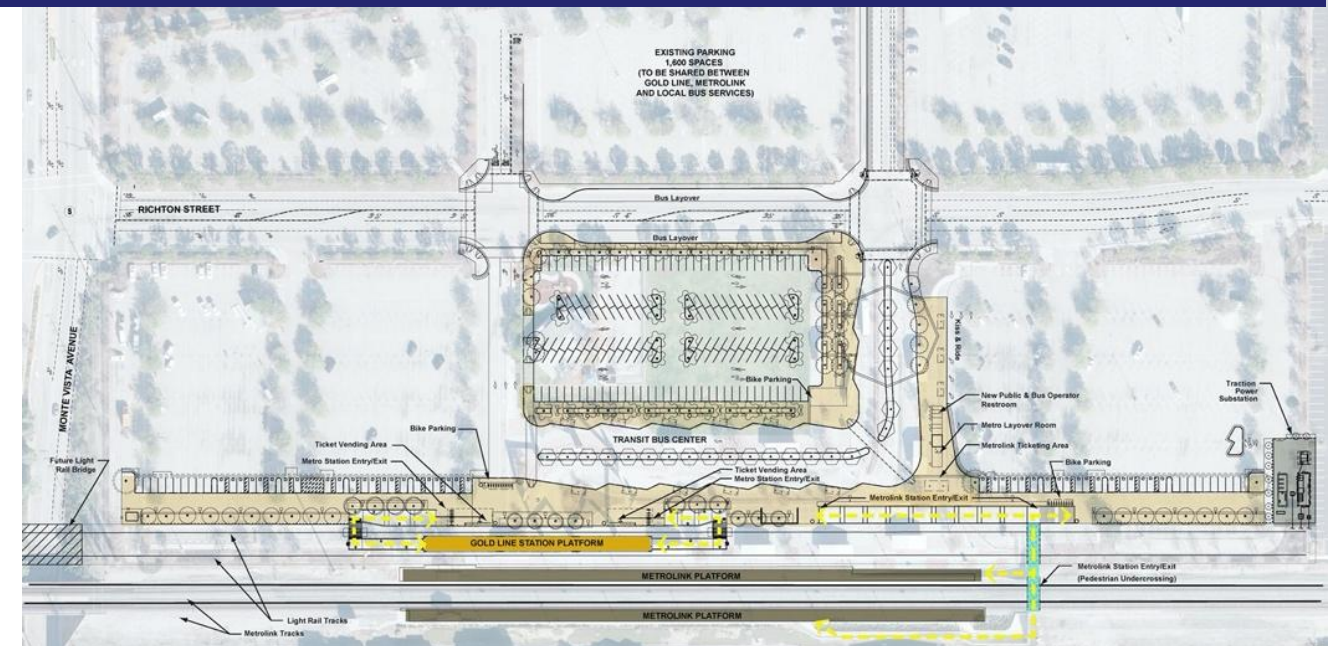
Foothill Gold Line

Future Stations

Claremont Station



Montclair Station





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.



Foothill Gold Line

Design-Build Contract Signed



The contract award was for 9-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

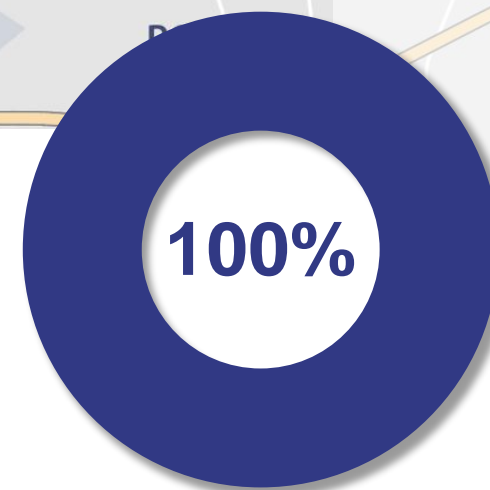
- 9.1 miles of light rail track (mostly at grade)
- Track is generally within existing, owned right of way
- Overhead electric wires above tracks power trains
- Rail corridor is 100% shared with BNSF (tracks are NOT shared)
- Four new stations (Glendora, San Dimas, La Verne, and Pomona)
- New Pomona 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



Glendora to Pomona Project Segment



The 9-mile, four-station Glendora to Pomona project segment began major construction in July 2020 and **reached substantial completion on January 3, 2025.** The project was completed on time and under budget and has now been transferred to Metro for final testing, certification and pre-revenue operations. The Authority will continue to support Metro as well as work to complete punch list items in 2025.



**Project Completion
(% Complete)**

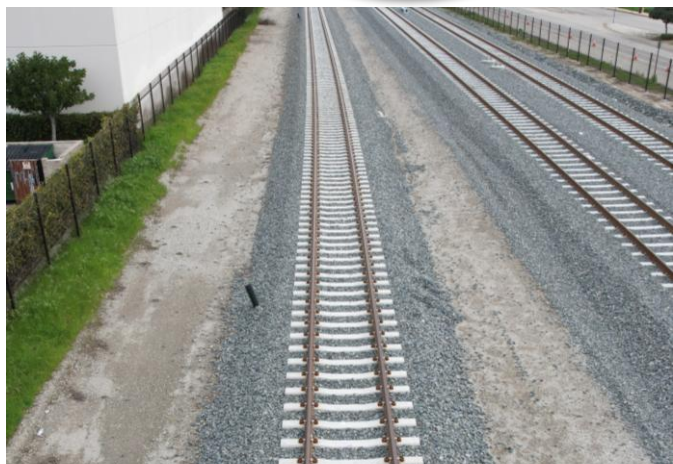


Foothill Gold Line

Construction Elements – All Complete

9.1 miles of Freight Track Relocated

100%



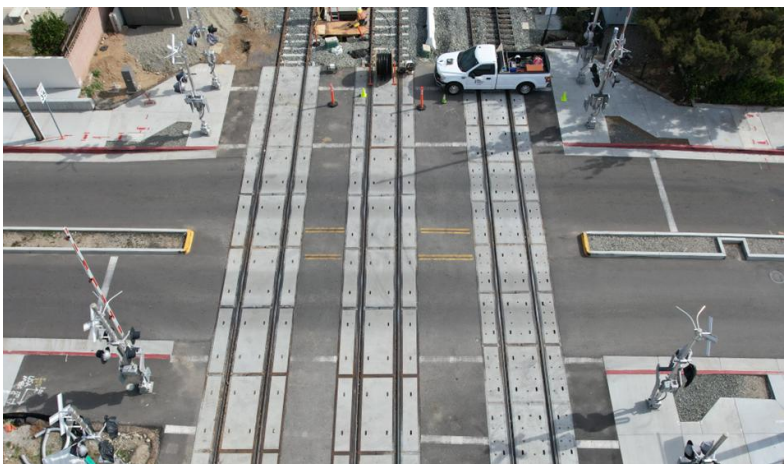
19 New or Renovated Bridges Complete

100%



21 At-Grade Crossings Reconstructed

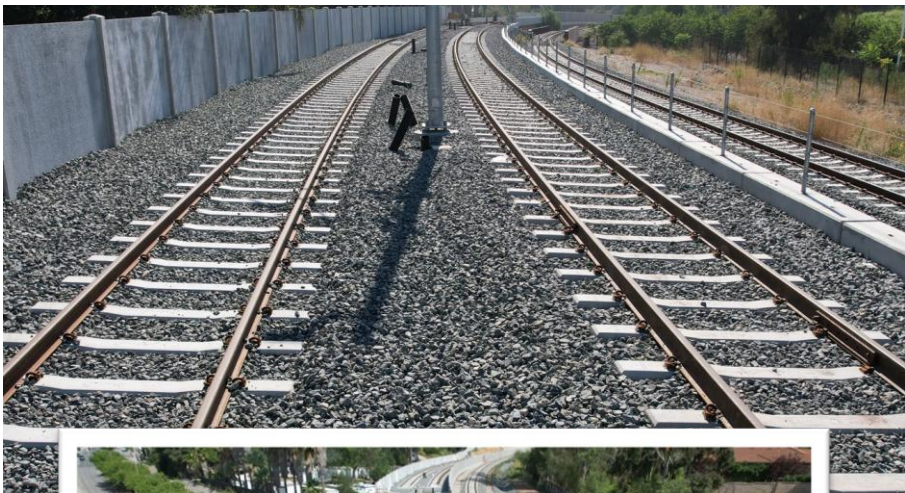
100%



Light Rail System – All Complete

9.1-miles of Light Rail Track
Installed

100%



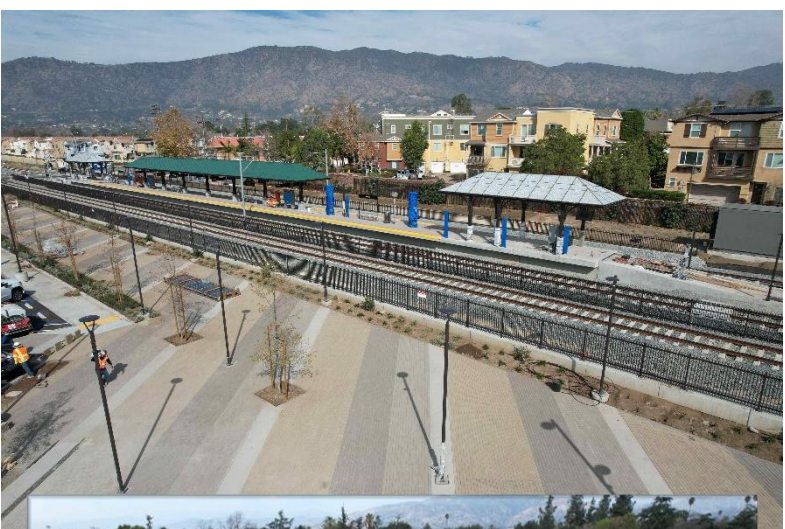
Light Rail Power and Train
Control Systems Installed

100%



Four More Stations
Complete

100%



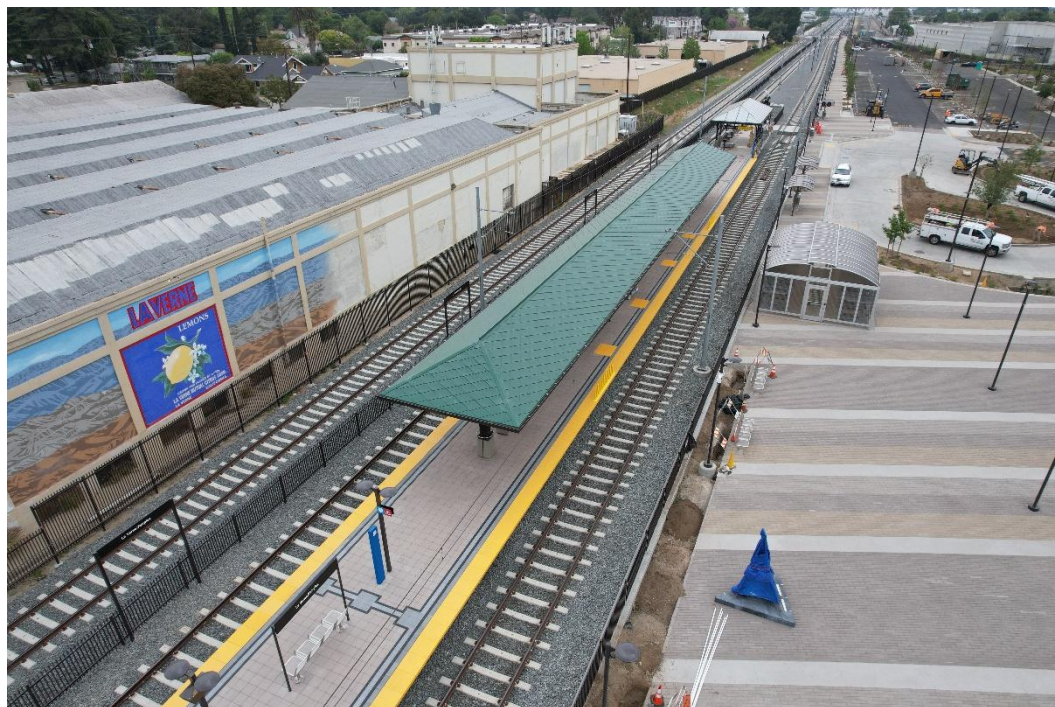
Four New Stations Complete



Glendora



San Dimas

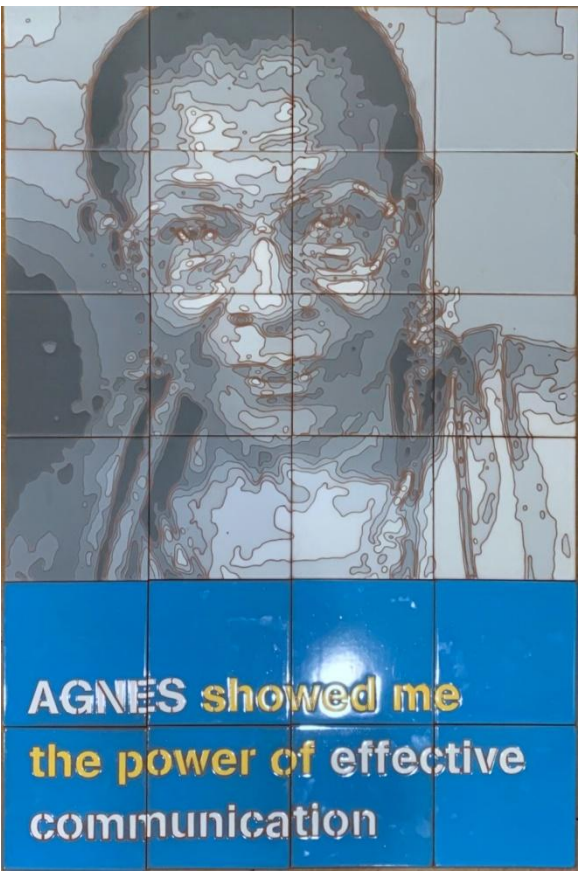


La Verne/Fairplex



Pomona North

Station Artwork





Project has Transitioned to Metro



- Project was transitioned to Metro in early February 2025; Construction Authority and KPJV support Metro in preparations for Revenue Operations
- Metro completed safety and hazard drills with local first responders
- Metro operators and service personnel are being trained and certified
- Metro will operate simulated revenue service in advance of Revenue Operations (expected to start in July)
- Metro will announce when passenger service will begin (expected in August)



Testing and Startup Schedule

Alignment LFAT Testing	Nov 2023 – Aug 2024	✓
Parking Lot LFAT Testing	June 2024 – Dec 2024	✓
SIT 1 Alignment and Parking	 LRV Arrived June 2024 – Dec 2024	✓
SIT 2 (Metro's Control Center)	Nov 2024 – June 2025	
Emergency Training and Drills	Mar 2024 – May 2025	✓
Substantial Completion	 Jan 2025	✓
Metro Pre-revenue and Startup Activities	Jan 2025 – ROD	





Video



Final Project Segment: Pomona to Montclair

Pomona to Montclair Project Segment



- The 3.3-mile, two-station Pomona to Montclair project segment is receiving \$798 million of new state funding for Los Angeles County. Metro approved a funding agreement amendment with the Construction Authority at their October 2024 board meeting.
- San Bernardino County is responsible for funding their portion of the project and has set aside \$80 million in state and local funding.
- These funds will be utilized for all project costs, including design, construction, administrative costs for Construction Authority and third-party coordination, purchasing light rail trains, etc.

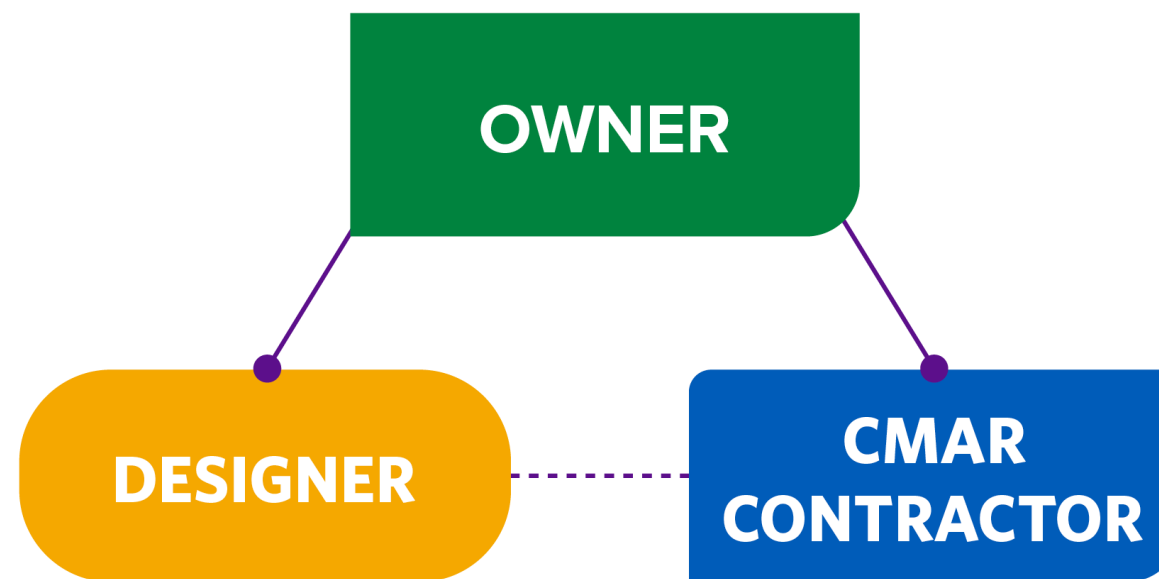
Design-Build Procurement Cancelled

	Highest Independent Cost Estimate	Kiewit's Initial Price (ref)	Kiewit's BAFO	Kiewit's BAFO Above ICE	Kiewit's Percentage Above ICE
L.A. County	\$553,339,522	\$830,729,000	\$823,342,327	\$270,002,805	49%
S.B. County	\$92,241,200	\$175,277,000	\$170,663,673	\$78,422,473	85%
TOTAL	\$645,580,722	\$1,006,006,000	\$994,006,000	\$348,425,278	54%

- In March 2025, the Authority board decided to cancel the design-build procurement and pursue a new path to deliver the Pomona to Montclair project using a Construction Manager at Risk (CMAR) delivery method, which will reduce project risk and allow project delivery as quickly as possible.
- The decision followed Kiewit's final bid price (received late February 2025) being deemed unreasonable according to accepted procurement guidelines and practice.
- The Construction Authority made several attempts to collaborate with design-builder (Kiewit) during the proposal and negotiation process to lower costs and find a path forward. The agency conducted discussions on numerous occasions, interacted via questions/requests and responses, and ultimately agreed to dozens of contract changes requested by Kiewit to reduce costs. Despite these shifts and cooperation, Kiewit's final bid was lowered by only \$12 million; remaining hundreds of millions of dollars above the agency's multiple independent cost estimates.



CMAR (Construction Manager at Risk)



- Owner hires designer
- At approximately 30% design, owner hires CMAR contractor (mainly on qualifications)
- Designer participates as member of the “CMAR Project Team” during pre-construction services
 - The CMAR Project Team consists of the owner, designer, CMAR contractor, and Independent Cost Estimator (ICE)
 - Designer retains primary role in design development





Project Scope Overview

Project Elements

- 3.3 miles of LRT at-grade track
- Track is generally within existing, owned right of way
- Overhead wires above tracks
- Corridor is 100% shared with BNSF and Metrolink*
- Two new stations; each with intermodal parking facilities shared with Metrolink
- Relocated Metrolink station in Claremont
- 5 at-grade (street level) roadway crossings (Metrolink at all five and light rail only at three);
- 5 New Bridges
- 3 Traction Power Supply Substations within or adjacent to the right of way, located 1.0 to 1.5 miles apart
- Pedestrian undercrossing at Claremont Metrolink station

* Both BNSF and Metrolink service must stay operational during construction; contractor will have to move the freight/Metrolink track first, before building the light rail tracks



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



Foothill Gold Line

Pomona to Montclair At-Grade Roadway Crossings

Towne Ave	Pomona
Cambridge Ave	Claremont
Indian Hill Boulevard	Claremont
College Ave	Claremont
Claremont Blvd	Claremont

- All project grade crossings (at grade and grade separated) have been approved by the CPUC
- SCRRA has requested no quad gates at freight/Metrolink-only crossings (where light rail trains cross on a bridge); no bridges are being built for Metrolink trains



New Structures

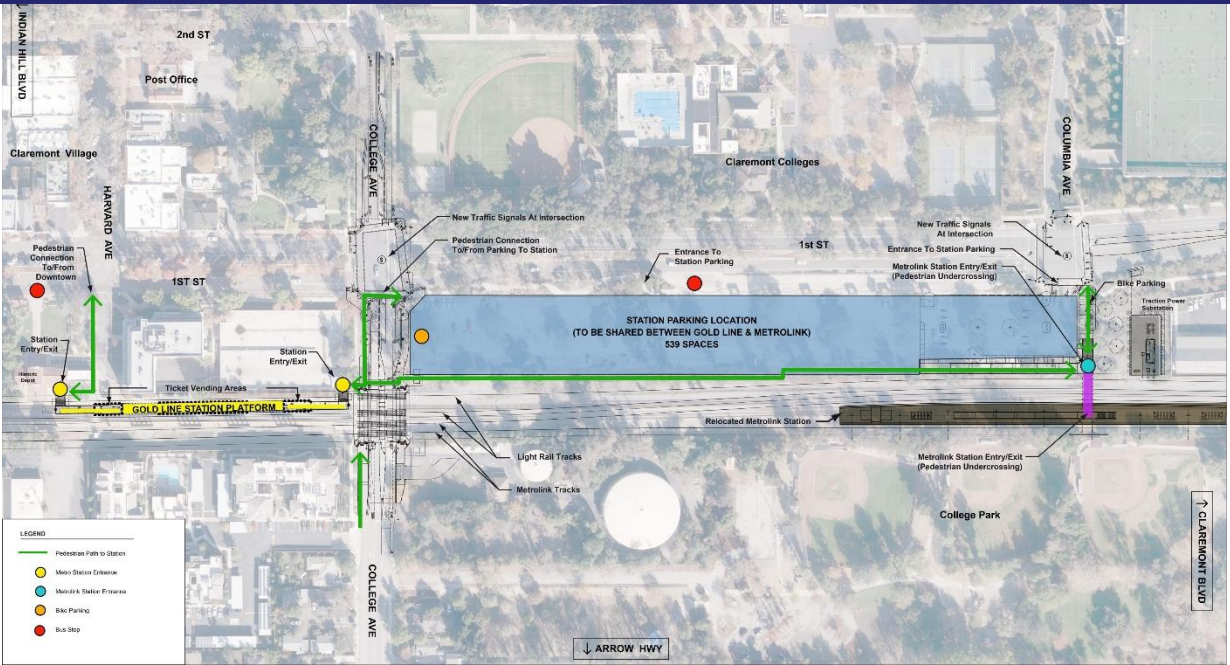
Major Structures	Minor Structures (washes & creeks)
<ul style="list-style-type: none">➤ Towne Avenue Flyover (LRT)➤ Garey Avenue Grade Separation (LRT)➤ Indian Hill Avenue Grade Separation (LRT)➤ Monte Vista Avenue Bridge (LRT) <p>NOTE: No Metrolink tracks will be grade separated as part of the project</p>	<ul style="list-style-type: none">➤ San Antonio Wash Channel Bridge (LRT)

- All bridge designs will be in accordance with applicable Governmental Rules/Agencies (Metro, SCRRA, Caltrans, City, Army Corp., AREMA)
- All project grade crossings (at grade and grade separated) have been approved by the CPUC

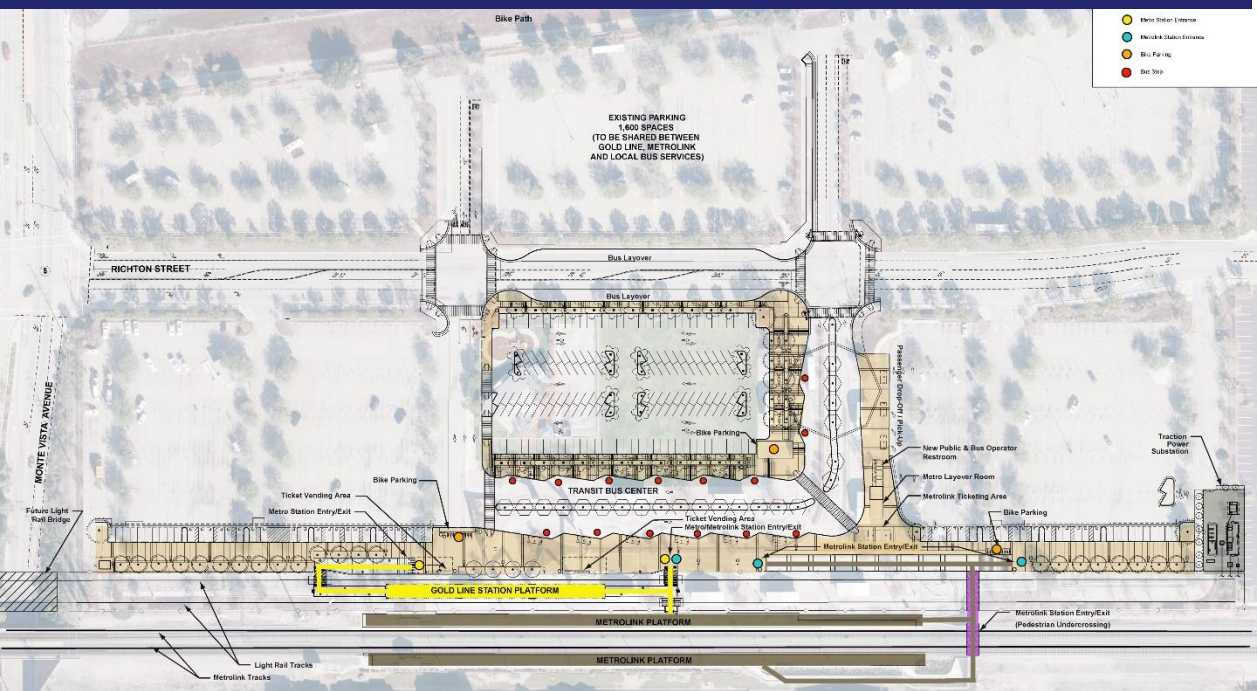


Two New Light Rail Stations

Claremont Station



Montclair Station



Foothill Gold Line

Multi-Modal Parking Facilities at Stations

Future Station	Parking Spaces
Claremont	539 (new structure, plus reconfigured surface lot) <i>Spaces Shared with Metrolink</i> <i>Bike Parking Spaces in Secure Shelter, plus bike racks</i>
Montclair	1,600 existing (existing surface lot) <i>Spaces Shared with Metrolink and Other Transit</i> <i>Bike Parking Spaces in Secure Shelter, plus bike racks</i>



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.



Coordination with Cities

City Involvement in Design & Construction

- City will be an active participant in all aspects of the design and construction of improvements within the City's public ROW
 - This includes improvements/facilities owned and operated by the City and other third parties when located in public ROW:
 - Utilities (sewer, water, electric, etc.)
 - Drainage
 - Roadway/Street Improvements
 - Traffic Signals



City Involvement with Designer & CMAR

- Design Phase
 - Monthly coordination meetings
 - Over-the-shoulder workshops
 - Review and approval of improvement plans, including 60%, 85% and 100% plan reviews.
 - Improvements in City's public right-of-way will be designed to comply with City Standards and Specs
 - Identification of Betterments
 - Planning of the Maintenance of Traffic for all street work
- Construction Phase
 - Semi-monthly coordination meetings
 - No fee permits
 - Traffic control plans
 - Shop Drawings
 - Inspections & pre-activity meetings
 - Notifications

During all phases of coordination, the Construction Authority will be present.





Community Outreach & Notification Program

Community Engagement

- Community Outreach has been on-going in Glendora to Montclair segment for more than a decade
 - Outreach - including information dissemination, community meetings, events and presentations to groups - have taken place at various times during the planning process:
 - Environmental (2004, 2010)
 - Station Art & Advanced Conceptual Engineering (2014/2015)
 - Measure M (Presentations in 2016)
- Community Outreach will intensify with project moving forward to design and construction



Project & Construction Safety Awareness

- Leading Up to Construction – Construction Authority
 - Community Open Houses and Presentations
 - Speakers Bureau and Newsletter Network – Cities, Local Business Organizations, Civic Organizations
 - Advertising through Local and Regional Media Outlets and USDs
 - Outreach during Community Events and at Activity Centers
- During Construction – Construction Authority & CMAR
 - Above activities continue, plus:
 - Construction Notices and Project Updates to Impacted Stakeholders
 - Public & School Safety Education Program
 - Elected Official Briefings and City Coordination Meetings
 - On-line Construction and Project Status Updates




Reaching Key Audiences

Stakeholders/Affected Groups	On-Line/ Direct			Meetings/ Events				Media			Information			
	Social Media Postings	Email Notices	Hand Delivered Notices	Stakeholder Events & Speakers Bureau	Online and Community Event Outreach	Monthly City Meeting	Community Walks, One-on-One Meetings	Media Information	Press Kit	Advertisements	Fact Sheets/Newsletter	Signs	Billboards	Information Hotline
Business Groups	X	X		X	X					X	X		X	X
Small Businesses (Store Fronts)	X	X	X	X	X		X			X	X	X	X	X
Large Business/ Manufacturing Facilities	X	X		X	X		X			X	X	X	X	X
City Officials	X	X		X	X	X							X	X
City Street Users	X	X			X		X			X	X	X	X	X
Emergency Responders	X	X				X	X					X		X
Faith Based Groups	X	X	X	X	X		X			X	X			X
Institutions/Schools	X	X	X	X	X		X			X	X	X		X
Media Outlets	X			X	X			X	X		X			X
Pedestrians												X	X	X
Residents	X	X	X		X		X			X	X	X	X	X
Residential/Community Organizations	X	X		X	X		X			X	X			X
Utility Owners	X	X		X		X	X				X			X



Information for Impacted Stakeholders

**Foothill Gold Line**

Construction Updates Past Construction Notices

Active and Upcoming Construction
Click city name to view city-specific activities on map.

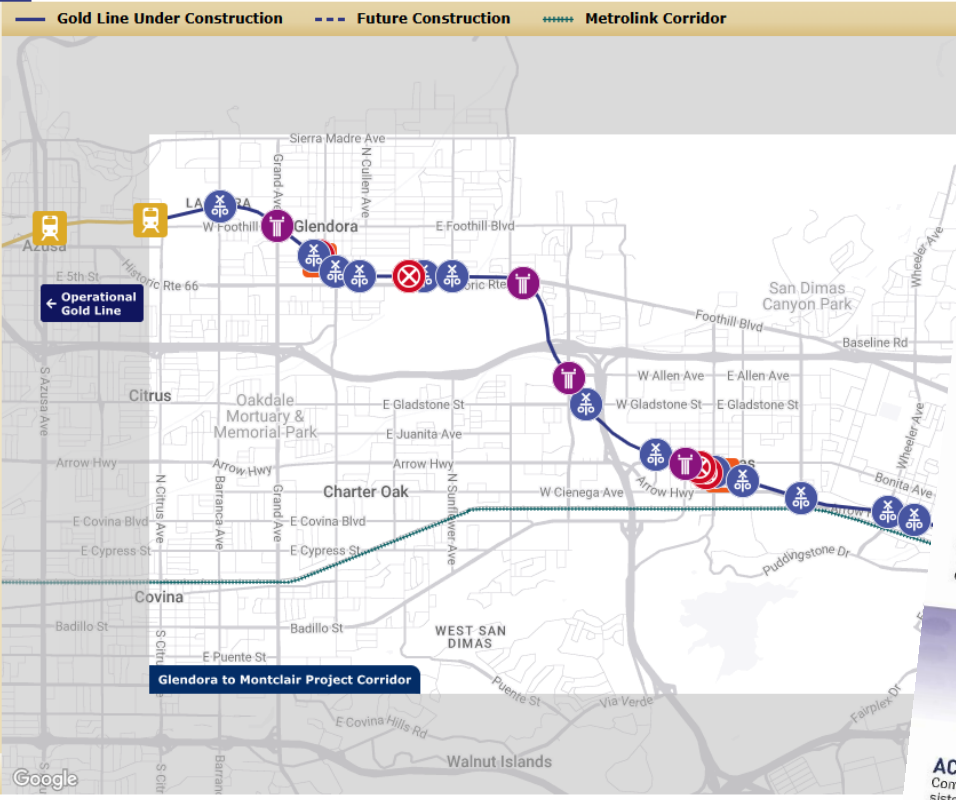
Glendora
FULL STREET CLOSURE OF ADA AVE. BETWEEN GLENDORA AVE. AND VERMONT AVE. IN GLENDORA (JUNE 2 – 4)
TRAINS RUNNING IN GLENDORA, SAN DIMAS, LA VERNE AND POMONA
VIDEO: GLENDORA TO POMONA PROJECT REACHES SUBSTANTIAL COMPLETION
PERMANENT STREET CLOSURE OF GLENWOOD AVE. AT RAILROAD CROSSING IN GLENDORA (BEGINNING JAN. 26)
MAY 2025 E-NEWS UPDATE
FOOTHILL GOLD LINE PROJECT UPDATE NEWSLETTER – Q1 2025: GLENDORA TO POMONA PROJECT REACHES SUBSTANTIAL COMPLETION
OVERVIEW: ROUTE 66 GOLD LINE BRIDGE (COMPLETED)
OVERVIEW: FOOTHILL BOULEVARD/GRAND AVENUE GOLD LINE BRIDGE (COMPLETED)

[View Past Construction Notices →](#)


Gold Line Under Construction

Future Construction

Metrolink Corridor



← Back to foothillgoldline.org

**Foothill Gold Line**

Sign Up for Construction Alerts: **Sign Up**

Map Key

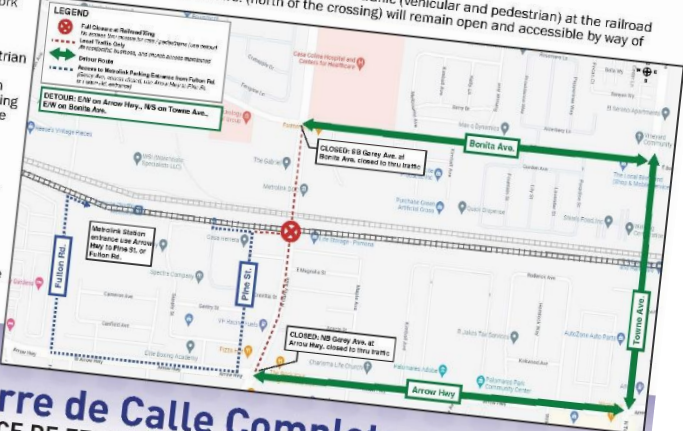
NOTICE: Full Street Closure
GAREY AVE. AT RAILROAD CROSSING NORTH OF ARROW HWY. (CITY OF POMONA)
FEBRUARY 1 - MARCH 17, 2023 (45 DAY FULL CLOSURE)

CONSTRUCTION ACTIVITY
As part of the 9.1-mile Foothill Gold Line light rail project, KPJV crews will be fully rebuilding the railroad crossing on Garey Ave. in the city of Pomona for the new light rail system. This work requires a full closure of Garey Ave. at the railroad crossing north of Arrow Hwy., beginning February 1st for approximately 45 days. During this closure, access to the Metrolink Pomona North Station will not be available from Garey Ave.; see map for alternative access routes.

WHEN
Beginning Wednesday, February 1st and continuing thru Friday, March 17th, Garey Ave. will be fully closed to all traffic (vehicular and pedestrian) at the railroad crossing (north of Arrow Hwy.) 24 hours a day. Arrow Hwy. (south of the crossing) and Bonita Ave. (north of the crossing) will remain open and accessible by way of detour routes, see map.
• Daily Work Hours: 6:00 AM - 11:00 PM. Overnight work and Sunday shifts may also be required.

TRAFFIC ADVISORIES
• Garey Ave. will be fully closed to vehicular and pedestrian traffic at the railroad crossing north of Arrow Hwy.
• Access to homes and businesses on Garey Ave. within the closure area north and south of the railroad crossing will be maintained at all times, as well as access to the Metrolink Pomona North Station from Arrow Hwy. and Fulton Rd. or Pine St.
• Bus stops may be temporarily relocated, for more information:
• Foothill Transit Bus: (800) RIDE-INFO / (800) 743-3463 or foothilltransit.org
• Metro Bus: (323) GO-METRO / (323) 466-3876 or metro.net

STAY SAFE
Please obey all posted construction signs and do not enter the construction work zone.



AVISO: Cierre de Calle Completo
GAREY AVE. EN EL CRUCE DE FERROVIARIO (CIUDAD DE POMONA)
1 DE FEBRERO - 17 DE MARZO DE 2023 (CIERRE COMPLETO DE 45 DÍAS)

ACTIVIDAD DE CONSTRUCCIÓN
Como parte del proyecto de tren ligero Foothill Gold Line de 9.1 millas, equipos de construcción de KPJV reconstruirán por completo el cruce ferroviario para el nuevo sistema de tren ligero en Garey Ave. en la ciudad de Pomona. Este trabajo requiere el cierre total de Garey Ave. en el cruce a partir del miércoles 1 de febrero a las 6:00 AM hasta el viernes 17 de marzo a las 11:00 PM. Durante este tiempo, el acceso a la estación Metrolink en Garey Ave. estará cerrado. Por favor vea el mapa para accesos alternativos.


CUANDO
A partir del miércoles 1 de febrero y hasta el viernes 17 de marzo, Garey Ave. estará completamente cerrado para todo tráfico ya sea vehicular y peatonal. Arrow Hwy. ubicado al sur del cruce al igual que Bonita Ave. ubicado al norte del cruce estarán abiertos y disponibles como rutas alternativas de desvío. Por favor refiérase a el mapa a continuación
• Horas de trabajo: Horas de Trabajo Diarias: 6:00 AM - 11:00 PM. También se puede requerir trabajo nocturno y turnos dominicales.

ADVERTENCIAS DE TRÁFICO
• Garey Ave. estará completamente cerrado al tráfico (vehicular y peatonal) en el cruce ferroviario.
• Acceso a hogares y negocios ubicadas sobre Garey Ave. dentro del área cerrada ya sea al norte y al sur del cruce ferroviario se mantendrá en todo momento.
• Las paradas de autobús pudieran ser reubicadas temporalmente, para más información:
• Autobús de Foothill Transit: (800) RIDE-INFO / (800) 743-3463 o foothilltransit.org
• Metro Bus: (323) GO-METRO / (323) 466-3876 o www.metro.net

TENGA CUIDADO
Obedezca todos los letreros de construcción publicados y no ingrese a la zona de construcción.

Project Construction Questions Hotline / Línea de preguntas sobre construcción: (626) 513-5788 Email / Correo electrónico: CommunityRelations@Kiewit-Parsons.com
General Project Questions / Preguntas generales sobre el proyecto: (626) 471-9050 Email / Correo electrónico: PublicAffairs@Foothillgoldline.org

Stay ahead of construction, sign up for alerts / Manténgase al día con la construcción, regístrese para recibir alertas: foothillgoldline.org

**Foothill Gold Line**

Developing Uniform Protocols

Extended Grade Crossing/Street Closures

- City Reviews:
 - Outreach plan - 4 weeks prior to work activity
 - Construction Notices - 10 days prior to work activity
- Notice Distribution to affected stakeholders - 1 week prior to work activity:
 - Radius of 500' from affected intersection and any other affected residences or businesses
 - USDs, Police & Fire Depts., bus service providers, major land users outside 500-foot radius that might be impacted (hospitals, major employment centers, universities, etc.)
- Media Advisory
 - Sent to media outlets for publication 3-5 days before closure
- City and Chamber Websites
 - City and Chamber to be provided notice for posting on website 1 week ahead of closure
- Street Signage/CMS Boards
 - Contractor will install signage to warn of impending closure
 - CMS boards - 2 weeks ahead of closure
 - Static/permanent signage if needed until street re-opens



Developing Uniform Protocols

Work within the Project ROW

- Before work begins, an advisory letter will be distributed, notifying of the construction activities and encouraging communication
 - A project sign will be placed at grade crossings with contact information
 - Direct notification will occur to impacted neighbors when impacts go beyond what would normally be expected
- Construction Notices provided for city review 10 days prior to work
- Construction Notice distributed to impacted neighbors at least 3 days prior

Work on City Streets (not including grade crossing closures) – Such as: Lane closures that impact multiple days or multiple lanes

- Construction notices provided for city review 10 days prior
- Construction Notices distributed to public at least 3 days prior
- Street Signage will be coordinated by contractor's MOT group

Other considerations and needs

- Contact for complaints is Contractor and Construction Authority
- Construction Notices will be in English (Spanish, if requested by city)





Upcoming Contracts

Design: Scope of Work Highlights

- Consists of design of all project elements
- Authority has advanced design to 30% level (60% for street improvements, freight bridges, and portions of the Metrolink corridor)
- 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
 - Two light rail at-grade passenger stations including all station elements and a relocation of the Claremont Metrolink station
 - Parking structure in Claremont and modifications to Montclair TransCenter
 - Traction electrification system including TPSS and OCS
 - Grade crossings and roadway/traffic signal improvements
 - Landscaping and art elements



CMAR: Scope of Work Highlights

- Main responsibilities of CMAR during Design Phase
 - Constructability reviews
 - Value Engineering
 - Schedule development
 - Cost estimating
 - Stakeholder coordination
 - Other “soft” services

NOTE: CMAR to provide project cost estimates at 60% and 85% (Guaranteed Maximum Price (GMP)) – goal is to design project to budget

- If GMP acceptable, construction services contract will be negotiated for 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, Cities, Caltrans, and others



Expected Project Delivery Schedule*

Activity	Timing
RFP for Designer	June 2025
RFP for CMAR	September 2025
Designer Contract Award	October 2025
CMAR Contract Award	February 2026
Minor Construction Projects Begin	December 2026
CMAR Bids w/ Guaranteed Maximum Price (GMP typically at 80-90% Design)	August 2027
Design Complete (100%)	October 2027
<i>If Required</i> , Bid 100% Design	December 2027
Project Complete (if CMAR bid was ok)	June 2031

*Preliminary draft schedule; subject to revision





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