



Foothill Gold Line

May 5, 2025

Foothill Gold Line's 25-Stations are Nearly Complete



The final Foothill Gold Line Phase from Glendora to Montclair is being built in two segments – Glendora to Pomona & Pomona to Montclair.

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.

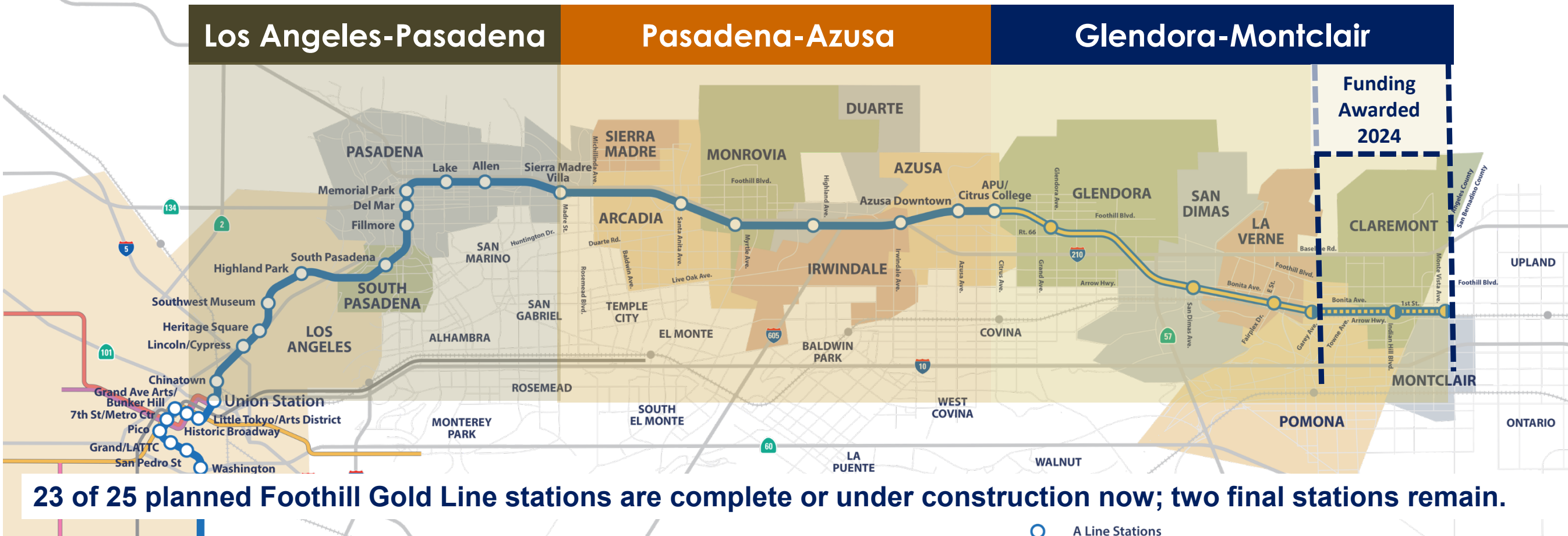
Construction Authority

- Construction Authority is a separate agency from LA Metro created by state legislation in 1998 to plan, design and build the Foothill Gold Line light rail system (now part of the Metro A 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



Foothill Gold Line

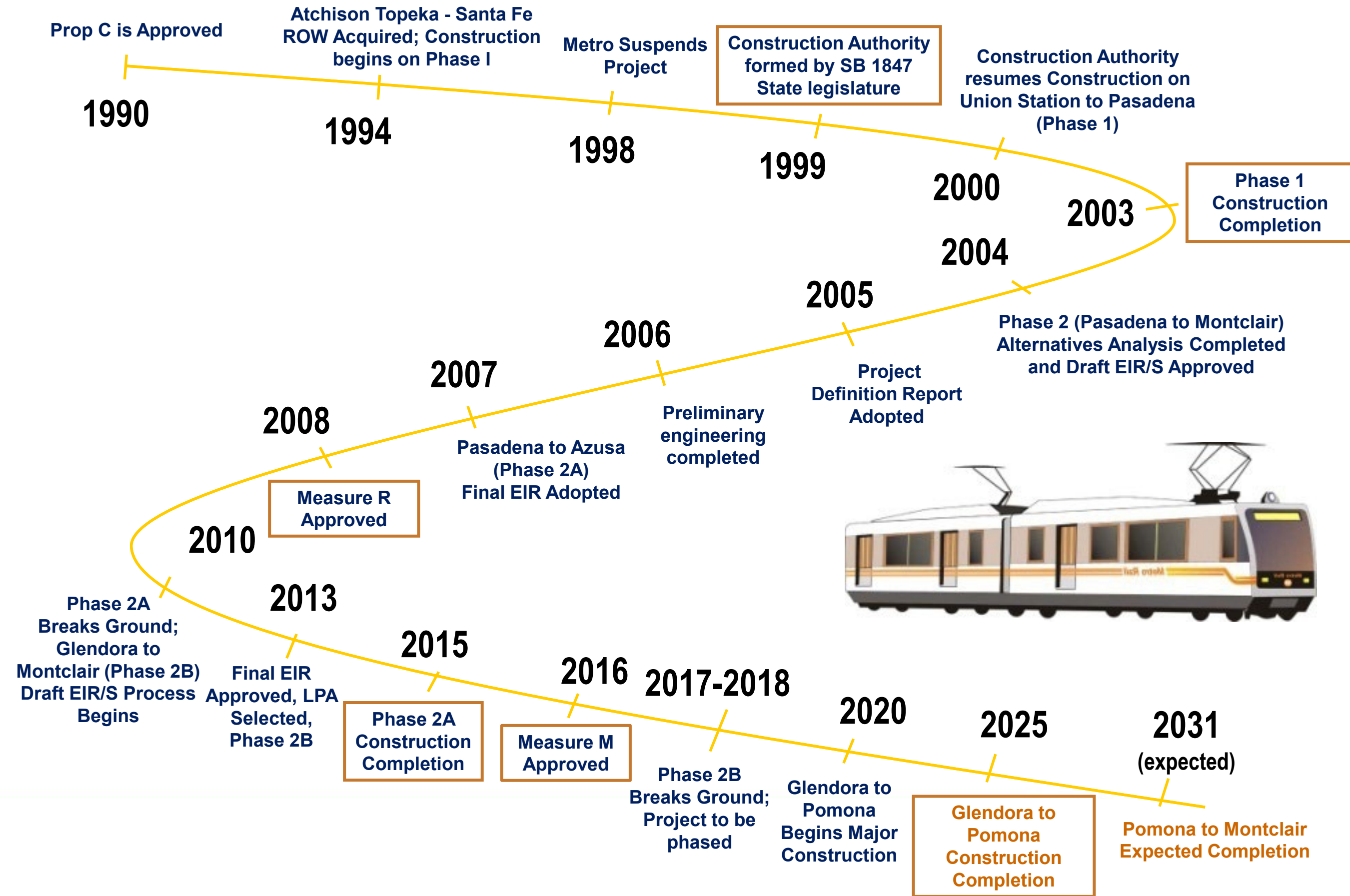
Gold Line's 4 Phases = \$4 Billion Investment



23 of 25 planned Foothill Gold Line stations are complete or under construction now; two final stations remain.

- 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)
 - 9.1 Miles, 4 Cities, 4 Stations
- Pomona to Montclair – Final Project Segment (Funding Awarded 2024/Procurement Underway)
 - 3.2 Miles, 3 Cities, 2 Counties, 2 Stations

The Foothill Gold Line Journey Began in 1990



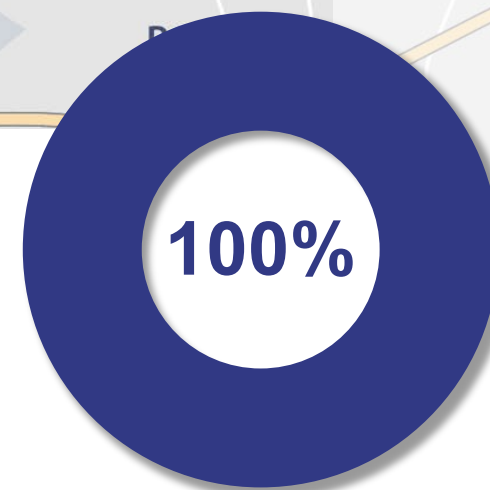


Glendora to Pomona Segment Project

Glendora to Pomona Project Segment



The 9.1-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

Four More Stations Complete



Glendora



San Dimas



La Verne/Fairplex



Pomona North



Foothill Gold Line



Final Project Segment: Pomona to Montclair

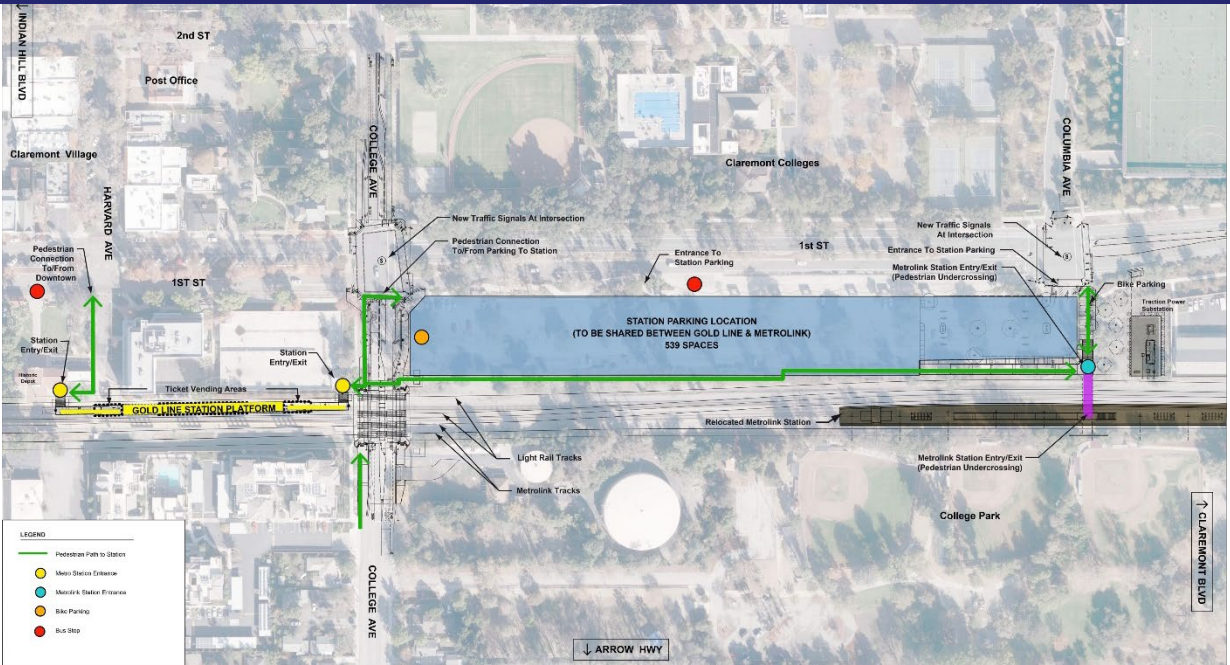
Pomona to Montclair Project Segment



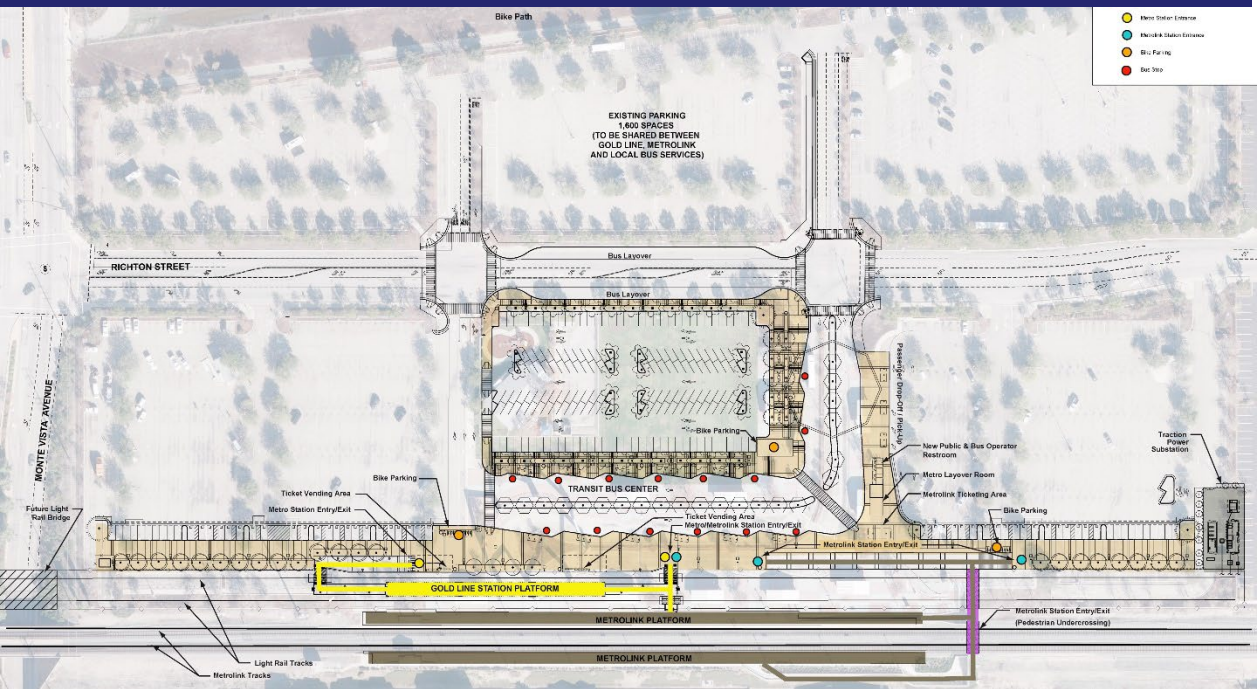
- The 3.2-mile, two-station Pomona to Montclair project segment is receiving \$798 million of new state funding for Los Angeles County. Metro approved a funding agreement amendment with the Construction Authority at their October 2024 board meeting.
- San Bernardino County is responsible for funding their portion of the project and has set aside \$80 million in state and local funding.

Pomona to Montclair Project Segment Stations

Claremont Station



Montclair Station



Foothill Gold Line

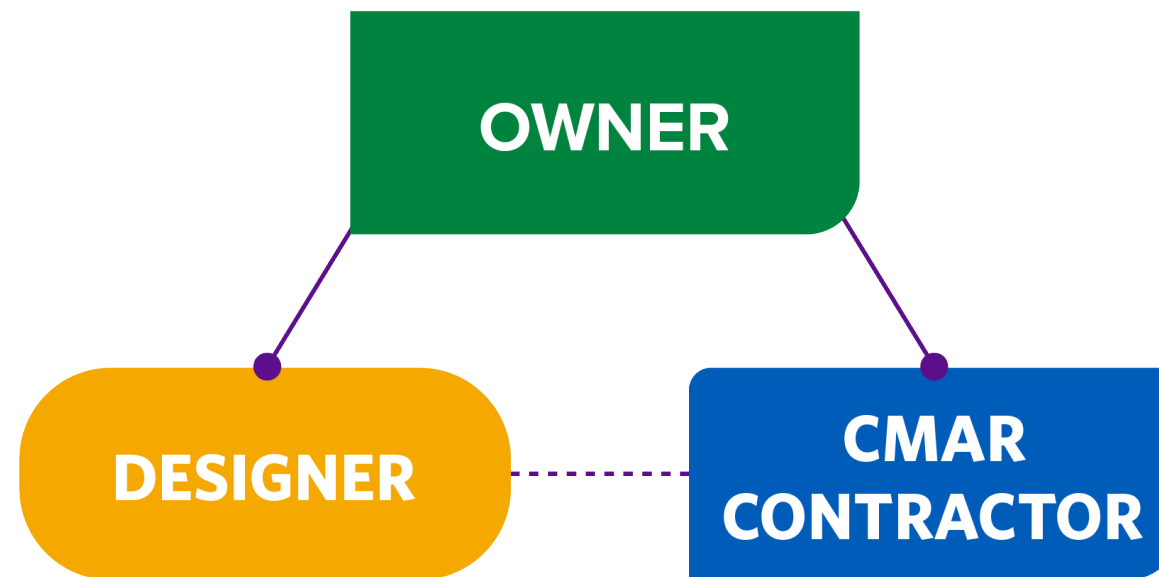
Design-Build Procurement Cancelled

	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



Anticipated Project Schedule



- Construction Authority is pivoting delivery method for the Pomona to Montclair project segment after design-build contractor’s bid was not accepted in March 2025.
- Agency is starting a new procurement using Construction Manager at Risk delivery method.
- The procurement process will be underway starting in June 2025 with the design contractor expected to be hired in October 2025 and the CMAR expected to be hired in February 2026.
- CMAR will provide Guaranteed Maximum Price in about June 2027 (once design has reached 80-90%).
- New plan results in 10 to 12-month delay in project delivery from original procurement plan.
- Authority is already hearing significant interest from the contracting community and agency is hopeful that new plan will allow for more robust competition.



AGENDA
Transit Committee Meeting

April 10, 2025

9:00 AM

Location

San Bernardino County Transportation Authority

First Floor Lobby Board Room
1170 W. 3rd Street, San Bernardino, CA 92410

8. Gold Line to Montclair Project Update

That the Transit Committee recommend the Board, acting as the San Bernardino County Transportation Authority (SBCTA):

A. Receive an update on the Gold Line to Montclair Project and provide direction as appropriate.

B. Consider reallocating \$37,199,643 of SBCTA funds to other SBCTA-funded operations and project needs and discontinuing a fund reserve for future operations.

Presenter: Victor Lopez

This item is not scheduled for review by any other policy committee or technical advisory committee.

- SBCTA Transit Committee met in April 2025 to discuss discontinuing and reallocating fund reserve being held by SB County for the project.
- Item will return to committee in June for further discussion.
- SBCTA, Construction Authority and Metro are meeting on May 12 to discuss SBCTA's concerns.
- Funding needs for the project will be known when CMAR provides Guaranteed Maximum Price at 80%-90% design (expected in June 2027).
- The Construction Authority will share updated estimates with SBCTA as CMAR process moves forward.





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