



Foothill Gold Line

Project Briefing, September 13, 2016

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
- Board of directors receives feedback from all corridor cities through JPA and TAC
- 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



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Grassroots Approach

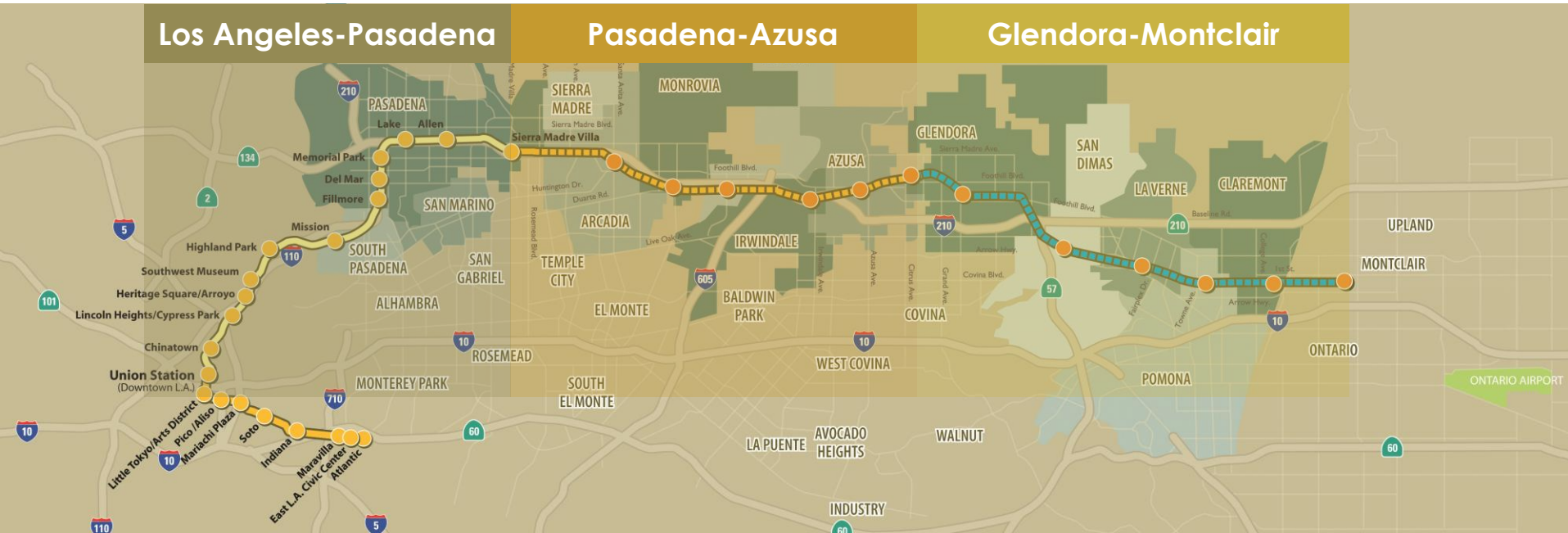


- Work closely with corridor cities throughout planning, design and construction
- JPA & TAC - Governance Structure includes Representation by All Corridor Cities
 - Elected Officials – Joint Powers Authority
 - City Staff – Technical Advisory Committee

Part of Growing Rail Network



3 Segments - Planning/Construction



- Los Angeles to Pasadena
 - 13.7 Miles, 3 Cities, 13 Stations
- Pasadena to Azusa Extension
 - 11.5 Miles, 5 Cities, 6 Stations
- Glendora to Montclair Extension
 - 12.3 Miles, 6 Stations



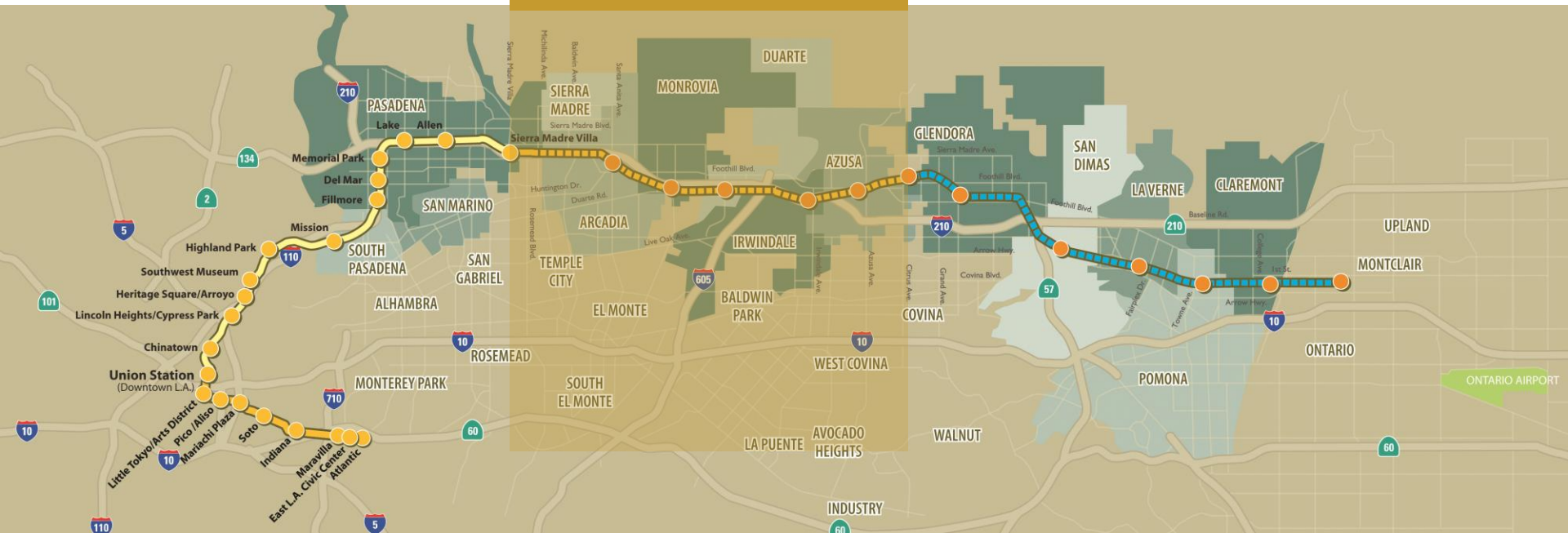


Pasadena to Azusa

Segment Update

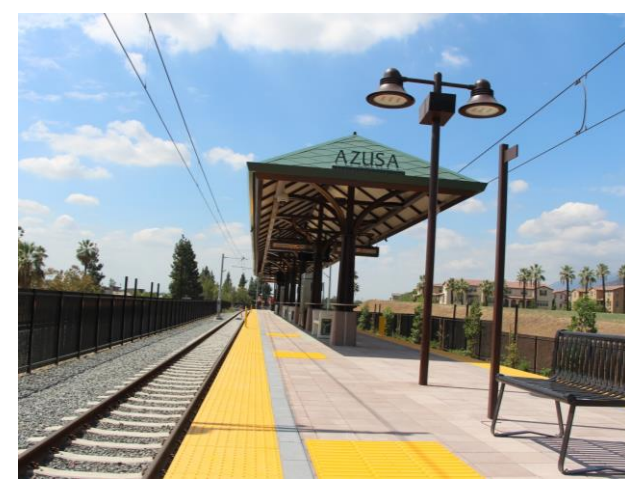
Pasadena to Azusa: On Time; On Budget

Pasadena-Azusa



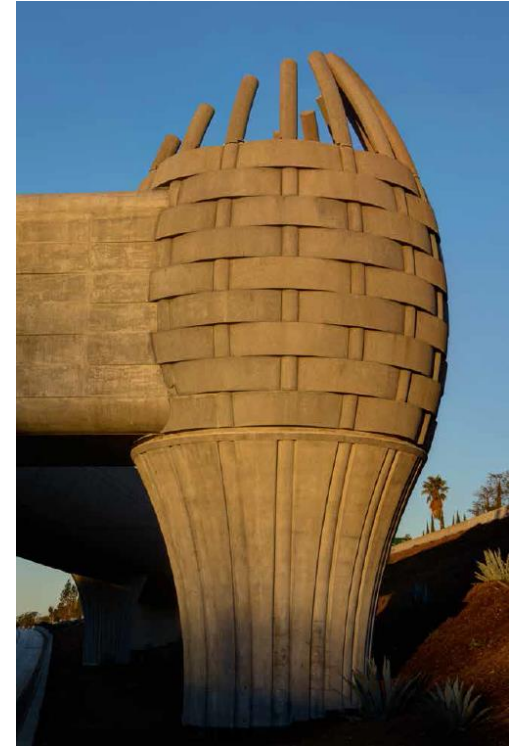
Foothill Gold Line

Six New Gold Line Stations



All stations have parking

Foothill Gold Line Bridge



Operations Campus, Monrovia



Main Shop Building
Certified LEED Gold
by U.S. Green
Building Council



Foothill Gold Line

Station Artwork



Art-tour.foothillgoldline.org

Station Artwork



Art-tour.foothillgoldline.org



Foothill Gold Line

Passenger Service Began March 5, 2016



- Ridership is up by more than 9,000 boardings on weekdays
 - now about 50,000 boardings/weekday
 - Metro has expanded service, now every 7 minutes during peak
- Most riders are new to the Metro system and are traveling to Pasadena
- Nearly all riders are getting out of their cars



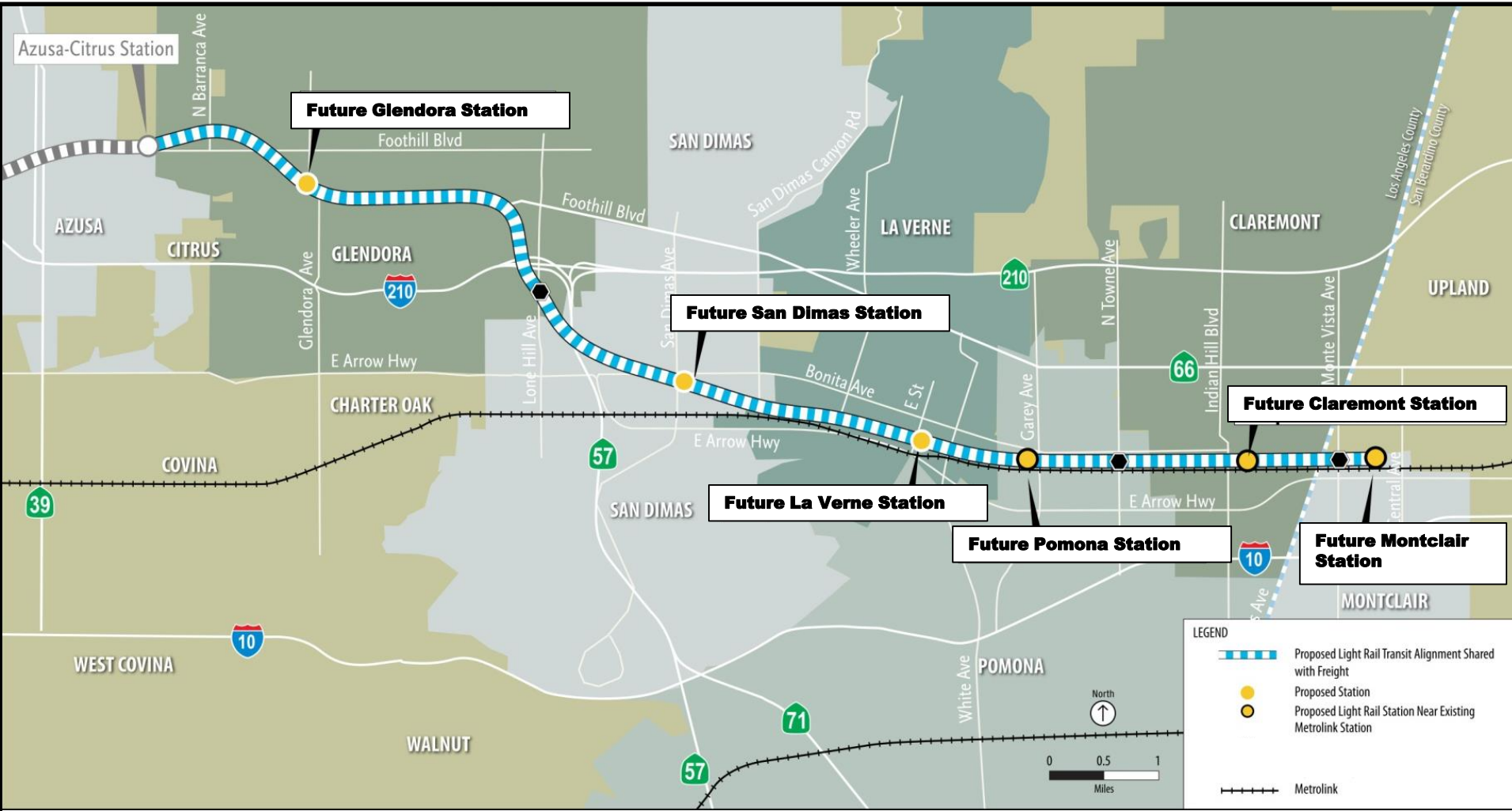
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Glendora to Montclair

Future Segment Update

Six Future Stations; Six Cities



Project Elements

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

6 Stations:

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



Project Elements

- More than two dozen at-grade (street-level) crossings



- 11 Traction Power Supply Substations within or adjacent to the right of way located 1.0 to 1.5 miles apart

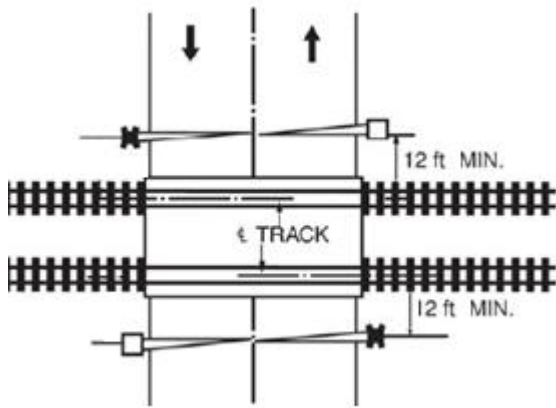
- Grade-separated street crossings
 - Lone Hill Ave, Glendora
 - Towne Ave, Pomona
 - Garey Ave, Pomona
 - Monte Vista Ave, Montclair
 - Route 66, Glendora

Optional:

- Grand Ave, Glendora

At-Grade Crossings - Vehicles

Typical At-Grade
Crossing
Configuration



Gold Line trains will cross streets at street level (at-grade)

- Two dozen at-grade crossings
- All at-grade crossings will be approved by CPUC

Equipment Prevents Vehicle "Drive-Arounds":

- Exit Gates (Quad Gates)
- Train-Coming-LED signals
- Raised Medians



At-Grade Crossings - Pedestrians



Pedestrian Warning Devices:

- Pedestrian Gates (Physical Barrier), Swing Gates, Bells
- ADA approved Tactile strips, Signs



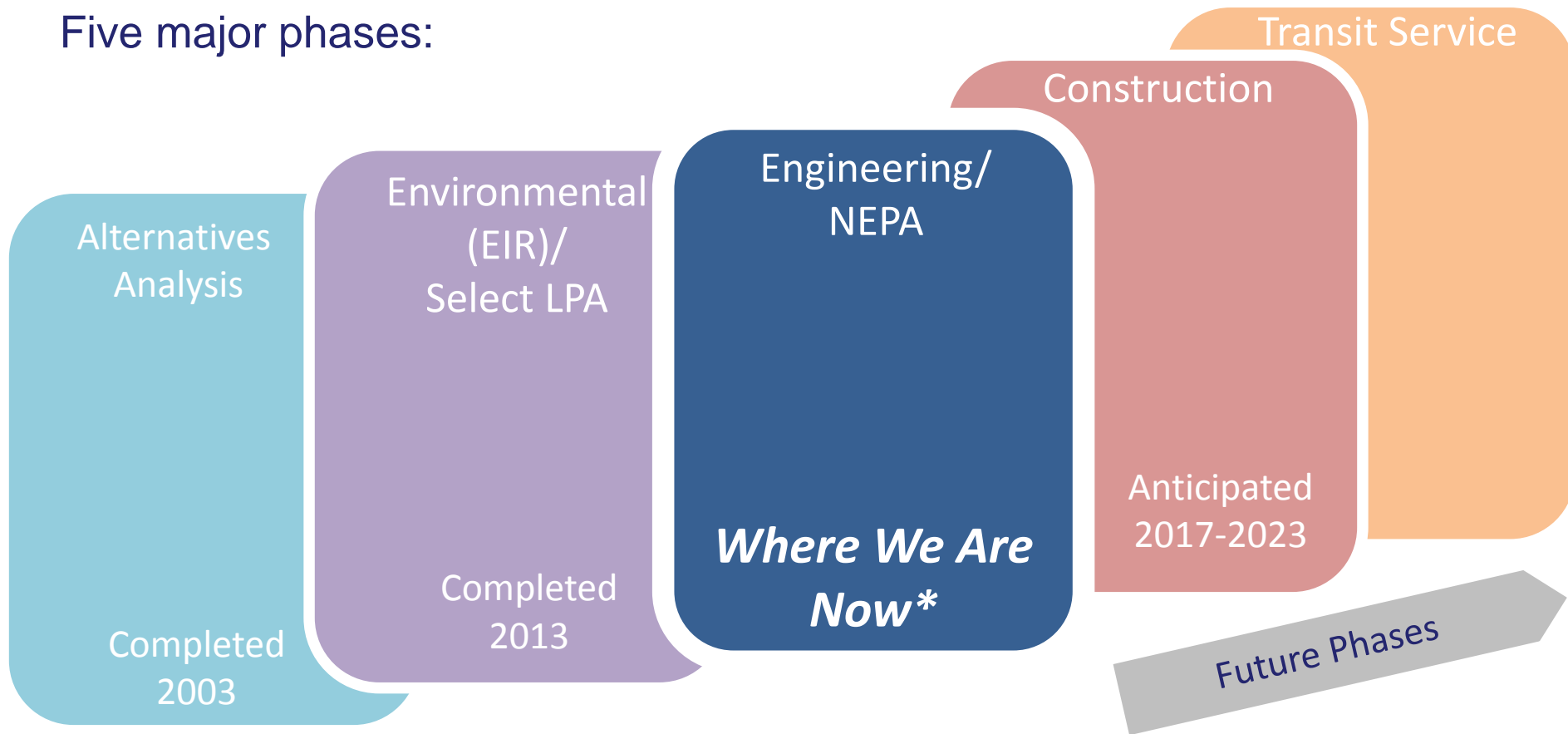
Parking Planned at All Future Stations

Future Station	Parking Spaces
Glendora	400 (new structure)
San Dimas	450 (new structure)
La Verne	600 (new structure)
Pomona	750 (new structure) + 250 existing
Claremont	700 + 400 existing (new structure)
Montclair	1,600 existing (surface lot)



Project Development Process

Five major phases:



Approved funding agreement with Metro allows nearly \$70 million of Measure R funding for advancing design and additional environmental work



Foothill Gold Line

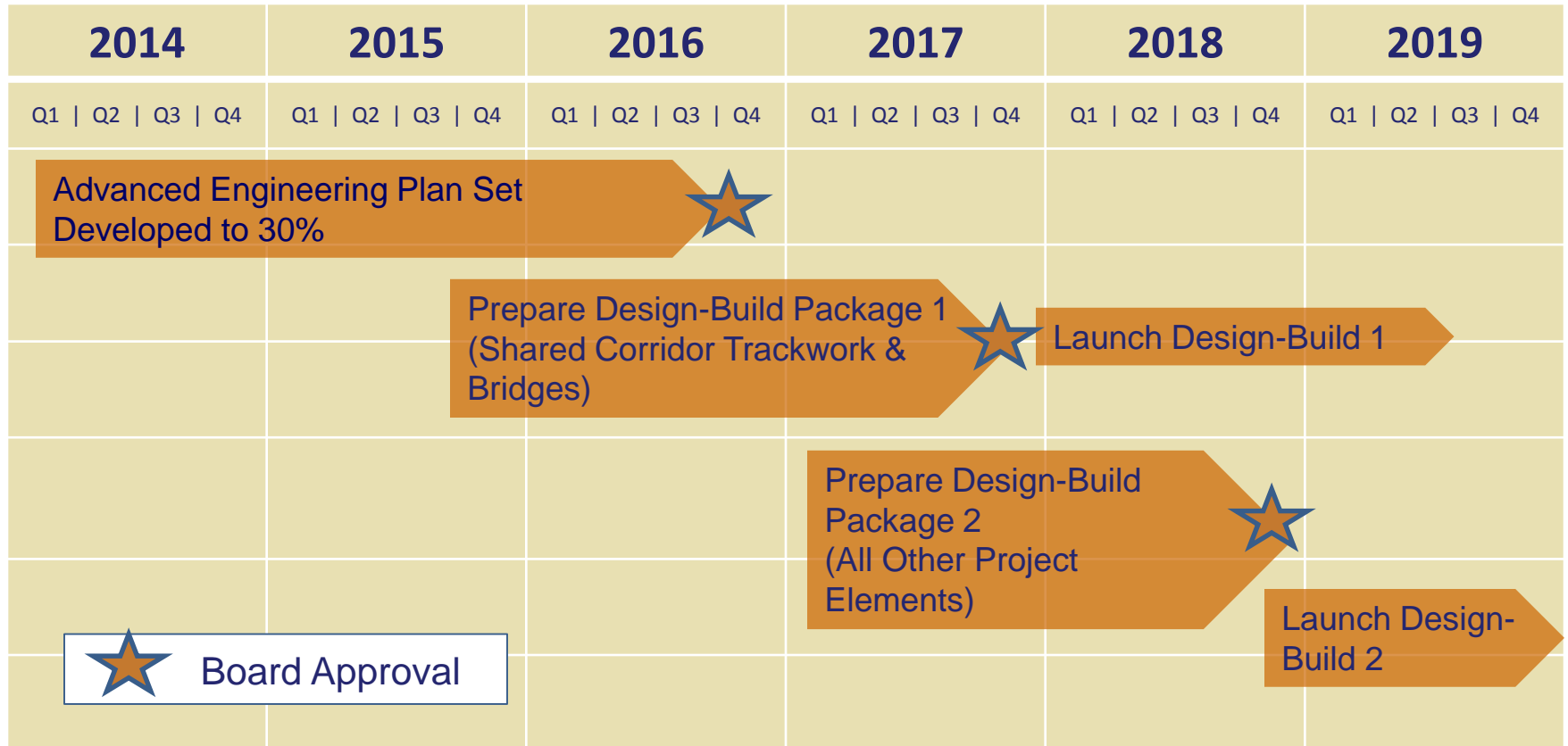
Project Readiness

- ✓ Alternatives Analysis Complete
- ✓ Locally Preferred Alternative Selected
 - Alignment
 - Station and Parking Locations
- ✓ Environmentally Cleared (CEQA)
- ✓ Right of Way Purchased
- ✓ Station Artists/Concepts Selected
- ✓ Political and Community Support for LPA
- ✓ Advanced Conceptual Engineering/Design Funding Approved
 - Advanced Conceptual Engineering Underway
 - City Coordination Underway
 - Station Artist Design Effort Underway



Glendora to Montclair Work Plan

Substantial Completion 2023-24



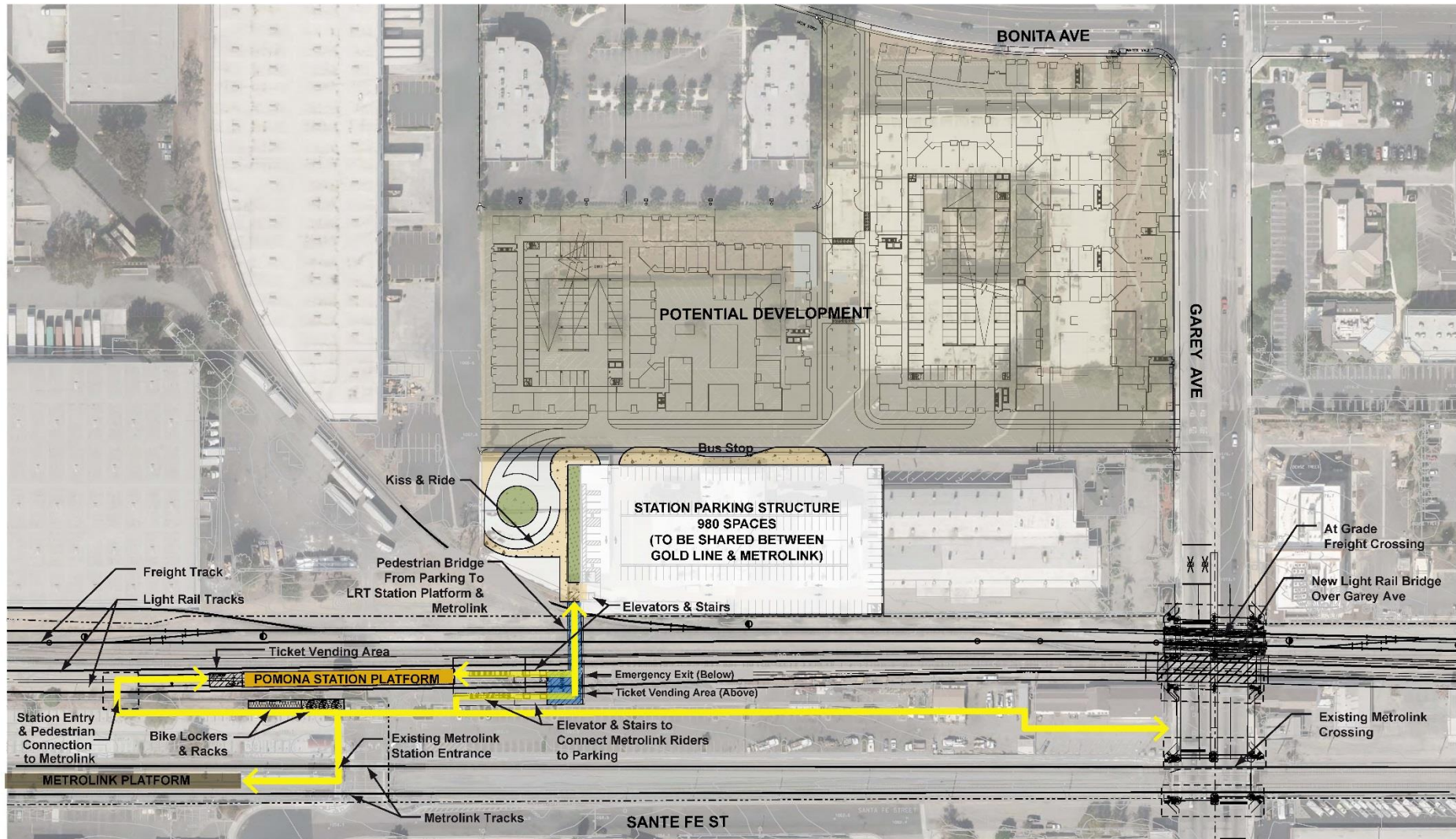
Schedule assumes construction funding available in 2017 if approved in proposed 2016 Los Angeles County Tax Measure; Draft LRTP says 2019





Pomona Station and Art

Future Pomona Station



Advanced Conceptual Engineering - September 2016



Foothill Gold Line

Pomona Station Artist – Stephen Farley



Resume Highlights:

Selected by city to be station artist in 2007

A native of the Pomona Valley, Stephen is an accomplished artist based in Tucson, Arizona.

He has an extensive resume of community-based public art projects across the U.S. including art for the two main light rail stations in Downtown Phoenix.

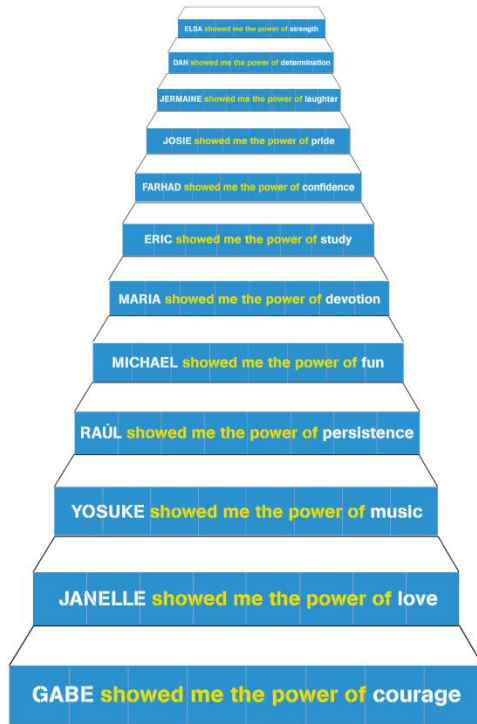
He invented a new process for translating photographs to ceramic tile called Tilography.

Stephen graduated from Williams College in Williamstown, Massachusetts with a B.A. in political science. He studied abroad his junior year at the American University in Cairo, Egypt.



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Pomona Station – Art Concept



Stephen plans to honor several Pomona citizens through his art. With the help of various community youth programs and a general public call to all Pomona residents through a website, public meetings and media outreach, people will be asked to submit a photo of the resident who inspired them and to share the story.

Those selected will be featured on glazed tiles, using the Tilography process that will be positioned on both sides of the station railings.

Stairs connecting the platform to the parking structure will include quotes taken during the community outreach process for the Hall of Gratitude project.





Funding Update

Measure Expenditure Plan

Los Angeles County Transportation Expenditure Plan

(2015 \$ in thousands)

ATTACHMENT A

Groundbreaking Sequence
(Exceptions Noted)

For Reference Only	Project (Final Project to be Defined by the Environmental Process)	Notes	Schedule of Funds Available		Subregion*	2016 - 2067 Local, State, Federal, Other Funding 2015\$	Measure — Funding 2015\$	Most Recent Cost Estimate 2015\$**	Modal Code
			Ground- breaking Start Date [†]	Expected Opening Date (3 year range)					
	Expenditure Plan Major Projects		1 st yr of Range						
1	Airport Metro Connect 96th St. Station/Green Line Ext LAX ®	a,p	FY 2018	CY 2021	sc	\$233,984	\$347,016	\$581,000	T
2	Westside Purple Line Extension Section 3 ®	b	FY 2018	FY 2024	w	\$986,139	\$994,251	\$1,980,390	T
3	High Desert Multi-Purpose Corridor (HDMC)®	q	FY 2019	FY 2021	nc	\$100,000	\$170,000	\$270,000	H
4	I-5 N Cap. Enhancements (SR-14 to Lake Hughes Rd) ®		FY 2019	FY 2023	nc	\$544,080	\$240,000	\$784,080	H
5	Gold Line Foothill Extension to Claremont ®	c	FY 2019	FY 2025	sg	\$78,000	\$1,019,000	\$1,097,000	T
6	Orange Line BRT Improvements	n	FY 2019	FY 2025	sf	\$0	\$286,000	\$286,000	T
7	BRT Connector Orange/Red Line to Gold Line	o	FY 2020	FY 2022	av	\$0	\$240,300	\$240,300	T
8	BRT Connector Orange/Red Line to Gold Line	o	FY 2020	FY 2022	sf	\$0	\$26,700	\$26,700	T
9	East SF Valley Transit Corridor Project ®	d	FY 2021	FY 2027	sf	\$520,500	\$810,500	\$1,331,000	T
10	West Santa Ana Transit Corridor LRT ®	b,d	FY 2022	FY 2028	gc	\$500,000	\$535,000	\$1,035,000	T
11	Crenshaw/LAX Track Enhancement Project	e,p	FY 2022	FY 2026	sc	\$0	\$49,599	\$49,599	T
12	SR-71 Gap from I-10 to Rio Rancho Rd.		FY 2022	FY 2026	sg	\$26,443	\$248,557	\$275,000	H
13	LA River Waterway & System Bikepath		FY 2023	FY 2025	cc	\$0	\$365,000	\$365,000	H
14	Complete LA River Bikepath		FY 2023	FY 2025	sf	\$0	\$60,000	\$60,000	H
15	Sepulveda Pass Transit Corridor (Ph 1) ®	b,f	FY 2024	FY 2026	sf	\$0	\$130,000	\$130,000	H
16	Sepulveda Pass Transit Corridor (Ph 1) ®	b,f	FY 2024	FY 2026	w	\$0	\$130,000	\$130,000	H
17	Vermont Transit Corridor	o	FY 2024	FY 2028	cc	\$400,000	\$25,000	\$425,000	T
18	SR-57/SR-60 Interchange Improvements	d	FY 2025	FY 2031	sg	\$565,000	\$205,000	\$770,000	H
19	Green Line Extension to Crenshaw Blvd in Torrance ®	d,g	FY 2026	FY 2030	sb	\$272,000	\$619,000	\$891,000	T
20	I-710 South Corridor Project (Ph 1) ®	d,h	FY 2026	FY 2032	gc	\$150,000	\$250,000	\$400,000	H



Foothill Gold Line

Measure M – San Gabriel Valley Projects

SAN GABRIEL VALLEY

The Metro Board of Directors voted to place a sales tax measure, titled the Los Angeles County Traffic Improvement Plan, on the November 8, 2016, ballot. This summarizes the projects and Measure M funding for the San Gabriel Valley area if the measure passes.

Major Projects (in 2015 \$)

- Gold Line Foothill Extension to Claremont \$1 billion (\$1.1 billion total cost)
- SR71 Gap from I-10 to Rio Rancho Rd \$24.6 million (\$27.5 million total cost)
- SR57/SR60 Interchange Improvements \$20.5 million (\$77.0 million total cost)
- Gold Line Eastside Extension (One Alignment) \$2 billion (\$3 billion total cost)
- I-605/I-10 Interchange \$126 million (\$59.8 million total cost)
- SR 60/I-605 Interchange HOV Connectors \$130 million (\$491 million total cost)

Multi-Year Subregional Programs (in 2015 \$)

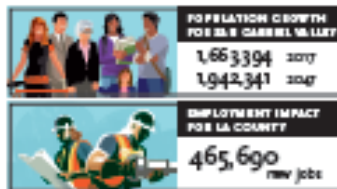
- Active Transportation Program (Including Greenway Proj.) \$231 million
- Bus System Improvement Program \$55 million
- First/Last Mile and Complete Streets \$19.8 million
- Highway Demand Based Program (HOV Exp. & Connect.) \$231 million
- Subregional Equity Program \$199 million
- Goods Movement Improvements & RR King Elm.) \$33 million
- Highway Efficiency Program \$534 million
- ITS/Technology Program (Advanced Signal Tech.) \$66 million
- All subregions are eligible to compete for \$260 million (\$550 million total cost) worth of Bus Rapid Transit projects, and \$85.8 million worth of Metro Active Transportation Projects

Local Return

- Local Return Revenue for San Gabriel Valley is expected to be \$3.7 billion over the next 40 years in escalated dollars

Transit

- Metro Transit and Municipal Transit Operators in San Gabriel Valley will also receive additional funding
- Regional Rail (Metrolink) is programmed to receive \$1.2 billion over the next 40 years in escalated dollars, with eligibility for an additional \$700 million if 2040 performance targets are met



SOURCE: METRO CALCULATION BASED ON 2012 SCAG RTP DATA

SOURCE: LAUSD JOB GROWTH



*Total cost includes Measure M funding plus other fund sources.

ADDITIONAL ANNUAL LOCAL RETURN FUNDING PROJECTIONS FOR FIRST FULL YEAR

FUNDING IS PROJECTED TO INCREASE EACH YEAR (For street improvements, pothole repair, signals, etc.)

CITY	
Alhambra	\$ 1,215,300
Arcadia	\$ 820,600
Azusa	\$ 702,300
Baldwin Park	\$ 1,094,600
Bradbury	\$ 15,400
Claremont	\$ 515,400
Covina	\$ 694,400
Diamond Bar	\$ 805,100
Duarte	\$ 310,300
El Monte	\$ 1,644,800
Glendora	\$ 731,100
Industry	\$ 6,300
Inverdale	\$ 20,900
La Puente	\$ 578,100
La Verne	\$ 469,400
Monrovia	\$ 531,400
Montebello	\$ 910,700
Monterey Park	\$ 881,700
Pomona	\$ 2,165,400
Rosemead	\$ 781,600
San Dimas	\$ 483,300
San Gabriel	\$ 575,600
San Marino	\$ 190,600
Sierra Madre	\$ 158,200
South El Monte	\$ 298,100
Temple City	\$ 515,300
Walnut	\$ 429,900
West Covina	\$ 1,540,000
Unincorporated LA County ²	\$ 14,943,600

Funding may be used for local transportation projects and programs anywhere within Unincorporated LA County as they develop.

ADDITIONAL ANNUAL FUNDING FOR LOCAL TRANSIT OPERATORS FOR FIRST FULL YEAR FUNDING IS PROJECTED TO INCREASE EACH YEAR

OPERATOR	
Arcadia Transit	\$ 119,400
Claremont Dial-a-Ride	\$ 76,700
Foothill Transit	\$ 11,097,000
Montebello Bus Lines	\$ 1,572,300



Foothill Gold Line



Wrap Up

Wrap Up

Pasadena to Azusa:

- Completed on-time, on-budget
- Passenger service began March 5, 2016
- Ridership is exceeding expectations

Glendora to Montclair:

- Draft advanced conceptual engineering documents complete; board approval expected later this month
- Project will be “shovel ready” for design-build procurement as early as late 2017
- Seeking \$1.2 billion construction funding; mostly from Measure M (the Los Angeles County Traffic Improvement Plan)





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