



GOLD LINE FOOTHILL EXTENSION PHASE 2B

2026-0283, Construction Committee

May 20, 2026

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RECOMMENDATION:

AUTHORIZE execution of Amendment No. 1 to the Master Cooperative Agreement (MCA) between the Metro Gold Line Foothill Extension Construction Authority ("Authority") and the Los Angeles County Metropolitan Transportation Authority ("LACMTA") to reflect updates to key definitions and terms to ensure alignment with the revised scope and operational requirements for the Metro Gold Line Phase 2B project (Attachment A).

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-  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

BACKGROUND

- > Metro and the Construction Authority executed a Master Cooperative Agreement (MCA) in 2017 establishing project roles, responsibilities, and coordination procedures for the Foothill Gold Line Phase 2B Project.
- > Phase 2B1 (Glendora to Pomona) is complete and operational.
- > The Authority is advancing Phase 2B2 (Pomona to Claremont) using a revised Construction Manager at Risk (CMAR) delivery approach.
- > Amendment No. 1 updates the MCA to align with the revised CMAR delivery structure, oversight responsibilities, testing coordination, work packages, bonding protections, and insurance requirements.

PURPOSE OF MCA AMENDMENT

Amendment No. 1 updates the 2017 Master Cooperative Agreement (MCA) to support implementation of Phase 2B2 under the revised Construction Manager at Risk (CMAR) delivery approach, including:

- Updates to key definitions
- Transition from Design-Build (DB) to CMAR and phased “Work Packages”
- Preservation of Metro oversight authority for CMAR Work Packages
- Clarification of System Integration Testing (SIT-2) responsibilities
- Limits on punch list authority after Substantial Completion
- Updated bonding, security, and insurance requirements

NEXT STEPS

Upon Board approval:

- The Master Cooperative Agreement Amendment will be circulated for execution