

**Board Report**

File #: 2018-0772, **File Type:** Motion / Motion Response**Agenda Number:** 40.

**REGULAR BOARD MEETING
DECEMBER 6, 2018****Motion by:****SOLIS, FASANA, GARCETTI, NAJARIAN & BARGER**

The Foothill Gold Line extension from Azusa to Claremont is the first Measure M project to break ground. This Foothill Extension has unique opportunities for our county, and its completion will afford our region significant benefits. It is estimated that during construction alone, the project will generate 17,000 jobs and more than \$2.6 billion in economic output locally. The line has already begun to generate growth around the future stations and has unprecedented opportunity for significantly more growth through envisioned transit-oriented developments that can afford tens of thousands of desperately-needed housing units within a half-mile of the future stations. Additionally, with the extension's future connections to two dozen more colleges and universities, the Pomona Fairplex, the Inland Empire and more, it is anticipated that the line will attract more than 28,000 daily passengers in its opening year. This will divert 20% of vehicle trips from local freeways and streets, reduce 146,700 vehicle miles traveled, and provide significant reduction in greenhouse gas emissions.

However, current economic and market conditions have resulted in the project needing hundreds of millions of dollars over the project estimate. The funding gap was identified following receipt of bid proposals from four highly-qualified teams competing for the design-build contract. As a result, the completion of the Foothill Extension to Claremont is in jeopardy and action must be taken.

The project was identified by the Metro Board as one of two first priority projects in 2009, when projects promoting regional rationality and equity were approved in the Long Range Transportation Plan. The project was promised to county voters twice - in 2008 and in 2016 with Measures R and M, and is one of the twenty-eight by 2028.

The Foothill Gold Line Construction Authority has proposed to phase construction within the existing procurement so that the first eight miles of the 12.3-mile project, to La Verne, can be completed in 2024; with the potential to complete the entire project by 2028 if additional funding is secured within the first two years following contract award.

While we applaud this proposal and agree we must continue moving forward on this important project, we are not satisfied with even a possibility of the line terminating at the La Verne Station and believe it is critical to fulfill our promise to voters to complete the line to Pomona and to Claremont.

SUBJECT: METRO GOLD LINE EXTENSION TO CLAREMONT

RECOMMENDATION

APPROVE motion by Solis, Fasana, Garcetti, Najarian & Barger that the Board:

- A. Reaffirm its commitment to complete the Foothill Extension to Montclair as a first priority project, per the final and unanimous vote to approve the 2009 Long Range Transportation Plan, and in accordance with promises made to county voters in 2008 and 2016 when they overwhelmingly supported Measures R and M;

- B. Oppose any actions or proposals that would reduce or eliminate already committed funding secured on behalf of the Foothill Extension project and/or that could disrupt the ability of the Construction Authority to complete the project to Claremont, including but not limited to proposals to introduce new rail service within the future Gold Line corridor that could make it more difficult and more costly to complete the project to Claremont. This directive does not apply to any new or improved Metrolink service as long as there is no project cost of schedule impact to the Foothill Gold Line Extension Project;

- C. Direct our CEO to work closely with the Construction Authority to identify possible funding sources and approaches that could be used to fill the remaining funding gap to build the project all the way to Pomona and to Claremont.

- D. Direct our CEO to report back to the Board in January 2019 with options for initial funding to extend the first phase beyond La Verne to Pomona, along with a funding strategy for the second phase consisting of Claremont and Montclair.