Project Update

The Foothill Gold Line from Glendora to Pomona is the first nine miles of the 12.3-mile Foothill Gold Line light rail project from Glendora to Montclair. The Glendora to Pomona project segment is fully funded and will add new Metro Gold Line stations with associated parking facilities in the cities of Glendora, San Dimas, La Verne, and Pomona. The Glendora to Pomona segment is now underway and is anticipated to be completed in 2025. If the additional funding needed to build the project segment from Pomona to Montclair is secured by October 2021, both segments will be built altogether and completed in 2028.

The project broke ground in December 2017. Since that time, two of the four contracts needed for the project have been completed. In October 2019 – after a two-year competitive process - the Construction Authority hired the Kiewit Parsons Joint Venture (KPJV) team to be the project’s main Design-Build. KPJV is the same design-build team that successfully built the first two segments of the line. KPJV’s contract is for the Glendora to Pomona project segment and includes a two-year contract option to complete the entire project to Montclair if the additional funding needed is secured. Until the funding is secured, the project construction will be focused on the Glendora to Pomona project segment. A fourth and final contract will be awarded in the future for the parking facilities.

Meet the Design-Build Team

Meet the Kiewit Parsons Joint Venture (KPJV), the Design-Builder for the Glendora to Pomona project segment! Kiewit, Parsons and Mass Electric Co. together make up the KPJV. These companies have collaborated to deliver successful design-build infrastructure projects throughout the United States and Canada for nearly 30 years. In the last 15 years alone, Kiewit and Parsons collaborations have delivered 19 transportation design-build projects totaling $5.9 billion in constructed value. Separate from these collaborations, the members of the KPJV team together have completed more than 240 design-build projects valued over $40 billion, and 71 of these projects have a contract amount over $300 million.

Kiewit and Parsons collaborations enjoy a long successful history in California as well. Together the team has designed and constructed some of the largest infrastructure projects in the state of California, including the Gold Line Phase 1 (Los Angeles to Pasadena) and Pasadena to Azusa segments. The team successfully constructed more than 25 miles of this successful light rail system for the Construction Authority, receiving the National Design-Build Best Project and the AON Build America Merit award for the work. KPJV achieved early completion of project milestones for track and railway operations on the last segment of the line; a segment completed on time, on budget, with zero environmental issues and an excellent safety record. The KPJV Team is proud to be the winning bidder for the Glendora to Pomona project segment, which will begin major construction in August 2020.

Most of 2020 will be spent designing the light rail extension to Pomona. Major construction is expected to begin August 2020.
### What to Expect

The Glendora to Pomona segment is a significant construction project that will take tens of thousands of construction activities. Over the next five years, nine miles of new light rail double track (LRT) and nine miles of relocated freight rail track (FRT) will be installed (mostly at grade – or at street level), 21 at-grade street crossings will be fully reconstructed, and four new light rail stations (Glendora, San Dimas, La Verne, and Pomona) will be built. The project also includes 12 LRT bridges for the Gold Line and seven FRT bridges for BNSF Railway. Four of the nine LRT bridges will be constructed over major city streets, with the remaining (as well as all FRT bridges) built over flood control channels and washes. Finally, the entire project alignment will be fenced and secured, and more than 36,000 linear feet of walls (retaining and sound) built. These are just the highlights.

The first year of the project is focused on design, coordination and planning for the multi-year project. Since starting work in October 2019, the KPJV team has been out in the field collecting critical information, such as soil samples, right of way surveys, and utility verification. These are necessary to serve as the basis for design. Additionally, the KPJV team has been coordinating with many third parties, such as the corridor cities, LA Metro, the County of Los Angeles, utility companies, and others to receive information about how the rail corridor interfaces with the infrastructure overseen by these agencies. Importantly, KPJV has been developing the Draft Baseline Schedule which includes several major phases of work: pre-construction, design, major construction, testing, and pre-revenue service. Every activity on the job is included in the Draft Baseline Schedule, which was submitted to the Construction Authority in February and is currently under review. A summary of the Draft Baseline Schedule is shown above and will be adjusted as needed as the design evolves.

### Major Construction to Begin in August

Major construction is anticipated to begin in August 2020. The first 12 to 15 months of construction will focus on grading activities that will allow the existing freight track to be relocated within the shared rail corridor, making room for the new light rail system. This will include clearing the rail corridor of any vegetation (referred to as “clearing and grubbing”). Construction will progress from west to east in the following three sections: 1) East of Citrus Ave to Route 66, 2) Route 66 to San Dimas Canyon Road, and 3) San Dimas Canyon Road to Garey Ave.

During the remainder of 2020, and through all of 2021, KPJV anticipates reconstructing the at-grade street crossings. The current schedule anticipates each at-grade crossing to take approximately 2-3 months to be reconstructed (no two consecutive street crossings will be under construction simultaneously).
The first two grade crossings planned to go into construction are Barranca Ave. (Glendora) and Gladstone St. (San Dimas). This work will begin in August 2020. Following these first two crossings, the Glendora Ave (Glendora) crossing is anticipated to begin in mid-September 2020 and Wheeler Ave (La Verne) in mid-October 2020. Construction on all seven FRT bridges is anticipated to begin in late 2020. The Rt. 66, Bonita Ave./Cataract Ave., Lone Hill Ave., and Foothill Blvd./Grand Ave. Gold Line bridges are anticipated to take between 12-15 months each to construct due to their location and complexity. The timing of this work will be determined once the Draft Baseline Schedule is finalized.

**Four Freight Track Shifts** – A critical component of the first two years of construction is to relocate nine miles of FRT track within the shared rail corridor to make room for the light rail system. This is a significant effort that must be done in close coordination with BNSF Railway and the Southern California Regional Rail Authority and will allow BNSF to continue to operate at all times. Relocation of the FRT is planned to begin in 2021 in Glendora and move easterly until completed through Garey Ave. in the city of Pomona. There are four separate freight track shifts anticipated. This is when the newly relocated FRT track goes into service. Once the shift has occurred, the new LRT construction will begin in that section of the corridor.

KPJV’s Draft Baseline Schedule is aggressive and aspires to reach Substantial Completion in early 2024, well ahead of the early 2025 contractual date. As more information is known about the complexities of the project, the Baseline Schedule may need to be adjusted. However, if KPJV is able to accomplish their timeline, the Gold Line extension to Pomona may be able to open for passenger service sooner than expected. We will keep you updated!

---

**The Design-Build Process**

When the design-build contract was awarded to KPJV last year, the design plans were approximately 30 percent complete. Although the plans were comprehensive and covered the entire project, the designs were conceptual and therefore left many of the details to be worked out during the design-build process.

Since then, KPJV and the Construction Authority have been hard at work completing the designs for all features of the project. There are many design elements involved in designing a light rail project, including the tracks, bridges, street crossings, stations, communications systems, and more. Designs are submitted to the Construction Authority, corridor cities, and other stakeholders for approval when they reach 60 percent completion, then again at 85 percent and finally at 100 percent.

![Glendora Station - 60% Design](image)

In addition, there are many standards and criteria to comply with when designing this type of project. These include criteria for safety, the environment, and constructability (the feasibility of building the designs). KPJV has been working with the Construction Authority as well as the corridor cities to create designs that satisfy the expectations of all parties. For example, there is a committee of emergency responders that serve as the “Fire-Life Safety and Security” team whose primary responsibility is to provide safety criteria and review for the designers. Safety is always at the forefront of both the design and construction processes.

Even with so many aspects to consider, the KPJV team is moving swiftly through the design process and is on-track to begin major construction in August 2020. Design is anticipated to be substantially complete in the second quarter of 2021, and until then our team is collaborating on the best, safest, and most cost-effective solutions for the project’s design plans.

---

**Meet the Design Leads:**

The Foothill Gold Line is welcoming back many of the same key designers and engineers from the last segment. Not only is their experience unmatched, their expertise is what will make this project another success. The members of the design management team have built their careers around projects of this magnitude. Here is a short introduction to the leaders on the design team:

**Denis Cournoyer is the Director of Engineering for the Construction Authority.** Denis oversees the design team as they develop the final design documents that will be used by the construction team to build the line. Denis is responsible for reviewing and approving nearly 100 design packages, making sure they meet the Authority’s requirements and all applicable codes and standards. Denis brings close to five decades of professional experience to this project, including 25 years heading the engineering and construction departments for transit agencies.

**Nathan Burgess, P.E. is the Design Manager for KPJV.** Nathan brings 21 years of experience to this project and has expert knowledge of transit design-build jobs. Daily, Nathan works hand in hand with the different discipline design leads of the KPJV team to ensure the success of some of the more technically challenging areas within the job. Nathan’s rail expertise includes overseeing design for Los Angeles County’s Blue Line and Purple Line, making him key to the project’s success.
Four New Stations!

Four new Metro Gold Line Stations will be built as part of the Glendora to Pomona project. For ease of use, each station is designed as a center platform station, with light rail tracks on either side (one for westbound and one for eastbound trains). Each will feature station artwork created by a city-selected artist or artist team.

Pedestrian walkways to both sides of the station platforms will be built, connecting the stations to the surrounding streets and to the future parking facilities. Importantly, at the new Pomona Station, riders will be able to transfer between the Gold Line and Metrolink San Bernardino Line. While they do not share tracks or a station, the two systems will operate parallel to each other and the stations will be located in close proximity to provide easy connections.

Each station will have an intermodal parking facility, with charging stations for EVs, bicycle parking and pick-up/drop-off areas. The number of spaces to be provided at each station is currently under review as a result of LA Metro’s new parking management policy. More details will be shared in the coming months. The Construction Authority is also working with local bus service providers to plan for future bus connections with the new stations as they open for service.

Stay Updated!
www.foothillgoldline.org

www.iwillride.org  /iwillride  @iwillride

Sign up to receive construction alerts and E-News Updates at www.foothillgoldline.org

GENERAL QUESTIONS (626) 471-9050  CONSTRUCTION QUESTIONS (626) 513-5788