# Community Open Houses

<table>
<thead>
<tr>
<th>Date</th>
<th>City</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Thursday, March 5, 2020</td>
<td>Glendora</td>
<td>Glendora Public Library Bidwell Forum</td>
</tr>
<tr>
<td>Tuesday, March 10, 2020</td>
<td>La Verne</td>
<td>La Verne Community Center</td>
</tr>
<tr>
<td>Wednesday, March 11, 2020</td>
<td>Pomona</td>
<td>Palomares Park Community Center</td>
</tr>
<tr>
<td>Thursday, March 12, 2020</td>
<td>San Dimas</td>
<td>Stanley Plummer Community Building</td>
</tr>
</tbody>
</table>

All meetings take place from 5:30 PM – 7:30 PM and will present the same information.
About the Foothill Gold Line
• Los Angeles County’s population will grow by 16% to 11.5 million by 2040.

• During that same period, the San Gabriel Valley will grow by 11.4% to more than two million.

• The Foothill Gold Line cities will take on the majority of SGV’s expected growth.
• Foothill Gold Line cities are growing faster than the SGV as a whole and taking on the majority of growth in the subregion:
  ➢ 41% of all SGV population growth
  ➢ 54% of all SGV job growth
Nearly Three Million Trips Each Day

Of the 2.8 million trips taking place each day within and around the Foothill Gold Line corridor, nearly all are by car - only 3% are by transit.
<table>
<thead>
<tr>
<th>Year</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>1999</td>
<td>Foothill Gold Line Construction Authority started work</td>
</tr>
<tr>
<td>2003</td>
<td>LA to Pasadena segment completed on-time &amp; under-budget; Alternatives Analysis initiated for Foothill Gold Line segments</td>
</tr>
<tr>
<td>2005</td>
<td>Board selected Locally Preferred Alternative for Foothill Gold Line</td>
</tr>
<tr>
<td>2007</td>
<td>Final EIR certified for Pasadena to Azusa segment only</td>
</tr>
<tr>
<td>2008</td>
<td>Measure R approved, fully funding Pasadena to Azusa segment; Residual funds available for Glendora to Montclair</td>
</tr>
<tr>
<td>2010</td>
<td>Pasadena to Azusa segment broke ground</td>
</tr>
<tr>
<td>2013</td>
<td>Final EIR certified for Glendora to Montclair segment</td>
</tr>
<tr>
<td>2014</td>
<td>Advanced engineering began for Glendora to Montclair segment</td>
</tr>
<tr>
<td>2015</td>
<td>Pasadena to Azusa segment completed on-time &amp; under-budget</td>
</tr>
<tr>
<td>2016</td>
<td>Advanced engineering complete for Glendora to Montclair segment; Measure M approved with funding for Glendora to Claremont</td>
</tr>
<tr>
<td>2017</td>
<td>Glendora to Montclair segment broke ground</td>
</tr>
<tr>
<td>2018-19</td>
<td>First two Glendora to Montclair contracts completed; KPJV team selected as main design-builder (Glendora to Pomona fully funded)</td>
</tr>
<tr>
<td>2020</td>
<td>KPJV team begins work to Pomona; Construction Authority seeks additional funding to have KPJV complete full project to Montclair</td>
</tr>
</tbody>
</table>
Transit Service

Five major phases:

- Environmental (EIR)/Select LPA
  - Completed 2013

- Engineering
  - *Completed during this phase (in place now):
    - Funding Agreement and Master Cooperative Agreement between Construction Authority & Metro
    - Master Cooperative Agreements between Cities & Construction Authority
  - Completed 2016

- Final Design
  - 2017-2020

- Major Construction
  - 2020-2028

*Where we are now

Corridor cities continue to be involved at every step of the process, as scope gets better defined.
About the 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)
• Construction Authority is a separate agency from LA Metro and Metrolink
• 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 Joint Powers Authority and Technical Advisory Committee
• Construction Authority works closely with LA 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
Construction Authority Board of Directors

Melchor Ilomin
Alternate, City of Los Angeles

John Fasana
Member

Tim Sandoval
Chair

Robin Carder
Vice Chair

Paul Leon
Member

Dan Evans
Member, Non-Voting

Alan Wapner
Member, Non-Voting

Gene Masuda
Member, Non-Voting

The governor’s non-voting member appointment is currently vacant.
Grassroots Approach

- The Construction Authority works closely with the corridor cities throughout planning, design and construction phases
- The agency’s governance structure includes representation by all corridor cities on two advisory boards:
  - Elected Officials – Joint Powers Authority
  - City Staff – Technical Advisory Committee
Gold Line’s 3 Phases = $3.5 Billion Investment

  - 13.7 Miles, 3 Cities, 13 Stations
  - 11.5 Miles, 5 Cities, 6 Stations
- Glendora to Montclair – Broke Ground December 2, 2017
  - 12.3 Miles, 6 Cities, 6 Stations (possibly to be built in two phases)
Part of LA County’s Growing Rail Network

Montclair

Construction Authority’s Responsibility

County Rail and Busway Network with Measure M Transit Projects

Source: LA Metro
Passenger rail cars operate on steel tracks
Trains are electrically-powered by overhead wire
Vehicles may operate in single-car or multi-car trains/stations are planned to handle three-car trains
Top speeds - 55 miles per hour
Three-car trains hold up to 200 passengers per car (sitting and standing)
Trains operate 20-22 hours/day & arrive at stations approx. every 8 minutes during peak periods and 16 minutes during off-peak periods
Gold Line Ridership

- While down from previous years, Gold Line ridership remains high.
- In 2019, more than 47,600 boardings occurred on the line each weekday and more than 53,000 on weekends
  - Total boardings in 2019 exceeded 15 million, equating to more than 132.5 million passenger miles traveled.
Glendora to Montclair Segment
The project segment from Glendora to Pomona is fully funded and is the base contract for the design-build team. The extension to Montclair can be completed within the design-build contract if additional funding is secured by October 2021. Pomona to Montclair is included as a contract option, requiring $550 million total ($450 million in Los Angeles County and $100 million in San Bernardino) – some of which is already secured.
The KPJV contract includes a fully funded base contract to complete the nine-mile segment of the project from Glendora to Pomona, with a contract option (includes a firm, fixed price) to complete the full project to Montclair if the additional funding needed is secured by October 2021.

If the funding is not secured by the deadline, the portion of the project from Pomona to Montclair will be completed as a separate phase under a future contract.

Importantly, the Construction Authority retains the right to re-procure the Pomona to Montclair project segment if market conditions improve at any time.

The project schedule is subject to change based on the final workplan by the KPJV Team.
## Jobs/Economic Benefits

<table>
<thead>
<tr>
<th>Impact Type</th>
<th>Employment (#/Jobs)</th>
<th>Output ($ Millions)</th>
<th>Labor Income ($ Millions)</th>
<th>Tax Revenues ($ Millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Construction (Cumulative)</strong></td>
<td>16,500</td>
<td>2,603.0</td>
<td>1,045.1</td>
<td>39.9</td>
</tr>
<tr>
<td><strong>Ongoing Operations (Annual)</strong></td>
<td>277</td>
<td>52.3</td>
<td>17.3</td>
<td>0.8</td>
</tr>
</tbody>
</table>

Source: IMPLAN, Calculations by Beacon Economics
### Estimated Future Travel Times

<table>
<thead>
<tr>
<th>Boarding Station</th>
<th>Travel Time to APU/Citrus College Station - Azusa</th>
<th>Travel Time to Sierra Madre Villa Station - Pasadena (+19 minutes)</th>
<th>Travel Time to Union Station - Los Angeles (+29 minutes)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Glendora</td>
<td>3 minutes</td>
<td>22 minutes</td>
<td>51 minutes</td>
</tr>
<tr>
<td>San Dimas</td>
<td>8 minutes</td>
<td>27 minutes</td>
<td>56 minutes</td>
</tr>
<tr>
<td>La Verne</td>
<td>12 minutes</td>
<td>31 minutes</td>
<td>60 minutes</td>
</tr>
<tr>
<td>Pomona</td>
<td>14 minutes</td>
<td>33 minutes</td>
<td>62 minutes</td>
</tr>
<tr>
<td>Claremont</td>
<td>17 minutes</td>
<td>36 minutes</td>
<td>65 minutes</td>
</tr>
<tr>
<td>Montclair</td>
<td>19 minutes</td>
<td>38 minutes</td>
<td>67 minutes</td>
</tr>
</tbody>
</table>

Metro Operations will decide how to operate the system as segments goes on-line for passenger service.
Glendora to Montclair Status

After receiving bids in September 2018 that were all hundreds of millions of dollars above the secured funding, the Construction Authority approved the following plan:

• Deliver the project segment from Glendora to Pomona in 2025, with the possibility of building the full project to Montclair by 2028.

• The project segment from Glendora to Pomona was included in the design-build contract as the base project, with a two-year contract option to complete the Pomona to Montclair segment.

• The overall budget for the 12.3-mile, six station light rail project was increased by $570 million, to a total project budget of $2.1 billion.

This plan was environmental approved in early 2019.
New Plan Benefits

• Completes more than 9 of the 12.3-mile Glendora to Montclair project ahead of the original schedule.

  ➢ Delivers 95% of the freight relocation, 72% of the structures, 76% of the grade crossings, and four of the six stations (Glendora, San Dimas, La Verne and Pomona)

• Saves the project tens of millions of dollars annually in escalation.

• Connects the Gold Line and Metrolink systems.

• Provides the Construction Authority flexibility for procuring the eastern portion of the project to ensure the best price.
# Shortfall to Complete Project to Montclair

<table>
<thead>
<tr>
<th>Shortfall</th>
<th>Current Estimated Shortfall (millions)</th>
<th>Timeline to Fill Shortfall within Current Procurement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pomona to Claremont</td>
<td>$450</td>
<td>2 Years</td>
</tr>
<tr>
<td>Claremont to Montclair</td>
<td>$15**</td>
<td>2 Years</td>
</tr>
</tbody>
</table>

- Funding is needed over the next 10 years to complete to Montclair by 2028.
- A funding commitment is needed by October 2021 to take advantage of the firm, fixed price bid to initiate contract option and be part of current design-build project.
- A funding commitment is needed by 2022 if using new procurement (separate procurement has potential to increase shortfall) and still complete by 2028.

** San Bernardino County has $85.4 million dedicated in their 10-Year Delivery Plan; including $41 million from the 2018 TIRCP project grant award.
CONSTRUCTION COMMITTEE FORWARDED THE FOLLOWING WITHOUT RECOMMENDATION:

36. SUBJECT: METRO GOLD LINE EXTENSION TO CLAREMONT

RECOMMENDATION

DIRECT the Chief Executive Officer to:

A. Finalize negotiations with the Gold Line Foothill Extension Construction Authority (Construction Authority) for Metro to commit $126 million in order to ensure the extension of the Foothill Alignment to Pomona station; and

B. Apply the San Gabriel Valley Subregional Equity funds to offset the Gold Line to Pomona shortfall.

From Staff Report: Metro is committed to working with the Construction Authority to continue to explore funding options for Phase 2 of the project to Claremont…Staff will continue to pursue a funding strategy for Phase 2 to Claremont and continue to coordinate with San Bernardino County to support development of the option to Montclair.
Building the Base Contract (Glendora to Pomona)
First Two Contracts Completed in 2018-2019

In 2018, W.A. Rasic Construction Co. completed a dozen utility relocation and utility protection projects throughout the corridor.

In 2019, Mass Electric completed the pole elimination project, which made room for the light rail system by moving underground communication lines for the existing freight system that will share the rail corridor.
Design-Build Contract Signed with KPJV

The contract signing took place on the steps of Pomona City Hall on October 4, 2019
Pre-Construction Activities Underway

Soil analysis, utility verification and survey work now underway; major construction anticipated to start in August 2020.
# Anticipated Construction Schedule

**Foothill Gold Line Glendora to Pomona - DRAFT Baseline Schedule***

<table>
<thead>
<tr>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
</tr>
</thead>
<tbody>
<tr>
<td>PRE-CONSTRUCTION</td>
<td>DESIGN</td>
<td>CONSTRUCTION</td>
<td>CONTRACTOR TESTING</td>
<td>PRE-REVENUE SERVICE / TRAINING (BY METRO)</td>
<td>PASSENGER SERVICE</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
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<td></td>
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</tr>
</tbody>
</table>

**Major Construction Starts (August 2020)**

**Major Construction Activities:**
- Brush Clearing
- Grade Crossing Improvements
- Mid-block grading activities
- Bridges
- Stations
- Track & Overhead Power Systems

**Freight Track Shifts:**
There will be four Freight Track Shifts that will occur throughout 2021. Light rail track construction begins after the freight track is shifted.

**Substantial Completion:**
The DRAFT schedule anticipates major construction to be complete in early 2024, when KPIV will begin testing the line. Once testing is completed, substantial completion will be reached. Metro will then start pre-revenue service.

**Pre-Revenue Service:**
Once testing of the line is complete, Metro starts pre-revenue service & training. Metro determines when passenger service begins.

---

*The DRAFT Baseline Schedule submitted by KPIV to the Construction Authority in February 2020 is an aggressive schedule that aspires to reach Substantial Completion well ahead of the January 2025 contractual date. It is currently under review and is subject to change.*

**Note:** If additional funding is secured by October 2021 to include the contract option to Montclair, the project will be completed altogether to Montclair in 2028 and this schedule will be adjusted.
Anticipated Grade Crossing Construction Schedule: Glendora

<table>
<thead>
<tr>
<th>City of Glendora</th>
<th>2020</th>
<th>2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>Barranca Ave. Crossing</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gladstone St. Crossing</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Glendora Ave. Crossing</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lone Hill Ave. Crossing</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Foothill Blvd. / Grand Ave. Crossing</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Elwood Ave. Crossing</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Glenwood Ave. Crossing</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vermont Ave. Crossing</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pasadena Ave. Crossing</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Loraine Ave. Crossing</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Route 66 Crossing</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Grade crossing work includes constructing underground utilities; rebuilding the street, curb, gutter, and sidewalks; and installing new tracks and safety equipment for the freight and Gold Line Systems. Grade crossing construction will generally take between 2-3 months to complete at each location; some locations will require additional work after the Freight Track Shifts. As final designs are completed, these durations could increase or decrease due to specific grade crossing complexities.

**Note:** This timeline shows roadway construction and does not include all bridge construction at Foothill Blvd./Grand Ave., Lone Hill Ave., & Route 66. Minimal street impacts are anticipated throughout remaining bridge completion.

- Permitted nine days of full closure at these locations. Intermittent lane closures will be taken within the duration shown in the schedule above.
- Intermittent lane closures will be taken within the duration shown in the schedule above.

* Crossing schedule is based on the DRAFT Baseline schedule and is subject to change.
# Anticipated Grade Crossing Schedule: San Dimas, La Verne & Pomona

<table>
<thead>
<tr>
<th>City of San Dimas</th>
<th>2020</th>
<th>2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gladstone St. Crossing</td>
<td></td>
<td>Major construction starts (August 2020)</td>
</tr>
<tr>
<td>Eucla Ave. Crossing</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bonita Ave. / Cataract Ave. Crossing</td>
<td></td>
<td>Permanent closure to vehicles</td>
</tr>
<tr>
<td>Monte Vista Ave. Crossing</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Walnut Ave. Crossing</td>
<td></td>
<td></td>
</tr>
<tr>
<td>San Dimas Ave. Crossing</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>City of La Verne</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Wheeler Ave. Crossing</td>
<td></td>
<td>New turn restrictions</td>
</tr>
<tr>
<td>A Street Crossing</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fulton Rd. Crossing</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E Street / Fairplex Dr. Crossing</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D Street Crossing</td>
<td></td>
<td></td>
</tr>
<tr>
<td>San Dimas Canyon Rd. Crossing</td>
<td></td>
<td></td>
</tr>
<tr>
<td>White Ave. Crossing</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>City of Pomona</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Garey Ave. Crossing</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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Grade crossing work includes constructing underground utilities; rebuilding the street, curb, gutter, and sidewalks; and installing new tracks and safety equipment for the freight and Gold Line Systems. Grade crossing construction will generally take between 2-3 months to complete at each location; some locations will require additional work after the Freight Track Shifts. As final designs are completed, these durations could increase or decrease due to specific grade crossing complexities.

**Note:** This timeline shows roadway construction and does not include all bridge construction at Bonita Ave./Cataract Ave. Minimal street impacts are anticipated throughout remaining bridge completion.

★ Monte Vista Ave. will permanently close to vehicular traffic. A walkway will be built for pedestrian access to Bonita Ave. from the neighborhood on the south.

* Crossing schedule is based on the DRAFT Baseline schedule and is subject to change.
Kiewit Parsons JV Team Highlights

- Kiewit, Parsons and Mass Electric Co. (K PJ V) have collaborated for 30 years to deliver successful design-build infrastructure projects throughout the United States and Canada.
- In the last 15 years alone, Kiewit and Parsons collaborations have delivered 20 transportation design-build projects totaling $5.9 billion in constructed value.
- Together, the KPJV team members have completed more than 240 design-build projects valued at more than $40 billion.
- The KPJV Team completed the first two Gold Line project segments on time, on budget, with zero environmental issues and with an excellent safety record.
- The team won the National Design-Build Best Project and the AON Build America Merit Award for the Gold Line Phase 2A project.
Project Elements and Station Details
Glendora to Pomona Project Overview

- 9.1 miles of light rail track (mostly at grade)
- Track is generally within existing, owned right of way
- Overhead electric wires above tracks power trains
- Rail corridor is 100% shared with BNSF (tracks are NOT shared)
- Four new stations (Glendora, San Dimas, La Verne, and Pomona)
- New Pomona Station will provide pedestrian access to/from the Pomona North Metrolink Station
- 21 at-grade (street level) crossings
- 19 New/Renovated Bridges
- 9 Traction Power Supply Substations within or adjacent to the right of way, located 1.0 to 1.5 miles apart
- Pedestrian access from both sides of station platforms at all stations
- Four intermodal parking facilities (the number of parking spaces at each station is currently under review as a result of Metro’s new parking management policy)
Station Elements

Station Features

Safety Elements

Ticket Vending Area

Systems Equipment
Safety at At-Grade Crossings

Safety Equipment at Shared At-Grade Crossings:
- Exit Gates (Quad Gates) for vehicles and pedestrians
- Raised Medians (approximately 100 feet on either side of tracks)
- New Red Curbs (approximately 100 feet on all curbs)
- Turn restrictions from driveways within 100 feet of tracks
- Look Both Ways-LED signals
At-Grade Crossings – Street Changes

New Medians; Red Curbing; Turn Restrictions (within 100 ft.)

- New safety features are required by the California Public Utilities Commission
- All crossings are uniquely designed, but will include similar measures
Grade Crossings Types

• Grade Crossings
  – Types
    • At-grade crossing: tracks intersect with streets/roads
    • Grade separated crossing: tracks do not intersect with streets/roads
    • Pedestrian crossings: points at which pedestrians cross tracks
  – Grade crossings are governed by the California Public Utility Commission (CPUC)
**Plan for Major Street Crossings**

<table>
<thead>
<tr>
<th>MAJOR STREET CROSSINGS</th>
<th>At Grade Crossing</th>
<th>Bridge</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Gold Line</td>
<td>Freight</td>
</tr>
<tr>
<td>Barranca Ave</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Foothill Blvd/Grand Ave</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Vermont Ave/Ada Ave (permanent closure of Ada)</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Glendora Ave</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Pasadena Ave</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Glenwood Ave (permanent closure at railroad tracks)</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Elwood Ave</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Loraine Ave</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Big Dalton Wash</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Route 66</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lone Hill Ave</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gladstone St</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Eucla Ave</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Bonita Ave/ Cataract Ave</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Monte Vista St (permanent closure for vehicles, ped access to be provided)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>San Dimas Ave</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Walnut Ave</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>San Dimas Canyon Rd</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Wheeler Ave</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>A St</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>D St</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>E St</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>White Ave</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Fulton Ave (new turn restrictions)</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Garey Ave</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

A total of 21 at-grade crossings and 19 bridges will be built as part of the Glendora to Pomona project – many across major corridor streets.
Plan for Major Street Crossings

**At Grade Crossings Bridges**

**MAJOR STREET CROSSINGS**

- LRT FRT LRT FRT
- Barranca Ave
- Foothill Blvd/Grand Ave
- Vermont Ave/Ada Ave
- Glendora Ave
- Pasadena Ave
- Glenwood Ave (permanent closure)
- Elwood Ave
- Loraine Ave
- Big Dalton Wash
- Route 66
- Lone Hill Ave
- Gladstone St
- Eucla Ave
- Bonita Ave/Cataract Ave
- Monte Vista St (permanent vehicular closure)
- San Dimas Ave
- Walnut Ave
- San Dimas Canyon Rd
- Wheeler Ave
- A St
- D St
- E St
- White Ave
- Fulton Ave
- Garey Ave

**Freight Track Relocation**

**Rail Corridor Today**

- 100-feet-wide rail corridor (on average)
- Freight Track in Center of Corridor (about 50-ft. from right of way line)

**Future Rail Corridor**

- 100-feet-wide rail corridor (on average)
- Light Rail Tracks in Northern Half of Rail Corridor (between 23-ft. to 32-ft. from right of way line)
- Freight Tracks Relocated to Southern Half of Corridor (between 21-ft. to 30-ft. from right of way line)

**NOTE:** The freight tracks will be relocated to northern half of corridor east of Lone Hill Ave.
Temporary Changes (during construction)

- Examples of Construction Impacts:
  - Extended Grade Crossing Street Closures
  - Construction Work within Rail Corridor (utility relocation, track relocation and construction, wall and fence construction, etc.)
  - Construction Noise (mostly from large construction equipment and moving of material; No pile driving is used)
  - Other Street Work – short-term lane & street closures may be needed

- Community Notification of Construction Impacts:
  - Construction follows all city rules and regulations
  - Community notification is required for all impactful activities; and is coordinated by design-builder with Construction Authority and cities

- Major Construction is Expected to Start in August 2020
Project Soundwalls

• Noise and vibration studies determined soundwall locations and heights based on FTA impact criteria

• Soundwalls are generally located where a sensitive receptor (such as a residence or school) is adjacent to the light rail alignment

• The height of the soundwalls will vary between 3’-7” to 17’ – measured from top of rail
  – For safety, soundwall heights at grade crossings are 3’-7” for a length of 250 feet

• Approximately 27,600 feet of acoustical soundwall will be built along the project alignment
Project Retaining Walls

Citrus Motif
Concept Image

Sample Study
For Retaining Wall Pattern

Citrus Pith
Concept Image

Retaining Wall Elevation
5’ x 5’ Concrete Panels

Mechanically Stabilized Earth (MSE) Retaining Wall System

Example images (Soundwalls are not yet under construction)
Glendora Station Site Plan
Glendora Station Rendering
Michael Hillman's concept for the station art is derived from the rich history of the town in which he lives and works - Glendora. "Glendora Home: A Slice of Sunshine" is the title of Michael's theme for the station and refers to a brand of citrus that was grown and packed in Glendora. "A Slice of Sunshine" refers to the slogan used in promoting the citrus industry; the title also reflects the artist's feelings about Glendora.

Michael Hillman has designed station landmarks which are large oval columns embellished with brilliant colors to evoke the imagery associated with Glendora such as citrus, the foothills, bougainvillea, the brodiaea filifolia flower and water. These sculptural columns will be placed in the station area. The imagery depicted on these station landmarks are created from dazzling glass tesserae.

**Glendora Gold Line Station Artist Concept**

**GLENDORA HOME: A SLICE OF SUNSHINE**

Hand painted tiles will be included on the station platform columns. Images are inspired by the views of the San Gabriel Foothills, local plants unique to Glendora, such as the brodiaea, and the Glendora Bougainvillea - dedicated as a State Historical Landmark on January 7, 1978.

**GLENDOORA Station Art - Advanced Concept Design**
Foothill Blvd / Grand Ave Gold Line Bridge

LIGHT RAIL BRIDGE ELEVATION

FOOTHILL BLVD / GRAND AVE ROADWAY MODIFICATIONS
- New Light Rail Bridge
- Freight Remains At Grade
- Modified Street Medians
- Modified Traffic Signal
Lone Hill Ave Gold Line Flyover Bridge

LONE HILL ROADWAY MODIFICATIONS
- New Light Rail Bridge
- Freight Remains At Grade
- Modified Street Median
- Modified Traffic Signal

LIGHT RAIL BRIDGE ELEVATION

PLAN

Foothill Gold Line
Route 66 Gold Line Bridge

LIGHT RAIL BRIDGE ELEVATION
(VIEW LOOKING WEST)

NEW LIGHT RAIL BRIDGE
EXISTING FREIGHT BRIDGE TO REMAIN

SITE PLAN

BARREL
BRIDGE GIRDER
BRIDGE SUPPORT COLUMN

INTER-TRACK FENCE
RIGHT OF WAY FENCE
SOUND WALL

ROUTE 66
COMPROMISE LINE RD

Foothill Gold Line
San Dimas Station Site Plan
San Dimas Station Rendering
San Dimas is a unique town with a fascinating history nestled against the foothills of the San Gabriel Mountains. Many things have changed since the advent of the railroads and the citrus industry, but not the natural beauty of the town and its setting.

To put it another way, San Dimas has a special “Sense of Place” born of a unique history in the citrus industry, a connection with the land, water and geography, its flora and fauna along with cultural and community events and activities. There are no less than 25 parks and countless trails and hiking paths.

The various art concepts celebrate the wonders of the parks, mountains and local history. A series of larger than life “walking sticks” located on the platform are inspired by the animals and notable historic characters of San Dimas, they are sentinels that remind the viewer of unseen wonders and majestic vistas of the San Dimas area. They evoke a sense of exploration and discovery. They are an ageless symbol of the explorer in all of us.

Colorful, hand-carved, glazed relief tiles with imagery of local animals are located on the canopy column bases.

The art concepts developed for the station are delightful, interactive and allow the viewer an opportunity to pause and reflect on the character and unique place San Dimas is within the San Gabriel Valley.

San Dimas Gold Line Station Artist Concept
"SENSE OF PLACE"

San Dimas Station
Tile Inserts for Column Support Base
Anne Daub
Eugene Daub

GLAZED RELIEF TILES:
Colorful imagery of local animals and their paw prints will be hand-carved on glazed relief tiles. The images refer to the abundant wildlife that exists in the mountains surrounding San Dimas.

WALKING STICKS:
Inspired by the animals and notable historic characters of San Dimas, the artist team has developed a series of oversized bronze casted elements "walking sticks" commonly used by hikers.

SAN DIMAS STATION ARTISTS
Anne & Eugene Daub

SAN DIMAS Station Art - Advanced Concept Design
Bonita Ave / Cataract Ave Gold Line Bridge

**LIGHT RAIL BRIDGE ELEVATION**

- Bonita Ave / Cataract Ave Gold Line Bridge
- Bonita Ave Ornamental Light (see photo)
- Recessed Area for Artwork Graphic (Provided by City)
- Overhead Catenary Pole
- Retaining Wall

**BONITA / CATARACT ROADWAY REALIGNMENT**
- New Light Rail Bridge
- Freight Remains At Grade
- Realigned Roadway and Modified Street Medians
- New Signalized Intersection

**PLAN**

- Right Of Way Fence
- Retaining Wall for Light Rail Track
- Freight Track At Grade
- Light Rail Bridge
- Modified Street Medians
- New Signalized Intersection

**DETAIL OF BRIDGE**

- Bonita Ave Ornamental Light (bridge lighting to match)
- Brick Veneer on Bridge Abutment
- Recessed Area for Artwork Graphic (Provided by City)
- Sound Wall (southeast bridge quadrant)
- Retaining Wall
La Verne Station Site Plan

Foothill Gold Line

La Verne Station Site Plan

Currently Approved Station Parking Location

University of La Verne

Station Entry/Exit

New Traffic Signals at Intersection

Metrolink Track

Traction Power Substation

Fairplex

Freight Track

Light Rail Tracks

Currently Approved Station Parking Location
La Verne Station Rendering
La Verne Gold Line Station Artist Concept “CONNECTIVITY”

Blue McRight proposes to create three station landmarks, symbolizing the history and architecture of La Verne and the community’s connection to water. The artwork will become engaging landmarks visible from the train platform and the streets surrounding the station.

A central theme in Blue’s art concept is the shared history of citrus and water. The station artwork landmarks are inspired by the form of an orchard ladder, with steps that create a repeating zigzag pattern—an ancient symbol of water. This pattern appears in the ceramic tile ornamentation of the Metropolitan Water District’s Weymouth Tower, a landmark in the city of La Verne. The zigzag shape was also prominently featured as the rooftops of the now-demolished La Verne Orange and Lemon Grower’s Association building.

An important example of shared infrastructure in the La Verne area is Arrow Highway. This important connector will be symbolized in the artwork by arrow-shaped colored concrete bases for each sculpture. Each “arrow” will point to one of three important community partners (Downtown La Verne, the University of La Verne, and the Pomona Fairplex) so that each sculpture will be oriented in a different direction.

STATION LANDMARKS:
Three identical stainless steel landmarks are visually inspired by the form of the citrus ladder and the zigzag pattern from the Weymouth Tower. Their orientations point to the major destinations of La Verne—marking the connection from the station to Downtown La Verne, the University of La Verne and the Pomona Fairplex.

MWD WEYMOUTH TOWER:
The repeating zigzag pattern—an ancient symbol of water—appears in the ceramic tile ornamentation on the MWD Weymouth Tower, a major landmark.

This iconic building is where water, history, and architecture meet in La Verne in an extraordinary way. Including graphic imagery inspired by the Weymouth in my proposed artwork honors the fundamental importance of water to La Verne and the region.
Pomona Station Site Plan
POMONA Station Art - Advanced Concept Design

Pomona Gold Line Station Artist Concept
“THE POWER OF POMONA IS PEOPLE”

Who inspired you? For whom are you grateful? Who changed your life? Other cities have a hall of fame. This station will be a Hall of Gratitude. The Pomonans to be honored will be selected from a group gathered by a public call to all Pomona residents via a public website, public meetings, and media outreach. Text showing the power of these people will be exhibited alongside images of these Pomonans.

Examples could be: “Gabe showed me the power of courage,” “Janelle showed me the power of love.” The artwork will be fabricated on 2’x2’ arrays of 6” glazed ceramic tile, using the Tilography process.

This project is designed to connect us to our past and our future, generating a renewable source of people power for positive transformation of the entire community. Folks will think differently about Pomonans, and Pomonans will think differently about themselves.

Other cities have a hall of fame. This station will be a hall of gratitude.

POMONA STATION ARTIST
STEPHEN FARLEY

POMONA Gold Line Station Artist Concept
“THE POWER OF POMONA IS PEOPLE”

HALL OF GRATITUDE:
The people to be honored will be selected from submission materials gathered from residents and stakeholders of the City of Pomona. This will take place in 2020 at locations in Pomona.

RAILING DETAIL OF “HALL OF GRATITUDE”:
The Gold Line will connect the power of Pomona’s people with the rest of Southern California.

RAILING DETAIL OF “HALL OF GRATITUDE”:
The Gold Line will connect the power of Pomona’s people with the rest of Southern California.

POMONA Station Art - Advanced Concept Design
Claremont Station Site Plan

NOTE: This station is not part of the currently funded project under construction.
NOTE: This station is not part of the currently funded project under construction.
Claremont Gold Line Station Artist Concept

“THINKING OUTSIDE THE BOX”
(Beyond Trees and PhD’s)

Claremont is an incredibly unique community. “Beyond trees and PhD’s,” what makes it so? Claremont has an astonishing number of people (both inside the nine colleges and in the community at large), who are thinking “outside of the box.”

After talking to numerous people in Claremont and having experiences around the city (including hiking locally, visiting the colleges, the botanical garden, the Claremont Heritage Society and various art collections), it became clear to the artist that this is what the artwork for the new Gold Line station should reflect.

The most prominent element of the station artwork will be an internally illuminated iconic landmark located near the entrance to the Gold Line station. The sculpture is planned to be 16 feet tall and give the illusion of line drawings of two boxes, back to back at skewed angles. The boxes will have letters, symbols and numbers from the different ‘languages’ spoken in Claremont, on glass. The landmark will be easily visible from various vantage points, including downtown Claremont from the primary pedestrian linkage off Harvard Ave.

For the second art element, the artist is creating handmade tiles representing notable figures in Claremont will be installed on the canopy column bases of the platform. People showcased will include scientists, medical researchers, artists, musicians, social scientists, various educators, experts on religion, historians and creative writers.

**CITY NAME ON PLATFORM CANOPY**

**TILES ON PLATFORM CANOPY BASES:**
Handmade tiles representing notable figures in Claremont will be installed on the canopy column bases of the platform. People showcased will include scientists, medical researchers, artists, musicians, social scientists, various educators, experts on religion, historians and creative writers.

**ILLUMINATED STATION LANDMARK:**
16 feet tall, the landmark will give the illusion of line drawings of two boxes, back to back. The ‘boxes’, will have letters, symbols and numbers from the different ‘languages’ spoken in Claremont on glass.
Montclair Station Site Plan

NOTE: This station is not part of the currently funded project under construction.
NOTE: This station is not part of the currently funded project under construction.
Montclair Station Art - Advanced Concept Design

Montclair Gold Line Station Artist Concept
“THE STORIES OF MONTCLAIR”

For the Montclair station, Ruth Ann will create two artwork landmarks. Each landmark will symbolize a narrative journey. Ruth Ann states “I see this station conceptually as the beginning or ending of a journey for the transit rider.”

During a period of research and outreach to develop her artwork for the site, Ruth Ann noted the colorful illustrations of citrus packing labels. The artist appropriated this graphic style onto a metal framed landmark tower to tell stories of historical and present day Montclair. Each tower side will be an illustrative history of the city.

For the station platform, the artist will create a hand carved bronze figure of a child looking west, perched on a concrete plinth. The figure is a reminder of the anticipation of arrival and the optimism of embarking upon a new journey.

**STATION LANDMARK:**

For the station platform, the artist will create a hand carved bronze figure of a child looking for the oncoming train. The figure is a reminder of the anticipation of arrival and the optimism of embarking upon a new journey.

**GLASS PANELS ON SCULPTURE TOWER WITH COMMUNITY STORIES:**

Marking the station entrance, the artist will design a glass and steel sculptural landmark. The graphic images on the tower are inspired by citrus labels from the area and depict stories of the community, its history, contemporary life in Montclair and the surrounding natural environment.
Community Outreach
Outreach & Construction Safety Awareness

• Leading Up to Major Construction – Construction Authority
  – Community Open Houses and Presentations
  – Speakers Bureau and Newsletter Network – Cities, Local Business Organizations, Civic Organizations
  – Advertising through Local and Regional Media Outlets and USDs
  – Outreach during Community Events and at Activity Centers

• During Construction – Construction Authority & Contractor
  – Above activities continue, plus:
    • Construction Notices and Project Updates to Impacted Stakeholders
    • Public & School Safety Education Program
    • Elected Official Briefings and City Coordination Meetings
    • On-line Construction and Project Status Updates

• Nearing Operation – Metro Outreach Effort to Schools and Community
Outreach Activities

- Construction Hotline/Email
- Construction Notices, distributed:
  - E-Alerts
  - Community walks
  - City websites
  - Authority website
- E-News Updates
- Twitter, Facebook and Blog Updates
- Community-Accessible Offices in Glendora and La Verne
- Construction Safety Program for Schools and Community
- Gold Line Tours

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Follow the project online & on social media:

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Have Questions?

Project Construction Questions

(626) 513-5788 CommunityRelations@Kiewit-Parsons.com

General Project Questions

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Foothill Gold Line