



Construction Update

Glendora to Pomona Project 1/3rd Complete

The Foothill Gold Line light rail project from Glendora to Pomona is now one-third complete. In July, the design elements of the project will reach substantial completion - a major milestone for the design-build project. Additionally, construction is on track to meet or exceed the early 2025 contractual requirement to reach substantial completion and turn the project over to Metro for training and pre-revenue service (Metro decides when the line opens for passenger service).

As of the date of this newsletter, the freight track relocation is now 40% complete, and the at-grade (street-level) crossing reconstruction is 50% complete. Crews have substantially completed nine of the 23 at-grade crossings with another five currently closed for reconstruction. They have also started work on more than half of the 19 bridge structures to be built on the project, including work starting on the approaches to two of the new light rail bridges over major streets. Crews are also underway or complete with half of the utility work along the 9.1-mile alignment and are at beginning stages of work on sound walls and retaining walls throughout the corridor.

The freight track through the city of Glendora (starting west of Barranca Ave. through Gladstone St.) has been fully relocated to its new position, and freight service is planned to resume through this area of the corridor as early as August 1.

Crews are currently reconstructing the grade crossings at Vermont Ave, Loraine Ave and Pasadena Ave (Glendora), Walnut Ave (San Dimas) and E St. (La Verne). Each requires significant work to relocate underground utilities, upgrade the existing drainage systems and add new conduit duct banks for the new grade crossing equipment and traffic signals (among other activities).

In the City of San Dimas, the intersection realignment of Bonita Ave. & Cataract Ave. has begun, as the first of four major construction phases to improve safety at the intersection is now complete and work is beginning on the approaches for the future light rail bridge.

Stay ahead of construction, sign up for alerts at www.foothillgoldline.org

The intersection reconstruction and bridge are required by the California Public Utilities Commission (CPUC).

The Glendora Station and pedestrian undercrossing (PUC) construction is well underway and will continue between Glendora Ave. & Vermont Ave. for the foreseeable future.

Bottom line, anywhere you look along the 9.1-mile project corridor, you will find crews hard at work building a variety of elements of the project. In fact, since major construction began just one year ago, more than 270,000 work hours have been expended on the project. We are proud to say that none have been lost due to injury.

IN CASE YOU MISSED IT - Virtual Community Meeting

On May 19, the Construction Authority and KPJV hosted a virtual community meeting via Zoom to provide project updates and answer questions live from community members. The meeting provided updates on the construction progress and schedule, and highlighted new station and bridge renderings, along with providing other important information. In case you missed it, all information presented at the virtual meeting is available on the Foothill Gold Line website - www.foothillgoldline.org. Please reach out via phone or email if you have any questions.



Glendora Station Pedestrian Under Crossing (PUC) underway in the City of Glendora.

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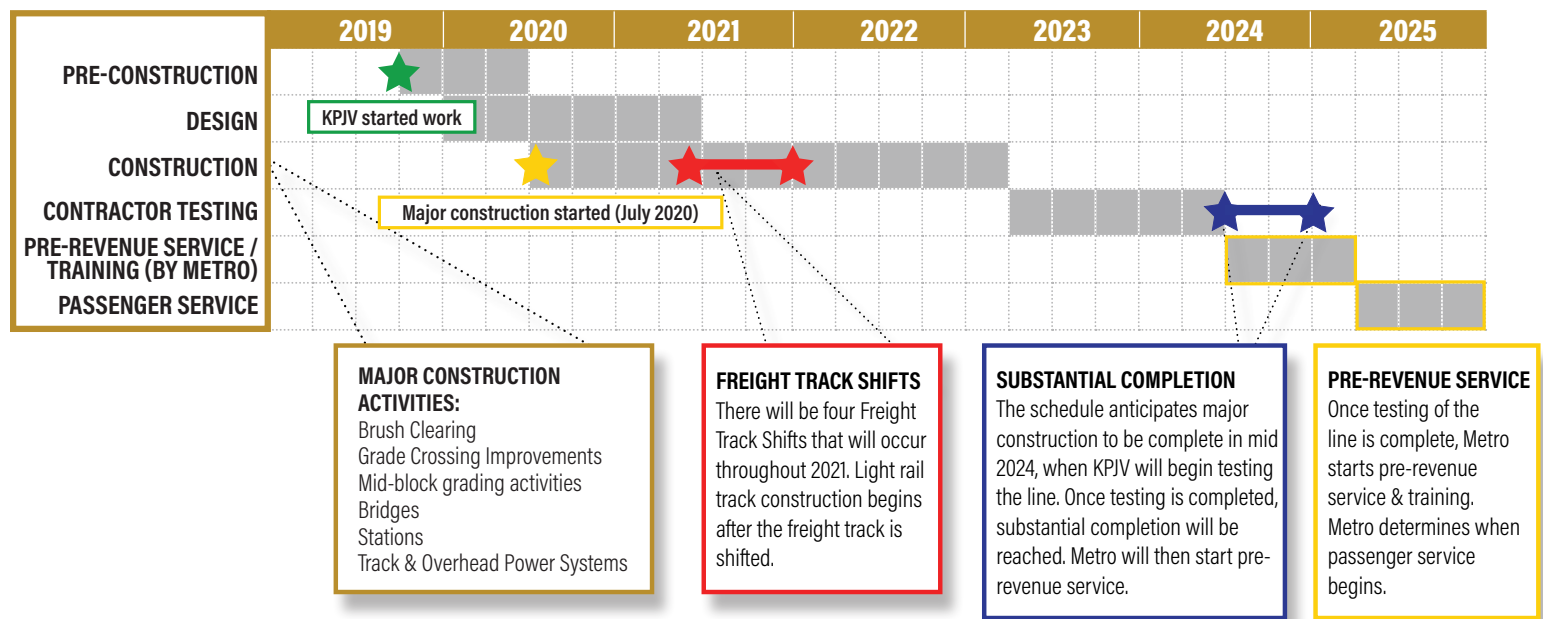


Foothill Gold Line

IN THIS ISSUE

Construction Update	Page 1
Stations & Platforms.....	Page 2
Station Art.....	Page 3
Grade Crossing Update.....	Page 4

Foothill Gold Line Glendora to Pomona - Baseline Schedule*



The Baseline Schedule submitted is an aggressive schedule that aspires to reach Substantial Completion well ahead of the January 2025 contractual date.

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 2026 and this schedule will be adjusted.

Stations & Platforms

Four Stations in Four Cities

Four new Gold Line stations are being constructed 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 and have an associated parking facility with charging stations for EVs, bicycle parking and bus and drop-off areas. All four stations will provide pedestrian access from surrounding streets. The Glendora Station construction is currently the only station under construction. The team recently completed the excavation and construction of a pedestrian undercrossing (PUC) that will provide riders safe access to the station platform under the single freight track and one of the light rail tracks. Construction at the other three stations (San Dimas, Pomona, and La Verne) will begin at the end of the year.

While each station will have the same service amenities, each city has personalized features unique to their station. The color palate and material choices are unique to each station, as is the artwork that is being designed and fabricated by an artist selected by each station city (keep reading to learn more).

Unique Art at Each Gold Line Station

Art plays a pivotal role in the character of each Gold Line Station. Years ahead of the line beginning construction, the Construction Authority requested that each city convene a Station Design & Art Review Committee. Each committee reviewed qualifications and interviewed the short-listed artists, then made recommendations to their respective city councils. The city councils then selected the station artist and design concept.

When construction began on the line, each artist was made part of the design-build team. They have since been updating their original concepts into 100% design drawings. Now, artists are developing shop drawings and fabricating the artwork that will one day soon be installed at each of the four future stations. See page three for artist information for each city. More information about the artists and artwork for the future stations can be found at foothillgoldline.org.



(Continued on Page 3)

Station Art

Glendora Station Artist:

Michael Hillman

The city-selected artist for the Glendora station is Michael Hillman. Michael's plan 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 and the company's slogan: "A Slice of Sunshine." The title also reflects the artist's feelings about Glendora.

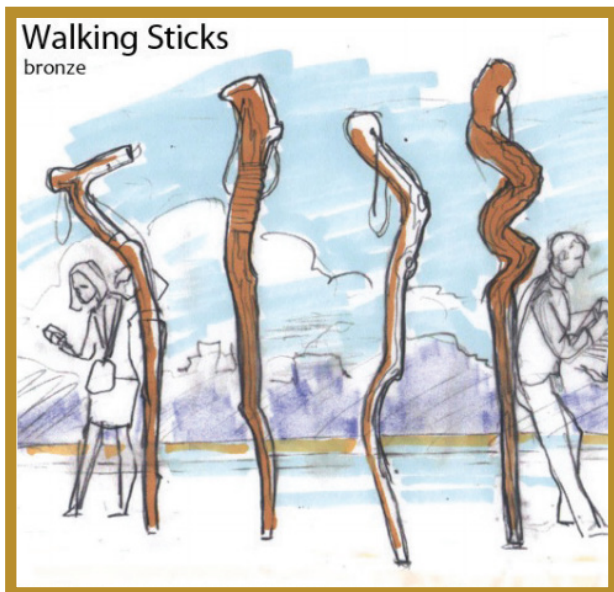
Michael draws from the history, culture and landscape of the city to develop the art for the Glendora Station that he hopes will encourage passengers, especially those from the area, to reminisce. Michael's design will interpret local themes in a contemporary way while engaging various senses. To do this, he has designed station landmarks, which are large, oval columns embellished using dazzling glass tesserae tiles in brilliant colors to evoke imagery (including citrus, the foothills, bougainvillea, the brodiaea filifolia flower and water). These sculptural columns will be placed in the station area.



San Dimas Station Artist Team:

Eugene Daub & Anne Olsen Daub

Eugene Daub and Anne Olsen Daub are the city-selected artist team for the San Dimas Station. Their artwork will capture the city's 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 in the city. The station's various art plans 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. Animal footprints will be located on the platform or on the canopy column bases. The plans developed for the station are delightful and interactive and allow the viewer an opportunity to pause and reflect on the city's unique character and place.

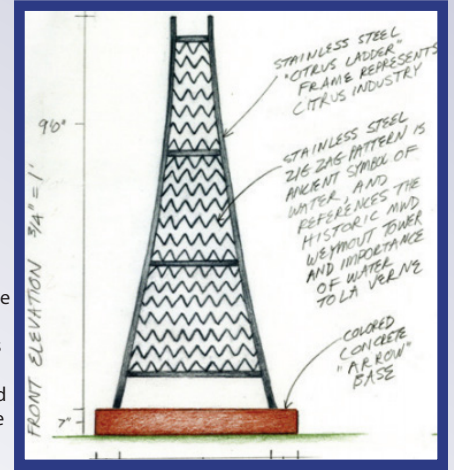


La Verne Station Artist:

Blue McRight

The city-selected artist for the La Verne Station is Blue McRight. Blue plans to create three station landmarks, symbolizing the history and architecture of La Verne and the community's connection to water. The artworks will become engaging landmarks visible from the train station and surrounding streets.

A central theme in her art plan is the shared history of citrus and water. The steps of an old orchard ladder, both literally and metaphorically, will 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 zig-zag shape was also prominently featured as the roofline 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 arrowshaped, colored concrete bases for each sculpture. Each 'arrow' will point to one of three important community partners (Old Town La Verne - symbolizing the city; the University of La Verne; and the Pomona Fairplex); thus each sculpture will be oriented in a different direction.



Pomona Station Artist:

Stephen Farley

Who inspired you? For whom are you grateful? Who changed your life? Other cities have a hall of fame - the Pomona Station will be a Hall of Gratitude. This is the station art plan by the city-selected artist for the Pomona Station, Stephen Farley. Significant citizens of Pomona will be honored as part of the station's permanent artwork. Stephen Farley has gathered images and stories through a public call for submissions conducted over the last few years. Text showing the power of these people will be exhibited alongside images of the final selected group of individuals. Examples could be: "Gabe showed me the power of courage," and "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. Approximately 56 images and statement pairs will be included within the station area. This project is designed to connect Pomona to its past and its future, generating a renewable source of people power for positive transformation of the entire community.



Foothill Gold Line Glendora to Pomona

Grade Crossing Update

During the afternoon of March 8, 2021, a highly anticipated milestone was accomplished on this project, when construction crews completed the improvements at the Glendora Ave. railroad crossing in the City of Glendora, reopening it to thru-traffic.

Since the intersection closure in mid-August 2020, crews had completed underground utility relocations, installed two new light rail tracks and relocated freight track, graded and built new sidewalks, paved the roadway, installed anchors for permanent signage, and installed traffic foundations, conduit and signal poles. These are only some activities among many not listed that were performed during the 7-month intersection closure - the same types of activities that must be completed at each and every one of the 23 at-grade (street level) crossings along the project corridor.

It takes a team of about 10 staff people composed of managers, superintendents and office engineers from various disciplines - and as many as 50 crafts people from carpenters, laborers, masons, equipment operators, teamsters and electricians - to carry out improvements of this magnitude.

During the course of re-opening the intersection that evening, the crew performing the final activities at the intersection witnessed meaningful appreciation from the local community. The positive reinforcement from the community members who stood by us patiently while we rebuilt the crossing was uplifting. It demonstrated the importance of this project to the local community. The kind words received via phone calls and emails to project staff pushed the team over the finish line in high spirits.

To date, crews have completed major construction at nine at-grade crossings - Barranca Ave., Glendora Ave., Glenwood Ave., Elwood Ave., and Lone Hill (freight only) in Glendora; Gladstone St., and Eucla Ave. in San Dimas; Wheeler Ave. in La Verne; and Fulton Rd. in Pomona. They are underway at five more: Vermont Ave., Pasadena Ave., and Loraine Ave. in Glendora; Walnut Ave. in San Dimas; and E St. in La Verne.



Lone Hill Ave. fully closed for a 3 day closure in early May in lay new freight track, install new underground utilities, and repave.



The Glendora Ave. railroad crossing is now reconstructed and reopened to thru traffic both northbound and southbound.

By the end of 2021, crews will be substantially complete with all crossings in the city of Glendora (with the exception of the freight only crossing at Foothill Blvd. & Grand Ave.). The remaining crossings La Verne (E St., D St., A St., and White Ave.) will reach that milestone by early January 2022; and the remaining crossings in San Dimas (San Dimas Ave., Walnut Ave. and San Dimas Canyon) will be substantially complete by mid-2022; with the extensive reconstruction of the Bonita Ave./ Cataract Ave. intersection to be complete in Summer 2022. Fulton Rd., in Pomona, is already substantially complete and work on Garey Ave will take place in early 2022.

In addition to being some of the most impactful activities for our neighbors, the crossings hold a lot of risk to the schedule; so KPJV is working hard to complete them as quickly as possible. We know that all closures impact the quality of life for the project neighbors, and our team truly appreciates the community's patience and understanding.

Stay Updated!
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