



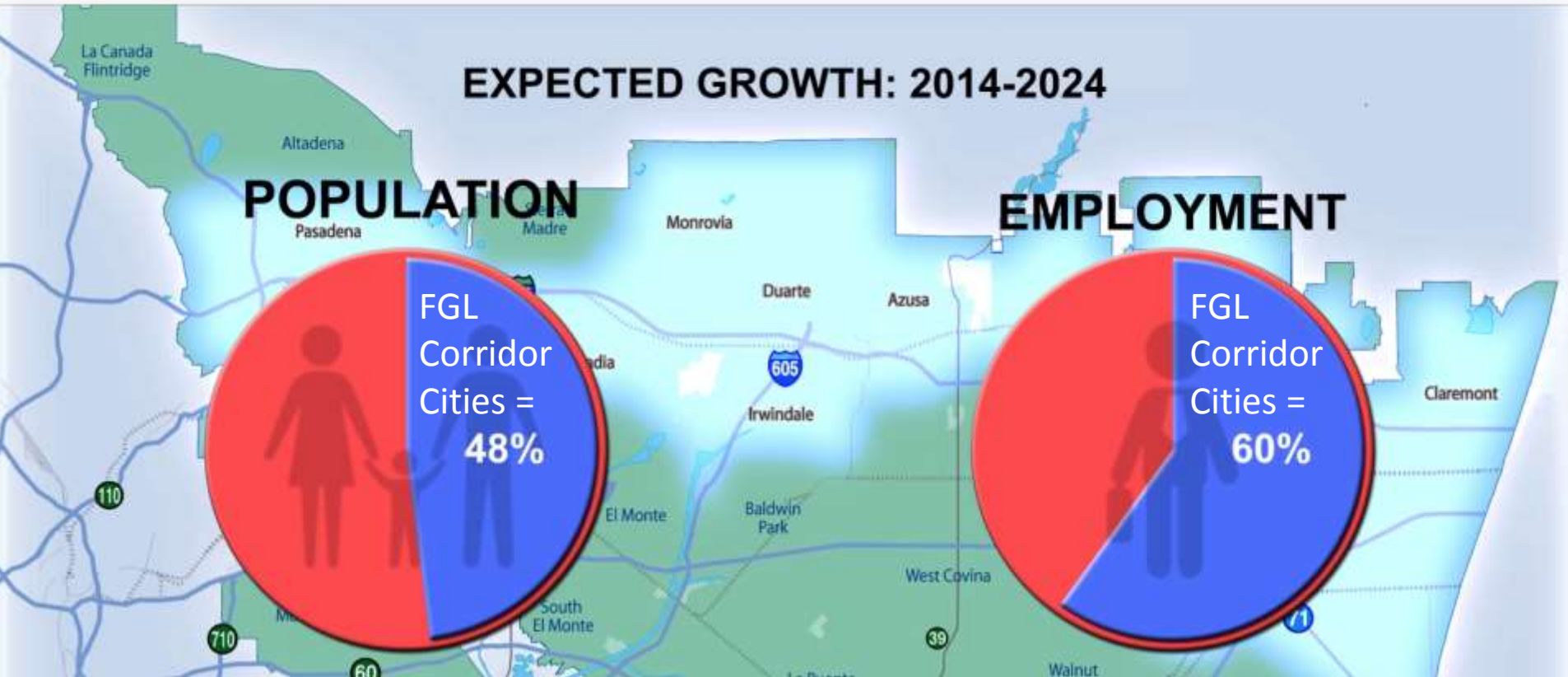
Foothill Gold Line

September 18, 2017



- Los Angeles County’s population will grow by 5.9% to 10.7 million by 2024
- During that same period, the San Gabriel Valley will grow by 7.6% to more than 1.5 million; taking on 18% of the county’s expected growth

San Gabriel Valley's Growth



- In the next decade, the majority of projected growth in the San Gabriel Valley is expected to be accommodated in Foothill Gold Line Cities:
 - 48% of all SGV population growth
 - 60% of all SGV job growth

Automobile Focus



Without rail options, use of cars and buses increase; congestion worsens on the I-210 Freeway (pictured above, a portion of the freeway through Pasadena)

County's Growing Rail Network



County Rail and Busway Network with Measure R and Measure M





Construction Authority

Part of LA County's Growing Rail Network



Source: LA Metro

Gold Line's 3 Phases = \$3 Billion Investment



- Los Angeles to Pasadena – Completed On Time/Under Budget (2003)
 - 13.7 Miles, 3 Cities, 13 Stations
- Pasadena to Azusa – Completed On Time/Under Budget (2015)
 - 11.5 Miles, 5 Cities, 6 Stations
- Glendora to Montclair – Breaking Ground December 2, 2017
 - 12.3 Miles, 6 Cities, 6 Stations

Light Rail

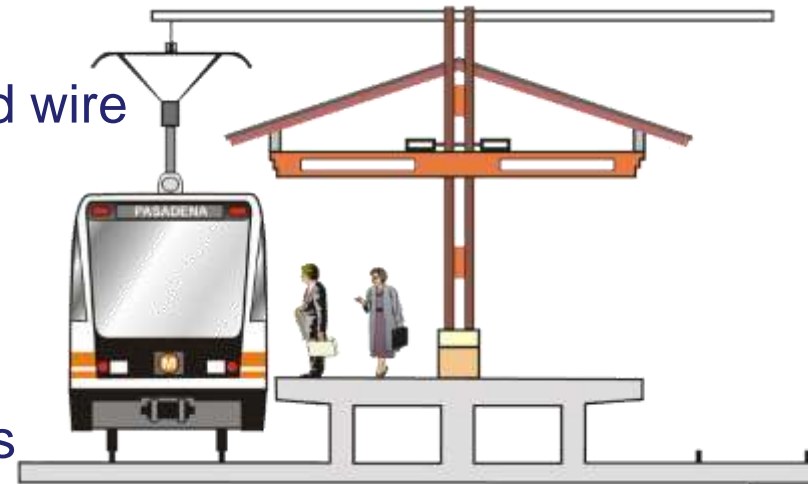


Metro Gold Line - Light Rail

- 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)



Different than Metrolink -
Commuter/Heavy Rail System



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)
- 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 JPA and TAC
- Construction Authority works closely with 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



Board of Directors



Marisol Rodriguez
Alternate, City of Los Angeles



John Fasana
Member



Doug Tessitor
Chair



Sam Pedroza
1st Vice Chair



Paul Leon
Member



Dan Evans
Member, Non-Voting



Carrie Bowen
Member, Non-Voting



Alan Wapner
Member, Non-Voting



Gene Masuda
Member, Non-Voting

Grassroots Approach



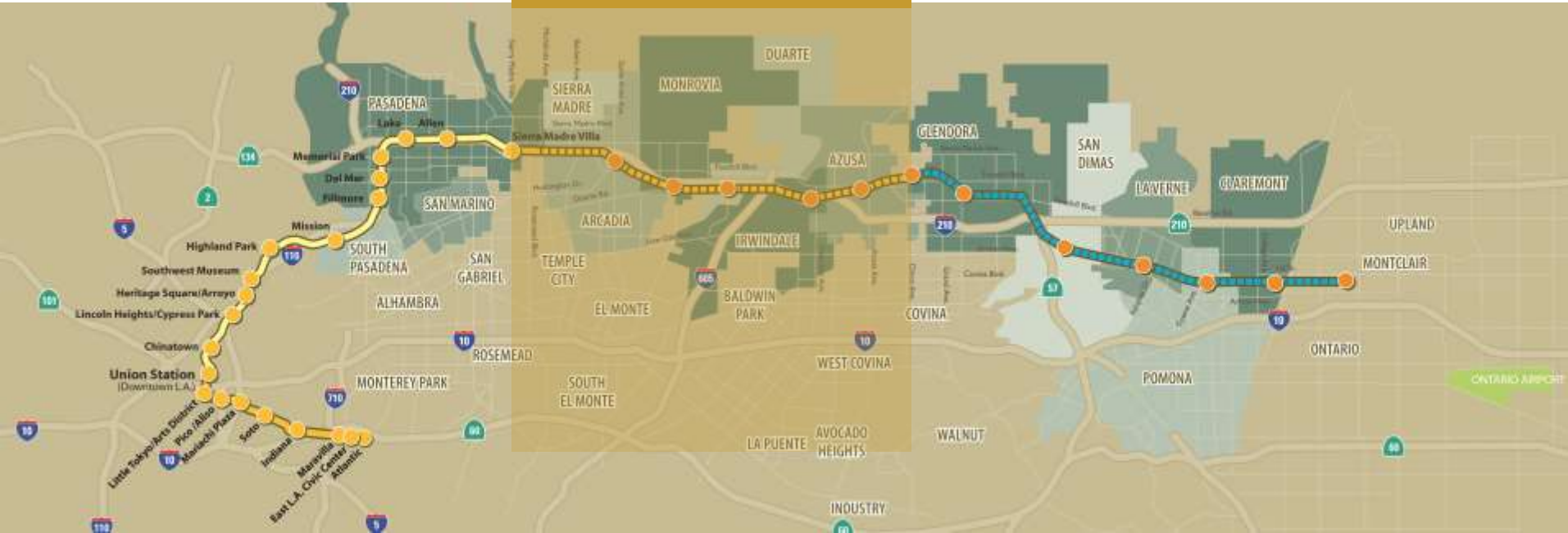
- Work closely with corridor cities throughout planning, design and construction
- JPA & TAC - Governance Structure includes Representation by All Corridor Cities
 - Elected Officials – Joint Powers Authority
 - City Staff – Technical Advisory Committee



Pasadena to Azusa

Pasadena to Azusa: On Time; On Budget

Pasadena-Azusa



- Fully funded by Measure R
- Construction completed on time and on budget in September 2015
- Metro opened for passenger service - March 5, 2016
- Six new light rail stations in five cities; all with parking

Pasadena to Azusa Stations



Arcadia



Monrovia



Duarte/City of Hope



Irwindale



Azusa Downtown



APU/Citrus College

Ridership Exceeding Expectations



- Ridership is at historic highs (as of July 2017)
 - More than 54,300 boardings each weekday (58,000+ on weekends)
 - More than 1.4 million boardings (traveled 8.5 million miles)
- Most riders are new to the Metro system and are traveling to Pasadena
- Nearly all new riders are choice riders

Gold Line Bridge



Award-winning:

- Best Project in Southern California, Highways/Bridges - Engineering News-Record
- Outstanding Public Civil Engineering Project – Amer. Society of Civil Engineers
- Engineering Achievement Award – Amer. Council of Engineering Companies
- Project Achievement Award – Construction Management Association of Amer.
- Distinguished Project Award – Western Council of Construction Consumers

Operations Campus



- 24-acre, \$265 million maintenance and operations facility
- Capacity for up to 84 vehicles from throughout Metro's system
- Awarded U.S. Green Building Council's LEED Gold Certification



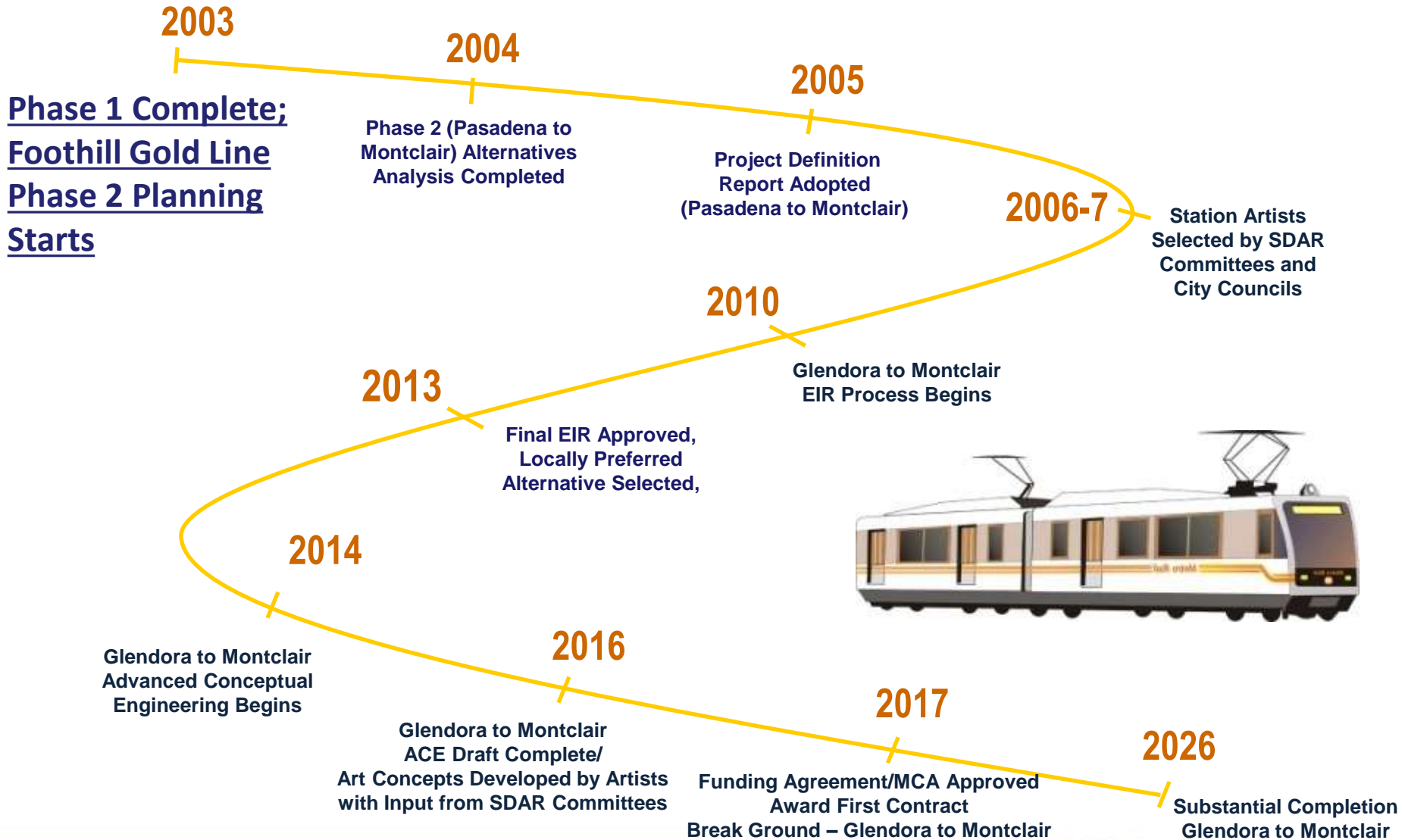
Glendora to Montclair

Glendora to Montclair Segment



-  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

Project Readiness/Effort to Date



Project Development

Five major phases:

Alternatives
Analysis

Completed
2003

Environmental
(EIR)/
Select LPA

Completed
2013

Engineering

Completed
2016

Final Design
2017-2020

Construction
2020-2026

* *Where we
are now*

Transit
Service

* Completed during this phase (in place now):

- Funding Agreement and Master Cooperative Agreement between Construction Authority & Metro
- Master Cooperative Agreements between Cities & Construction Authority



Foothill Gold Line

Six New Gold Line Stations

Glendora Station



Advanced Conceptual Engineering - September 2016



San Dimas Station



Advanced Conceptual Engineering - September 2016



Six New Gold Line Stations

La Verne Station



Advanced Conceptual Engineering - September 2016

Pomona Station



Advanced Conceptual Engineering - September 2016

Six New Gold Line Stations

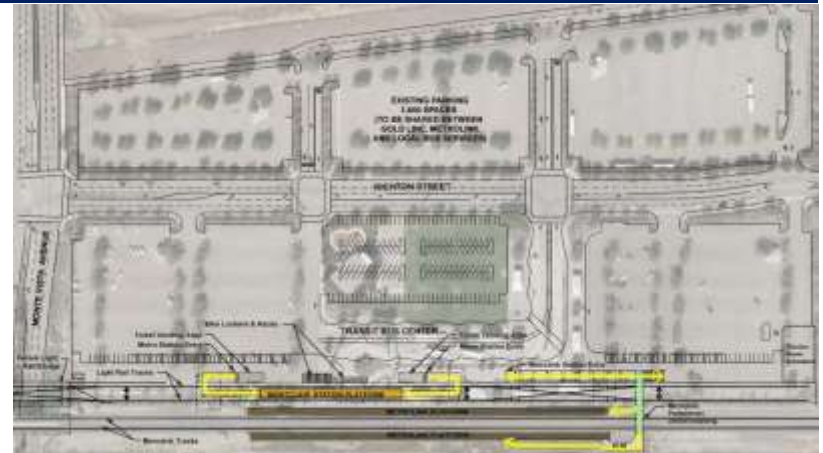
Claremont Station



Advanced Conceptual Engineering - September 2018



Montclair Station



Advanced Conceptual Engineering - September 2018

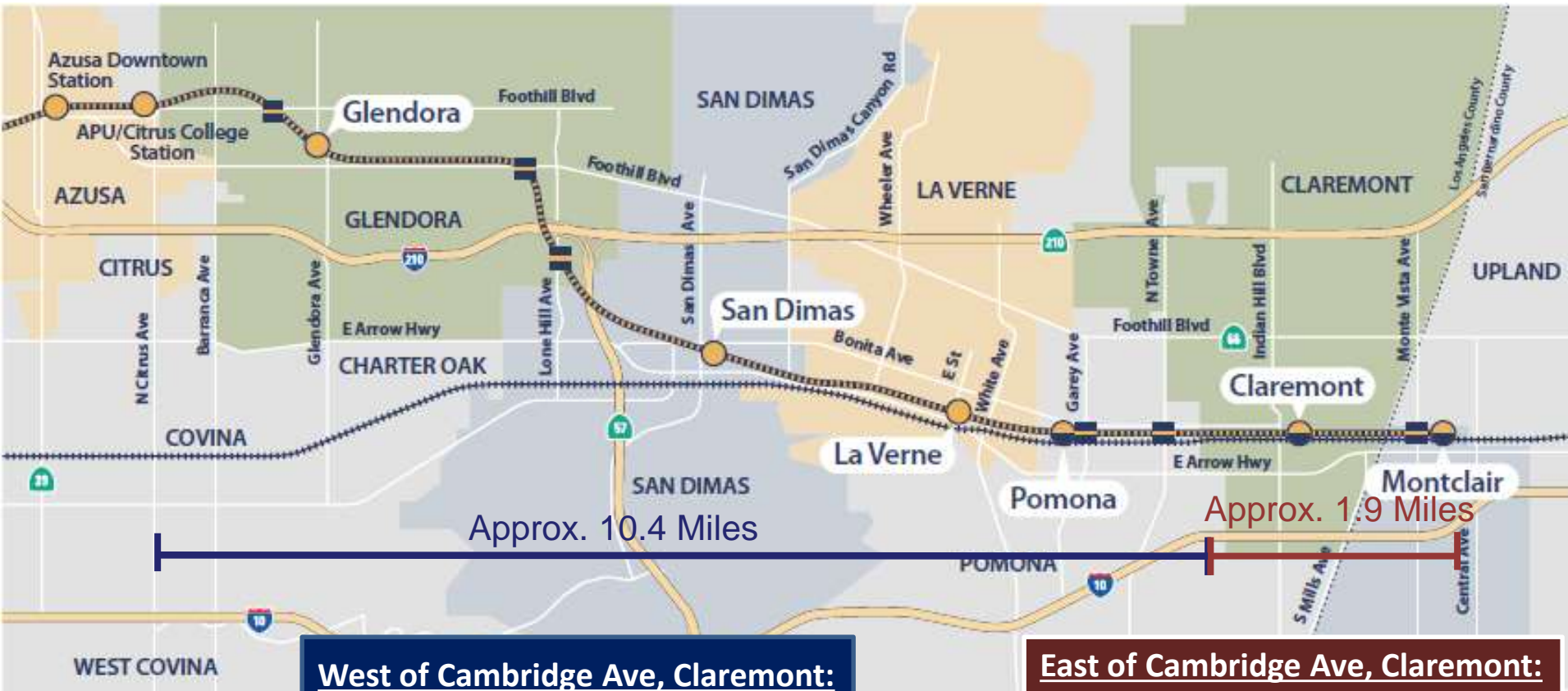


Project Elements (Overview)

- 12.3 miles of LRT at-grade track
- Track is generally within existing, owned right of way
- Overhead wires above tracks
- Corridor is 100% shared with BNSF and Metrolink
- Six new stations; each with intermodal parking facilities
- 26 at-grade (street level) crossings
- 25 New/Renovated Bridges
- 11 Traction Power Supply Substations within or adjacent to the right of way, located 1.0 to 1.5 miles apart
- Pedestrian crossings at every station (under or over the tracks)



100% Shared Corridor



West of Cambridge Ave, Claremont:

1. Relocate BNSF
2. Install Light-Rail

East of Cambridge Ave, Claremont:

1. Relocate Metrolink & BNSF
2. Install Light-Rail

Multi-Modal Parking Facilities at Stations

Future Station	Parking Spaces
Glendora	420 (new structure)
San Dimas	450 (new structure)
La Verne	600 (new structure)
Pomona	850 (new structure) <i>Spaces Shared with Metrolink</i>
Claremont	1,260 (new structure) <i>Spaces Shared with Metrolink</i>
Montclair	1,600 existing (surface lot) <i>Spaces Shared with Metrolink</i>



To promote multi-modal access, each station is being designed to include more bike parking and lockers, shuttle and drop off areas, bus stop interfaces and pedestrian access from all sides.

- Metro is currently studying impact of new paid parking policy – impact on demand and phased parking implementation

Multi-Modal Bicycle Access

Pasadena to Azusa

Metro Standards

- 60 Bike Racks
- 96 Bike Lockers

Construction Authority

- 120 Bike Racks
- 144 Bike Lockers

Glendora to Montclair

Metro Standards

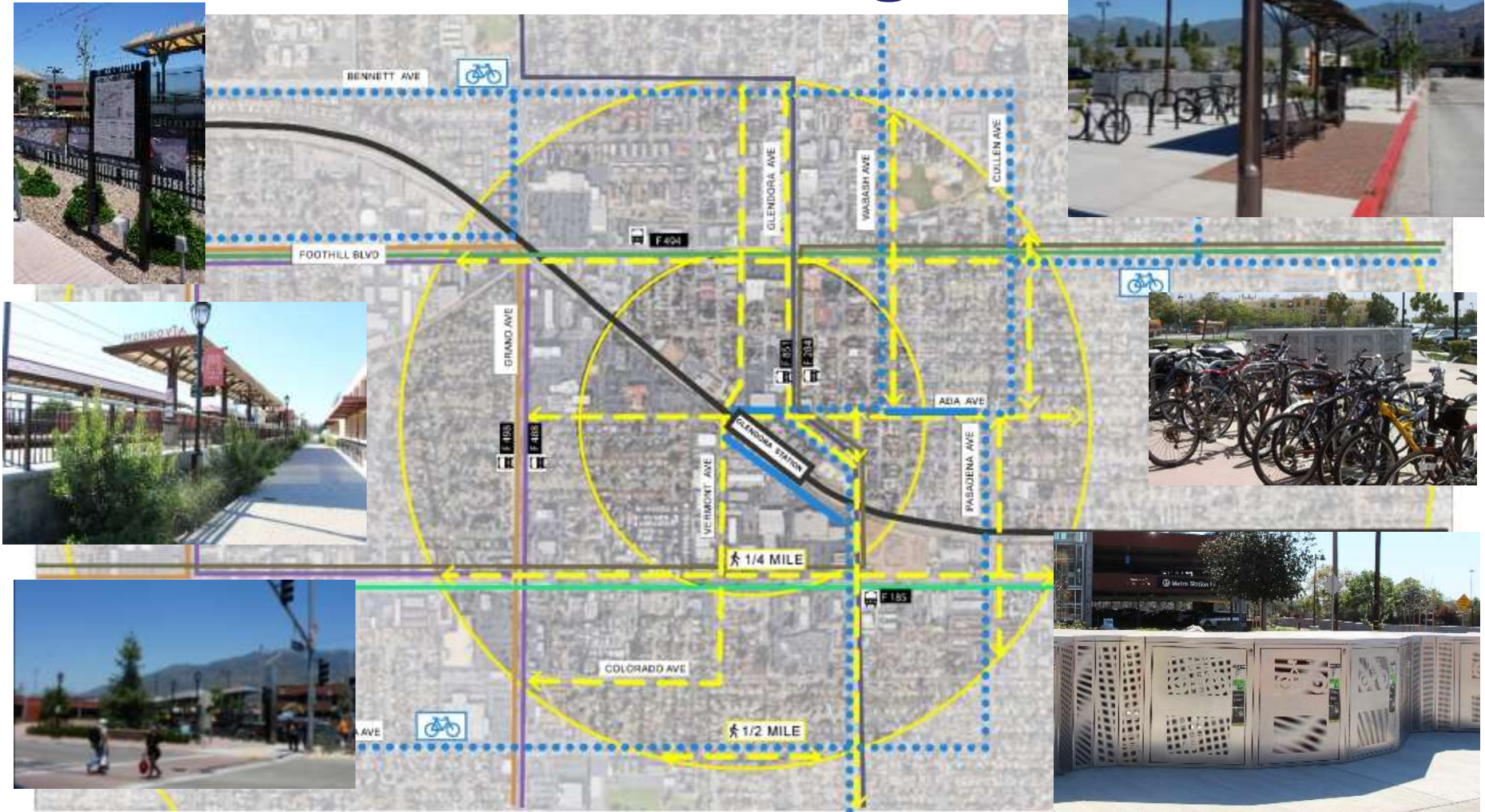
- 364 Bike Parking Spaces

Construction Authority

- 320 Bike Parking Spaces in Secure Shelter
- 60 Bike Racks



First/Last Mile Planning



First/Last Mile elements will be part of the project

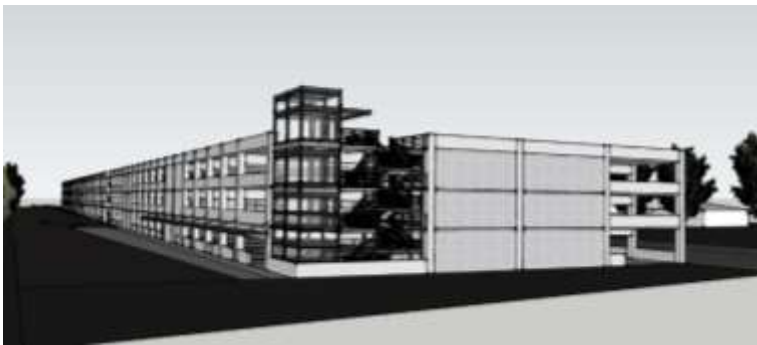
First/Last Mile Planning

- Authority will lead First/Last Mile planning for immediate area of stations and grade crossings
- Metro will lead First/Last Mile planning efforts for walk shed (.5 mi) and bike shed (3 mi)
 - Planning to begin early 2018, once Metro procures consultant
- Cities will implement/construct the first and last mile improvements
- Potential sources of funding
 - SGVCOG allocation of \$260M (Measure M)
 - State Active Transportation Program (likely \$100M annually statewide)
 - Metro will provide grant writing assistance to cities



Differences with Previous Segment

- Approximately four times number of parking spaces
- Use of pedestrian undercrossings/overcrossings at stations
- Placing station communications and power equipment in parking structure in lieu of standalone structures
- Addition of fare gates and expanded ticket vending canopies
- All stations have center platforms
- All stations have public entrances on both sides



Larger Parking Facilities



All Center-platform Stations with Entrances from Both Sides

Project Challenges

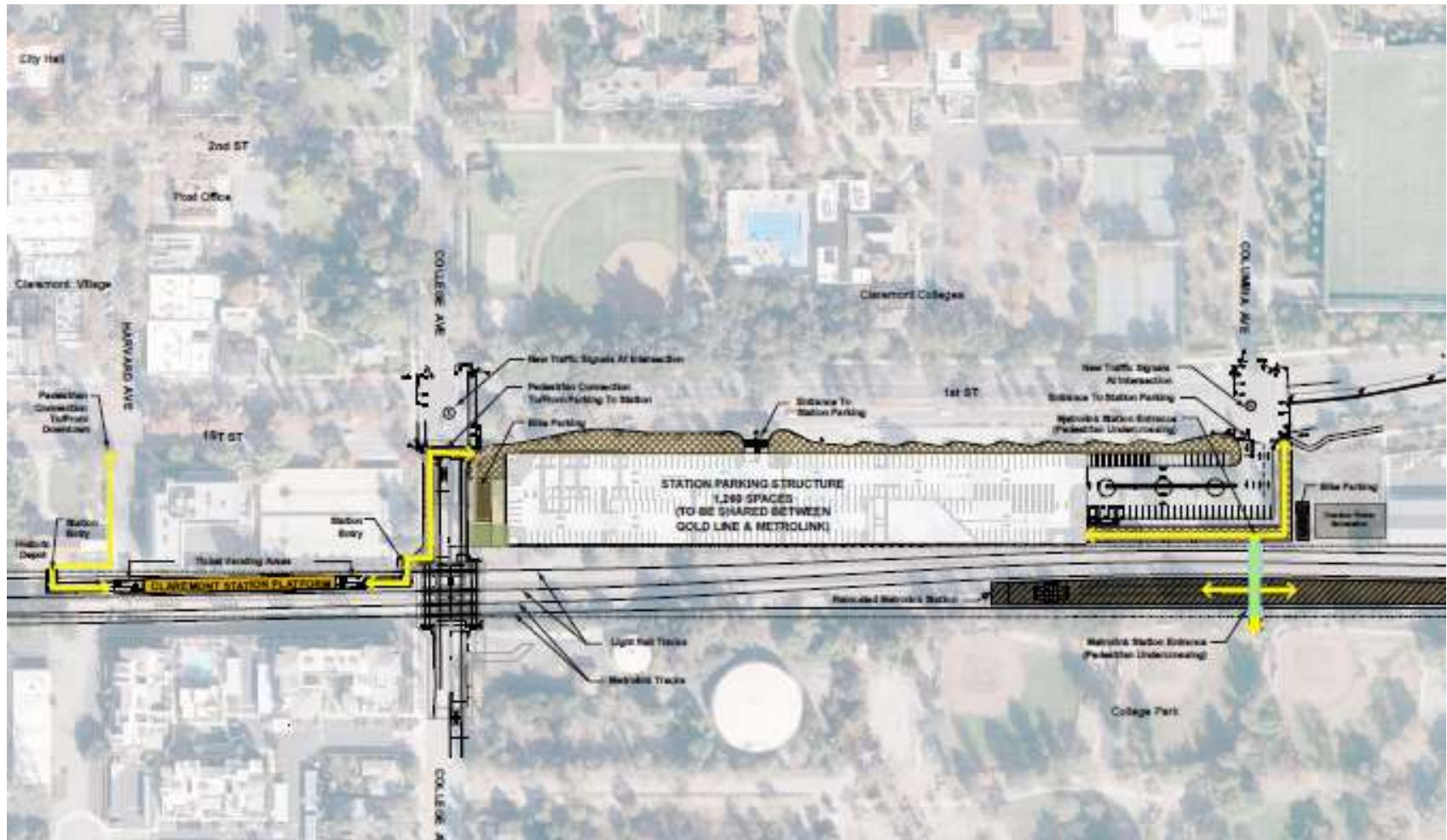
- Freight/Metrolink Track Relocation
 - Both BNSF and Metrolink service must stay operational during construction
 - Will have to move the freight/Metrolink track first, before building the light rail tracks
 - Two projects in one; adding complication and time to construction
- Relocation of Claremont Metrolink Station
- 26 At-Grade Street Crossings
- 25 New/Renovated Bridge Structures
- Large Number of Third Parties; Two Counties





Claremont Project Elements

Claremont Station Site Plan



Includes shared parking structure with Metrolink – currently planned: 1,260 spaces; design for the structure has not started

Claremont Station



Claremont Station – View West from College Avenue

Claremont Station Art

CLAREMONT STATION ARTIST
JOYCE KOHL



Claremont Gold Line Station Artist Concept
"THINKING OUTSIDE THE BOX"
(Beyond Trees and PhD's)

Claremont is an incredibly unique community. "Beyond bees 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.

Her concept has several sections—all of them deal with the premise of so many people thinking out of the box, in a vast number of fields, utilizing many languages.

The most prominent element of the station artwork will be an intensely 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 cut letters, symbols and numbers from the different 'languages' spoken in Claremont, etched into plexiglass. The landmark will be easily visible from various vantage points, including downtown Claremont from the primary pedestrian linkage of Harvard Ave.

For the second art element the artist is creating handmade tiles installed on the canopy column bases of the platform. Each image will represent a story from Claremont and will include a QR code that will link to videos or websites prepared by Claremont communication students on these prominent subjects. People showcased will include scientists, medical researchers, artists, musicians, social scientists, various educators, experts on religion, historians and creative writers. The viewer, while waiting for their train, can use their phone to learn more about these people and their expertise and research.

The third element is the design for the art glass of the ticket vending machine pavilion. The repeated image for the glass canopies will be a photo from an actual canopy and sky above Claremont. This image appears to be simultaneously a linear drawing and a calligraphic painting. The gradation of blue will reflect the sky above.



CITY NAME ON PLATFORM CANOPY



CANOPY FROM CLAREMONT: image taken from Claremont neighborhood appears to be simultaneously a linear drawing and a calligraphic painting.



TILES ON PLATFORM CANOPY BASES:

Handmade tiles installed on the canopy column bases of the platform. Each image is a story and will include a QR code that will link to videos that Claremont communication students will make on these prominent subjects.



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 cut letters, symbols and numbers from the different 'languages' spoken in Claremont etched into plexiglass.



Foothill Gold Line

Permanent Changes (after construction)

- Street Changes
 - Indian Hill Blvd – now recommended by CPUC as grade-separated crossing (Gold Line only)
 - Santa Fe Ave – may need to be reduced in width and one way
 - College/First & Columbia/First Intersections – new signals
- Train Trips Per Day
 - Today, two freight train trips occur in the rail corridor each day & about 38 Metrolink train trips from White Ave (La Verne) east
 - The Gold Line will add more than 200 trips per day
- Freight Track and Metrolink Station Relocation
- At Grade Crossings
- Sound Walls
- Property Issues (encroachments and land acquisition)



Safety at At-Grade Crossings

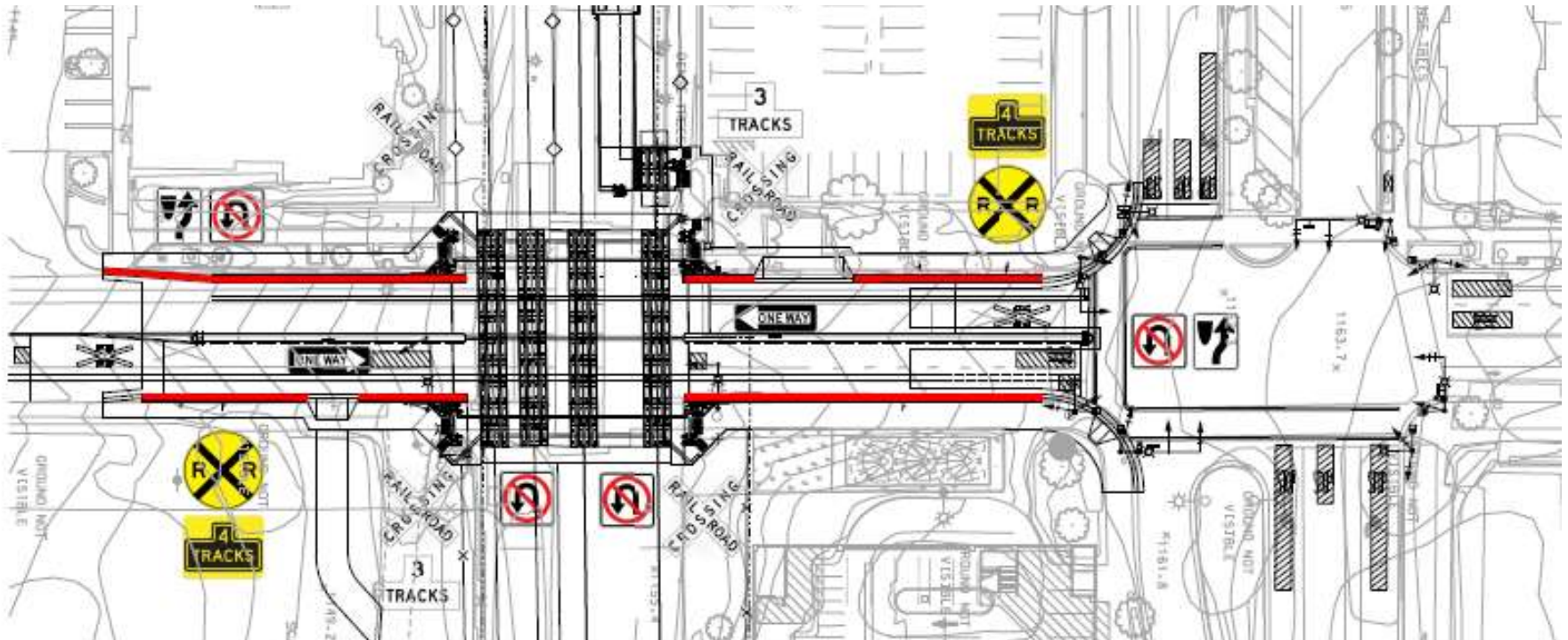


Safety Equipment at Shared At-Grade Crossings:

- 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

Three Claremont At-Grade Crossings

- At-grade crossings: Cambridge, College, Claremont
 - New Medians; Red Curbing; Turn Restrictions (within 100 ft.)
 - New restrictions are required by the CPUC for safety
 - Each crossing is unique, but will include similar measures



CPUC staff has indicated they strongly prefer a grade separated crossing at Indian Hill Blvd

Sound Walls

- Sound walls will be provided where required
 - Construction Authority follows the Federal Transit Administration (FTA) analysis method
- Sound walls are generally located where a sensitive receptor is adjacent to the rail alignment
 - Sensitive receptors include residences and schools
- The height of the walls vary throughout the alignment depending on topography and other factors, but are generally between 8 and 12 feet tall (some may be shorter or taller)
 - Height of walls is measured from the top of the rail



Encroachments & Land Acquisition

- Encroachments (50 project-wide identified to date)
 - The Construction Authority attempts to design around encroachments whenever possible
 - If not, design-build team works with property owner on removing encroachment (*city is kept informed as know properties*)
- Land Acquisition (starting mid-2018)
 - The Construction Authority owns the vast majority of land needed for the project
 - Additional land may be needed for the station parking facilities, grade crossing equipment and other project elements
 - Additional land needs are not yet known and will likely not be known for several years
 - Once identified, the Construction Authority will approach land owners and offer fair market value



Indian Hill Grade Separation

Indian Hill Grade Separation

- On July 26, 2016, the City Council requested that the crossing at Indian Hill Blvd. should be At-Grade.
- PUC staff has indicated they will oppose an At-Grade Crossing at Indian Hill Blvd., due to the following:
 - Number of trains.
 - Number of vehicle trips.
 - Number of pedestrians.
 - Number of tracks.
 - Configuration of the crossing and proximity to First street.

Indian Hill Grade Separation

- To begin this conversation, staff has enlisted the Contract Architect to prepare some conceptual designs to work with the Authority staff on what is feasible.



Original Bridge



Original Bridge



Preliminary Alternative



Preliminary Alternative



Upcoming City Meetings

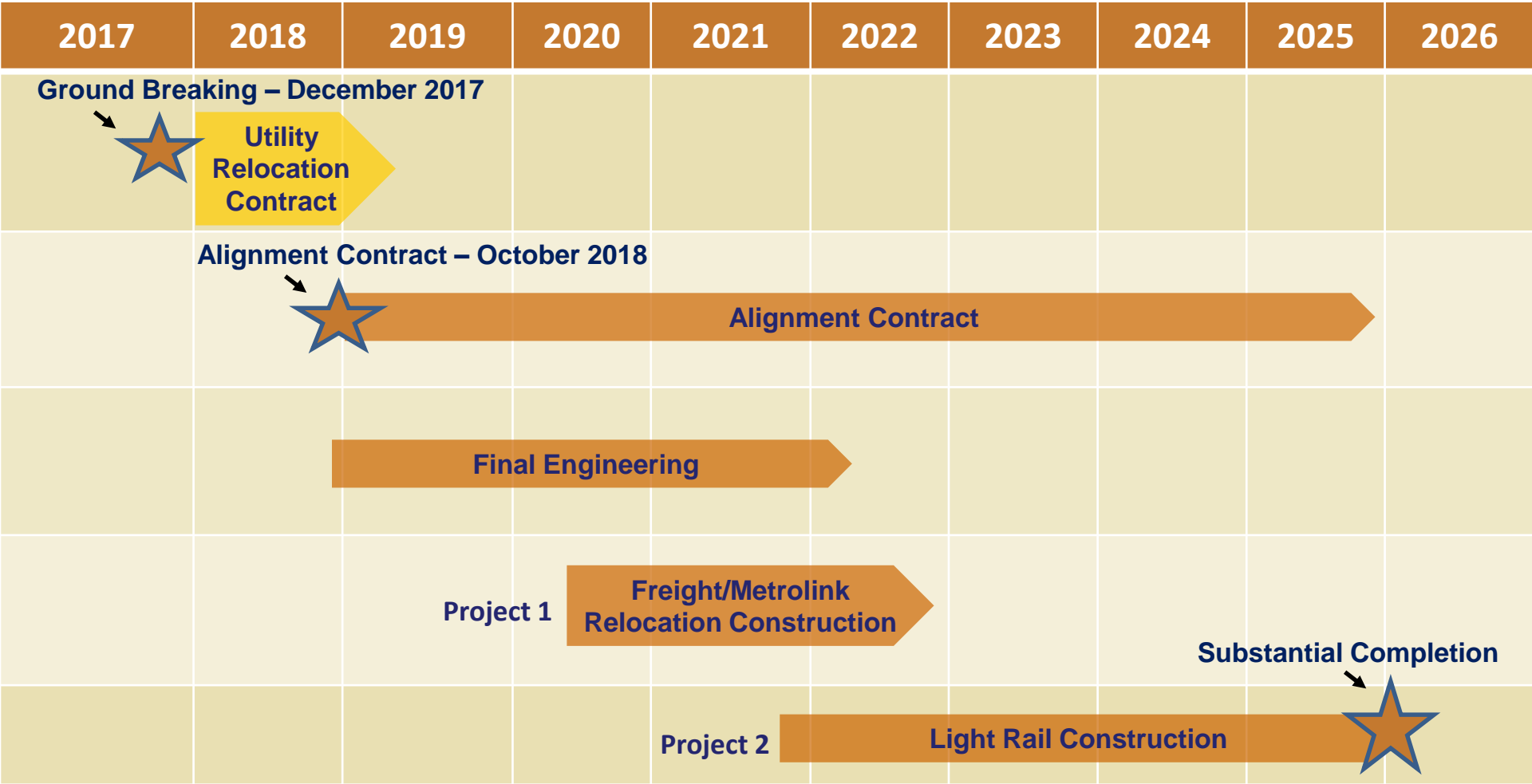
- September 28, 7PM-Traffic and Transportation Meeting
- October 10, 6:30PM City Council Meeting





Project Timeline and Funding

Glendora to Montclair Work Plan



Project Estimate - June 2017

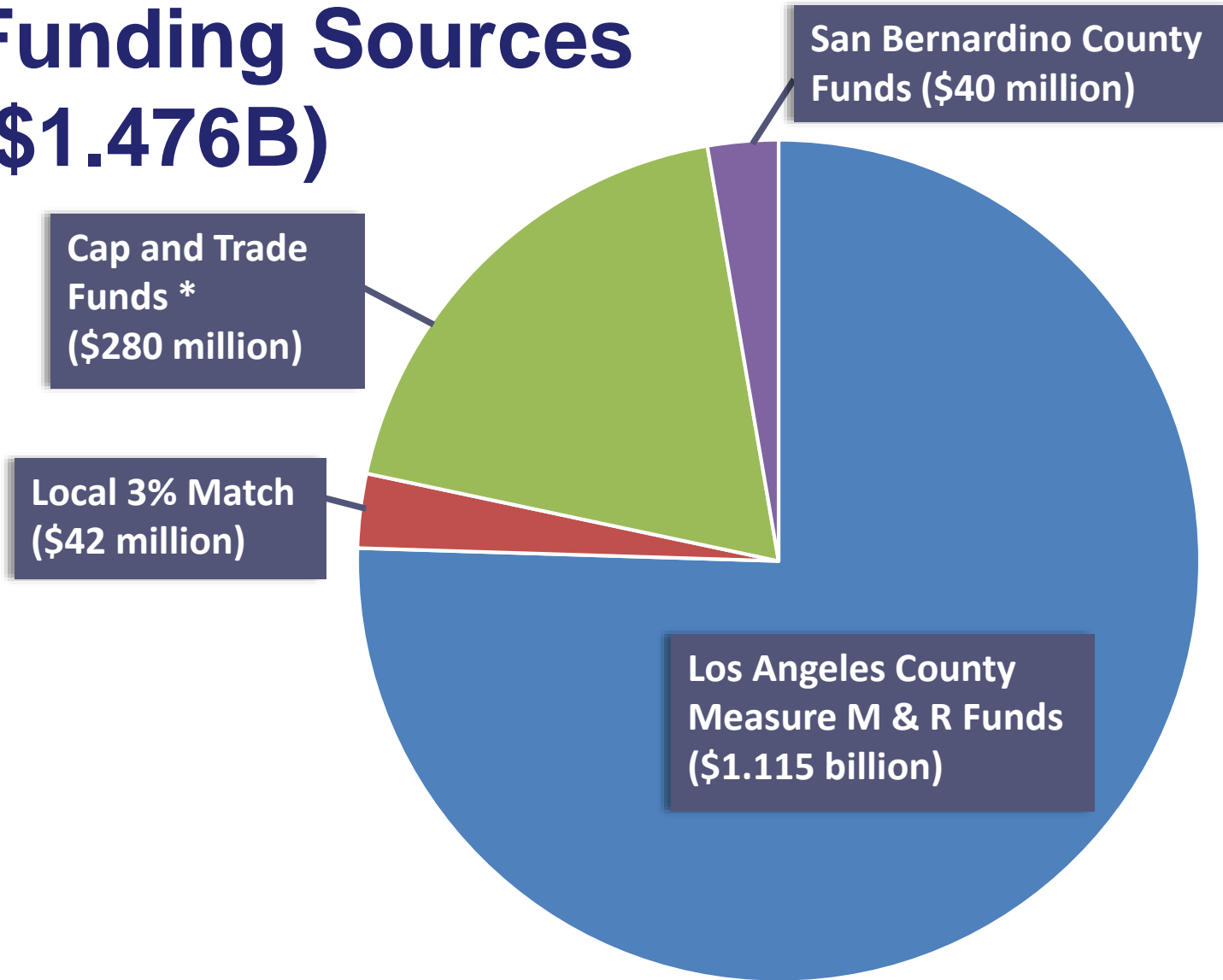


Glendora to Claremont - \$1,406 million

Claremont to Montclair - \$70 million

NOTE: Final project costs will be known when Alignment Design-Build Contractor has been selected and when CPUC determines if additional grade separations are required.

Funding Sources (\$1.476B)



* Funding Agreement w/ Metro says Project is **1st PRIORITY** for Cap and Trade



Upcoming Procurements

Upcoming Contracts



- **DB1 - Utility Relocation:** Includes protection in place for existing sewer and water lines crossing the rail ROW
- **DB2 – Alignment Project:** Includes all other work along the Alignment including, light rail track placement, relocation/reconfiguration of freight/Metrolink track, grade separations, grade crossings, stations, parking structures, utilities, systems, public outreach & other items

Procurement Path (DB1 & DB2)

Activity	
Design-Build Contractors form teams	Jan - Oct 2017
Industry Workshop	May 2017
DB1 - Utility Relocation: RFB Issued	July 2017
Utility Relocation: Contract Awarded to W.A. Rasic	Sep 2017
DB2 - Alignment: Request for Qualifications (RFQ) Issued	Nov 2017
Alignment Shortlist Determined & Industry Review Draft RFP Issued	Feb 2018
Alignment: RFP Issued	May 2018
Alignment: Contract Award (anticipated)	Oct 2018





Preparing for Construction

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 City
- Impactful work is not expected until late-2019 at the earliest

What to Expect First Few Years

- DB1 (Utility Relocation) – Starting in Late-2017
 - Majority of the work will be within rail right-of-way
 - Utility owners include: Cities, County LA Sanitation District and private water companies
 - Limited work in public right of way, with minimal impact to traffic/roads
 - Permits will be acquired from jurisdictional city for work on city facility and/or within city right of way
 - Affected neighbors will be notified of work and potential impacts
- Authority will notify dry utility owners (electrical, cable/tv, phone, gas) of potential conflicts with project, to initiate relocation process
- Site investigations to support Design-Build contract documents will continue:
 - Utility potholes
 - Geotechnical investigation
 - Environmental soil sampling





Community Outreach & Notification Program

Project & Construction Safety Awareness

- Leading Up to 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

Reaching Key Audiences

Stakeholders/Affected Groups	On-Line/ Direct			Meetings/ Events			Media			Information					
	Social Media Postings	Email Notices	Hand Delivered Notices	Stakeholder Events & Speakers Bureau	Online and Community Event Outreach	Monthly City Meeting	Community Walks, One-on-One Meetings	Media Information	Press Kit	Advertisements	Fact Sheets/Newsletter	Signs	Billboards	Information Hotline	Public Accessible Office
Business Groups	X	X		X	X					X	X		X	X	
Small Businesses (Store Fronts)	X	X	X	X	X		X			X	X	X	X	X	X
Large Business/ Manufacturing Facilities	X	X		X	X		X			X	X	X	X	X	
City Officials	X	X		X	X	X							X	X	
City Street Users	X	X			X		X			X	X	X	X	X	
Emergency Responders	X	X				X	X					X		X	
Faith Based Groups	X	X	X	X	X		X			X	X			X	
Institutions/Schools	X	X	X	X	X		X			X	X	X		X	
Media Outlets	X			X	X			X	X		X			X	
Pedestrians												X	X	X	
Residents	X	X	X		X		X			X	X	X	X	X	X
Residential/Community Organizations	X	X		X	X		X			X	X			X	X
Utility Owners	X	X		X		X	X				X			X	

Sign-Up for Updates – foothillgoldline.org



Return to Full Map Duarte Station Webpage Construction Updates Webpage Sign-up for Construction Updates



Future Duarte Gold Line Station - Station construction has begun and will be on-going



Highland Ave Crossing - Crews completed the Highland Ave grade crossing in March 2013.

Aviso de Cierre de Carretera
CIERRE DE LA CALLE
NOTICE OF ROAD CLOSURE
Street Closure Notice
CLOSURE OF BUENA VISTA STREET

QUÉ: Trabajadores realizarán mejoras del cruce sobre la calle Buena Vista desde el cruce con la calle Huntington al norte de la Calle Duarte, entre parte de la intersección del proyecto de la 11.5 milla estación de la línea Metro Gold Line. Se realizarán trabajos de construcción para mejorar la seguridad y la accesibilidad en esta zona.

CUANDO: Desde el día del 2013.12.20 al 2014.01.20, el cruce sobre la calle Buena Vista se mantendrá cerrado y el tráfico se mantendrá en la calle Huntington. La calle Buena Vista estará cerrada al tráfico en el cruce de la calle Buena Vista y la calle Huntington. Durante el cruce de Buena Vista y la calle Huntington se cerrará el tráfico en la calle Huntington de 7:00 de la mañana a 7:00 de la tarde, los días de trabajo. Los trabajos de construcción serán completados antes de las 7:00 de la tarde.

IMPACTOS AL TRANSITO:
 - Un camino peatonal será disponible adyacente de la zona de construcción.
 - Un servicio de transporte público será disponible y se mantendrá para el tráfico de peatones.
 - Se le aconseja a los conductores evitar el cruce de la calle y utilizar rutas alternativas disponibles.
 - Durante una eventual construcción, los trabajos serán realizados en los días de Buena Vista y Duarte para mantener el tráfico y el cruce de Buena Vista y Duarte.

WHAT: Crews will be constructing grade crossing improvements on Buena Vista Street at the street crossing location north of Duarte Road at the station crossing location. Work will be performed all part of the 11.5 mile Metro Gold Line Project Extension right of way. The grade crossing work requires a closure of Buena Vista Street at the intersection for approximately 7 weeks.

WHEN: Since 2013.12.20 to 2014.01.20, the intersection of Buena Vista Street and Duarte Road will be closed to traffic. Traffic on both Buena Vista Street and Duarte Road will be maintained. Work will remain closed to traffic on Buena Vista Street through the end of July. Traffic on Buena Vista Street will be closed from about 7:00 a.m. to 7:00 p.m. Monday through Saturday. Occasional single work hours work on Sundays and/or night work may be performed.

TRAFFIC ADVISORIES:
 - Pedestrian access will be maintained.
 - A detour route for motorists will be implemented and signage will be posted to direct motorists.
 - Motorists are advised to expect delays and use alternate routes when possible.
 - During the construction activity, all businesses including those located on Buena Vista Street and Duarte Road will remain open and accessible.

NOTE TO RESIDENTS / BUSINESS OWNERS:
 - Make sure construction equipment will be produced near the active work areas.
 - Working equipment will be used to control dust.

FOR MORE INFORMATION:
 - Visit www.foothillgoldline.org
 - Call the hotline at (916) 224-7888
 - Visit our Public Information Office located at 408 E. Huntington Drive, Suite 200, Marysville, CA 95959 (916) 224-7888 / info@foothillgoldline.org

For questions about construction activities:
 - Call the hotline at (916) 224-7888
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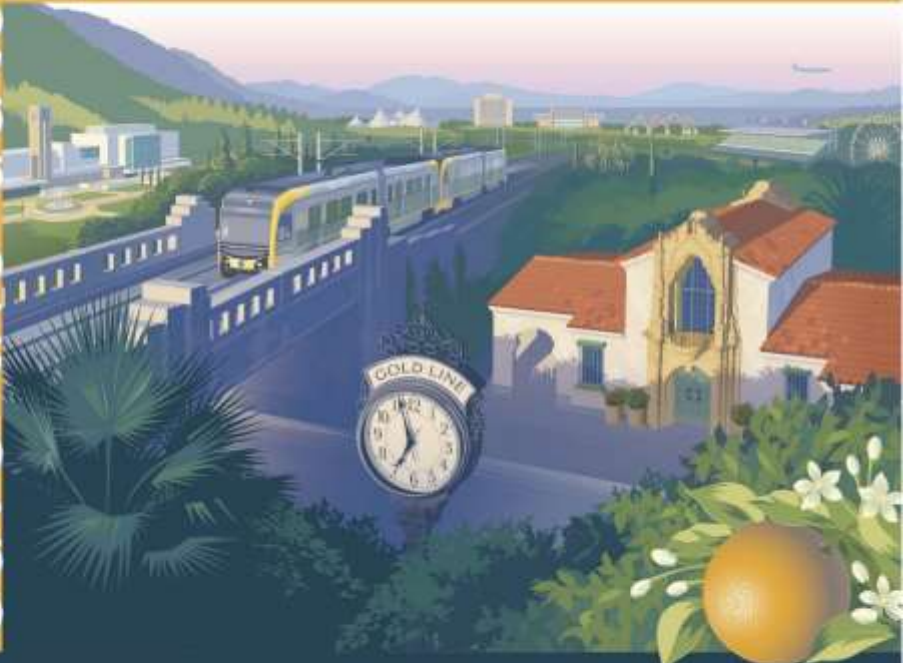


**Save the Date:
Project Groundbreaking**

Project Groundbreaking – December 2

Foothill Gold Line from Glendora to Montclair
Groundbreaking Ceremony
Saturday, December 2, 2017 - 10:00 AM

save the date



 **Foothill Gold Line**

Citrus College
1000 W. Foothill Blvd, Glendora, CA 91741
52 Parking Lot - Corner of Citrus Avenue/Campus Drive
www.foothillgoldline.org

*Groundbreaking -
Citrus College
Details to follow soon!*



Stay Connected:
foothillgoldline.org
iwillride.org



/iwillride



@iwillride