



# **Foothill Gold Line**

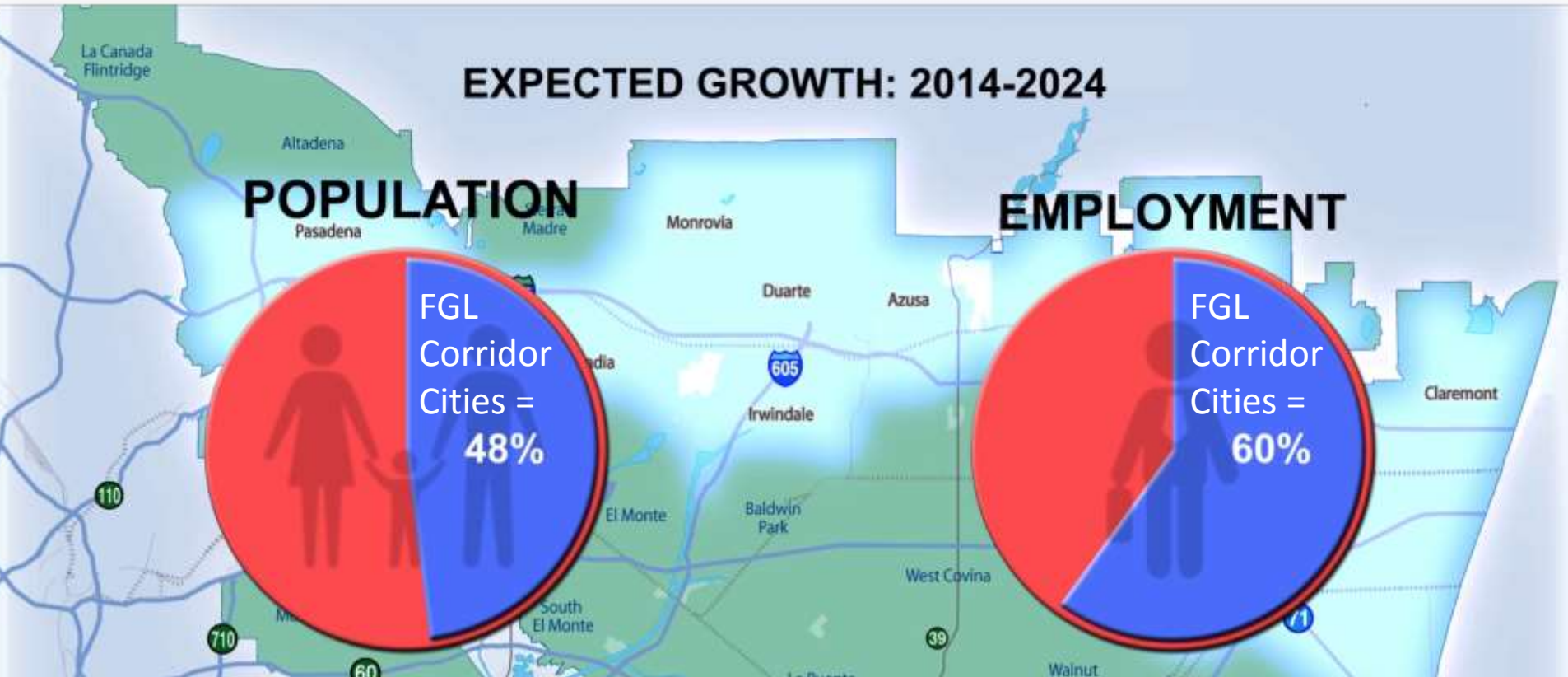
**Glendora Chamber of Commerce**

**November 9, 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



Source: LA Metro

County Rail and Busway Network with Measure R and Measure M



# Light Rail

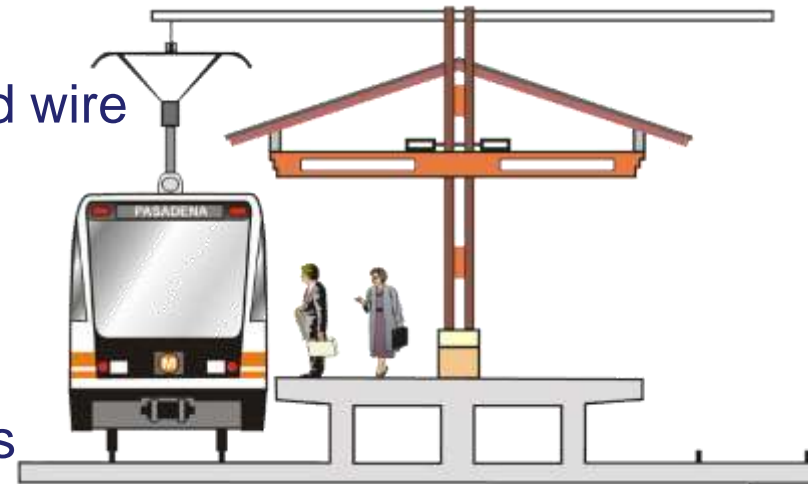


Metro Gold Line - Light Rail

- 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



# 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



# **Construction Authority**



# 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



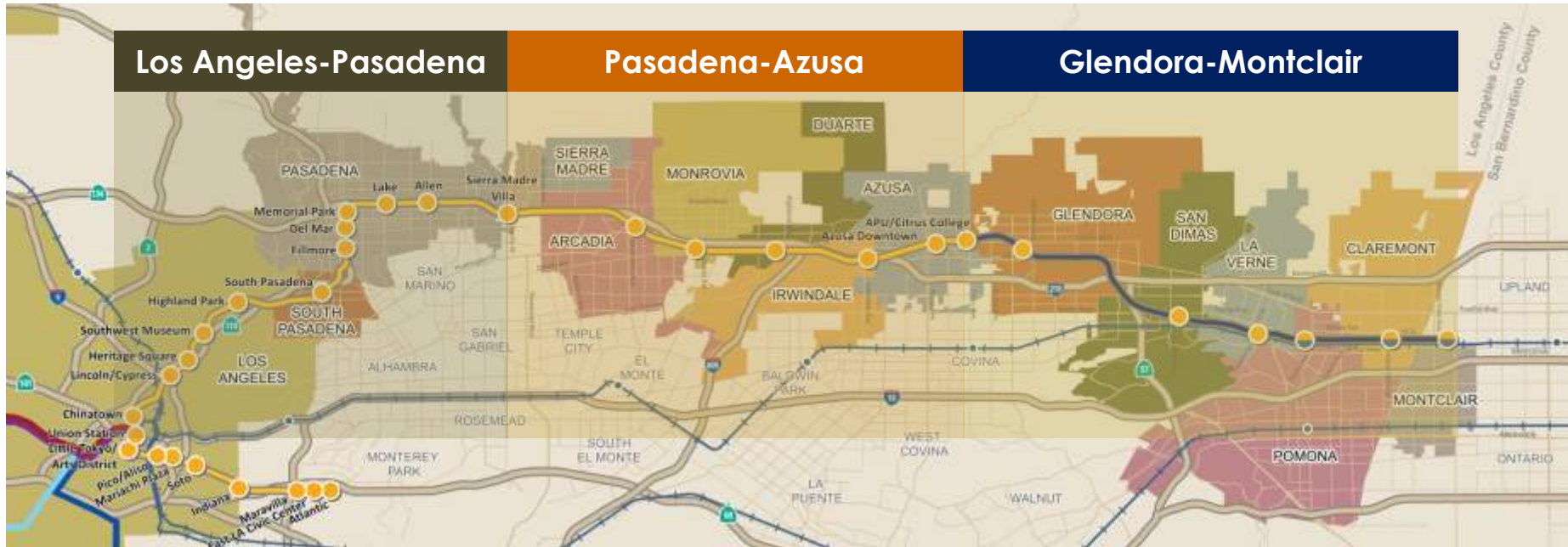
# Part of LA County's Growing Rail Network



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



# **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 Development

Five major phases:

Alternatives  
Analysis

Completed  
2003

Environmental  
(EIR)/  
Select LPA

Completed  
2013

Engineering

Completed  
2016

Final Design  
2017-2020

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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



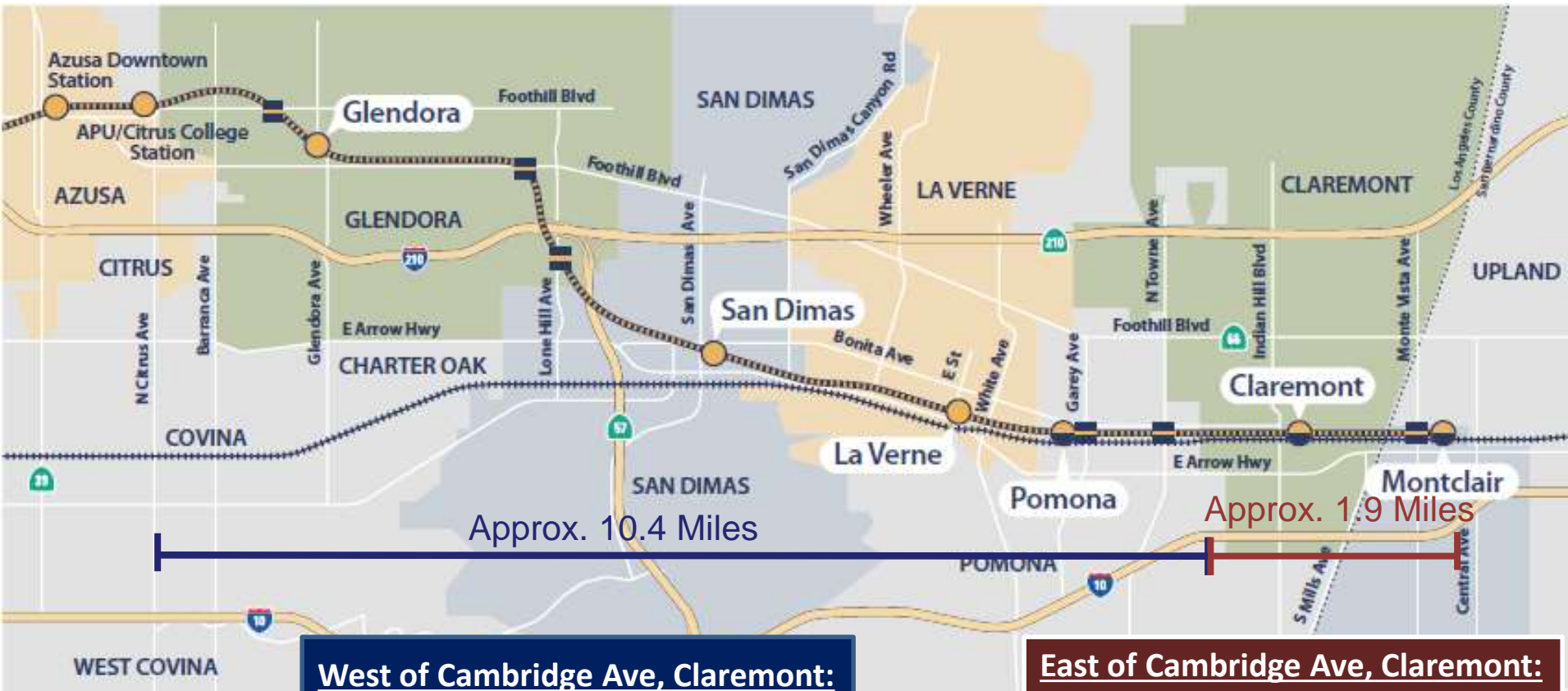
Foothill Gold Line

# 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



# 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





# **Glendora Project Elements**

# Glendora Station Site Plan



Includes 420 parking spaces, charging stations for EV's, bicycle parking and bus and drop-off areas.

# Glendora Station



GLENDORA STATION ARTIST  
**MICHAEL HILLMAN**



**Glendora Gold Line Station Artist Concept**  
**"GLENDORA HOME. A SLICE OF SUNSHINE"**

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 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.

Michael 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 glazed in the station area. The imagery depicted on these station landmarks are created from dazzling glass tesserae.

His advanced art concept includes using standard platform pavers to provide a visual reference for the Glendora tartan pattern and the use of bougainvillea inspired imagery for the art glass in the ticket vending machine pavilions.



**BRODIAEA FILIFOLIA - THE GLENDORA CITY FLOWER**  
 Hand painted tiles may be included in the columns. Images are inspired by local plants unique to Glendora and the San Gabriel Foothills.

# GLENDORA

CITY NAME ON PLATFORM CANOPY



**BEACON OF BOUGAINVILLEA:**  
 Bougainvillea inspired imagery created from art glass will be included on the ticket vending machine pavilions. The pavilions are placed at each entry to the platform.

This aspect of the project artwork represents the Glendora Bougainvillea, dedicated as a State Historical Landmark on January 7, 1978, which stretches for 600 feet along Bennett Avenue and 600 feet along Minnesota Avenue (bordering two sides of a community that was once an orange grove.)



**STATION LANDMARKS:**  
 Station landmarks are embellished with brilliant colors to evoke imagery associated with Glendora such as citrus, the foothills, bougainvillea, the brodiaea filifolia flower and water.



**PLATFORM PAVING:**  
 The platform paving will use standard pavers to depict the Glendora tartan pattern.

## GLENDORA Station Art - Advanced Concept Design

June 2017

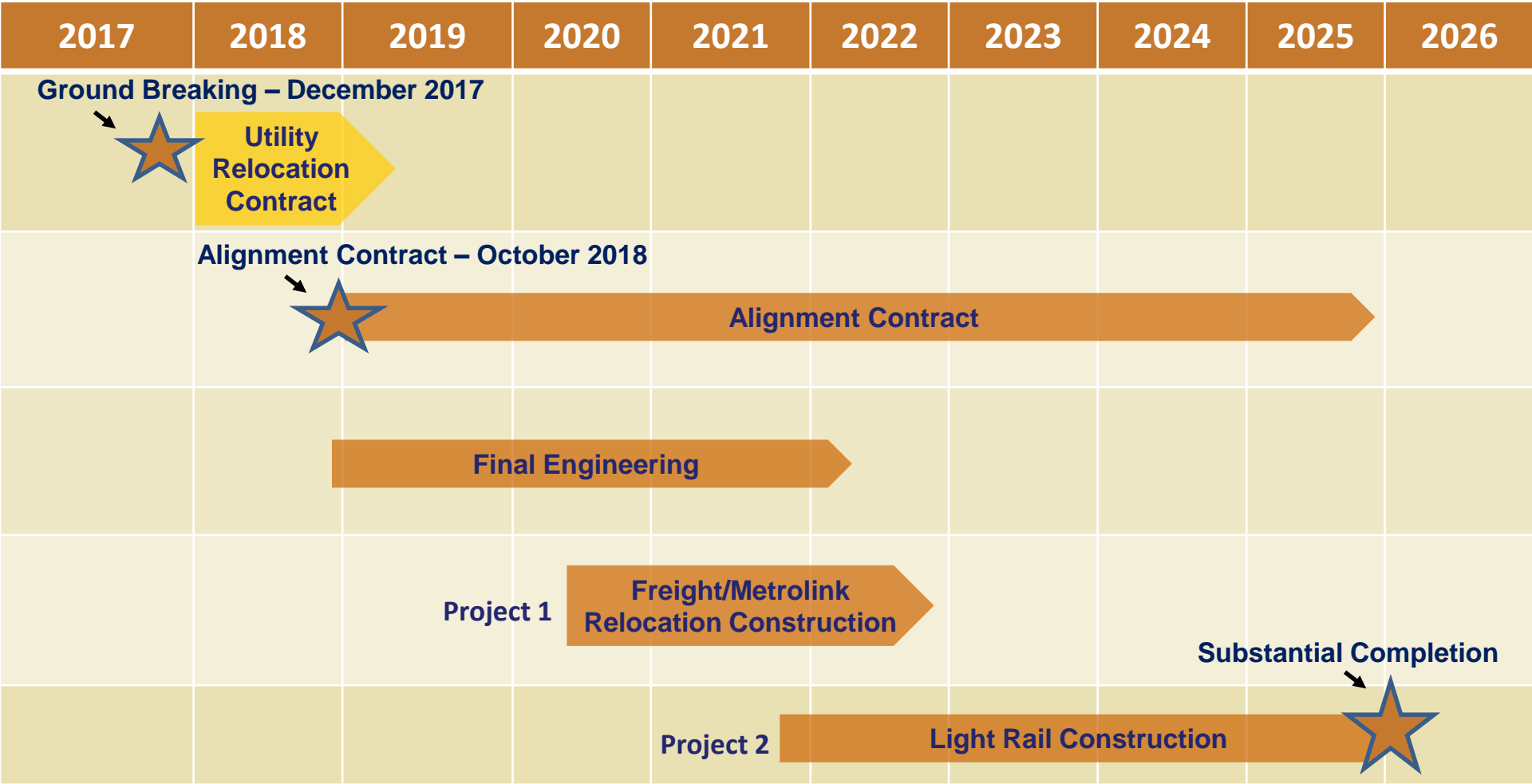


**Foothill Gold Line**



# **Project Timeline and Funding**

# Glendora to Montclair Work Plan



# Project Estimate - September 2017

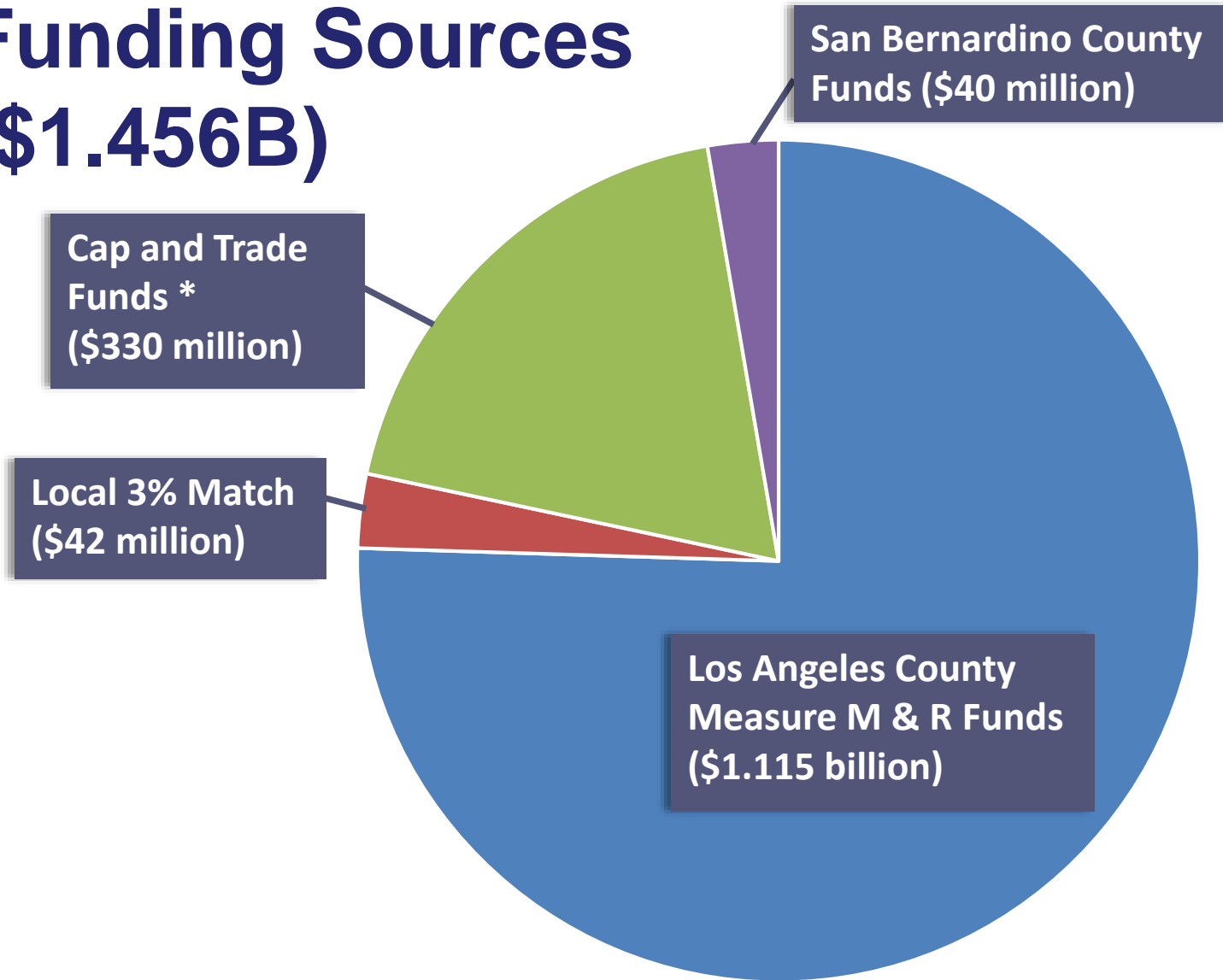


June 28, 2017

NOTE: Final project costs will be known when Alignment Design-Build Contractor has been selected.



# Funding Sources (\$1.456B)



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



# 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)
- 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



# 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



# 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**

**Street Closure Notice**  
**CLOSURE OF BUENA VISTA STREET**

**WHAT**  
 Crews will be constructing grade crossing improvements on Buena Vista Street at the station crossing location. Work will be performed on July 15-19, 2013. Construction of the Gold Line Future Station light rail project. This project is the final phase of the approximately 7.5-mile extension of the Gold Line from Duarte to Azusa.

**WHEN**  
 - Monday, July 15, 2013, 7:00 a.m. to 4:30 p.m.  
 - Tuesday, July 16, 2013, 7:00 a.m. to 4:30 p.m.  
 - Wednesday, July 17, 2013, 7:00 a.m. to 4:30 p.m.  
 - Thursday, July 18, 2013, 7:00 a.m. to 4:30 p.m.  
 - Friday, July 19, 2013, 7:00 a.m. to 4:30 p.m.

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

**FOR MORE INFORMATION**  
 - Visit [www.foothillgoldline.org](http://www.foothillgoldline.org)  
 - Call the hotline at (951) 324-7888  
 - Visit our Public Information Office located at 408 E. Huntington Drive, Suite 200, Azusa, CA 91701  
 - For questions about construction activities: Foothill Transit Construction Authority (951) 810-3300 / 408 E. Huntington Drive

**TRAFFIC ADVISORIES**  
 - Possibilities of traffic delays will be maintained.  
 - A detour route for projects will be implemented and signage will be posted to direct motorists.  
 - Motorists are advised to expect delays and use alternate routes when possible.  
 - Buses are advised to expect delays.  
 - During the construction activity, all lanes of Buena Vista Street and Duarte Road will remain open and accessible.

**IMPACTOS AL TRANSITO**  
 - Un camino posiblemente sera desviado durante de la zona de construcion.  
 - Un servicio sera implementado durante este tiempo y se colocaran señalizaciones para dirigir a los conductores.  
 - Los conductores son aconsejados de esperar por demoras y utilizar rutas alternativas cuando sea posible.  
 - Durante la actividad de construcion, los autobuses podran experimentar demoras.  
 - Durante la actividad de construcion, todas las calles de Buena Vista y Duarte permaneceran abiertas y accesibles.



**Save the Date:  
Project Groundbreaking**

# Foothill Gold Line Groundbreaking Ceremony

Saturday, December 2, 2017, 9:30 a.m.

Citrus College, 1000 W. Foothill Blvd, Glendora, CA 91741



The 12.3-mile Foothill Gold Line light rail project will break ground on December 2, 2017. Six new light rail stations will be added to the Metro Gold Line system in Glendora, San Dimas, La Verne, Pomona, Claremont and Montclair.

Join elected officials, community members, and the media as we celebrate the start of construction for this important regional project being funded by Measure M and Measure R in Los Angeles County along with San Bernardino County funds to extend the line to Montclair!

Join Us



Groundbreaking Ceremony & Parking at Citrus College

★ S2 Parking Lot Corner of Citrus Avenue and Campus Drive

Take Transit to the Ceremony:

🚇 Via Metro Gold Line: Exit at the APU/Citrus College Station

🚌 Via Foothill Transit Bus Lines 188, 281, 284 & 488:  
Get off at Foothill Blvd/Citrus Ave Stop

For more information: (626) 471-9050, [www.foothillgoldline.org](http://www.foothillgoldline.org)



**Foothill Gold Line**





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