



Foothill Gold Line

September 2024 Project Update

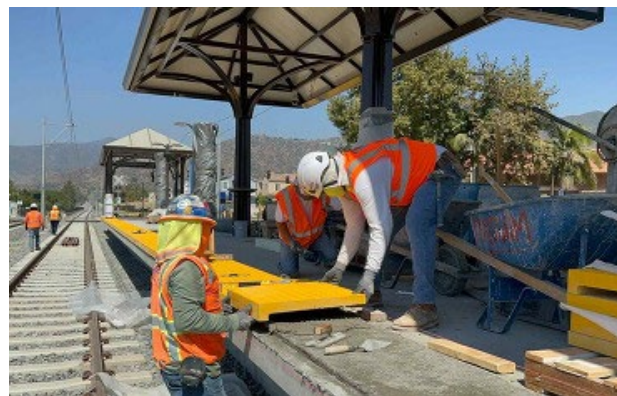
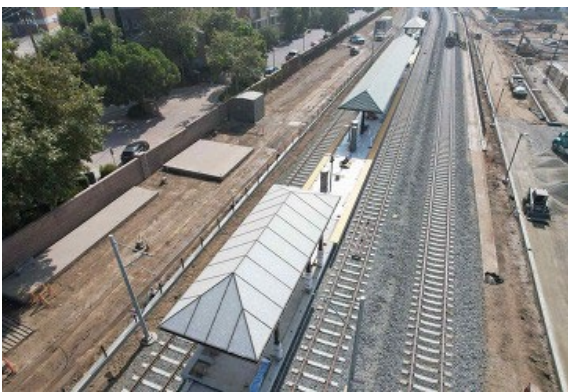
The Glendora to Pomona project is now more than 90% complete and remains on time to reach substantial completion the first week of 2025. As we near the end of September, crews continue to focus on completing testing of the new light rail system and completing the four new stations, plaza areas and associated parking facilities. Crews are also out completing final details of work along the corridor; some of which will not be done until after substantial completion.

Additionally, the Pomona to Montclair project has reached its next milestone with release of the Request for Proposals (RFP) to the Kiewit design-build team earlier this month. The team will have several months to complete their detailed review of the project and provide a firm, fixed price to complete the 3.2-mile, two-station project. In the meantime, the Construction Authority is working with Metro and SBCTA on the necessary agreements to be prepared to award a contract in the Spring and be able to start work thereafter.

Four New Stations

Crews continue to make substantial progress constructing the four new light rail stations. Work is ongoing on and around the station platforms, including the walkways and plazas, as well as the associated parking facilities. Working out of their studios and fabrication facilities, each station's artist/artist team continues to bring their art pieces to reality, with most of their pieces awaiting installation (or already installed).

Glendora Station: At the future Glendora station, crews continue to carry out work on and around the station platform. As seen in the photos below, crews are currently installing tactile pavers along the edges of the platform. The tactile pavers provide visual and tactile warnings to future riders as they approach the edge of the station platform. When this work is completed, crews will install the architectural pavers for the walking and standing areas of the platform.



South of the platform, progress continues on the walkway to the pedestrian undercrossing, which will allow future passengers safe access to the station platform from the east and south by walking under the freight track and eastbound light rail track; as well as at the station's parking facility.

San Dimas Station: At the future San Dimas station, crews are currently constructing the walkway entrance from the sidewalk on San Dimas Ave. to the station platform ramp, as seen in the photo below (right). The walkway will allow future riders to safely walk across the eastbound light rail track to get onto the platform.



Across the street and west of the future station, crews continue to construct the station parking facility and are currently completing final underground utility work.

La Verne Station: At the future La Verne station, crews are nearing completion on the installation of the architectural pavers for the walking and standing areas of the platform, as seen in the photo below (right). The color of the architectural pavers is part of the overall color palette of the station platform structures (such as the canopies and roof elements), which reflect the natural colors found in the foothills of the San Gabriel Valley. At the ticketing area canopies, crews are currently installing the decorative concrete column bases.



South of the platform, crews continue to construct the station parking facility and are currently installing light poles throughout the future surface lot.

Pomona Station: At the future Pomona station, crews are nearing completion on installation of the decorative roof elements atop the station's canopy structures. As seen in the photos below, crews have installed the glass panels atop the ticketing area canopies and are nearly finished with adding the diamond-shaped shingles atop the main boarding canopy. Crews also continue to construct the west entrance to the station platform.

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Southeast of the future Pomona station, crews continue to construct the station parking facility, and are currently completing final underground utility work. Crews also continue to rebuild the existing parking area for the Pomona North Metrolink station. At the end of September, the westernmost section of the parking lot, along with the Fulton Rd. entrance, will be reopened for use after crews complete all the necessary work rebuilding this section. However, beginning on October 1 and continuing through the end of 2024, crews will fully close the center and easternmost sections of the parking lot, as well as the entrance via Santa Fe St., to vehicles to complete final work on these areas. Pedestrian access via Santa Fe St. will be maintained.

Active Train Testing Underway (Mostly at Night)

As seen in the photos below, active train testing continues to be underway throughout the 9.1-mile Glendora to Pomona project corridor, with crews running multiple light rail vehicles that operate on their own power to test all elements of the new light rail system, including the tracks, train control, power, communications systems and safety features. This critical phase of the project, called systems integration testing, will continue through the end of the year to ensure that all of the new systems work together as designed. Nearly all of the active train testing is taking place during nighttime hours to allow construction to continue throughout the corridor during daytime hours; however, some intermittent testing is expected to take place during the day (as needed).



Crews are now running trains up to their maximum speed of 55 MPH during train testing. Be aware and alert and follow all safety rules near the train tracks. **Remember:**

- Crossing gate arms will drop throughout the work shift when testing is taking place.
- Vehicular and pedestrian traffic through the grade crossings will be stopped when gates are down; and resume as normal once gate arms are raised.
- Never walk on the train tracks. Never go around the lowered gates.
- Follow all safety instructions, obey all warning signs and watch for trains from both directions.

Corridor-Wide Fencing Installation Nearing Completion

Throughout the corridor, crews are nearing completion on the installation of miles of fencing to prevent unauthorized access to the train tracks. As seen in the photos below, crews have installed nearly all of the fencing along the corridor between the stations and are now completing the fencing installation at the station areas.



Ongoing Grade Crossing Improvements

In the final months of 2024 (and if needed, continuing after substantial completion), crews will continue to work at the grade crossings throughout the project to complete final details. At a few crossings, more significant work is still taking place. Crews will continue to implement intermittent lane closures in Glendora at the Lone Hill Ave. crossing, and in Pomona at the Garey Ave. crossing and at Garey Ave./Grevillia Ave.

Pomona to Montclair Segment Update

The approximately 15-month procurement process that began in March 2024 to hire the design-builder for the 3.2-mile, two-station Pomona to Montclair project has now reached its next milestone with release of the Request for Proposals (RFP) to the Kiewit design-build team earlier this month. This follows the Foothill Gold Line board's action in July to approve short-listing the Kiewit design-build team, after several evaluation committees reviewed the team's statement of qualifications submittal and deemed the team qualified on all evaluation categories. The team will have several months to prepare their proposal, which will provide a firm, fixed price to complete the project.

In the meantime, the Construction Authority continues to work on the necessary agreements with Metro and SBCTA to award a contract in the Spring and start work thereafter.

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