



Foothill Gold Line

February 2022 Project Update

As the project begins a new year, there is tremendous activity happening throughout the 9.1-mile Glendora to Pomona project corridor. In 2022, crews will complete the freight track relocation and all of the grade crossing work; and will be actively installing the light rail system and building the four new stations. This updated provides highlights of construction from this past month.

In addition, the Construction Authority will continue to be focused this year on securing the funding needed to complete the project to Claremont and Montclair. Unfortunately, when funds were not secured by October 2021, the contract option with KPJV expired. The Construction Authority is working with KPJV to extend the contract option one year, but is also preparing for the potential to reprocur the three-mile, two-station project as a separate design-build contract.

Requesting Support Letters to State Legislators: The Construction Authority continues to work with our state legislators and project partners to seek the funding needed to build the Pomona to Montclair segment through a state budget allocation. The State of California has a significant surplus and plans to fund transportation projects this year. The Construction Authority is seeking \$748 million and is requesting support letters from corridor cities, organizations and project partners. Please reach out to Lisa Levy Buch if you have not heard from the Construction Authority and want to provide a letter. Thank you.

Grade Crossing Reconstruction Continues: As the Glendora to Pomona project enters a new year, all but one of the 21 at-grade crossings requiring reconstruction on the project have had work completed. Most are substantially complete and won't need additional full closures; while a handful will require a follow-up full closure this year to complete remaining activities (such as installation of the light rail and freight tracks through the crossing).

Recently, crews utilized a three-day full closure of the intersection of Foothill Blvd./Grand Ave. in Glendora to remove the existing freight track that was in the middle of the rail corridor and install a temporary freight track in its new position (photo below, left). Crews worked 24 hours a day during the closure to complete the necessary work, allowing the intersection to reopen to motorists and pedestrians the morning of December 22. With this work completed, crews now have room to begin work on the future light rail bridge over the intersection. NOTE: Crews will be returning to the intersection later this year to install the permanent freight track and finalize the crossing work.



Additionally, crews are continuing work at the Pasadena Ave. grade crossing in Glendora, the San Dimas Ave. and Cataract Ave. crossings in San Dimas, and the A St. and White Ave. crossings in La Verne. As shown in the photo above (right), at these crossings, crews are relocating and protecting underground

water, sewer, gas, communications and power lines. The freight track has already been relocated at Pasadena Ave. and is currently being relocated at the San Dimas Ave. and A St. crossings, with the same work soon to follow at White Ave. Crews will later move on to installing the light rail tracks, installing new safety equipment, and rebuilding the roadways, curbs, gutters, sidewalks and medians at each of these crossings.

Freight Service to Resume this Month: In preparation for freight service to restart through the corridor from Pomona to Irwindale the first week of February, crews recently completed the finishing touches on the freight track relocation (as shown in the photo, below left). There still remains some temporary track that will need to be updated in the coming months, as well as a short distance of freight track through Pomona that will need to be relocated later this year; however, with the majority of the freight relocation work completed, crews have now started building the light rail system.

Please stay alert for the freight trains as they begin to run again. Always expect a train. As required by the Federal Rail Administration, the freight trains will sound their horn as they approach each crossing.



OCS (Overhead Catenary System) Foundation Work: Throughout the corridor, crews are underway with the construction of the foundations for the overhead catenary system (OCS) that will provide electrical power to the light rail trains via overhead wires. Crews are drilling holes, installing steel cages and placing concrete to complete each foundation for the OCS (as shown in the photo above, right). Hundreds of these foundations will be constructed from Glendora to Pomona. In the future, crews will install poles on top of these foundations that will carry the catenary wires, as well as the rest of the overhead catenary system.

Glendora Station Construction: Within the corridor between Vermont Ave. and Glendora Ave. in Glendora, crews continue to make progress constructing the platform for the future Glendora station platform. As shown below, crews are currently constructing the walls for the platform, as well as installing the conduit that will house the communications and power lines for various station elements, including the future ticket vending machines (TVM), lighting and security camera system.

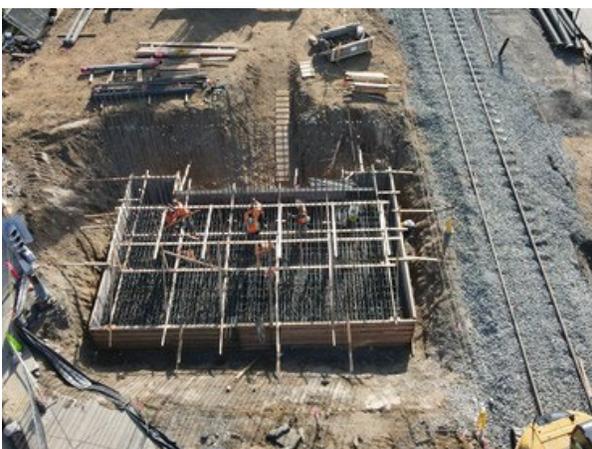


New Light Rail Bridges Over Major Streets: With nearly all of the freight bridge work now complete, the KPJV structures team is refocusing their work on constructing the various light rail bridges from Glendora to Pomona. Like all of the freight bridges, most of the light rail bridges cross water channels and washes along the corridor; but four of the new bridges are being built to carry light rail trains over major streets.

Three of these four new light rail bridges are in Glendora at the Foothill Blvd./Grand Ave. intersection, Route 66 and Lone Hill Ave.; the fourth bridge is in San Dimas at the Bonita Ave./Cataract Ave. intersection. Each is required by the California Public Utilities Commission (CPUC) to improve safety for both the new light rail system and city streets. Below are updates on all of them:

Foothill Blvd./Grand Ave. Bridge: With the successful removal of the freight track out of the middle of the corridor and installation of a temporary freight track in its new position through the Foothill Blvd./Grand Ave. intersection in Glendora in late December, crews now have the room needed to work on the new light rail bridge. At the southeast corner of the intersection, crews recently completed work on the foundation for the east abutment and have begun constructing the abutment walls (the abutments are the supports at both ends of the bridge).

Across the intersection, on the northwest corner, crews are underway with the foundation for the west abutment. Similar to the east abutment, crews are drilling deep holes, installing 80-foot-long steel cages and placing concrete as part of the foundation work. A little to the west of the intersection, crews continue to build the west approach to the future light rail bridge. As seen in the photo (below, right), the retaining walls for the approach consist of custom form panels that feature the project's citrus design. The approach will measure nearly 1,250 feet in length once it reaches the now under-construction west abutment (photo below, left) in the near future.



Route 66 Bridge: Following the recent completion of the column foundation work for the future light rail bridge over Route 66 in Glendora, crews have now moved on to constructing the concrete columns (photo below, left). Crews first install custom forms around the steel cages and then place concrete. Once cured, the forms are removed to reveal the custom design pattern (photo below, right).

During this work, nightly intermittent lane or bi-directional closures of Route 66 between Hunters Trail and Compromise Line Rd. are taking place. This will continue through early March. Following the completion of the column work, crews will begin constructing the falsework (the temporary support for the super-structure that will cross the street itself).



Foothill Gold Line Swears in New Board Leadership: At their January meeting, Claremont Mayor Pro Tem Ed Reece and La Verne Council Member Robin Carder were sworn in as the incoming Chair and Vice Chair of the Foothill Gold Line Construction Authority (Construction Authority) Board of Directors, after being unanimously elected in December.

The two local elected representatives will lead the agency at a critical time. The westernmost 9.1-mile, four-station project segment from Glendora to Pomona is currently undergoing major construction; while the Construction Authority seeks the additional funding needed to complete the final three miles of the project that include stations in Claremont and Montclair.



Chair Reece and Vice Chair Carder have both been on the board for several years. During their tenure, the project segment from Glendora to Pomona has advanced from final design into major construction. And despite being underway in the midst of the COVID-19 pandemic, the project segment is on budget and on time to be completed in 2025. And as stated in the introduction, the agency is seeking funding from the State of California to fund the remainder of the project; allowing the line to connect to important regional destinations, including the Montclair TransCenter and the Claremont Colleges. Below are quotes from Mayor Pro Tem Reece upon being sworn in as Chair:

“This year we will be laser focused on securing the funding needed to complete the project to Claremont and Montclair and bring the full benefit of this much-needed infrastructure project to fruition,” stated Chair Reece. *“I know I speak for Vice Chair Carder as I thank our colleagues for their confidence in us. It is a tremendous honor to serve on this board.”*

“Completing this project is critical to the future of the corridor cities and the entire region,” added Chair Reece. *“It will dramatically increase mobility opportunities, reduce greenhouse gas emissions and improve the quality of life for our residents, workers, students and visitors; and I am ready to serve in this new capacity and support getting this important project over the finish line.”*

It is easy to stay updated on the Foothill Gold Line. Sign up to receive construction alerts and E-News Updates on the project at - www.foothillgoldline.org