



Project Overview

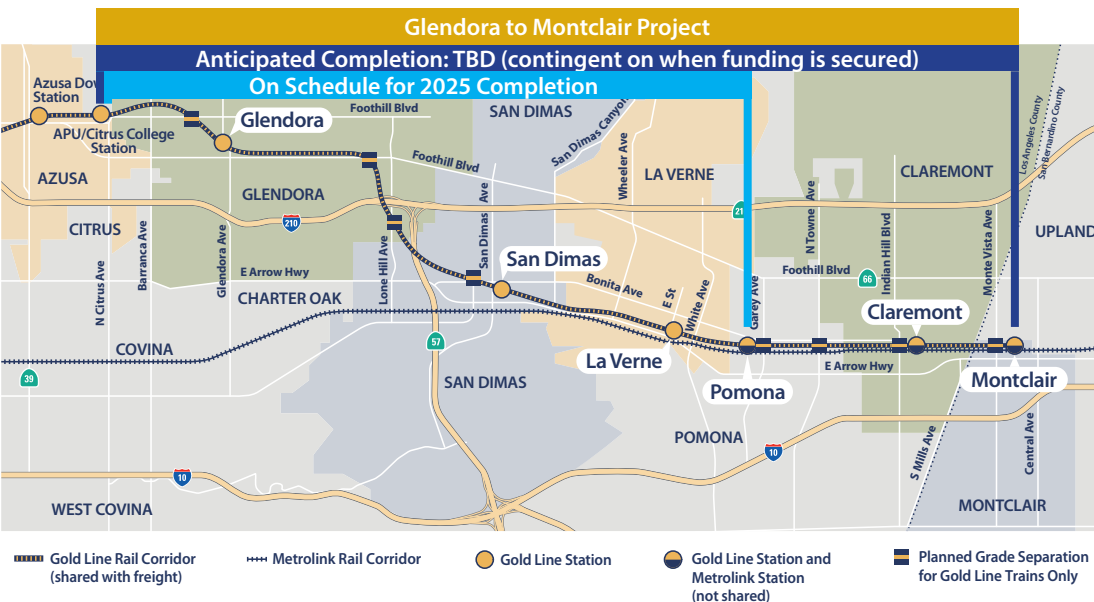
The Foothill Gold Line from Glendora to Montclair is a 12.3-mile extension of the Metro A Line light rail system (renamed the A Line as of June 2023). The project will add new stations in Glendora, San Dimas, La Verne, Pomona, Claremont and Montclair - and will be built in phases. Once completed to Montclair, the Foothill Gold Line will connect the San Gabriel Valley and Inland Empire to Los Angeles and Long Beach.

The project broke ground in December 2017 and has completed two of three contracts. In October 2019, the Construction Authority initiated the main design-build contract with Kiewit-Parsons, a Joint Venture (KPJV) to build the fully-funded 9.1-mile Glendora to Pomona project segment. Major construction started in July 2020 and is now 80% complete. The project remains on budget and on time for an early-January 2025 completion. Metro determines when passenger service begins.

The segment from Pomona to Montclair is not yet funded. The Construction Authority is currently seeking the final funding needed to complete the full project to Claremont and Montclair.

Future Construction Phase: The design-build contract awarded to KPJV includes the first 9.1 miles of the project from Glendora to Pomona. The 3.2-mile, two-station Pomona to Montclair project segment is shovel-ready and is seeking \$798m of new state funding through SB125. Metro is expected to submit the project for full funding in late 2023. The 15-month procurement process to hire a design-builder will begin in January 2024. Once funding is secured and a contractor is hired, the project will take five years to build.

The project is overseen by the Foothill Gold Line Construction Authority (Construction Authority), an independent transportation planning, design and construction agency.



PROJECT FAST FACTS

Two Construction Phases:
 9.1 miles (Glendora to Pomona); 4 stations
 3.2 miles (Pomona to Montclair); 2 stations

Major Construction Began: July 2020 to Pomona (construction has not yet started from Pomona to Montclair)

Anticipated Completion Year:
 2025 to Pomona
 TBD to Claremont & Montclair (contingent on the funding year)

Daily Train Traffic: More than 200 Metro A Line trains.

Capacity: 200 passengers per light rail car; two- to three-car trains.

Speed: 55 mph (maximum)

Train Power Source: Electricity

Parking: 302-space parking facility including EV charging stations, bicycle parking and buses and passenger drop off areas

At-Grade (street level) Crossings:
 21 to Pomona (5 more to Montclair)

New and Renovated Bridges:
 19 to Pomona (5 more to Montclair)

Travel Time: Once the line is in service, a trip from Glendora to Pasadena will take approximately 22 minutes and further to downtown Los Angeles will take approximately 51 minutes.





Glendora Station Art Plan

Glendora Station Artist: Michael Hillman

The city-selected artist 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.

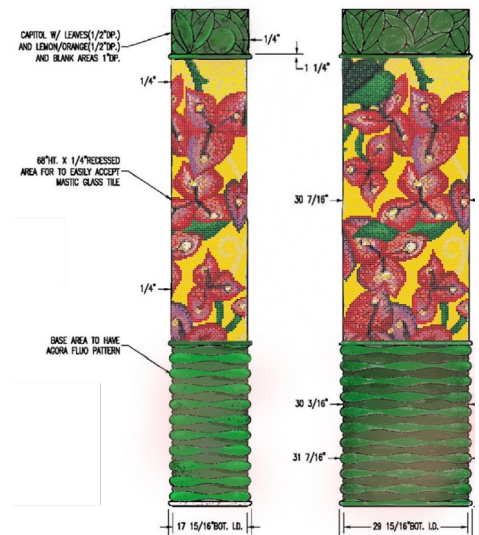
Michael draws from the history, culture and landscape of the city to develop the art for the Glendora Station that he hopes will encourage passengers, especially those from the area, to reminisce. Michael's design will interpret local themes in a contemporary way while engaging various senses. To do 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.

The Glendora Station and associated 302-space parking facility (with charging stations for EVs, bicycle parking, and bus and drop-off areas) is located just south of the city's historic downtown, east of Vermont Avenue and west of Glendora Avenue. The center platform station has light rail tracks on either side (one for westbound and one for eastbound trains). Once completed, three tracks will run through the City of Glendora within one shared corridor – with two light rail tracks on the north side for the A Line, and one track for freight on the south. While they will share the rail corridor, light rail trains and freight trains do not share tracks.

Construction – What to Expect

Since construction began in July 2020, the contractor has completed work to relocate 9.1 miles of freight track, reconstruct 21 at-grade street crossings that required long-term street closures, built or renovated 19 bridges (including four new light rail bridges that cross major city streets), and completed installation of the light rail tracks. In Fall 2023 and continuing through all of 2024, crews will be focused on completing the power, train control and safety systems, the four new stations and associated parking facilities, as well as testing the new light rail systems. The project will be turned over to LA Metro in early-January 2025 for pre-revenue operations (Metro determines when passenger service begins). Current and upcoming construction notices are available anytime at foothillgoldline.org.

During the remaining construction, the community can expect temporary impacts (such as short-term lane closures, noise mostly from construction vehicles, and other construction-related issues). Permanent changes are occurring due to the project, including: safety enhancements at all street crossings (raised medians, red curbing and turn restrictions within 100 feet of the rail corridor at all street crossings), relocation of the freight track to the southern half of the rail corridor, new fencing and walls along the entire rail corridor, and new overhead wires to power the more than 200 light rail trains anticipated to run daily. New light rail bridges are now complete over the Foothill Boulevard/Grand Avenue intersection, at Lone Hill Avenue and at Route 66 for light rail trains only (the existing Route 66 freight bridge will remain and be repainted as part of the project). A traffic signal will be installed at the intersection of Elwood Avenue and Foothill Boulevard. West Ada Avenue (west of Vermont Avenue) and Glenwood Avenue have been permanently closed and made into cul-de-sacs at the railroad corridor, as required by the California Public Utilities Commission to improve safety along the corridor.



FOR CONSTRUCTION QUESTIONS:

Hotline Call/Text: (626) 513-5788

Email: CommunityRelations@kiewit-parsons.com

Public Information Office: 2100 E. Route 66, Suite 200, Glendora, CA 91740