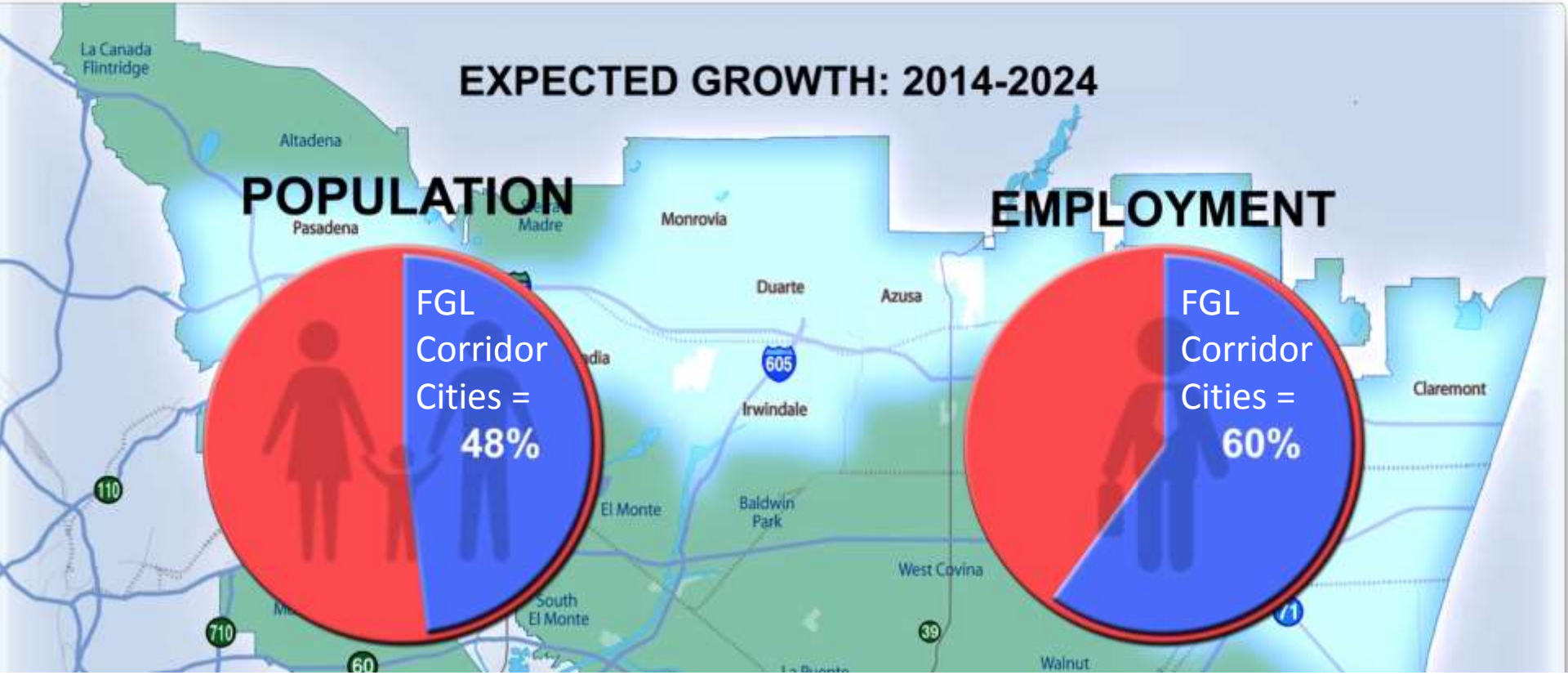
Foothill Gold Line

Pomona Rotary
December 19, 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

Source: LA Metro

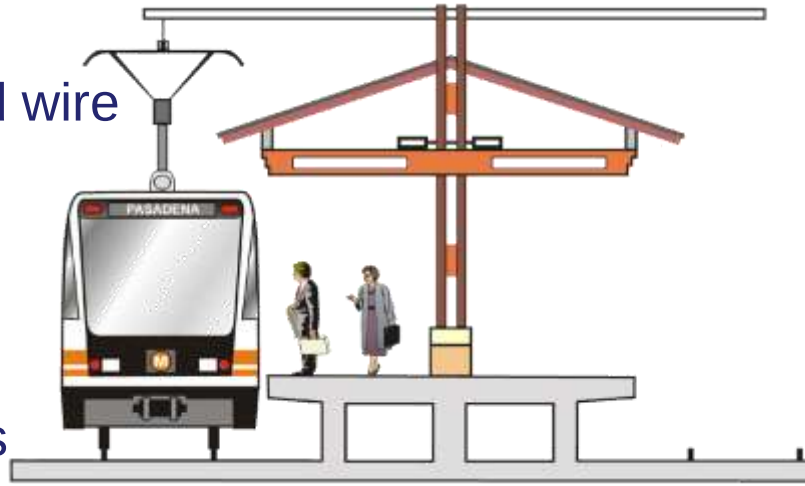
Foothill Gold Line

Light Rail

Metro Gold Line - Light Rail

Different than Metrolink - Commuter/Heavy Rail System

- 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)



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

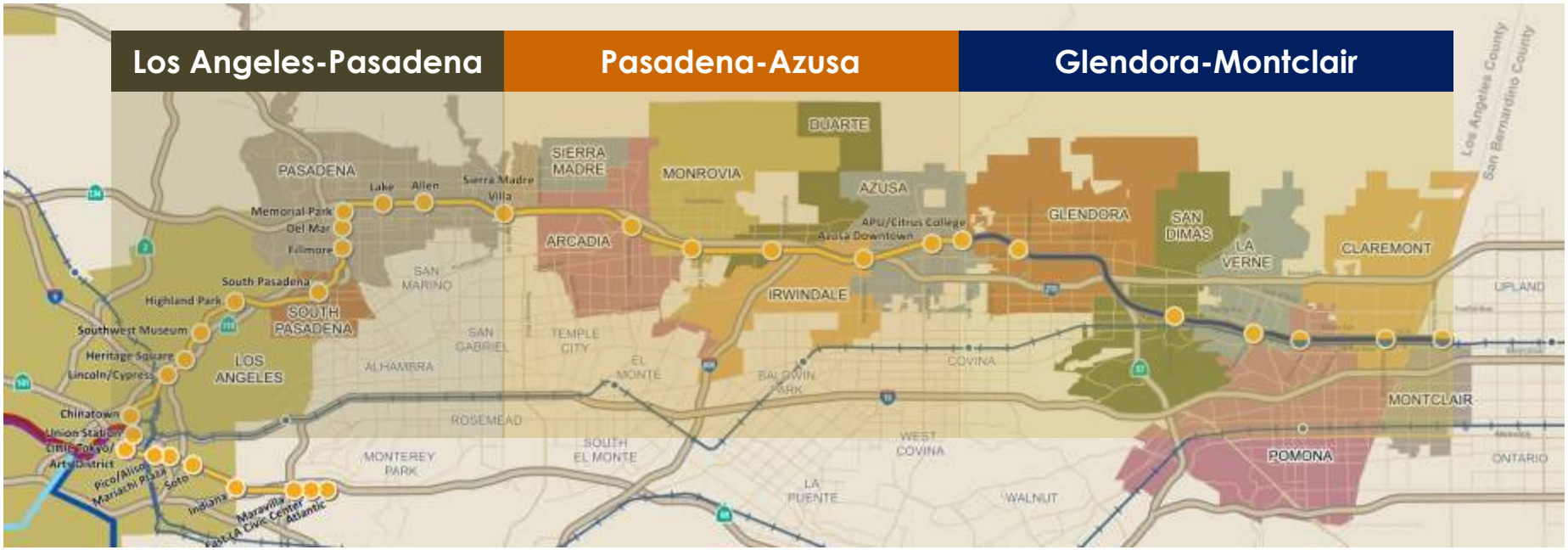
Part of LA County's Growing Rail Network

County Rail and Busway Network with Measure R and Measure M

Source: LA Metro

Foothill Gold Line

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

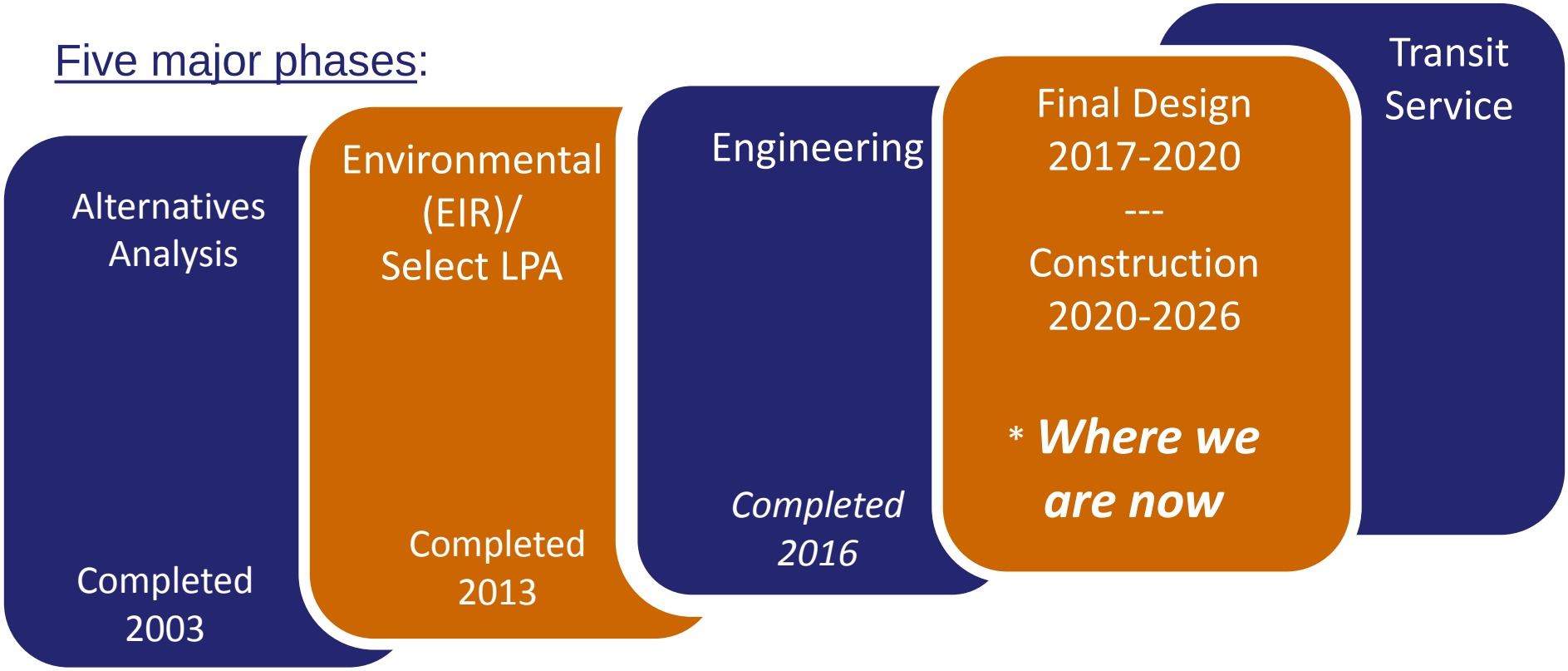
Glendora to Montclair

Glendora to Montclair Segment

Foothill Gold Line

Project Development

Five major phases:

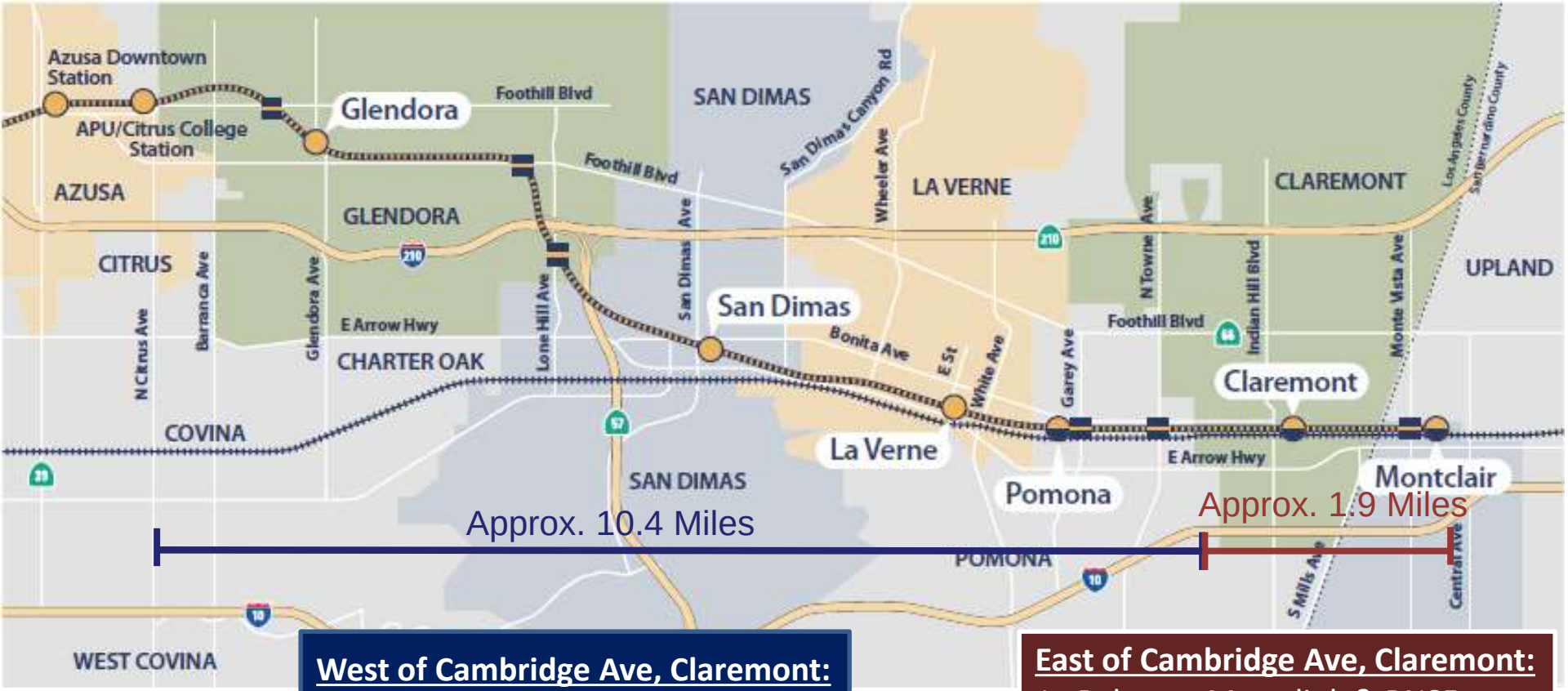


* Completed during this phase (in place now):
  - Funding Agreement and Master Cooperative Agreement between Construction Authority & Metro
  - Master Cooperative Agreements between Cities & Construction Authority

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:

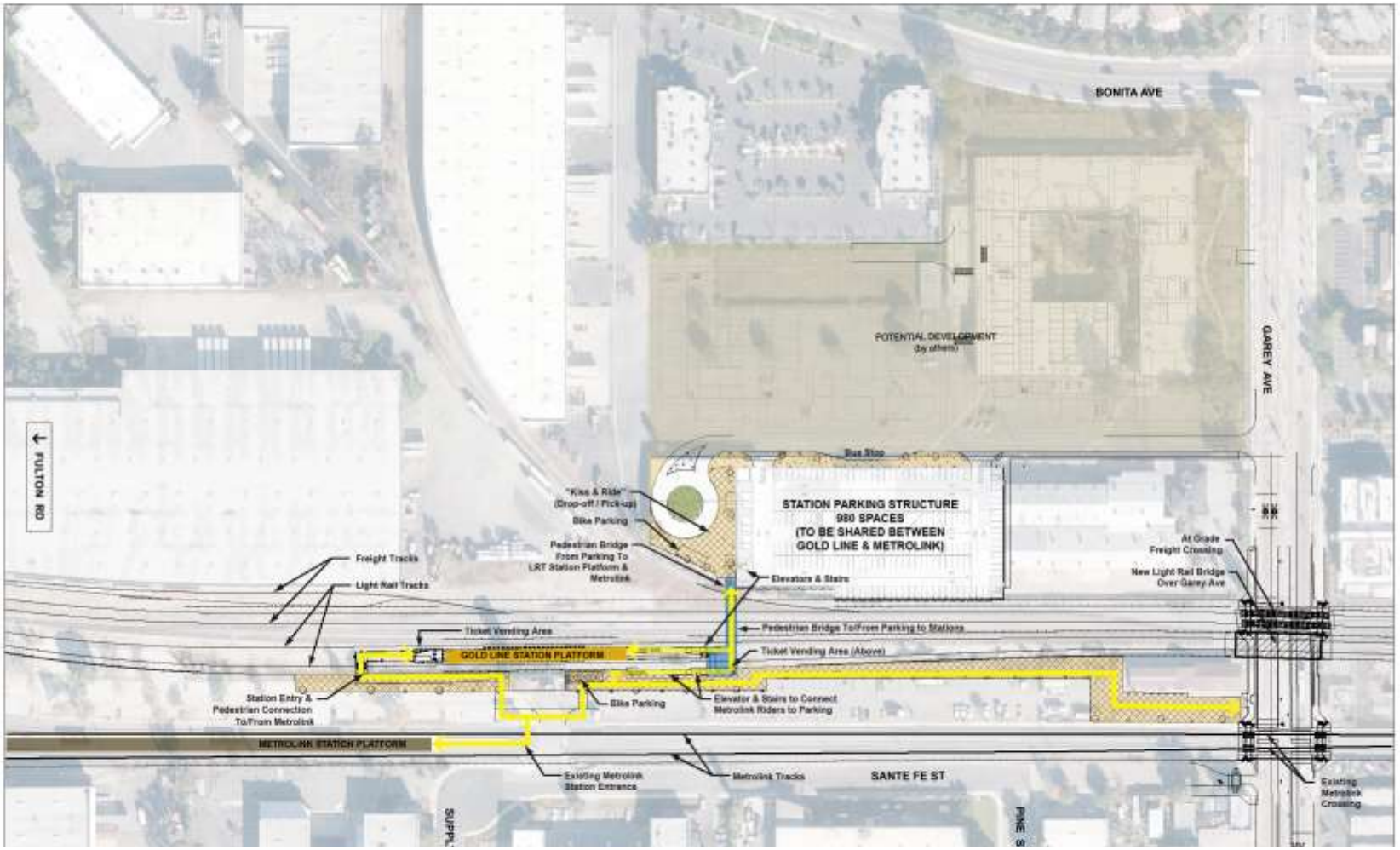
1. Relocate Metrolink & BNSF
2. Install Light-Rail

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

Pomona Project Elements

Pomona Station Site Plan



Includes 980 parking spaces, charging stations for EV's, bicycle parking and bus and drop-off areas.

Pomona Station Rendering

Advanced Conceptual Engineering - June 2017

Foothill Gold Line

POMONA STATION ARTIST

STEPHEN FARLEY

Pomona Gold Line Station Artist Concept

"THE POWER OF POMONA IS PEOPLE"

Who inspired you? For whom are you grateful? Who changed your life? Other cities have a hall of fame. This station will be a Hall of Gratitude. The Pomonans to be honored will be selected from a group gathered by a public call to all Pomona residents via a public website, public meetings, and media outreach. Text showing the power of these people will be exhibited alongside images of these Pomonans.

Examples could be: "Gabe showed me the power of courage," "Janelle showed me the power of love." The artwork will be fabricated on 2'x2' arrays of 6" glazed ceramic tile, using the Tilography process. Approximately 48 people/statement pairs can be included within the station area. Additionally, tile strips portraying more power sentences gathered from the outreach project will be placed on the risers of the staircase that leads from the parking structure to the platform.

The art glass within the ticket vending machine pavilion will have imagery that pays homage to landmarks all over Pomona, spelling out the name Pomona. The design of the glass is inspired by the iconic "Fun Zone" arch from the LA County Fair. Pomonans can guess where each letter comes from, and perhaps go on a treasure hunt driving tour to find the original source.

This project is designed to connect us to our past and our future, generating a renewable source of people power for positive transformation of the entire community. Folks will think differently about Pomonans, and Pomonans will think differently about themselves.

POMONA

CITY NAME ON PLATFORM CANOPY

TICKET VENDING MACHINE PAVILION:
The graphic developed by the artist is inspired by the historic "Fun Zone" at the LA County Fair. For millions of LA County Fair attendees from 1950-1980, particularly the younger set, the Fun Zone arch represented a powerful pinnacle of good times.

In this illustration, the P comes from Pomona (formerly Pollock's) Flowers on Garey, the first O comes from a fruit label for Pomona Oranges, the M comes from the Fox Theater, the second O comes from Millard Sheets' Pomona Mall mosaic signs on 2nd Street, the N comes from the Masonic Temple in Downtown Pomona, and the A comes from Jean & Arthur Ames' mosaic mural on 2nd Street.

WALL DETAIL OF "HALL OF GRATITUDE:
This artwork is fabricated on glazed ceramic tile that will be installed on walls in station area.

TRANSFORMATIVE STATEMENTS OF COMMUNITY PRIDE:
Sentences gathered from the outreach project will be placed on tile and installed on the stairs connecting the platform and parking structure.

HALL OF GRATITUDE:
This artwork is fabricated on glazed ceramic tile that will be installed on walls in station area.

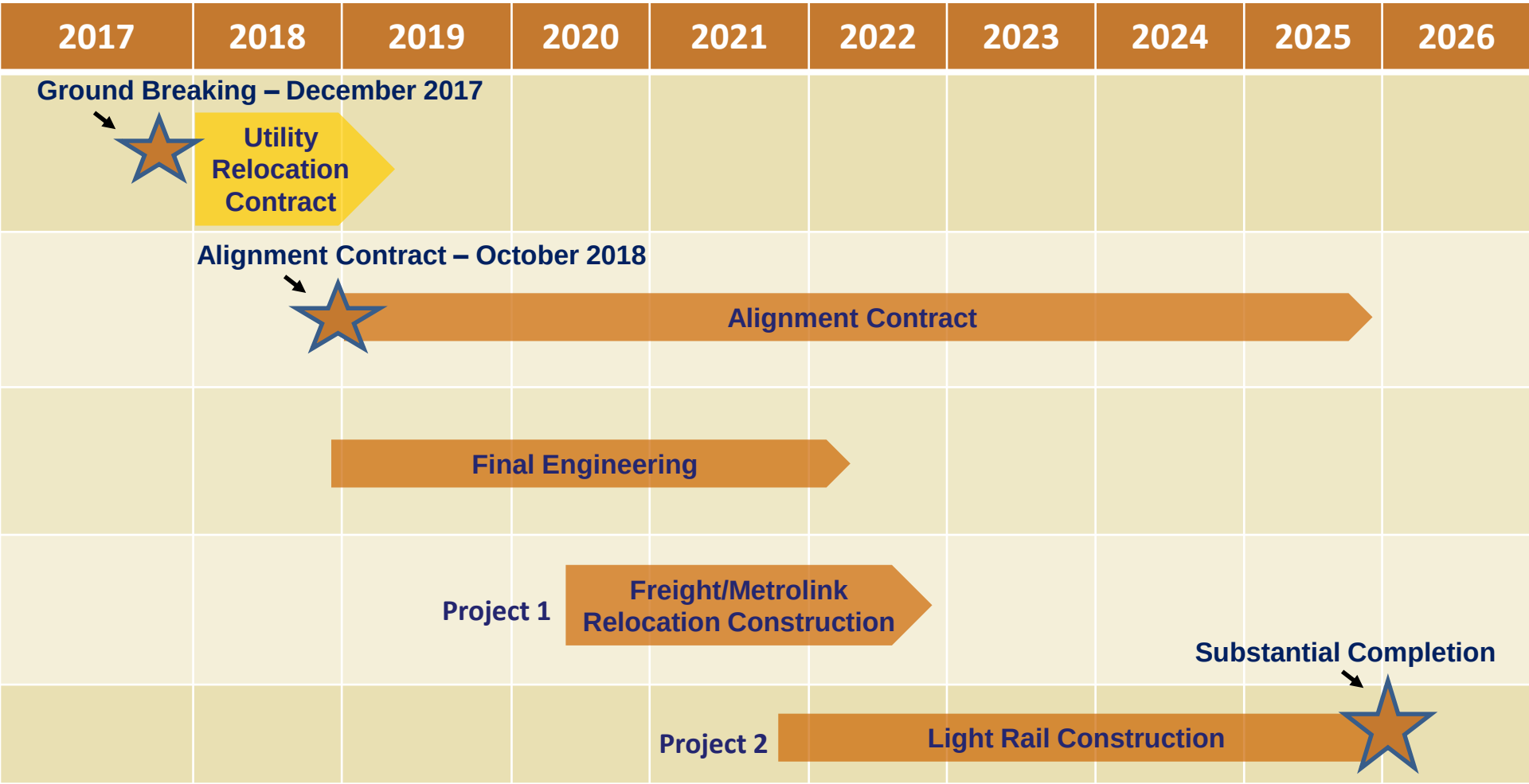
POMONA Station Art - Advanced Concept Design

June 2017

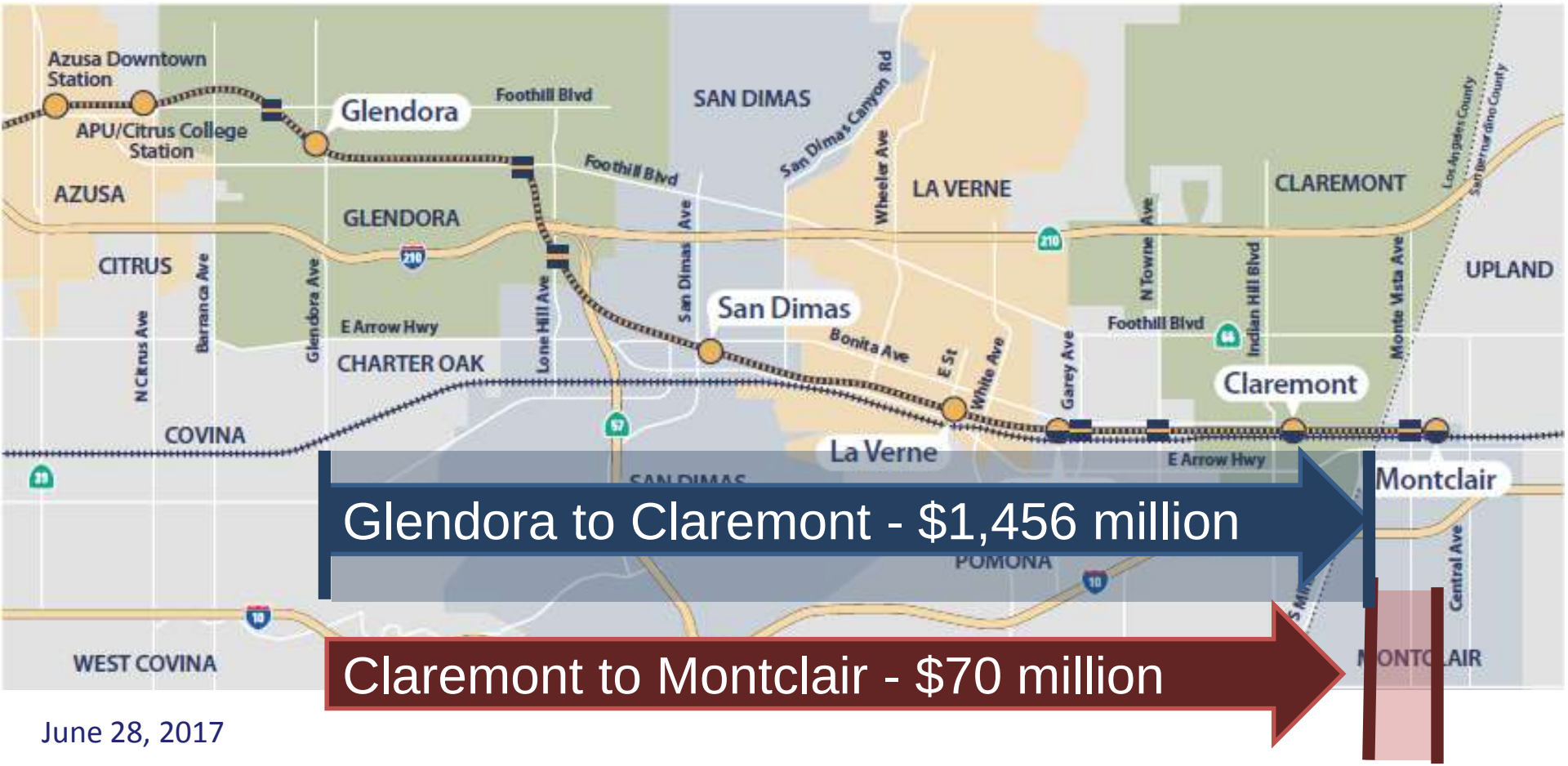
Foothill Gold Line

Project Timeline and Funding

Glendora to Montclair Work Plan



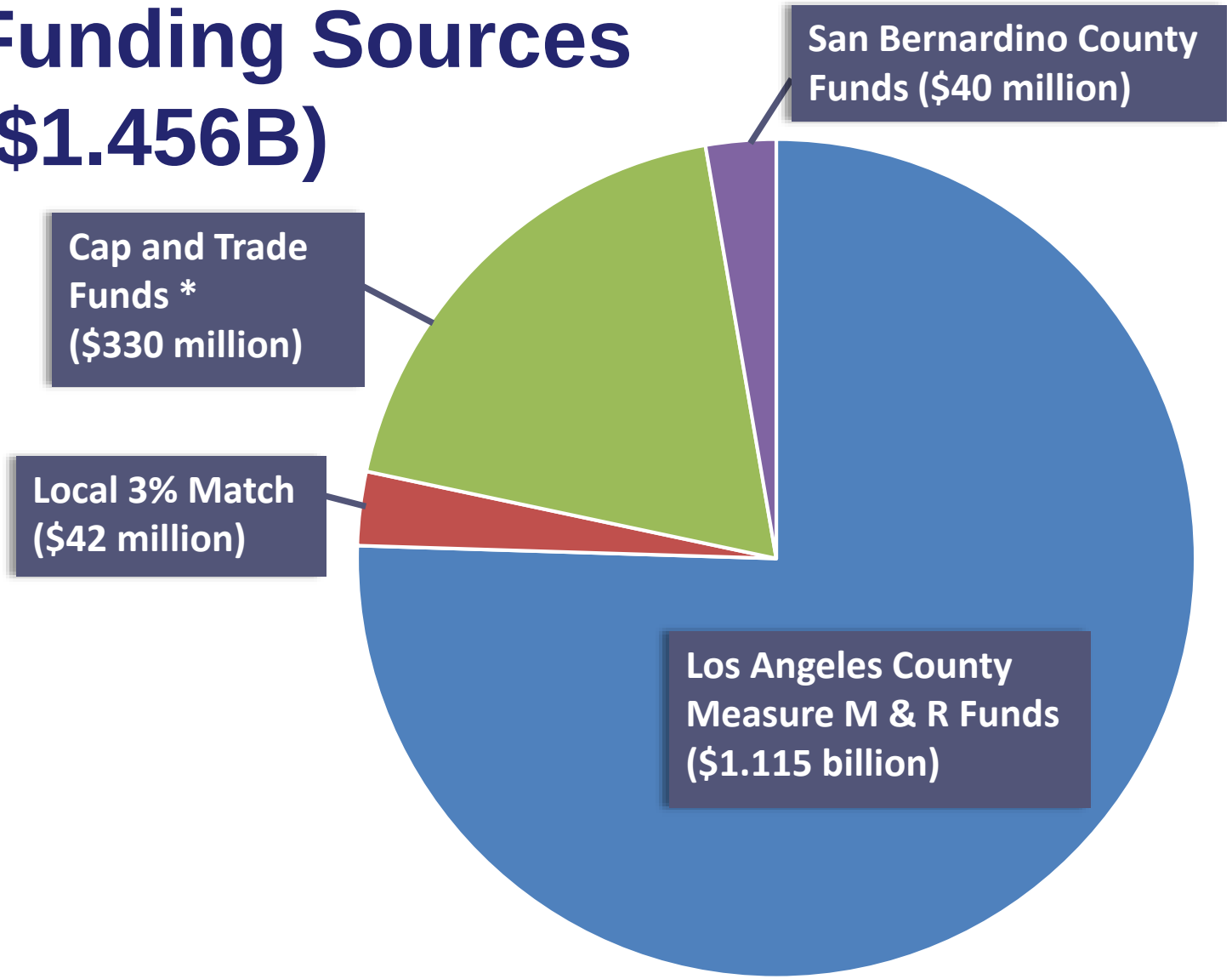
Project Estimate - September 2017



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 **1st PRIORITY** for Cap and Trade

Foothill Gold Line

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

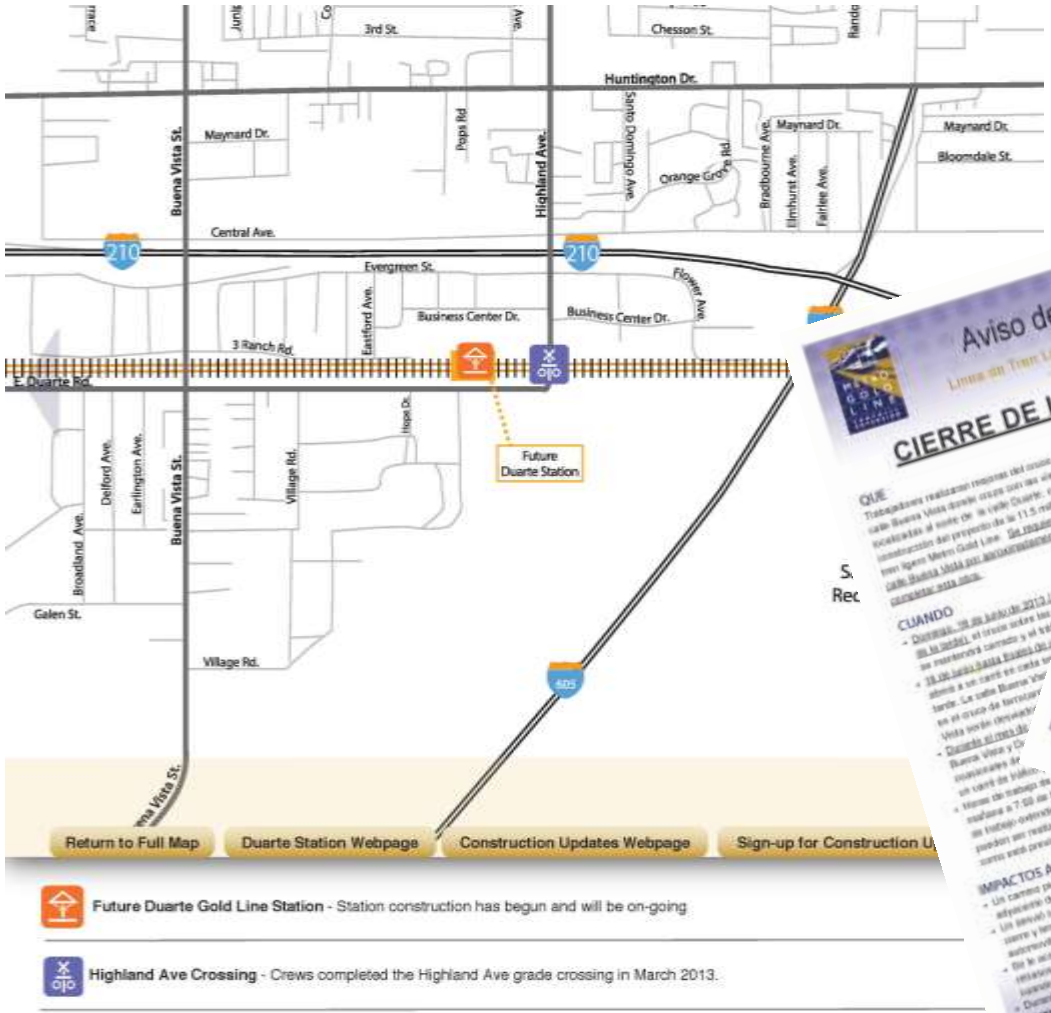
What to Expect First Few Years

- 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



Foothill Gold Line

Glendora to Montclair

Groundbreaking Ceremony

December 2, 2017

Foothill Gold Line

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