



**Welcome**

# Community Open Houses

| Date                      | City      | Location                                 |
|---------------------------|-----------|--|
| Thursday, March 5, 2020   | Glendora  | Glendora Public Library<br>Bidwell Forum |
| Tuesday, March 10, 2020   | La Verne  | La Verne Community Center                |
| Wednesday, March 11, 2020 | Pomona    | Palomares Park Community<br>Center       |
| Thursday, March 12, 2020  | San Dimas | Stanley Plummer Community<br>Building    |

All meetings take place from 5:30 PM – 7:30 PM and will present the same information.



Foothill Gold Line



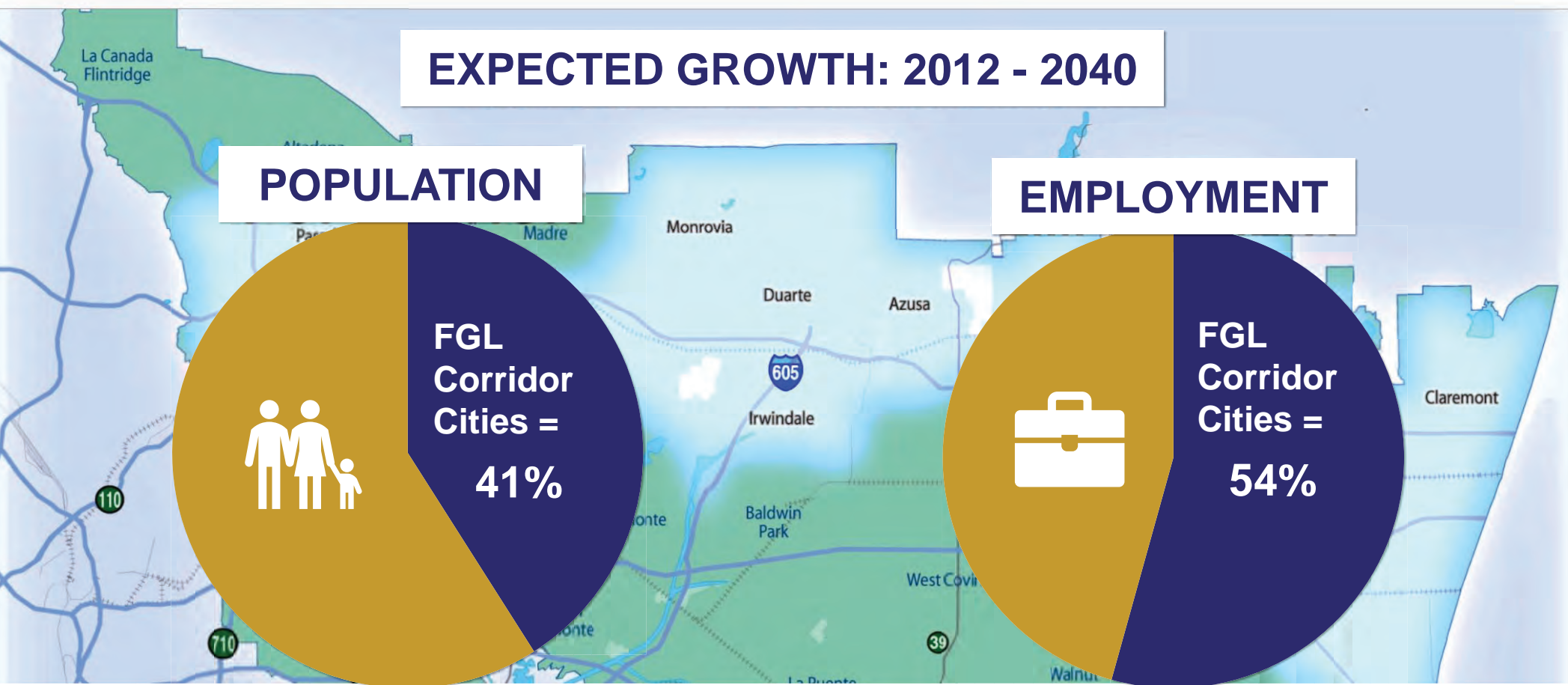
# About the Foothill Gold Line



- Los Angeles County's population will grow by 16% to 11.5 million by 2040.
- During that same period, **the San Gabriel Valley will grow by 11.4% to more than two million.**
- The Foothill Gold Line cities will take on the majority of SGV's expected growth.



# San Gabriel Valley's Growth 2012-2040



- Foothill Gold Line cities are growing faster than the SGV as a whole and taking on the majority of growth in the subregion:
  - 41% of all SGV population growth
  - 54% of all SGV job growth



Foothill Gold Line

# Nearly Three Million Trips Each Day



Of the 2.8 million trips taking place each day within and around the Foothill Gold Line corridor, **nearly all are by car** - only 3% are by transit.



Foothill Gold Line

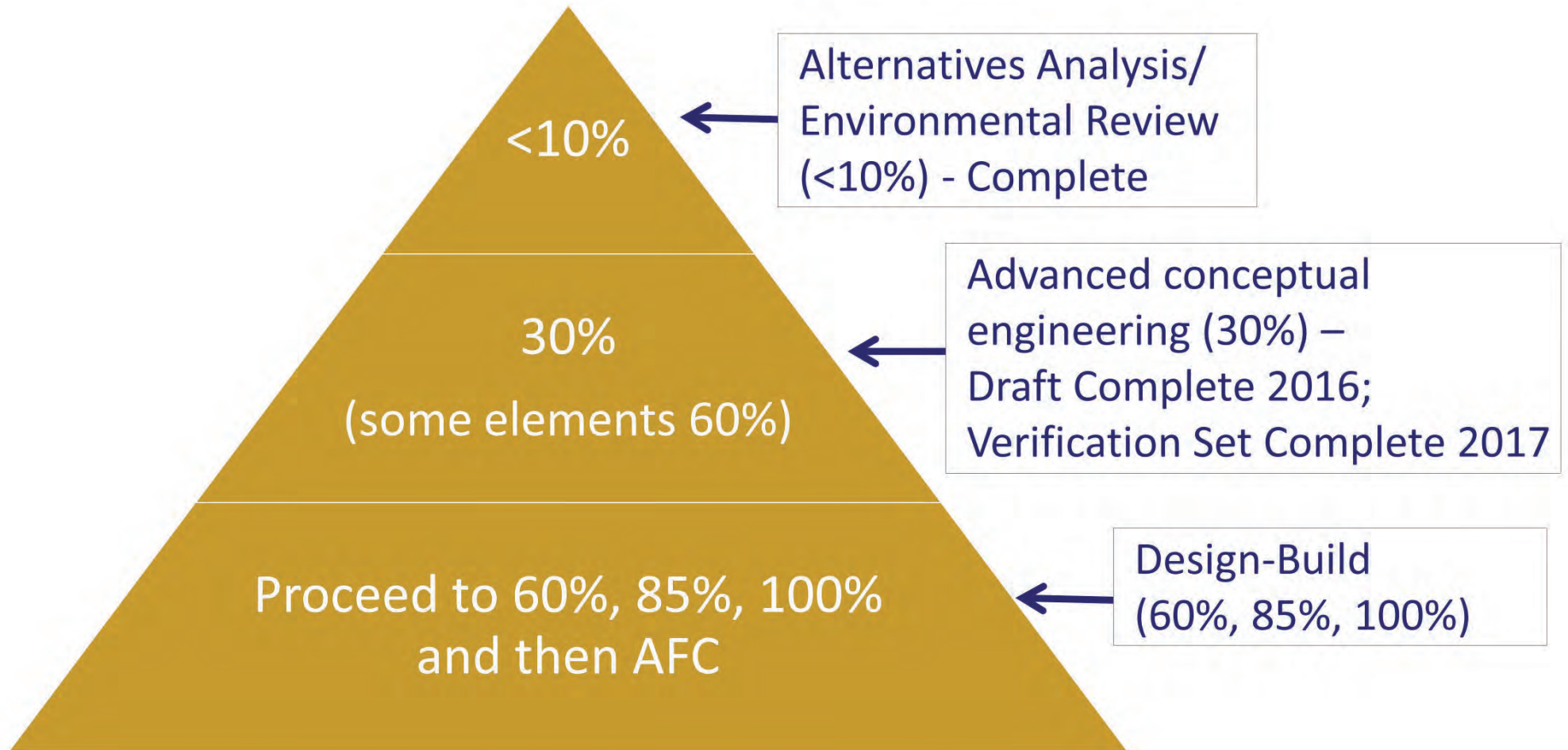


# Foothill Gold Line Project History

- 1999:** Foothill Gold Line Construction Authority started work
- 2003:** LA to Pasadena segment completed on-time & under-budget; Alternatives Analysis initiated for Foothill Gold Line segments
- 2005:** Board selected Locally Preferred Alternative for Foothill Gold Line
- 2007:** Final EIR certified for Pasadena to Azusa segment only
- 2008:** Measure R approved, fully funding Pasadena to Azusa segment; Residual funds available for Glendora to Montclair
- 2010:** Pasadena to Azusa segment broke ground
- 2013:** Final EIR certified for Glendora to Montclair segment
- 2014:** Advanced engineering began for Glendora to Montclair segment
- 2015:** Pasadena to Azusa segment completed on-time & under-budget
- 2016:** Advanced engineering complete for Glendora to Montclair segment; Measure M approved with funding for Glendora to Claremont
- 2017:** Glendora to Montclair segment broke ground
- 2018-19:** First two Glendora to Montclair contracts completed; KPJV team selected as main design-builder (Glendora to Pomona fully funded)
- 2020:** KPJV team begins work to Pomona; Construction Authority seeks additional funding to have KPJV complete full project to Montclair



# Developing Project Understanding



Corridor cities continue to be involved at every step of the process, as scope gets better defined



# About the 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)
- Construction Authority is a separate agency from LA Metro and Metrolink
- 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 Joint Powers Authority and Technical Advisory Committee
- Construction Authority works closely with LA 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





# Construction Authority Board of Directors



Melchor Ilomin  
Alternate, City of Los Angeles



John Fasana  
Member



Tim Sandoval  
Chair



Robin Carder  
Vice Chair



Paul Leon  
Member



Dan Evans  
Member, Non-Voting



Alan Wapner  
Member, Non-Voting



Gene Masuda  
Member, Non-Voting

The governor's non-voting member appointment is currently vacant.



Foothill Gold Line

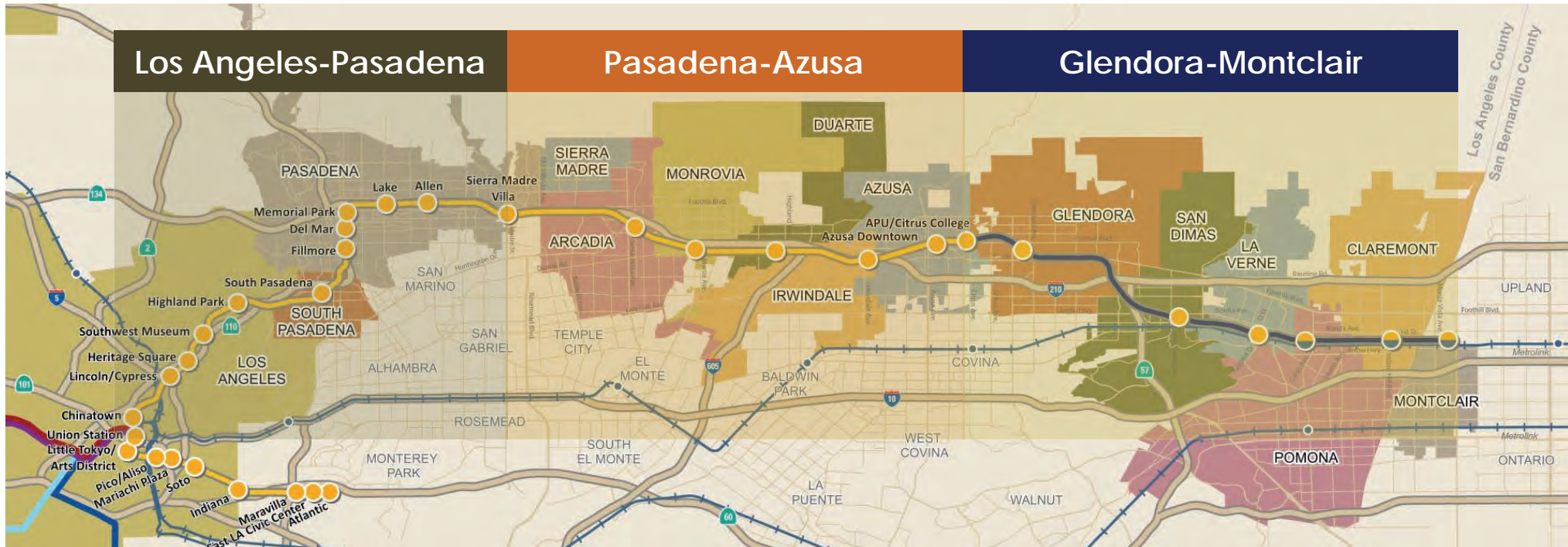
# Grassroots Approach



- The Construction Authority works closely with the corridor cities throughout planning, design and construction phases
- The agency's governance structure includes representation by all corridor cities on two advisory boards:
  - Elected Officials – Joint Powers Authority
  - City Staff – Technical Advisory Committee



# Gold Line's 3 Phases = \$3.5 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 – Broke Ground December 2, 2017
  - 12.3 Miles, 6 Cities, 6 Stations (possibly to be built in two phases)

# Part of LA County's Growing Rail Network



**Construction Authority's Responsibility**

County Rail and Busway Network with Measure M Transit Projects

Source: LA Metro





# About 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)
- Trains operate 20-22 hours/day & arrive at stations approx. every 8 minutes during peak periods and 16 minutes during off-peak periods



Foothill Gold Line



# Gold Line Ridership



- While down from previous years, Gold Line ridership remains high.
- In 2019, more than 47,600 boardings occurred on the line each weekday and more than 53,000 on weekends
  - Total boardings in 2019 exceeded 15 million, equating to more than 132.5 million passenger miles traveled.



# **Glendora to Montclair Segment**



# Glendora to Montclair Project Segments



The project segment from Glendora to Pomona is fully funded and is the base contract for the design-build team. The extension to Montclair can be completed within the design-build contract if additional funding is secured by October 2021. Pomona to Montclair is included as a contract option, requiring \$550 million total (\$450 million in Los Angeles County and \$100 million in San Bernardino) – some of which is already secured.

# Glendora to Montclair Schedule

| 2018 | 2019                                    | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 |
|------|---|------|------|------|------|------|------|------|------|------|
|      | Glendora to Pomona - Base Contract      |      |      |      |      |      |      |      |      |      |
|      | Glendora to Montclair - Contract Option |      |      |      |      |      |      |      |      |      |

The KPJV contract includes a fully funded base contract to complete the nine-mile segment of the project from Glendora to Pomona, with a contract option (includes a firm, fixed price) to complete the full project to Montclair if the additional funding needed is secured by October 2021.

If the funding is not secured by the deadline, the portion of the project from Pomona to Montclair will be completed as a separate phase under a future contract.

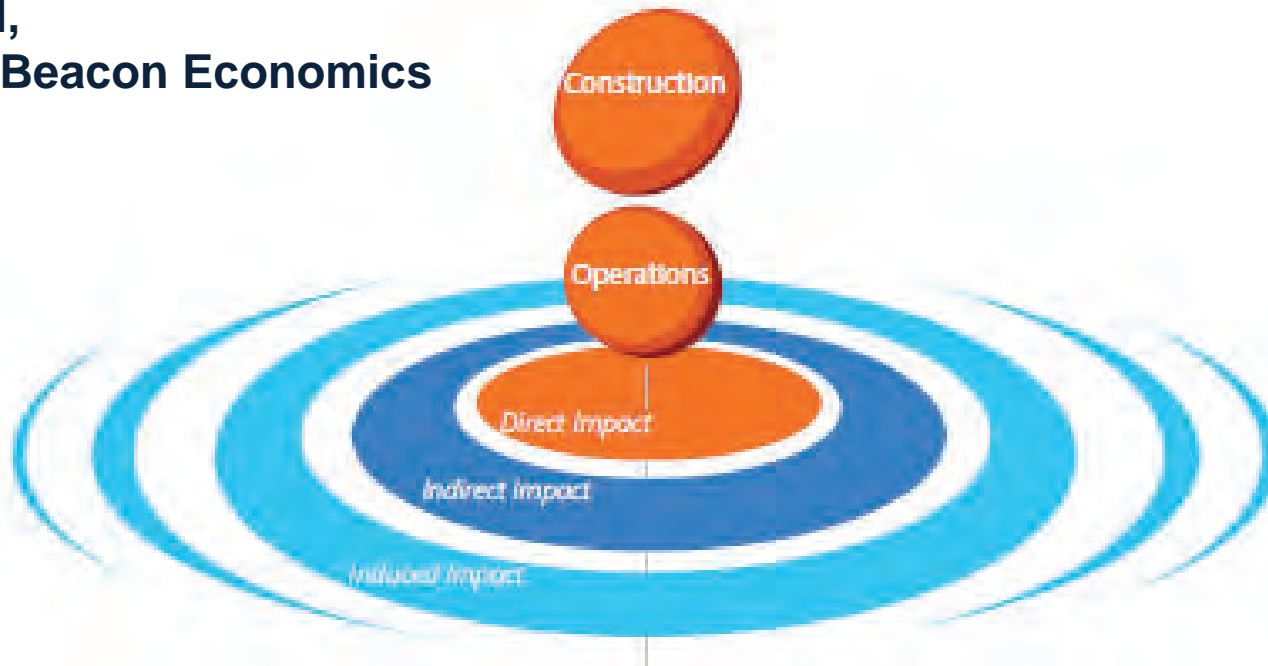
Importantly, the Construction Authority retains the right to re-procure the Pomona to Montclair project segment if market conditions improve at any time.

The project schedule is subject to change based on the final workplan by the KPJV Team.

# Jobs/Economic Benefits

| Impact Type                    | Employment<br>(#/Jobs) | Output<br>(\$ Millions) | Labor Income<br>(\$ Millions) | Tax Revenues<br>(\$ Millions) |
|--------------------------------|------------------------|-------------------------|-------------------------------|-------------------------------|
| Construction<br>(Cumulative)   | 16,500                 | 2,603.0                 | 1,045.1                       | 39.9                          |
| Ongoing Operations<br>(Annual) | 277                    | 52.3                    | 17.3                          | 0.8                           |

Source: IMPLAN,  
Calculations by Beacon Economics





# Estimated Future Travel Times

| Boarding Station | Travel Time in Minutes                            |  |  |
|------------------|---|--|--|
|                  | Travel Time to APU/Citrus College Station - Azusa | Travel Time to Sierra Madre Villa Station - Pasadena (+19 minutes) | Travel Time to Union Station - Los Angeles (+29 minutes) |
| <b>Glendora</b>  | 3 minutes   | 22 minutes   | 51 minutes   |
| <b>San Dimas</b> | 8 minutes   | 27 minutes   | 56 minutes   |
| <b>La Verne</b>  | 12 minutes  | 31 minutes   | 60 minutes   |
| <b>Pomona</b>    | 14 minutes  | 33 minutes   | 62 minutes   |
| <b>Claremont</b> | 17 minutes  | 36 minutes   | 65 minutes   |
| <b>Montclair</b> | 19 minutes  | 38 minutes   | 67 minutes   |

Metro Operations will decide how to operate the system as segments goes on-line for passenger service.



**Foothill Gold Line**

# Glendora to Montclair Status

After receiving bids in September 2018 that were all hundreds of millions of dollars above the secured funding, the Construction Authority approved the following plan:

- Deliver the project segment from Glendora to Pomona in 2025, with the possibility of building the full project to Montclair by 2028.
- The project segment from Glendora to Pomona was included in the design-build contract as the base project, with a two-year contract option to complete the Pomona to Montclair segment.
- The overall budget for the 12.3-mile, six station light rail project was increased by \$570 million, to a total project budget of \$2.1 billion.

This plan was environmental approved in early 2019.



# New Plan Benefits

- Completes more than 9 of the 12.3-mile Glendora to Montclair project ahead of the original schedule.
  - Delivers 95% of the freight relocation, 72% of the structures, 76% of the grade crossings, and four of the six stations (Glendora, San Dimas, La Verne and Pomona)
- Saves the project tens of millions of dollars annually in escalation.
- Connects the Gold Line and Metrolink systems.
- Provides the Construction Authority flexibility for procuring the eastern portion of the project to ensure the best price.



# Shortfall to Complete Project to Montclair

|                        | Current Estimated Shortfall (millions) | Timeline to Fill Shortfall within Current Procurement |
|------------------------|--|---|
| Pomona to Claremont    | \$450                                  | 2 Years   |
| Claremont to Montclair | \$15**                                 | 2 Years   |
|                        |  |   |

- Funding is needed over the next 10 years to complete to Montclair by 2028.
- A funding commitment is needed by October 2021 to take advantage of the firm, fixed price bid to initiate contract option and be part of current design-build project.
- A funding commitment is needed by 2022 if using new procurement (separate procurement has potential to increase shortfall) and still complete by 2028.

\*\* San Bernardino County has \$85.4 million dedicated in their 10-Year Delivery Plan; including \$41 million from the 2018 TIRCP project grant award.



# Item #36 Metro July 2019 Board Agenda

CONSTRUCTION COMMITTEE FORWARDED THE FOLLOWING WITHOUT RECOMMENDATION:

36. SUBJECT: METRO GOLD LINE EXTENSION TO CLAREMONT

2019-0528

## RECOMMENDATION

DIRECT the Chief Executive Officer to:

- A. Finalize negotiations with the Gold Line Foothill Extension Construction Authority (Construction Authority) for Metro to commit \$126 million in order to ensure the extension of the Foothill Alignment to Pomona station; and
- B. Apply the San Gabriel Valley Subregional Equity funds to offset the Gold Line to Pomona shortfall.

From Staff Report: Metro is committed to working with the Construction Authority to continue to explore funding options for Phase 2 of the project to Claremont...Staff will continue to pursue a funding strategy for Phase 2 to Claremont and continue to coordinate with San Bernardino County to support development of the option to Montclair.



Foothill Gold Line





# **Building the Base Contract (Glendora to Pomona)**

# First Two Contracts Completed in 2018-2019



In 2018, W.A. Rasic Construction Co. completed a dozen utility relocation and utility protection projects throughout the corridor.

In 2019, Mass Electric completed the pole elimination project, which made room for the light rail system by moving underground communication lines for the existing freight system that will share the rail corridor.



**Foothill Gold Line**



# Design-Build Contract Signed with KPJV



The contract signing took place on the steps of Pomona City Hall on October 4, 2019



# Pre-Construction Activities Underway



Soil analysis, utility verification and survey work now underway; major construction anticipated to start in August 2020.

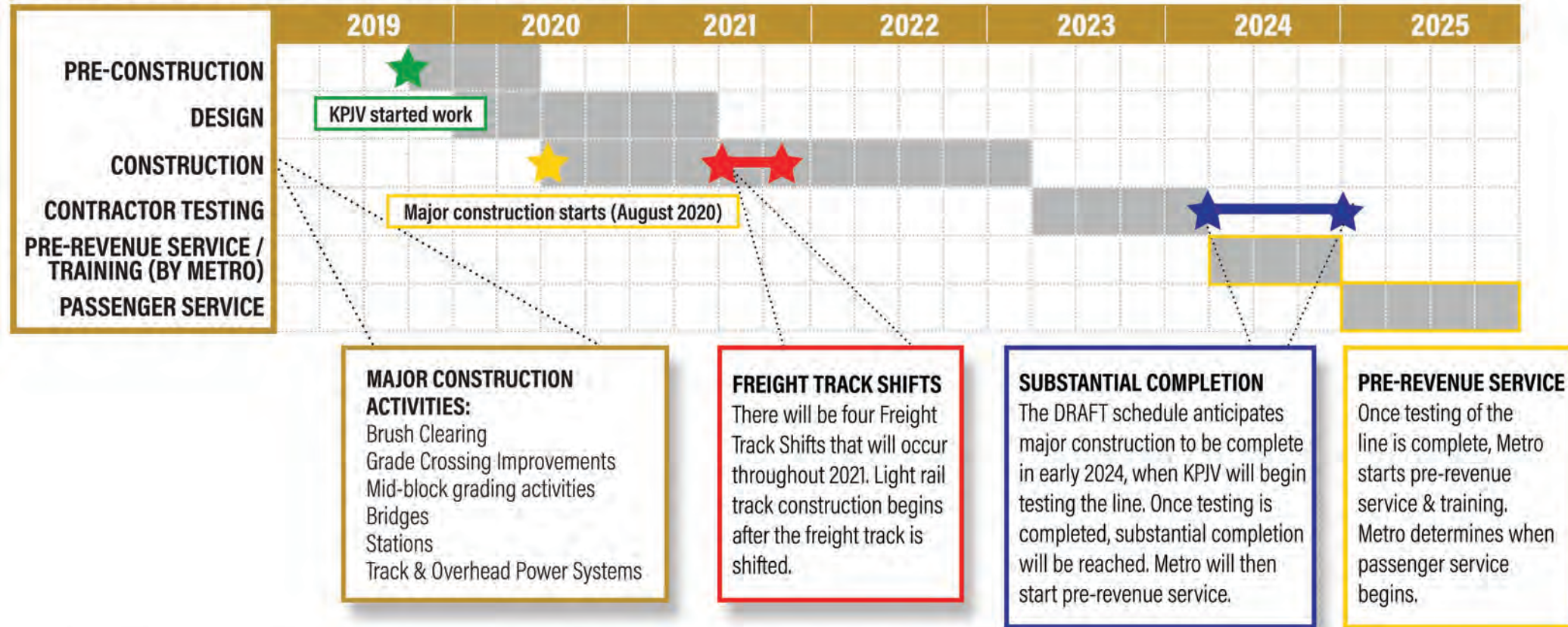


Foothill Gold Line



# Anticipated Construction Schedule

Foothill Gold Line Glendora to Pomona - DRAFT Baseline Schedule\*



\*The DRAFT Baseline Schedule submitted by KPIV to the Construction Authority in February 2020 is an aggressive schedule that aspires to reach Substantial Completion well ahead of the January 2025 contractual date. It is currently under review and is subject to change.

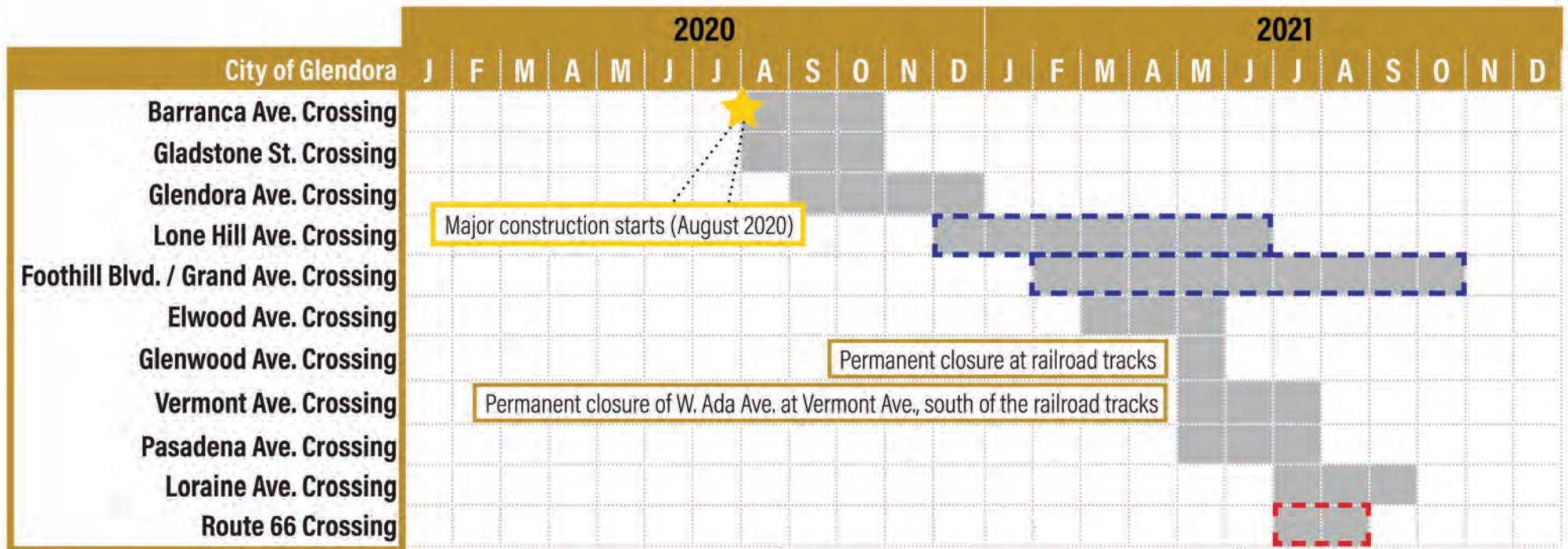
**Note:** If additional funding is secured by October 2021 to include the contract option to Montclair, the project will be completed altogether to Montclair in 2028 and this schedule will be adjusted.



**Foothill Gold Line**



# Anticipated Grade Crossing Construction Schedule: Glendora



Grade crossing work includes constructing underground utilities; rebuilding the street, curb, gutter, and sidewalks; and installing new tracks and safety equipment for the freight and Gold Line Systems. Grade crossing construction will generally take between 2-3 months to complete at each location; some locations will require additional work after the Freight Track Shifts. As final designs are completed, these durations could increase or decrease due to specific grade crossing complexities.

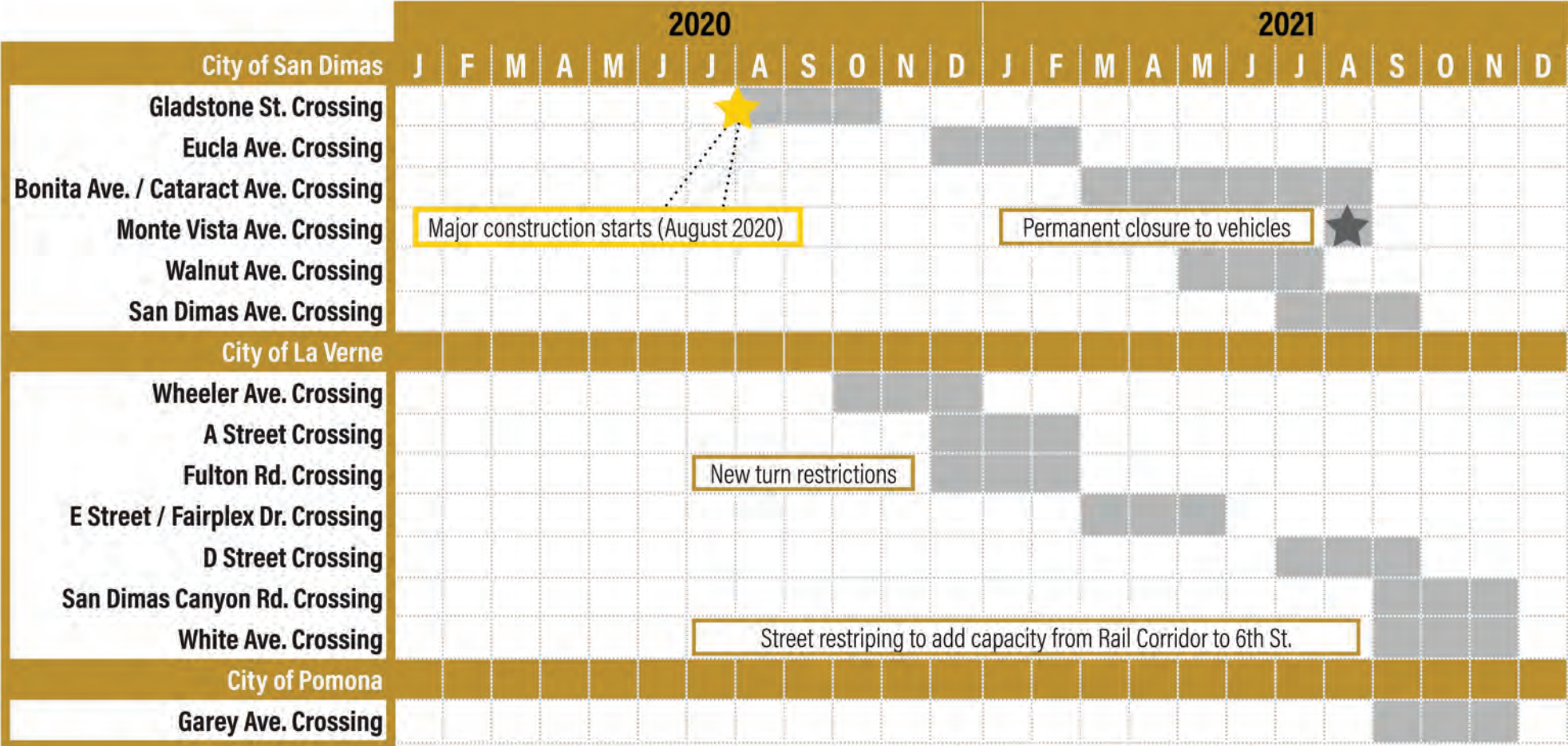
**Note:** This timeline shows roadway construction and does not include all bridge construction at Foothill Blvd./Grand Ave., Lone Hill Ave., & Route 66. Minimal street impacts are anticipated throughout remaining bridge completion.

- Permitted nine days of full closure at these locations. Intermittent lane closures will be taken within the duration shown in the schedule above.
- Intermittent lane closures will be taken within the duration shown in the schedule above.

\* Crossing schedule is based on the DRAFT Baseline schedule and is subject to change.



# Anticipated Grade Crossing Schedule: San Dimas, La Verne & Pomona



Grade crossing work includes constructing underground utilities; rebuilding the street, curb, gutter, and sidewalks; and installing new tracks and safety equipment for the freight and Gold Line Systems. Grade crossing construction will generally take between 2-3 months to complete at each location; some locations will require additional work after the Freight Track Shifts. As final designs are completed, these durations could increase or decrease due to specific grade crossing complexities.

**Note:** This timeline shows roadway construction and does not include all bridge construction at Bonita Ave./Cataract Ave. Minimal street impacts are anticipated throughout remaining bridge completion.

★ Monte Vista Ave. will permanently close to vehicular traffic. A walkway will be built for pedestrian access to Bonita Ave. from the neighborhood on the south.

\* Crossing schedule is based on the DRAFT Baseline schedule and is subject to change.



# Kiewit Parsons JV Team Highlights

- Kiewit, Parsons and Mass Electric Co. (KPJV) have collaborated for 30 years to deliver successful design-build infrastructure projects throughout the United States and Canada.
- In the last 15 years alone, Kiewit and Parsons collaborations have delivered 20 transportation design-build projects totaling \$5.9 billion in constructed value.
- Together, the KPJV team members have completed more than 240 design-build projects valued at more than \$40 billion.
- The KPJV Team completed the first two Gold Line project segments on time, on budget, with zero environmental issues and with an excellent safety record.
- The team won the National Design-Build Best Project and the AON Build America Merit Award for the Gold Line Phase 2A project.

## KIEWIT AND PARSONS HAVE

Designed and built **65** large scale infrastructure projects during the **past 45 years**

Teamed and successfully delivered **20 transportation** design-build projects during the last 15 years, totaling **\$5.9 billion** in constructed value

Completed or are actively working on seven LRT design-build projects similar to Phase 2B project

Designed and built Gold Line **Phase 1 LRT** and Gold Line **Phase 2A** projects



Foothill Gold Line



# **Project Elements and Station Details**

# Glendora to Pomona Project Overview

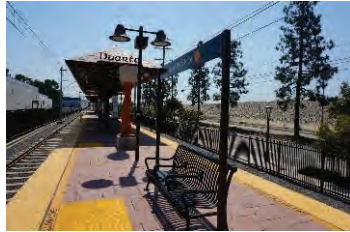
- 9.1 miles of light rail track (mostly at grade)
- Track is generally within existing, owned right of way
- Overhead electric wires above tracks power trains
- Rail corridor is 100% shared with BNSF (tracks are NOT shared)
- Four new stations (Glendora, San Dimas, La Verne, and Pomona)
- New Pomona Station will provide pedestrian access to/from the Pomona North Metrolink Station
- 21 at-grade (street level) crossings
- 19 New/Renovated Bridges
- 9 Traction Power Supply Substations within or adjacent to the right of way, located 1.0 to 1.5 miles apart
- Pedestrian access from both sides of station platforms at all stations
- Four intermodal parking facilities (the number of parking spaces at each station is currently under review as a result of Metro's new parking management policy)



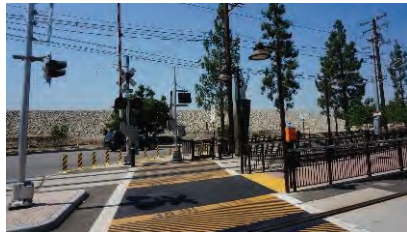


# Station Elements

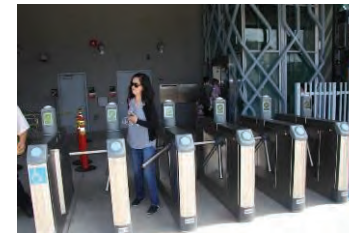
## Station Features



## Safety Elements



## Ticket Vending Area



## Systems Equipment



Foothill Gold Line

# Safety at At-Grade Crossings



## Safety Equipment at Shared At-Grade Crossings:

- Exit Gates (Quad Gates) for vehicles and pedestrians
- Raised Medians (approximately 100 feet on either side of tracks)
- New Red Curbs (approximately 100 feet on all curbs)
- Turn restrictions from driveways within 100 feet of tracks
- Look Both Ways-LED signals

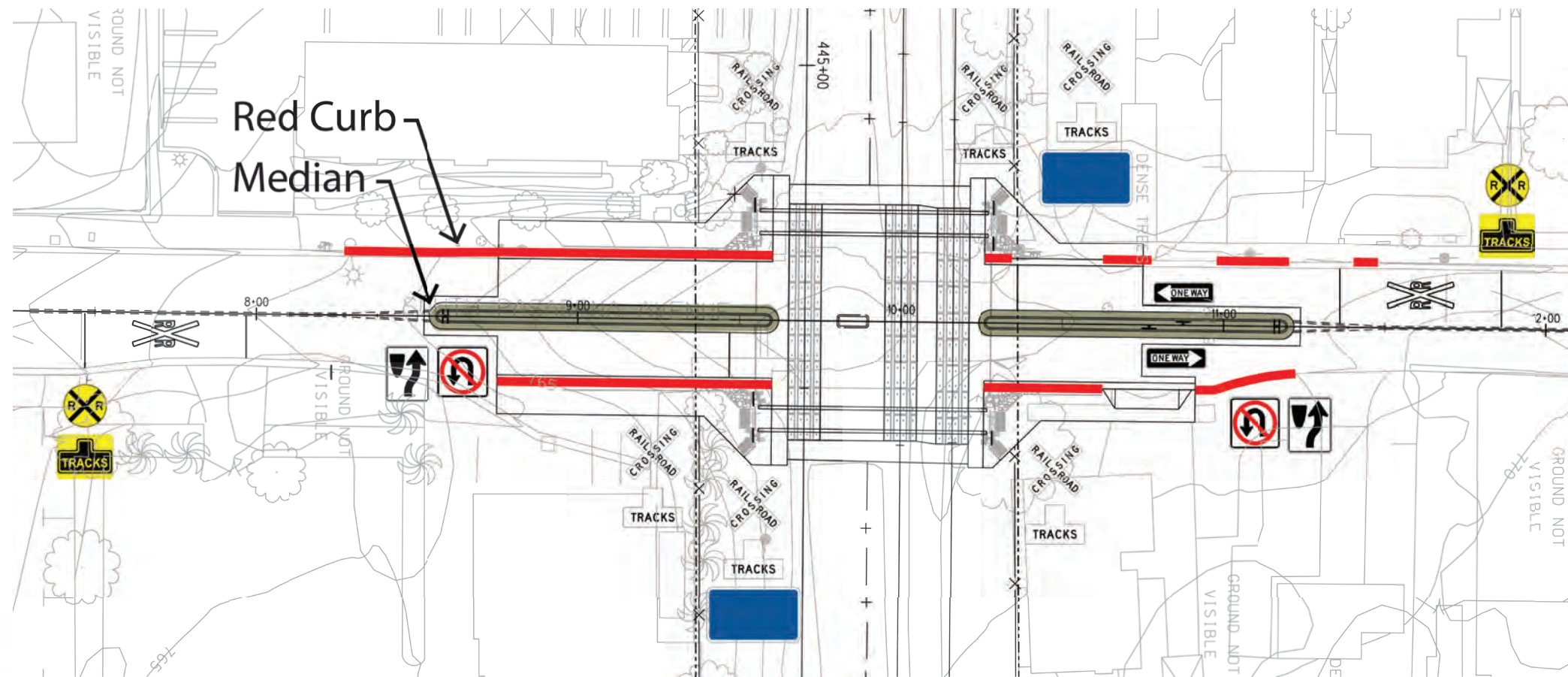




# At-Grade Crossings – Street Changes

New Medians; Red Curbing; Turn Restrictions (within 100 ft.)

- New safety features are required by the California Public Utilities Commission
- All crossings are uniquely designed, but will include similar measures





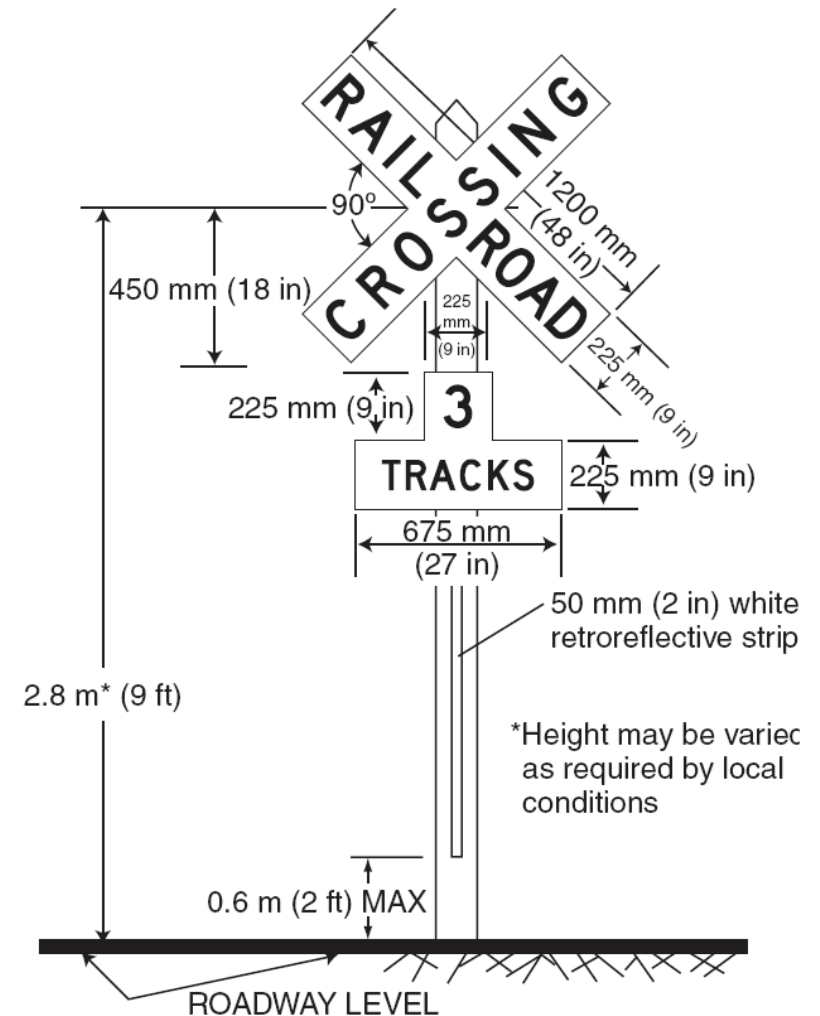
# Grade Crossings Types

- Grade Crossings

## – Types

- At-grade crossing: tracks intersect with streets/roads
- Grade separated crossing: tracks do not intersect with streets/roads
- Pedestrian crossings: points at which pedestrians cross tracks

- Grade crossings are governed by the California Public Utility Commission (CPUC)



# Plan for Major Street Crossings

| MAJOR STREET CROSSINGS   | At Grade Crossing |         | Bridge    |         |
|--|-------------------|---------|-----------|---------|
|  | Gold Line         | Freight | Gold Line | Freight |
| Barranca Ave   | X                 | X       |           |         |
| Foothill Blvd/Grand Ave  |                   | X       | X         |         |
| Vermont Ave/Ada Ave (permanent closure of Ada)                             | X                 | X       |           |         |
| Glendora Ave   | X                 | X       |           |         |
| Pasadena Ave   | X                 | X       |           |         |
| Glenwood Ave (permanent closure at railroad tracks)                        |                   |         |           |         |
| Elwood Ave   | X                 | X       |           |         |
| Loraine Ave  | X                 | X       |           |         |
| Big Dalton Wash  |                   |         | X         | X       |
| Route 66   |                   |         | X         |         |
| Lone Hill Ave  |                   | X       | X         |         |
| Gladstone St   | X                 | X       |           |         |
| Eucla Ave  | X                 | X       |           |         |
| Bonita Ave/ Cataract Ave   |                   | X       | X         |         |
| Monte Vista St (permanent closure for vehicles, ped access to be provided) |                   |         |           |         |
| San Dimas Ave  | X                 | X       |           |         |
| Walnut Ave   | X                 | X       |           |         |
| San Dimas Canyon Rd  | X                 | X       |           |         |
| Wheeler Ave  | X                 | X       |           |         |
| A St   | X                 | X       |           |         |
| D St   | X                 | X       |           |         |
| E St   | X                 | X       |           |         |
| White Ave  | X                 | X       |           |         |
| Fulton Ave (new turn restrictions)   | X                 | X       |           |         |
| Garey Ave  |                   | X       |           |         |

A total of 21 at-grade crossings and 19 bridges will be built as part of the Glendora to Pomona project – many across major corridor streets.



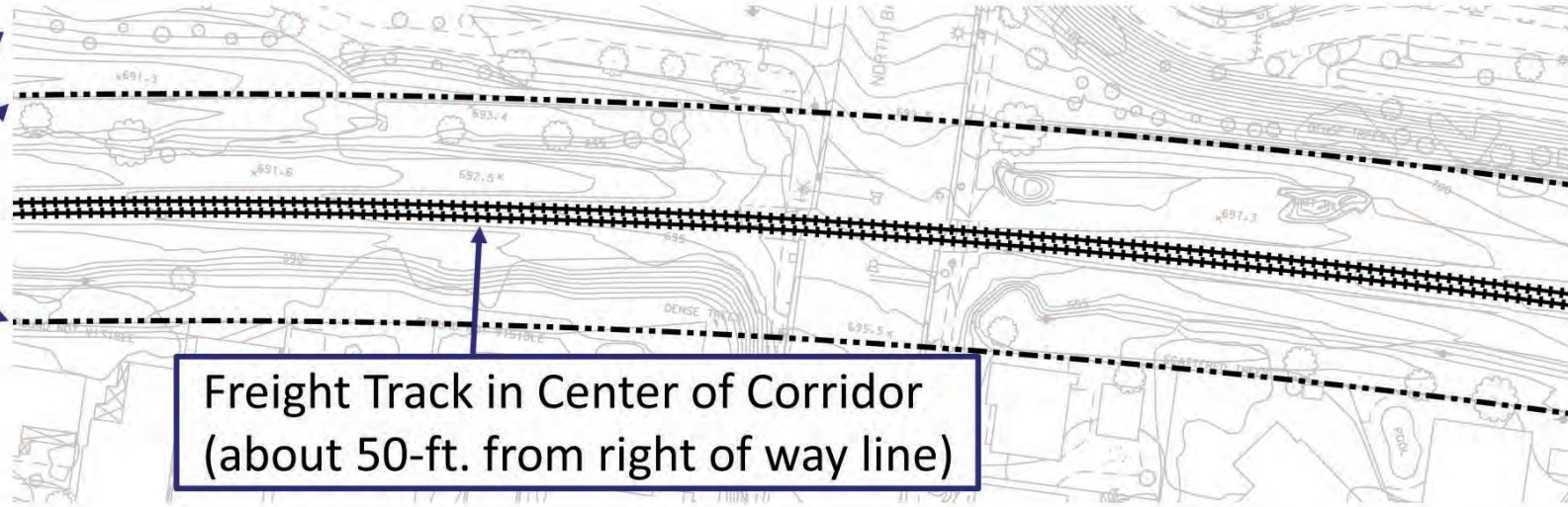


# Freight Track Relocation

## Rail Corridor Today

100-foot-wide  
rail corridor  
(on average)

Freight Track in Center of Corridor  
(about 50-ft. from right of way line)

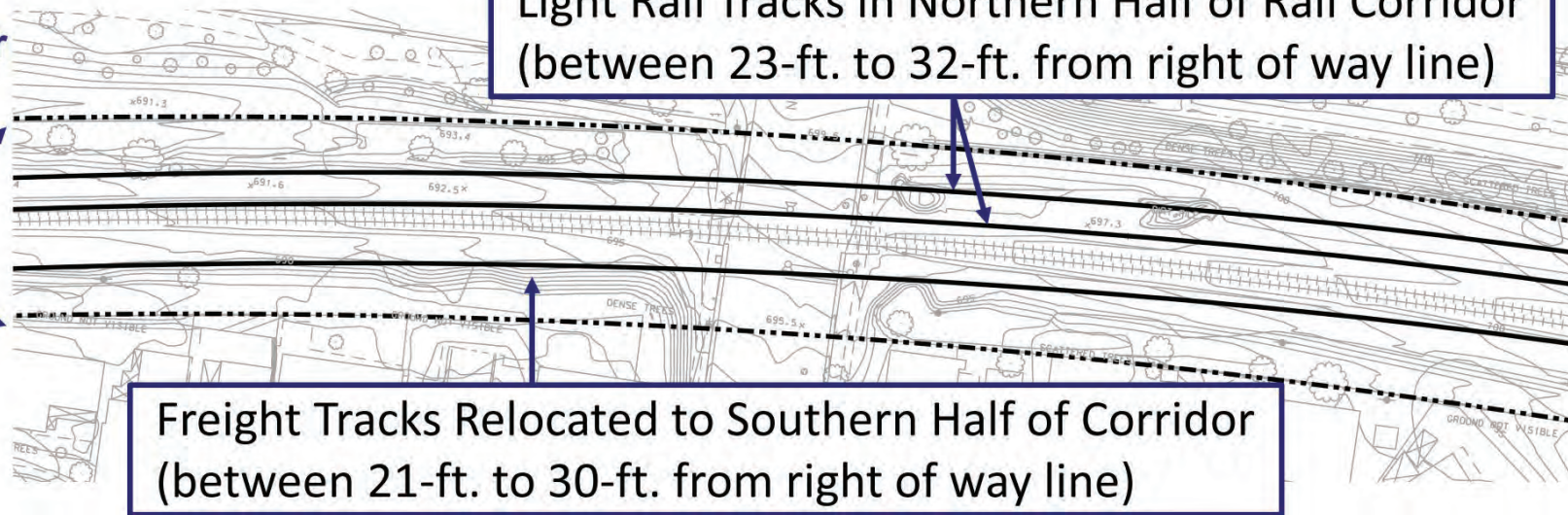


## Future Rail Corridor

100-foot-wide  
rail corridor  
(on average)

Light Rail Tracks in Northern Half of Rail Corridor  
(between 23-ft. to 32-ft. from right of way line)

Freight Tracks Relocated to Southern Half of Corridor  
(between 21-ft. to 30-ft. from right of way line)



NOTE: The freight tracks will be relocated to northern half of corridor east of Lone Hill Ave



Foothill Gold Line



# 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)
  - Other Street Work – short-term lane & street closures may be needed
- 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 cities
- Major Construction is Expected to Start in August 2020



# Project Soundwalls

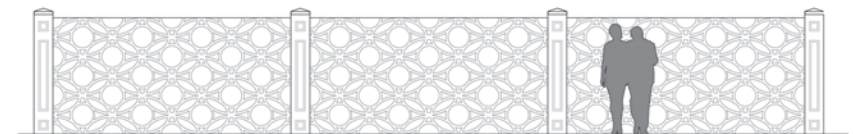
- Noise and vibration studies determined soundwall locations and heights based on FTA impact criteria
- Soundwalls are generally located where a sensitive receptor (such as a residence or school) is adjacent to the light rail alignment
- The height of the soundwalls will vary between 3'-7" to 17' – measured from top of rail
  - For safety, soundwall heights at grade crossings are 3'-7" for a length of 250 feet
- Approximately 27,600 feet of acoustical soundwall will be built along the project alignment



Concept study for Soundwall pattern



Soundwall Pattern  
(Concrete Post and Panel)



Soundwall Elevation



# Project Retaining Walls



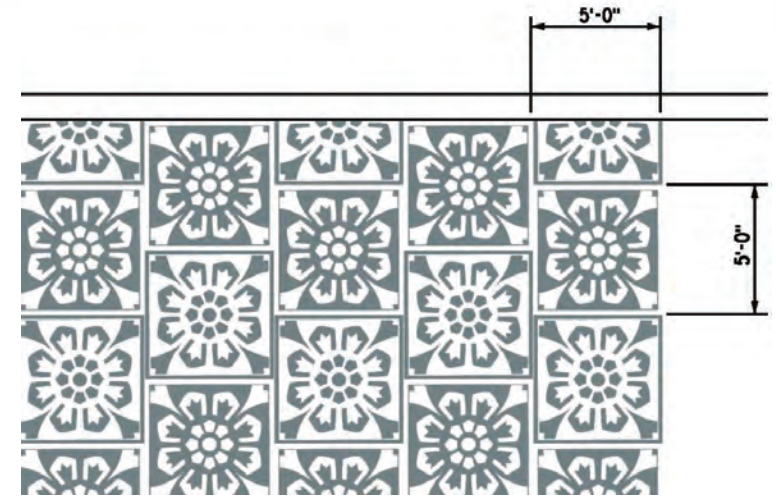
Citrus Motif  
Concept Image



Sample Study  
For Retaining Wall Pattern



Citrus Pith  
Concept Image



Retaining Wall Elevation  
5' x 5' Concrete Panels

## Mechanically Stabilized Earth (MSE) Retaining Wall System



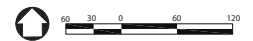
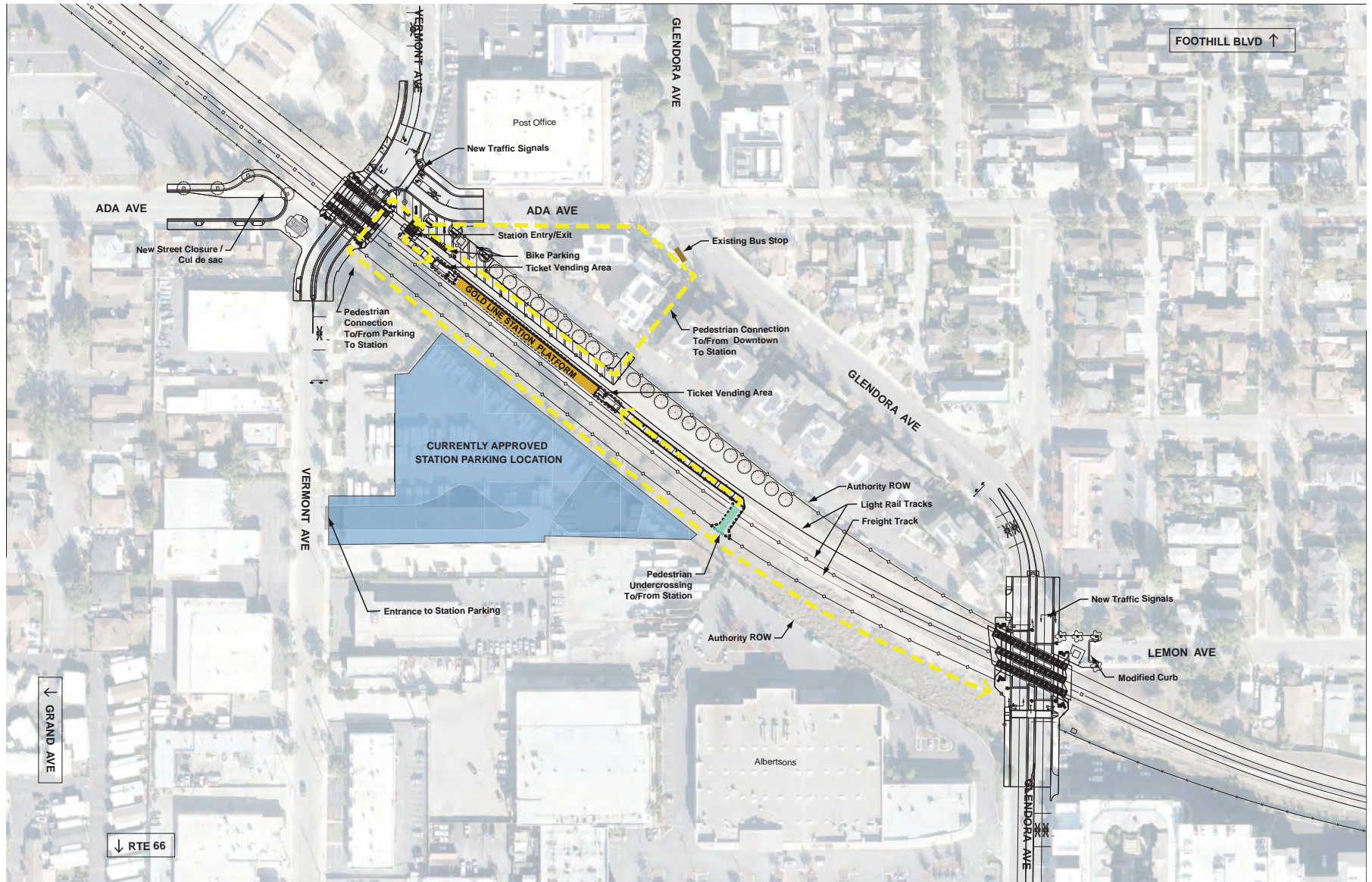
Example images (Soundwalls are not yet under construction)



Foothill Gold Line



# Glendora Station Site Plan



Foothill Gold Line



## Glendora Station Rendering



Foothill Gold Line

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

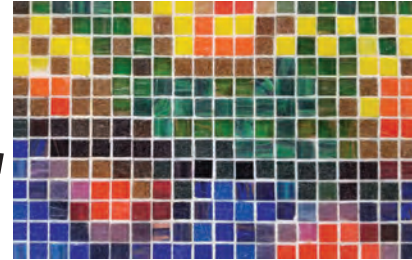
# GLENDORA

CITY NAME ON PLATFORM CANOPY



**STATION LANDMARKS:**

Large, columnar station art landmarks throughout the station area will be embellished with brilliant color mosaic tiles evoking imagery associated with Glendora such as citrus, the foothills, bougainvillea, the brodiaea filifolia flower and water.



DETAIL OF MOSAIC TILES ON LANDMARK COLUMNS



**HAND PAINTED TILES ON CANOPY BASES**

Hand painted tiles will be included on the station platform columns. Images are inspired by the views of the San Gabriel Foothills, local plants unique to Glendora, such as the brodiaea, and the Glendora Bougainvillea - dedicated as a State Historical Landmark on January 7, 1978.

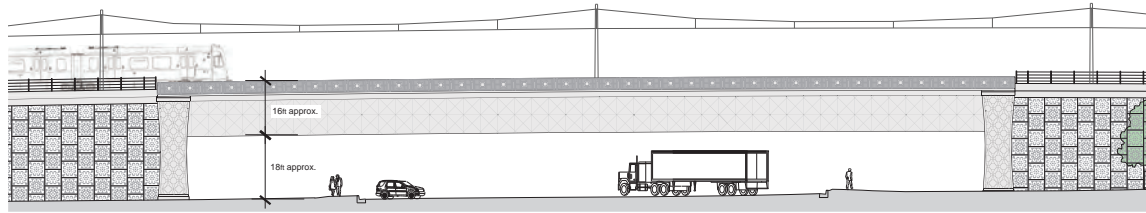
## GLENDORA Station Art - Advanced Concept Design



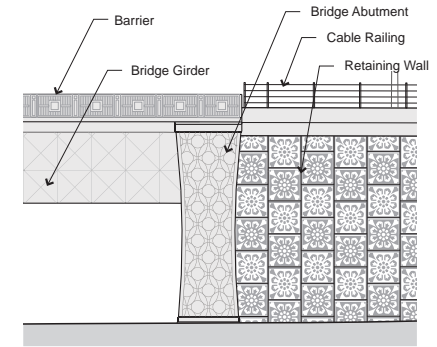
**Foothill Gold Line**



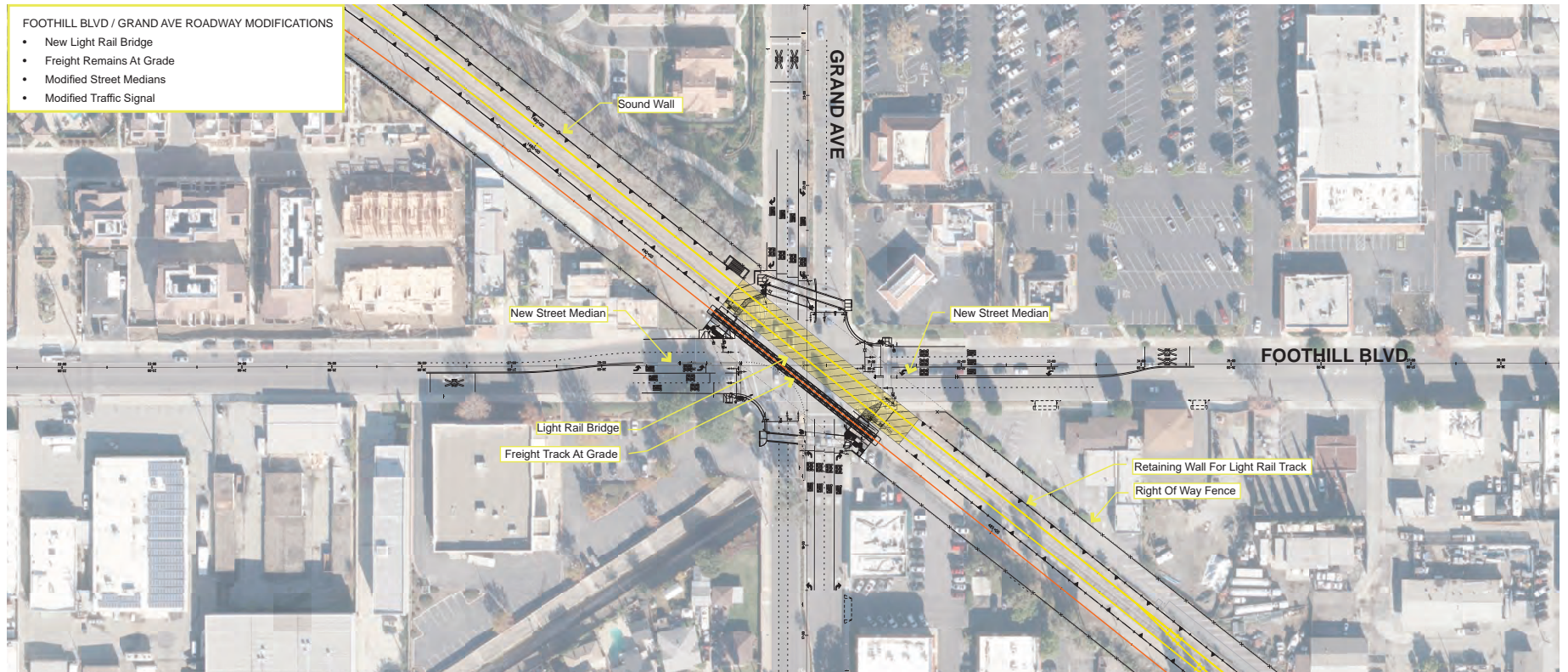
# Foothill Blvd / Grand Ave Gold Line Bridge



LIGHT RAIL BRIDGE ELEVATION



DETAIL OF BRIDGE CONCRETE FORMWORK



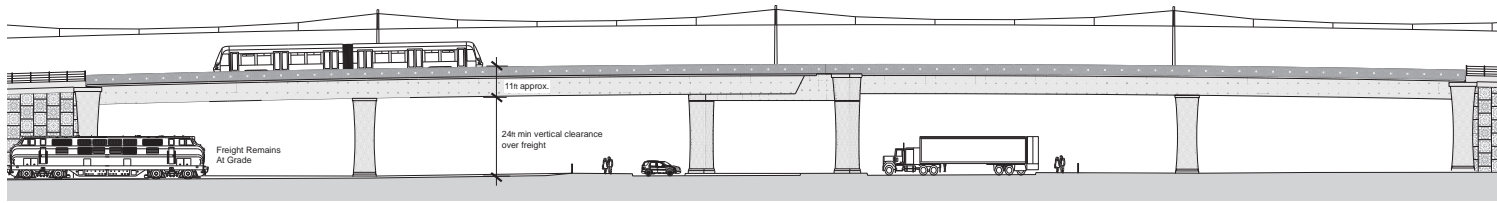
PLAN



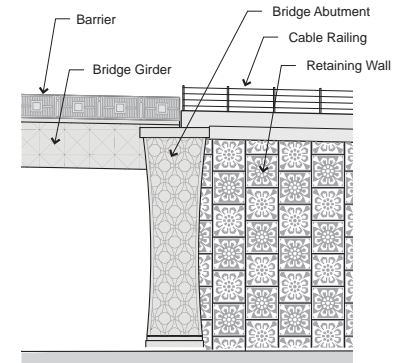
Foothill Gold Line



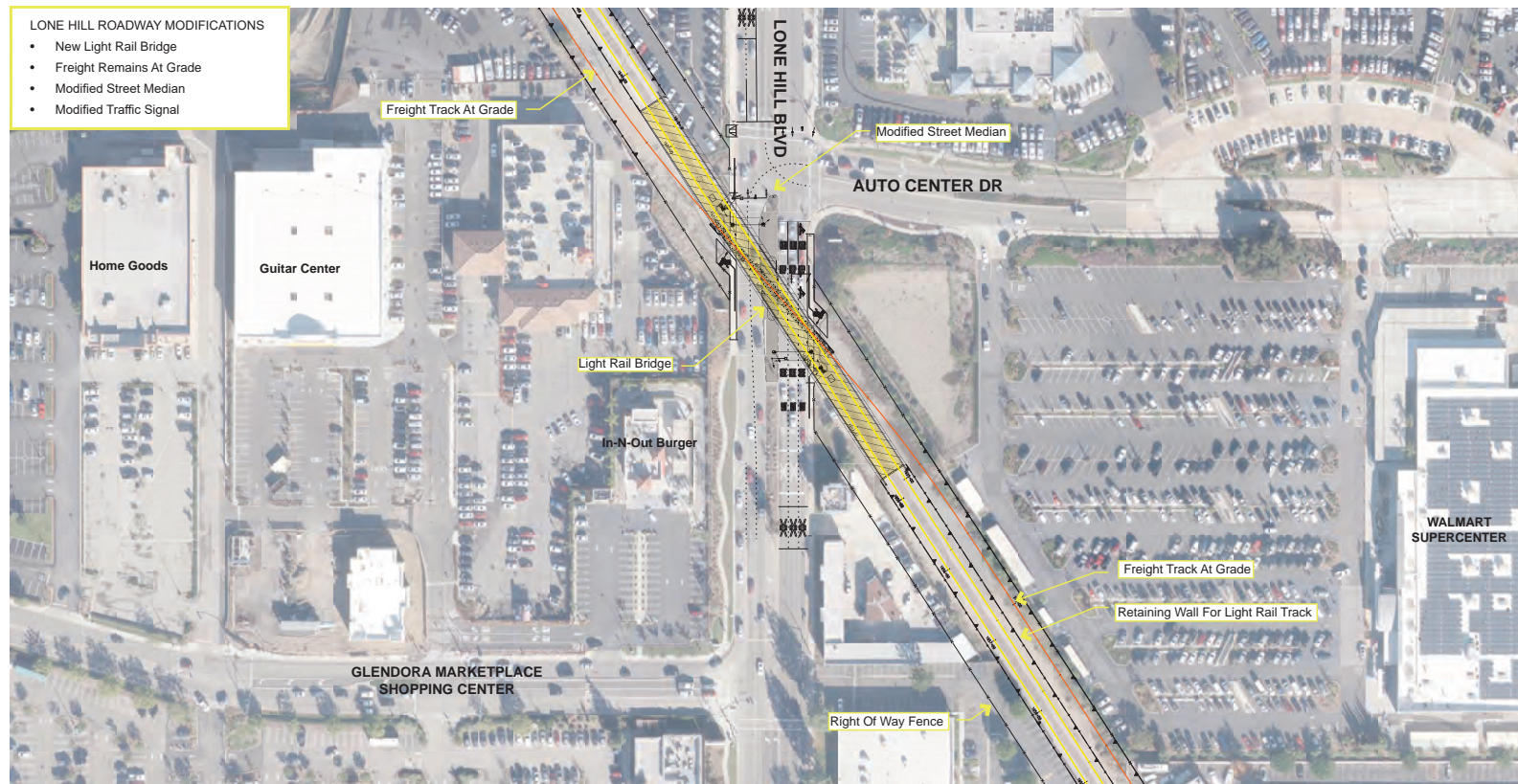
# Lone Hill Ave Gold Line Flyover Bridge



LIGHT RAIL BRIDGE ELEVATION



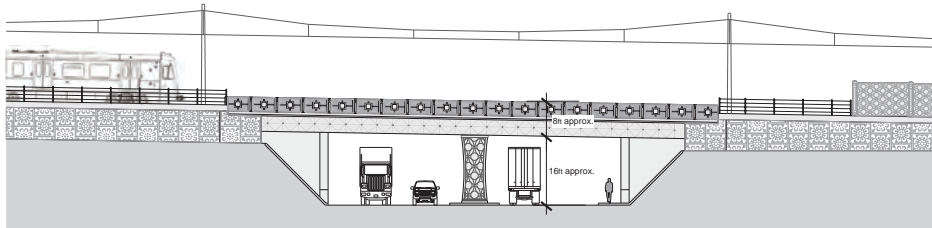
DETAIL OF BRIDGE CONCRETE FORMWORK



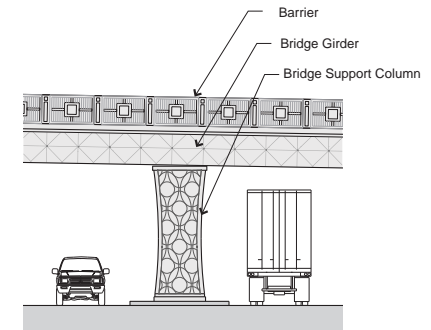
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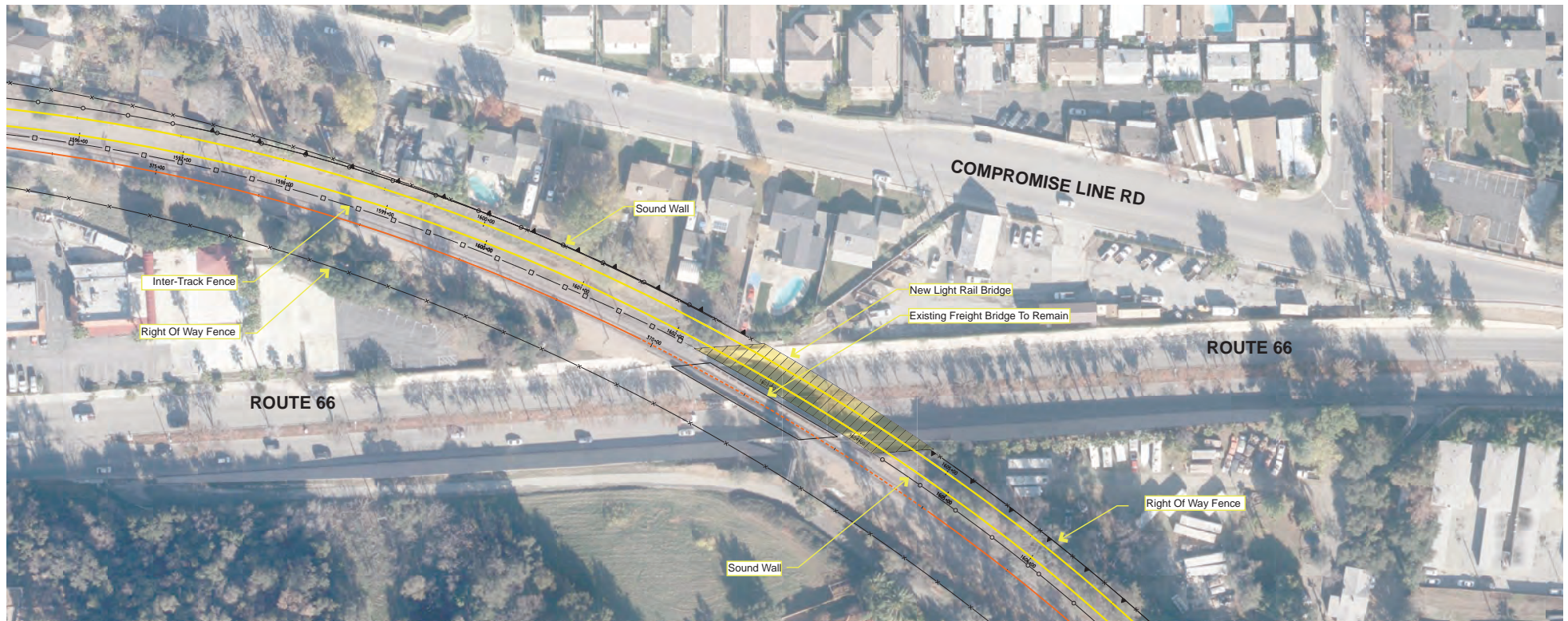
# Route 66 Gold Line Bridge



LIGHT RAIL BRIDGE ELEVATION  
(VIEW LOOKING WEST)



DETAIL OF BRIDGE CONCRETE FORMWORK



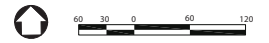
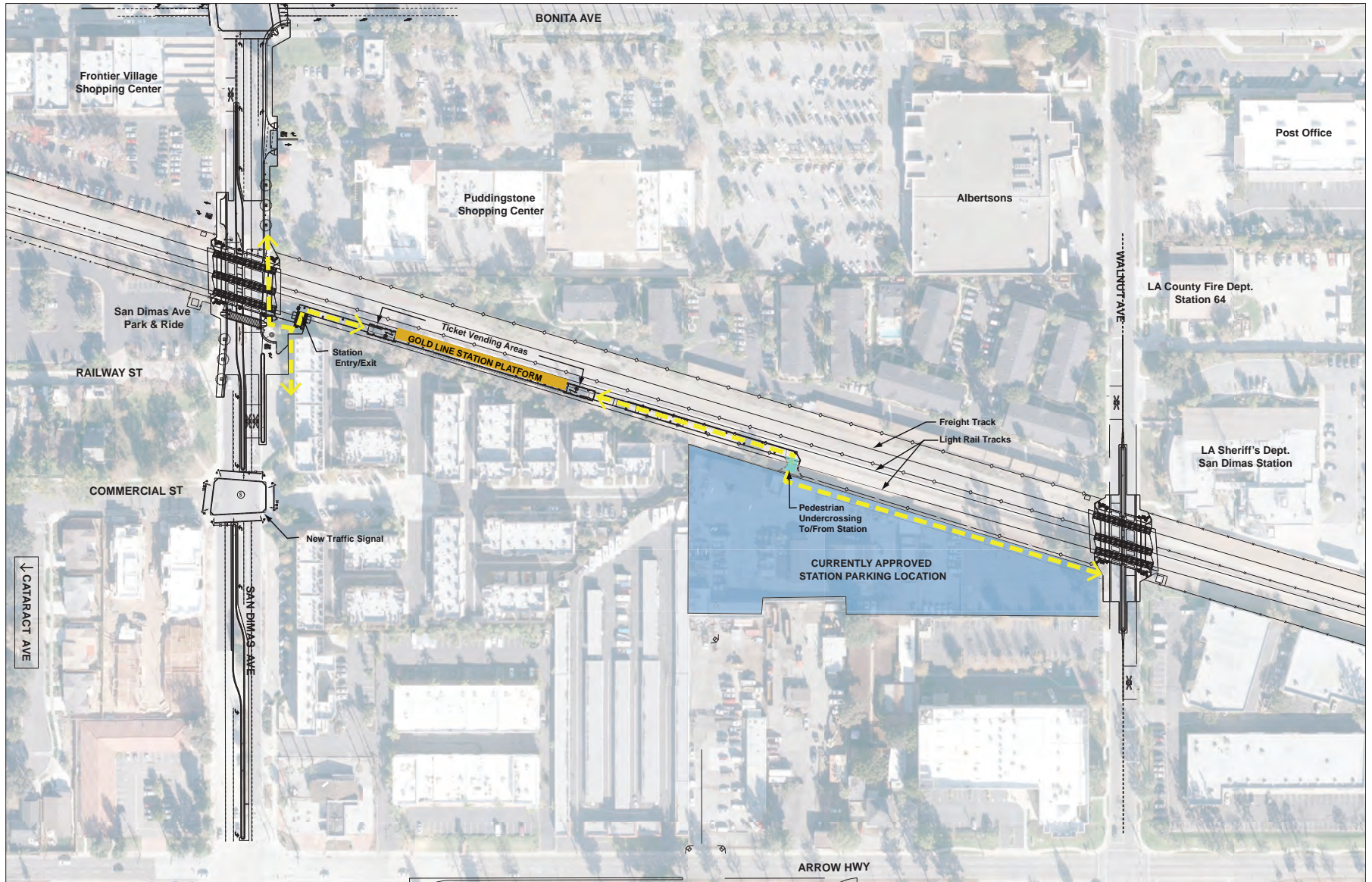
PLAN



Foothill Gold Line



# San Dimas Station Site Plan





## San Dimas Station Rendering



Foothill Gold Line



## SAN DIMAS STATION ARTISTS Anne & Eugene Daub



CITY NAME ON PLATFORM CANOPY

### San Dimas Gold Line Station Artist Concept "SENSE OF PLACE"

San Dimas is a unique town with a fascinating history nestled against the foothills of the San Gabriel Mountains. Many things have changed since the advent of the railroads and the citrus industry, but not the natural beauty of the town and its setting.

To put it another way, San Dimas has a special "Sense of Place" born of a unique history in the citrus industry, a connection with the land, water and geography, its flora and fauna along with cultural and community events and activities. There are no less than 25 parks and countless trails and hiking paths.

The various art concepts celebrate the wonders of the parks, mountains and local history. A series of larger than life "walking sticks" located on the platform are inspired by the animals and notable historic characters of San Dimas, they are sentinels that remind the viewer of unseen wonders and majestic vistas of the San Dimas area. They evoke a sense of exploration and discovery. They are an ageless symbol of the explorer in all of us.

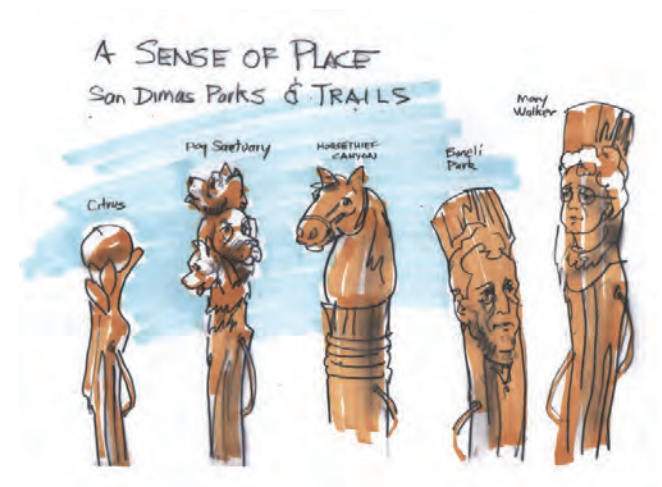
Colorful, hand-carved, glazed relief tiles with imagery of local animals are located on the canopy column bases.

The art concepts developed for the station are delightful, interactive and allow the viewer an opportunity to pause and reflect on the character and unique place San Dimas is within the San Gabriel Valley.



#### GLAZED RELIEF TILES:

Colorful imagery of local animals and their paw prints will be hand-carved on glazed relief tiles. The images refer to the abundant wildlife that exists in the mountains surrounding San Dimas.



#### WALKING STICKS:

Inspired by the animals and notable historic characters of San Dimas, the artist team has developed a series of oversized bronze casted elements that are influenced by the tradition of hand-carved and embellished "walking sticks" commonly used by hikers.



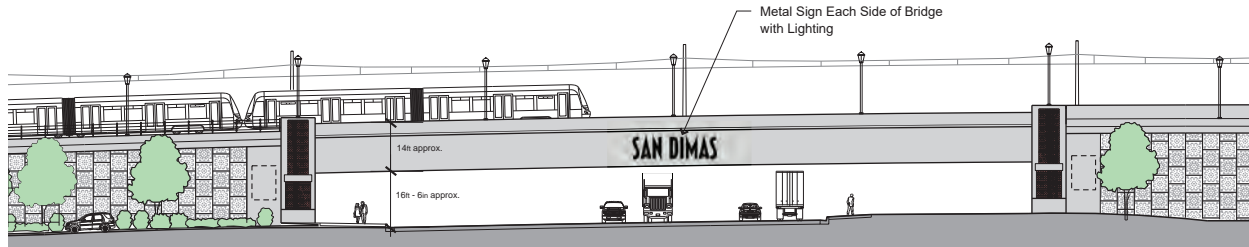
## SAN DIMAS Station Art - Advanced Concept Design



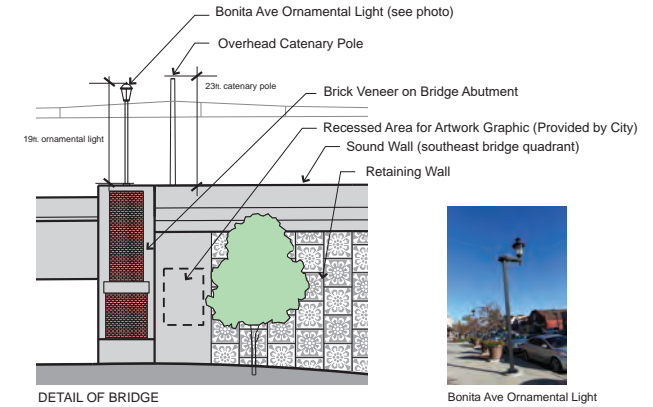
Foothill Gold Line



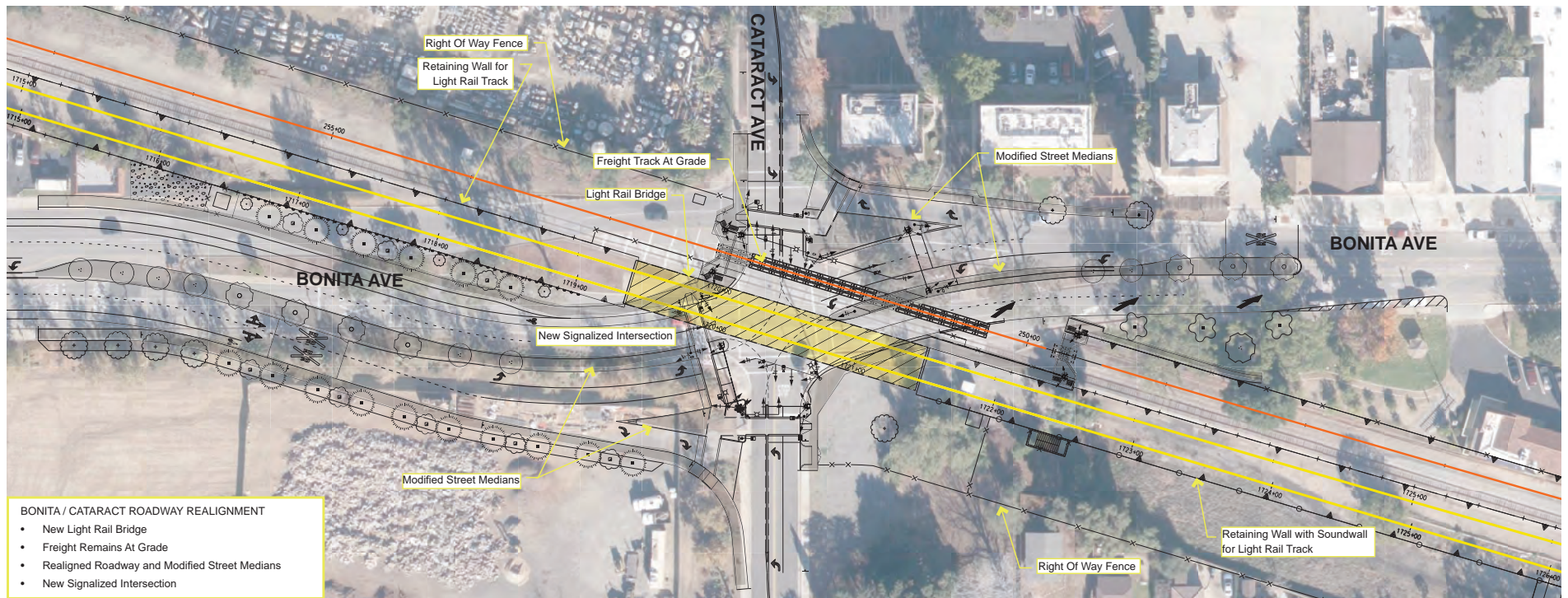
# Bonita Ave / Cataract Ave Gold Line Bridge



LIGHT RAIL BRIDGE ELEVATION



Bonita Ave Ornamental Light  
(bridge lighting to match)



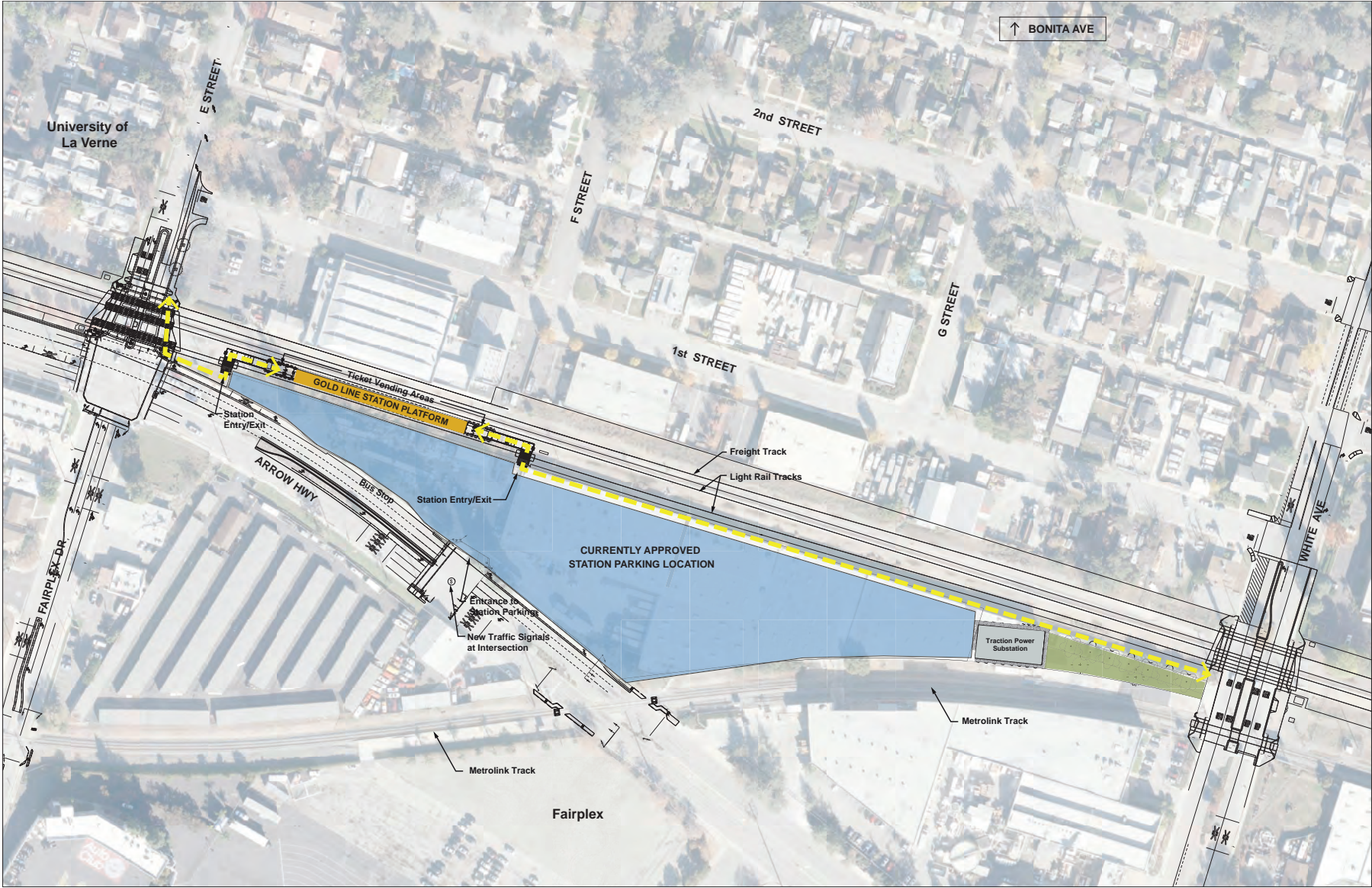
PLAN



Foothill Gold Line



# La Verne Station Site Plan





## La Verne Station Rendering



Foothill Gold Line

LA VERNE STATION ARTIST  
**Blue McRight**



# LA VERNE

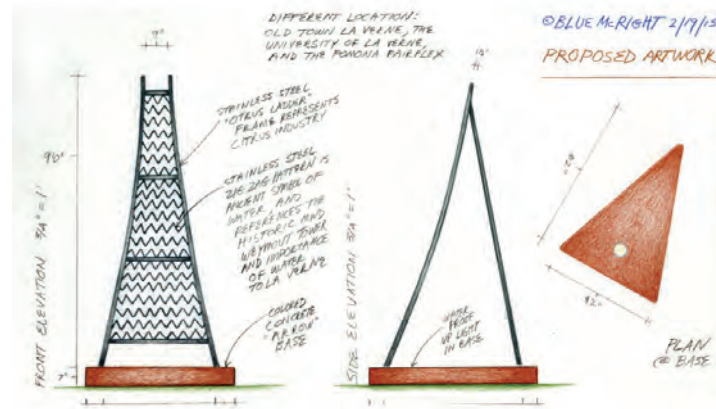
CITY NAME ON PLATFORM CANOPY

## La Verne Gold Line Station Artist Concept "CONNECTIVITY"

Blue McRight proposes to create three station landmarks, symbolizing the history and architecture of La Verne and the community's connection to water. The artwork will become engaging landmarks visible from the train platform and the streets surrounding the station.

A central theme in Blue's art concept is the shared history of citrus and water. The station artwork landmarks are inspired by the form of an orchard ladder, with steps that create a repeating zigzag pattern – an ancient symbol of water. This pattern appears in the ceramic tile ornamentation of the Metropolitan Water District's Weymouth Tower, a landmark in the city of La Verne. The zigzag shape was also prominently featured as the roofline of the now-demolished La Verne Orange and Lemon Grower's Association building.

An important example of shared infrastructure in the La Verne area is Arrow Highway. This important connector will be symbolized in the artwork by arrow-shaped colored concrete bases for each sculpture. Each 'arrow' will point to one of three important community partners (Downtown La Verne - symbolizing the city, the University of La Verne, and the Pomona Fairplex) so that each sculpture will be oriented in a different direction.



### STATION LANDMARKS:

Three identical stainless steel landmarks are visually inspired by the form of the citrus ladder and the zigzag pattern from the Weymouth Tower. Their orientations point to the major destinations of La Verne - marking the connection from the station to Downtown La Verne, the University of La Verne and the Pomona Fairplex.



### MWD WEYMOUTH TOWER:

The repeating zigzag pattern - an ancient symbol of water - appears in the ceramic tile ornamentation on the MWD Weymouth Tower, a major landmark.

This iconic building is where water, history, and architecture meet in La Verne in an extraordinary way. Including graphic imagery inspired by the Weymouth in my proposed artwork honors the fundamental importance of water to La Verne and the region.



ORCHARD LADDER CONCEPT IMAGE

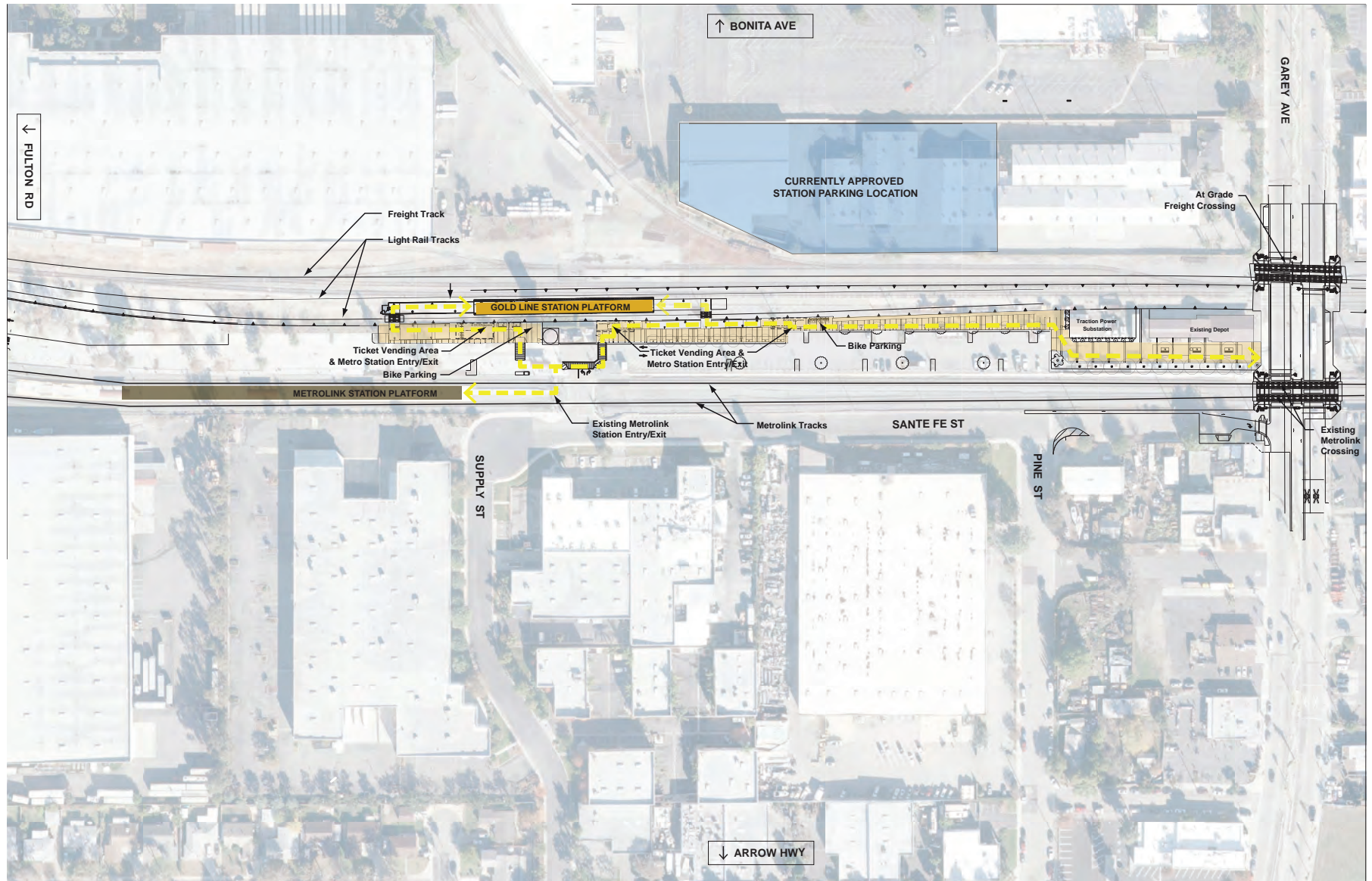
## LA VERNE Station Art - Advanced Concept Design



**Foothill Gold Line**



# Pomona Station Site Plan





## Pomona Station Rendering



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.

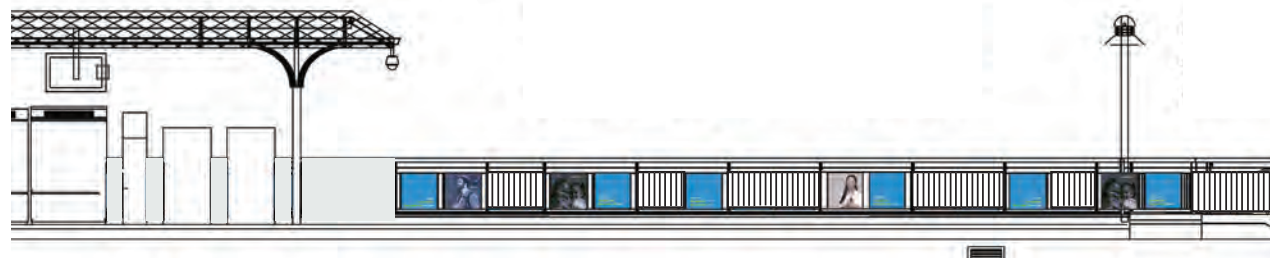
This project is designed to connect us to our past and our future, generating a renewable source of people power for positive transformation of the entire community. Folks will think differently about Pomonans, and Pomonans will think differently about themselves.



# POMONA

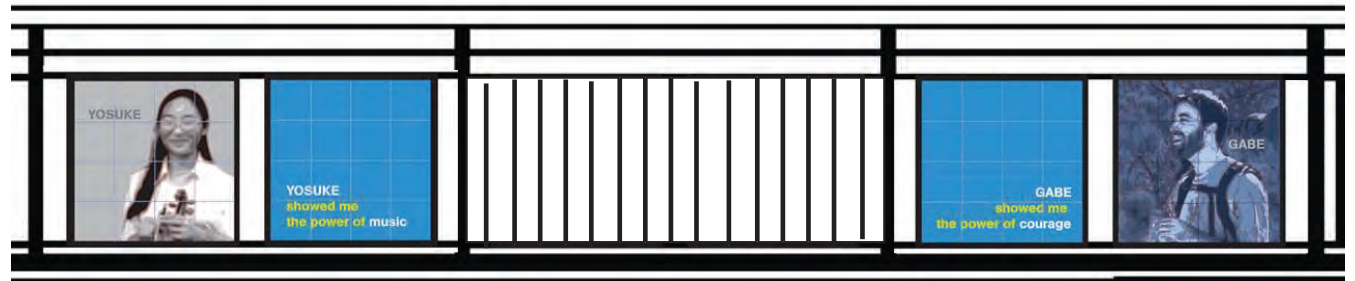
CITY NAME ON PLATFORM CANOPY

Other cities have a hall of fame. This station will be a hall of gratitude.



**RAILING DETAIL OF "HALL OF GRATITUDE":**

The Gold Line will connect the power of Pomona's people with the rest of Southern California.



**HALL OF GRATITUDE:**

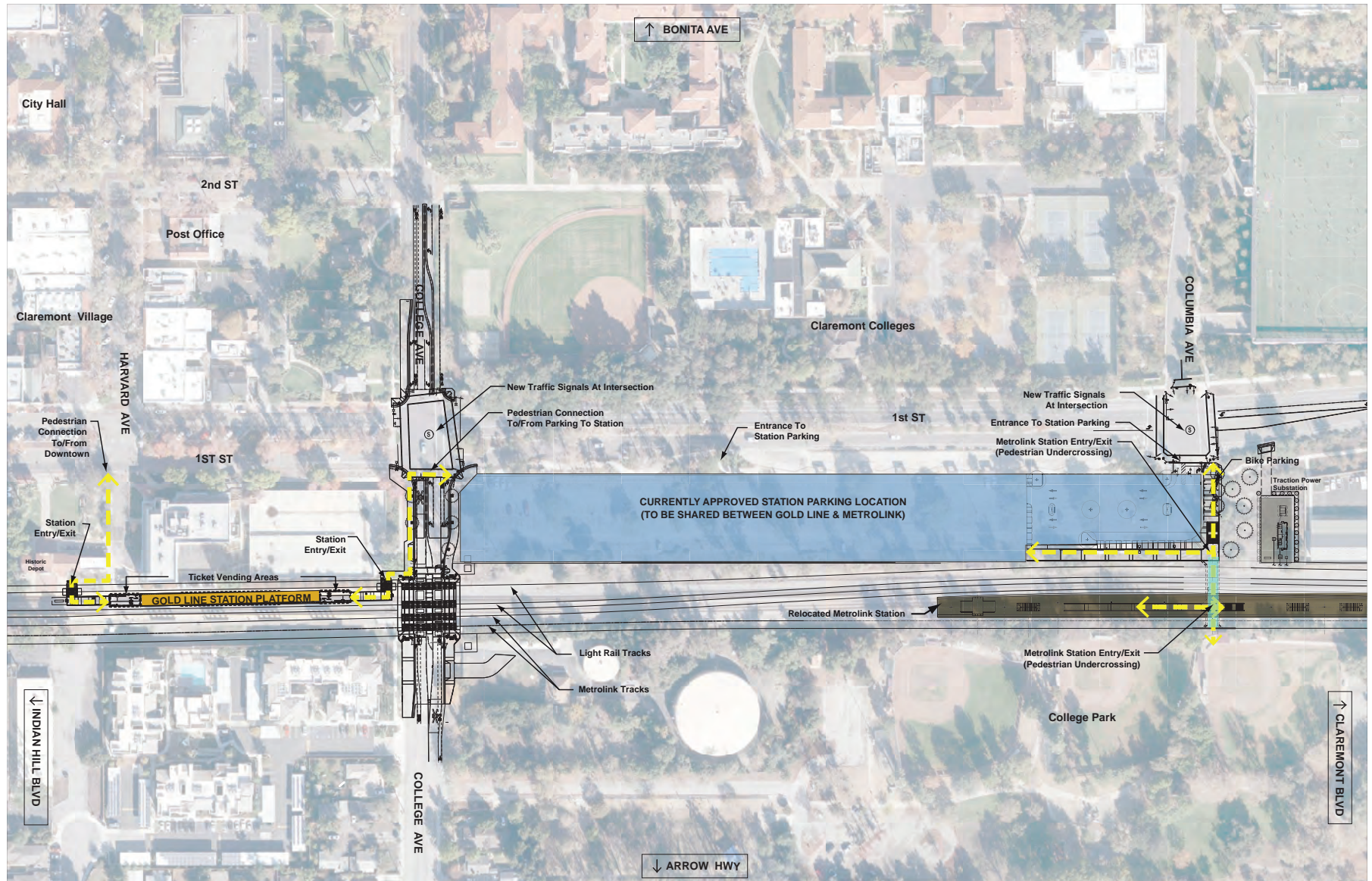
The people to be honored will be selected from submission materials gathered from residents and stakeholders of the City of Pomona. This will take place in 2020 at locations in Pomona.

## POMONA Station Art - Advanced Concept Design



**Foothill Gold Line**

# Claremont Station Site Plan



NOTE: This station is not part of the currently funded project under construction.



Foothill Gold Line



## Claremont Station Rendering



NOTE: This station is not part of the currently funded project under construction.



Foothill Gold Line

## CLAREMONT STATION ARTIST JOYCE KOHL



### Claremont Gold Line Station Artist Concept

"THINKING OUTSIDE THE BOX"  
(Beyond Trees and PhD's)

Claremont is an incredibly unique community. "Beyond trees and PhD's," what makes it so? Claremont has an astonishing number of people (both inside the nine colleges and in the community at large), who are thinking "outside of the box."

After talking to numerous people in Claremont and having experiences around the city (including hiking locally, visiting the colleges, the botanical garden, the Claremont Heritage Society and various art collections), it became clear to the artist that this is what the artwork for the new Gold Line station should reflect.

The most prominent element of the station artwork will be an internally illuminated iconic landmark located near the entrance to the Gold Line station. The sculpture is planned to be 16 feet tall and give the illusion of line drawings of two boxes, back to back at skewed angles. The boxes will have letters, symbols and numbers from the different 'languages' spoken in Claremont, on glass. The landmark will be easily visible from various vantage points, including downtown Claremont from the primary pedestrian linkage off Harvard Ave.

For the second art element, the artist is creating handmade tiles representing notable figures in Claremont. People showcased will include scientists, medical researchers, artists, musicians, social scientists, various educators, experts on religion, historians and creative writers. The tiles will be installed on the canopy column bases of the platform.



CITY NAME ON PLATFORM CANOPY



#### TILES ON PLATFORM CANOPY BASES:

Handmade tiles representing notable figures in Claremont will be installed on the canopy column bases of the platform. People showcased will include scientists, medical researchers, artists, musicians, social scientists, various educators, experts on religion, historians and creative writers.



#### ILLUMINATED STATION LANDMARK:

16 feet tall, the landmark will give the illusion of line drawings of two boxes, back to back. The 'boxes', will have letters, symbols and numbers from the different 'languages' spoken in Claremont on glass.

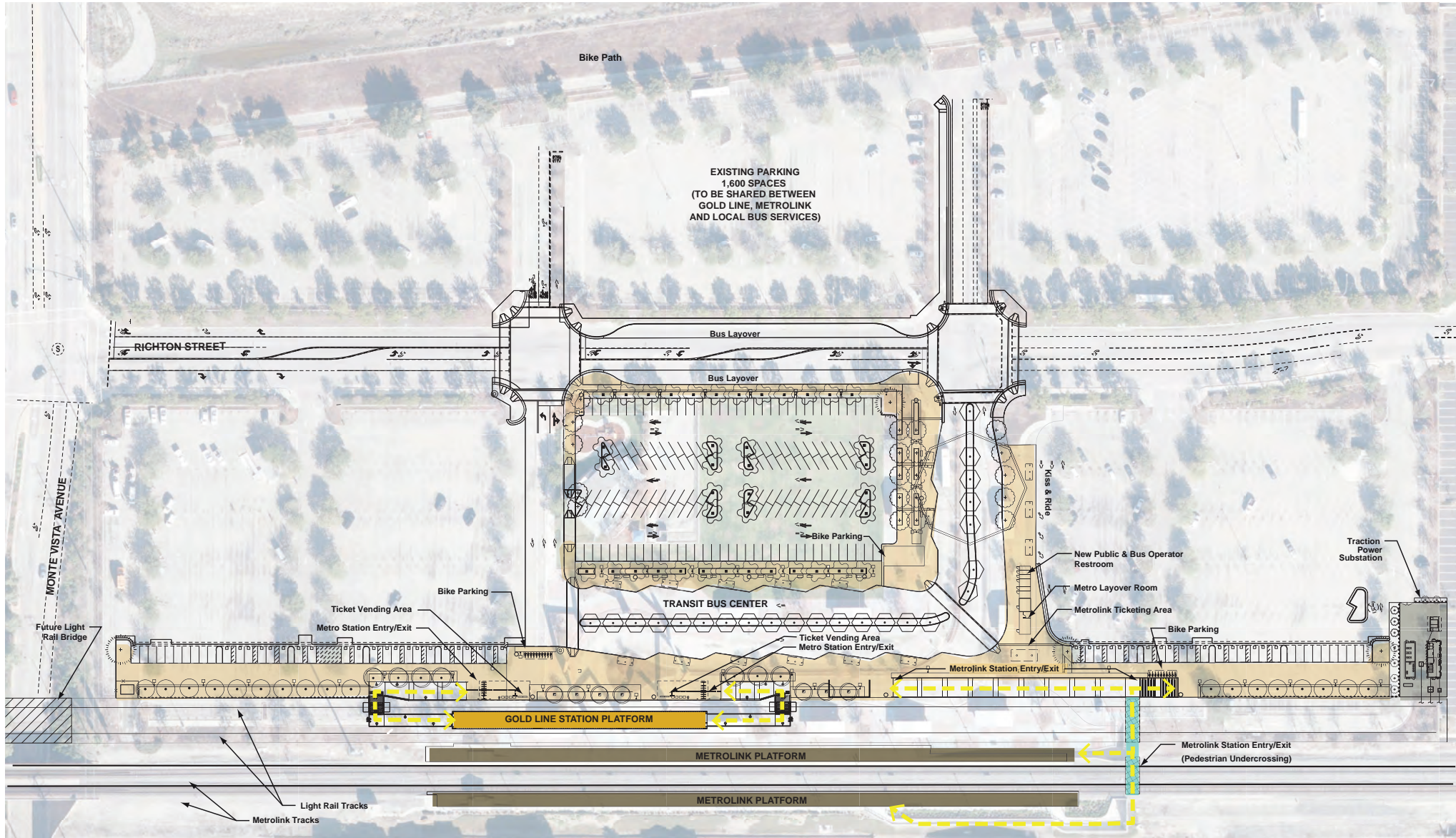
## CLAREMONT Station Art - Advanced Concept Design



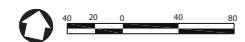
Foothill Gold Line



# Montclair Station Site Plan



NOTE: This station is not part of the currently funded project under construction.





## Montclair Station Rendering



NOTE: This station is not part of the currently funded project under construction.



Foothill Gold Line



## MONTCLAIR STATION ARTIST RUTH ANN ANDERSON



### Montclair Gold Line Station Artist Concept "THE STORIES OF MONTCLAIR"

For the Montclair station, Ruth Ann will create two artwork landmarks. Each landmark will symbolize a narrative journey. Ruth Ann states "I see this station conceptually as the beginning or ending of a journey for the transit rider."

During a period of research and outreach to develop her artwork for the site, Ruth Ann noted the colorful illustrations of citrus packing labels. The artist appropriated this graphic style onto a metal framed landmark tower to tell stories of historical and present day Montclair. Each tower side will be an illustrative history of the city.

For the station platform, the artist will create a hand carved bronze figure of a child looking west, perched on a concrete plinth. The figure is a reminder of the anticipation of arrival and the optimism of embarking upon a new journey.

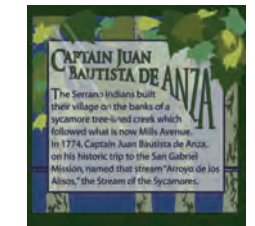
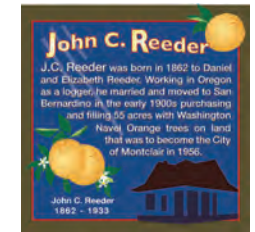
# MONTCLAIR

CITY NAME ON PLATFORM CANOPY



#### STATION LANDMARK:

For the station platform, the artist will create a hand carved bronze figure of a child looking for the oncoming train. The figure is a reminder of the anticipation of arrival and the optimism of embarking upon a new journey.



#### GLASS PANELS ON SCULPTURE TOWER WITH COMMUNITY STORIES:

Marking the station entrance, the artist will design a glass and steel sculptural landmark. The graphic images on the tower are inspired by citrus labels from the area and depict stories of the community, its history, contemporary life in Montclair and the surrounding natural environment.

## Montclair Station Art - Advanced Concept Design



Foothill Gold Line



# **Community Outreach**



# Outreach & Construction Safety Awareness

- Leading Up to Major 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



# Outreach Activities

- Construction Hotline/Email
- Construction Notices, distributed:
  - E-Alerts
  - Community walks
  - City websites
  - Authority website
- E-News Updates
- Twitter, Facebook and Blog Updates
- Community-Accessible Offices in Glendora and La Verne
- Construction Safety Program for Schools and Community
- Gold Line Tours

**Sign Up to Stay Connected –**  
**[www.foothillgoldline.org](http://www.foothillgoldline.org)**



**Foothill Gold Line**



# Stay Updated on the Foothill Gold Line

Learn the latest and sign up to receive construction alerts:

[www.foothillgoldline.org](http://www.foothillgoldline.org)

Follow the project online & on social media:



/iwillride



@iwillride



[iwillride.org](http://iwillride.org)

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## *Have Questions?*

### Project Construction Questions



(626) 513-5788



[CommunityRelations@Kiewit-Parsons.com](mailto:CommunityRelations@Kiewit-Parsons.com)

### General Project Questions



(626) 471-9050



[PublicAffairs@foothillgoldline.org](mailto:PublicAffairs@foothillgoldline.org)



Foothill Gold Line