



Foothill Gold Line

March 2024 Project Update

The 9.1-mile, four-station Glendora to Pomona project segment continues to be on time and on budget to be completed and turned over to LA Metro in just about nine months. Crews are currently nearing completion on two critical elements of the light rail system ahead of this summer's train testing phase: the power and train control systems. As part of that effort, extensive testing of the newly-installed crossing safety equipment is now underway at the project's 21 at-grade crossings. Meanwhile, progress continues on the four new stations, as each station's dedicated artist/artist team continues to fabricate their station art pieces that will be fully installed in the months ahead.

Additionally, in March the Construction Authority issued the Request for Qualifications (RFQ), the first step in the approximately 15-month procurement process to hire the design-build team for the 3.2-mile, two-station Pomona to Montclair project segment. This follows last year's submittal by Metro of a grant application to fully fund the project in Los Angeles County through SBI 25 (an award announcement is expected by the end of April). Once funding is secured and a design-build team hired, the shovel-ready Pomona to Montclair segment will take approximately five years to complete.

Read on to learn more about current construction activities underway from Glendora to Pomona and the latest on our efforts to ready the Pomona to Montclair segment for construction.

Four New Stations

The four new light rail stations are now more than two-thirds complete overall. At the future Glendora, San Dimas and La Verne stations, the platform canopies have been installed; while crews are getting ready to carry out the same work at the future Pomona station. Crews also continue work on the power, communications and train control systems at each station. Working out of their studios and fabrication facilities, each station's artist/artist team continues to bring their art pieces to reality, as they prepare them for installation. See below for details about the status of work at each station.

Glendora Station: At the future Glendora station, with work on the canopies and decorative roof elements completed, crews continue to work on other areas of the station, including the plaza, pedestrian undercrossing and parking facility. As seen in the photos below, crews are currently constructing foundations in the station plaza area for the concrete art columns (left), as well as building the walkways to the pedestrian undercrossing (right), which will safely allow future passengers access to the station platform from the east and south by walking under the freight track and eastbound light rail track.



San Dimas Station: At the future San Dimas station, work has also been completed on the canopies and decorative roof elements. Crews are now installing wires for the power and communications systems (which will connect devices such as the security cameras, message board signs, informational screens for arrival times and more) throughout the station platform, as seen in the photos below.



At their studio, the San Dimas station artist team of Eugene Daub and Anne Olsen Daub continue to make progress on their “walking stick” sculptures, as seen in the photo (left). Four of these eight-foot-tall, bronze sculptures will be installed at the future station platform.

The walking sticks are inspired by the natural environment in San Dimas and seek to evoke a sense of discovery and exploration among future riders.

La Verne Station: As seen in the top photos below, crews have now installed all three canopy structures at the platform of the future La Verne station. With the canopies installed, crews will soon begin painting the canopy structures to their final color before installing the decorative roof elements.

Construction Authority and KPJV staff recently joined La Verne station artist Blue McRight for a visit to a fabrication facility to check in on the progress of her station art pieces. As seen in the bottom photo, Blue is creating ten-foot-tall sculptures that will pay homage to La Verne’s history and architecture, as well as the community’s connection to water and agriculture. Three of these sculptures will be installed throughout the future La Verne station plaza area.

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Pomona Station: Crews are currently preparing for the installation of the canopy structures at the future Pomona station. It is the last set of station canopies to be installed for the project. As seen in the photo below (left), crews are nearing completion on the fabrication of the canopy columns and frames at an off-site location. Once the canopy pieces are ready, they will be delivered to the station site for installation.



Just to the south, crews continue to rebuild the existing parking area for the Pomona North Metrolink station. Late last year, crews completed the necessary work at the easternmost section of the parking lot to allow it to reopen for use, and then moved on to rebuilding the center section. The center section remains fully closed during construction through April 15, temporarily eliminating vehicular thru traffic and creating two temporary parking areas (one on the east side of the closed section and one on the west). Once the center section is reopened, crews will close the westernmost section.

Light Rail Power & Train Control Systems

Crews are now nearing completion on construction of the light rail power and train control systems. With the new tracks having already been installed last year, the light rail system is now being readied for train testing to commence this summer. The last few remaining miles of overhead and underground wires and cables for the power and train control systems are currently being installed by separate, specialized crews that coordinate extensively with one another.

As seen in the photo (left) below, crews continue to install miles of overhead wires across the nearly 350 overhead catenary system poles that span the project corridor. The overhead wires will provide power to the light rail trains when the train's pantograph comes into contact with the wires.



Throughout the corridor, crews are testing the newly-installed train control equipment, housed in bungalows that are placed at every crossing and crossover track along the project, as well as installing track circuits throughout the light rail tracks that will detect the presence of a light rail train at certain sections of track and send a signal to the train control system to activate the traffic signals and gates at the crossings ahead. Additionally, as shown in the photo (right) above, crews are currently also testing crossing safety upgrades that have been installed at each of the project's 21 at-grade crossings. This testing is to ensure the quad gates fully close off the intersection when a train is approaching to prevent vehicles and pedestrians from entering the crossing.

Pomona to Montclair Segment Update

On March 13, the Construction Authority released the Request for Qualifications (RFQ), officially kicking off the approximately 15-month procurement process to hire the design-build team for the final 3.2-mile, two-station project segment from Pomona to Montclair that includes the Claremont and Montclair stations. The requested Statement of Qualifications are due in June, with the Construction Authority expected to announce the shortlist of proposers in July. Only those teams included on the shortlist will move on to bid on the project.

As a reminder, in late-December 2023 Metro submitted a full funding request to CalSTA for the funding needed to complete the Los Angeles County portion of the project. CalSTA is the agency overseeing the \$4 billion funding program (SB125) for transit capital projects statewide that was approved by the state legislature and governor last summer. \$1 billion of the program is expected to be allocated to projects in Los Angeles County over the next few years. An official announcement by CalSTA is expected before the end of April. San Bernardino County is responsible for funding the portion of the project in their county and has funding set aside from several local and state sources.

Once full funding is secured and a design-build team hired, the shovel-ready Pomona to Montclair segment will take approximately five years to complete.

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