



Foothill Gold Line Reaches Substantial Completion

Glendora to Pomona Project Reaches Substantial Completion On Time and On Budget

The \$1.5 billion, four-station Foothill Gold Line from Glendora to Pomona reached substantial completion on time and on budget on Friday, January 3, 2025. Over the last five years of design and construction, the team completed all elements of the 9.1-mile light rail project including the four new stations and associated multi-modal parking facilities, the new light rail systems (including track, power, train control, communications and safety equipment), nine miles of relocated freight track that initially sat in the middle of the now-shared rail corridor, 19 bridges (including four new light rail bridges that span major city streets and intersections in Glendora and San Dimas), 21 at-grade street crossings, 10 miles of decorative sound and retaining walls, corridor-wide fencing to prevent trespassing, testing of the line and new systems, and much more.

Reaching substantial completion means that the Glendora to Pomona project has now been turned over to Metro for final testing, training of operators and other crews, emergency and safety preparations, pre-revenue operations and simulated revenue service, and final approvals by the California Public Utilities Commission, among other tasks that will take place in the months ahead. This milestone follows months of testing of the new systems by the Construction Authority and KPJV, and determination that the new extension is safe to operate. An opening

date has not yet been determined; Metro will announce the date in the future.

Over the last five years of design and construction, the team logged more than 2.6 million work hours and completed the project with an excellent safety record.

From the entire team, we want to thank the community and our project partners for their patience and support as we built this important project for the region. As discussed in this newsletter, there will still be punch list items being worked on at the station areas and along the corridor over the months ahead; but reaching substantial completion means that the vast majority of the hard work is behind us. Thank you and Happy New Year.

Pomona to Montclair Project Funding and Procurement Update:

In October and November 2024, the Construction Authority and LA Metro boards each approved the funding agreement amendment between the two agencies to provide \$798 million to the Construction Authority for the construction of the Los Angeles County portion of the Pomona to Montclair project segment. The agreement approval comes as the procurement to hire the design-build team for the project continues to be underway. Once the contractor is hired, the project will take approximately five years to build to Claremont and Montclair.

KIEWIT-PARSONS, A JV

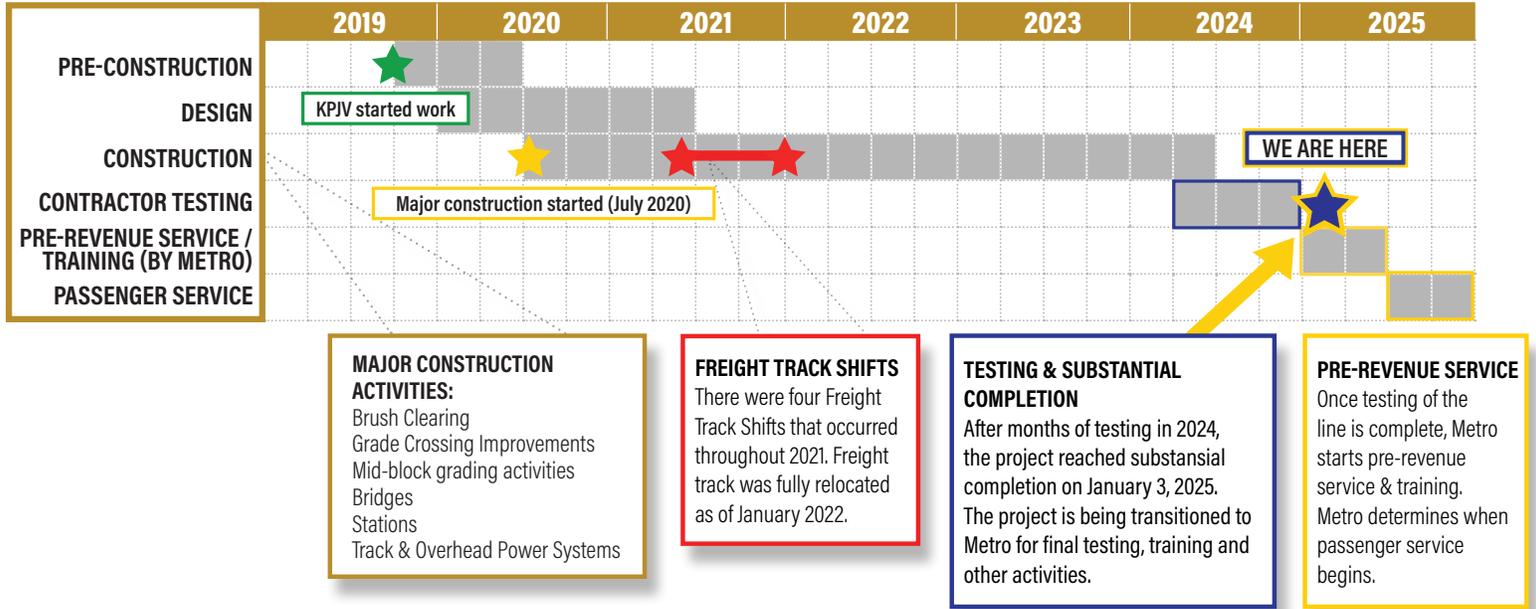


Foothill Gold Line

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Foothill Gold Line Glendora to Pomona - Project Schedule



Final Milestones of 2024 Complete

Milestone #1: Completing the Light Rail System

The new light rail system from Glendora to Pomona is comprised of three major elements: the tracks, the train control system and the power system. The tracks were completed in 2023; but in the first half of 2024, crews were able to complete the train control system - made up of miles of underground cables, signals and sensors that monitor train movement, provide alerts and control the crossing safety equipment. They also completed installation of the new power system - comprised of miles of overhead catenary system wires strung across 350 poles to provide power for the light rail trains. The power comes from the eight traction power substations that were installed about a mile apart that convert AC power from local utilities to DC power - the type used to power the light rail system.

Around the same time, just east of the Metro A Line's APU/Citrus College Station in Azusa, crews welded together the existing A Line tracks with the newly completed tracks from Glendora to Pomona. With the light rail systems completed and this final track connection made, light rail trains arrived to the project and began the next major project milestone of 2024: testing.

Milestone #2: Train Testing Goes from 0 to 55 MPH

In late June, crews pulled an unpowered light rail vehicle onto the new project to carry out initial clearance testing. Crews walked along with the light rail vehicle back and forth between Glendora and Pomona to ensure that every inch of track was ready for trains to safely move on their own power.

Following the successful completion of the initial clearance testing, crews began active train testing in early July. Crews utilized multiple light rail vehicles that operated on their own power to test all elements of the new light rail system, including the tracks, train control, power, communications systems and safety features. This critical phase of the project is called systems integration testing, and ensures that all of the new systems work together as designed. Initial active train testing was carried out during the day at slower speeds; but soon was able to shift to higher speeds. Most of the train testing has taken place during nighttime hours to allow crews time during the day



Crews completing final miles of overhead wires for the power system.



Crews welding the existing terminus light rail track of the Metro A Line to the new Glendora to Pomona tracks.



Crews pulling the unpowered light rail vehicle into the future Pomona station to conduct clearance testing.

2024 Milestones (Cont.)

to continue construction on the project. Active train testing, which has been ongoing since July, is now complete.

In addition, during this same period crews also completed testing of the freight track system that was relocated at the beginning of construction to make room for the new light rail tracks. Crews utilized a BNSF freight train over two weekends to successfully test all elements of the relocated freight system.

Milestone #3: Preparing First Responders

As construction neared completion at the end of 2024, the Construction Authority began training for first responders (police, firefighters, paramedics, etc.) on how to navigate the corridor, trains and stations in case of emergencies. As part of the project's ongoing Fire Life Safety coordination, Construction Authority staff familiarized the area's first responders with the access (enter) and egress (exit) points along the corridor and at the future stations, as well as began preparing for emergency scenarios. In the coming months of this year, first responders will conduct emergency drills with test trains on the project as part of their preparation.

Milestone #4: Completing Miles of Decorative Walls and Fencing

Block by block throughout the entire 9.1-mile corridor, crews put the finishing touches on the ten miles of decorative sound walls and retaining walls that feature citrus-inspired patterns designed by Alignment artist Christie Beniston to pay homage to the importance citrus played in the development of the corridor cities. In addition, crews also completed installation of miles of fencing along the corridor and station areas to prevent unauthorized access to the tracks.

Milestone #5: Completing Major Work at the Four New Stations and Associated Parking Facilities

And last but certainly not least, this past year crews neared completion on the four new stations and associated parking facilities. Each station is designed with a center platform for boarding, with materials and colors representational of the foothills of the San Gabriel Valley. Each features unique public artworks inspired by the history and culture of the station-city itself, created by the city-selected artist or artist-team.



Construction Authority staff training first responders to familiarize them with the new light rail stations and corridor.



Crews setting some of the final few remaining soundwall panels.



Crews wrapping up construction on the future La Verne Station platform.

Safety Corner



Crews are now returning to various areas project-wide to complete minor punch list work within the railroad corridor, at the grade crossings, on the sidewalks and on the four new light rail bridges that cross major city streets. KPJV crews have worked for close to 5 years to complete all operations associated with the Glendora to Pomona project and were excited to reach Substantial Completion earlier this month. The crews are proud of their work and we are thankful for their ongoing dedication to safety and the project as a whole. Over the past five years, crews completed more than 2.6 million work hours and ended the project with an excellent safety record. As the punch list items get completed and the project transitions to Metro, please continue to stay safe and follow all safety instructions.

What to Expect in 2025

What's Next in 2025?

As mentioned in the front-page article, the Glendora to Pomona project reached substantial completion earlier this month and has now been turned over to Metro for training and pre-revenue operations. Metro will determine when passenger service begins. Achieving substantial completion means that the entire light rail system (stations, tracks, power system, train control system, grade crossing safety equipment, communications system, etc.) from Glendora to Pomona is fully functional and ready to be used as intended. Smaller, final elements of work (mostly known as punch list items) will remain to be completed throughout the corridor and station areas in 2025, but they will not have an impact on Metro's ability to ready the new extension for passenger service. Although smaller operations will continue, we are excited to say the vast majority of work is now behind us.

Final Corridor Elements

The final punch list activities you will continue to see throughout the corridor are similar across the whole 9.1 miles. Each grade crossing will have ongoing handrail coring and installation, as well as final sidewalk panel replacements, and small striping operations. The four new light rail bridges over major city streets have minor aesthetic and lighting operations that will continue into the coming months. At the four new light rail stations, final work will continue on the platforms and plazas, including adding directional signage, installation of the fare gates and benches and trash cans, among other final tasks. At each of the station's respective parking facilities, root cells (which are the large underground structures that protect the new landscaping) are getting installed, as crews finish work on the new curbs, gutters and paving. Wheel stops, striping, and final landscaping will follow.

Although these project elements will continue, they will have little to no impact on the community or on Metro's ability to prepare the extension for passenger service. Again, thank you for your continued patience.

STATION DEDICATIONS

In 2025, the Construction Authority along with project partners and regional leaders will be dedicating the four new stations ahead of passenger service starting. The community is invited to join us. More details will be released soon.

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