

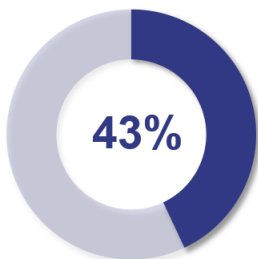


Construction Update

Significant Construction Progress from Glendora to Pomona - 43% Complete

The 9.1-mile Foothill Gold Line light rail project from Glendora to Pomona made significant progress in 2021. As we begin the new year, the project that began major construction in July 2019 is 43% complete overall. The grade crossing work is nearly 75% complete,

Project Completion (% Complete)



freight track relocation more than 95% complete, and nearly all of the freight bridge construction is now complete on the project.

Last year, the project achieved numerous milestones, most notably reaching substantial completion in Summer 2021 on the design – a major milestone for the design-

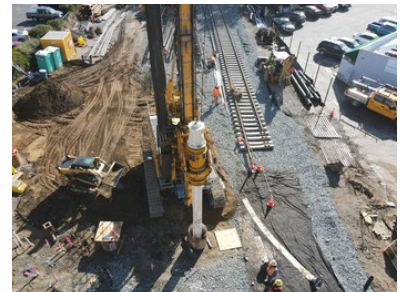
build project. But anyone observing the project would tell you that the most significant progress being made was out in the field where the freight track that initially sat in the middle of the rail corridor has now been relocated to its new position within the shared corridor to make room for the light rail system. Work has started this month on the light rail system itself, including construction underway on the Glendora and La Verne stations, the Overhead Catenary System pole foundations, and the first of eight Traction Power Substations that will power the system in the future. Additionally, work is underway on the most visible of the project’s 19 bridges - the four new light rail bridges that will cross major streets. See more on the bridges below.

As always, the entire team at the Construction Authority and KPJV send thanks to the community and our project partners at the cities for your patience and understanding as we build this important regional project.

Stay ahead of construction, sign up for alerts at www.foothillgoldline.org

BRIDGES

Foothill Blvd./Grand Ave Late last year, crews closed the intersection of Foothill Blvd./Grand Ave. in Glendora for three days to relocate the freight track into its new position through the intersection. This allowed the room needed to start work on the new light rail bridge being built across the intersection (the freight track will remain at grade and is located to the north of the future bridge). On both sides of the intersection, crews are now building the abutments (the supports for both ends of the future bridge) for the bridge. On each corner, crews have drilled 80 ft deep holes, installed steel cages and poured concrete for the abutment foundations. Once complete, crews then form the walls of the abutment, and once cured each will display custom design patterns. Construction will continue on the light rail bridge through 2022, with long-term lane reconfigurations and a few days of full street closures ahead.



Crews drilling to construct the east foundation for the future light rail bridge over Foothill Blvd./Grand Ave.

Route 66 Late 2021, crews utilized a ten-day closure of Route 66 between Hunters Trail and Compromise Line Rd. in Glendora to successfully install the two column foundations for the future light rail bridge over Route 66. The bridge is being built alongside the existing freight bridge that will remain intact. Two 70-foot-long, eight-foot-diameter steel cages were installed underground, followed by concrete pours to complete the work. With these operations complete, crews have now started construction on the falsework (the temporary support for the super-structure that will cross the street itself), while they also continue work on the abutments (the supports for both ends of the future bridge) and center columns. Construction will continue on the light rail bridge through Fall 2022, with nightly directional lane closures and a few days of full street closures ahead.

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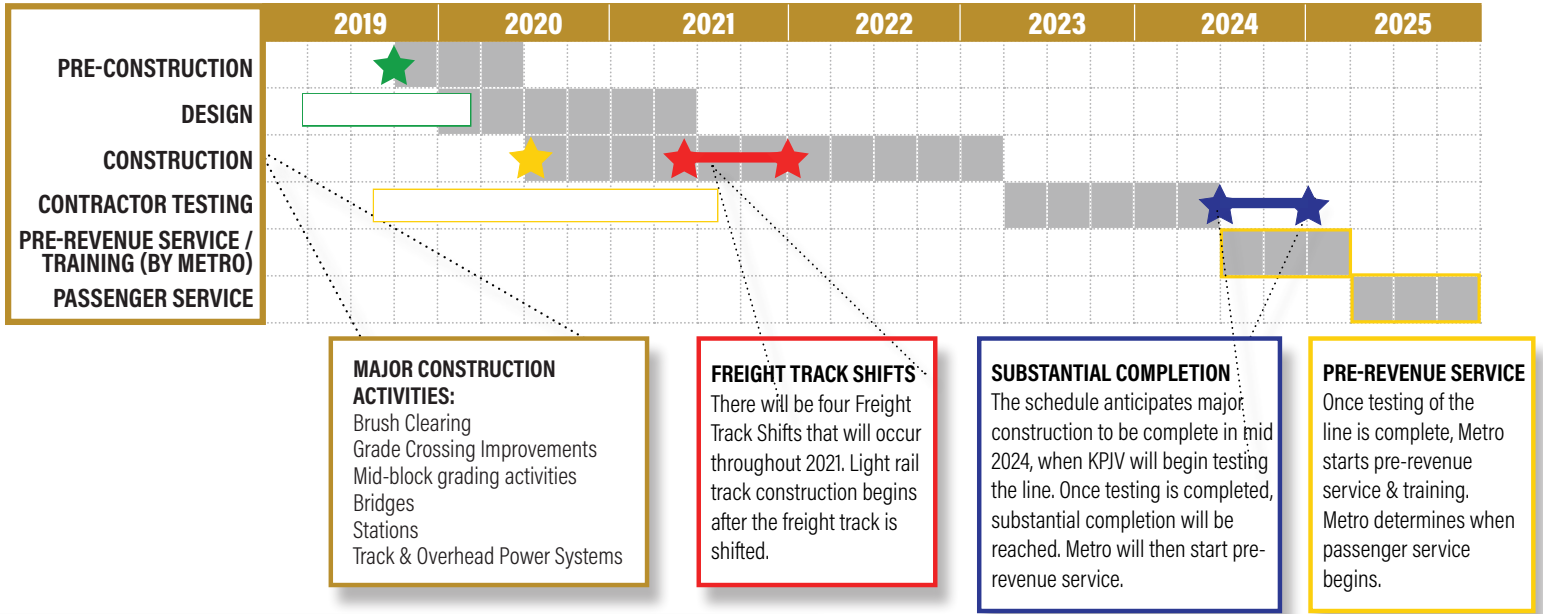


Foothill Gold Line

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Foothill Gold Line Glendora to Pomona - Project Schedule



Construction Update Continued



Crews completing the seven-hour concrete pour for the internal walls of the super-structure at Bonita Ave./ Cataract Ave.

Lone Hill Ave. Crews continue to build the retaining walls for the approach between the new light rail bridges at Lone Hill Ave. and San Dimas Wash (west of Lone Hill Ave.). The walls consist of custom panels that feature the project’s citrus design. At Lone Hill Ave., crews recently completed construction of the abutments (the supports for both ends of the future bridge) and work is underway on the columns for the center median support. Work on the center columns began in February 2022 and will continue thru March. In early April, construction will start on the falsework to support construction of the super-structure. The Lone Hill Ave. bridge will be the largest bridge on the 9.1-mile project from Glendora to Pomona. When completed, the bridge will span 344 feet from abutment to abutment. The super-structure will have a minimum vertical clearance of 24 feet to allow freight trains to travel underneath. Construction will continue on the light rail bridge over Lone Hill Ave. through the end of 2022, with long-term lane closures and a few days of full street closures ahead.

Bonita Ave./ Cataract Ave. Crews are currently in Phase 3 of a four-phased construction plan to reconfigure the Bonita Ave./Cataract Ave. intersection in San Dimas to make room for the new light rail bridge. This phase requires a full closure of Cataract Ave. north and south of Bonita Ave. through August 2022. Meanwhile, crews are making great progress on the new light rail bridge. This is the first new bridge to have falsework installed (the temporary support for the super-structure that will cross the intersection), so construction has started on the super-structure itself. In early March, crews completed the southern portion of the bridge deck. Crews are now working on the top deck, which will be ongoing through May. As you can see in the photos, work is also well underway on the two abutments (the supports on both sides of the superstructure).

GLENDORA STATION

Within the corridor between Vermont Ave. and Glendora Ave. in Glendora, crews are constructing the platform for the future Glendora station. The station will be a center platform station, with light rail tracks soon to be installed on both sides (one for westbound and one for eastbound Gold Line trains).

The station will feature public artwork by Glendora station artist Michael Hillman (who is also a Glendora resident and professor of Art at Citrus College). A 300-space surface parking lot will be built to the south of the station in the future.

OCS (OVERHEAD CATENARY SYSTEM) FOUNDATION WORK

East of the Glendora station, crews have begun constructing the foundations for the overhead catenary system (OCS) that will provide electrical power to the light rail trains via overhead wires. Crews are drilling holes, installing steel cages and pouring concrete to complete each foundation for the OCS. Hundreds of these foundations will be constructed throughout the entire corridor, each about 200 feet apart. During the final steps of the construction of the light rail system, crews will install poles on top of these foundations that will carry the catenary wires, as well as the rest of the overhead catenary system.



Crews constructing the platform for the future Glendora station

Building Safe Grade Crossings

With close to two dozen locations along the project where the light rail trains will cross public streets at street level, it is critical that each is built with safety in mind for future rail passengers as well as the traveling public that needs to cross the tracks to get to their home, school, work, etc.

These crossings are referred to as “at-grade” or street level, and are designed, approved and regulated by the California Public Utilities Commission (CPUC). Each crossing is engineered with the latest safety equipment and designs. The current project’s crossings are being designed similarly to the initial segment of the Gold Line, which has been operational for nearly 20 years and continues to be one of the safest light rail systems in the country. Each crossing will contain four-quadrant gate crossing arms to prevent drivers from entering the crossing when a train is approaching, pedestrian gate arms to halt pedestrians from entering a crossing at the sidewalk, signage, flashing lights and ringing bells to alert the public of an approaching train.

Recently, the CPUC approved a request by the Construction Authority to allow the bells to stop ringing at crossings near homes once the quadrant gates are down, in their full horizontal position for light rail trains only (the bells will continue to ring when a freight train is approaching). The CPUC also agreed to the installation of shrouds (or covers) over the bells at these crossings to direct the bell noise down to the intersection. Both of these measures were put in place at crossings in earlier segments of the line and have proven to not only be safe, but also help reduce noise for residential neighbors of the light rail line.

Supplemental safety features added at most crossings are the installation of new medians and red curbs within 200 feet of the crossing to prevent certain turn movements (mostly left turns) by motorists that could result in vehicles from being forced to stop on the railroad tracks while waiting for another vehicle to complete a turn. You will notice these new medians at various crossing along the corridor as well as the added signage for restricted turn movements.

Similar to the four quadrant gate crossing arms used to keep motorists safe at a crossing, pedestrian gate arms are integrated as well at the crossings to actively halt pedestrians and cyclists from entering a crossing when a train is approaching. The pedestrian gate arms will be lowered to the horizontal position when a train is approaching and lifted again when it is safe for pedestrians and cyclist to cross at the sidewalks.



Photo of a four-quadrant gate crossing. Four gate crossing arms will span over all lanes of traffic to prevent vehicles from around the gates when the arms are lowered and not waiting for a train to pass before entering the crossing.



The all familiar “crossbuck” will be a staple at all our street level crossings. This universal sign is used the same as a yield sign and motorists must yield at the grade crossing if a train is approaching.



Pedestrian gate arms are lowered simultaneously with the quadrant gate arms along the street, when a train is approaching. This combination of arms will stop all traffic from crossing the tracks including pedestrians and cyclists.

Safety Corner



The Foothill Gold Line from Glendora to Pomona won an industry safety award for 2020 and 2021. The Project Goose Egg was awarded to the team for working over 200,000 craft manhours without a recordable injury. This is an outstanding achievement for the project and companywide. Most importantly, these awards symbolize that we have sent our employees home safely every day for the past two years.

As the team moves from past years to present, they are confident in the strong safety program and culture established on the jobsite. Over the course of the next year, many more craft employees will begin work as the project, bringing added challenges. However, with the excellent communication established early on, everyone on the job knows the safety plan and expectations required to complete the job safely.



Meet the Community Outreach Team

Construction of the magnitude needed to complete this regional infrastructure project being built through four cities requires activities that will be impactful to the community. The Construction Authority and KPJV are committed to ensuring that the community is aware of those activities ahead of time and knows who to contact with questions or concerns. Accomplishing that tall task takes the work of a dedicated team.

Overseen by the Construction Authority's public affairs team, the project community relations are led by Chief Communications & Strategic Development Officer, Lisa Levy Buch. Lisa brings more than 30 years of experience to her position. Working with Lisa to help plan and manage the day-to-day outreach is Yesenia Arias, the agency's Community Relations Manager. And overseeing the media and social media outreach – including monthly videos, pictures of the week and E-News updates is Albert Ho, Media Relations for the Construction Authority. Both bring decades of experience to their positions with the Construction Authority and each works to ensure the information available to the community is accurate, timely and informative.

KPJV also has a dedicated outreach team who interfaces with the engineering and construction management teams to know what activities are upcoming and how they may impact the community. Community Relations team of Jeff Rowland and Kelsey Budner together bring more than 35 years of significant construction knowledge to the outreach team for the project, making them indispensable for providing information and always asking the right questions ensuring the team is ready for what is coming up next.



The Foothill Gold Line Outreach team at a Saturday morning Community Event



Lisa Levy Buch speaking to community members at the La Verne Community Open House



Jeff Rowland describing the project construction sequencing to homeowners for soundwalls and the neighboring station



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