Connecting Los Angeles, the San Gabriel Valley and Inland Empire

The Foothill Extension will continue the Metro Gold Line light rail line from its current terminus in East Pasadena through the cities of Arcadia, Monrovia, Duarte, Irwindale, Azusa, Glendora, San Dimas, La Verne, Pomona, Claremont and Montclair.

The Foothill Extension is planned in two phases - Phase 2A, from Pasadena to Azusa; and Phase 2B, from Glendora to Montclair. Additionally, a possible extension to LA/Ontario International Airport is under study.

The Metro Gold Line Foothill Extension Construction Authority (Construction Authority) is starting construction on Phase 2A and has completed extensive work on Phase 2B. The agency has completed the necessary planning studies and conceptual engineering for both phases. In 2007, Phase 2A received final environmental clearance, and in 2010 received full funding through Measure R. Phase 2B must still be environmentally cleared, and environmental studies are currently underway.

Although not formally part of the Foothill Extension project, the Construction Authority completed a study to understand the feasibility of extending the line from Montclair to LA/Ontario International Airport. The initial study concluded that the extension is feasible and provided a number of potential route options.

Construction Authority Background

The Construction Authority is an independent transportation planning and construction agency created in 1998 by the California State Legislature, SB 1847. It was created to resume design, contracting and construction of the Los Angeles to Pasadena segment (Phase 1) of the Metro Gold Line after the Los Angeles County Metropolitan Transportation Authority (Metro) suspended work on the project that same year. The newly formed construction authority completed Phase 1 in 2003, on time and under budget.

The same legislation that created the Construction Authority also dictated its role to plan, design and construct any extensions of the line east to the county line. Once construction is completed, the Construction Authority’s job is done. Metro takes ownership of the project, and operates and maintains the line thereafter.
Gold Line Phase 2B – Glendora to Montclair

As the Foothill Extension Phase 2A (Pasadena to Azusa) begins final design and prepares for construction, the Construction Authority continues progress on Phase 2B.

Phase 2B - which will continue the light rail extension 12.5 miles and add stations in the cities of Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair – has already undergone significant review and analysis, and is now undergoing environmental review:

- Alternatives Analysis (Completed - 2004)
- Locally Preferred Alternative (Selected - 2004)
- Initial Environmental Reports (Completed - 2004)
- Project Definition Report (Approved by Cities - 2005)
- Preliminary Design for Station Environments (Completed - 2006)
- Environmental Clearance and Preliminary Engineering (Underway - 2010)

The Construction Authority is initiating the final step in the planning process for Phase 2B - environmental review. The process, which will be completed in accordance with the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA), will review impacts of the proposed extension of the line on the environment and how those impacts can be mitigated. The studies, called an Environmental Impact Report/Statement (EIR/S) will take approximately 18 months to complete, and will result in Phase 2B being environmentally cleared and ready for future funding opportunities.

Public involvement is an important part of the environmental process. Public meetings are being scheduled for January 2011 to receive initial input on issues that should be addressed in the EIR/S.

Project Funding

Completion of Phases 2A and 2B of the Foothill Extension is estimated to cost $1.2 billion (not including the airport extension). The majority of the funding is anticipated to come from Los Angeles County’s Measure R sales tax, which went into effect in July 2009.

In 2010, the Boards of Directors for Metro and the Construction Authority approved the Funding and Master Cooperative Agreements between the two agencies. This is a significant milestone for the project – laying out the framework and mechanisms for $810 million to be allocated to the project between 2010 and 2019, and also formalizing the roles and responsibilities of both agencies during design and construction of the project. The majority of these funds will be used for Phase 2A. Additional funding will be needed to fill the gap and complete the line.

Sign up to receive notice of upcoming meetings and other project updates at

www.foothillextension.org

Questions? Call (626) 471-9050