

GLENDORA TO MONTCLAIR

MontclairStation



Foothill Gold Line

W I N T E R 2 0 1 9 | F A C T S H E E T

➤ Project Overview

The Foothill Gold Line from Glendora to Montclair is a \$2.1 billion, 12.3-mile extension of the Metro Gold Line light rail system. The project, which may need to be built in phases, will add new Gold Line stations in the cities of Glendora, San Dimas, La Verne, Pomona, Claremont and Montclair.

The Glendora to Montclair project broke ground in December 2017 and is nearing completion on the second of four contracts. The main design-build contract is expected to be awarded in late Summer 2019, and major construction is expected to start in 2020 and take five years to complete to Pomona or eight years to Montclair, if additional funds are secured within two years of work beginning.

The project is being funded by Los Angeles and San Bernardino Counties. The portion of the project within Los Angeles County is being funded mostly by LA Metro's sales tax measures (Measure M and R); San Bernardino County is funding the majority of the portion in their county. The project recently received a nearly \$300 million greenhouse gas reduction grant from the State of California to be used in both counties.

The Foothill Gold Line is overseen by the Foothill Gold Line Construction Authority (Construction Authority), an independent transportation planning, design and construction agency. In late 2018 the Construction Authority received proposals from four highly qualified design-build teams competing to build the project. Through that process, the agency learned that the project would cost hundreds of millions of dollars more than what was already secured. For that reason, the agency is currently evaluating the possibility of phasing construction. To learn more about the proposed possible phasing and related environmental review process, visit www.foothillgoldline.org.



PROJECT FAST FACTS

Estimated Cost: \$2.1 billion

Groundbreaking Year: 2017

Estimated Completion Year to Montclair: 2028

Parking: Parking at all six stations (including EV charging stations, bicycle parking and an area for buses and passenger drop off).

Capacity: 200 passengers per light rail car; two- to three-car trains.

Speed: 55 mph (maximum)

Daily Train Traffic: More than 200 Gold Line trains.

Train Power Source: Electricity

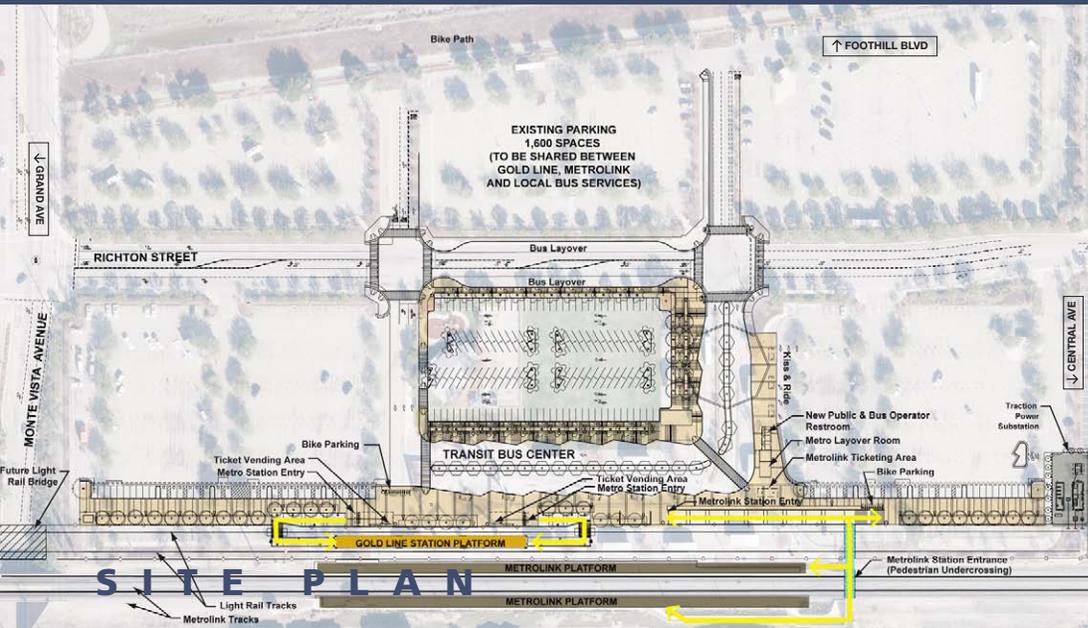
At-Grade (street level)
Crossings: 26

New and Renovated Bridges: 25

Travel Time: Once the line is in service, a trip from Montclair to Pasadena will take approximately 38 minutes and further to downtown Los Angeles will take approximately 67 minutes.



MONTCLAIR STATION



The current 1,600-space parking lot will be shared with Metrolink and the Gold Line, and include new accommodations with charging stations for EVs, bicycle parking, and improvements to the bus and drop off areas. Once completed, four tracks will run through the City of Montclair within one shared corridor – two light rail tracks on the north side for the Gold Line and two Metrolink/freight tracks on the south. While they will share the rail corridor, light rail trains and freight/Metrolink trains do not share tracks or stations.

The Montclair station will be located at the Montclair TransCenter, just east of Monte Vista Avenue and north of Arrow Highway. The Gold Line station will be a center platform station, with light rail tracks on either side (one for westbound and one for eastbound trains) and will be located to the north of the existing Metrolink platforms. A connection will be built between the Gold Line and Metrolink platforms via the existing pedestrian tunnel to facilitate pedestrian movement between systems.

Construction – What to Expect

The Foothill Gold Line broke ground in December 2017. The first few years of the project are being spent relocating utilities, conducting pre-construction activities, hiring a design-build contractor and finalizing design. Major construction is expected to start in 2020, and completion to Pomona is expected in 2025. If the funding shortfall is secured within the first two years of awarding the Design-Build contract, the full project to Montclair is estimated to be complete in 2028.

During construction, the community can expect temporary impacts (such as lane closures, noise mostly from construction vehicles during limited construction hours, and other construction-related activities). Minimal permanent changes are anticipated in the City of Montclair, and will include a new light rail bridge over Monte Vista Ave, new walls and fencing along the light rail corridor, and new overhead lines to power the more than 200 Gold Line trains anticipated to run daily.

Stay updated on construction by signing up for construction updates at www.foothillgoldline.org

Montclair Station Art Concept

Montclair Station Artist: *Ruth Ann Anderson*

The city-selected artist for the Montclair Station is Ruth Ann Anderson. During a period of research and outreach to develop her artwork concept for the site, Ruth Ann noted the colorful illustrations of citrus packing labels and appropriated this graphic style to tell stories of historical and present-day Montclair.

On the platform, Ruth Ann envisions two glass and metal framed landmark towers. Each tower side is an illustrative journey about the city. Ruth Ann states, "I see this station conceptually as the beginning or ending of a journey for the transit rider. A bronze figure of a child looking west will sit on top of one of the glass towers. The figure is a reminder of both anticipation of arrival and the optimism of embarking on a new journey."



Sign up to receive project updates at www.foothillgoldline.org