Project Overview

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

The project broke ground in December 2017 and has completed two of four contracts. In October 2019, the Construction Authority initiated the main design-build contract with Kiewit-Parsons, a Joint Venture (KPJV). Major construction started in July 2020 and is expected to take five years to complete to Pomona (eight years to Claremont and Montclair if additional funds are secured by October 2021).

Possible Construction Phasing: The design-build contract awarded to KPJV includes a base scope for the first 9.1 miles of the project from Glendora to Pomona, with a contract option to complete the full 12.3-mile project to Montclair if $450 million of additional funding is secured by October 2021. If the additional funding is not secured in time, the project will be constructed in phases.

The project to Pomona is fully funded. Los Angeles County’s sales tax measure (Measure M) is funding the majority of the project, along with residual Measure R dollars not used during the last phase of the project. San Bernardino County is funding the majority of the portion in their county. The State of California is also providing a greenhouse gas reduction grant.

The project is overseen by the Foothill Gold Line Construction Authority (Construction Authority), an independent transportation planning, design and construction agency.

Anticipated Completion: 2028 (if additional funding is secured)
Anticipated Completion: 2025

Gold Line Rail Corridor (shared with freight)
Metrolink Rail Corridor
Gold Line Station
Gold Line Station and Metrolink Station (not shared)
Planned Grade Separation for Gold Line Trains Only

Two Construction Phases:
9.1 miles (Glendora to Pomona); 4 stations
3.2 miles (Pomona to Montclair); 2 stations

Major Construction Began: July 2020

Anticipated Completion Year:
2025 to Pomona
2028 to Montclair

Capacity: 200 passengers per light rail car; two- to three-car trains.
Speed: 55 mph (maximum)

Train Power Source: Electricity

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

At-Grade (street level) Crossings:
21 to Pomona (26 total to Montclair)

New and Renovated Bridges:
19 to Pomona (24 total to Montclair)

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.
The Montclair Gold Line broke ground in December 2017. Since then, the Construction Authority has completed two contracts and hired Kiewit-Parsons, a Joint Venture, for the main design-build contract. Major construction started in July 2020 and is expected to take five years to complete to Pomona (eight years to Claremont and Montclair if additional funds are secured by October 2021).

Once funding is secured for the segment from Pomona to Montclair, 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.

Montclair Station Art Plan
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 plan 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.

At the entry, she will create a glass and metal framed landmark tower. The tower will be made of a collection of illustrative graphic images that tell a story about the city. On the platform, Ruth Ann envisions a bronze sculpture of a child. The sculpture will be placed upon a concrete relief base with references to the cardinal points. Ruth Ann states, “I see this station conceptually as the beginning or ending of a journey for the transit rider. The bronze figure of a child looking west is a reminder of both anticipation of arrival and the optimism of embarking upon a new journey.”