



STATEMENT

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FOR IMMEDIATE RELEASE

Governor Newsom Signs 2023-24 State Budget with Full Funding for Transit Infrastructure

The final 2023-24 state budget signed yesterday by Governor Newsom includes an agreement to appropriate \$5.1 billion over the next three years for transit capital projects statewide, with some flexibility for use of the funds to support transit operations. The 2023-24 budget includes \$2 billion for the Transit and Intercity Rail Capital Program (TIRCP) to be distributed based on population with an agreement for another \$2 billion next year. It is expected that approximately \$1 billion of the new state funds will be distributed to Los Angeles County; about half of which must still be encumbered in the next budget cycle.

The Construction Authority believes the final budget with full funding restored for transit is good news for the Foothill Gold Line. In March, the Metro board unanimously affirmed completing the Foothill Gold Line to Claremont and Montclair as the agency's first priority for any new state funding. The project is seeking \$798 million to complete the Los Angeles County portion of the shovel-ready, final two-station Foothill Gold Line segment from Pomona to Montclair. The funding needed to complete the portion of the project in San Bernardino County is already secured. Once full funding is secured, the Pomona to Montclair segment will take five years to complete.

The Pomona to Montclair project includes the final two stations of the transformational 25-station Foothill Gold Line system that has been underway since the late 1990s.

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About the Foothill Gold Line Construction Authority – The Foothill Gold Line Construction Authority is an independent transportation planning and construction agency created in 1998 by the California State Legislature to plan, design and build the Metro Gold Line (recently renamed the Metro A Line) light rail system from Union Station to Montclair. The agency completed the first segment from Union Station to Pasadena in 2003 and the Pasadena to Azusa segment in 2015; both on time and under budget. The agency began planning for the 12.3-mile, six-station Glendora to Montclair segment in 2003; and due to funding constraints started major construction on the westernmost 9.1-mile, four-station segment in 2020. The current construction segment – with future stations in Glendora, San Dimas, La Verne and Pomona – is funded mostly by Measure M, along with residual funds from Measure R not used to complete the Pasadena to Azusa segment. The project is also utilizing a State of California TIRCP (greenhouse gas reduction) grant. The Construction Authority is currently seeking funding to complete the final two stations of the segment from Pomona to Montclair (which includes the Claremont and Montclair stations).