

Montclair Station



Foothill Gold Line

MARCH 2024 | FACT SHEET

Project Overview

The Foothill Gold Line from Glendora to Montclair is a 12.3-mile extension of the Metro A Line light rail system (renamed the A Line as of June 2023). The project will add new A Line stations in the cities of Glendora, San Dimas, La Verne, Pomona, Claremont and Montclair - and will be built in phases. Once completed to Montclair, the Foothill Gold Line will connect the San Gabriel Valley and Inland Empire to Los Angeles and Long Beach.

Glendora to Pomona Phase: The 9.1-mile, four-station Glendora to Pomona project segment began major construction in July 2020 and is now more than 82% complete. The project remains on budget and on time for an early-January 2025 construction completion; at which time the project is turned over to Metro for training and pre-revenue operations. Metro determines when passenger service begins.

Future Construction Phase: The 3.2-mile, two-station Pomona to Montclair project segment is shovel-ready and is expected to receive the full funding needed through a state-funded grant program (SB125) in the next few years. In March 2024, the Construction Authority started the 15-month procurement process to hire the design-build contractor. Once funding is secured and a contractor hired, the project will take approximately five years to build to Claremont and Montclair.

Construction Funding:

The current construction project from Glendora 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. The State of California is also providing a greenhouse gas reduction grant.

Funding is currently being sought to complete the final project segment from Pomona to Montclair. Los Angeles County has applied to fully fund the portion of the project in Los Angeles County with a state grant funded by SB125. San Bernardino County is responsible for funding the portion of the project in their county and has funding set aside from several local and state sources.

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



PROJECT FAST FACTS

Two Construction Phases:

9.1 miles (Glendora to Pomona); 4 stations
3.2 miles (Pomona to Montclair); 2 stations

Major Construction Began: July 2020 to Pomona (construction has not yet started from Pomona to Montclair)

Anticipated Completion Year:

2025 to Pomona
TBD to Claremont & Montclair (contingent on the funding year)

Daily Train Traffic: More than 200 Metro A Line trains.

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

Speed: 55 mph (maximum)

Train Power Source: Electricity

Parking: The current 1,600-space parking facility including new EV charging stations, bicycle parking, and improvements to the bus and drop off areas.

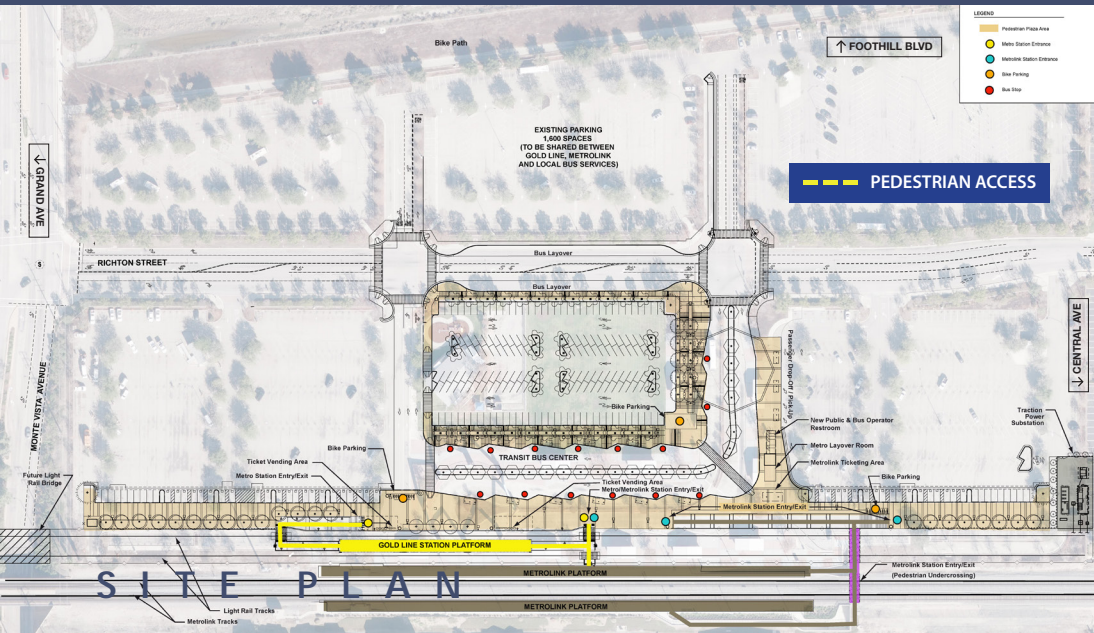
At-Grade (street level) Crossings: 21 to Pomona (5 more to Montclair)

New and Renovated Bridges: 19 to Pomona (5 more 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.



MONTCLAIR STATION



The Montclair Station will be located at the Montclair TransCenter, just east of Monte Vista Avenue and north of Arrow Highway. The A 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 A Line and Metrolink platforms via the existing pedestrian tunnel to facilitate pedestrian movement between systems.

The current 1,600-space parking lot will be shared with Metrolink, A Line and local bus services, 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 A 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.

Construction – What to Expect

Once funding is secured for the project segment from Pomona to Montclair (which includes the Montclair Station), and a design-builder hired, the community can expect the project to take approximately five years to build.

During construction, temporary impacts (such as short-term lane closures, extended street closures at street crossings, noise mostly from construction vehicles, and other construction-related activities) should be expected.

Minimal permanent changes are anticipated in the City of Montclair, and will include a new light rail bridge over Monte Vista Avenue, new walls and fencing along the light rail corridor, and new overhead wires to power the more than 200 light rail trains anticipated to run daily.

If you are not already on the Construction Authority's database to receive construction alerts, sign-up ahead of construction beginning on the project segment from Pomona to Montclair at www.foothillgoldline.org.

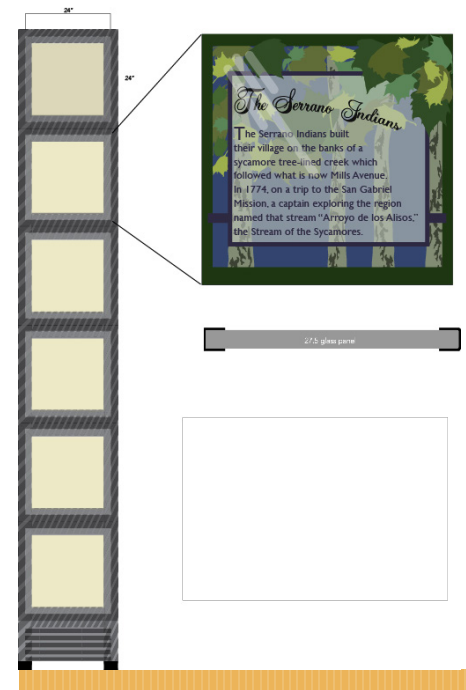
Montclair Station Art Plan

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 station 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."



FOR CURRENT CONSTRUCTION QUESTIONS:

Hotline Call/Text: (626) 513-5788

Email: CommunityRelations@kiewit-parsons.com

Public Information Office: 2100 E. Route 66, Suite 200, Glendora, CA 91740

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