

Claremont 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.

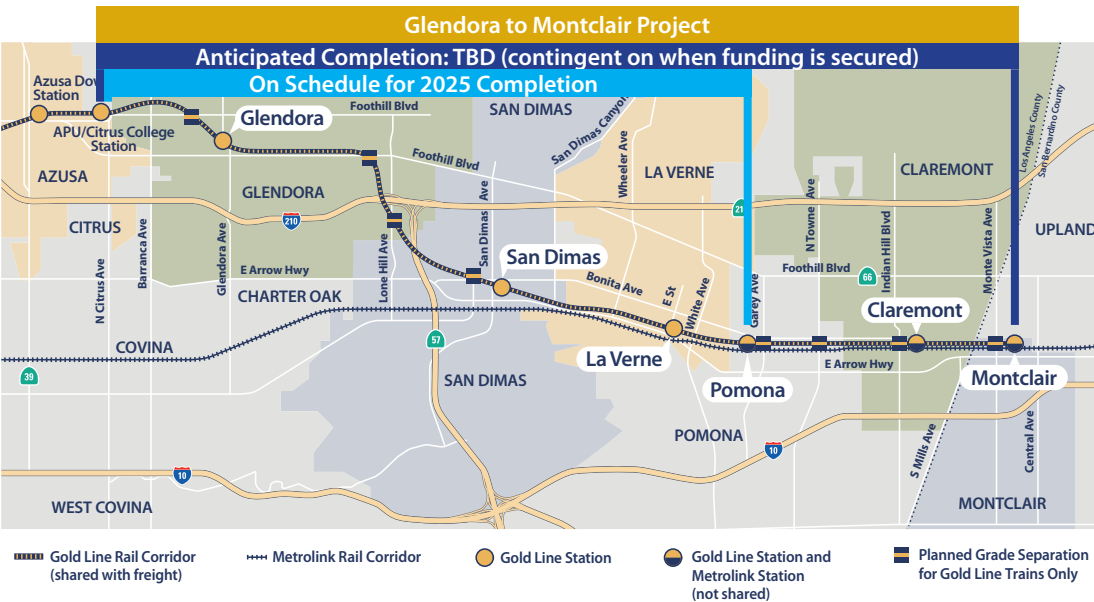
Future Construction Phase: The 3.2-mile, two-station Pomona to Montclair project segment is shovel-ready and is expected to receive the full funding needed through a state-funded grant program (SB125) in the next few years. In March 2024, the Construction Authority started the 15-month procurement process 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: 539-space parking facility including EV charging stations, bicycle parking and buses and passenger 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 Claremont to Pasadena will take approximately 36 minutes and further to downtown Los Angeles will take approximately 65 minutes.



CLAREMONT STATION



The Claremont Station will be located approximately where the current Metrolink station is located today; east of Indian Hill and west of College Avenue. The existing Metrolink station will be relocated east of College Avenue. 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). A new 539-space parking facility for both Metrolink and A Line riders will be provided (with charging stations for EVs, bicycle parking, bus and drop off areas). Once completed, four tracks will run through the City of Claremont 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 Claremont 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.

Permanent changes will also occur due to the project, including safety enhancements at all street crossings (raised medians, red curbing and turn restrictions within 100 feet of the rail corridor at all street crossings), relocation of the Metrolink/freight tracks to the southern half of the rail corridor, new fencing and walls along the entire rail corridor, and new overhead wires to power the more than 200 light rail trains anticipated to run daily. The Claremont Metrolink Station will be moved from its current location west of College Avenue to several hundred feet east of College Avenue. The A Line tracks will be grade-separated on a city-designed bridge over Indian Hill Boulevard, as required by the California Public Utilities Commission for safety; Metrolink and freight tracks will continue to stay at street level, including crossing Indian Hill Boulevard at street level.

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.

Claremont Station Art Plan

Claremont Station Artist: Joyce Kohl

The city-selected artist for the Claremont Station is Joyce Kohl. While Claremont is known for having seven university campuses - "Trees and PhD's" - the premise for this sculpture is that the town has an incredible number of creative people "thinking outside the box." The vast array of people (including students, professors, and other residents of all ages) utilizes an amazing diversity of symbols and languages. The structure of the sculpture includes illusionary boxes, with images of symbols depicted in layers of multi-colored glass.

The companion installation in the Metro station includes tiles located on the canopy column bases that depict places and activities that are unique to Claremont. Questions prompt the viewer on the unique destinations and the history of the area. These tiles include hand drawn and photographed images of various locations.



FOR 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