

Glendora Station



Foothill Gold Line

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 reached substantial completion in early-January 2025 on time and on budget. The project has been turned over to Metro for training and pre-revenue operations. *Metro will determine and announce when passenger service begins.*

Future Construction Phase: The 3.2-mile, two-station Pomona to Montclair project segment is shovel-ready and is receiving the majority of the funding needed through the State of California's Transit and Intercity Rail Capital Program (funded mostly by SB125). The procurement process to hire the contractor is underway now. Once the contractor is 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.

The majority of funding to complete the Los Angeles County portion of the final project segment from Pomona to Montclair is coming from 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 Start:

July 2020 to Pomona (completed)
 TBD to Claremont & Montclair

Completion Year:

Early-Jan. 2025 to Pomona (on time)
 TBD to Claremont & Montclair

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: 302-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 Glendora to Pasadena will take approximately 22 minutes and further to downtown Los Angeles will take approximately 51 minutes.



GLENDORA STATION



Glendora Station Art Plan

Glendora Station Artist: Michael Hillman

The city-selected artist is Michael Hillman. Michael's plan for the station art is derived from the rich history of the town in which he lives and works: Glendora. "Glendora Home: A Slice of Sunshine" is the title of Michael's theme for the station and refers to a brand of citrus that was grown and packed in Glendora and the company's slogan: "A Slice of Sunshine." The title also reflects the artist's feelings about Glendora.

Michael draws from the history, culture and landscape of the city to develop the art for the Glendora Station that he hopes will encourage passengers, especially those from the area, to reminisce. Michael's design will interpret local themes in a contemporary way while engaging various senses. To do this, he has designed station landmarks, which are large, oval columns embellished using dazzling glass tesserae tiles in brilliant colors to evoke imagery (including citrus, the foothills, bougainvillea, the brodiaea filifolia flower and water). These sculptural columns are placed in the station area.

The Glendora Station and associated 302-space parking facility (with charging stations for EVs, bicycle parking, and bus and drop-off areas) is located just south of the city's historic downtown, east of Vermont Avenue and west of Glendora Avenue. The center platform station has light rail tracks on either side (one for westbound and one for eastbound trains). Three tracks now run through the City of Glendora within one shared corridor – with two light rail tracks on the north side for the A Line, and one track for freight on the south. While they will share the rail corridor, light rail trains and freight trains do not share tracks.

What's Next? When Can I Begin Riding?

The contractor has completed all elements of the light rail project, including construction of four new stations and associated parking facilities, 19 bridges, 21 at-grade crossings, the light rail system (including the track, power, train control, communications and safety systems), nine miles of relocated freight track, 10 miles of decorative retaining walls and sound walls, and more. Following months of testing of the new systems, the project reached substantial completion on January 3, 2025, and has now been turned over to Metro for training and pre-revenue operations. **Metro will determine and announce when passenger service begins.**

In Glendora, permanent changes have been completed as part of 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 freight track 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. New light rail bridges are now complete over the Foothill Boulevard/Grand Avenue intersection, at Lone Hill Avenue and at Route 66 for light rail trains only (the existing Route 66 freight bridge will remain and be repainted as part of the project). A traffic signal has been installed at the intersection of Elwood Avenue and Foothill Boulevard. West Ada Avenue (west of Vermont Avenue) and Glenwood Avenue have been permanently closed and made into cul-de-sacs at the railroad corridor, as required by the California Public Utilities Commission to improve safety along the corridor.

Smaller, final elements of work (mostly categorized as punch list items) will remain to be completed throughout the corridor and at the Glendora station area, but these continuing work activities do not impact Metro's ability to ready the new extension for passenger service.

For questions about riding the future A Line extension to and from the new Glendora Station, including how to obtain parking permits, reserve bike lockers or navigate the Metro rail and bus systems, please visit www.metro.net, or call (323) GO-METRO.



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 construction alerts at www.foothillgoldline.org