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FOR IMMEDIATE RELEASE

STATEMENT

Claremont and Montclair Segments to Be Built Separately

Announcement Follows SBCTA's Decision to Stop Negotiating with Construction Authority

Monrovia, Calif. – The San Bernardino County Transportation Authority (SBCTA) board of directors met in early September and had a lengthy discussion on whether or not to continue to support completing the Foothill Gold Line to Montclair. Although SBCTA has been planning for the project for more than two decades (since 2004, when the project was included in the county's successful half-cent sales tax measure; and since 2011, when the Construction Authority's enabling legislation was updated to extend the agency's authority to build to Montclair), the SBCTA board decided to stop negotiating a Memorandum of Understanding (MOU) with the Construction Authority, pull funding needed to include the Montclair extension with the design procurement currently underway for the final Foothill Gold Line project segment from Pomona to Montclair, and directed their staff to study options to connect Montclair with improved transit using the \$37 million in local funding the agency has been holding to complete the Foothill Gold Line to Montclair.

The SBCTA board vote was not unanimous and went against a motion presented by Montclair Mayor John Dutrey and Chino Hills Council Member Ray Marquez to continue to work on the MOU. While it is not the end of the line for the Gold Line to reach Montclair, the SBCTA board vote was a significant setback, as it results in the Montclair extension not moving forward simultaneously with the Claremont portion of the final project segment. The Construction Authority board discussed the issue at their September meeting and stated that the board remains dedicated to working toward connecting the system to Montclair.

While the Construction Authority continues to work with San Bernardino County partners to advance the Montclair portion of the final project segment, the portion of the segment within Los Angeles County, that includes the future Claremont Station, received \$798 million from a state grant funded by SB125 in late 2024 and is now underway with the procurement to hire the design/engineering team and separately a construction manager. The SBCTA decision this month does not impact the schedule for the Pomona to Claremont project, which is expected to start construction in 2027 and be completed in 2031.

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About the Foothill Gold Line Construction Authority – The 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 light rail system from Union Station to Montclair (now part of the Metro A Line system). Over the last 25 years, the agency has successfully completed more than 34 miles of light rail and 23 stations over three construction segments - Union Station to Pasadena in 2003, Pasadena to Azusa segment in 2015, and Glendora to Pomona in 2025 - all on time and on budget.