



Foothill Gold Line from Glendora to Pomona Now Open for Passenger Service



Ceremonial first train carrying dignitaries breaks through banner as part of September 19th opening day ceremony.



Elected officials and transportation officials cutting ceremonial ribbon as part of September 19th opening day ceremony.

The 9.1-mile, four-station Foothill Gold Line light rail extension from Glendora to Pomona reached substantial completion in early January 2025, after more than five years of design and construction. After reaching this major milestone, the project was turned over to Metro for final testing and pre-revenue operations, which was completed in early September. Then, on September 19, 2025, Metro opened the line for passenger service - marking a historic day for the San Gabriel Valley.

Bringing this important regional infrastructure project to fruition was a complicated undertaking for the Foothill Gold Line Construction Authority – the agency responsible for overseeing its planning and construction; and the design-build team of Kiewit-Parsons. Major construction began in July 2020 just as the COVID-19 pandemic was taking hold, and despite that, with the dedication and ingenuity of the project partners and support of the community, the project was completed on time and on budget.

Over the course of the last five years, more than 400 dedicated staff and specialized crew members spent more than 2.6 million work hours on design and construction. After the first several months of design work, crews began the initial task of relocating 9.1 miles of freight track that initially sat in the middle of the now-shared rail corridor.

The freight track was relocated to the north or south to allow freight service to continue while making room to build the new light rail system.

(cont. on page 2)

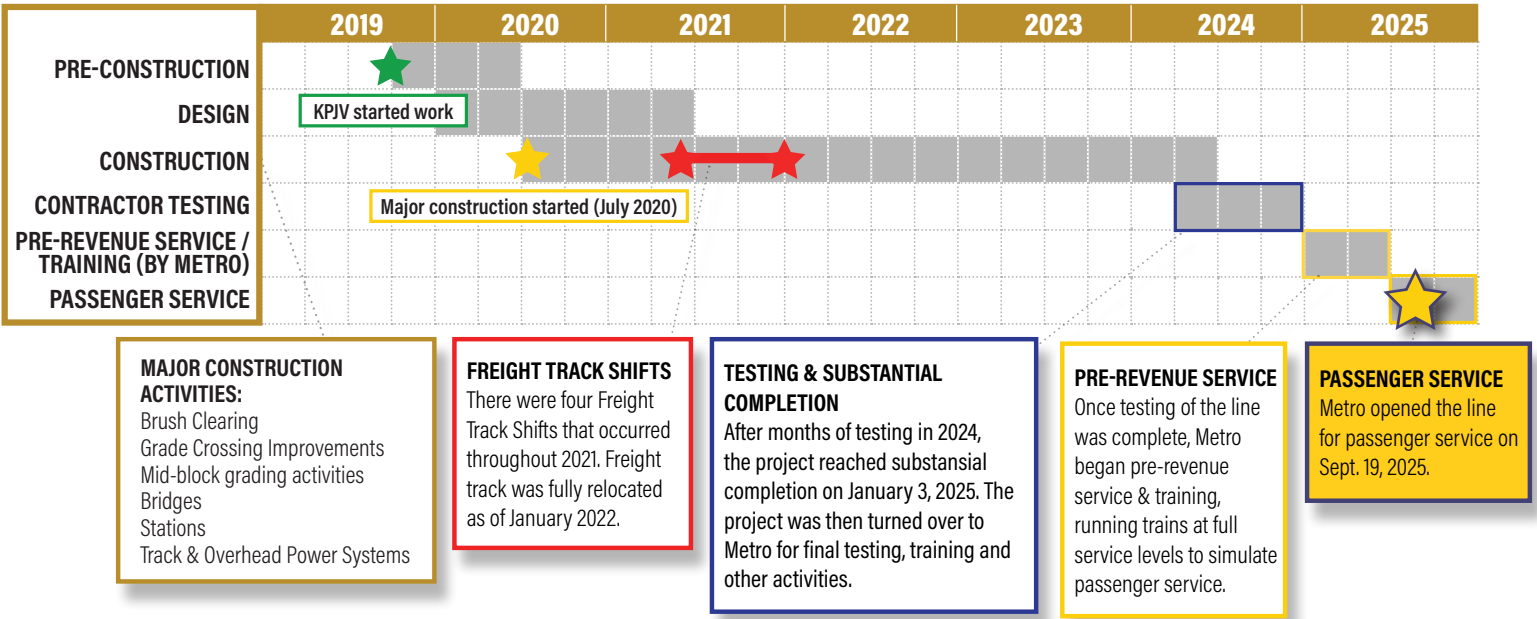
For questions about passenger service (fares, schedules, parking, bike lockers, etc.) at the four new stations from Glendora to Pomona, please visit Metro’s website at www.metro.net. You can also call 323-GO-METRO (323-466-3876).



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Foothill Gold Line Glendora to Pomona - Project Schedule



(cont. from page 1)

At the same time, crews started work to reconstruct 21 at-grade street crossings – where trains cross streets at street-level. Each grade crossing was a significant undertaking on its own, requiring long-term full street closures to allow crews time to relocate and protect underground utilities, relocate the freight track, install the new light rail tracks, and build new medians, sidewalks, curbs/gutters and roadways. All crossings were upgraded with new safety equipment – most with quad gates – to improve safety for trains, motorists and pedestrians.

Crews also spent several years building or renovating 19 bridges – some for light rail and some for freight. Most span small waterways and channels, but four new light rail bridges now span major streets and intersections.

Once the bridge structures were in place and the freight system fully relocated, crews were able to focus on the new light rail system itself, installing two new light rail tracks, the train control system, power system, and new stations and associated parking facilities.

And last, the four new stations were completed, each with a center

New Metro A Line Stations Now Open for Passenger Service:



Glendora Station



San Dimas Station



La Verne/Fairplex Station



Pomona North Station

platform for boarding, and material colors and features to honor the foothills of the San Gabriel Valley. Each station has its own parking facility with amenities for riders arriving by bike, walking, bus and drop-off. And throughout the final year, each station's dedicated artist or artist team oversaw the final fabrication and installation of their public art pieces inspired by each city's unique history, culture and landscape (see pages 3-4 for details).



New light rail bridge over Lone Hill Ave. in Glendora.



New light rail bridge over Bonita Ave./Cataract Ave. intersection in San Dimas.

Station and Alignment Art

Each new station features unique artwork designed by a city-selected artist or artist team, who incorporated the history, culture and natural landscapes of the surrounding communities into their designs.

Glendora Station Art

"Glendora Home: A Slice of Sunshine" By Michael Hillman

Eight art columns embellished with glass tesserae tiles, along with hand-painted column base tiles on the platform, pay homage to the city's citrus history, culture and natural environment.



Hand-Painted Inset Tiles



Art Columns

San Dimas Station Art

"Sense of Place" By Eugene Daub and Anne Olsen Daub

Four larger than life bronze cast "walking sticks", along with hand-sculpted bas-relief ceramic tiles, that celebrate the wildlife and landscapes that can be found throughout San Dimas.



Bas-Relief Ceramic Tiles



Bronze Cast Walking Sticks

La Verne/Fairplex Station Art

"Connectivity" By Blue McRight

Three station landmarks symbolizing the history and architecture of La Verne and the community's connection to water - pointing to Old Town La Verne, University of La Verne and Fairplex.



Art Sculptures

Pomona North Station Art

"The Power of Pomona is People" By Stephen Farley

"Hall of Gratitude" honoring 56 Pomonans who made a difference in their community. Their likenesses are displayed on tiles alongside a Power Statement on how they made that difference.



Hall of Gratitude (not all tiles shown)



Glendora Station Pedestrian Undercrossing & Alignment Art "Segmentum" By Christie Beniston

Custom design patterns created by Alignment artist Christie Beniston were used to decorate the project's ten miles of retaining and sound walls installed along the corridor, as well as the pedestrian undercrossing at the Glendora Station and the ticketing canopies at all four stations. The designs pay homage to the importance citrus played in the development of the corridor cities.



*Custom Citrus Pattern
Concrete and Tile*



*Mirror Mosaic
(Pictured: Christie Beniston)*



*Etched Glass
Ticket Canopy*



*Sound Walls (top) and
Retaining Walls (bottom)*

Completing Final Two Stations in Claremont & Montclair

The Construction Authority has now completed 23 of the 25 planned Foothill Gold Line stations from Union Station to Montclair - all on time and on budget. The final two-station project segment from Pomona to Montclair will add stations in the cities of Claremont and Montclair, and will be built in two separate projects – Pomona to Claremont and Claremont to Montclair.

The Construction Authority is currently underway with the procurement process to hire the design/engineering team, and separately a construction manager, for the Pomona to Claremont project (which received \$798 million in funding from Metro in late 2024 through SB125 for the LA County portion of the final segment), and is expected to start major construction on the 2.3-mile project in 2027 and complete the project to Claremont in 2031. The Construction Authority continues to work with San Bernardino County partners to advance the Claremont to Montclair project, but as of Fall 2025 the project is not currently moving forward due to a decision to remove funding for the project by the San Bernardino County Transportation Authority board of directors in September 2025.

Artist Renderings of Future Stations:



Claremont



Montclair

Stay Updated on Construction & Future Project Segments:

www.foothillgoldline.org



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