



The Foothill Gold Line is Making its Way to **You!**

Azusa to Montclair

NEWSLETTER

April/May 2015

Glendora

San Dimas

La Verne

Pomona

Claremont

Montclair

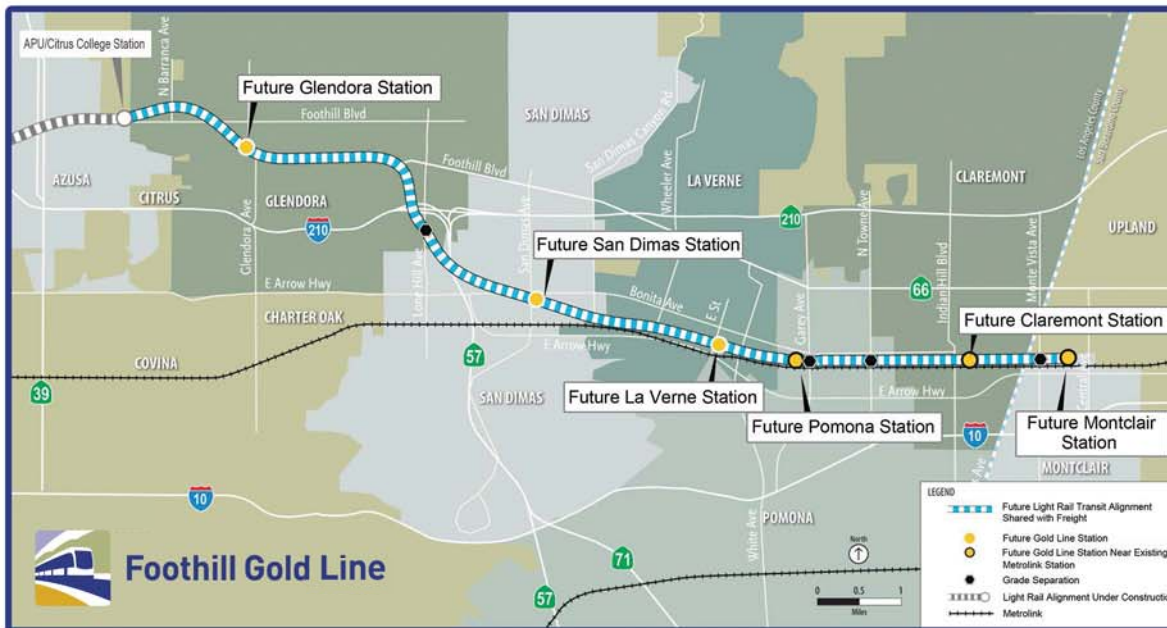
About the Foothill Gold Line from Azusa to Montclair

The Foothill Gold Line from Azusa to Montclair is a 12.3-mile extension of the Metro Gold Line light rail system that currently runs between East Los Angeles and Pasadena (with a six-station extension nearing completion from Pasadena to Azusa). The Azusa to Montclair extension includes six stations - one in each of the following cities: Glendora, San Dimas, La Verne, Pomona, Claremont and Montclair. The location for the future stations and associated parking facilities were selected by the corridor cities, and approved as part of the environmental review process completed in March 2013. Currently, the project is undergoing advanced engineering to prepare for ground breaking as early as 2017. The project will take approximately five years to finalize design and build.

The Azusa to Montclair segment will be built along the former Atchison, Topeka and Santa Fe (ATSF) right-of-way and will share the 100-foot-wide rail corridor with freight throughout and Metrolink from Pomona east. While the different rail services will share the corridor, they will not share tracks or stations. The Foothill Gold Line will run on its own two tracks (one for eastbound and one for westbound trains) with overhead catenary wires (electric lines) to power the trains. BNSF and Metrolink, both diesel-powered locomotives, will use relocated track within the corridor. The location of the light rail and freight tracks will shift from north to south at different points along the 12.3-mile segment.

A total of twenty-six at-grade, or street-level, crossings will be built along the Azusa to Montclair segment. At these locations, the light rail trains will cross the street at street level. All "at-grade crossings" will be improved and reconstructed as part of the construction of the new light rail line. Additionally, three new grade separated crossings (bridge structures) will be built as part of this project - one over Lone Hill Avenue in Glendora, one over Garey Avenue in Pomona and one over Towne Avenue in Pomona.

The locations of the future stations were selected by the corridor cities; all will have parking.



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Staying on Track

Planning for the Foothill Gold Line from Azusa to Montclair has been underway since 2003, when the Alternatives Analysis process was initiated. A Draft Environmental Impact Report was completed in 2007, but was not certified for the Azusa to Montclair segment. That milestone occurred in 2013. In the next few years of work, the project's engineering will be advanced to a point that it will be ready for a design-build procurement and ground breaking.

Project Development Process



Funding

The Azusa to Montclair segment is receiving some residual Measure R funding left over from the Pasadena to Azusa project. This money is being used to ready the project for a design-build procurement. Funding has not yet been secured for construction of this segment of the line and the Construction Authority is seeking approximately \$1 billion to complete construction of the six-station segment (a portion of the construction will be funded by San Bernardino County). The Construction Authority anticipates that funding will be made available through a proposed sales tax measure that will go to Los Angeles County voters for approval in November 2016. If the sales tax measure is approved, the project would be ready to break ground in 2017 and take approximately five years to complete.

The Construction Authority is currently seeking about \$1 billion to complete construction of the light rail line from Azusa to Montclair.

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Station Design and Art

To maintain a unified look and rider experience for all Foothill Gold Line stations, a standard station design and layout has been applied. It is through the design elements, which include a variety of colors and materials, and the unique art created for each station, that the Azusa to Montclair stations will gain their unique overlay and aesthetic identity.

Public Art at Existing Gold Line Stations



In 2005, each city selected their station artist through a competitive process that involved city-appointed Station Design and Art Review (SDAR) Committees. These committees reviewed the different resumes of potential artists interested in creating the public art for the future stations and recommended an artist to their respective city decision-makers. Today, those stations artists have been brought back to develop their station design and art concepts for the six future stations. The SDAR committees have also been re-constituted and are working alongside their artist to help guide and advise them about what makes their city special.

Meet the Station Artists

From left to right;

Eugene Daub and Anne Olsen Daub – San Dimas station artist team

Ruth Ann Anderson – Montclair station artist

Joyce Kohl – Claremont station artist

Michael Hillman – Glendora station artist

Blue McRight – La Verne station artist

Steve Farley – Pomona station artist

What is Light Rail Transit?

Light Rail Transit, or LRT, is a form of public transportation designed to provide a safe and dependable transportation option for everyday use. LRT operates on fixed steel rails in a dedicated train corridor, capable of operating as single or multiple-units of cars. LRT travels at approximately 55 miles per hour at top speed and is powered by electricity through overhead electrical lines called the Overhead Catenary System, making the trains very quiet and environmentally friendly.

LRT is Not Metrolink, See the Difference



Light Rail Transit

- Lighter trains, powered by electricity, that can more easily speed up and slow down.
- Stations are located closer together to serve the communities along its path.
- Trains operate in 15-20 minute intervals throughout most of the day, with higher frequency service during the peak AM and PM hours.
- Trains use a “quacker” system, a localized warning heard only at the nearest street crossing, not a loud horn used by freight and Metrolink trains.



Metrolink (Heavy, Commuter Rail)

- Larger, diesel-powered trains that require greater distance to speed up and slow down.
- Regional stations are spaced several miles apart.
- Trains operate infrequently or not at all throughout most of the day, with more frequent service during the peak AM and PM hours.
- Trains are required to sound loud horns when approaching intersections; the horn can be heard for many blocks.

Connecting Los Angeles, the San Gabriel Valley and Inland Empire

The 24-mile Foothill Gold Line light rail line will connect the San Gabriel Valley and Inland Empire with the growing network of rail lines throughout Los Angeles County. It is an extension of the Metro Gold Line light rail line that currently runs between East Los Angeles and Pasadena, and will generally move east along the Foothills of the San Gabriel Valley ending in the Inland Empire at the Montclair TransCenter (a major hub of bus and commuter rail services from Los Angeles, San Bernardino and Riverside Counties).



The Foothill Gold Line is being planned and built in two phases – Pasadena to Azusa and Azusa to Montclair:

Pasadena to Azusa – the 11.5-mile Pasadena to Azusa segment (with six stations in Arcadia, Monrovia, Duarte, Irwindale, and Azusa) is under construction now and is on schedule to be completed in late-September 2015. Once completed, the Construction Authority will turn the project over to LA Metro for pre-revenue service. Metro will determine when passenger service begins.

Azusa to Montclair – the 12.3-mile Azusa to Montclair segment has future stations in Glendora, San Dimas, La Verne, Pomona, Claremont and Montclair. The Azusa to Montclair segment was environmentally cleared in March 2013 under the California Environmental Quality Act (CEQA), and is now undergoing advanced engineering. The Construction Authority is currently seeking about \$1 billion in construction funding to build the project; while preparing it for a groundbreaking in 2017. Construction will take approximately five years to complete.



Left to Right;
Azusa Station Rendering
Monrovia Station
Gold Line Bridge
Operations Campus

About the Construction Authority

The Foothill Gold Line Construction Authority (Construction Authority) is an independent transportation planning, design and construction agency created in 1998 by the California State Legislature to build the Gold Line light rail system from Union Station in downtown Los Angeles to Montclair. The Construction Authority is independent from LA Metro; however, the two agencies work closely together during the planning and construction process. The line is built by the Construction Authority to meet Metro's specifications. Metro operates the line once the Construction Authority is completed with construction.

The Construction Authority successfully completed the 13.9-mile Los Angeles to Pasadena project in 2003 on time and under budget; and immediately began work on the 24-mile, two-segment Foothill Gold Line. The Construction Authority broke ground in 2010 on the Pasadena to Azusa project and is on-time and on-budget to complete the project in late-September 2015. The Pasadena to Azusa segment is fully funded through the Los Angeles County Measure R half-cent sales tax that went into effect in 2009. Simultaneously, the Construction Authority has been working on the Azusa to Montclair project, which has recently moved forward into advance engineering. Over the next few years, the Construction Authority will ready the project for a design-build procurement.

Once the Construction Authority has completed the project to Montclair, it will have completed its job and the agency will no longer be needed. Metro will own, operate and maintain the system.