About the Foothill Gold Line from Glendora to Montclair

The Foothill Gold Line from Glendora to Montclair is a 12.3-mile extension of the Metro Gold Line light rail system that currently runs between East Los Angeles and Azusa and is part of the expanding network of rail lines in Los Angeles County. The Glendora to Montclair extension includes six future stations - one in each of the following cities: Glendora, San Dimas, La Verne, Pomona, Claremont and Montclair. The locations 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. The segment completed advanced conceptual engineering in September 2016 and is currently being readied for a design-build procurement and groundbreaking.

The Glendora 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 their own dedicated track, to be relocated within the shared corridor as part of the project. The location of the light rail and freight tracks will shift from north to south at different points along the 12.3-mile segment.

Two dozen at-grade, or street-level, crossings will be built along the Glendora 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, at least three new grade separated crossings (bridge structures) for the light rail trains only 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 for cars and bikes.

IN THIS ISSUE

Station Design & Art ............ 2
What is Light Rail? .......... 2
Building Connections .......... 3
About the Construction Authority .............. 3
Project Timing ............ 4
Funding Update ............ 4
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 Glendora to Montclair stations will gain their unique overlay and aesthetic identity.

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. The station artists then worked with their respective committees to learn what makes each city special and develop their station design and art concepts for the six future stations. As the project moves into the final design and construction, the station artists will once again be brought on (this time as part of the design-build team) to finalize design, fabricate and install the artwork at the stations.

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 (LRT), such as the Gold Line, is a form of public transit 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 (LRT)**
- Lighter trains, powered by electricity through an Overhead Catenary System, 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” warning sound, 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 Azusa, 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).

Foothill Gold Line Segments

With the majority of the future population and employment growth in the San Gabriel Valley anticipated to take place within the Foothill Gold Line corridor cities over the next ten years, the completion of the line to Montclair will play an important role in providing an alternative to being stuck in worsening traffic as the area continues to grow.

The Glendora to Montclair extension will also enable riders from Los Angeles County and San Bernardino County to connect to many points of interest located within a short walk, bike or bus ride from the future stations, including two dozen colleges, the Los Angeles County Fairplex, outdoor recreation facilities, historical sites and museums, and retail and dining opportunities.

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 segment and completed the project on time and under budget in 2015. The Pasadena to Azusa segment was 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 Glendora to Montclair segment, which completed advanced conceptual engineering in September 2016 and is being readied to break ground in October 2017. The majority of the funding needed to build the Glendora to Montclair extension is being allocated through Los Angeles County’s Measure M sales tax, which takes effect July 1, 2017. San Bernardino County will fund the portion of the extension from Claremont to Montclair.

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.
Planning for the Foothill Gold Line from Glendora to Montclair has been underway since 2003, when the Alternatives Analysis process was initiated. The segment was environmentally cleared in March 2013 under the California Environmental Quality Act (CEQA) and completed advanced conceptual engineering in September 2016. The updated workplan and schedule (below) assumes groundbreaking in October 2017 and substantial completion in late-2025 to early-2026. The project will be built in two major construction phases - first the relocation/rebuilding of the freight and Metrolink tracks and Claremont Metrolink station and then the construction of the light rail system.

### Workplan

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### Funding Update

The Glendora 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. The Construction Authority currently estimates approximately $1.37 billion will be needed to complete construction of the six-station segment.

It is anticipated that the majority of the funding to complete the Los Angeles County portion will come from the Los Angeles County Traffic Improvement Plan (Measure M), a half-cent sales tax measure approved by Los Angeles County voters in November 2016 that takes effect July 1, 2017. The Construction Authority is working with the San Bernardino County Transportation Authority to identify the funding needed to extend the line from Claremont (in Los Angeles County) to Montclair (in San Bernardino County). The majority of funding for the San Bernardino County portion will likely come from Measure I, a similar half-cent sales tax for transportation improvements in San Bernardino County.

The majority of the funding to complete the Los Angeles County portion will come from the Los Angeles County Traffic Improvement Plan (Measure M).

### Stay Connected

Register to receive project updates:

- [foothillgoldline.org](http://foothillgoldline.org)
- [facebook.com/IWillRide](http://facebook.com/IWillRide)
- [twitter.com/IWillRide](http://twitter.com/IWillRide)
- [IWillRide.org](http://IWillRide.org)
- (626) 471-9050