



## **Foothill Gold Line**

### *July 2025 Project Update*

## **GLENDORA TO POMONA PROJECT SEGMENT**

### **Metro to Open Extension on September 19!**

At their July meeting, the Metro Board announced that passenger service for the new 9-mile, four-station Glendora to Pomona extension of the Metro A Line will begin on September 19, 2025. This follows months of extensive testing and training after the extension reached substantial completion on January 3 of this year. More details will be out in the weeks ahead about the opening day events and will be provided in future updates.

## **REMINDER: Metro Now Running Pre-Revenue Service between APU/Citrus College and Pomona North**

As part of the final preparations for passenger service, Metro began running full pre-revenue operations/testing on July 27. For at least the next month, Metro will run trains at the future passenger service level – 7 days a week and 20-22 hours per day – to test the systems at this critical level as well as prepare their operators for revenue service. Community members, motorists and pedestrians should always expect a train at railroad crossings. Please follow all safety instructions and be aware of active trains and dropping crossing gates at railroad crossings project-wide.

**Stay Safe, Be Alert** - Please stay safe by always expecting a train when crossing the railroad corridor. The light rail trains run up at their maximum speed of 55 MPH. It is important that residents, commuters and pedestrians be aware and alert and follow all safety rules near the train tracks. **Remember to:**

- Always expect a train.
- Never walk on the train tracks.
- Never go around the lowered gates.
- Follow all safety instructions, obey all warning signs and watch for trains from both directions.

## **Glendora to Pomona Segment FAQs**

### **When can I begin riding the new extension?**

September 19, 2025 has been announced as opening day for the new Metro A Line extension from Glendora to Pomona! It is expected that all four stations will open on that day.

### **Will there be parking, bike lockers and drop-off areas at the new stations? How many parking spaces are available at each station?**

Yes. The four new stations have parking facilities built adjacent to or across the street from the station platforms with parking for about 300 cars at each. All station parking facilities were built to be multi-modal – and include EV chargers, bicycle parking, drop-off areas for buses and ridesharing, along with easy access for pedestrians. At the Pomona North Station, parking will be shared with Metrolink.

All operational decisions regarding parking (i.e., fees for parking, permit availability, etc.) are made by Metro. To reach Metro's customer relations for questions, call 1-323-Go Metro or email [customerrelations@metro.net](mailto:customerrelations@metro.net).

**How long will it take to ride the Metro A Line from the new stations to Pasadena and Downtown Los Angeles?** See the table below for estimates of travel times from the new Glendora to Pomona stations:

	Time in Minutes	
	Time to Sierra Madre Villa Station	Time to Union Station
<b>Glendora Station</b>	<b>22</b>	<b>51</b>
<b>San Dimas Station</b>	<b>27</b>	<b>56</b>
<b>La Verne/Fairplex Station</b>	<b>31</b>	<b>60</b>
<b>Pomona North Station</b>	<b>33</b>	<b>62</b>

*\* Travel times are approximate and will be determined by LA Metro.*

## **POMONA TO MONTCLAIR SEGMENT UPDATE**

On June 26, the Construction Authority issued the first of two Request for Proposals (RFPs) to deliver the final project segment from Pomona to Montclair. The first RFP was issued to hire a team to complete the design/engineering services for the final 3.3-mile, two-station segment, that includes the Claremont and Montclair stations.

As you may recall, in March the Construction Authority board directed staff to pursue a new plan to deliver the final project segment after the single design-build bid received was 54% higher than the agency's most conservative cost estimate for the project. The new delivery method, called Construction Manager at Risk (CMAR), involves hiring a design/engineering team first, before hiring a separate Construction Manager team. The two teams ultimately work closely together to ensure the design for the project is constructable and as efficient as possible; but the design/engineering team is responsible for delivering a fully engineered project that is approved for construction.

Issuance of the design/engineering RFP last month was the first step in that new procurement process, and meets the timeline shared with the Authority board in March. The RFP for the CMAR is expected to be issued in October as the proposals come in for the design/engineering services contract. An award of the design/engineering services contract is expected in November.

*It is easy to stay updated on the Foothill Gold Line. Sign up to receive construction alerts and E-News Updates on the project at – [www.foothillgoldline.org](http://www.foothillgoldline.org)*