



# Metro Gold Line

## Foothill Extension to LA/Ontario International Airport

The 10-month planning study to examine the feasibility of extending the Metro Gold Line from its current planned terminus in Montclair to LA/Ontario International Airport has recently been completed. The study, which began in December 2007, determined that it is feasible to connect the light-rail system to the airport, and identified two preferred routes after studying as many as 13 possibilities. These routes were chosen after considering factors such as public access, station locations, costs and passenger forecasts.

The preferred routes are the (2A) Metrolink/Cucamonga Channel and the (3B) Baldwin Park Branch/Cucamonga Channel routes. It is estimated that extending the Gold Line system to the LA/Ontario International Airport, using either route option, will increase daily ridership on the entire system by approximately 14,000 passengers.

### What's Next?

Now that the study has determined it is feasible to extend the light-rail system to the airport, the project can move forward to the Alternatives Analysis phase. Funds for the \$1.3 million Alternatives Analysis are not yet committed, however negotiations with the affected parties are underway. Next steps include more detailed engineering studies and environmental review.

### Did You Know?

- Nearly all of the land needed to extend the Gold Line from Montclair to LA/Ontario International Airport is already county owned. Very little right-of-way has to be acquired
- Extending the system to the airport will not only benefit airport passengers, but will also serve the large, local population of airport employees
- The light-rail system will connect local communities to the planned high speed rail station at the airport and subsequently to Los Angeles, San Diego, Anaheim, Sacramento and San Francisco

### Preferred Routes to Connect to LA/Ontario International Airport



- The preferred routes maximize use of existing rights-of-way to connect to the airport.
- The (2A) Metrolink/Cucamonga Channel route, at 7.31 miles, would use land adjacent to the Metrolink tracks, and the (3B) Baldwin Park Branch/Cucamonga Channel route, at 8.56 miles long, would use land set aside on the former Baldwin Park Branch right-of-way.
- The (2A) route is projected to cost \$308 million and the (3B) route is projected to cost \$399 million.





*Community input was a vital part of the study process, and was utilized by the technical team when deciding how to narrow the routes under consideration.*

## Public Involvement Played an Important Role in the Study

During the study process the community was provided information on the different options and routes under review. Hundreds of stakeholders provided feedback on the potential routes, which was carefully considered and incorporated into the study findings.



### Some of the input received included:

- A light rail connection is needed to LA/Ontario International Airport
- The airport is the most desired activity center to be connected to the light rail system
- Use of existing rights-of-way is preferred
- Stations on the I-10 are not desirable
- Displacing homes and impacting the recreational paths along the Baldwin Park Branch should be minimized

### The preferred routes reflect the community's input by:

- Directly connecting to the airport without taking detours to connect with other local activity centers
- Limiting the need to displace homes or businesses by maximizing use of existing rights-of-way
- Serving communities along the corridor by providing local stations, rather than using the I-10 freeway as a "bypass" to the airport



## About the Metro Gold Line

The Metro Gold Line is the light-rail system that currently connects Union Station in downtown Los Angeles with Pasadena. The line opened in 2003, and covers nearly 14 miles with 13 stations. The Metro Gold Line carries an average of 24,000 passengers every weekday.

The success of the first phase of the Metro Gold Line led cities east of Pasadena to come together to pursue extending the system 24 miles, from Pasadena to Montclair (Phase 2). Referred to as the "Foothill Extension," the extended system would include stations in Arcadia, Monrovia, Duarte, Irwindale, Azusa, Glendora, San Dimas, La Verne, Pomona, Claremont and Montclair.

Funds for the construction of the Foothill Extension from Pasadena to Azusa (Phase 2A) will be available as early as 2010, suggesting a potential opening in 2013. Planning for the continuation to Montclair (Phase 2B) is also underway. Although not yet formally part of the Foothill Extension project, feasibility of extending the system further east, connecting it to LA/Ontario International Airport was studied.

Learn more: call (909) 740-3170 or visit [www.goldline2ontario.com](http://www.goldline2ontario.com).