

# Pomona Station



**Foothill Gold Line**

FALL 2018 | FACT SHEET

## Project Overview

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 Los Angeles and the City of Azusa, along the Foothills of the San Gabriel Valley. The extension is part of the growing network of rail lines being built throughout Los Angeles County, and will add new Gold Line stations in Glendora, San Dimas, La Verne, Pomona, Claremont and Montclair. Once completed, a trip from Pomona to Pasadena will take approximately 33 minutes and further to downtown Los Angeles will take approximately 62 minutes.

The Glendora to Montclair project broke ground in December 2017. It is being funded by Los Angeles and San Bernardino Counties. The portion of the project within Los Angeles County (Glendora to Claremont) is being funded mostly by Metro's Measure M half-cent sales tax that was approved by voters in November 2016 and went into effect on July 1, 2017 (additional funds are coming from Measure R). The portion from Claremont to Montclair is being funded by San Bernardino County. The project was also recently awarded state funds (including SB1).

The Foothill Gold Line light rail line is being planned, designed and built by the Foothill Gold Line Construction Authority (Construction Authority), an independent transportation planning, design and construction agency created in 1998 by the California State Legislature. The Construction Authority completed the 13.9-mile Los Angeles to Pasadena segment in 2003, and the 11.5-mile Pasadena to Azusa segment in 2015 - both on time and on budget. The Construction Authority began planning for the Glendora to Montclair extension in 2003, and since that time has completed environmental review and advanced conceptual engineering and is now starting construction.



## PROJECT FAST FACTS

**Estimated Cost:** \$1.5 billion to Claremont. Additional \$70 million to reach Montclair.

**Groundbreaking Year:** 2017

**Completion Year:** 2026

**Distance:** 12.3 miles

**Stations:** Six

**Parking:** Parking at all six stations (including EV charging stations, bicycle parking and an area for buses and passenger drop off).

**Capacity:** 200 passengers per light rail car; two- to three-car trains.

**Speed:** 55 mph (maximum)

**Daily Train Traffic:** More than 200 Gold Line trains.

**Train Power Source:** Electricity

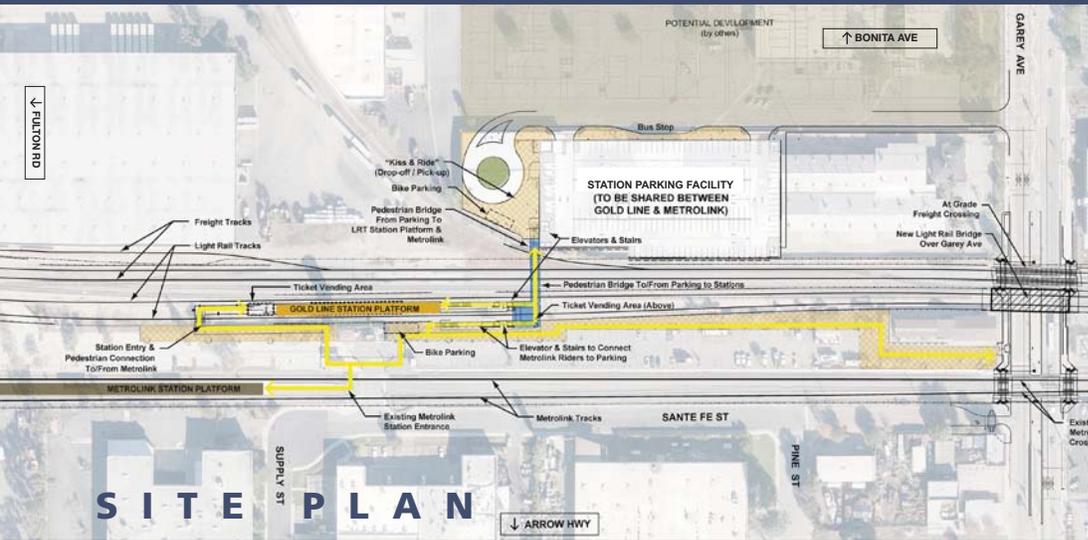
**At-Grade (street level)**

**Crossings:** 26

**New and Renovated Bridges:** 25



# P O M O N A S T A T I O N



Once completed, four and five tracks will run through the city of Pomona (depending on the location in the city). Tracks will run in two separate rail corridors – one on the north for the Gold Line and freight, and one on the south for Metrolink and freight. While Gold Line trains and freight trains share the northern corridor, they will not share tracks. Therefore, the freight tracks that currently run in the middle of the north corridor will be relocated to the northern half of that corridor, to make room for the Gold Line tracks to be built in the southern half. The Metrolink/freight corridor on the south will remain as is today and is not part of the Gold Line project.

The Pomona Gold Line station will be located west of Garey Avenue and east of Fulton Avenue, northeast of the existing Pomona North Metrolink station. The Gold Line station will be a center platform station, with tracks on either side (one for westbound and one for eastbound trains). Access to the Gold Line station will be from both east and west ends of the platform, and a pedestrian walkway is planned to provide circulation between the Gold Line station, Metrolink station, and a shared parking facility. The shared parking facility will have charging stations for EVs, bicycle parking and bus and drop off areas, and will be available for both Gold Line and Metrolink riders.

*\*The location of the Pomona parking facility is not yet finalized.*

## ➤ Construction – What to Expect

The Foothill Gold Line broke ground in December 2017. The first few years of the project will be spent relocating utilities, conducting pre-construction activities, hiring a design-build contractor and finalizing design. Major construction will start in 2020 and involve two construction phases: (1) relocating/rebuilding the freight/Metrolink systems and (2) building the light rail system. Completion is expected in 2026.

During construction, the community can expect temporary impacts (such as short-term lane closures, extended street closures at street crossings, noise mostly from construction vehicles during limited construction hours, and other construction-related activities). Permanent changes will also occur due to the project, including safety enhancements at all street crossings (raised medians, red curbing and turn restrictions within 100 feet of the rail corridor at all street crossings), relocation of the freight track to the northern half of the rail corridor, new fencing and walls along the entire rail corridor, and new overhead lines to power the more than 200 Gold Line trains anticipated to run daily. New light rail bridges (for the Gold Line only) will be built over Garey and Towne Avenues. Additionally, the California Public Utilities Commission is likely going to require changes to the Pomona North Metrolink Station access from Fulton Avenue; restricting turns to right-in and right-out in the future.

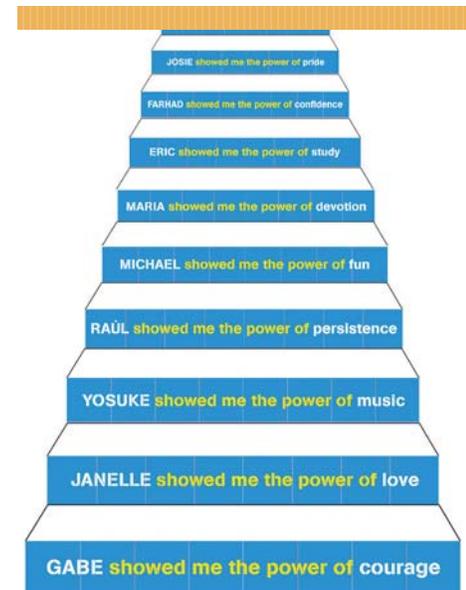
**Stay updated on construction by signing up for construction updates at [www.foothillgoldline.org](http://www.foothillgoldline.org)**



## ➤ Pomona Station Art Concept

**Pomona Station Artist: Stephen Farley**

Who inspired you? For whom are you grateful? Who changed your life? Other cities have a hall of fame - the Pomona Station will be a hall of gratitude. This is the station art concept by the city-selected artist for the Pomona Station, Stephen Farley. The Pomonans to be honored at the station's hall of gratitude will be selected from a group gathered by a public call to all Pomona residents via a public website, public meetings, and media outreach. Text showing the power of these people will be exhibited alongside images of these Pomonans. Examples could be: "Gabe showed me the power of courage," and "Janelle showed me the power of love." The artwork will be fabricated on 2'x2' arrays of 6" glazed ceramic tile, using the Tilography process. Approximately 48 people (or statement pairs) can be included within the station area. Additionally, tile strips portraying more power sentences gathered from the outreach project will be placed on the risers of the staircase that will lead from the station to the parking structure. This project is designed to connect us to our past and our future, generating a renewable source of people power for positive transformation of the entire community.



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