

Pomona Station



Foothill Gold Line

Project Overview

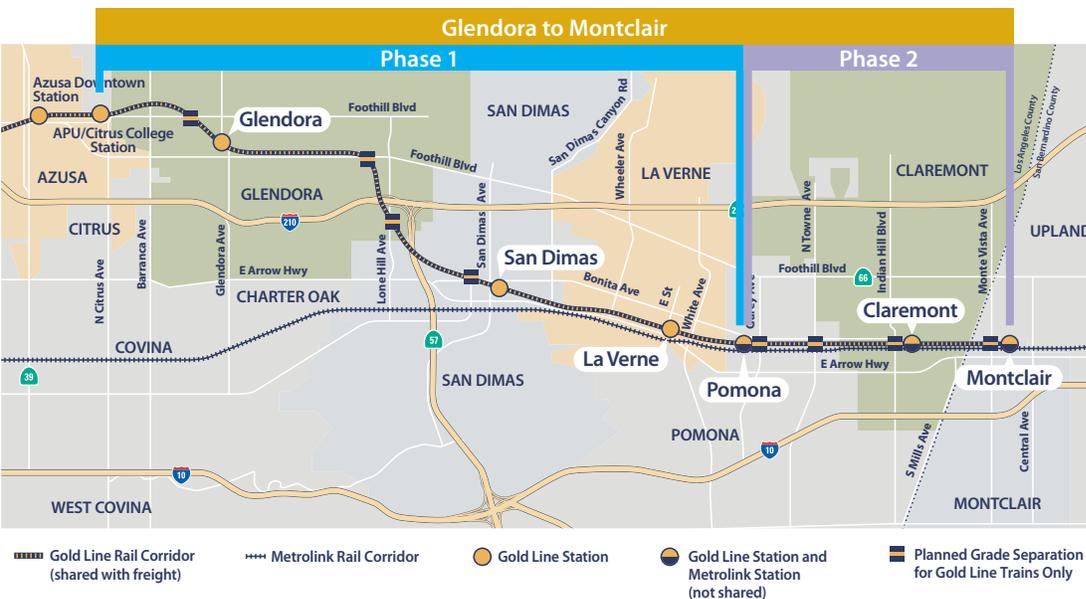
The Foothill Gold Line from Glendora to Montclair is a 12.3-mile extension of the Metro Gold Line light rail system. The project will be built in phases, adding new Gold Line stations in the cities of Glendora, San Dimas, La Verne and Pomona, and then Claremont and Montclair.

The Project broke ground in December 2017 and has completed two of four contracts. The main design-build contract is expected to be awarded in August 2019, and major construction is expected to start in 2020 and take five years to complete to Pomona (eight years to Montclair if additional funds are secured within two years of work beginning).

The project is being funded by Los Angeles and San Bernardino Counties. The portion of the project within Los Angeles County is being funded mostly by LA Metro's sales tax measures (Measure M and R); San Bernardino County is funding the majority of the portion in their county. The project has also received a nearly \$300 million greenhouse gas reduction grant from the State of California.

The Project is overseen by the Foothill Gold Line Construction Authority (Construction Authority), an independent transportation planning, design and construction agency.

In late 2018, the Construction Authority received proposals from four highly qualified design-build teams competing to build the project. Through that process, the agency learned that the project would cost hundreds of millions of dollars more than was secured, requiring the project to be built in two phases. To learn more about the Construction Authority and the currently planned construction phasing, visit www.foothillgoldline.org.



PROJECT FAST FACTS

Two Construction Phases:

- 9 miles (Glendora to Pomona)
- 3 miles (Pomona to Montclair)

Estimated Completion Year to Pomona:

2025 (2028 to Montclair)

Parking: Parking is planned 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)

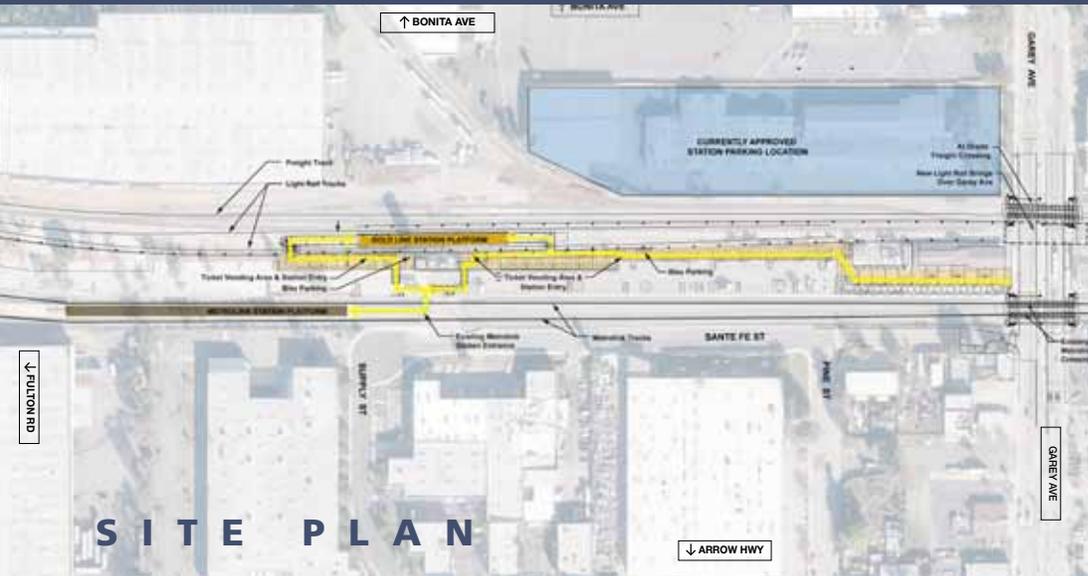
Crossings: 26

New and Renovated Bridges: 24

Travel Time: Once the line is in service, a trip from Pomona to Pasadena will take approximately 33 minutes and further to downtown Los Angeles will take approximately 62 minutes.



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



The Pomona Gold Line Station will be located west of Garey Avenue and east of Fulton Road, 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 two transit systems. A shared parking facility will be built to serve the stations and provide charging kiosks for EVs, bicycle parking and bus and drop off areas. The location of the Pomona station 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 are being spent relocating utilities, conducting pre-construction activities, hiring a design-build contractor and finalizing design. Major construction will start in 2020 and is estimated to be complete in 2025 to Pomona (2028 to Montclair if additional funding is secured).

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. Additionally, the California Public Utilities Commission has required changes to the Pomona North Metrolink Station access from Fulton Road; restricting turns to right-in and right-out in the future. New light rail bridges (for the Gold Line only) will be built over Garey and Towne Avenues once funding is secured to build to Montclair.

Stay updated on construction by signing up for construction updates at www.foothillgoldline.org

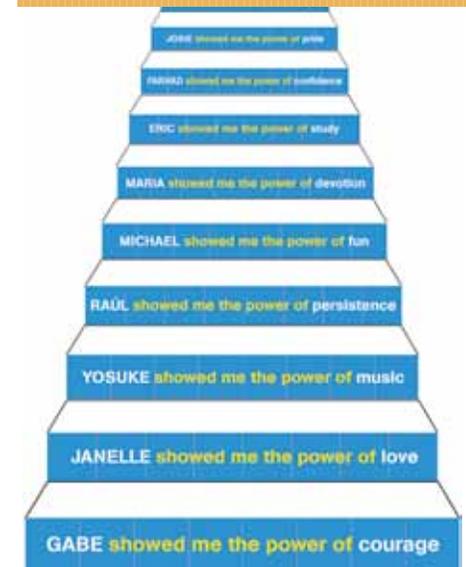
Pomona Station Art Plan

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 plan 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.

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



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