

# 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 add new Gold Line stations in the cities of Glendora, San Dimas, La Verne, Pomona, Claremont and Montclair - and may be built in phases.

The project broke ground in December 2017 and has completed two of four contracts. In October 2019, the Construction Authority initiated the main design-build contract with Kiewit-Parsons, a Joint Venture (KPJV). Major construction started in July 2020 and is expected to take five years to complete to Pomona (six years to Claremont and Montclair if additional funds are secured by October 2021).

The project to Pomona is fully funded. Los Angeles County's sales tax measure (Measure M) is funding the majority of the project, along with residual Measure R dollars not used during the last phase of the project. The State of California is also providing a greenhouse gas reduction grant. The Construction Authority is currently seeking the additional funding needed to complete the project to Claremont and Montclair.

**Possible Construction Phasing:** The design-build contract awarded to KPJV includes a base scope for the first 9.1 miles of the project from Glendora to Pomona, with a contract option to complete the full 12.3-mile project to Montclair if additional funding is secured by October 2021. If the additional funding is not secured in time, the project will be constructed in phases.

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



## PROJECT FAST FACTS

- Two Construction Phases:**  
 9.1 miles (Glendora to Pomona); 4 stations  
 3.2 miles (Pomona to Montclair); 2 stations
- Major Construction Began:** July 2020
- Anticipated Completion Year:**  
 2025 to Pomona  
 2026 to Montclair
- Daily Train Traffic:** More than 200 Gold Line trains.

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

**Speed:** 55 mph (maximum)

**Train Power Source:** Electricity

**Parking:** 550-space parking facility including EV charging stations, bicycle parking and buses and passenger drop off areas

**At-Grade (street level) Crossings:**  
 21 to Pomona (26 total to Montclair)

**New and Renovated Bridges:**  
 19 to Pomona (24 total to Montclair)

**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 550-space parking facility will be located off Garey Avenue, just south of the station. The parking facility will serve Gold Line and Metrolink riders and provide charging kiosks for EVs, bicycle parking and bus and drop off areas.

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.

## Construction – What to Expect

For efficiency of cost and scheduling, the project is built in layers by the design-builder (underground utilities, drainage, communication/systems, street crossings, bridge construction, ballast installation, track installation, etc.), with specialty crews moving from one place to another completing their layer. This process - which includes tens of thousands of work activities - allows the design-builder maximum flexibility to schedule crews and equipment, as well as arrange for needed materials. Current and upcoming construction notices are available anytime at [foothillgoldline.org](http://foothillgoldline.org).

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.

## 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. Significant citizens of Pomona will be honored as part of the station's permanent artwork. Stephen Farley has gathered images and stories through submissions over the last few years from the community. Text showing the power of these people will be exhibited alongside images of the final selected group of individuals. The artwork will be fabricated on 2'x2' arrays of 6" glazed ceramic tile, using the Tilography process.

Approximately 50 to 60 people and statement pairs will be included within the station area. This project is designed to connect Pomona to its past and its future, generating a renewable source of people power for positive transformation of the entire community.

To view the submissions, visit the Hall of Gratitude at [PomonaPeoplePower.com](http://PomonaPeoplePower.com).



### FOR CONSTRUCTION QUESTIONS:

Hotline Call/Text: (626) 513-5788

Email: [CommunityRelations@kiewit-parsons.com](mailto:CommunityRelations@kiewit-parsons.com)

Public Information Office: 2100 E. Route 66, Suite 200, Glendora, CA 91740

Sign up to receive construction alerts at [www.foothillgoldline.org](http://www.foothillgoldline.org)