

Claremont Station

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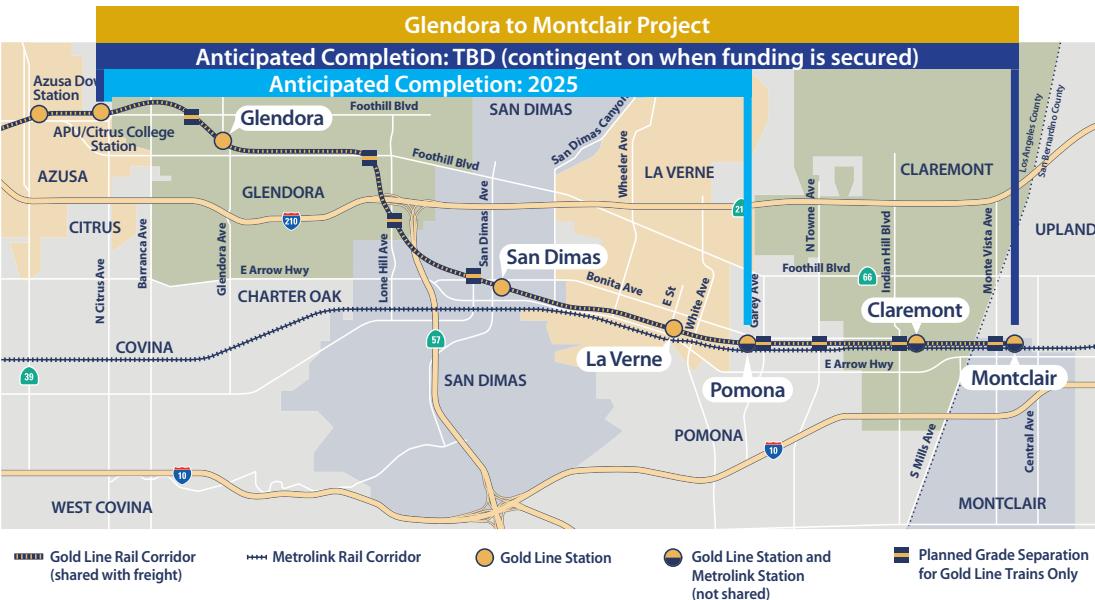
| F A C T S H E E T

Project Overview

The Foothill Gold Line from Glendora to Montclair is a 12.3-mile extension of the Metro Gold Line light rail system (currently called the L Line). The project will add new Gold Line stations in the cities of Glendora, San Dimas, La Verne, Pomona, Claremont and Montclair, and will be built in phases. The Glendora to Pomona segment is fully funded and under construction now; while the Pomona to Montclair segment (including the Claremont Station) is currently seeking full funding.

Glendora to Pomona Phase: After completing two earlier contracts to relocate utilities, in October 2019, the Construction Authority hired Kiewit-Parsons, a Joint Venture (KPJV), to design and build the fully-funded 9.1-mile, four-station Glendora to Pomona project segment. Major construction started in July 2020 and is on track to be completed in early-January 2025 to Pomona.

Future Construction Phase: The segment from Pomona to Montclair, including the Claremont and Montclair Stations, is not yet fully funded. The Construction Authority is currently seeking the additional funding needed to complete the project to Claremont and Montclair, which will take five years to build once funding is secured.



Foothill Gold Line

The current construction project from Glendora 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 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
TBD to Claremont & Montclair (contingent on the funding year)

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

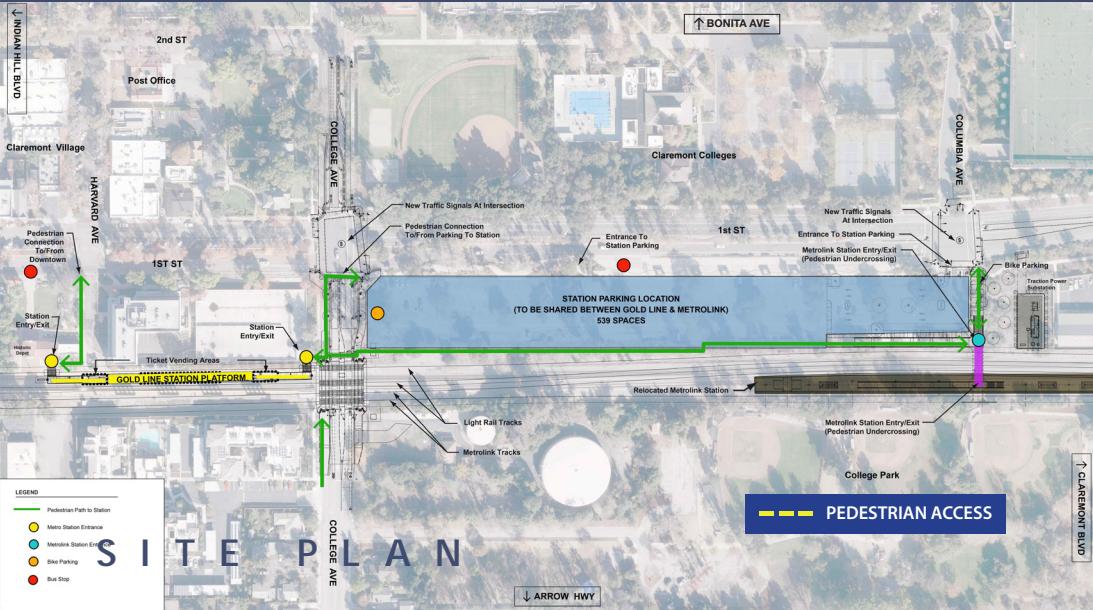
Parking: 539-space parking facility including EV charging stations, bicycle parking and buses and passenger drop off areas

At-Grade (street level) Crossings:
21 to Pomona (5 more to Montclair)

New and Renovated Bridges:
19 to Pomona (5 more to Montclair)

Travel Time: Once the line is in service, a trip from Claremont to Pasadena will take approximately 36 minutes and further to downtown Los Angeles will take approximately 65 minutes.

CLAREMONT STATION



The Claremont Station will be located approximately where the current Metrolink station is located today; east of Indian Hill and west of College Avenue. The existing Metrolink station will be relocated east of College Avenue. The Gold Line station will be a center platform station, with light rail tracks on either side (one for westbound and one for eastbound trains). A new 539-space parking facility for both Metrolink and Gold Line riders will be provided (with charging stations for EVs, bicycle parking, bus and drop off areas). Once completed, four tracks will run through the City of Claremont within one shared corridor – two light rail tracks on the north side for the Gold Line and two Metrolink/freight tracks on the south. While they will share the rail corridor, light rail trains and freight/Metrolink trains do not share tracks or stations.

Construction – What to Expect

The Foothill Gold Line broke ground in December 2017. Since then, the Construction Authority has completed two contracts and hired Kiewit-Parsons, a Joint Venture, for the main design-build contract. Major construction started in July 2020 and is expected to take five years to complete to Pomona.

Once funding is secured for the segment from Pomona to Montclair, the community can expect the project to take five years to build. During construction, temporary impacts (such as short-term lane closures, extended street closures at street crossings, noise mostly from construction vehicles, and other construction-related activities) should be expected.

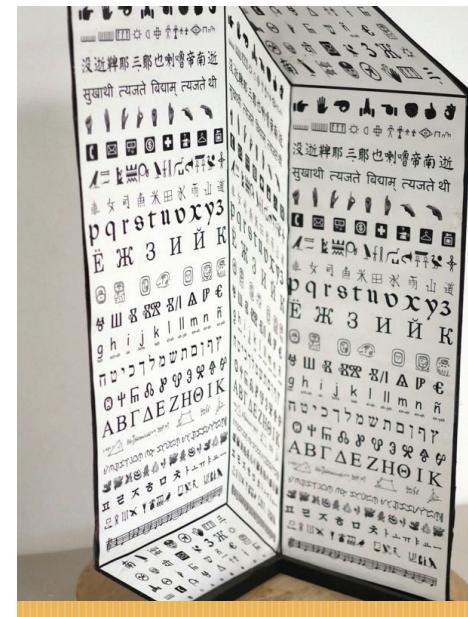
Permanent changes will also occur due to the project, including safety enhancements at all street crossings (raised medians, red curbing and turn restrictions within 100 feet of the rail corridor at all street crossings), relocation of the Metrolink/freight tracks to the southern half of the rail corridor, 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. The Claremont Metrolink Station will be moved from its current location west of College Avenue to several hundred feet east of College Avenue. The Gold Line tracks will be grade-separated on a city-designed bridge over Indian Hill Boulevard, as required by the California Public Utilities Commission for safety; Metrolink and freight tracks will continue to cross Indian Hill Boulevard at street level.

> Claremont Station Art Plan

Claremont Station Artist: Joyce Kohl

The city-selected artist for the Claremont Station is Joyce Kohl. Joyce's art plan is derived from her conversations and experience in the city and her conclusion that Claremont has an astonishing number of people (within the colleges and community at large) who are thinking "outside of the box" - in a vast number of fields, utilizing many languages.

The most prominent element of the station artwork will be an internally illuminated iconic landmark located at the corner of First Avenue and College Avenue, near the entrance to the station parking facility. The sculpture is planned to be 16 feet tall and give the illusion of line drawings of two boxes, back to back at skewed angles. The boxes will have letters, symbols and numbers from the different 'languages' spoken in Claremont in glass. Each image will represent a story from Claremont. People showcased will include scientists, medical researchers, artists, musicians, social scientists, various educators, experts on religion, historians and creative writers.



FOR CONSTRUCTION QUESTIONS:

Hotline Call/Text: (626) 513-5788 **Email:** CommunityRelations@kiewit-parsons.com
Public Information Office: 2100 E. Route 66, Suite 200, Glendora, CA 91740

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