

Pomona Station



Foothill Gold Line

SPRING 2025 | FACT SHEET

Project Overview

The Foothill Gold Line from Glendora to Montclair is a 12.3-mile extension of the Metro A Line light rail system (renamed the A Line as of June 2023). The project will add new A Line stations in the cities of Glendora, San Dimas, La Verne, Pomona, Claremont and Montclair - and will be built in phases. Once completed to Montclair, the Foothill Gold Line will connect the San Gabriel Valley and Inland Empire to Los Angeles and Long Beach.

Glendora to Pomona Phase: The 9.1-mile, four-station Glendora to Pomona project segment began major construction in July 2020 and reached substantial completion in early-January 2025 on time and on budget. The project has been turned over to Metro for training and pre-revenue operations. *Metro will determine and announce when passenger service begins.*

Future Construction Phase: The 3.2-mile, two-station Pomona to Montclair project segment is shovel-ready and is receiving the majority of the funding needed through the State of California's Transit and Intercity Rail Capital Program (funded mostly by SB125). The procurement process to hire the contractor is underway now. Once the contractor is hired, the project will take approximately five years to build to Claremont and Montclair.

Construction Funding:

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 majority of funding to complete the Los Angeles County portion of the final project segment from Pomona to Montclair is coming from a state grant funded by SB125. San Bernardino County is responsible for funding the portion of the project in their county and has funding set aside from several local and state sources.

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 Start:

July 2020 to Pomona (completed)
 TBD to Claremont & Montclair

Completion Year:

Early-Jan. 2025 to Pomona (on time)
 TBD to Claremont & Montclair

Daily Train Traffic: More than 200 Metro A Line trains.

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

Speed: 55 mph (maximum)

Train Power Source: Electricity

Parking: 300-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 Pomona to Pasadena will take approximately 33 minutes and further to downtown Los Angeles will take approximately 62 minutes.





The Pomona Station is located west of Garey Avenue and east of Fulton Road, northeast of the existing Pomona North Metrolink station. The light rail station is a center platform station, with tracks on either side (one for westbound and one for eastbound trains). Access to the station will be from both east and west ends of the platform, and a pedestrian walkway will provide circulation between the Metro and Metrolink transit systems. The 300-space parking facility is located off Garey Avenue, just southeast of the station. The parking facility will provide charging kiosks for EVs, bicycle parking and bus and drop-off areas.

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

➤ What's Next? When Can I Begin Riding?

The contractor has completed all elements of the light rail project, including construction of four new stations and associated parking facilities, 19 bridges, 21 at-grade crossings, the light rail system (including the track, power, train control, communications and safety systems), nine miles of relocated freight track, 10 miles of decorative retaining walls and sound walls, and more. Following months of testing of the new systems, the project reached substantial completion on January 3, 2025, and has now been turned over to Metro for training and pre-revenue operations. **Metro will determine and announce when passenger service begins.**

In Pomona, permanent changes have been completed as part of 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 wires to power the more than 200 light rail trains anticipated to run daily. Additionally, the California Public Utilities Commission required changes to the Pomona North Metrolink Station access from Fulton Road; restricting turns to right-in and right-out only. Those changes were completed in 2022.

Smaller, final elements of work (mostly categorized as punch list items) will remain to be completed throughout the corridor and at the Pomona station area, but these continuing work activities do not impact Metro's ability to ready the new extension for passenger service.

New light rail bridges (for the light rail system only) will be built over Garey and Towne Avenues as part of the construction of the final project segment from Pomona to Montclair.

For questions about riding the future A Line extension to and from the new Pomona Station, including how to obtain parking permits, reserve bike lockers or navigate the Metro rail and bus systems, please visit www.metro.net, or call (323) GO-METRO.

➤ Pomona Station Art Plan

Pomona Station Artist: Stephen Farley

The city selected artist for the Pomona Station is Stephen Farley. Who inspired you? For whom are you grateful? Who changed your life? Other cities have a hall of fame - the Pomona Station is a Hall of Gratitude. This is the station art plan by Stephen Farley. 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 by honoring 56 Pomonans who have been submitted by their neighbors as people who made a difference in their lives. Their likenesses will be displayed alongside a Power Statement expressing how they made that difference. Examples of those statements are: "Gabe showed me the power of courage," and "Janelle showed me the power of love." 56 people and statement pairs will be included within the station area. The artwork is fabricated on 2'x2' arrays of 6" glazed ceramic tile, using the Tilography process. While there is only space for 56 people to be exhibited at the station, all images and stories submitted over the last few years are included on a virtual Hall of Gratitude with more information about his station art program. The Hall of Gratitude can be viewed at PomonaPeoplePower.com.



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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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