

# Pomona Station



Foothill Gold Line

## Project Overview

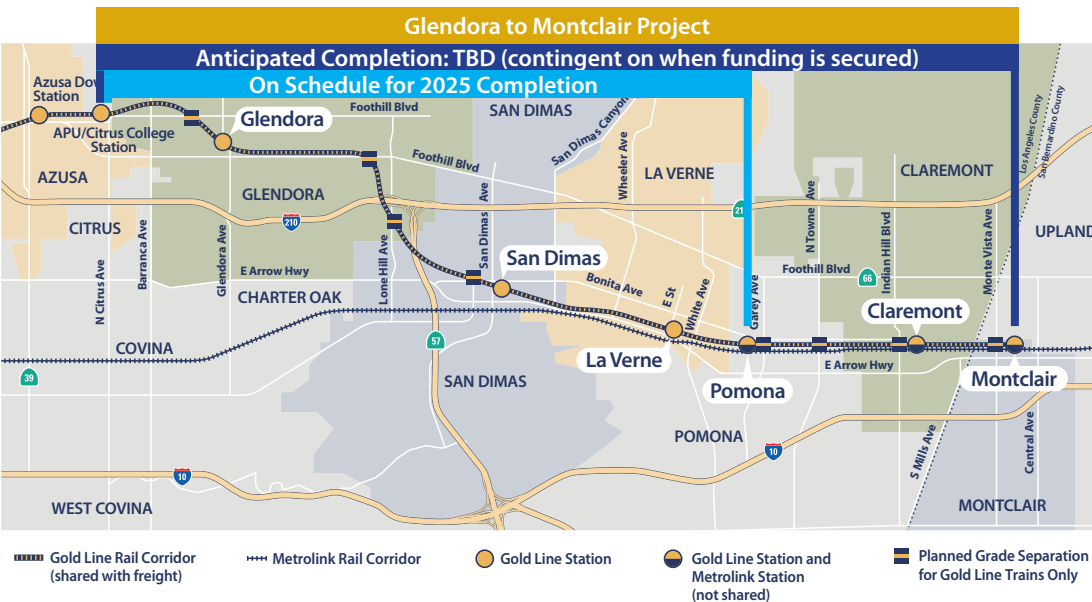
The Foothill Gold Line from Glendora to Montclair is a 12.3-mile extension of the Metro A Line light rail system (renamed the A Line as of June 2023). The project will add new stations in Glendora, San Dimas, La Verne, Pomona, Claremont and Montclair - and will be built in phases.

The project broke ground in December 2017 and has completed two of three contracts. In October 2019, the Construction Authority initiated the main design-build contract with Kiewit- Parsons, a Joint Venture (KPJV) to build the fully-funded 9.1-mile Glendora to Pomona project segment. Major construction started in July 2020 and is on track to be completed in early-January 2025. The segment from Pomona to Montclair is not yet funded. The Construction Authority is currently seeking the additional funding needed to complete the full project to Claremont and Montclair.

Los Angeles County's sales tax measure, Measure M, is funding the majority of the project to Pomona, 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.

**Future Construction Phase:** The design-build contract awarded to KPJV includes the first 9.1 miles of the project from Glendora to Pomona. The segment from Pomona to Montclair, including the Claremont and Montclair Stations, is not yet funded. The Construction Authority is currently seeking the additional funding needed to complete the project to Claremont and Montclair, which will be built as a separate phase.

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:** 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.





## > 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. Everyday citizens of Pomona will be honored as part of the station's permanent artwork. Stephen Farley created a website to gather images and stories through submissions over the last few years from the community. Text expressing 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. 56 people and statement pairs will be exhibited 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 all the submissions, visit the Hall of Gratitude at [PomonaPeoplePower.com](http://PomonaPeoplePower.com).

The Pomona Gold Line Station is located west of Garey Avenue and east of Fulton Road, northeast of the existing Pomona North Metrolink station. The Gold Line station is 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 300-space parking facility will be 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.

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

Since construction began in July 2020, the contractor has completed work to relocate 9.1 miles of freight track, reconstruct 21 at-grade street crossings that required long-term street closures, and built or renovated 19 bridges (including four new light rail bridges that across major city streets). In 2023, crews will focus on completing the light rail system, including installing the tracks, power and communication systems; and completing the four new stations with art, as well as constructing the four new station parking facilities. In 2024, the focus will be finishing the parking facilities and testing the new light rail system, as it is prepared to be turned over to LA Metro in early-January 2025. Current and upcoming construction notices are available anytime at [foothillgoldline.org](http://foothillgoldline.org).

During the remaining construction, the community can expect temporary impacts (such as short-term lane closures, noise mostly from construction vehicles, and other construction-related issues). Permanent changes are occurring 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 only. 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.



### FOR CONSTRUCTION QUESTIONS:

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