

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 that currently runs between Los Angeles and the City of Azusa, along the Foothills of the San Gabriel Valley. The extension is part of the growing network of rail lines being built throughout Los Angeles County, and will add new Gold Line stations in Glendora, San Dimas, La Verne, Pomona, Claremont and Montclair. Once completed, a trip from Pomona to Pasadena will take approximately 33 minutes and further to downtown Los Angeles will take approximately 62 minutes.

The Glendora to Montclair project will break ground in December 2017 and take nine years to complete. It is being funded by Los Angeles and San Bernardino Counties. The portion of the project within Los Angeles County (Glendora to Claremont) is being funded mostly by Metro's Measure M half-cent sales tax that was approved by voters in November 2016 and went into effect on July 1, 2017 (additional funds are coming from Measure R). The portion from Claremont to Montclair is being funded by San Bernardino County.

The Foothill Gold Line light rail line is being planned, designed and built by the Foothill Gold Line Construction Authority (Construction Authority), an independent transportation planning, design and construction agency created in 1998 by the California State Legislature. The Construction Authority completed the 13.9-mile Los Angeles to Pasadena segment in 2003, and the 11.5-mile Pasadena to Azusa segment in 2015 - both on time and on budget. The Construction Authority began planning for the Glendora to Montclair extension in 2003, and since that time has completed environmental review and advanced conceptual engineering and is now readying the project for construction.



PROJECT FAST FACTS

Cost: \$1.4 billion to Claremont. Additional \$70 million to reach Montclair.

Groundbreaking Year: 2017

Completion Year: 2026

Distance: 12.3 miles

Stations: Six

Parking: Parking at all six stations (with a total of 5,180 parking spaces, 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

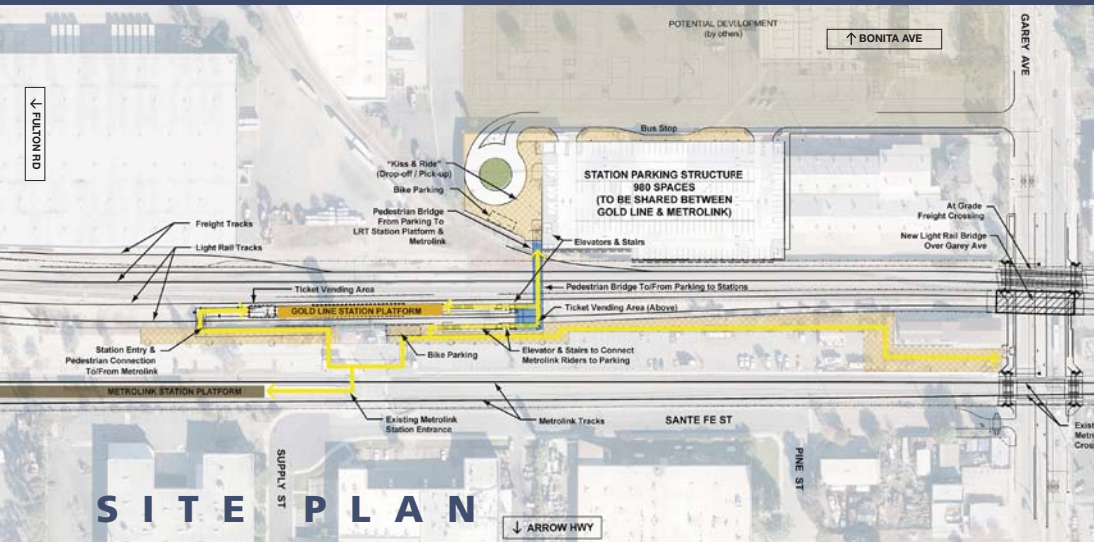
At-Grade (street level)

Crossings: 28

New/Renovated Bridges: 23



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



Once completed, five tracks will run through the City of Pomona. The Metrolink tracks will stay in their current location, the single freight track will be relocated to the north side of the rail corridor to be shared with the Gold Line and two tracks will be built for the Gold Line. While they share the rail corridor, the Gold Line does not share tracks with freight (or Metrolink, which runs parallel, but does not share the same corridor, tracks or stations in the City of Pomona).

➤ Construction – What to Expect

The Foothill Gold Line will officially break ground in December 2017. The first three years of the project will be spent relocating utilities, conducting pre-construction activities, hiring a design-build contractor and finalizing design. Major construction will start in 2020 and involve two construction phases: (1) relocating/rebuilding the freight/Metrolink systems and (2) building the light rail system. Completion is expected in 2026.

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 Gold Line system. New light rail bridges (for the Gold Line only) will be built over Garey and Towne Avenues. Additionally, the California Public Utilities Commission is likely going to require changes to the Pomona North Metrolink Station access from Fulton Avenue; likely restricting turns in and out in the future (more details will be available in the coming months).

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

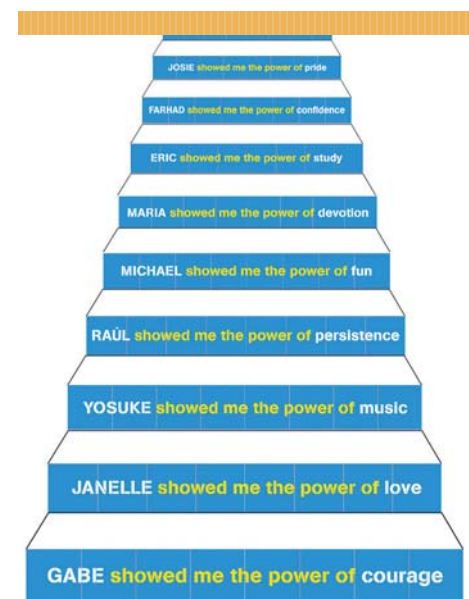
➤ Pomona Station Art Concept

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 concept 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.

The Pomona station and associated shared parking facility with Metrolink (with 980 parking spaces, including charging stations for EVs, bicycles parking and bus and drop off areas) will be located northeast of the existing Pomona North Metrolink station (east of Fulton Road and west of Garey Avenue). The 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 Gold Line station, Metrolink station and the shared parking facility.



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