

# LaVerne Station



**Foothill Gold Line**

## Project Overview

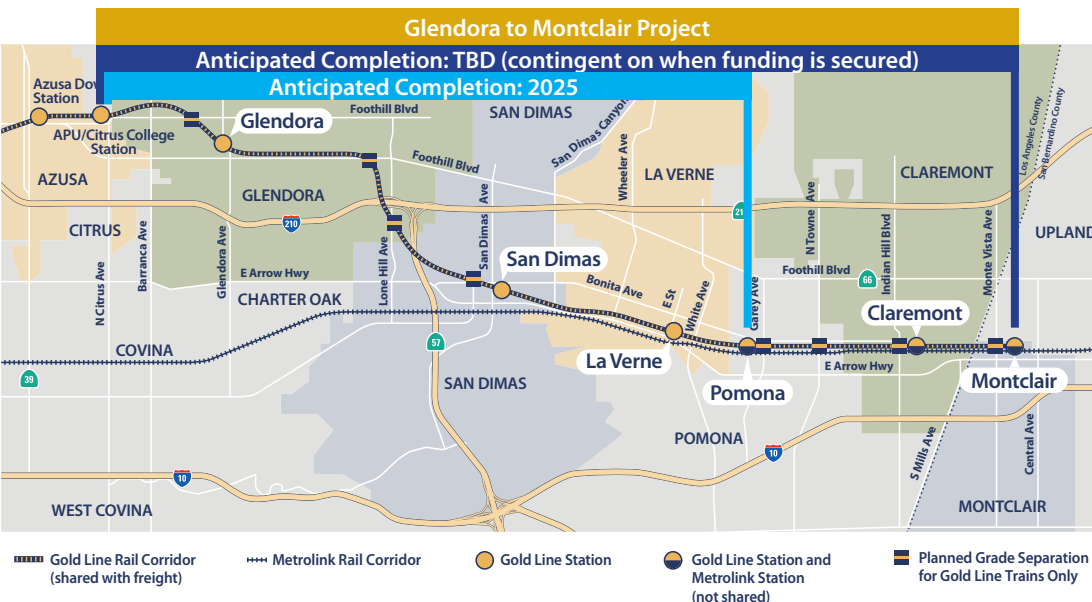
The Foothill Gold Line from Glendora to Montclair is a 12.3-mile extension of the Metro Gold Line light rail system (currently called the L Line). The project will add new stations in Glendora, San Dimas, La Verne, Pomona, Claremont and Montclair - and will be built in phases.

The project broke ground in December 2017 and has completed two of four 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 expected to take five years to complete to Pomona. 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.

**Possible Construction Phasing:** 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.

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

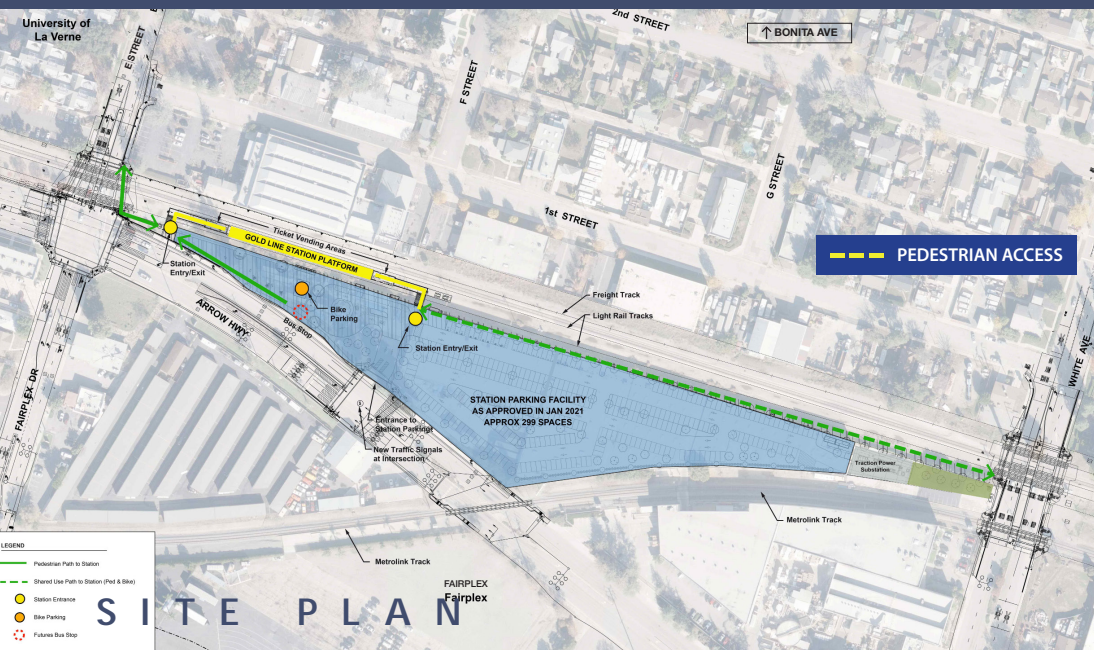
**Parking:** 299-space parking facility including EV charging stations, bicycle parking and buses and passenger drop off areas

**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 La Verne to Pasadena will take approximately 31 minutes and further to downtown Los Angeles will take approximately 60 minutes.





The La Verne Station and associated 299-space parking facility (with charging stations for EVs, bicycle parking, and bus and drop off areas), will be located north of Arrow Highway and east of E Street, between the University of La Verne and the Pomona Fairplex. The station will be a center platform station, with the light rail tracks on either side (one for westbound and one for eastbound trains). Entrance to the station will be from both E Street and White Avenue, as well as from the parking facility. The single freight track that was located in the center of the rail corridor was relocated to the northern half to make room for the light rail tracks on the south side of the corridor. While they will share the rail corridor, light rail trains and freight trains do not share tracks.

## Construction – What to Expect

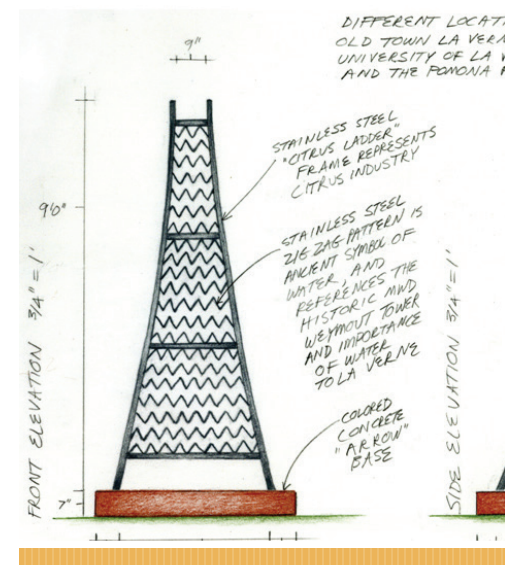
For efficiency of cost and scheduling, the project is built in layers by the design-builder (underground utilities, drainage, communication/systems, street crossings, bridge construction, ballast installation, track installation, etc.), with specialty crews moving from one place to another completing 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, and other construction-related issues). 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. The Gold Line tracks will cross White Avenue at street level, and White Avenue will be restriped to add a second northbound lane from the railroad tracks to 6th Street. The freight track will remain at street level.

## La Verne Station Art Plan

**La Verne Station Artist: Blue McRight**

The city-selected artist for the La Verne Station is Blue McRight. Blue plans to create three station landmarks, symbolizing the history and architecture of La Verne and the community's connection to water. The artworks will become engaging landmarks visible from the train station and surrounding streets. A central theme in her art plan is the shared history of citrus and water. The steps of an old orchard ladder, both literally and metaphorically, will create a repeating zig-zag pattern – an ancient symbol of water. This pattern appears in the ceramic tile ornamentation of the Metropolitan Water District's Weymouth Tower, a landmark in the City of La Verne. The zig-zag shape was also prominently featured as the roofline of the now-demolished La Verne Orange and Lemon Grower's Association building. An important example of shared infrastructure in the La Verne area is Arrow Highway. This important connector will be symbolized in the artwork by arrow-shaped, colored concrete bases for each sculpture. Each 'arrow' will point to one of three important community partners (Old Town La Verne - symbolizing the city; the University of La Verne; and the Pomona Fairplex); thus each sculpture will be oriented in a different direction.



## 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)