

LaVerne 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. Once completed to Montclair, the Foothill Gold Line will connect the San Gabriel Valley and Inland Empire to Los Angeles and Long Beach.

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 now 80% complete. The project remains on budget and on time for an early-January 2025 completion. Metro determines when passenger service begins.

The segment from Pomona to Montclair is not yet funded. The Construction Authority is currently seeking the final funding needed to complete the full project to Claremont and Montclair.

Future Construction Phase: The design-build contract awarded to KPJV includes the first 9.1 miles of the project from Glendora to Pomona. The 3.2-mile, two-station Pomona to Montclair project segment is shovel-ready and is seeking \$798m of new state funding through SB125. Metro is expected to submit the project for full funding in late 2023. The 15-month procurement process to hire a design-builder will begin in January 2024. Once funding is secured and a contractor is hired, the project will take five years to build.

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 to Pomona (construction has not yet started from Pomona to Montclair)

Anticipated Completion Year:
2025 to Pomona
TBD to Claremont & Montclair (contingent on the funding year)

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)

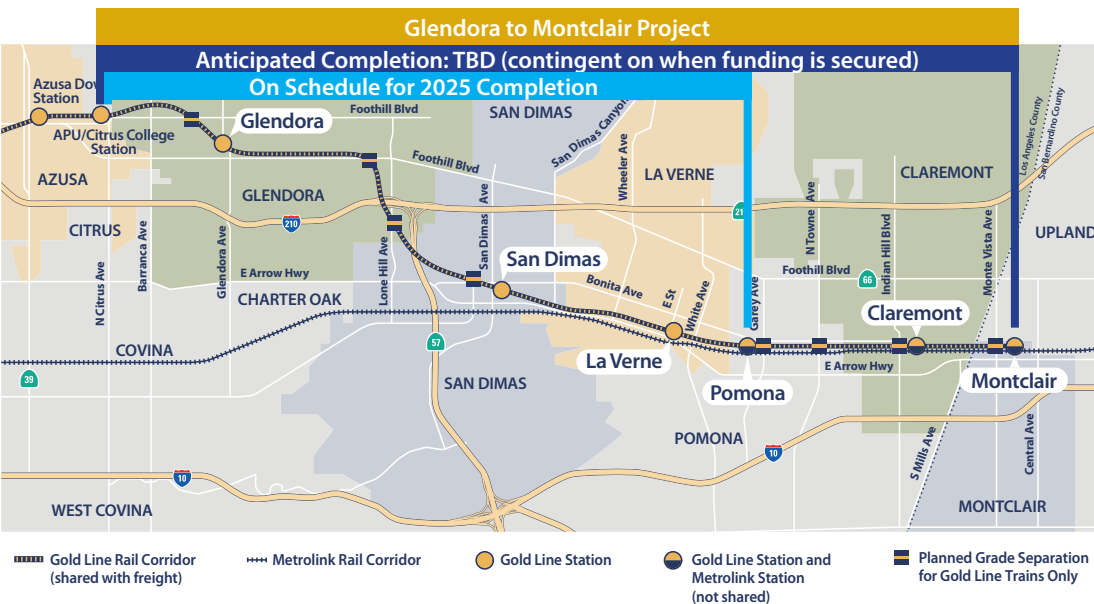
Train Power Source: Electricity

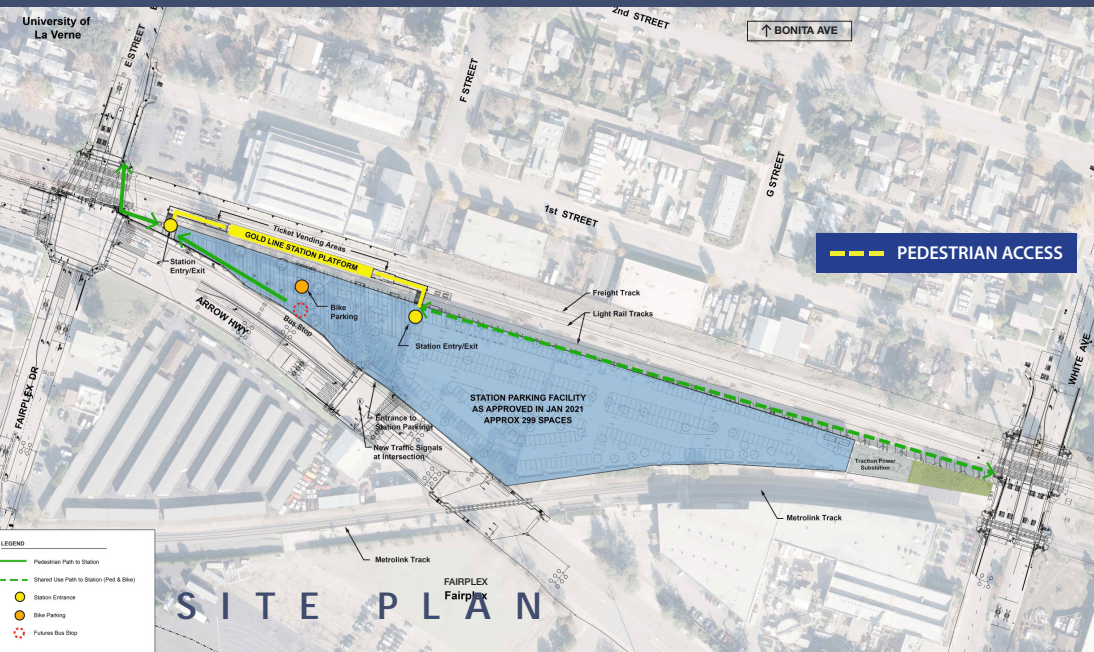
Parking: 299-space parking facility including EV charging stations, bicycle parking and buses and passenger drop off areas

At-Grade (street level) Crossings:
21 to Pomona (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 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) is located north of Arrow Highway and east of E Street, between the University of La Verne and the Pomona Fairplex. The center platform station has 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

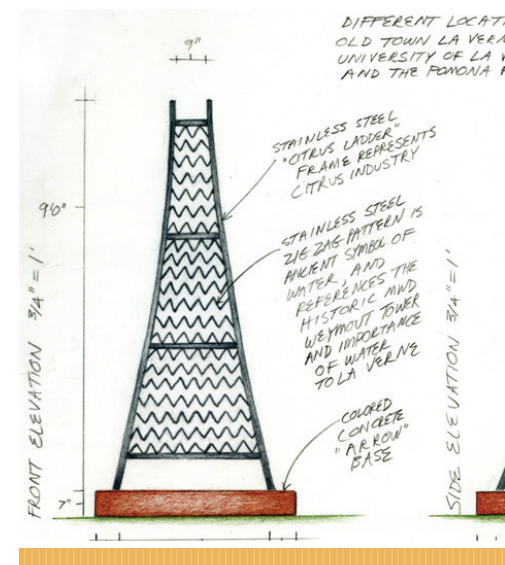
Since construction began in July 2020, the contractor has completed work to relocate 9.1 miles of freight track, reconstruct 21 at-grade street crossings that required long-term street closures, built or renovated 19 bridges (including four new light rail bridges that cross major city streets), and completed installation of the light rail tracks. In Fall 2023 and continuing through all of 2024, crews will be focused on completing the power, train control and safety systems, the four new stations and associated parking facilities, as well as testing the new light rail systems. The project will be turned over to LA Metro in early-January 2025 for pre-revenue operations (Metro determines when passenger service begins). Current and upcoming construction notices are available anytime at 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 wires to power the more than 200 light rail trains anticipated to run daily. The Metro A 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 will 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 zigzag 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. A prominent 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 vital 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

Public Information Office: 2100 E. Route 66, Suite 200, Glendora, CA 91740