

# La Verne 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. The project will be built in phases, adding new Gold Line stations in the cities of Glendora, San Dimas, La Verne and Pomona, and then Claremont and Montclair.

The Project broke ground in December 2017 and has completed two of four contracts. The main design-build contract is expected to be awarded in August 2019, and major construction is expected to start in 2020 and take five years to complete to Pomona (eight years to Montclair if additional funds are secured within two years of work beginning).

The project is being funded by Los Angeles and San Bernardino Counties. The portion of the project within Los Angeles County is being funded mostly by LA Metro's sales tax measures (Measure M and R); San Bernardino County is funding the majority of the portion in their county. The project has also received a nearly \$300 million greenhouse gas reduction grant from the State of California.

The Project is overseen by the Foothill Gold Line Construction Authority (Construction Authority), an independent transportation planning, design and construction agency.

In late 2018, the Construction Authority received proposals from four highly qualified design-build teams competing to build the project. Through that process, the agency learned that the project would cost hundreds of millions of dollars more than was secured, requiring the project to be built in two phases. To learn more about the Construction Authority and the currently planned construction phasing, visit [www.foothillgoldline.org](http://www.foothillgoldline.org).



## PROJECT FAST FACTS

**Two Construction Phases:**  
 9 miles (Glendora to Pomona)  
 3 miles (Pomona to Montclair)

**Estimated Completion Year to Pomona:**  
 2025 (2028 to Montclair)

**Parking:** Parking is planned at all six stations (including 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:** 26

**New and Renovated Bridges:** 24

**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.



# LA VERNE STATION



The La Verne Station and associated 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 is currently located in the center of the rail corridor will be relocated to the northern half of the corridor. While they will share the rail corridor, light rail trains and freight trains do not share tracks.

## Construction – What to Expect

The Foothill Gold Line broke ground in December 2017. The first few years of the project are being spent relocating utilities, conducting pre-construction activities, hiring a design-build contractor and finalizing design. Major construction will start in 2020 and is estimated to be complete in 2025 to Pomona (2028 to Montclair if additional funding is secured).

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.

Stay updated on construction by signing up for construction updates at [www.foothillgoldline.org](http://www.foothillgoldline.org)

## 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 (Downtown La Verne – symbolizing the city; the University of La Verne; and the Pomona Fairplex); thus each sculpture will be oriented in a different direction.

