

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 A Line stations in the cities of 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.

Glendora to Pomona Phase: The 9.1-mile, four-station Glendora to Pomona project segment began major construction in July 2020 and reached substantial completion in early-January 2025 on time and on budget. The project has been turned over to Metro for training and pre-revenue operations. *Metro will determine and announce when passenger service begins.*

Future Construction Phase: The 3.2-mile, two-station Pomona to Montclair project segment is shovel-ready and is receiving the majority of the funding needed through the State of California's Transit and Intercity Rail Capital Program (funded mostly by SB125). The procurement process to hire the design-build contractor is underway now. Once the contractor is hired, the project will take approximately five years to build to Claremont and Montclair.

Construction Funding:

The current construction project from Glendora to Pomona is fully funded. Los Angeles County's sales tax measure (Measure M) is funding the majority of the project, 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.

The majority of funding to complete the Los Angeles County portion of the final project segment from Pomona to Montclair is coming from a state grant funded by SB125. San Bernardino County is responsible for funding the portion of the project in their county and has funding set aside from several local and state sources.

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 Start:

July 2020 to Pomona (completed)
 TBD to Claremont & Montclair

Completion Year:

Early-Jan. 2025 to Pomona (on time)
 TBD to Claremont & Montclair

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

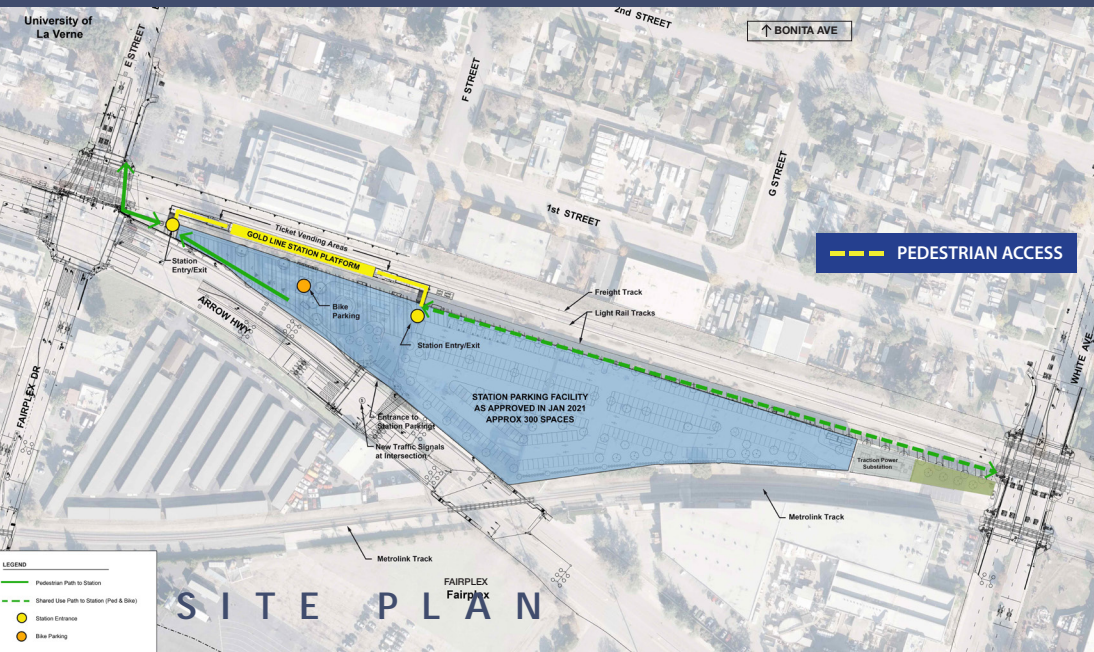
At-Grade (street level) Crossings: 21 to Pomona (5 more to Montclair)

New and Renovated Bridges: 19 to Pomona (5 more to Montclair)

Travel Time: Once the line is in service, a trip from 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 300-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.

➤ What's Next? When Can I Begin Riding?

The contractor has completed all elements of the light rail project, including construction of four new stations and associated parking facilities, 19 bridges, 21 at-grade crossings, the light rail system (including the track, power, train control, communications and safety systems), nine miles of relocated freight track, 10 miles of decorative retaining walls and sound walls, and more. Following months of testing of the new systems, the project reached substantial completion on January 3, 2025, and has now been turned over to Metro for training and pre-revenue operations. **Metro will determine and announce when passenger service begins.**

In La Verne, permanent changes have been completed as part of 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 was recently restriped to add a second northbound lane from the railroad tracks to 6th Street. The freight track will remain at street level.

Smaller, final elements of work (mostly categorized as punch list items) will remain to be completed throughout the corridor and at the La Verne station area, but these continuing work activities do not impact Metro's ability to ready the new extension for passenger service.

For questions about riding the future A Line extension to and from the new La Verne Station, including how to obtain parking permits, reserve bike lockers or navigate the Metro rail and bus systems, please visit www.metro.net, or call (323) GO-METRO.

➤ La Verne Station Art Plan

La Verne Station Artist: Blue McRight

The city-selected artist for the La Verne Station is Blue McRight. Blue has created 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 is 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

Sign up to receive construction alerts at www.foothillgoldline.org