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MEDIA STATEMENT:

Foothill Gold Line Construction Authority's Response to COVID-19 Pandemic

The Foothill Gold Line Construction Authority is responding to the ongoing COVID-19 pandemic by following all local and state recommendations and orders. The project offices in Monrovia and Glendora are currently closed to the public, and all staff able to work remotely are doing so. The latest project information presented to the community at the March community open house meetings is on the agency website – www.foothillgoldline.org – and staff is available during business hours to answer questions about construction and about the project in general:

Construction-Related Questions:

(626) 513-5788 / CommunityRelations@Kiewit-Parsons.com

General Project Questions:

(626) 305-7012 / publicaffairs@foothillgoldline.org

Design and construction of the 9.1-mile, four-station Foothill Gold Line light rail extension from Glendora to Pomona is underway and is continuing forward as planned. The Construction Authority does not anticipate any changes to the project or its schedule at this time.

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About the Foothill Gold Line Construction Authority – The Foothill Gold Line Construction Authority is an independent transportation planning and construction agency created in 1998 by the California State Legislature to plan, design and build the Metro Gold Line light rail system from Union Station to Montclair, along the Foothills of the San Gabriel Valley. The agency completed the first segment from Union Station to Pasadena in 2003 and the Pasadena to Azusa segment in 2015; both on time and under budget.

The agency began work on the Glendora to Montclair project in 2003. The Glendora to Montclair project was environmentally cleared in March 2013 under CEQA and again in 2019 to allow the potential for phased construction. The project segment from Glendora to Pomona is fully funded and is under construction. The 9.1-mile, four-station segment is expected to be completed in 2025. The Construction Authority is currently seeking the additional funding needed to complete the entire project to Montclair. The agency has until October 2021 to secure the additional funding needed to extend the current design-build contract to include completion of the full project to Montclair altogether in 2028.

The fully funded Glendora to Pomona project segment is funded mostly by Los Angeles County's Measure M, with residual funds from Measure R not used to complete the Pasadena to Azusa segment. The State of California is providing a portion of the project funding from a greenhouse gas reduction grant (part of the SB1 program), awarded in 2018.