



June 30, 2021  
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FOR IMMEDIATE RELEASE

## **Media Advisory**

### **Freight Train Service to Resume between Irwindale and Pomona as Early as August 1**

*Current freight track relocation nearing completion as part of Foothill Gold Line project*

#### **WHO:**

Residents / Businesses / Local Stakeholders in cities of Irwindale, Azusa, Glendora, San Dimas, La Verne and Pomona

#### **WHAT:**

**As early as August 1, 2021**, the BNSF freight trains will resume service in the rail corridor from Irwindale to Pomona. This will follow the completion of the freight track relocation in the city of Glendora, as part of the 9.1-mile, four-station Foothill Gold Line light rail project from Glendora to Pomona. The freight track relocation is necessary to make room in the corridor for two new light rail tracks for the future Gold Line trains.

The design-builder, Kiewit-Parsons JV (KPJV), has been accelerating the relocation of the freight track within the city of Glendora as a result of an agreement that started in November 2020 to suspend freight service temporarily through the city through July 2021. Crews are nearing completion on the relocation of approximately five miles of freight track between Barranca Ave. and Gladstone St. in Glendora. This accounts for the first of three portions of the project that will undergo relocation. Once freight service resumes, the freight trains will utilize the newly relocated freight track in Glendora.

#### **WHEN & WHERE:**

Freight trains to resume service between Irwindale to Pomona along rail corridor as early as August 1, 2021.

#### **WHAT TO EXPECT:**

- **Freight trains will resume service as early as August 1, 2021.**
- Stay alert for trains.
- The freight train's horn will be sounded as it approaches each street crossing.

#### **CONTACT INFORMATION FOR GENERAL OR CONSTRUCTION-RELATED QUESTIONS:**

Residents and businesses can get their project or construction-related questions answered via phone or email:

##### **Project Construction Questions:**

**Hotline:** (626) 513-5788

**Email:** [CommunityRelations@Kiewit-Parsons.com](mailto:CommunityRelations@Kiewit-Parsons.com)

##### **General Project Questions:**

**Call:** (626) 471-9050

**Email:** [PublicAffairs@Foothillgoldline.org](mailto:PublicAffairs@Foothillgoldline.org)

#### **FOR MORE INFORMATION:**

To learn of current or upcoming construction activities, visit the interactive construction map page at [www.foothillgoldline.org](http://www.foothillgoldline.org)

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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 (currently referred to as the L Line) light rail system from Union Station to Montclair. 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 segment in 2003. The Glendora to Montclair segment was environmentally cleared in March 2013 under CEQA and again in 2019 to allow the potential for phased construction. The project completed advanced conceptual engineering in 2016. When completed, the extension will add new light rail stations in the cities of Glendora, San Dimas, La Verne, Pomona, Claremont and Montclair. The project may be built in phases, due to funding constraints. Major construction on the project segment from Glendora to Pomona began in July and is anticipated to be completed in 2025. If additional funding is secured by October 2021, the entire segment from Glendora to Montclair will be completed altogether by 2028.

The project is being built in Los Angeles and San Bernardino Counties. The Los Angeles County portion is funded mostly by Measure M, with residual funds from Measure R not used to complete the Pasadena to Azusa segment. San Bernardino County is responsible to fund their portion of the project to Montclair (in San Bernardino County). The State of California has provided nearly \$300 million in funding through a TIRCP grant awarded in 2018.