



February 1, 2022
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FOR IMMEDIATE RELEASE

Media Advisory

Freight Service to Resume in Rail Corridor Between Irwindale and Pomona on February 3

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:

Beginning February 3, 2022, the BNSF freight trains will resume service in the rail corridor between Irwindale and Pomona. The service was suspended in November 2020 as the freight track through this corridor was relocated to make room for the new light rail system. This work is part of the 9.1-mile, four-station Foothill Gold Line light rail project.

WHEN & WHERE:

Freight service to resume in the railroad corridor between Irwindale and Pomona starting February 3, 2022.

WHAT TO EXPECT:

- **Freight trains will resume service on February 3, 2022.**
- 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

General Project Questions:

Call: (626) 471-9050

Email: PublicAffairs@Foothillgoldline.org

FOR MORE INFORMATION:

To learn of current or upcoming construction activities, visit the interactive construction map page at 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. 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 2020 and is anticipated to be completed in 2025. The segment from Pomona to Montclair, including the Claremont and Montclair stations, is currently not funded. The Construction Authority is currently seeking the additional funding needed to complete the project to Claremont and Montclair.

The portion of the project in Los Angeles County portion is funded mostly by Measure M, along 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 \$300 million in funding through a TIRCP grant awarded in 2018 to both counties.