



Press Release

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FOR IMMEDIATE RELEASE

Foothill Gold Line Releases New Video Detailing Construction of Largest Light Rail Bridge from Glendora to Pomona

Watch to learn about the design and construction of the new light rail bridge over Lone Hill Ave. in Glendora

MONROVIA, Calif. – The Foothill Gold Line Construction Authority (Construction Authority) today released a new and informative video, entitled: **“Building the Lone Hill Ave. Light Rail Bridge.”** The video, which is now available on the Construction Authority’s website (foothillgoldline.org) and YouTube channel (youtube.com/foothillgoldline), provides an overview of the design and ongoing construction of the largest light rail bridge being built as part of the 9.1-mile, four-station Foothill Gold Line light rail project from Glendora to Pomona. Featured in the video are interviews with staff from the Construction Authority and the project’s design-builder, Kiewit-Parsons, a Joint Venture (KPJV), as well as commentary by Glendora Mayor Karen K. Davis and Foothill Gold Line Board Member and Glendora Council Member Mendell Thompson on the bridge and future light rail service coming into the city of Glendora.

Overall, 19 new or renovated bridges for the light rail and freight systems are being constructed as part of the light rail project. Four of these bridges will carry future light rail trains over major streets at: Foothill Blvd./Grand Ave. intersection, Route 66 and Lone Hill Ave. in Glendora; and Bonita Ave./Cataract Ave. in San Dimas. Each is required by the California Public Utilities Commission (CPUC) to improve safety for both the new light rail system and city streets.

Measuring 344 ft. long, the light rail bridge over Lone Hill Ave. is the largest of all the bridges from Glendora to Pomona. Due to its sheer size and impact to motorists and pedestrians during its construction, the Construction Authority is releasing the video as part of its ongoing community outreach program to educate and inform residents and businesses on current and future construction activities for the bridge.

Construction on the Foothill Gold Line from Glendora to Pomona began in July 2020 and continues to remain on schedule to be completed in early 2025, when it will be turned over to LA Metro for training and pre-revenue service (Metro determines when passenger service starts). This month, the project achieved 50% construction completion.

When completed, the light rail project will add new stations to the Metro Gold Line system (currently referred to as the L Line) in the cities of Glendora, San Dimas, La Verne and Pomona. The Construction Authority is currently seeking additional funding to complete the project to Claremont and Montclair.

Link to “Building the Lone Hill Ave. Light Rail Bridge” Video: <https://youtu.be/1tqjVsmvhB8>

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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 called 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 will 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 January 2025. The Construction Authority is currently seeking the additional funding needed to complete the project segment from Pomona to Claremont and Montclair.

The portion of the project in Los Angeles County is funded mostly by Measure M, along with residual funds from Measure R not used to complete the Pasadena to Azusa segment. The project is utilizing nearly \$200 million from the State of California TIRCP grant program (greenhouse gas reduction funding) for the current construction segment from Glendora to Pomona.