

Claremont Station

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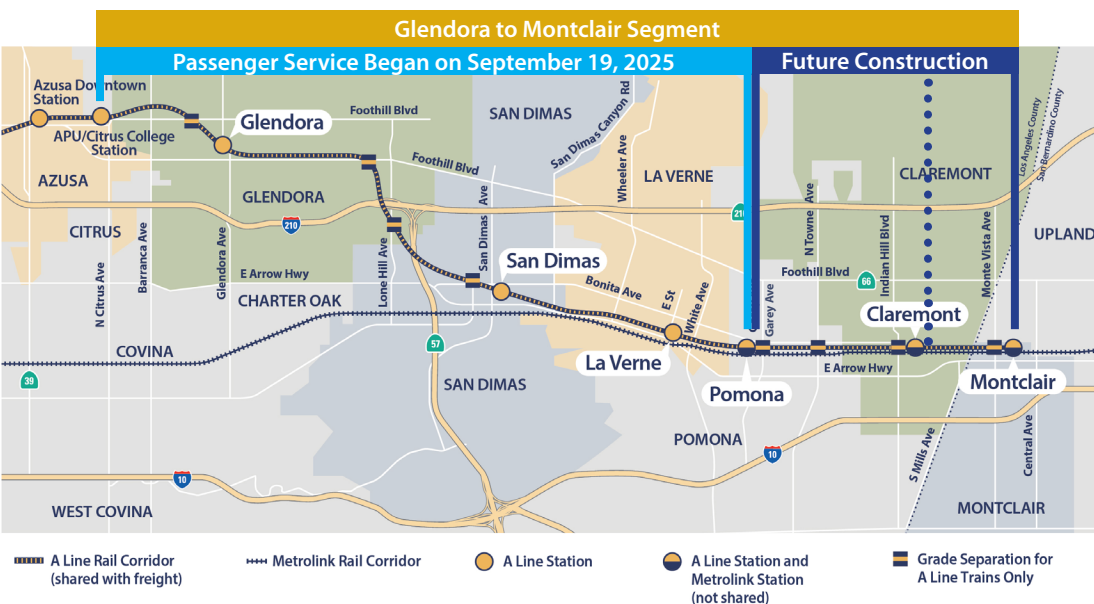


Foothill Gold Line

Project Overview

The Foothill Gold Line Construction Authority has now completed 23 of the 25 planned Foothill Gold Line stations from Union Station to Montclair – all on time and on budget. The most recent four-station segment from Glendora to Pomona reached substantial completion in January 2025, and opened for passenger service on September 19, 2025, extending the Metro A Line from Long Beach and Los Angeles to the cities of Glendora, San Dimas, La Verne and Pomona.

The final two-station segment from Pomona to Montclair will add new Metro A Line stations in the cities of Claremont and Montclair, and will be built in two separate projects – Pomona to Claremont and Claremont to Montclair. The Construction Authority is currently underway with the procurement process to hire the design/engineering team, and separately a construction manager, for the Pomona to Claremont project, and is expected to start major construction on the 2.3-mile project in 2027 and complete the project to Claremont in 2031. The Construction Authority continues to work with San Bernardino County partners to advance the Claremont to Montclair project, but as of Fall 2025 the project is not currently moving forward due to a decision to remove funding for the project by the San Bernardino County Transportation Authority board of directors in September 2025.



Construction Oversight & Funding:

The planning, design and construction of the Foothill Gold Line light rail system (now part of the Metro A Line system) is overseen by the Foothill Gold Line Construction Authority, an independent transportation agency, created by the State of California in the late 1990s.

The Construction Authority received \$798 million from LA Metro in late 2024 (funded by a State of California grant - SB125) to complete the Los Angeles County portion of the final project segment, that includes the future Claremont Station. The portion of the final segment in San Bernardino County, that includes the Montclair Station, has \$41 million from a 2018 State of California TIRCP grant and needs additional funding to move forward. San Bernardino County is responsible for funding their County's portion of the project.

PROJECT FAST FACTS

Major Construction Start:

2027 to Claremont (expected)

Completion Year:

2031 to Claremont (expected)

Daily Added Train Traffic: More than 200 Metro A Line light rail trains (in addition to Metrolink and freight trains that will continue to run on separate tracks, but in same corridor).

Capacity: 200 passengers per light rail car; two- to three-car trains

Speed: 55 mph (maximum)

Train Power Source: Light rail trains are powered by electricity.

Parking: 539-space parking facility including EV charging stations, bicycle parking and buses and passenger drop-off areas

At-Grade (street level) Crossings:

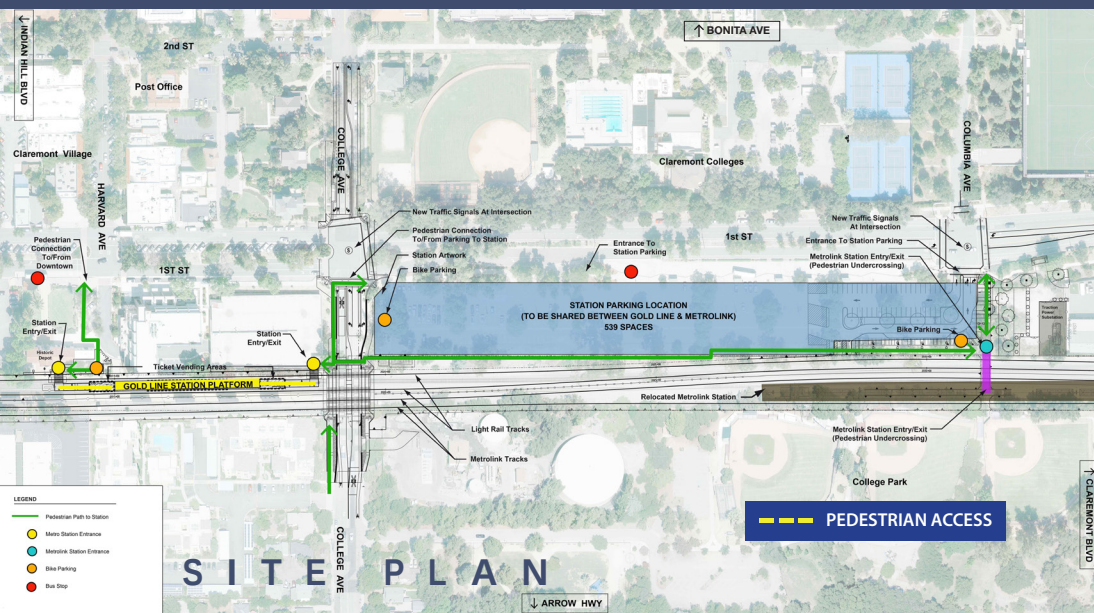
Four (4) to Claremont (one in Pomona/ three in Claremont)

New Bridges:

Three (3) to Claremont (two in Pomona/ one in Claremont)

Travel Time: Once the line is in service, a trip from Claremont to Pasadena will take approximately 38 minutes and further to downtown Los Angeles will take approximately 67 minutes.

CLAREMONT STATION



The Claremont Station will be located approximately where the current Metrolink station is located today – east of Indian Hill Boulevard and west of College Avenue. The existing Metrolink station will be relocated east of College Avenue. The new Metro A Line station will be a center platform station, with light rail tracks on either side (one for westbound and one for eastbound trains). A 539-space parking facility for both Metrolink and Metro riders will be provided (with charging stations for EVs, bicycle parking, bus and drop-off areas). Once completed, four tracks will run through the City of Claremont within one shared corridor – two light rail tracks on the north side for the Metro A Line and two Metrolink/freight tracks on the south. While they will share the rail corridor, light rail and freight/Metrolink trains do not share tracks or stations.

Construction – What to Expect

Once major construction begins on the Pomona to Claremont project (expected in 2027), the community can expect the project to take approximately four years to build to Claremont. During construction, temporary impacts (such as short-term lane closures, extended street closures at street crossings, noise mostly from construction vehicles, and other construction-related activities) should be expected.

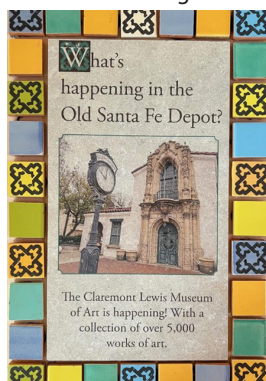
Permanent changes will also occur due to the project, including safety enhancements at all street crossings (raised medians, red curbing and turn restrictions within 100 feet of the rail corridor at all street crossings), relocation of the Metrolink/freight tracks to the southern half of the rail corridor, 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 Claremont Metrolink Station will be moved from its current location west of College Avenue to several hundred feet east of College Avenue. The new Metro A Line tracks will be grade-separated on a city-designed bridge over Indian Hill Boulevard, as required by the California Public Utilities Commission for safety; Metrolink and freight tracks will continue to stay at street level, including crossing Indian Hill Boulevard at street level.

If you are not already on the Construction Authority's database to receive construction alerts, sign up ahead of construction beginning on the Pomona to Claremont project at www.foothillgoldline.org.

Claremont Station Art Plan

Claremont Station Artist: Joyce Kohl

The city-selected artist for the Claremont Station is Joyce Kohl. Joyce will be creating a landmark sculpture, to be placed at the corner of College Avenue and First Street, inspired by the city's incredible number of creative people "thinking outside the box." The structure of the sculpture will include illusionary boxes, with images of symbols depicted in layers of multi-colored glass to represent the vast array of people -including students, professors and other residents of all ages - that utilize an amazing diversity of symbols and languages in Claremont.



Her companion installation, to be installed on the column bases for the new Metro A Line Station platform canopy, includes tiles that depict places and activities that are unique to Claremont. Joyce will utilize these tiles to highlight characteristics of the community, points of interest, historical places and events that are available near the new station.

NOTE: Art samples shown are not final; designs continue to be in progress.



QUESTIONS ABOUT CONSTRUCTION & FUTURE PROJECTS?

Call: (626) 471-9050

Email: publicaffairs@foothillgoldline.org

Public Information Office: 2100 E. Route 66, Suite 200, Glendora, CA 91740

Sign up to receive project updates at www.foothillgoldline.org