Economic Impact of the Claremont Extension of the Metro A Line on the Los Angeles County Economy

FINAL REPORT

Submitted to:

Foothill Gold Line Construction Authority

Submitted by:

Kleinhenz Economics

February 2026

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February 2026

EXECUTIVE SUMMARY

The Foothill Gold Line Construction Authority (Construction Authority) is extending the Metro A Line light rail system from Pomona to Claremont in Los Angeles County. The economic impact of this segment is measured over two phases: construction phase and operations phase.

Construction Phase

The seven-year construction phase, which includes both final design and construction activities, involves total costs of $798 million. Of that total, $692.2 million in spending on planning and design, real estate transactions costs, construction management, and direct construction costs will enter the Los Angeles County economy as direct expenditures over the time period between 2026 and 2032. The remaining $105.8 million includes rail car purchases of $32 million to be spent outside the area, and $73.8 million in real estate purchases. The former is treated as a leakage from the local economy while the latter is treated as an asset transfer, and as such, both are omitted from the construction portion of the economic impact analysis.

Construction Expenditures by Calendar Year (CY)	
Year	Amount
2026	$37,700,000
2027	$92,900,000
2028	$153,950,000
2029	$152,750,000
2030	$151,700,000
2031	$88,450,000
2032	$14,750,000
Total, All Years	$692,200,000

Source: Gold Line

The economic impact of the construction phase may be summarized as follows:

- Total output over the seven-year final design and construction time horizon is estimated to be $1.1 billion, including $438.3 million in indirect and induced output impacts.

- Construction activity would support 4,760 positions over the seven-year duration of the project with labor income of $481.4 million, for an average worker income of $101,130 annually.

Construction Phase Impact 2026-2032					
Impact	Employment, All Years	Labor Income, All Years	Output, All Years	County Tax Revenues, All Years	All Tax Revenues, All Years
Direct	3,021	$334,633,746	$692,200,000	$3,861,479	$85,897,848
Indirect/Induced	1,739	$146,744,409	$438,335,852	$16,239,729	$68,254,280
Total	4,760	$481,378,156	$1,130,535,852	$20,101,208	$154,152,129

- Over the course of the construction phase, $154.2 million in taxes would be generated, including $20.1 million in county-level revenues.
- The construction phase has an estimated output multiplier of 1.6, indicating that each $1 million in direct construction expenditures generates approximately $1.6 million in total economic output through indirect and induced effects across the supply chain and from household spending. If actual construction costs exceed $692.2 million, the total economic impact can be approximated by applying this multiplier, assuming the timing and composition of expenditures are consistent with those modeled in this analysis.

Operations Phase

The economic impact of operations associated with the Claremont extension was analyzed over the first three years of service from 2032 through 2034. Two scenarios were considered: 8-minute headway scenario and 5-minute headway scenario. The 8-minute headway scenario begins with direct operations expenditures of $19.7 million in 2032 that increase to $20.7 million by 2034. The 5-minute scenario begins with direct expenditures of $23.6 million in 2032 that increase to $24.9 million by 2034.

Annual Operating Expenditures of Claremont Extension			
	2032	2033	2034
8-minute	$19,660,557	$20,189,064	$20,731,778
5-minute	$23,647,063	$24,282,734	$24,935,492

Source: LA Metro, KE

The economic impact of the operations phase may be summarized as follows:

- Total output based on the 8-minute scenario would be $459.7 million over the 3-year time horizon and would be $552.9 million based on the 5-minute scenario; indirect

and induced impacts would be $399.1 million and $480.1 million for the 8-minute and 5-minute scenarios, respectively.

- A total of 1,191 jobs would be supported along with $490.2 million in labor income based on the 8-minute scenario, with 1,433 jobs and $589.6 million under the 5-minute scenario. Average worker income is estimated at $137,150 per year.

Operations Phase Impacts: Comparison of 8-Minute vs 5-Minute Scenarios, 2032-34					
	Annual Jobs	Labor Income, All Years	Output, All Years	County Tax Revenues, All Years	All Tax Revenues, All Years
8-minute	1,191	$490,181,830	$459,721,602	$22,165,982	$123,657,586
5-minute	1,433	$589,574,370	$552,937,823	$26,660,505	$148,731,223

Source: IMPLAN, KE

- Under the 8-minute headway scenario, total tax revenues are estimated at $123.7 million over the three-year period, including $22.2 million in county-level revenues. By comparison, the 5-minute headway scenario is projected to generate $148.7 million in total tax revenues, of which $26.7 million would accrue at the county level.
- The estimated output multiplier is 7.6, indicating that each $1 million in direct operating expenditures generates approximately $7.6 million in total economic output through indirect and induced effects across the supply chain and from household spending. If alternative headway assumptions are evaluated, the corresponding total economic impacts can be approximated by applying this multiplier to the estimated operating expenditures.

INTRODUCTION: PURPOSE OF STUDY

The Foothill Gold Line Construction Authority[1] (Construction Authority) is an independent transportation planning, design, and construction authority that was created to pursue construction of the Metro Gold Line (now part of the Metro A Line) light rail system. Initially authorized to construct the system from Los Angeles to Pasadena, it was subsequently given responsibility to plan and construct any "fixed mass transit guide way eastward to Claremont" and was further extended to Montclair in San Bernardino County. Given that mandate, the construction authority has overseen construction of the light rail system, extending segments incrementally eastward toward the Los Angeles County line over the past two decades. The latest segment will run from Pomona to Claremont, a distance of 2.3 miles.

The purpose of this analysis is to quantify the economic impact of the Pomona-Claremont segment (also referred to as the Claremont extension) on the Los Angeles County economy. The estimated impact to the county economy will be measured in terms of jobs created and supported, the labor income that is associated with those jobs, economic output, and tax revenues generated at the local, state, and federal level.

METHODOLOGY AND DATA

The economic impact is captured in two phases:

- First, there is the capital or construction phase, during which one-time expenditures are incurred in conjunction with the final design and construction of the Pomona-Claremont segment. This includes building new facilities, modifying or improving existing facilities, and installing or upgrading infrastructure.
- Second, there is the operations phase, occurring once the segment becomes operational, during which expenditures that are associated with ongoing operations of the line are incurred.

The analysis will determine the one-time economic impact of the construction phase and the recurring annual economic impact of the operations phase, with the economic impacts measured in terms of output, jobs and wages, and the fiscal impact measured in terms of tax revenues. An expenditure-based economic impact approach will be used as a part of the study methodology. The expenditure approach limits the risk of double counting that is associated with other approaches, such as revenue-based analysis, which might result in inaccurate impact estimates.

[1] Also known as the Metro Gold Line Foothill Extension Construction Authority

Expenditures associated with constructing and operating the Pomona-Claremont segment are treated as injections of new spending into the county economy. These direct expenditures generate additional economic activity as funds circulate through local industries, supply chains, and household spending. Specifically, initial outlays stimulate downstream purchases by vendors and consumption by workers, producing a ripple effect that expands total economic output beyond the original level of spending. This process is commonly referred to as the multiplier effect. The magnitude of this effect depends on the extent to which expenditures remain within the county; spending that is retained locally enhances the multiplier, while leakages arising from purchases of goods or services sourced outside the county reduce the overall economic impact.

The county economy itself is represented by an IMPLAN regional economic impact model, which traces supply chain linkages across more than 500 industries and simulates the inter-industry relationships across the county's industries. It also traces expenditures by households who earn income throughout the supply chain and spend their earnings in the county economy and elsewhere. Given the initial set of expenditures, the model estimates their total multiplier effect and the total economic impact on the county economy.

The overall economic impact consists of three separate impacts which are defined as follows:

- **Direct impact** relates to initial construction and operations expenditures
- **Indirect impact** relates to expenditures by the vendors that are a part of the supply chain in the county.
- **Induced impact** relates to spending out of wages earned by workers employed in both the direct and the indirect stages above.

The total impact or multiplier effect is the sum of total of the direct, indirect, and induced impacts, each of which is measured in terms of economic activity or output, jobs, wages, and taxes generated. Economic impacts are specific to a geographic area, in this study, Los Angeles County.

Data for the analysis were provided by the Construction Authority and the Los Angeles County Metropolitan Transportation Authority (LA Metro). The Construction Authority provided data on estimated capital expenditures, including their timing over the construction period that is assumed to occur over the seven-year period from 2026 and 2032. It also provided estimates of projected ridership. Estimated annual operating expenditures were provided by LA Metro and used to determine the annual and cumulative impact of operations during the line's first three years, assumed to be the period running from 2032 through 2034. For the purpose of the analysis, fiscal year expenditures were converted to calendar year figures.

ANALYSIS AND RESULTS: CONSTRUCTION PHASE

In this analysis, final design and construction activity is assumed to begin in 2026 and conclude during 2032, with full operations beginning in 2032. Total construction phase expenditures are estimated to be $798 million, to be phased in over the seven-year construction period. [2]

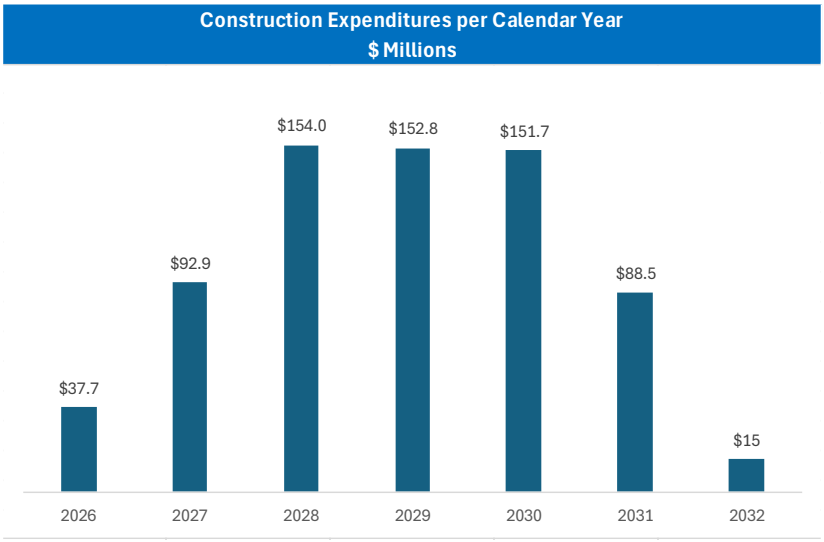
Expenditures by Type, 2026-2032		
	Total Expenditures	Expenditure Inputs
Construction Management	$89,000,000	$89,000,000
Design/Design Support	$61,000,000	$61,000,000
Real Estate/Real Estate Services	$82,000,000	$8,200,000
Construction	$534,000,000	$534,000,000
Railcar Purchases	$32,000,000	$0
Total	**$798,000,000**	**$692,200,000**

Two adjustments are applied to total expenditures for purposes of the economic impact analysis. First, the construction budget includes $82.0 million for real estate acquisition related to parking facilities and right-of-way. While this amount is part of the overall project cost for accounting purposes, the acquisition represents an asset transfer rather than new economic activity and is therefore excluded from the impact analysis. However, transaction-related costs associated with these acquisitions are estimated at 10 percent, or $8.2 million, and are included as they reflect spending that generates economic activity.

Second, total expenditures include $32.0 million in one-time capital outlays for railcar purchases associated with the line segment. Because the railcars are procured from a vendor located in Colorado, this spending is treated as a leakage from the local economy and is excluded from the impact analysis.

After applying these adjustments, $692.2 million in construction expenditures are assumed to enter the Los Angeles County economy over the seven-year period from 2026 through 2032. Construction spending is projected to begin at $37.7 million in 2026, increase to more than $150 million annually between 2028 and 2031, and decline to approximately $15.0 million in the final year of the construction period.

[2] Construction cost estimates were obtained from Foothill Metro A Line Construction Authority Financial Plan 18 and adjusted from fiscal year (FY) to calendar year (CY).



Construction expenditures[3] were assigned to broad categories including direct construction costs, design and design support, construction management, and real estate services, the latter referring to real estate transactions costs that are associated with right-of-way/parking. Expenditures are distributed across the seven-year time horizon for construction, beginning with large expenditures on planning and design in the early years, with direct construction account for most of the expenditures through the middle of the construction phase, and declining in 2032 as the construction phase winds down.

Construction Expenditures by Type, 2026-2032								
	2026	2027	2028	2029	2030	2031	2032	Total All Years
Construction Management	$10,500,000	$10,000,000	$13,000,000	$17,000,000	$17,000,000	$15,000,000	$6,500,000	$89,000,000
Design/Design Support	$25,500,000	$14,250,000	$7,500,000	$6,500,000	$6,500,000	$750,000	$0	$61,000,000
Construction	$1,500,000	$68,000,000	$132,000,000	$127,000,000	$126,000,000	$71,500,000	$8,000,000	$534,000,000
Real Estate Services	$200,000	$650,000	$1,450,000	$2,250,000	$2,200,000	$1,200,000	$250,000	$8,200,000
Total	$37,700,000	$92,900,000	$153,950,000	$152,750,000	$151,700,000	$88,450,000	$14,750,000	$692,200,000

The economic impact of the construction phase was determined using this detailed stream of initial expenditures by year. In the following table, initial expenditures correspond to the direct impact of construction by year over the period 2026 through 2032. These expenditures trigger additional indirect expenditures on the part of suppliers in the supply chains that support the construction project. Moreover, those who are working directly on the construction project and those employed by firms in the supply chain earn income, of which a portion is spent in the county economy, corresponding to the induced expenditure impact. The total economic impact on the county

[3] Construction expenditures were provided by the Construction Authority.

economy results from adding up the direct, indirect, and induced impacts, with indirect and induced impacts shown as a combined total.[4]

Economic Impact by Year, Construction Phase 2026-2032 - Output								
	2026	2027	2028	2029	2030	2031	2032	Total All Years
Direct	$37,700,000	$92,900,000	$153,950,000	$152,750,000	$151,700,000	$88,450,000	$14,750,000	$692,200,000
Indirect/Induced	$28,280,793	$60,207,267	$96,151,152	$95,312,673	$93,943,058	$54,689,609	$9,751,301	$438,335,852
Total	$65,980,793	$153,107,267	$250,101,152	$248,062,673	$245,643,058	$143,139,609	$24,501,301	$1,130,535,852

For example, in 2028, the peak year of construction activity, direct expenditures of $154.0 million ($153,950,000) are estimated to generate an additional $96.2 million in combined indirect and induced economic activity, resulting in a total output impact of $250.1 million.

Across the full seven-year construction period, $692.2 million in direct expenditures constitute the initial economic injection, while indirect and induced effects are estimated at $438.3 million. Together, these impacts yield approximately $1.13 billion in total economic output.

The implied output multiplier is 1.6, meaning that for every $1 million in direct spending on the Pomona-Claremont segment, total economic output within the county increases by approximately $1.6 million.

Economic Impact by Year, Construction Phase 2026-2032 - Jobs and Labor Income								
	2026	2027	2028	2029	2030	2031	2032	Total All Years
Jobs	291	684	1,089	1,043	998	562	93	4,760
Labor Income	$31,026,920	$65,766,174	$105,317,622	$104,480,905	$103,502,434	$60,554,265	$10,729,836	$481,378,156

Over the construction period, the project is expected to create or support substantial employment each year, beginning with an estimated 291 jobs in 2026 and increasing to more than 1,000 jobs during the peak construction years of 2028 and 2029, before declining to approximately 93 jobs in the final year. These employment impacts are associated with significant labor income, with total payroll exceeding $100 million during peak years.

Across the seven-year construction period, the average annual wage is estimated at $101,130. This level of compensation compares favorably with the median earnings for workers in Los Angeles County, which were $62,140 in 2024 according to the American Community Survey 1-Year Estimates.

[4] Economic impact estimates throughout this section were produced by Kleinhenz Economics based on the IMPLAN model of the Los Angeles County economy.

Construction Phase - Detailed Jobs, All Years	
Industry	**Jobs**
Construction	2,390
Arch., engr., related services	641
Other real estate	124
Employment services	71
Full-service restaurants	69
Retail building supplies stores	65
Limited-service restaurants	61
Individual and family services	50
Truck transportation	44
Hospitals	44
All other industries	1,202
Total	**4,760**

Employment supported by the Pomona-Claremont segment is concentrated primarily in construction-related industries, including construction activity as well as architecture, engineering, and related professional services. However, other sectors of the local economy benefit through induced spending by workers, with notable impacts on food services, health care, retail trade, and personal and family services.

Beyond direct measures such as economic output, employment, and labor income, the project also generates broader fiscal benefits. During the construction phase, tax revenues are generated at the county, state, and federal levels, including sales and use taxes, property taxes, state and federal income taxes, and other associated taxes and fees.

Fiscal Impact by Year, Construction Phase 2026-2032 - Tax Revenues								
	2026	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**Total All Years**
County	$1,031,126	$2,729,774	$4,539,726	$4,460,049	4,390,465	$2,534,566	$415,502	$20,101,208
State	$1,983,099	$4,513,210	$7,297,726	$7,199,739	7,091,832	$4,117,653	$715,854	$32,919,113
Federal	$6,637,026	$13,955,252	$22,179,321	$21,916,567	21,596,647	$12,585,057	$2,261,937	$101,131,809
Total	$9,651,251	$21,198,236	$34,016,774	$33,576,355	$33,078,944	$19,237,276	$3,393,293	$154,152,129

Over the seven-year construction period, the project is estimated to generate $154.2 million in total tax revenues, including $20.1 million at the county level, $32.9 million in state taxes, and $101.1 million in federal taxes.

As illustrated in the accompanying table, the majority of county-level tax revenues generated during the construction phase arise from the indirect and induced effects of the project. Accordingly, while indirect and induced employment impacts may be more modest than direct construction employment, these secondary effects contribute substantially to tax revenues beyond those associated with direct construction expenditures.

Construction Tax Revenues 2026-2032				
Impact	County	State	Federal	Total
Direct	$3,861,479	$15,682,063	$66,354,307	$85,897,848
Indirect/Induced	$16,239,729	$17,237,050	$34,777,501	$68,254,280
Total	$20,101,208	$32,919,113	$101,131,809	$154,152,129

ANALYSIS AND RESULTS: OPERATIONS PHASE

Once the Pomona to Claremont segment of the Metro A Line becomes operational, ongoing operations will also generate a positive economic impact, including increases in tax revenues. While the annual economic impacts theoretically extend indefinitely into the future, this analysis estimates the economic impact of the first three years of full operations, beginning in 2032 and running through 2034.

LA Metro data was used to estimate annual operating expenditures for the Pomona-Claremont segment under two scenarios: 8-minute headway (frequency of service), and 5-minute headway. Operating expenditures were provided for the year 2025. After accounting for expected inflation over the next several years, operating expenditures were estimated under the two scenarios for each of the three years in the three-year window of analysis as shown in the table below.

Annual Operating Expenditures of Claremont Extension			
	2032	2033	2034
8-minute	$19,660,557	$20,189,064	$20,731,778
5-minute	$23,647,063	$24,282,734	$24,935,492

Source: LA Metro, KE

Each of the scenarios was modeled separately over the three-year window to estimate yearly and cumulative impacts in terms of jobs, labor income, economic output, and tax revenues.

Eight-Minute Headway Scenario

The 8-minute headway scenario begins with direct operations expenditures of $19.7 million in 2032 that will increase to $20.7 million by 2034. Indirect and induced impacts are significant in each of the three years, rising from $128.8 million in expenditures in 2032 to $136.9 million in 2034. Taken together, the total economic impact is estimated to be $148.5 million in 2032, rising to $153.7 million in 2033, and $157.6 million in 2034.[5]

[5] Economic impact estimates throughout this section were produced by Kleinhenz Economics based on the IMPLAN model of the Los Angeles County economy.

Economic Impact, 8 Minute Scenario: Output by Year				
	2032	2033	2034	3-Year Total 2032-2034
Direct	$19,660,557	$20,189,064	$20,731,778	$60,581,400
Indirect/Induced	$128,810,844	$133,476,328	$136,853,030	$399,140,202
Total	$148,471,401	$153,665,393	$157,584,808	$459,721,602

Over the three-year operating period, direct expenditures are estimated at $60.6 million, while indirect and induced effects generate an additional $399.1 million in economic activity, resulting in a total output impact of $459.7 million. The implied output multiplier is 7.6, meaning that each $1 million in direct operating expenditures increases total economic output in the county by approximately $7.6 million.

Economic Impact, 8 Minute Scenario: Jobs and Labor Income by Year				
	2032	2033	2034	3-Year Total 2032-2034
Positions Supported	1,191	1,191	1,191	3,574
Labor Income	$159,076,317	$163,410,625	$167,694,887	$490,181,830

Once operational, the Pomona-Claremont segment is expected to support a substantial level of employment, averaging 1,191 jobs annually over the three-year analysis period. These jobs are associated with more than $159 million in labor income per year. The average annual wage across all supported positions is estimated at $137,100, which in turn drives significant induced spending and contributes to the magnitude of the overall multiplier effect.

Fiscal Impact, 8 Minute Scenario-Tax Revenues by Year				
	2032	2033	2034	3-Year Total 2032-2034
Local	$7,181,365	$7,386,704	$7,597,913	$22,165,982
State	$6,122,937	$6,298,012	$6,478,092	$18,899,040
Federal	$26,758,452	$27,523,562	$28,310,549	$82,592,563
Total	$40,062,754	$41,208,277	$42,386,555	$123,657,586

The segment is also expected to generate significant additional tax revenues during operations, estimated to be $40.1 million annually in 2032 and rising to $42.4 million by 2034. This includes more than $7 million in county-level tax revenues, which increase from $7.2 million in 2032 to $7.6 million in 2034. Over the three-year period, operations will generate county-level tax

revenues of $22.2 million and total tax revenues across all levels of government are estimated to be $123.7 million.

Five-Minute Headway Scenario

Under the 5-minute headway scenario, initial or direct operations expenditures are estimated to be $23.6 million in 2032, increasing to $24.9 million by 2034. Indirect and induced expenditures are significantly larger than the direct expenditures in each of the three years, rising from $154.9 million in 2032 to $164.6 million in 2034. When combined, the total economic impact is estimated to be $178.6 million in 2032, rising to $184.8 million in 2033, and $189.5 million in 2034.

Economic Impact, 5 Minute Scenario: Output by Year				
	2032	2033	2034	3-Year Total 2032-2034
Direct	$23,647,063	$24,282,734	$24,935,492	$72,865,289
Indirect/Induced	$154,929,390	$160,540,880	$164,602,264	$480,072,534
Total	$178,576,454	$184,823,614	$189,537,756	$552,937,823

Over the three-year operating period, direct expenditures under the 5-minute headway scenario are estimated at $72.9 million, with an additional $480.1 million generated through indirect and induced effects, resulting in a total output impact of $552.9 million. Relative to the 8-minute headway scenario, both direct expenditures and the overall economic impact are approximately 20 percent higher under the 5-minute scenario.

Economic Impact, 5 Minute Scenario: Jobs and Labor Income by Year				
	2032	2033	2034	3-Year Total 2032-2034
Positions Supported	1,433	1,433	1,433	4,299
Labor Income	$191,331,694	$196,544,854	$201,697,822	$589,574,370

Because of the more frequent service associated with 5-minute headway, more jobs are supported compared to the 8-minute scenario, with 1,433 positions compared to an average of 1,191 positions each year under the 8-minute scenario. Labor income is also larger, rising from $191.3 million in 2032 to $201.7 million in 2034.

Fiscal Impact, 5 Minute Scenario-Tax Revenues by Year				
	2032	2033	2034	3-Year Total 2032-2034
Local	$8,637,507	$8,884,481	$9,138,517	$26,660,505
State	$7,364,465	$7,575,038	$7,791,633	$22,731,136
Federal	$32,184,174	$33,104,423	$34,050,985	$99,339,582
Total	$48,186,145	$49,563,942	$50,981,135	$148,731,223

A 5-minute headway also results in somewhat larger tax revenues. With an 8-minute headway, local tax revenues between approximately $7.2 million and $7.6 million per year, but range between $8.6 million and $9.1 million with a 5-minute headway. Total tax revenues across all levels of government are also larger, with cumulative revenues of $148.7 million compared to $123.7 million with an 8-minute headway.

SUMMARY AND CONCLUSION

Both the construction and the operations phases of the Claremont extension are expected to generate additional economic output, jobs and wages, and tax revenues for Los Angeles County. While the benefits of the construction phase are confined to the seven-year construction horizon, the benefits of the operations phase can accrue indefinitely beyond the three-year time horizon presented in this study.

Construction Phase Impact 2026-2032					
Impact	Employment, All Years	Labor Income, All Years	Output, All Years	County Tax Revenues, All Years	All Tax Revenues, All Years
Direct	3,021	$334,633,746	$692,200,000	$3,861,479	$85,897,848
Indirect/Induced	1,739	$146,744,409	$438,335,852	$16,239,729	$68,254,280
Total	4,760	$481,378,156	$1,130,535,852	$20,101,208	$154,152,129

Overall, the segment is estimated to generate approximately $1.1 billion in construction-related economic output and up to $552.9 million in operations-related output during the first three years of service. Indirect and induced effects are substantially larger during the operations phase under both the 5-minute and 8-minute headway scenarios, yielding an output multiplier of 7.6. This multiplier is considerably higher than the construction-phase multiplier of 1.6. As a result, each $1 million in direct operating expenditures supports approximately $7.6 million in total economic output, including $6.6 million attributable to indirect and induced effects.

Output Comparison 8-Minute vs 5-Minute Scenarios, 2032-34		
	8-Minute Scenario	5-Minute Scenario
Direct	$60,581,400	$72,865,289
Indirect/Induced	$399,140,202	$480,072,534
Total	$459,721,602	$552,937,823

Both phases also generate hundreds of jobs, with the construction phase supporting between 291 and 1,088 jobs per year for a total of 4,754 positions over the seven-year construction horizon, while the operations phase supports up to 1,433 jobs annually. As noted earlier, the wage effects associated with operations are larger than those associated with construction, so the induced spending impact with operations is substantially greater than with construction.

Operations Phase Impacts: Comparison of 8-Minute vs 5-Minute Scenarios, 2032-34					
	Annual Jobs	Labor Income, All Years	Output, All Years	County Tax Revenues, All Years	All Tax Revenues, All Years
8-minute	1,191	$490,181,830	$459,721,602	$22,165,982	$123,657,586
5-minute	1,433	$589,574,370	$552,937,823	$26,660,505	$148,731,223

While most of the jobs associated with operating the segment occur in local government passenger transit, jobs are also supported in local food establishments, health care, and retail establishments.

Operations Employment by Industry - Top 10		
Industry	8-Minute Scenario	5-Minute Scenario
Local government passenger transit	810	975
Limited-service restaurants	17	21
Transit and ground passenger transportation	17	21
Individual and family services	15	18
Full-service restaurants	15	18
Hospitals	13	16
Offices of physicians	13	16
Retail - General merchandise stores	9	11
Employment services	9	10
Retail - Food and beverage stores	9	10
Remaining industries	263	317
Total	1,191	1,433

The analysis does not include patron expenditures, as these impacts are outside the scope of this project. Daily and occasional riders are likely to purchase food, retail goods, and services near Metro A Line stops, generating additional economic and fiscal activity beyond the impacts estimated here. Such expenditures would support additional employment, labor income, economic output, and tax revenues, including local sales, property, and other taxes.

Similarly, potential real estate development in the vicinity of Metro A Line stations is outside the scope of this project. New light rail infrastructure often catalyzes transit-oriented development, initially producing one-time construction activity over and above to the Pomona-Claremont segment construction phase. Over time, these developments transition to an operational phase, as residents and businesses generate ongoing economic activity through local spending. Businesses located near stations may also experience increased sales, contributing to sustained economic impacts. The magnitude of these effects depends on the scale and mix of development and is not quantified in this analysis.

In addition, the potential effects of increased Metro A Line ridership on roadway congestion and vehicle-related pollution are outside the scope of this project. Qualitatively, shifts from private vehicle use to rail transit would be expected to reduce congestion on major roadways and decrease vehicle-related emissions, with associated environmental and public health benefits.