Pomona to Claremont A Line Extension
PROJECT NEWS
Foothill Gold Line Construction Authority
Spring 2026

Pomona to Claremont A Line Extension is Underway

Four new Metro A Line stations from Glendora to Pomona are now open for passenger service. Pictured: Glendora Station.

The Foothill Gold Line Construction Authority has now completed 23 of the 25 planned Metro A Line stations from Union Station to Montclair – all on time and on budget. The most recent four-station extension from Glendora to Pomona reached substantial completion in January 2025, and opened for passenger service on September 19, 2025, extending the Metro A Line to the cities of Glendora, San Dimas, La Verne and Pomona. (Note: punch list work will continue through April 2026, but is not expected to impact passenger service.)

A Line riders now have car-free, environmentally-friendly access to more housing and job opportunities; places to shop and dine; nearly two dozen more world-class higher education institutions; outdoor parks and recreation; and the Fairplex (across from the La Verne/Fairplex Station) which hosts the annual LA County Fair, the cricket games for the 2028 Olympics and many other high-profile events.

Work is now underway to ready the 2.3-mile Pomona to Claremont A Line Extension for construction, with the design team hired and the procurement to hire the contractor currently in process. The project will add a new Metro A Line station in the city of Claremont, adjacent to Claremont's downtown – the Claremont Village – new housing developments and the prestigious Claremont Colleges, adding seven more world-class higher education institutions to what is sometimes called the Brain Train. The Pomona to Claremont A Line Extension received $798 million in funding from Metro in late 2024 through SB125.

Meanwhile, San Bernardino County partners continue to find ways to advance the final extension of the Metro A Line to the Montclair TransCenter, which is currently on hold following the San Bernardino County Transportation Authority board vote in September 2025 to remove local funding.

While 2025 was a historic year that saw the return of passenger rail to parts of the San Gabriel Valley for the first time in nearly three-quarters of a century, 2026 is shaping up to be a pivotal year as groundwork begins on the next extension to Claremont. Continue reading for more on the Pomona to Claremont A Line Extension, including what to expect in 2026.

Artist rendering of future Claremont Metro A Line Station.

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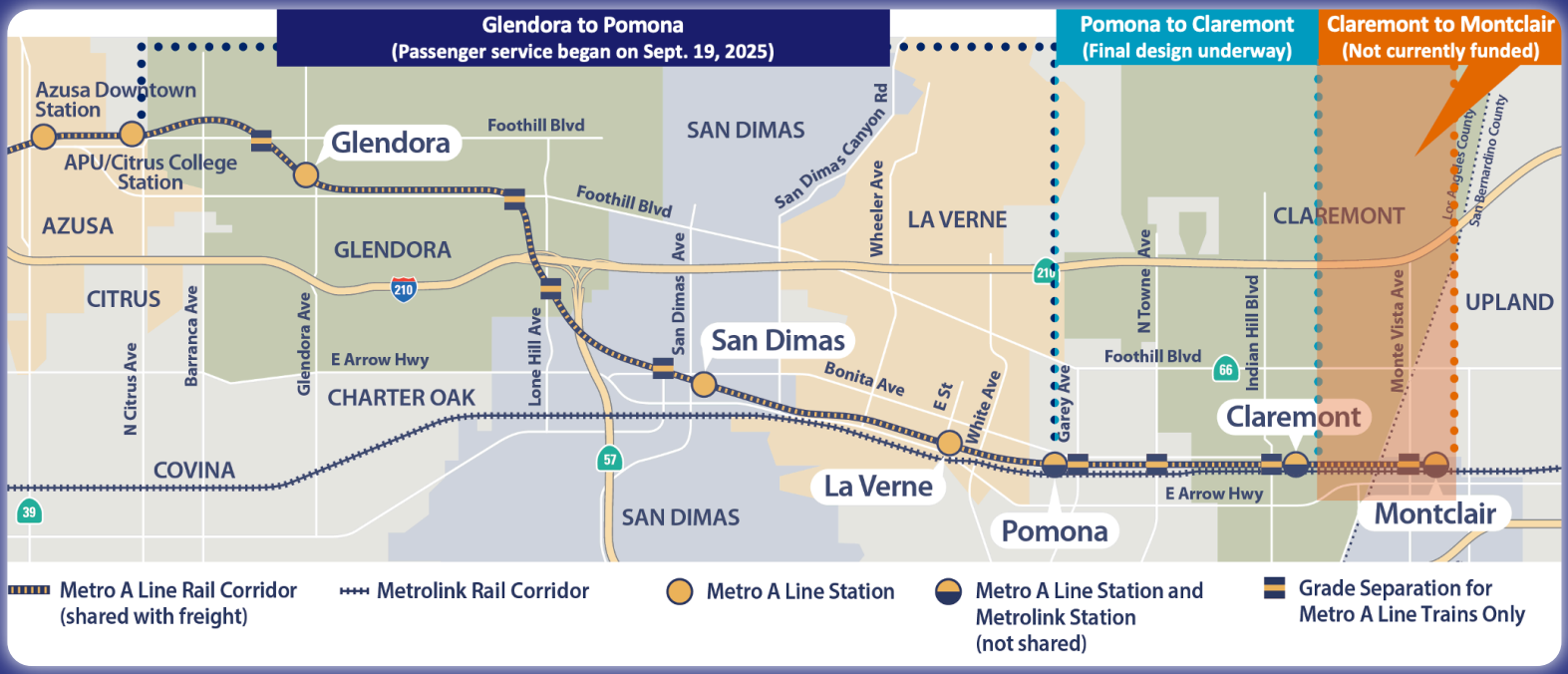
IN THIS ISSUE

Foothill Gold Line Overview . . . . . Page 1
Procurement Process Underway . . . . . Page 2
About Claremont Station . . . . . Page 3
Economic Impact of Claremont Ext . . . . . Page 4

The Construction Authority has completed 23 of 25 planned Metro A Line stations, most recently from Glendora to Pomona.



Design Contract Awarded, Work Underway; Procurement Process to Hire Contractor in Process

Construction Authority and Parsons staff hold kick-off meetings to begin design effort for Pomona to Claremont A Line Extension.

In February 2026, the Construction Authority held kick-off meetings to begin the design effort for the Pomona to Claremont A Line Extension. This followed the award of a six-year, $60 million design and engineering services contract to the engineering firm of Parsons in January 2026, after a competitive procurement process that began in June 2025 and saw bids from multiple teams.

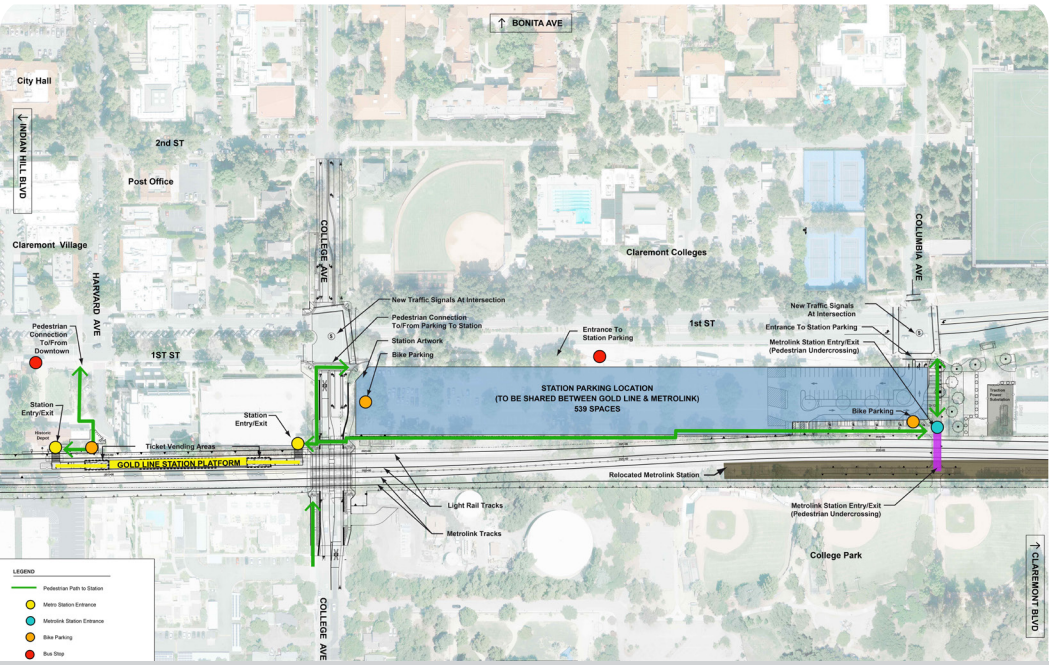
The initial design work in the first few months will focus on underground utilities and drainage, but over the next two years, Parsons will design all elements of the 2.3-mile light rail extension from its current design level of approximately 30% to "Approved for Construction" drawings. Once construction is underway, Parsons will also support the project with any needed design services over what is expected to be a four-year construction phase.

The design and engineering services contract is the first of two contracts needed to deliver the Pomona to Claremont A Line Extension using the Construction Manager at Risk (CMAR) delivery method. The second contract is for the contractor.

The procurement process to hire the contractor (called the construction manager with this delivery method) reached a major milestone in February with the release of the Request for Proposals (RFP), following a successful industry review period of the draft RFP that was completed late last year.

The construction manager contract is expected to be awarded this coming May, and will include an initial phase of work during project design that includes providing constructability reviews, value engineering, third party coordination, cost estimating and other services. Once the project design reaches 85%-90%, the winning contractor will have the possibility of building the project if the team successfully negotiates a construction services contract with an acceptable price. Assuming a successful bid for the construction work, it is expected that major construction will begin in late 2027/early 2028 and take about four years to complete.

About the Future Claremont Station; What to Expect During Construction



Claremont Station site plan.

About the 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 A Line Extension (expected in late 2027/early 2028), 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 Metro A Line 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.

Sign Up for Alerts: 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 A Line Extension at foothillgoldline.org.

Project Fast Facts:

Major Construction Start: Late 2027/early 2028 to Claremont (expected)

Construction Timeline: Approx. four years to Claremont

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 Extension Will Generate $1.1 Billion Economic Impact, Thousands of Jobs During Construction

A new report by Kleinhenz Economics, a leading economic research firm, quantified the economic impact from the upcoming construction and operations of the Pomona to Claremont A Line Extension for Los Angeles County. Below are some key highlights from the report:

During the seven-year design and construction phase (2026–2032), the project will generate over $1.13 billion in economic output, support more than 4,700 jobs, and produce over $481 million in labor income, with average annual wages of $101,000. Construction activity will generate more than $154 million in tax revenues, including $20 million for Los Angeles County. **For every $1 million spent during construction, the project will generate $1.6 million in total economic output.**

Once passenger service begins, the ongoing operations will continue to generate return on investment for the county. The report found that **for every $1 million spent operating the extension, the project will generate $7.6 million in total economic output for the county**, driven by effects across the supply chain and from household spending.

Under an 8-minute headway scenario during the first three years of operations (2032–2034), the project is estimated to generate nearly $460 million in economic output, support nearly 1,200 annual jobs, produce over $490 million in labor income, and generate more than $123 million in tax revenues. The average annual wage for supported jobs is estimated at $137,000, which, like the average annual wage during construction, is well above the county's median earnings. These benefits continue in perpetuity and grow with more frequent service.

The report notes that actual economic benefits are likely even greater, as the study excludes rider spending near stations, transit-oriented development, and environmental and public health benefits from reduced congestion and emissions.

Read the full report at foothillgoldline.org.

Economic Impact: Construction Phase (From 2026 to 2032)

- **$1.13 Billion Economic Output**
- **4,760 Jobs Supported ($101,000 Average Annual Wage)**
- **$481.4 Million Labor Income**
- **$154.2 Million Total Tax Revenues ($20 Million for LA County)**

Economic Impact: Operations Phase (During First Three Years)

- **$459.7 Million Economic Output**
- **1,191 Annual Jobs Supported ($137,000 Average Annual Wage)**
- **$490.2 Million Labor Income**
- **$123.7 Million Total Tax Revenues ($22 Million for LA County)**

8-Minute Headway Scenario

For questions about passenger service on the Metro A Line, Foothill Transit and Metrolink:

Metro A Line
metro.net
323-GO-METRO (323-466-3876)
CustomerRelations@metro.net

Foothill Transit Bus
foothilltransit.org
800-RIDE-INFO (800-743-3463)
comment@foothilltransit.org

Metrolink
metrolinktrains.com
(800) 371-5465
communityrelations@scrra.net

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GENERAL QUESTIONS (626) 471-9050