



Pomona to Claremont A Line Extension

PROJECT NEWS

Foothill Gold Line Construction Authority

Summer 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: Pomona North Station.

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

The Construction Authority is now focused on preparing the 2.3-mile Pomona to Claremont A Line Extension for construction after receiving \$798 million in SB 125 funding for the project from Metro. The project will include a future Metro A Line station in the city of Claremont’s downtown Village.

To deliver the Pomona to Claremont A Line Extension, the Construction Authority hired the design/engineering team of Parsons Transportation Group (Parsons) in January 2026; and separately, hired the construction manager team of SSH Joint Venture (SSH JV) in May 2026. The project is now in the final design and pre-construction phase, which will take 18-24 months.

Parsons is leading the design work, with SSH JV supporting the effort to ensure the design is as efficient as possible for construction. Once the design reaches about 85% complete, SSH JV will have the opportunity to negotiate a construction services contract to build the project (which will include a guaranteed maximum price for construction). If approved, SSH JV will then build the project, with Parsons supporting the construction effort with any design work needed.

Construction is expected to begin in late 2027 and take about four years to complete.

NOTE: While some San Bernardino County partners continue to seek ways to advance the Metro A Line from Claremont (in Los Angeles County) to the city of Montclair’s TransCenter (in San Bernardino County), that project is currently on hold following a decision by the San Bernardino County Transportation Authority board in September 2025 to not support extending the line into SB County and to remove previously dedicated local funding.



Artist rendering of future Claremont Metro A Line Station.



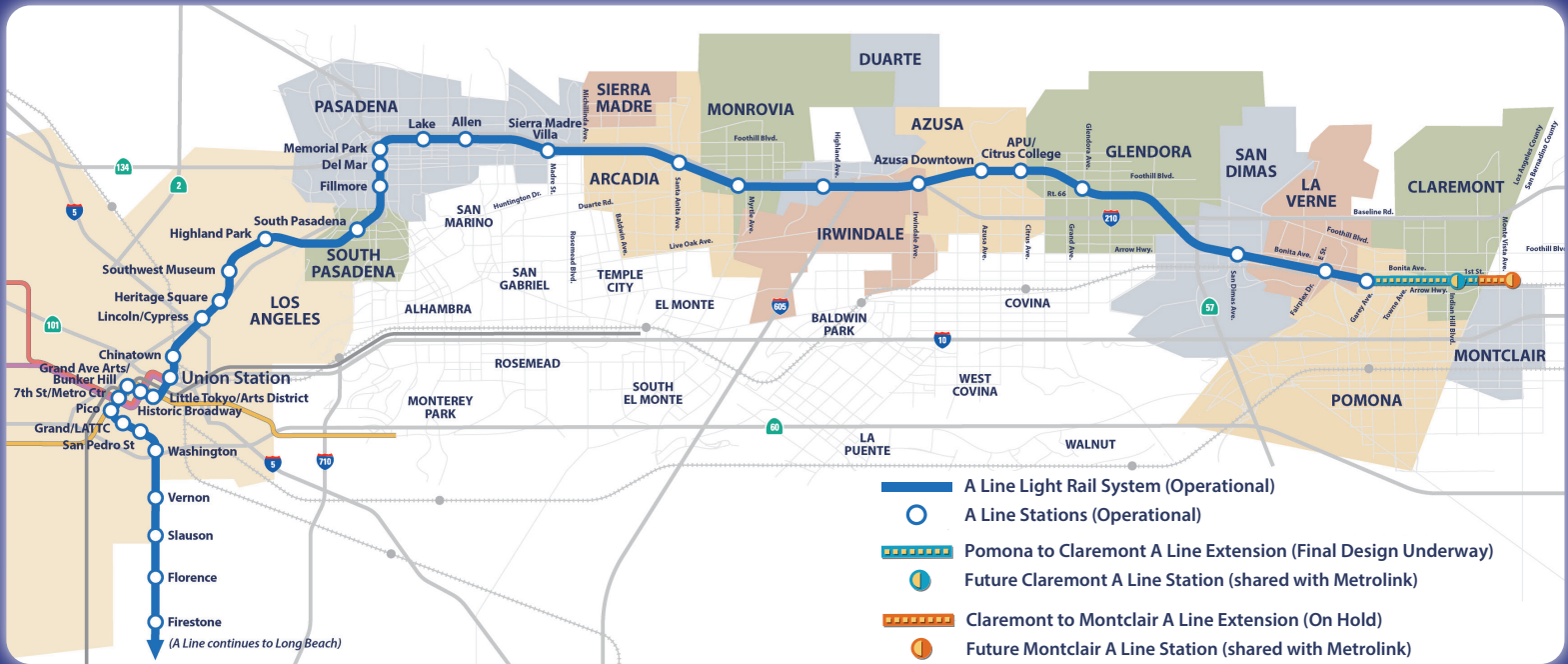
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The Construction Authority is responsible for planning, designing and building the Metro A Line system from Union Station to Montclair.



Key Teams in Place to Ready Pomona to Claremont A Line Extension for Major Construction



Foothill Gold Line staff and board, along with representatives from SSH Joint Venture, celebrate award of construction manager contract.



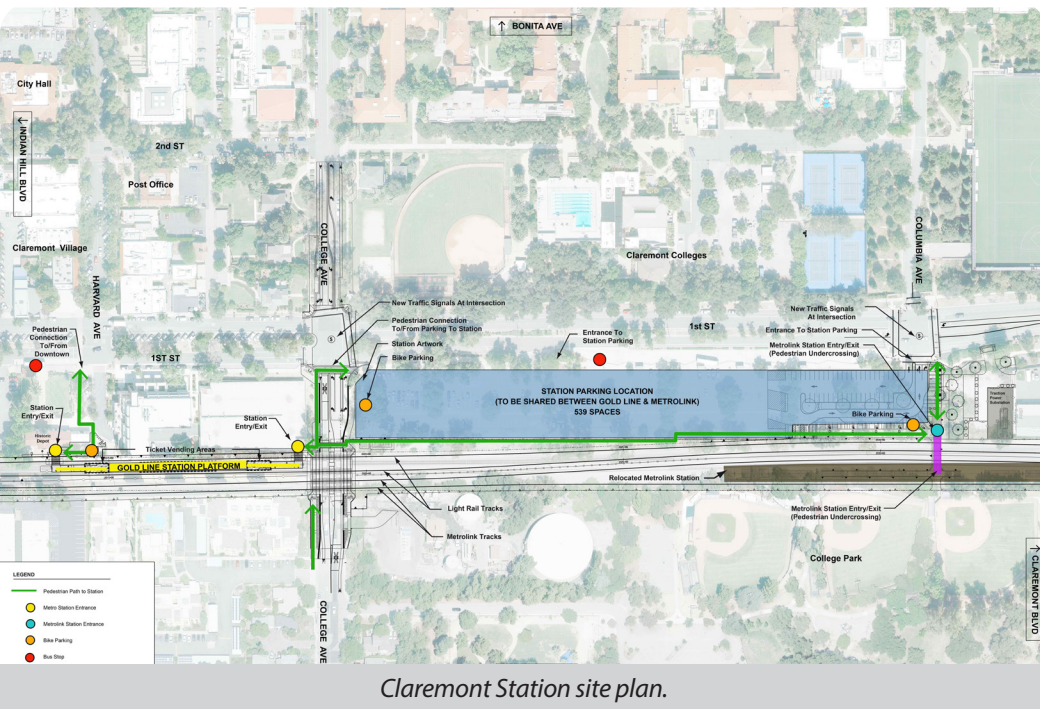
Construction Authority and Parsons design team meet as the design effort for Pomona to Claremont project continues.

The two contracts needed to deliver the 2.3-mile Pomona to Claremont A Line Extension have now both been awarded. The first contract, for design and engineering services, was awarded to the engineering firm of Parsons Transportation Group (Parsons) in January 2026, while the second contract, for the construction manager, was awarded in May 2026 to SSH Joint Venture (SSH JV), a team made up of Skanska USA Civil West California District Inc., Stacy and Witbeck, Inc. and Herzog Contracting Corp.

Since February, Parsons has been working alongside the Construction Authority to advance elements of the 2.3-mile light rail extension from approximately 30% design to 60% (the design will then be advanced to 85%, 100% and finally "Approved for Construction" drawings). The design effort will take approximately 18-24 months, and then Parsons will remain on the project to support the construction effort with any additional design services needed.

With SSH JV now on board as the construction manager, their initial contracted work will involve supporting the design/engineering effort. During this preconstruction phase, SSH JV will be responsible for providing constructability reviews, value engineering, third-party coordination and cost estimating – all of which will inform the design efforts underway by Parsons. Once the project's design reaches approximately 85%, SSH JV 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 and take about four years to complete.

About the Future Claremont Station; What to Expect During Construction



Construction - What to Expect

Once major construction begins on the Pomona to Claremont A Line Extension (expected in late 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 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.

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.

Project Fast Facts:

Major Construction Start:

Expected to start in late 2027 to Claremont

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.



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.

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

An economic 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:

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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