



Pomona to Claremont A Line Extension

PROJECT NEWS

Foothill Gold Line Construction Authority

Fall 2026

Pomona to Claremont A Line Extension is Underway



Artist rendering of future Claremont Metro A Line Station.

The Foothill Gold Line Construction Authority has now completed more than 34 miles of light rail and 23 Metro A Line stations from Union Station to Pomona – all on time and on budget – and is focused on preparing the 2.3-mile Pomona to Claremont A Line Extension for construction. The extension will add a Metro A Line station in the city of Claremont’s downtown Village. The project received \$798 million in SB 125 funding from Metro in late 2024, and the teams needed to deliver the Pomona to Claremont project are now on contract and advancing the project following competitive procurements that saw multiple bidders for each contract.

The design/engineering team of Parsons Transportation Group (Parsons) was hired in January 2026 for a six-year, \$60 million design and engineering services contract. The first two years of their work will be focused on advancing the project design from approximately 30% to 60%, 85%, 100% and then Approved for Construction drawings, before supporting the contractor with any needed design

work during the expected four years of construction.

Separately, the team of SSH Joint Venture (SSH JV) – made up of Skanska USA Civil West California District Inc., Stacy and Witbeck, Inc. and Herzog Contracting Corp. – was hired in May 2026 for \$6.3 million for pre-construction services. SSH JV’s initial contracted work will include providing constructability reviews, value engineering, third-party coordination, cost estimating, construction phasing and more to inform the design efforts being carried out by Parsons and ready the project for construction. Following the project design reaching 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.

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

Read on in this newsletter to learn more about the final design and pre-construction phase; what to expect during construction in Pomona and Claremont; plans for the future Metro A Line station in Claremont; and the economic benefits of building and operating the Pomona to Claremont A Line Extension.

NOTE: While some San Bernardino County partners continue to seek ways to advance the Metro A Line from Claremont (in Los Angeles County) to 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 San Bernardino County and to remove previously dedicated local funding.

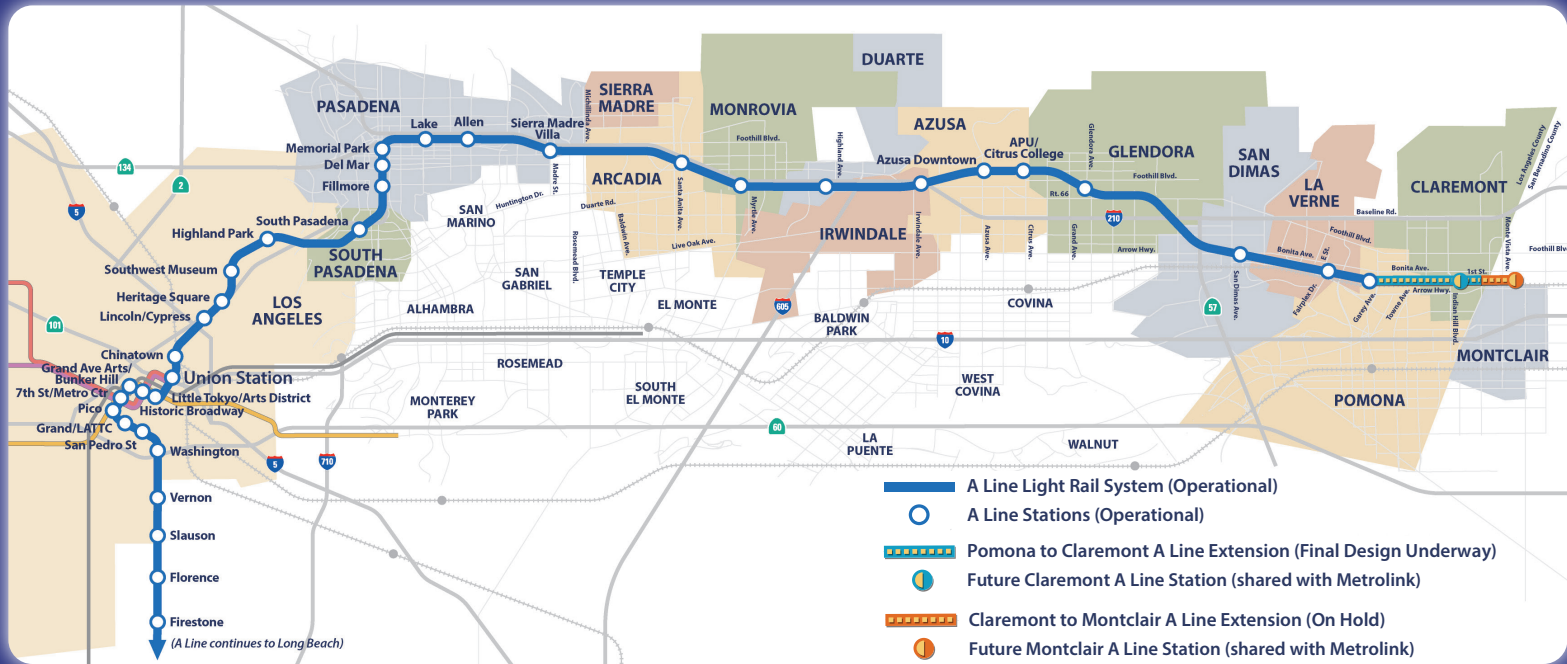


Foothill Gold Line

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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, Now Readying Pomona to Claremont A Line Extension for Major Construction



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

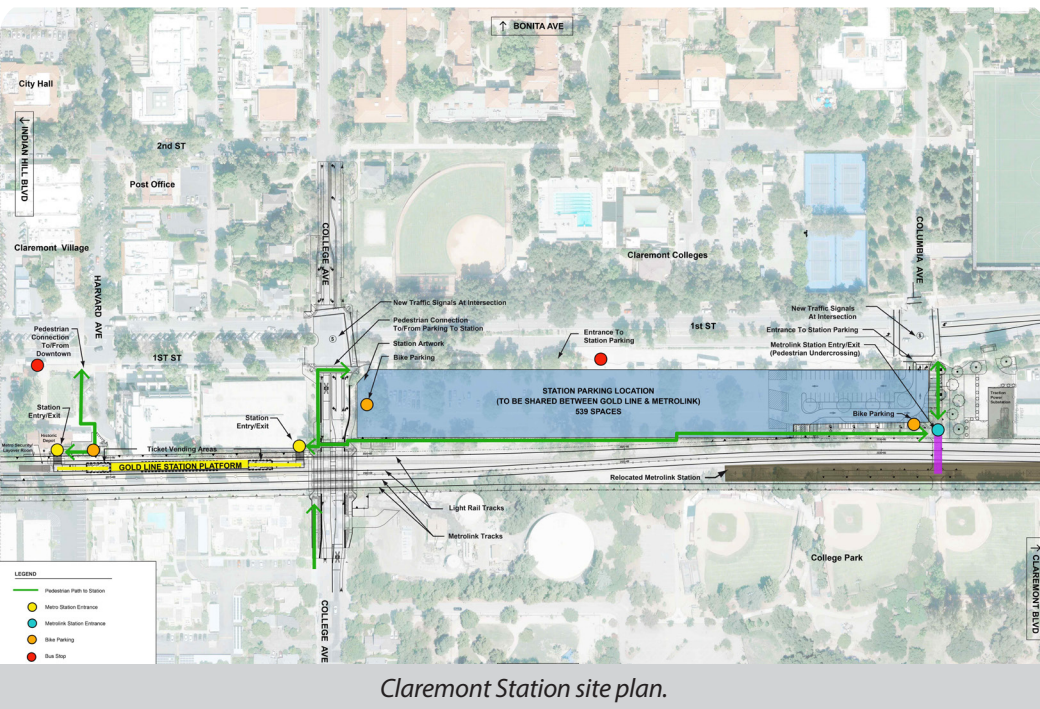


Surveying crew collecting data at College Ave. crossing in Claremont to inform project design effort by Parsons.

As mentioned on the front page, the two contracts needed to deliver the Pomona to Claremont A Line Extension have now both been awarded, and the effort to ready the next extension of the Metro A Line is now underway. Since February, Parsons has been advancing the design of the 2.3-mile extension, submitting a baseline 30% design package in June and now working toward the 60% milestone, expected in January 2027 (the design will then advance to 85%, 100% and finally "Approved for Construction" drawings). To inform this work, Parsons is deploying surveying crews to collect data on existing utilities, drainage and track slope elevations, as well as geotechnical crews to gather data for the design of the corridor and future bridge structures. The design effort will take nearly two years, after which Parsons will remain on the project to support construction with any additional design services needed.

As Parsons continues their work, the project's contractor, SSH Joint Venture (SSH JV), is supporting the project by providing constructability reviews and other reviews of the design, working with the Construction Authority to find ways to reduce costs on the future construction effort, developing an overall construction schedule and methodology for estimating the construction costs, preparing programmatic plans, conducting field reviews and developing early work package recommendations. All of this is part of the pre-construction phase of their work that will be ongoing through all of 2026 and much of 2027.

About the Future Claremont Station; What to Expect During Construction in Pomona and Claremont



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 in Pomona and Claremont

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. The 2.3-mile project spans from just west of the Garey Avenue crossing in Pomona to just west of the Claremont Boulevard crossing in 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 from just west of Cambridge Avenue in Claremont to just west of Claremont Boulevard, 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.

Three new light rail bridges will be built for Metro A Line trains only - at Garey Avenue and Towne Avenue in Pomona, and at Indian Hill Boulevard in Claremont - as required by the California Public Utilities Commission for safety. All Metrolink and freight tracks will continue to stay at street level throughout the entire corridor and at all crossings.

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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