File #: 2025-1028, **File Type:** Contract **Agenda Number:** 17.

CONSTRUCTION COMMITTEE
JANUARY 14, 2026

SUBJECT: METRO A LINE/GOLD LINE FOOTHILL EXTENSION PHASE 2B2 PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer or designee to approve programming of $95 million for FY26 thru FY28 to complete the design and advance procurement efforts for Phase 2B2, Pomona to Claremont, of the Gold Line Foothill Extension Phase 2B2 Project utilizing allocated SB125 funds.

ISSUE

The Metro Gold Line Foothill Extension Construction Authority (Authority) is responsible for the design and construction of the Gold Line Foothill Extension Phase 2B Project ("Project"), a proposed extension of the Metro A Line from Pomona to Claremont, with an option to extend to the City of Montclair. The overall Phase 2B project is divided into two sections: Phase 2B1 extends from Glendora to Pomona and opened to the public on September 19, 2025; and Phase 2B2, which will extend from Pomona to Claremont. Phase 2B2 from Pomona to Claremont requires the establishment of a budget to support planned procurement activities, anticipated contract award for design services, and other critical project development efforts. This action is necessary to align Metro's Project budget with the previously allocated funding.

BACKGROUND

The Metro Gold Line Foothill Extension Phase 2B Project extends approximately 11.4 miles from Glendora to Claremont and includes 5 stations. The overall Phase 2B Project is divided into two segments: Phase 2B1 (Glendora to Pomona) and Phase 2B2 (Pomona to Claremont). Phase 2B2 spans approximately 2.3 miles and includes one station terminating at Claremont. Phase 2B2 was anticipated to extend to the City of Montclair in San Bernardino County, however, in September 2025, the San Bernardino County Transportation Authority (SBCTA) Board of Directors voted to stop negotiating a Memorandum of Understanding (MOU) with the Authority and to remove $39 million of local SBCTA funding that had been set aside for the portion of the project segment from Claremont to Montclair (in San Bernardino County). Phase 2B2 will share right-of-way with the Southern California Regional Rail Authority (Metrolink) and the Burlington Northern Santa Fe (BNSF) freight line.

Metro and the Authority executed a Funding Agreement to define roles, responsibilities, and funding commitments for the overall Phase 2B Project. In July 2019, the Metro Board and San Gabriel Valley

Council of Governments approved an additional $126 million for Phase 2B1, bringing the total contribution to the full Phase 2B Project to $1.531 billion. This amount included a $290.2 million Transit and Intercity Rail Capital Program (TIRCP 2018) grant award, of which $41 million was withheld by the State when the project scope was reduced to terminate in Pomona . Additional discussion with the State is ongoing for the $41 million, considering the Phase 2B2 extends beyond Pomona.

Separately, SB 198-part of the FY23 State Budget-identified $4 billion for transportation projects to be distributed in FY24 and FY25. In March 2023, the Metro Board reaffirmed this Project and the Southeast Gateway Line as its top two priorities for SB 198 funds. Subsequently, the State enacted SB 125 in July 2023, allocating $495.65 million to Metro in FY24 and $499.9 million in FY25.

Metro submitted a formal allocation package in December 2023, requesting $798 million in SB125 funds for the Project. The State approved the request in July 2024 and formally allocated $798 million to Metro for the Los Angeles County portion of the Project. In October 2024, the Metro Board approved Amendment No. 4 to the Funding Agreement to reflect this allocation and update funding responsibilities. This amendment reflects the funding to allow the Project to extend further east from the City of Pomona to the City of Claremont.

DISCUSSION

Los Angeles County voters approved Measures R (2008) and M (2016) to fund a transformative suite of transportation projects intended to improve mobility, reduce air pollution, and enhance quality of life across the County. These local sales tax measures were structured to provide critical local match funding to leverage significant state and federal sources in order to fully implement priority transportation projects identified in their respective expenditure plans.

In January 2025, the Authority received one bid under a planned design-build procurement, and the bid amount was millions of dollars above expert estimates and available funding. The Authority rejected the bid, and in March 2025, the Authority Board of Directors directed staff to cancel the design-build procurement and pursue a new plan to deliver the project using the Construction Manager at Risk (CMAR) delivery method. Under this approach, the Authority will procure a design/engineering team and a separate construction manager. The procurement process to hire the design/engineering team is currently underway, and the Authority will soon hire a separate construction manager. The procurement process for the design/engineering team kicked off in June 2025 with the issuance of the Request for Proposals (RFP), and the Authority received proposals in October 2025.

The Authority expects to award the design/engineering services contract in January; the same month, the agency expects to issue the RFP for the construction manager.

The Authority identified a revised total cost estimate for the Phase 2B2 segment of approximately $798 million for the design and construction of the Project to the City of Claremont, this is inclusive of $95 millon which has been identified to support the design and procurement activity (see Attachment A - Project Funding and Attachment B - Expenditure Plan).

DETERMINATION OF SAFETY IMPACT

The recommended Board action will have no detrimental impact on safety.

FINANCIAL IMPACT

The funds required in FY26 of $11 million to support initial project activities for the Metro Gold Line Foothill Extension Phase 2B Project, Phase 2B2 are included in the FY26 Budget under Cost Center 8510, Project Number 865202. Upon Board approval, a new project number will be set up for Phase 2B2 from Pomona to Claremont. Budgeting for future fiscal years will be the responsibility of the Project Manager, Cost Center Manager, and the Chief Program Management Officer.

Impact to Budget

The design and procurement activities budget for Phase 2B2 is estimated at **$**11 Million for FY26, $49 Million for FY27, and $35 Million for FY28 (see Attachment B, Expenditure Plan), and will be funded through SB125 Funds allocated to Metro by the California State Transportation Agency (CalSTA) under the Transit and Intercity Rail Capital Program (TIRCP).

SB125 is a dedicated state funding source intended for capital transportation projects and is not eligible for bus operations or non-capital uses. These funds have been programmed for the Los Angeles County portion of the Project and are consistent with the approved Funding Agreement and Amendment No. 4 between Metro and the Authority (see Attachment A - Project Funding).

EQUITY PLATFORM

Approval of this action enables continued design of the Gold Line Foothill Extension Phase 2B2 Project, which, upon delivery, increases affordable transportation options for the population near the Claremont station, which can lead to better access to jobs, housing, education, healthcare, entertainment, recreation, and other opportunities within the San Gabriel Valley, Los Angeles County, and beyond. Twenty-five percent (25%) of the project corridor is within Equity Focus Communities (EFCs), such as in the cities of Azusa and Pomona.

VEHICLE MILES TRAVELED OUTCOME

Vehicle Miles Traveled (VMT) and VMT per capita in Los Angeles County are lower than national averages, the lowest in the Southern California Association of Governments (SCAG) region, and on the lower end of VMT per capita statewide with declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through investment and planning activities that will improve and further encourage transit ridership, ridesharing, and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing

investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This Board Action supports Metro's Strategic Plan goals by establishing the financial framework to advance a Board-prioritized capital project. It ensures continued progress on a key regional rail extension and enables the use of available SB125 grant funding.

ALTERNATIVES CONSIDERED

The Board may choose not to establish the design and procurement phase budget at this time. However, deferring this action would delay advancement of Phase 2B2 from Pomona to Claremont and project readiness.

NEXT STEPS

Upon Board approval, staff will incorporate the approved design and procurement budgets into the respective FY budgets. This will allow the Authority to execute the Design and Engineering Services Contract to complete the design, as well as continue procurement activities to bring a Construction Manager at Risk (CMAR) contractor onboard for Phase 2B2, Pomona to Claremont.

ATTACHMENTS

Attachment A - Project Funding
Attachment B - Expenditure Plan
Attachment C - Project Description

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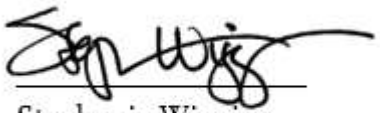

Stephanie Wiggins
Chief Executive Officer