

The Economic Development Impact of the A-Line Extension to Montclair

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AGENDA

- Destination and Origin Metrics (4 slides)
- Access Value of A-Line Connection (5 slides)
- Time Savings Impact (4 slides)
- Economic Development Impact (7 slides)
- Climate and Congestion (2 slides)
- Key Takeaways (3 slides)

Key Findings at a Glance

+12%

Property value gain
near new A-Line
stations

\$320M

Added property value
in Montclair from rail
access alone

11,900

New homes zoned
near the Montclair
station

\$9.0M

Yearly City tax
revenue at full build-
out

The largest gains come from developing the land around the station

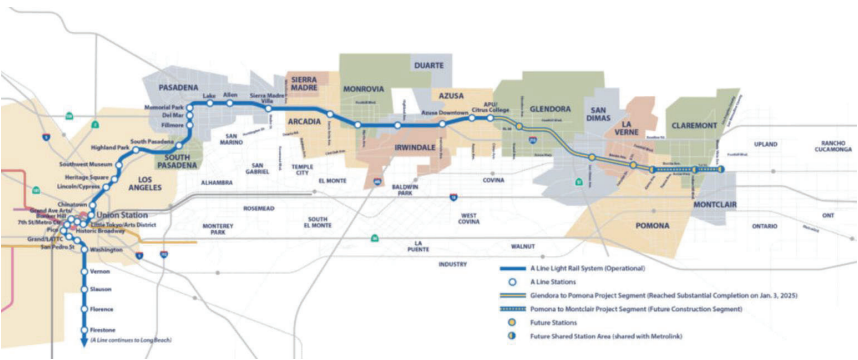
Source: Beacon Economics, Economic Development Impacts from the A Line Extension to Montclair, August 2026.

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The A-Line: Destination Metrics

- 157,296 jobs within a 10-12 minute walk from A-Line stations
- Jobs along the A-Line, and closer to Downtown LA, pay higher salaries on average, than SB County



Destination Type	Destinations Within 1.5 Miles of A Line Stations
Schools (K-12)	177
Parks & Open Space	153
Job Training Centers	43
Recreation & Aquatic Facilities	33
Colleges & Universities	19
Hospitals & Medical Centers	15
Museums & Cultural Institutions	9
Cultural & Performing Arts Venues	5
Sports & Athletic Facilities	4
Adult Education Centers	4
Community Health Clinics	2

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The A-Line: Origin Statistics

Origin Metrics:

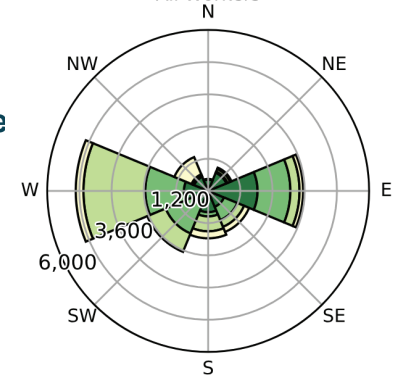
- There are about 400,000 people in the Cities of Montclair, Chino, Upland, and Ontario,
- Roughly 3,820 of these people work within walking distance the A-line

Montclair

- \$1.9B in personal income across 10,700 households
- 39% of Montclair residents work in Los Angeles County

Montclair Jobs by Distance - Home Census Block to Work Census Block		
	Count	Share
Total All Jobs	17,092	100.0%
Less than 10 miles	6,464	38%
10 to 24 miles	4,602	27%
25 to 50 miles	4,373	26%
Greater than 50 miles	1,653	10%

Job Counts by Distance/Direction in 2022
All Workers



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Where Montclair Residents Work

All jobs held by residents

Work location	Residents	Share
Ontario	1,579	9.2%
Los Angeles	1,485	8.7%
Montclair	797	4.7%
Pomona	739	4.3%
Chino	729	4.3%

Higher-paying jobs (over \$3,333 a month)

Work location	Residents	Share
Los Angeles	1,007	11.3%
Ontario	678	7.6%
Chino	339	3.8%
Pomona	332	3.7%
Rancho Cucamonga	307	3.5%

Los Angeles is the top destination for higher-paying jobs

Source: U.S. Census LODS data; analysis by Beacon Economics. Top five destinations shown.

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Montclair's Economy Today

39,000

Residents

18,000

Jobs in the city

\$2.5B

Annual economic output (2024)

Largest industries	Jobs (2024)	Change since 2019
Retail trade	3,563	-6%
Health care and social assistance	3,345	+12%
Government	2,000	-12%
Accommodation and food services	1,924	+3%
Construction	1,586	+68%

Source: U.S. Census, American Community Survey, Lightcast; analysis by Beacon Economics.



Economic Value

Types of Economic Development Values

4 Types of Economic Impacts To Analyze

1) Input-Output Economic Impact Study (2016 Beacon Economic Study on Gold Line)

- Explains how spending circulates through an economy

2) “Access” Value Measurement

- Explains how much something is worth/its value to people

3) Value of Time Savings

4) Economic Development Impacts

- Calculates direct and indirect effects of building new developments

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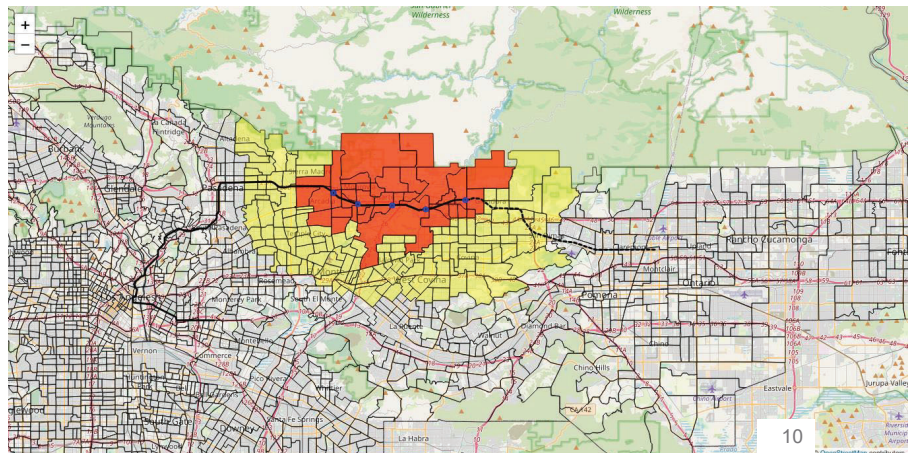


“Access” Value of Extension

= the value to the community from the A-Line providing convenient access to the A-Line corridor

- Quantified by using a “willingness-to-pay” approach

- Used Phase 2A station openings in 2016 to measure increase in regional property values.
- Used ‘control’ and ‘treatment’ census tracts

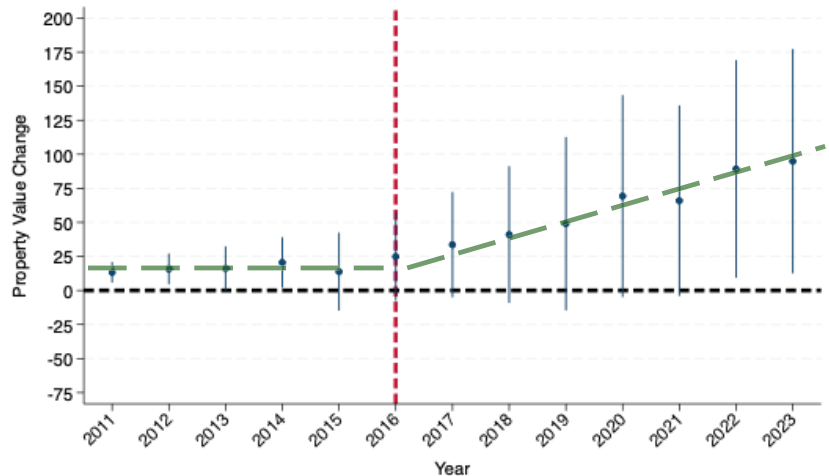


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“Access” Value of Extension

Primary Results:

- Properties near stations rose **12%** compared to control properties
- Takes 5 – 10 years for full effect, as property turnover is a slow process
 - Rental Market reacts faster, effect peaks in 3 - 4 years
- Little to no Household income effect



* Fixed effects model: $Y_{it} = a + \sum_k \beta_k (Treated_i \times Year_t) + y_i + \delta_t + \varepsilon_{it}$ (details in appendix)

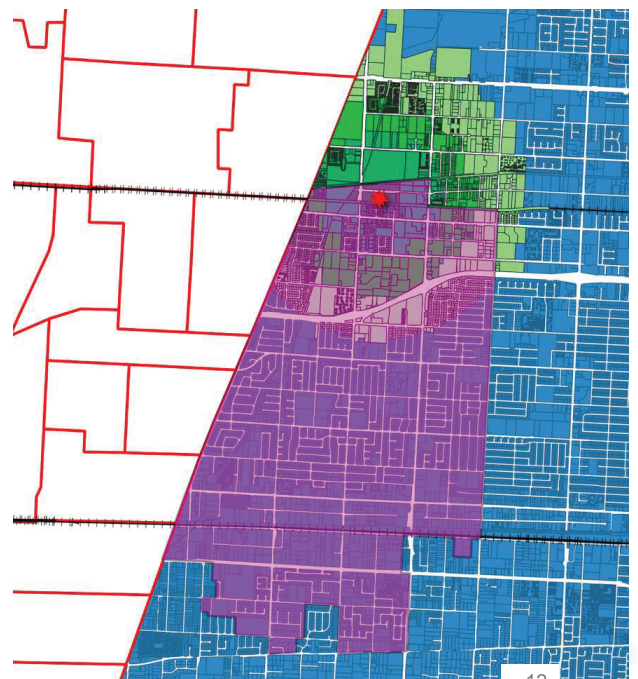
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“Access” Value of Extension

- Worth about **\$320M** to the City
- Worth about **\$480** to the County

	Current Total Value	Value increase	Percent Increase
Montclair (S.B. County)	\$2,739,358,095	\$320,616,716	11.7%
Upland (S.B. County)	\$1,688,843,244	\$164,121,958	9.7%
San Bernardino County Total	\$4,428,201,339	\$484,738,674	10.9%
Claremont (L.A. County)	\$1,045,488,065	\$71,224,119	7.4%
Grand Total	\$5,473,689,404	\$555,962,793	10.2%



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“Access” Value of Extension

Property Tax Revenue Increases:

- City of Montclair \$3.43M, once fully reflected
 - \$515,000 to \$860,000 goes TO the City of Montclair
- City of Upland \$1.76M

Sales Tax Revenue:

- Roughly \$0.5M to \$3M increase in taxable sales occurs in Montclair
 - \$50k in sales tax revenue to the City

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How Property Tax Gains Arrive

Timing under Proposition 13

- Assessed values of existing properties can rise no more than 2% a year
- Full market value is recognized when a property sells or is newly built
- New development near the station is assessed at full value when completed

The City's share

- Cities typically receive 15% to 25% of the base property tax
- Of about \$3.43M a year from Montclair's station area, \$515,000 to \$860,000 goes to the City
- The remaining \$2.6M to \$2.9M goes to the County, schools and other agencies

The gains arrive gradually, then recur every year

Source: Beacon Economics, Economic Development Impacts from the A Line Extension to Montclair, August 2026.

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Time Savings Impact

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Value of Time Savings

- Using GTFS simulations we modeled how much time riders save during morning and evening commutes.
 - Save roughly 5 minutes, or about \$2.00 per trip*
 - Each commuter would save the rough equivalent of \$1,083 in time savings per year
 - Worth noting, current station-level ridership is about 1,500

	Number of Riders	Time Savings per Year
High-End Gold Line Estimate	6,400	\$ 6,933,333
Low-End Gold Line Estimate	2,000	\$ 2,166,667

*based on US. Department of Transportation methodology

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Ridership Outlook

66,700

A-Line weekday riders in 2024,
up from 27,500 in 2019

+10%

Systemwide ridership after four
new stations opened in
September 2025

6,400

Forecast weekday boardings at
Montclair at full build-out

- Ridership at a new station takes several years to mature
- As the end of the line, Montclair would draw riders from a wider area
- A Claremont station is expected to add about 2,000 weekday boardings, not counted in Montclair's forecast

Source: Beacon Economics study, citing Foothill Gold Line Construction Authority forecasts.

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Value of Time Savings

Shuttle service linking the Montclair Transportation Center to ONT,

- Operating at 15-minute headways and utilizing the newly constructed toll lane capacity on Interstate 10 to achieve a travel time of approximately 10 to 15 minutes.
 - Estimated to increase ridership by 1.5% to 3.0%
 - Worth about \$100k to \$200k in time savings (assumes full build out)

Brightline Train:

- High-speed train from Rancho to Las Vegas
 - would increase ridership 2.5% to 4.5%,
 - worth about \$170k to \$310k in time savings (assumes full build out)

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Value of Time Savings

Metrolink Comparison:

- Metrolink Baseline: existing Metrolink service patterns, currently operate at 60-minute headways during peak periods and 120-minute headways during off-peak periods.
- Metrolink Adjustment Scenario 1: Metrolink service every 30 minutes throughout the weekday, including off-peak periods, providing a consistent baseline of all-day commuter rail service without altering peak-hour capacity.
- Metrolink Adjustment Scenario 2: Mixed Shuttle service. Metrolink frequency increases to four trains per hour, but two out of every four hourly trains require westbound passengers to disembark at Pomona-North and transfer to the A Line to continue their journey to Los Angeles.

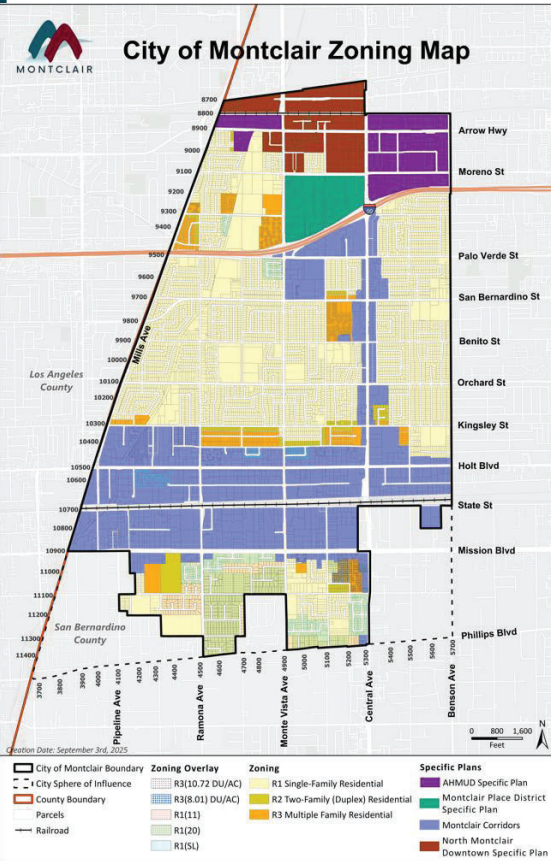
	METROLINK	A	Compared to Baseline Metrolink Scenario	Induced Ridership from 2,000	Economic Return when adjusted for ridership elasticity
Stops	5	22	Scenario 1 (30 min)	2,700	\$3.51M
Typical Time at 9:00 a.m. weekday (only train-ride time)*	55 min	1hr 4min	Scenario 2 (15 min, with shuttle service)	2,400	\$3.38M
Fare (one-way)	\$6.25	\$1.75	Extended A Line (8- to 12-min service)	3,300	\$3.58M
Frequency	Every 60–120 min	Every 8–12 min			
Estimated Headway	~ 10–12 min	~ 4–6 min			



Economic Development Impact



City of Montclair Zoning Map



Economic Impact of General Development Plan

- Multiple plans call for dense transit oriented development
- 20- to 25-year planning horizon extending through the year 2040 and beyond
- Establishes zoning capacity to accommodate a minimum of approximately
 - 11,900 high-density residential units,
 - 550,000 square feet of retail and commercial space,
 - 300 hotel keys.

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Economic Impact of General Development Plan

Total Economic Impact of Construction of the Full Planned Build-Out: San Bernardino County

Impact	Job-Years Supported	Labor Income (M)	Value Added (M)	Output (M)
Direct	21,200	\$2,130	\$3,260	\$5,600
Indirect	5,600	\$340	\$740	\$1,110
Induced	4,400	\$240	\$570	\$860
Total	31,200	\$2,720	\$4,570	\$7,560

- City of Montclair effects are about \$5.7 Billion
 - 18X larger than “access” economic value

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Economic Impact of General Development Plan

Total Economic Impact of Operating the Full Planned Build-Out. Annual Reoccurring effects: San Bernardino County

Impact	Job-Years Supported	Labor Income (M)	Value Added (M)	Output (M)
Direct	1,700	\$100	\$190	\$270
Indirect	200	\$10	\$20	\$40
Induced	300	\$20	\$110	\$140
Total	2,200	\$130	\$320	\$450

- City of Montclair Gross Regional Product (GRP) is \$2.5B

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What Stays in Montclair

Once the district is fully built, most of the yearly activity lands inside city limits.

\$362M

of the \$450M in yearly economic output

1,700

of the 2,200 jobs supported

\$110M

in yearly labor income

What drives it

- 11,900 new households bringing about \$904M in yearly gross income
- 550,000 square feet of commercial space with about 1,571 permanent on-site jobs
- A 300-room hotel with more than \$12M in yearly revenue

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Fiscal Impact of General Development Plan

- On \$5.6B of construction:

Impact	Sub-County (M)	County (M)	State (M)	Federal (M)	Total (M)
Direct	\$29.9	\$13.2	\$94.7	\$348.6	\$486.4
Indirect	\$52.0	\$22.9	\$78.6	\$83.9	\$237.5
Induced	\$23.0	\$10.1	\$41.9	\$61.7	\$136.7
Total	\$104.9	\$46.2	\$215.2	\$494.2	\$860.6

Fiscal Impact of General Development Plan

- On \$450M of economic activity:

Impact	Sub-County (M)	County (M)	State (M)	Federal (M)	Total (M)
1 - Direct	\$11.5	\$5.0	\$15.9	\$17.7	\$50.2
2 - Indirect	\$0.46	\$0.2	\$1.15	\$3.0	\$4.8
3 - Induced	\$4.8	\$2.1	\$8.60	\$8.1	\$23.6
	\$16.8	\$7.4	\$25.6	\$28.7	\$78.5

- Potential for a EIFD (Enhanced Infrastructure Financing District)
 - Use expected increase in tax revenue related to new infrastructure is used to finance bonds to build the infrastructure

Annual Revenue to the City

\$ millions per year	City	County	Special districts	Total
Property tax	3.26	6.36	6.12	15.74
Sales tax	3.80	0.36	1.13	5.29
Special assessments	0.80	0.45	0.44	1.69
Other local taxes	1.17	0.22	0.08	1.48
Total	9.04	7.39	7.77	24.20

\$9.0M

per year to the City of
Montclair at full build-out

Property tax grows gradually as projects are completed over the roughly 20-year build-out. Figures are in 2026 dollars.

Source: Bureau of Economic Analysis, IMPLAN; analysis by Beacon Economics.



Climate and Congestion Benefits

Traffic Reduction Benefits

- Assuming 60% of A-Line would have been drivers:

Daily Rides	Cars Removed (Daily)	VMT Eliminated (Daily)	Daily CO ₂ Avoided (Metric Tons)	Annual GHG Avoided (Metric Tons CO ₂ e)
1,000 trips	300	9,000	3.6	936
2,000 trips	600	18,000	7.2	1,872
6,000 trips	1,800	54,000	21.6	5,616

- About 215,000 cars drive through Montclair on the I-10, per day



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Supporting City Climate Goals

At 2,000 daily riders from Montclair:

600

cars off the road each day

1,900

metric tons of greenhouse gas
avoided each year

250

homes' yearly energy use, as an
equivalent

- Supports Montclair's 2024 Climate Action Plan: 40% below 1990 emissions by 2030 and progress toward carbon neutrality by 2045
- At the full forecast of about 6,400 daily riders: more than 1,900 cars off the road each day and about 15 million fewer vehicle miles a year

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Summary

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A-Line Extension Economic Development

1) “Access” Value of Extension

- \$320M City of Montclair, \$480M San Bernardino County, \$550M in total (LAC and SBC)

2) Time Value of Extension

- \$2M - \$7M

3) Value of Master Plan Development

- Construction = \$7.6B in economic impact and \$880M in fiscal impact
- Annual spending activity = \$450M annually, and \$78M in fiscal impact

Key Takeaway:

- The real economic benefit comes from developing the land around the train station, not simply from the train itself.



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Timing and Assumptions

Property values

The 12% gain builds gradually over several years as properties change hands. The estimate covers only the station area, so it is conservative.

Ridership

6,400 daily riders is a long-run forecast. Similar existing stations carry 500 to 1,500 riders today, and ridership takes years to mature.

Development

Build-out figures assume the maximum planned build-out over about 20 years. Tax revenue grows as projects are completed.

Dollars

All figures are in 2026 dollars. Construction impacts happen once. Operating impacts recur every year.



What This Means for Montclair

The rail line creates the opportunity. Access alone adds about 12% to nearby property values.

Development captures it. Homes and businesses near the station drive most of the jobs, output and tax revenue.

The City is already positioned. Zoning for at least 11,900 homes is in place in the Transit Oriented District.

New tax revenue can be reinvested. The study calls the growing property tax base a public finance opportunity.



Thank You!

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“Access” Value of Extension

* Fixed effects model: Y_{it}

$$= a + \sum_k \beta_k (Treated_i \times Year_t) + y_i + \delta_t + \varepsilon_{it}$$

Y_{it}	outcome of interest (property values, rents, or commuting times) for census tract i in year t
$Treated_i$	indicator equal to 1 if census tract i is within 1 mile of a new station in 2016 extension (treatment group), and 0 otherwise (control group)
$Year_t$	indicator for each year from 2010 to 2023
β_t	measures the treatment effect in year t (the coefficients of interest)
Y_i	census-tract fixed effects (accounts for all time-constant differences between tracts)
δ_t	year fixed effects (accounts for economic trends affecting all areas equally)
ε_{it}	error term

