



Foothill Gold Line

Foothill Gold Line from Glendora to Montclair Supplemental Environmental Impact Report Public Meeting/Hearing Fact Sheet April 16, 2019

Project Background & History Highlights

Foothill Gold Line Project History

- 1999: Foothill Gold Line Construction Authority opens
- 2003: LA to Pasadena segment completed on-time & under-budget; Alternatives Analysis initiated for Foothill Gold Line segments
- 2005: Board selected Locally Preferred Alternative for Foothill Gold Line
 - Pasadena to Azusa & Glendora to Montclair
- 2007: Foothill Gold Line Final EIR completed; Final EIR for only Pasadena to Azusa segment certified
- 2008: Measure R approved, fully funding Pasadena to Azusa segment; Residual funds available for Glendora to Montclair
- 2010: Pasadena to Azusa segment broke ground; Environmental process initiated for Glendora to Montclair segment
- 2013: Final EIR certified and Locally Preferred Alternative approved for Glendora to Montclair segment
- 2014: Advanced Engineering began for Glendora to Montclair segment
- 2015: Pasadena to Azusa segment completed on-time & under-budget
- 2016: Draft Advanced Engineering complete for Glendora to Montclair
- 2017: Glendora to Montclair Groundbreaking
- 2018: First Glendora to Montclair Contract Completed; Second Contract Starts



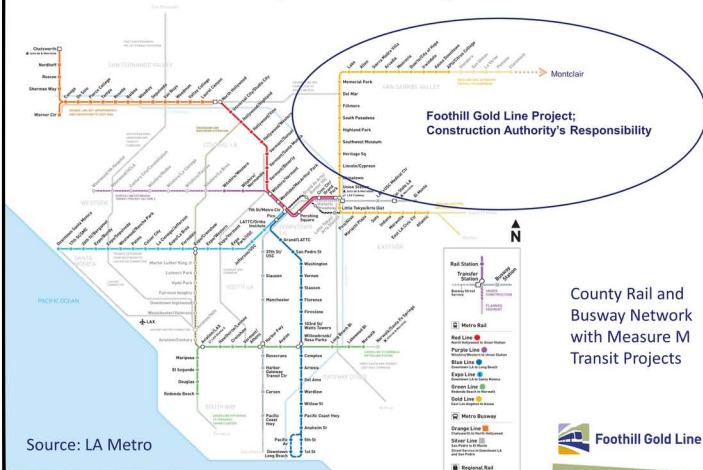
Foothill Gold Line Project Segments



- Los Angeles to Pasadena – Completed On Time/Under Budget (2003)
 - 13.7 Miles, 3 Cities, 13 Stations
- Pasadena to Azusa – Completed On Time/Under Budget (2015)
 - 11.5 Miles, 5 Cities, 6 Stations
- Glendora to Montclair – Broke Ground December 2017
 - 12.3 Miles, 6 Cities, 6 Stations



Part of LA County's Growing Rail Network



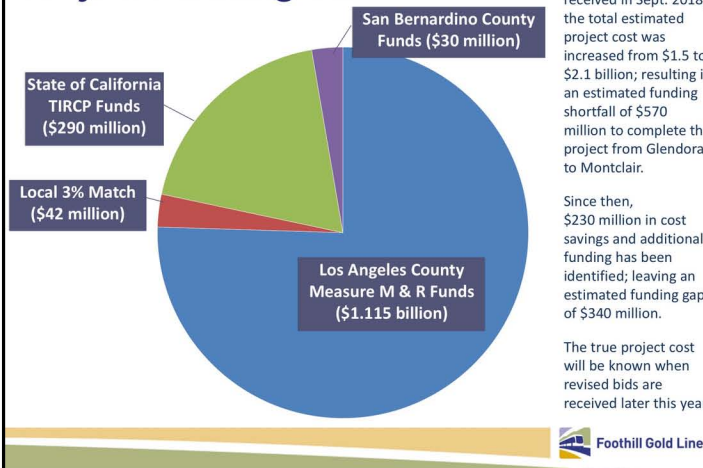
Projected Regional Population Growth



- Los Angeles County's population will grow by 16% to 11.5 million by 2040.
- During that same period, the San Gabriel Valley will grow by 11.4% to more than two million. The Foothill Gold Line cities will take on more than 40% of SGV's expected population growth.



Project Funding Status



Anticipated Timeline to Hire Design-Build Team

- February 2018 Shortlist of Proposers
- May 2018 RFP Issued
- June – Aug 2018 Interactive Process
- September 2018 Initial Proposals Received; Evaluation
- November 2018 Competitive Range Determined
- November 2018 Discussion Process
- November 2018 Begin Supplemental Environmental Impact Report (SEIR)
- January 2019 Issue RFP Addendum
- May 2019 Revised Proposals Received; Evaluation
- June/July 2019 Board Considers SEIR (if applicable)
- July/August 2019 Board Considers Award of Contract
- August 2019 Notice to Proceed (if any)

NOTE: Actions and dates above are subject to change



Supplemental Environmental Impact Report

Why the Supplemental Environmental Impact Report is Needed

Current unknowns and risk within the construction industry locally and nationally resulted in the 8-year Glendora to Montclair Project becoming especially expensive and risky for bidders, adding hundreds of millions of dollars to the project cost.

Phasing construction could reduce risks and costs; allowing some stations to open years sooner than originally planned, while seeking additional funds to complete the entire project.

Phasing construction and operation is a change to the Project and requires environmental review to evaluate the potential for significant impacts that may result. A possible change to the future Pomona Station parking location is also being evaluated.

Tonight's public meeting provides for review and comment on the Draft Supplemental Environmental Impact Report (SEIR) and solicits public comment on the analysis and impact determinations provided.



Proposed Project Modifications

1) Proposed Possible Construction/Operation Phasing:

The Construction Authority proposes to modify the Glendora to Montclair Project to allow for construction and operation of the Project in four phases (instead of two phases, as previously approved). The different potential construction and operation phasing options under review, include: Phase 1-to La Verne Station; Phase 2-to Pomona Station; Phase 3-to Claremont Station; and Phase 4-to Montclair Station (see map of potential phasing options).

2) Proposed Parking Relocation (Pomona Station):

The Construction Authority also proposes to modify the location of the future parking facility at the Pomona Station from the north side of the station to the south side (see map that shows the proposed new location).

The Draft Supplemental Environmental Impact Report (SEIR) evaluated the potential for significant impacts that may result from the above project changes. The purpose of tonight's public meeting is to present the analysis and impact determination and solicit your comments on the analysis and documentation provided in the Draft SEIR.

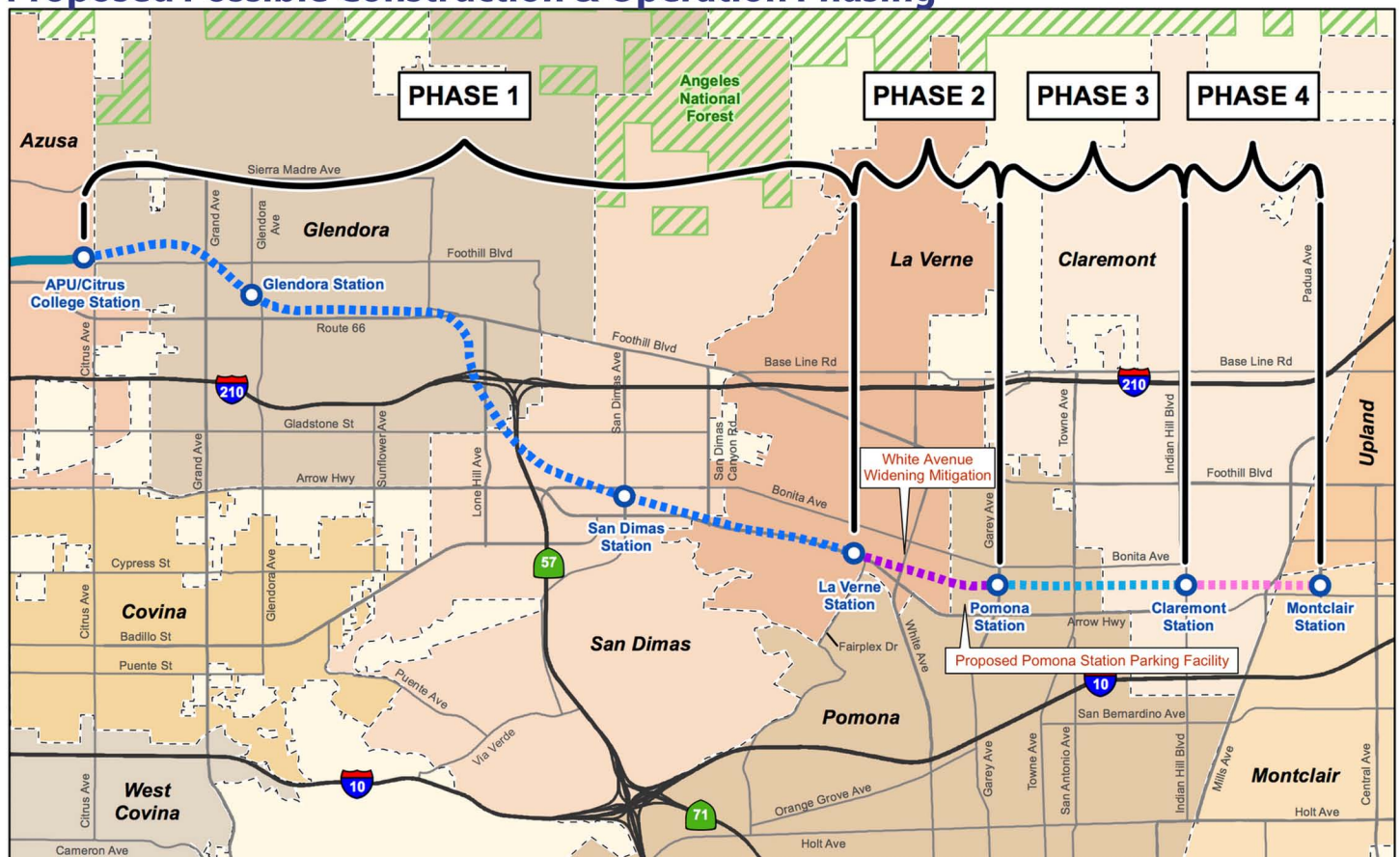
NOTE: The proposed possible construction and operation phasing is necessary to match with both existing funding and pending/future funding and provides flexibility to build and operate the phases as funding becomes available.



Ways to Comment on the Draft SEIR:

- 1. Fill out a comment sheet:** Complete a comment sheet and submit it tonight or before the end of the comment period (see #3).
- 2. Speak during tonight's Public Hearing:** Provide your comments during tonight's public hearing (submit a speaker card and when called please keep your comments to three minutes or less).
- 3. Email/Mail comments by May 6, 2019 to:**
Lisa Levy Buch, Chief Communications Officer
Metro Gold Line Foothill Extension Construction Authority
406 East Huntington Drive, Suite 202, Monrovia, CA 91016-3633
Email: LLevyBuch@foothillgoldline.org

Proposed Possible Construction & Operation Phasing



Existing Alignment
Station

Foothill Extension – Proposed Alignment Anticipated Construction Timelines

Phase 1 - La Verne - 2019 to 2024

Phase 2 - Pomona - 2019 to 2025 subject to availability of funding from Metro

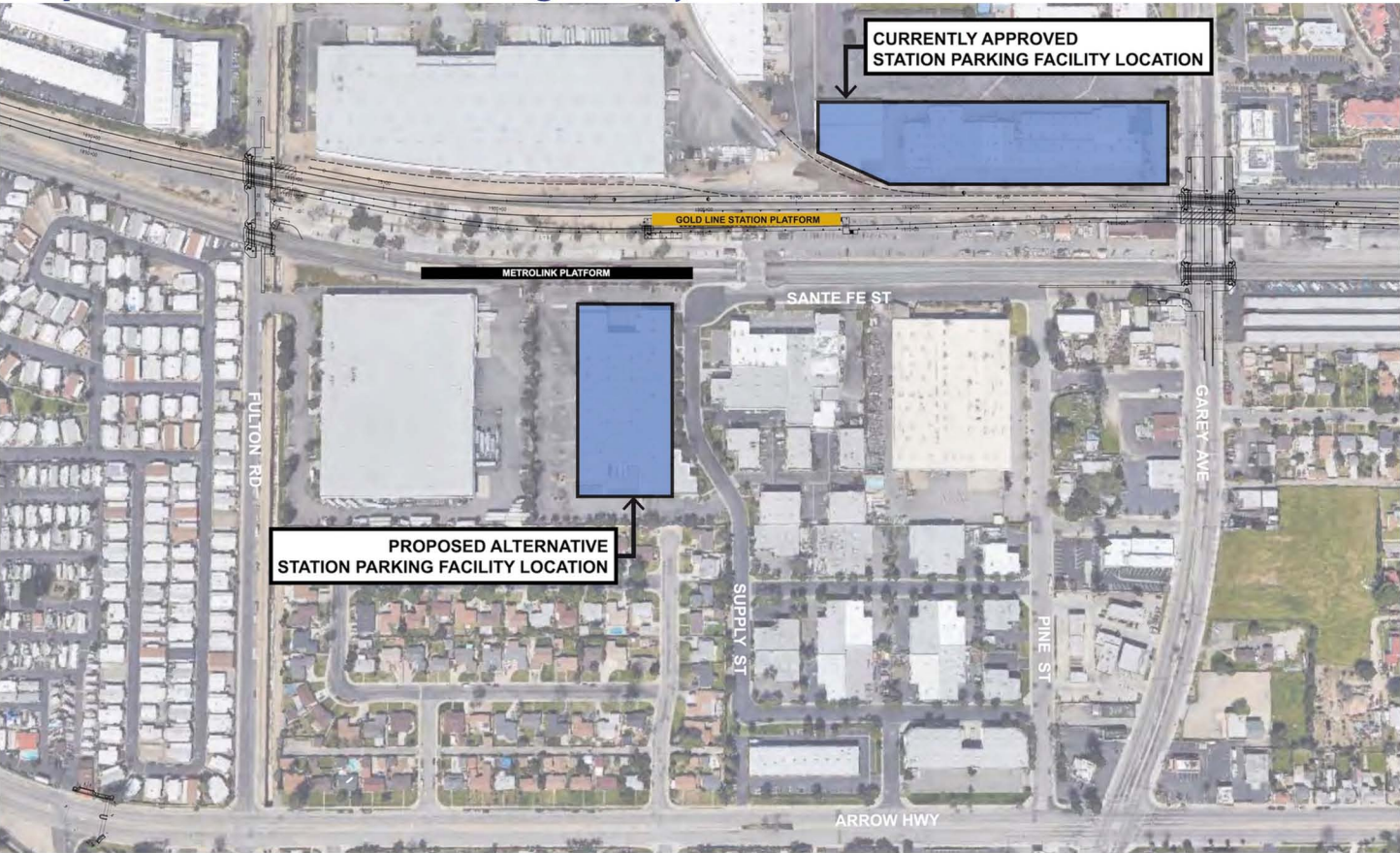
Phase 3 - Claremont - 2021 to 2028 subject to availability of funding from Metro

Phase 4 - Montclair - 2021 to 2028 subject to availability of funding from SBCTA for the portion from Claremont to Montclair

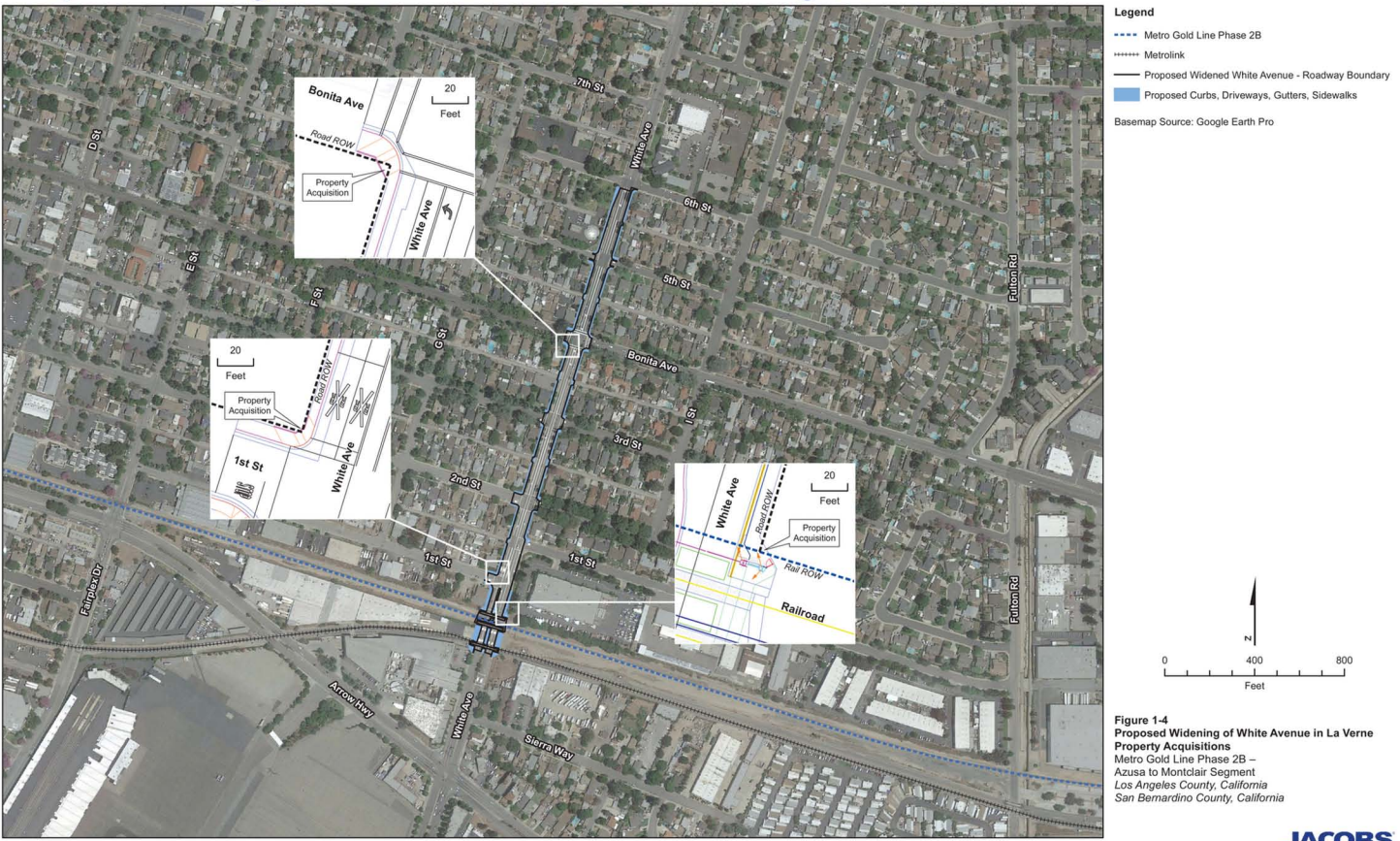
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Miles



Proposed Relocation of Parking Facility - Pomona Station



Proposed Mitigation - White Avenue Widening (La Verne)



Supplemental Environmental Impact Report (continued)

Topics Analyzed in the Draft SEIR

- Traffic/Transportation*
- Air Quality
- Climate Change/GHG
- Communities, Population and Housing
- Cultural Resources
- Energy
- Geologic Hazards
- Land Use and Planning
- Noise and Vibration
- Safety and Security*
- Visual Quality*
- Water Resources
- Growth Inducing Impacts
- Irreversible and Irrecoverable Commitment of Resources

The Draft SEIR evaluated the potential environmental impacts of the Project Modifications compared to existing conditions and the impacts of the Project as evaluated in the Approved 2013 Final Environmental Impact Report (FEIR).

*Indicates new/revised impacts identified and potential mitigation measures proposed.



Draft SEIR Conclusions – Traffic/Transportation

New or revised traffic/transportation impacts¹ were identified at 5 intersections based on the proposed Project Modifications:

1. *Glendora*: Glendora Avenue/Route 66
2. *La Verne*: White Avenue/First Street²
3. *La Verne*: White Avenue/Second Street²
4. *La Verne*: E Street/Second Street
5. *Pomona*: Towne Avenue/Arrow Highway

The following intersections no longer have impacts based on changes in travel patterns associated with the relocation of the Pomona Station parking facility south of the station:

- Garey Avenue/Bonita Avenue
- Towne Avenue/Bonita Avenue
- Towne Avenue/Towne Center Drive

¹See Chapter 2 of the Draft SEIR for details

²Previously identified as an intersection with impacts in the approved 2013 FEIR



Draft SEIR – Proposed Traffic/Transportation Mitigation Measures

The following mitigation measures were evaluated for effectiveness and viability:

1. Glendora Avenue/Route 66
 - No identified mitigation measures without substantial right-of-way acquisitions and secondary impacts. Therefore, the Project Modifications would introduce a new unmitigable significant impact at this intersection during the PM peak period (LOS D with and without the project).
2. White Avenue/First Street AND 3. White Avenue/Second Street
 - Widen White Avenue to two lanes in both the northbound and southbound directions, provide a dedicated median turn lane, and curbs, gutters, and sidewalks.
4. E Street/Second Street
 - Evaluation of mitigation measures was not necessary for this intersection (LOS C, better than approved 2013 FEIR).
5. Towne Avenue/Arrow Highway
 - Add one northbound left-turn lane and lengthen the storage from 100 feet to 175 feet.



Draft SEIR Conclusions – Safety/Security

New or revised Safety and Security impacts were identified based on the proposed Project Modifications, including the following:

- The phasing would contribute to increased pedestrian/biking activity and ridership demand within/adjacent to the interim termini station areas and would create the potential for impacts related to safety conflicts with rail operations.
- The Pomona Station parking facility relocation could increase the risk of pedestrian and light rail vehicle conflicts with the convergence of passengers and rail vehicles in the same area. Another potential impact would be pedestrians mistaking the Metrolink Pomona North Station for the Gold Line and boarding the wrong train.

The following mitigation measures were evaluated and are proposed to address the above Safety and Security Impacts:

- Widen the existing sidewalk between the proposed parking facility at the Pomona Station and the existing at-grade crossing over the Metrolink tracks from 4 feet to 8 feet to properly accommodate the higher ridership demands projected as a result of the Pomona Station being a possible terminus station.
- Install large, easily visible station identifiers for both the Metrolink Pomona North Station and the Proposed Project's Pomona Station. The station identifiers shall stand out visually in a busy urban environment and be distinguishable from the parking facility to differentiate the Metrolink station and the Metro Pomona Station. Kiosks shall be placed near each station to provide information and wayfinding such as station maps, system maps, real-time train arrival data, and fare information.



Draft SEIR Conclusions – Visual

A visual impact was identified based on the proposed Project Modifications and as described below:

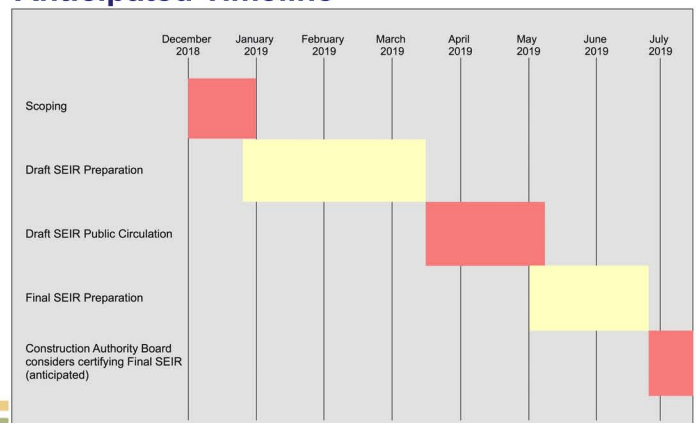
- Immediately south of the proposed Pomona Station parking facility relocation, potential visual impacts would result from the introduction of new lighting and privacy concerns associated with railroad patrons looking down into the neighborhood from the upper levels of the parking facility.

The following mitigation measure was evaluated and is proposed to address this visual impact:

- To reduce light spillover and increase privacy for adjacent residential parcels, the south-facing façade of the Pomona Station parking facility shall be solid, with no openings or windows, to the extent feasible.



Supplemental Environmental Impact Report Anticipated Timeline



NOTE: This fact sheet includes a select highlight of the boards presented at today's Public Meeting/Hearing. To see all the boards that were presented, visit www.foothillgoldline.org. Questions? Call (626) 471-9050.