Foothill Gold Line

June 24, 2020
Virtual Public Scoping Meeting
5:30 PM – 7:00 PM
Managing Your Audio

To view and modify your audio preferences, use the Audio Tab located on the right-hand panel of your screen.

Select one of the following options:

1) **Computer audio** or
2) **Phone call**.

Dial the phone number, 1(415) 930-5321,
and then enter the Access Code, 773-373-768,
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upon joining the meeting.

- Audience will be kept on mute during the meeting.

**Technical difficulties?**

Use the **Questions Tab** to reach a team member or call (909) 497-6349.
Tonight’s Purpose & Agenda

Purpose:
• Overview the Potential Project Modifications
• Explain the Environmental Review Process
• Receive Public Comments

Agenda:
• 5:30 PM – Presentation by Construction Authority Staff and Environmental Consultant
• 6:00 PM – Public Comment Session
  • Time for members of the public to provide comments to help frame issues to be addressed in the SEIR
  • Please keep comments to two minutes or less
3 Ways to Provide Scoping Comments

1. Speak during tonight’s public comment session, which will follow the staff presentation

2. Complete the on-line comment form (a link to the comment form has been sent out to your chat box)

3. After Tonight: Email/Mail comments no later than July 8, 2020:
   
   **Email:** LLevyBuch@foothillgoldline.org
   **Mail to:**
   Lisa Levy Buch
   Chief Communications Officer
   Metro Gold Line Foothill Extension Construction Authority
   406 East Huntington Drive, Suite 202
   Monrovia, CA 91016-3633
Staff Presentation
SEIR Lead Agency: Construction Authority

- Construction Authority was created by state legislation in 1998 to plan, design and build the Metro Gold Line from Union Station east to Montclair (updated in 2011)
- Construction Authority is a separate agency from LA Metro and Metrolink
- Enabling legislation provides all necessary powers to complete the project
- Construction Authority is overseen by board of directors
- Board of directors receives feedback from all corridor cities through Joint Powers Authority and Technical Advisory Committee
- Construction Authority works closely with LA Metro:
  - Roles and responsibilities formalized in Master Cooperative Agreement
  - Construction Authority builds the project per Metro’s design and safety specifications
  - Both agencies play a role in project safety, planning and education
<table>
<thead>
<tr>
<th>Year</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>1999</td>
<td>Foothill Gold Line Construction Authority starts work</td>
</tr>
<tr>
<td>2003</td>
<td>LA to Pasadena segment completed on-time &amp; under-budget; Alternatives Analysis initiated for Pasadena to Montclair segments</td>
</tr>
<tr>
<td>2005</td>
<td>Board selected Locally Preferred Alternative</td>
</tr>
<tr>
<td>2007</td>
<td>Final EIR certified for Pasadena to Azusa segment only</td>
</tr>
<tr>
<td>2008</td>
<td>Measure R approved, fully funding Pasadena to Azusa segment; Residual funds available for Glendora to Montclair</td>
</tr>
<tr>
<td>2010</td>
<td>Pasadena to Azusa segment broke ground</td>
</tr>
<tr>
<td>2013</td>
<td>Final EIR certified for Glendora to Montclair segment</td>
</tr>
<tr>
<td>2014</td>
<td>Advanced engineering began for Glendora to Montclair segment</td>
</tr>
<tr>
<td>2015</td>
<td>Pasadena to Azusa segment completed on-time &amp; under-budget</td>
</tr>
<tr>
<td>2016</td>
<td>Advanced engineering complete for Glendora to Montclair segment; Measure M approved with funding for Glendora to Claremont</td>
</tr>
<tr>
<td>2017</td>
<td>Glendora to Montclair broke ground</td>
</tr>
<tr>
<td>2018</td>
<td>First two Glendora to Montclair contracts underway/completed</td>
</tr>
<tr>
<td>2019</td>
<td>Phased construction was environmentally cleared; KPJV team selected for Glendora to Montclair design-build contract</td>
</tr>
<tr>
<td>2020</td>
<td>KPJV team begins major construction for Glendora to Pomona segment; Construction Authority seeks additional funding to build to Montclair</td>
</tr>
</tbody>
</table>
The project segment from Glendora to Pomona is fully funded and is the base contract for the design-build team. The extension to Montclair can be completed within the design-build contract if additional funding is secured by October 2021. Pomona to Montclair is included as a contract option, requiring $550 million total ($450 million in Los Angeles County and $100 million in San Bernardino) – some of which is already secured.
The KPJV contract includes a fully funded base contract to complete the nine-mile segment of the project from Glendora to Pomona, with a contract option (includes a firm, fixed price) to complete the full project to Montclair if the additional funding needed is secured by October 2021.

If the funding is not secured by the deadline, the portion of the project from Pomona to Montclair will be completed as a separate phase under a future contract. Importantly, the Construction Authority retains the right to re-procure the Pomona to Montclair project segment if market conditions improve at any time.

Major construction of the Glendora to Pomona segment is starting in July 2020.
Why the Potential Project Modifications?

• As a result of Metro board-directed policy changes, in 2019 Metro implemented a Supportive Transit Parking Program for their current and future projects to achieve the following goals:
  – Efficiently and effectively serve transit rider connections
  – Balance benefits and efficiencies of providing parking at stations with other access modes
  – Preserve flexibility of the land near stations for future land use alternatives
  – Provide long-term opportunities for cost savings due to lower maintenance costs, increased land efficiency, and environmental sustainability
  – Institute parking charges and required proof of transit system use to support spaces being available at stations throughout the day and to help cover facility maintenance costs
Why the Potential Project Modifications? (cont.)

- Metro has requested that the Construction Authority modify the planned parking at the Glendora, San Dimas, La Verne, Pomona and Claremont stations to be in conformance with its new program and the program’s forecast parking demand.
- The potential Project Modifications to be evaluated in the Supplemental Environmental Impact Report are being proposed to comply with the Supportive Transit Parking Program and the forecast parking demand provided by LA Metro.
Overview of Potential Project Modifications

• Construct surface parking lots instead of parking structures at the Glendora, San Dimas, La Verne, and Pomona Stations.
  • Constructing surface lots would reduce the number of available parking spaces to conform with Metro’s parking demand forecast.

• To accommodate the reconfigured parking conditions, the parking property size at Glendora and San Dimas Stations would increase.

• A property location change is proposed for the parking facility at the Pomona Station.

• No changes are proposed for the location or property size of the parking facility in La Verne.

• Changed vehicle and pedestrian access and new or relocated turnabouts are also proposed.
Overview of Potential Modifications (cont)

• Two potential scenarios for the parking at the Claremont station will be considered wherein reduced parking is accommodated either fully in a parking structure (Scenario A) or via a surface parking lot combined with leasing of additional parking spaces from available locations within ¼-mile of the Claremont Station (Scenario B).

• No changes are proposed to the location or footprint identified and previously approved for the Claremont Station parking facility.

• No changes are proposed for the Montclair Station parking facility.
# Summary of Parking Space Changes

<table>
<thead>
<tr>
<th></th>
<th>Glendora Parking Facility</th>
<th>San Dimas Parking Facility</th>
<th>La Verne Parking Facility</th>
<th>Pomona Parking Facility</th>
<th>Claremont Parking Facility</th>
<th>Totals</th>
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</thead>
<tbody>
<tr>
<td># of Parking Spaces</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Proposed in</td>
<td>420</td>
<td>450</td>
<td>600</td>
<td>1,000¹</td>
<td>1,100</td>
<td>3,570</td>
</tr>
<tr>
<td>2013 FEIR</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td># of Parking Spaces</td>
<td>302</td>
<td>289</td>
<td>299</td>
<td>530</td>
<td>539</td>
<td>1,959</td>
</tr>
<tr>
<td>as a result of</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Project Modifications²</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Difference</td>
<td>-118</td>
<td>-161</td>
<td>-301</td>
<td>-470</td>
<td>-561</td>
<td>-1,611</td>
</tr>
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</table>

¹ Approximately 250 spaces exist in a Metrolink parking lot, 750 new spaces included in 2013 FEIR.
² The number of parking spaces as a result of the Project Modifications reflects the parking need at Project completion (i.e., Montclair as terminus station)

Source: Metro 2018
Potential Project Modifications - Glendora

Figure 1-2B
Glendora Station Parking Facility Reconfiguration with Pedestrian Access
Potential Project Modifications - Glendora

Figure 1-2A
Glendora Station Parking Facility Reconfiguration
Potential Project Modifications – San Dimas

Figure 1-3B
San Dimas Station Parking Facility Reconfiguration with Pedestrian Access
Potential Project Modifications – San Dimas
Potential Project Modifications – La Verne
Potential Project Modifications – La Verne
Potential Project Modifications - Pomona

Figure 1-5B
Pomona Station Parking Facility Reconfiguration with Pedestrian Access
Potential Project Modifications - Pomona
Potential Modifications – Claremont

Figure 1-6C
Claremont Station Parking Facility Reconfiguration with Pedestrian Access
Potential Modifications – Claremont (Scenario A)
Potential Modifications – Claremont (Scenario B)

Figure 1-6B
Claremont Station Parking Facility Reconfiguration, Scenario B
Environmental Topics To Be Reviewed in the Supplemental Environmental Impact Report

The potential environmental effects of the Project modifications include:

- Transportation
- Air quality
- Biological resources/ecosystems
- Climate change
- Communities, population, and housing
- Community facilities and parklands
- Cultural resources
- Energy
- Geologic hazards
- Hazardous waste and materials
- Land use and planning
- Noise and vibration
- Safety and security
- Visual quality
- Water resources
- Growth-inducing impacts

The topics above will be analyzed in the Supplemental Environmental Impact Report (SEIR).

Are we missing anything that should be reviewed?

Let us know tonight by submitting a comment
Supplemental Environmental Impact Report
Anticipated Timeline

- Construction Authority Releases Notice of Preparation – June 2, 2020
  - Scoping Period: June 2 - July 8, 2020
  - Virtual Public Scoping Meeting: June 24, 2020
- Draft Supplemental EIR Release: August 2020 (anticipated)
  - Draft document will be released for a 45-day comment period
- Construction Authority Board of Directors to Consider Certifying Final SEIR and Approving Project Modifications
  - November 2020 (anticipated)
Public Comment Session
How to Participate in the Public Comment Session

1) Verbally (during this meeting):
   To make a verbal comment, please use the “Raise Hand” feature on the control panel. This feature alerts staff you would like to make a verbal comment. Speakers will be called in order. Once your name is called, you will be unmuted, and your 3-minute comment period will begin.

2) Electronic Comment Form
   Click on the link provided in the chat box. If you are having technical difficulties, use the Questions/Chat Tab or call (909) 497-6349.
(3) After Tonight: Email/Mail comments no later than July 8, 2020:

Email: LLevyBuch@foothillgoldline.org
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Important Note: Questions and comments received during the public comment session will not be responded to during the meeting tonight; but rather be used to help frame issues to be addressed in the SEIR.
Thank You for Attending
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