



Foothill Gold Line

October 26, 2021

**Virtual Public Scoping Meeting
Meeting will start at 5:30 PM**

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



Foothill Gold Line Project History

- 1999:** Foothill Gold Line Construction Authority starts work
- 2003:** LA to Pasadena segment completed on-time & under-budget; Alternatives Analysis initiated for Pasadena to Montclair segments
- 2005:** Board selected Locally Preferred Alternative – Pasadena to Montclair
- 2007:** Final EIR certified for Pasadena to Azusa segment only
- 2008:** Measure R approved, fully funding Pasadena to Azusa segment; Residual funds available for Glendora to Montclair
- 2010:** Pasadena to Azusa segment broke ground
- 2013:** Final EIR certified 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:** Advanced engineering complete for Glendora to Montclair segment; Measure M approved with funding for Glendora to Claremont
- 2017:** Glendora to Montclair broke ground
- 2018:** First two Glendora to Montclair contracts completed
- 2019:** Phased construction environmentally cleared; KPJV team selected
- 2020:** KPJV team begins major construction for Glendora to Pomona segment; Construction Authority seeks additional funding to build to Montclair
- 2021:** Construction Authority certifies SEIR #2, reducing project parking



Glendora to Montclair Project Segment



The Construction Authority is seeking funding to build the currently unfunded project segment from Pomona to Montclair. The timeline for completion will be based on when funding is secured.

Current Status of Environmental Process

- Initial project EIR certified in 2013
- Four CEQA Addenda approved addressing project modifications and two-phase construction process (Phases: Glendora to Claremont; Claremont to Montclair)
- SEIR #1 certified in 2019 addressed additional project modifications and plan for three-phase construction process (Phases: Glendora to Pomona, Pomona to Claremont, Claremont to Montclair)
- SEIR #2 certified in January 2021 addressed reduced parking at stations in accordance with Metro policy and changes at several locations from parking structures to parking lots
- SEIR #3 will address change in parking lot location in San Dimas only from the location currently approved; the number of parking spaces remains the same

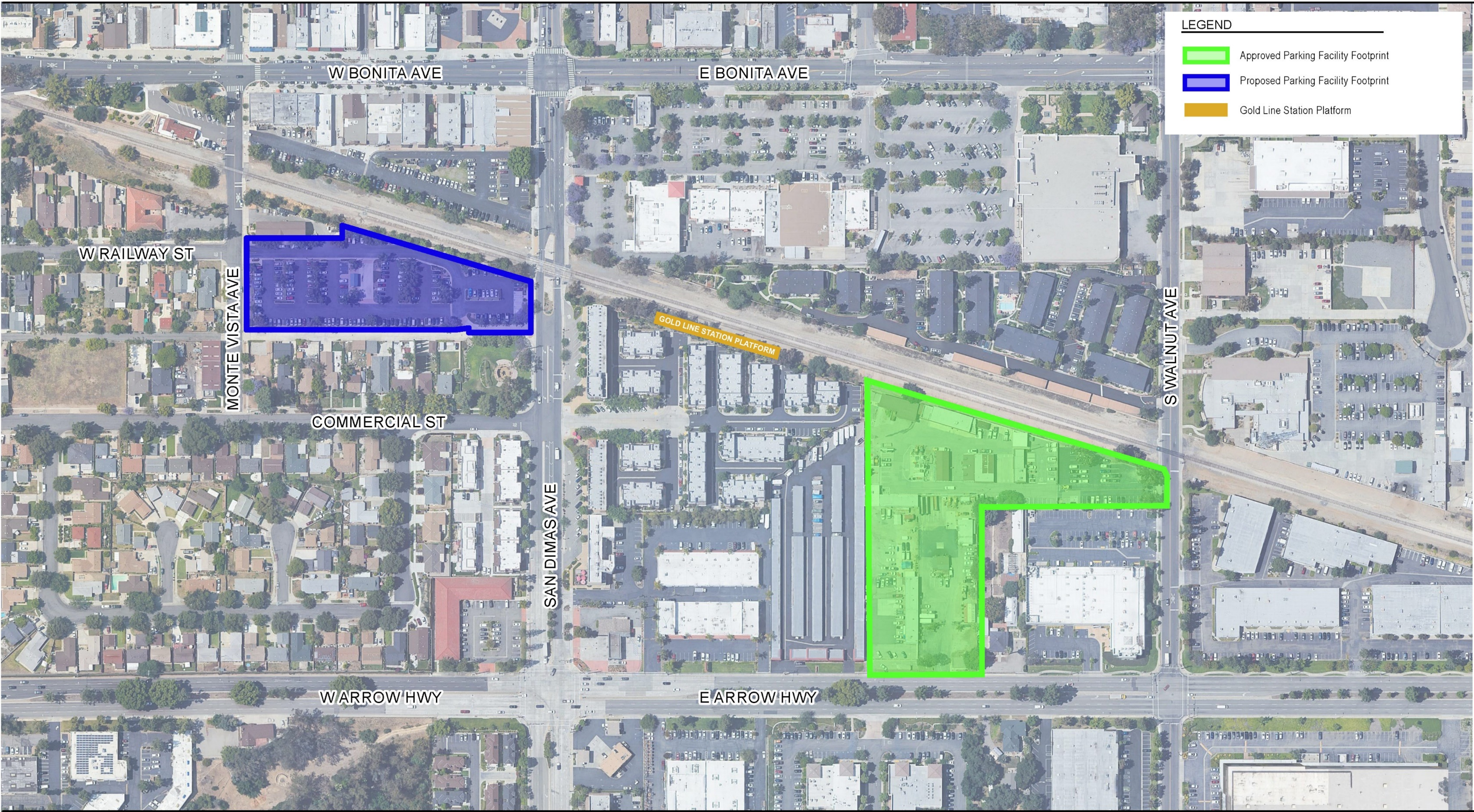


Why the Potential Project Modifications?

- Coordination with City of San Dimas subsequent to completion of SEIR #2 resulted in a recommendation to move proposed parking lot location two blocks west to current Foothill Transit park and ride location.
 - Avoid impacts to San Dimas City Maintenance Yard at parking location currently approved
 - Avoid impacts to multiple privately-owned land parcels at parking location currently approved and associated relocations
 - Reconstruct Foothill Transit park and ride lot to accommodate parking for Gold Line San Dimas Station
 - Provide access and parking control as identified in SEIR #2
 - Provide the same number of parking spaces as planned in currently approved San Dimas location



Potential Project Modifications – San Dimas



Source: Hill International 2021

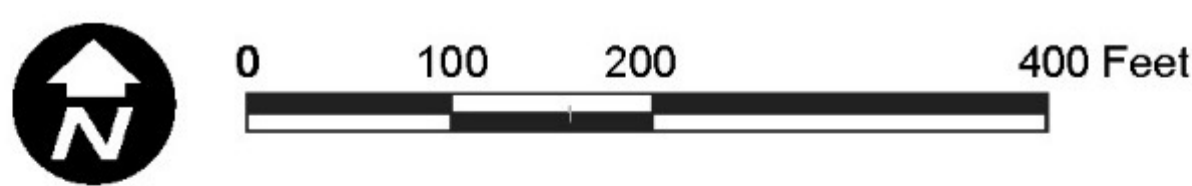


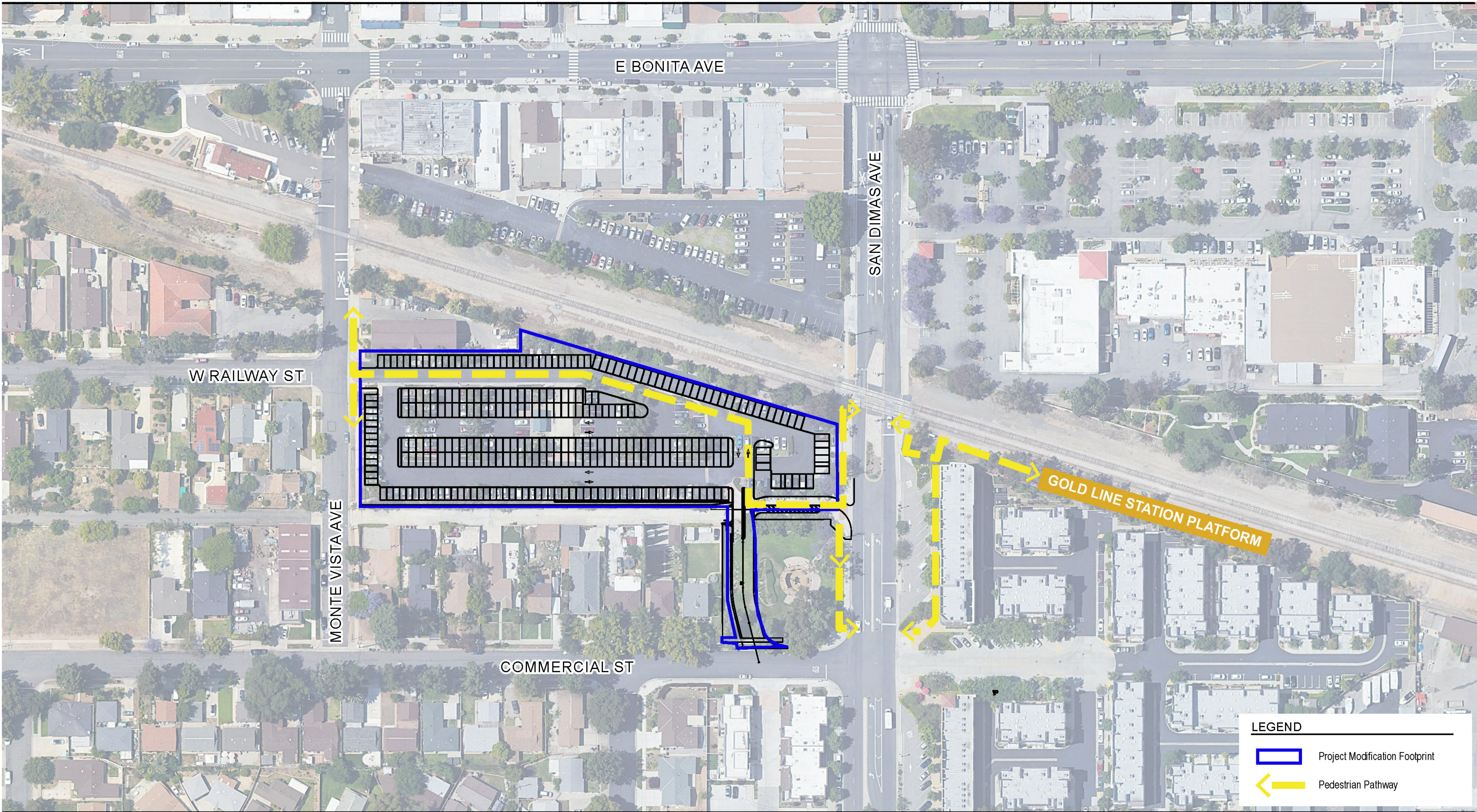
Figure 1-3
San Dimas Alternative Parking Lot Site Plan

Potential San Dimas Station & Parking Site Plan



Note: This site plan illustrates the potential location change for the station parking facility from what was approved in January 2021. It is currently under review and is not approved.

Potential Project Modifications – San Dimas



Source: Hill International 2021



Figure 1-4
San Dimas Alternative Parking Lot Site Plan

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



Foothill Gold Line

Supplemental Environmental Impact Report Anticipated Timeline

- Construction Authority Releases Notice of Preparation – October 14, 2021
 - Scoping Period: October 15 – November 19, 2021
 - Virtual Public Scoping Meeting: October 26, 2021
- Draft Supplemental EIR Release: March 2022 (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
 - June 2022 (anticipated)



Thank you for joining the Foothill Gold Line Virtual Scoping Meeting. Our meeting has ended.

- A recording of the meeting will be available soon at www.foothillgoldline.org
- Written comments will be accepted if received no later than **November 19, 2021** to one of the following:

Email: LLevyBuch@foothillgoldline.org

Mail to:

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