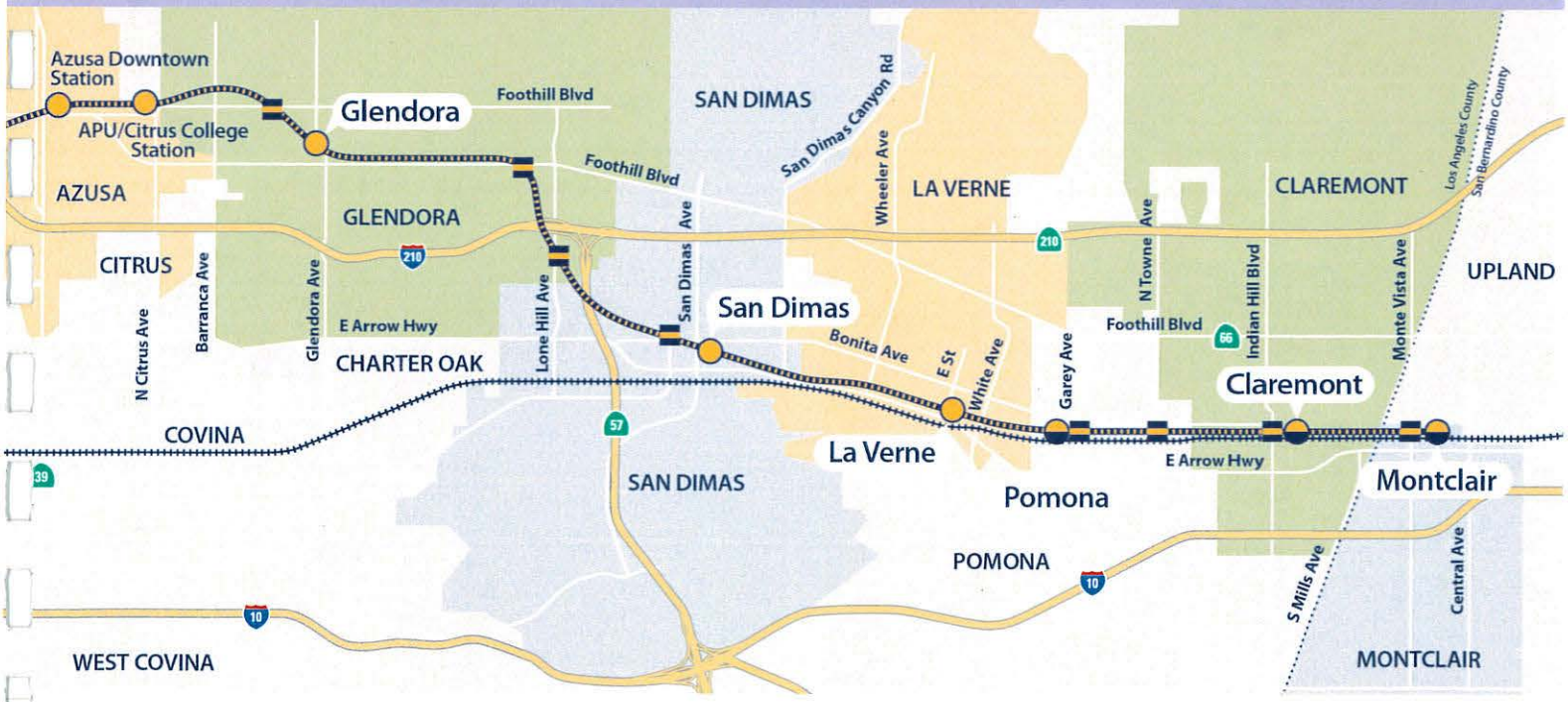
EXECUTIVE SUMMARY

Draft Supplemental Environmental Impact Report for Metro Gold Line Foothill Extension

Azusa to Montclair (SCH No. 2010121069)

March 2019

Evaluating Phased Construction and Operation of the Project - APU/Citrus College Station to La Verne Station or Pomona Station and a Relocated Parking Facility at the Pomona Station.



Foothill Gold Line

Metro Gold Line Foothill Extension Construction Authority

Summary

S.1 Introduction

The Metro Gold Line light rail transit system currently extends from Los Angeles to Azusa and serves the cities and communities along the alignment corridor. The Metro Gold Line Foothill Extension is a phased project that will ultimately extend the existing Metro Gold Line by 24 miles to the east, from the City of Pasadena to the City of Montclair. The Metro Gold Line Foothill Extension Construction Authority (Authority) evaluated the Gold Line in two phases: a first phase of 11.5 miles from Pasadena to Azusa (the Pasadena to Azusa Extension – Phase 2A), and a second phase of 12.3 miles between Azusa and Montclair (Azusa to Montclair Extension – Phase 2B). Phase 2A was completed in 2015 and is in operation. In 2013, the Authority certified a Final Environmental Impact Report (2013 FEIR) for the Azusa to Montclair Extension – Phase 2B project. Construction of Phase 2B (the "Project") began in December 2017. Following the certification of the 2013 FEIR, the Authority identified a number of refinements to the Project. The Authority has since approved four addenda to the 2013 FEIR.

The Authority has prepared this Supplemental Environmental Impact Report (SEIR) in response to the need for revisions to the 2013 FEIR and as a result of proposed Project Modifications. This SEIR evaluates the environmental effects of the Project Modifications approved by the Authority and described in the 2013 FEIR and addenda (but not including Modifications No. 6 and No. 7 as described in Addendum No. 4). This SEIR is intended to provide information to the public; the Authority Board; and local, responsible and trustee agencies regarding the potential significant environmental impacts of the Project Modifications and to identify measures to reduce or eliminate any significant impacts.

The Authority is the lead agency for this SEIR. This SEIR will be used by the Authority and other responsible agencies to provide the information necessary for an environmental review of discretionary actions regarding the Project Modifications, including the issuance or granting of permits, related to the construction and operation of the Project.

S.2 Project Modifications

The Project approved by the Authority extends the Metro Gold Line alignment 12.3 miles east, from just east of Azusa-Citrus Station to the City of Montclair Transcenter and includes 6 new stations in the cities of Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair. The Project Modifications do not alter the scope of the Project as approved by the Authority. The Project Modifications include phasing construction and operation of the Project, a design refinement, and a new traffic mitigation measure.

The Authority proposes to construct and operate the Project in four construction phases, rather than the two phases approved as part of Addendum No.2. The first phase of construction would include 8.2 miles of the alignment through Los Angeles County, from Azusa-Citrus Station to La Verne Station. The second phase would include 0.8 mile of alignment from La Verne Station to Pomona Station. The third phase would include 2.2 miles of the alignment from Pomona Station to Claremont Station. The fourth phase would include 1.0 mile of the alignment from Claremont Station to Montclair Station in San Bernardino County. This proposed four-phased construction would occur across a range of timelines and result in La Verne Station (2019 to 2024), Pomona Station (2019 to 2025, subject to availability of funding from Metro), and Claremont Station (2021 to 2028, subject to availability from Metro) operating as temporary end-of-line (terminus) stations.

As part of the Project Modifications, the Authority also proposes a design refinement that would involve relocating the north side Pomona Station parking facility to an existing parcel on the south side of the station. The Project Modifications would also include a new traffic mitigation measure that will widen White Avenue from existing at-grade railroad crossing north to the intersection with 6th Avenue. The analysis conducted and resulting impacts necessitating this new mitigation measure is provided in Chapter 2 – Transportation.

All other design features of the Project would remain the same as described in the 2013 FEIR and the four subsequent addenda (with the exception of Modification No. 6 and Modification No. 7 in Addendum No. 4)

S.3 Transportation

The SEIR, Chapter 2 - Transportation evaluates the potential impacts of the Project Modifications against two baselines: (1) the 2035 build conditions identified in the 2013 FEIR (the "Approved Project Baseline"), and (2) the 2018 existing conditions (the "Existing Conditions Baseline"). In this manner, the SEIR discloses and evaluates the extent to which the Project Modifications would change transportation impacts as compared to the Project previously approved by the Authority, and as compared to existing conditions.

Employing the Existing Conditions Baseline, the SEIR also discloses and evaluates the extent to which the Project, including the Proposed Modifications, would affect transportation conditions existing in the Project area prior to the construction of the Project improvements. Additionally, the SEIR evaluates the transportation impacts of the Project against the Approved Project Baseline using a methodology similar to the methodology for evaluating transportation impacts in the 2013 FEIR and addenda. The 2013 FEIR methodology reflected the standard practice in the traffic engineering profession at the time. The evaluation included a comparison of the Project Modifications to a No Build scenario, again consistent with standard practice for traffic engineering.

In addition, and subsequent to the certification of the 2013 FEIR, legislative amendments to CEQA (Public Resources Code, § 21099) were adopted (December 2018) directing the Office of Planning and Research to develop and adopt amendments using alternative measures of measuring transportation impacts. A new section of the CEQA Guidelines (CEQA Guidelines, § 15064.3) was adopted stating that the use of LOS and similar measurements of traffic delay "will no longer be considered to be an environmental impact under CEQA" However, these adopted amendments also authorized lead agencies to "elect to be governed by the provisions of this section immediately" and applied the new measure of transportation impacts required to apply statewide beginning on July 1, 2020.

The adopted amendments determined that, in general, transportation impacts are best evaluated by using vehicle miles traveled (VMT). Guidelines Section 15064.3 also notes that lead agencies should presume that projects that reduce VMT, such as pedestrian, bicycle, and transit projects, would have a less than significant impact. Those amendments also determined that "Lead agencies have the discretion to choose the most appropriate methodology to analyze a project's vehicle miles traveled"

Based on the methods summarized above, detail evaluation on regional forecasting, study area determination, traffic operations analysis, and VMT analysis were conducted. Detailed discussions on the methodology used is provided in the introduction to Chapter 2, Transportation, as well as in Section 2.1 Methodology.

S.3.1 Regional Forecasting

Metro's "Measure R" regional travel demand model was applied for this study's forecasting analysis. This model represents all Measure R projects anticipated to be operational by the year 2035, as well as other projects included in the approved RTP/SCS and is the same one used in the 2013 FEIR. A more detailed discussion of the Measure R model is provided in Section 2.1.1.

For the analysis of the Project Modifications, the terminus of the Project was modified in the model from Montclair to La Verne (for Phase 1) and from Montclair to Pomona (for Phase 2). Ridership forecasts with the La Verne and Pomona stations as the termini were compared with the Claremont and Montclair stations as the termini. The Project Modifications would change the ridership levels at each of the six Project stations by constructing and operating the Project in four phases, instead of two phases as evaluated in the 2013 FEIR and addenda. Changes to ridership levels due to the Project Modifications

would affect traffic volumes and parking demands near the Project stations. In turn, intersection operations would be affected in the vicinity of these stations.

S.3.2 Study Area Determinations

The model output for the Project Modification, Phases 1 and 2 indicated there would be measurable changes in automobile trips at the Glendora, San Dimas, La Verne, and Pomona stations. To assess potential impacts, a set of 74 intersections was identified for evaluation (see Section 2.1.2, Table 2-1). The starting point was the set of intersections originally identified in the 2013 FEIR and addenda. Additional intersections were identified, because focused traffic studies were conducted after the 2013 FEIR on new intersections. Of the 97 intersections noted, 74 were included in the 2013 FEIR, 1 intersection was split into 2, and 22 new intersections were added. Additionally, and subsequent to the 2013 FEIR and addenda, several independent traffic studies (Appendix C – Traffic Analysis Technical Summary) were conducted to inform the engineering process and address questions and concerns from the affected cities and CPUC. These studies identified specific improvements (see Section 2.1.2) that are included as part of the Project Modifications to improve traffic operations and pedestrian/vehicular safety.

S.3.3 Traffic Operations Analysis

For traffic operations analysis, a three-pronged approach was conducted for the Project Modifications: (1) an assessment of the potential for impacts under both the Los Angeles County thresholds (for all intersections), (2) thresholds adopted by the City of Pomona (for intersections in Pomona), and (3) VMT analysis (described in Section 2.1.4). Using all three measures allowed for a comprehensive assessment of potential impacts to ensure that compliance with these thresholds means that the project's impacts are less than significant (per CEQA Guidelines § 15064(b)(2)). Multiple scenarios were analyzed to assess the potential impact of traffic operations:

- Existing Conditions (2010) analysis from the 2013 FEIR was retained.
- The 2035 No Build scenario was updated.
- The 2035 Build scenario, for the Project Modifications, was divided into Phase 1 and Phase 2. Traffic forecasts were updated to reflect the changing travel patterns at the study intersections with the temporary terminus of the Gold Line at the La Verne Station (Phase 1) and the Pomona Station (Phase 2).
- 2035 Approved Project scenarios, with termini at Claremont and Montclair, per the 2013 FEIR and Addendum No. 2, were assessed.

Section 2.1.3 provides a detail discussion on the multi-pronged approach employed for traffic operations analysis.

S.3.4 Vehicle Miles Traveled

Consistent with the earlier discussion, CEQA Guidelines now provide for the use of VMT to evaluate the transportation impacts of transit projects. Section 15064.3(c) states that "a lead agency may elect to be governed by the provisions of this section immediately. Beginning on July 1, 2020, the provisions of this section shall apply statewide."

Based on the new CEQA Guidelines, the presumption of a less-than-significant impact suggests that detailed VMT analysis is not required for the Project Modifications. However, to confirm that assumption, the Measure R travel demand model was used to assess whether the Project Modifications would reduce VMT. That assessment was conducted on a regional level, for both Phase 1 and Phase 2. It is appropriate to assess VMT at a regional level to assess the extent to which the Project Modifications would reduce or increase regional travel and thus VMT. VMT was also evaluated for the study area, using a 2-mile buffer around the proposed Gold Line stations, see Section 2.1.4, Figure 2-1. The focused VMT analysis captured the effects of travel changes specific to the affected area

S.3.5 Impact Analysis Results

Regional Forecasting - The regional forecasting analysis for traffic demand, including changes in ridership, automobile access and parking demand indicated a range of both increases and decreases depending on station location and the corresponding Project Modifications applied to Phase 1 and Phase 2. Section 2.2.1 – Traffic Demand and Tables 2-3, 2-4, 2-5, and 2-6 provide detailed discussions and comparative data across these three topics. The identified changes from a regional forecasting perspective do not represent new impacts.

Traffic Operations – As described above the traffic operations analysis included a multi-pronged evaluation approach. LOS was analyzed at each study area intersection for the Project Modifications (Phase 1 and Phase 2). Intersection geometrics and signal phasing were updated to reflect the latest field conditions and assumed to be the same in the Existing Conditions and 2035 No Build scenarios. Then, updates were made to reflect the traffic volume and geometric changes associated with the Project Modifications. Detailed tabular information is provided in Section 2.3.1, Tables 2-7 and 2-8. Based on this analysis a comparison of the delay and LOS for these intersections against the results for the 2013 FEIR Approved Project and Existing Conditions was conducted (see Section 2.3.1, Table 2-9). The LOS in the 2035 peak period for the Project Modifications is worse than Existing Conditions for all intersections.

Using the Los Angeles County thresholds in the 2035 scenario, the intersection operating conditions with the Project Modifications were compared with the No Build scenario to identify potential impacts. Section 2.3.2 Tables 2-10 and 2-11 provide summaries of AM and PM peak hour conditions for the Project Modifications (Phase 1 and Phase 2) and No Build scenarios. From this analysis at total of 5 intersections were identified as potentially impacted with the Project Modifications, including:

- Towne Avenue/Arrow Highway (AM peak hour / Phase 2)
- Glendora Avenue/Route 66 (PM peak hour / Phase 1 and Phase 2)
- E Street/Second Street (PM peak hour / Phase 1)
- White Avenue/Second Street (PM peak hour / Phase 1 and Phase 2)
- White Avenue/First Street (PM peak hour / Phase 1 and Phase 2)

In addition, using the City of Pomona traffic analysis methodology, the impact criteria for the intersection of Garey Avenue/Arrow Highway would not be met or exceeded because it would still operate at LOS D or better. Of the intersections identified as potential impacts, only two intersections (White Avenue/Second Street and White Avenue/First Street, were also identified as potential impacts in the 2013 FEIR.

This 2035 evaluation also indicated three intersections in where impacts and mitigation measures were identified in the 2013 FEIR, but will no longer be needed with the Project Modifications for any phase.

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

These intersections no longer have impacts because of the changes in travel patterns associated with the location of the Pomona Station parking facility south of the Metrolink tracks.

VMT Analysis – The Project Modifications would reduce VMT during both Phase 1 and Phase 2. Those reductions are associated with the shift in mode from automobile to transit trips with the increased Gold Line service. Based on these reductions, there would be no new or more severe significant impacts to VMT.

S.3.6 Transportation Mitigation Recommendations and Measures

The following mitigation strategies and other recommendations for addressing the impacts identified included consideration of the options described in Section 2.3.3. For the five intersections with identified impacts the following mitigation measure were evaluated and the resulting level of impact determined.

Glendora Avenue/Route 66 - The proposed mitigation measure was to add a second left-turn lane for eastbound Route 66. The improvement in LOS was negligible (resulting in a decrease of less than 1 second in delay for Phase 1 and Phase 2), and the impact (PM Peak only) remained after mitigation. Therefore, the significant impact cannot be addressed with any feasible mitigation measures. There are no identified mitigation measures that add capacity to reduce delay, without substantial right-of-way acquisitions that will in turn have secondary impacts related to the loss of these properties and the associated economic effects. Therefore, the Project Modifications would introduce a new unmitigable significant impact at this intersection during the PM peak period.

E Street/Second Street – The need to evaluation recommended mitigation measures was not necessary for this intersection since the delay with the Project Modifications would be lower (by 0.1 second) than the delay with the Approved Project. For that reason, no mitigation measures were identified.

White Avenue/Second Street – The widening of White Avenue between First Street and Sixth Street was evaluated. The mitigation is projected to improve intersection operations to LOS C (17.2 seconds in delay for Phase 1 and 16.6 seconds for Phase 2) during the PM peak hour. This improvement will allow the intersection to operate better than the 2035 No Build scenario and is therefore a feasible mitigation for the identified significant impact. Therefore, the Project Modifications, after mitigation, would not introduce a new or more severe significant impact.

- **LTR-9**: Widen White Avenue to include two lanes in both the northbound and southbound directions, a dedicated median turn lane, and curbs, gutters, and sidewalks.

White Avenue/First Street – The widening of White Avenue between First Street and Sixth Street was also evaluated for this intersection. The mitigation is projected to improve intersection operations to LOS C (18.1 seconds in delay for Phase 1 and 17.4 seconds for Phase 2) during the PM peak hour. This improvement will allow the intersection to operate better than the 2035 No Build scenario and is therefore a feasible mitigation for the identified significant impact. Therefore, the Project Modifications, after mitigation, would not introduce a new or more severe significant impact.

Towne Avenue/Arrow Highway – A mitigation measure was identified to address the impacts, specifically the addition of one northbound left-turn lane and a storage length extension from 100 feet to 175 feet. Roadway widening near the intersection will be needed to accommodate the improved lane configuration. A detailed engineering assessment is required to determine the feasibility of this potential mitigation.

- **LTR-10 (new):** Add one northbound left-turn lane and lengthen the storage from 100 feet to 175 feet.

S.4 Environmental Impacts

This SEIR evaluates the potential environmental impacts of the Project Modifications compared to existing conditions and the impacts of the Project as evaluated in the 2013 FEIR with addenda. The evaluations also included consideration of possible ways to minimize or mitigate new or more severe significant impacts. Detailed discussions of the regulatory setting, existing conditions, environmental impacts (including evaluation methodology, impact criteria, short-term construction impacts, long-term impacts, and cumulative impacts), mitigation measures, and the level of impact after mitigation for environmental resources are included in this SEIR.

Impacts on each environmental resource are analyzed according to (1) the proposed four-phase construction and operation with interim station termini conditions associated with each phase, (2) the proposed parking facility design refinement at Pomona Station, and (3) the new mitigation measure (LTR-9) involving widening White Avenue in the City of La Verne. The study area for the construction and operation phasing focuses on the interim termini stations. The study area for the design refinement and

mitigation measure is exclusive to the areas where those changes are proposed, the cities of Pomona and La Verne, respectively. Table S-1 presents a summary of impacts for each resource.

S.4.1 Short-term Impacts and Mitigation Measures

Short-term impacts were analyzed for all resources, including transportation, air quality, climate change, communities/population/housing, cultural resources, energy, geologic hazards, land use and planning, noise and vibration, safety and security, visual quality, water resources, growth-inducing impacts, and irreversible and irretrievable commitments of resources. No new or more significant short-term impacts, as compared to the 2013 FEIR and four addenda, are expected to occur as a result of the Project Modifications.

Short-term mitigation measures were also reviewed for all resources analyzed. All short-term mitigation measures for construction will be the same as presented in the 2013 FEIR. No new short-term mitigation measures were identified as a result of the Project Modifications.

S.4.2 Long-term Impacts and Mitigation Measures

Long-term impacts were also analyzed for all resources, including transportation, air quality, climate change, communities/population/housing, cultural resources, energy, geologic hazards, land use and planning, noise and vibration, safety and security, visual quality, water resources, growth-inducing impacts, and irreversible and irretrievable commitments of resources. No new impacts were identified, except for traffic and transportation, safety and security, and visual quality. New mitigation measures will be implemented to reduce the severity of the impacts to a less than significant level, except for the unmitigable significant impact at the Glendora Avenue/Route 66 intersection.

Long-term mitigation measures were identified for all resources analyzed. Long-term mitigation measures will be the same as presented in the 2013 FEIR and include the new mitigation measures presented below.

Safety and Security

- **SS-4**: 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 terminus station under Phase 2.
- **SS-5**: 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 between the Metrolink station and Metro's Pomona Station. Kiosks shall be placed near each station identifier that provide information and wayfinding such as station maps, system maps, real-time train arrival data, and fare information.

Visual Quality

- **V-7**: To further 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.

Table S-1. Summary of Impacts

Resource	Short-term Impacts	Long-term Impacts	Level of Impact after Mitigation
Air Quality	No new or more severe significant impacts, with implementation of 2013 FEIR mitigation measures CN-1 – CN-19, no new mitigation measures	No new or more severe significant impacts	Short-term construction impacts remain significant as presented in the 2013 FEIR. Long-term impacts would be less than significant
Climate Change	No new or more severe significant impacts	No new or more severe significant impacts	Less than significant
Communities, Population and Housing	No new or more severe significant impacts, with implementation of 2013 FEIR mitigation measures S-1 to S-5, no new mitigation measures	Three minor partial acquisitions (White Avenue widening). One full property acquisition (Pomona Station parking facility relocation). No new or more severe significant impacts with implementation California Relocation Assistance Act consistent with the 2013 FEIR	Less than significant with 2013 FEIR mitigations incorporated
Cultural Resources	No new or more severe significant impacts, with implementation of 2013 FEIR mitigations measures CR-1 and CR-2, no new mitigation measures	No new or more severe significant impacts	Less than significant with 2013 FEIR mitigations incorporated
Energy	No new or more severe significant impacts, with implementation of 2013 FEIR mitigation measures CON-9 to CON-19, no new mitigation measures	No new or more significant impacts	Less than significant with 2013 FEIR mitigations incorporated
Geologic Hazards	No new or more severe significant impacts, with regulatory compliance, no new mitigation measures	No new or more significant impacts, with regulatory compliance	Less than significant

Table S-1. Summary of Impacts

Resource	Short-term Impacts	Long-term Impacts	Level of Impact after Mitigation
Land Use and Planning	No new or more severe significant impacts	No new or more significant impacts	Less than significant
Noise and Vibration	No new or severe impacts with implementation of 2013 FEIR mitigation measures N-1 and N-2, no new mitigation measures	No new or more severe impacts with implementation of 2013 FEIR mitigation measure N-3, N-4 and N-5	Less than significant with 2013 FEIR mitigations incorporated
Safety and Security	No new or more severe significant impacts with implementation of 2013 FEIR mitigation measures SS-1 and SS-2, no new mitigation measures	No new or more severe significant impacts with implementation of 2013 FEIR and new mitigation measures SS-3, SS-4 (new), and SS-5 (new)	Less than significant with 2013 FEIR and new mitigations incorporated
Visual Quality	No new or more severe significant impacts, with implementation of 2013 FEIR mitigation measures VIS-1 to VIS-3.	No new or more severe significant impacts with implementation of 2013 FEIR and new mitigation measures VIS-4, VIS-5, VIS-6, and VIS-7 (new)	Less than significant with 2013 FEIR and new mitigations incorporated
Water Resources	No new or more severe significant impacts	No new or more severe significant impacts	Less than significant

S.5 Public and Agency Involvement

Throughout the environmental review process, the Authority has actively engaged the public and agency representatives through a number of methods, including a public scoping meeting (held December 10, 2018) and by a comprehensive dissemination of Project information and updates to community members and stakeholders. The distribution of this Project information included both formal and informal noticing via distributions from the State Clearinghouse, along with direct mail, email, online updates, e-news, social media, and media advisory and earned media.

The Authority hosted the scoping meeting in an open house format, allowing attendees to arrive any time between 5:30 and 7:30 pm, engage the project team, and review project-related materials (fact sheet and display boards). The scoping meeting attendees were encouraged to ask questions and provide comments. Over 80 attendees signed in at the meeting and formal comments were accepted via written comment cards at the meeting, verbally to a court reporter, or through written comments provided via mail or through the standard U.S. postal service. The Authority filed a Notice of Preparation (NOP) for the Draft SEIR with the State Clearinghouse on December 7, 2018. The Authority notified the public and local agencies via mail announcements, newspaper notices, and an update notice on the Project website. During the scoping process, the public was encouraged to provide comments on potential environmental

impacts that should be studied in the SEIR. A public scoping meeting was held at La Verne Community Center and provided an opportunity for the public to provide comments regarding the Project Modifications and the scope of the SEIR.

In concert with filing the NOP, hosting the scoping meeting, and the other noticing efforts, the Authority coordinated with the six corridor cities and their respective chambers of commerce to ensure the local agencies, businesses, and residential communities were well informed of the upcoming and proposed Project Modifications.

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Introduction

Background

The Metro Gold Line Foothill Extension Construction Authority (Authority) is an independent transportation planning, design, and construction agency created in 1998 by the California State Legislature to design, contract, and construction the Los Angeles to Pasadena Metro Gold Line (Gold Line) (formerly the Pasadena Blue Line). The Authority is responsible for designing and constructing the Metro Gold Line Foothill Extension project. Los Angeles County Metropolitan Transportation Authority (Metro) maintains certain oversight responsibilities regarding the design and construction in conjunction with the Authority and will operate the Gold Line.

The Authority evaluated the Gold Line in two phases: a first phase of 11.5 miles from Pasadena to Azusa (the Pasadena to Azusa Extension – Phase 2A), and a second phase of 12.3 miles between Azusa and Montclair (Azusa to Montclair Extension – Phase 2B). Phase 2A was completed in 2015 and is in operation. In 2013, the Authority certified a Final Environmental Impact Report (2013 FEIR) for the Azusa to Montclair – Phase 2B project (Figure 1). Construction of Phase 2B began in December 2017. The Phase 2B project is referred to herein as the "Project."

Following the certification of the 2013 FEIR, the Authority identified a number of refinements to the Project. The Authority initially approved four addenda to the 2013 FEIR:

- **Addendum No. 1** to the 2013 FEIR addressed project refinements associated with grade separation of Garey Avenue in Pomona and was adopted by the Authority's Board of Directors (Authority Board) in May 2014.
- **Addendum No. 2** to the 2013 FEIR addressed project refinements associated with construction of the project in two phases and minor technical changes to the engineering design and was adopted by the Authority Board in December 2014.
- **Addendum No. 3** to the 2013 FEIR addressed minor design changes to the project and was adopted by the Authority Board in March 2016.
- **Addendum No. 4** to the 2013 FEIR addressed minor design changes to the project and was adopted by the Authority Board in May 2018.

The Authority subsequently deleted Modification No. 6 in Addendum No. 4 (a refinement of the parking structure at the San Dimas Station in the City of San Dimas), and Modification No. 7 (a refinement of the Towne Avenue flyover structure in the City of Pomona) in Addendum No. 4 from the list of refinements included in the Project.

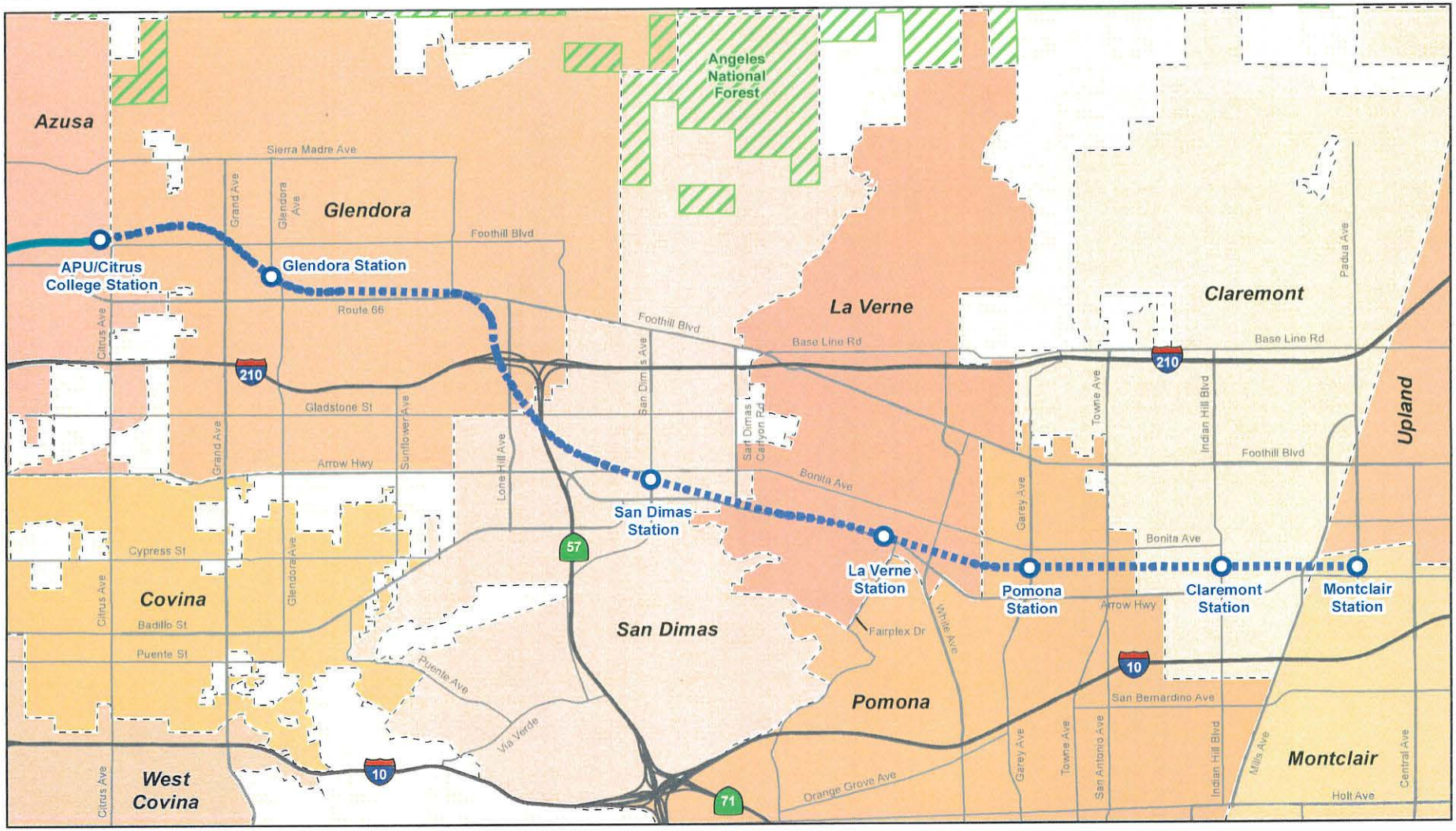
Azusa to Montclair Project Definitions

Project. The Phase 2B extension of the Gold Line from Azusa to Montclair. The Project includes project elements described in the 2013 FEIR and the addenda to the 2013 FEIR that were approved by the Authority Board.

Project Modifications. The proposed modifications to the Project, including the revised construction and operational phasing, a design refinement (relocation of the Pomona Station parking facility) and a new traffic mitigation (widening of White Avenue).

Purpose of the Supplemental Environmental Impact Report

The Authority prepared this Supplemental Environmental Impact Report (SEIR) to evaluate proposed changes to the phasing of construction and operation of the Project, along with a design refinement and a new traffic/transportation mitigation measure, which include modifications to the parking at the Pomona station and the widening of White Avenue in La Verne, respectively. The Authority previously approved the construction and operation of the Project in two phases. As a result of increases in the estimated construction cost of the Project, the Authority is now proposing to construct and operate the Project in four phases.



Legend

- Existing Metro Gold Line
- Metro Gold Line Phase 2B
- Metro Gold Line Phase 2B Station

0 1 2
Miles

Figure 1
Regional Vicinity
Metro Gold Line Phase 2B –
Azusa to Montclair Segment
Los Angeles County, California
San Bernardino County, California

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This SEIR evaluates the environmental effects of the proposed modifications to the Project approved by the Authority and described in the 2013 FEIR and the addenda (but not including Modifications No. 6 and No. 7 described in Addendum No. 4). The modifications described in this SEIR are called the "Project Modifications" herein. Like the 2013 FEIR and addenda, the SEIR is intended to provide information to the public, the Authority Board, and responsible and trustee agencies regarding the potential significant environmental impacts of the Project Modifications and to identify measures to reduce or eliminate any significant impacts.

Legal Requirements

This SEIR for the Gold Line Foothill Extension from Azusa to Montclair Project has been prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code, Section 21000 et seq.) and the Guidelines for Implementation of the California Environmental Quality Act (California Code of Regulations [CCR], Title 14, Section 15000 et seq.).

California Public Resources Code (PRC) Section 21166 states that once an environmental impact report (EIR) has been prepared for a project, no subsequent or supplemental EIR is to be prepared unless one of the following circumstances occurs:

a) Substantial changes are proposed in the project that will require major revision to the environmental impact report.

b) Substantial changes have occurred with respect to the circumstances under which the project is being undertaken, which will require major revisions to the environmental impact report.

c) New information, which was not known and could not have been known at the time of the environmental impact report was certified as completed, has become available.

This SEIR has been prepared due to the need for revisions to the 2013 FEIR as a result of the Project Modifications. The SEIR compares the potential effects of the Project Modifications to the effects of the Project evaluated in the 2013 FEIR and approved by the Authority Board.

Draft Supplemental Environmental Impact Report

The Authority filed a Notice of Preparation (NOP) for the Draft SEIR on December 7, 2018, in accordance with CEQA Guidelines, Sections 15082(a) and 15375 (see Appendix A – Notice of Preparation and Appendix B – Scoping Materials Summary Report). The NOP began the scoping process for the project. The Authority notified the public and local agencies of the Authority's decision to prepare the SEIR via robust outreach activities. Scoping meeting notices, mail announcements, newspaper notices, an updated notice on the project website (https://foothillgoldline.org/), e-news, media advisory, and earned media.

During the scoping process, the public was encouraged to provide comments on potential environmental impacts that should be studied in the SEIR. The public scoping meeting for the project was held on December 10, 2018, from 5:30 PM to 7:30 PM at La Verne Community Center (3680 D Street, La Verne, California 91750). The scoping meeting provided an opportunity for the public to provide comments regarding the Project Modifications and the scope of the SEIR (see Appendix A). More than 80 members of the public attended the scoping meeting. The scoping meeting informational stations displayed environmental topics of concern, construction phases, and potential impacts of the Project Modifications. The Authority provided the public with an opportunity to provide in-person oral and written comments at the scoping meeting. Written comments were also received via mail and email. The Authority received a total of 30 comment submittals during the scoping period. Comments came from six regulatory agencies, five cities, and thirteen members of the public. Agency letters responding to the NOP were received from the California Native American Heritage Commission, California Public Utilities Commission (CPUC), Southern California Regional Rail Authority (SCRRA)/Metrolink, California Department of Toxic

Substances Control, Caltrans, San Bernardino County Transportation Authority, City of La Verne, City of Glendora, City of Pomona, City of Montclair, and City of San Dimas. Each entity provided comments consistent with its regulatory role and responsibility. The comments submitted to the Authority during the scoping process informed the scope and content of this SEIR. Please refer to Section 4.0 for more information regarding the Authority's scoping efforts.

The Project Modifications

The Project approved by the Authority extends the Metro Gold Line alignment 12.3 miles east, from just east of the Azusa-Citrus Station to the City of Montclair Transcenter and includes six new stations in the cities of Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair. The Project Modifications do not alter the scope of the Project as approved by the Authority.

The Project Modifications include the phasing of construction and operation of the Project design refinement, and a new traffic mitigation measure. The Authority proposes to construct and operate the Project in four construction phases, rather than two phases (see Section 1.1.2.1 for details). Project Modifications also include a design refinement in the vicinity of the Pomona Station and a new mitigation measure that involves the widening of White Avenue near the La Verne Station. The proposed Pomona Station design refinement is a location change to the new Pomona Station parking facility to relocate the parking structure from the approved north side of the station to the south side of the station. The new traffic mitigation measure refers to the widening of White Avenue in the City of La Verne, just north of the new La Verne Station (see Section 1.1.2.2 and Section 2.3.3.3 for more detailed information).

Scope of Environmental Analysis in the Supplemental Environmental Impact Report

This Draft SEIR evaluates the potential environmental effects of the Project Modifications in comparison to the effects of the Project as approved by the Authority, and also in comparison to existing conditions. The study area for the environmental analysis has been defined in two distinct ways:

- The study area for the four construction phases focuses on the interim termini stations and the potential for corresponding traffic impacts.
- The study area for the design refinement and new mitigation measure is exclusive to the geographic limits of the areas where the refinement and mitigation measure are proposed.

The SEIR discusses the following environmental issue areas in detail as they relate to the Project Modifications:

- Transportation
- Air quality
- Climate Change
- Communities, population, and housing, including acquisitions and displacements
- Cultural resources
- Energy
- Geologic hazards
- Land use and planning
- Noise and vibration
- Safety and security
- Visual resources
- Water resources
- Growth-inducing impacts
- Irreversible and irretrievable commitments of resources

A preliminary evaluation was conducted during the scoping of the SEIR, and the following environmental issue areas were determined to have no potential for significant impacts associated with the Project Modifications. Therefore, they are not discussed in this SEIR. Those issue areas are:

- Biological Resources/Ecosystems
- Community Facilities and Parklands
- Hazardous Waste and Materials
- Irreversible and Irretrievable Commitments of Resources
- Anticipated Permits and Approvals

Intended Use of the Supplemental Environmental Impact Report

This SEIR will be used by the Authority and other responsible agencies to provide the information necessary for an environmental review of discretionary actions regarding the Project Modifications, including the issuance or granting of permits, related to the construction and operation of the Project.

Lead Agency

The Authority is the Lead Agency for this SEIR.

Contact Person

The primary contact person regarding information presented in this SEIR is Ms. Lisa Levy Buch, the Authority's Chief Communication Officer. Ms. Levy Buch can be reached by telephone at (626) 471-9050, by email at llevybuch@foothillextension.org, or by mail at:

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Organization of Supplemental Environmental Impact Report

- Chapter 1 provides a description of the Project as approved by the Authority, and describes the baseline used in the SEIR to evaluate the potential significant effects of the Project Modifications.
- Chapter 2 analyzes the potential transportation effects of the Project Modifications.
- Chapter 3 analyzes the potential effects of the Project Modifications on environmental resources.
- Chapter 4 describes the public outreach and agency coordination conducted during the preparation of this document.
- Chapter 5 provides a list of the agencies and persons consulted during the preparation of this document.
- Chapter 6 provides a list of the preparers of this SEIR.

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