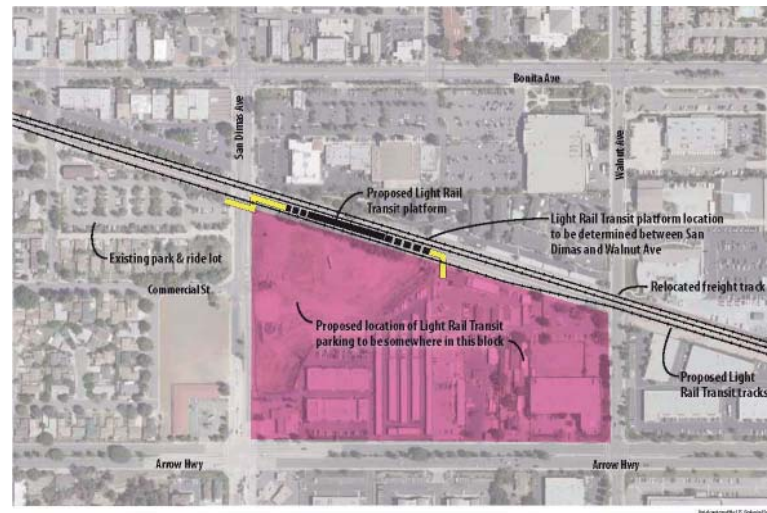


Azusa to Montclair Station Concepts

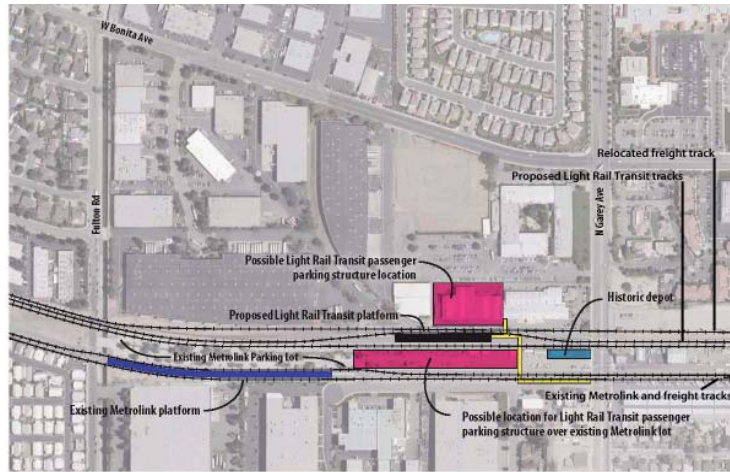
Proposed Glendora Station



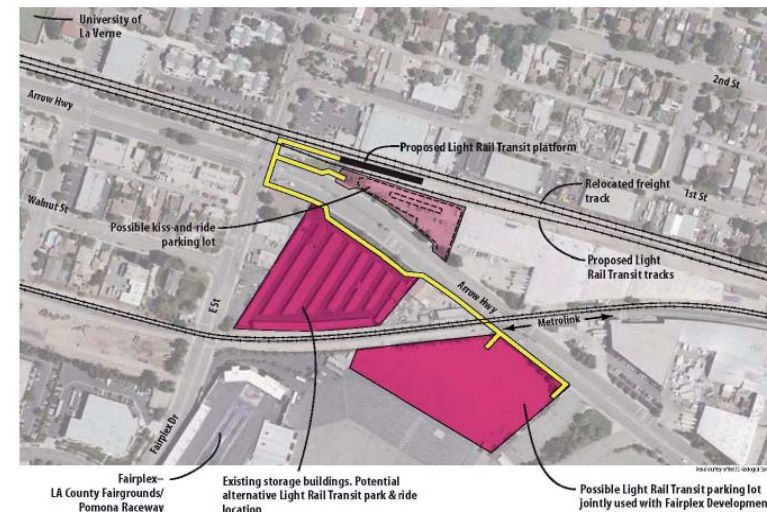
Proposed San Dimas Station



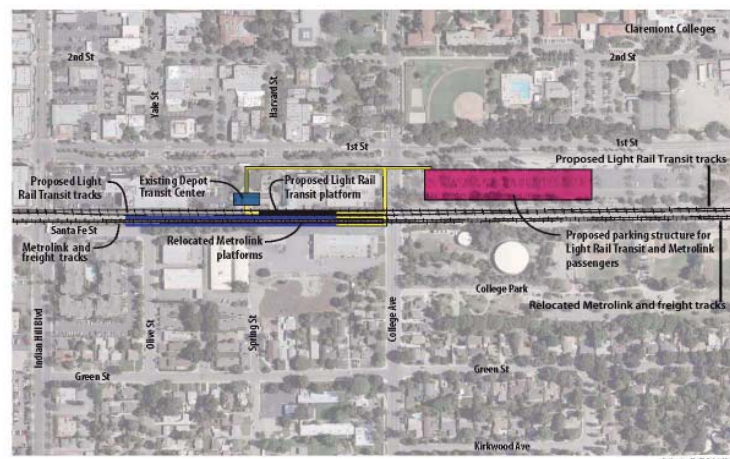
Proposed Pomona Station



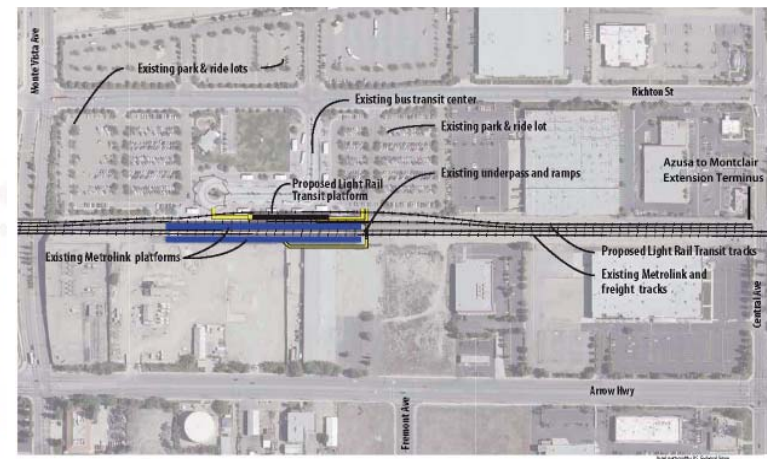
Proposed La Verne Station



Proposed Claremont Station



Proposed Montclair Station



- LEGEND**
- Pedestrian Circulation
 - Light Rail Transit Parking
 - Light Rail Transit Platform
 - Rail Tracks
 - Metrolink Platform

For more information:

(626) 471-9050
www.foothillextension.org

Comments must be postmarked on or before February 2, 2011 to be made part of the Scoping Phase.



Metro Gold Line Foothill Extension Azusa to Montclair

Public Scoping Meetings - 2011
 January 12 (Pomona), January 13 (Glendora)
 January 19 (Claremont), January 20 (San Dimas)



Project Overview & History



Metro Gold Line Foothill Extension - Azusa to Montclair

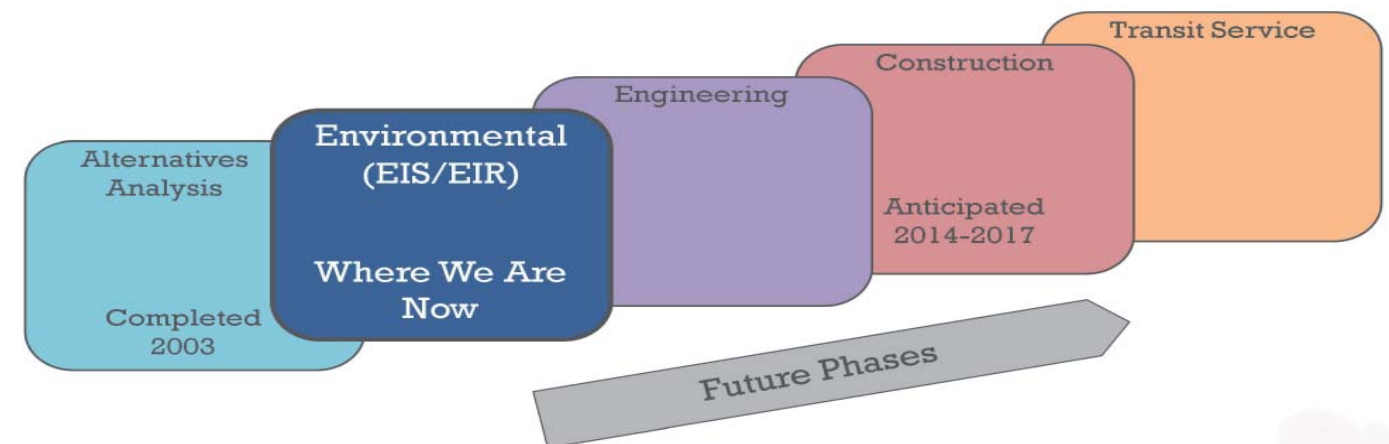
- 12.6 miles, 6 cities, 6 stations (Glendora, San Dimas, La Verne, Pomona, Claremont, Montclair)
- 2 new grade-separated crossings at Lone Hill Avenue (Glendora) and Towne Avenue (Pomona)
- Shared corridor (Freight throughout, Metrolink from La Verne east)
- Partially funded through Measure R/needs additional funding

History

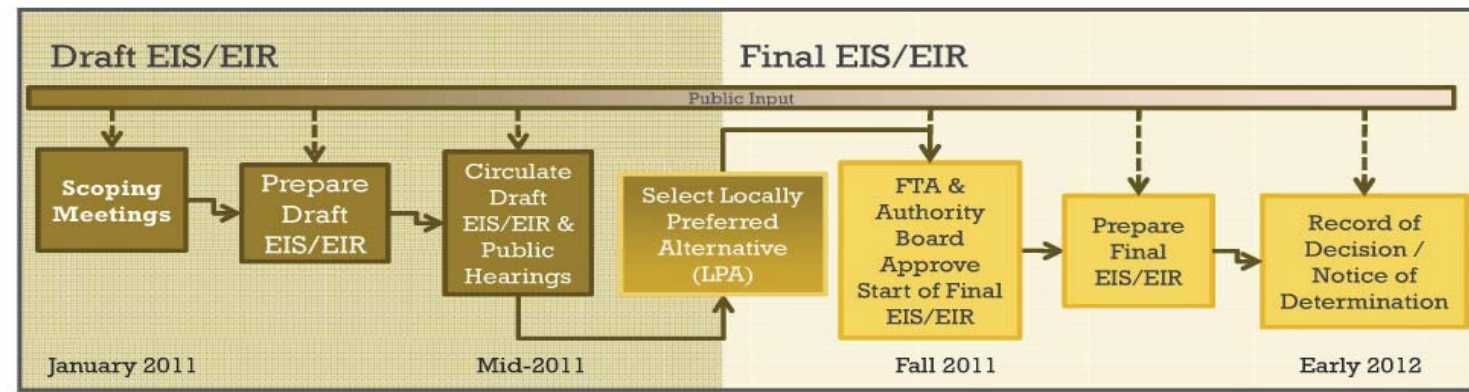
- 1999: Metro Gold Line Foothill Extension Construction Authority created
 - SB1847 provided necessary powers to complete the project from Union Station to the LA County line
- 2003: Alternatives Analysis initiated for Pasadena to Montclair segments
- 2004: Circulated Pasadena to Montclair Draft EIS/EIR (selected LPA)
- 2005: Board selected revised LPA
- 2007: Pasadena to Montclair Final EIR completed/FEIR certified for Pasadena to Azusa only
- 2008: Measure R approved, fully funding Pasadena to Azusa
- 2010: 'Fresh' environmental review (EIS/EIR) for Azusa to Montclair initiated
 - NEPA – National Environmental Policy Act **Federal Transit Administration (Lead Agency)**
 - CEQA – California Environmental Quality Act **Construction Authority (Lead Agency)**

Project Development Process

5 Main Stages of Project Development



Environmental Impact Statement (EIS)/ Environmental Impact Report (EIR) Process



- **Draft EIS/EIR**
 - Define/refine alternatives
 - Study potential benefits/impacts of alternatives
 - Evaluate measures to avoid, minimize and mitigate impacts
 - Select a Locally Preferred Alternative (LPA)
- **Final EIS/EIR**
 - Respond to comments received during circulation of Draft EIS/EIR
 - Respond to potential engineering issues

Environmental Topics

Environmental Topics to be Reviewed in the Environmental Impact Statement/Environmental Impact Report

- Traffic & Circulation
- Land Use & Development
- Real Estate & Acquisitions
- Communities & Neighborhoods
- Visual & Aesthetics
- Air Quality
- Noise & Vibration
- Ecosystems & Biological Resources
- Geotechnical / Subsurface / Seismic / Hazardous Materials
- Water Resources
- Energy
- Historical, Archaeological & Paleontological Resources
- Parklands & Community Facilities
- Economic Development & Fiscal
- Safety & Security
- Construction Impacts
- Growth Inducing Impacts
- Environmental Justice
- Climate Change
- Cumulative Impacts

Ways to Comment

Tonight

- Make a comment during Q&A
- Complete a comment sheet
- Speak one-on-one with the court reporter

After Tonight

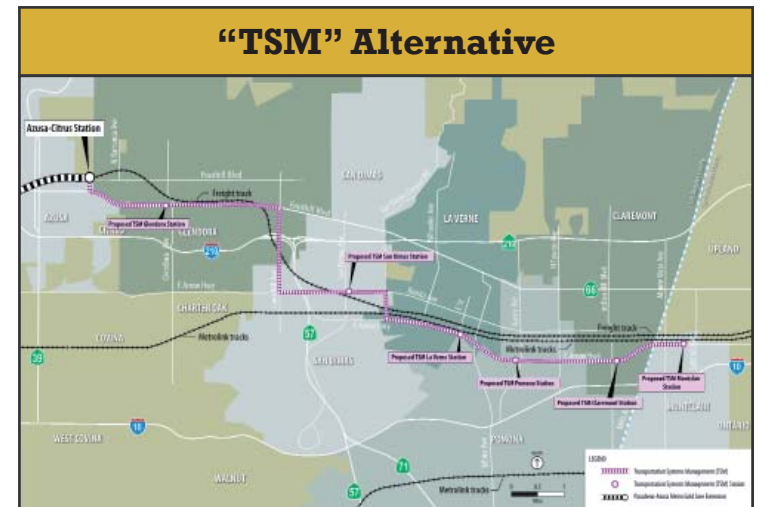
- Comment by Mail:
Lisa Levy Buch
Director of Public Affairs
Metro Gold Line Foothill Extension
Construction Authority
406 E. Huntington Drive, Suite 202
Monrovia, CA 91016
- Comment by Email:
llevybuch@foothillextension.org

Your comments are important! Comments must be postmarked on or before February 2, 2011 to be made part of the Scoping Phase.

“No Build” and “Transportation Systems Management (TSM)” Alternatives



- Represents the Study Area in 2035, if the Project is not built
- Includes all existing highway and transit routes, and the committed highway and transit projects specified in:
 - Southern California Association of Governments (SCAG) 2008 Regional Transportation Plan (RTP)
 - Metro 2009 Long Range Transportation Plan (LRTP)
- Includes the Pasadena – Azusa Extension, currently under construction (completion anticipated late 2014)



- Includes:
 - Intersection improvements
 - Signal synchronization
 - Rapid bus line that resembles service of the Build Alternatives

Build Alternative



Project Purpose & Need

Need

- I-210 cannot accommodate current and forecasted peak-hour travel demand
- Bus and commuter rail service is limited in the corridor
- The corridor's arterial network is congested
- Area population and employment are forecasted to increase, worsening traffic

Purpose

- Improve transit accessibility to major activity centers along the Gold Line
- Introduce more reliable transit service that shortens travel times
- Provide an alternative mode for commuters currently using I-210
- Enhance connections to Metrolink, and regional and local buses
- Encourage mode shifts to transit, reducing air pollution and greenhouse gas emissions