Notice of Preparation

To: State Clearinghouse	From: Mr. Habib F. Balian		
P.O. Box 3044	406 E. Huntington Drive, Suite 202		
Sacramento, CA 95812-3044	Monrovia, CA 9ี่ปัจาั6		
Subject: Notice of Preparation of a D	Oraft Environmental Impact Report		
impact report for the project identified below. We not content of the environmental information which is	will be the Lead Agency and will prepare an environmental eed to know the views of your agency as to the scope and a germane to your agency's statutory responsibilities in will need to use the EIR prepared by our agency when project.		
The project description, location, and the potential materials. A copy of the Initial Study (□ is ☑ i	al environmental effects are contained in the attached s not) attached.		
Due to the time limits mandated by State law, your rethan 30 days after receipt of this notice.	response must be sent at the earliest possible date but not late		
Please send your response to Lisa Levy Buch shown above. We will need the name for a contact	chief Communications Officer at the address person in your agency.		
Project Title: Metro Gold Line Foothill Ex	ktension Phase 2B - Supplemental EIR		
Project Applicant, if any: Metro Gold Line Fo	oothill Extension Construction Authority		
Date 5.27.2020	Signature # Signature		
	Title Chief Executive Officer		
	Telephone 626-471-9050		

Reference: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, 15375.

Summary Form for Electronic Document Submittal

Form F

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: 201012	1069		
Project Title: Mo	etro Gold Line Foothill Extension Phase 2B - Supplemen	tal EIR	
-	etro Gold Line Foothill Extension Construction Authority		
	Lisa Levy Buch, Chief Communications Officer		
	@foothillgoldline.org	Phone Number:	626-305-7004
	Azusa, Glendora, San Dimas, La Verne, Pomona, Clare		
. 10,001 2004.01	City		County

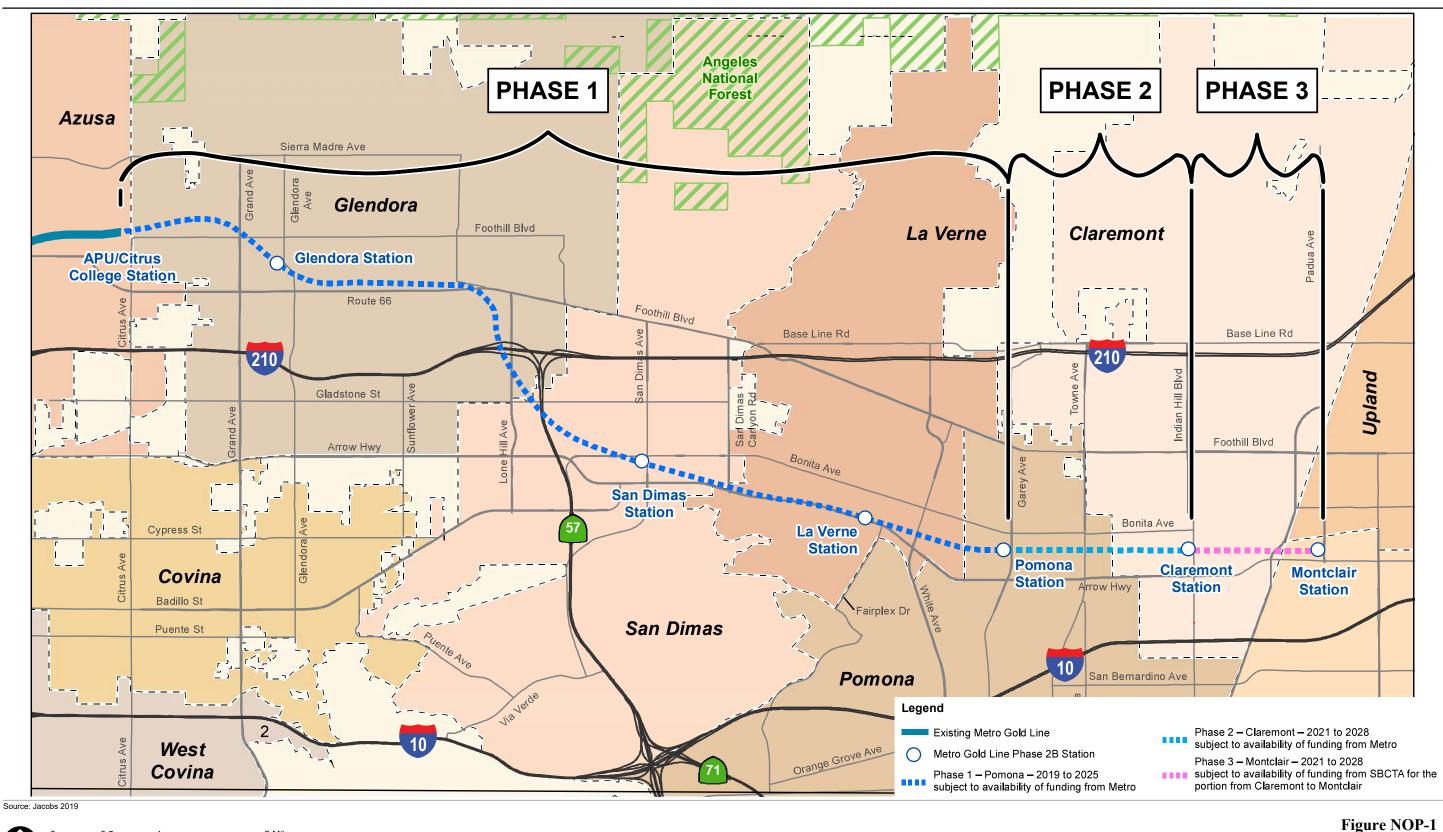
Project Description (Proposed actions, location, and/or consequences).

Phase 2B of the Metro Gold Line Foothill Extension (Project) is a 12.3-mile extension of the existing Metro Gold Line Light Rail Transit line from its current terminus in the City of Azusa, located in Los Angeles County, to the Montclair Transcenter, located in San Bernardino County. See map of project location in Figure NOP-1. In 2013, the Metro Gold Line Foothill Extension Construction Authority ("Authority") certified a Final Environmental Impact Report ("FEIR") and approved the Project. A detailed description of the Project is included in the FEIR and four addenda thereto adopted by the Authority (State Clearinghouse No. 2010121069). In 2019, the Authority also certified a Final Supplemental Environmental Impact Report (SEIR) to the 2013 FEIR which addressed changes to the phasing of construction and operation of the Project and identified a new traffic/transportation mitigation measure. The Authority is considering modifications to the Project to construct surface parking lots (instead of enclosed parking structures, as previously approved) at the Glendora, San Dimas, La Verne, and Pomona Stations as shown on Figures NOP-2 through NOP-5. Constructing surface lots would reduce the number of available parking spaces. (Continued below)

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

(Continued from Project Description) To accommodate the reconfigured parking conditions, the Authority proposes increasing the property size of the Glendora and San Dimas Stations, and a property location change at the Pomona Station. No changes are proposed for the location or property size in La Verne. Changed vehicle and pedestrian access and new or relocated turnabouts are also proposed. Additional changes are proposed by the Authority that will result in a reduction of parking at the Claremont Station. Two Claremont options will be considered wherein reduced parking is accommodated either fully in a parking structure or via parking surface lot combined with leasing of additional parking spaces from available locations within 1/4 mile of the Claremont Station (Figures NOP-6a and NOP-6b). Provision for parking structure or surface lot at the Claremont Station will occur within the same location and footprint identified and cleared in Addendum 2 to the 2013 FEIR. In response to these proposed changes, the Authority will be initiating the preparation of a SEIR to evaluate the potential for significant impacts that may result from the potential changes at the five stations. Multiple scenarios that include interim and full build terminus station conditions will be evaluated. Pursuant to Public Resources Code Section 21092.6(a), the reconfigured parking areas are not located on a hazardous waste site per Section 65962.5 of the California Government Code (Cortese List).(Significant or Potentially Significant Effects) 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; and growth-inducing impacts.

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised agencies and the public.
Not applicable.
Provide a list of the responsible or trustee agencies for the project.
Metro Gold Line Foothill Extension Construction Authority (Lead Agency/Project Proponent)
Los Angeles County Metropolitan Transportation Authority
Southern California Regional Rail Authority
San Bernardino County Transportation Authority
California Department of Fish and Wildlife
California Department of Toxic Substances
California Department of Transportation
California Public Utilities Commission
City of Glendora
City of San Dimas City of La Verne
City of Pomona
City of Claremont
City of Montclair
Los Angeles and San Bernardino County Flood Control Districts
Los Angeles and Santa Ana Regional Water Quality Control Boards
Metropolitan Water District of Southern California
South Coast Air Quality Management District
U.S. Army Corps of Engineers



2 Miles

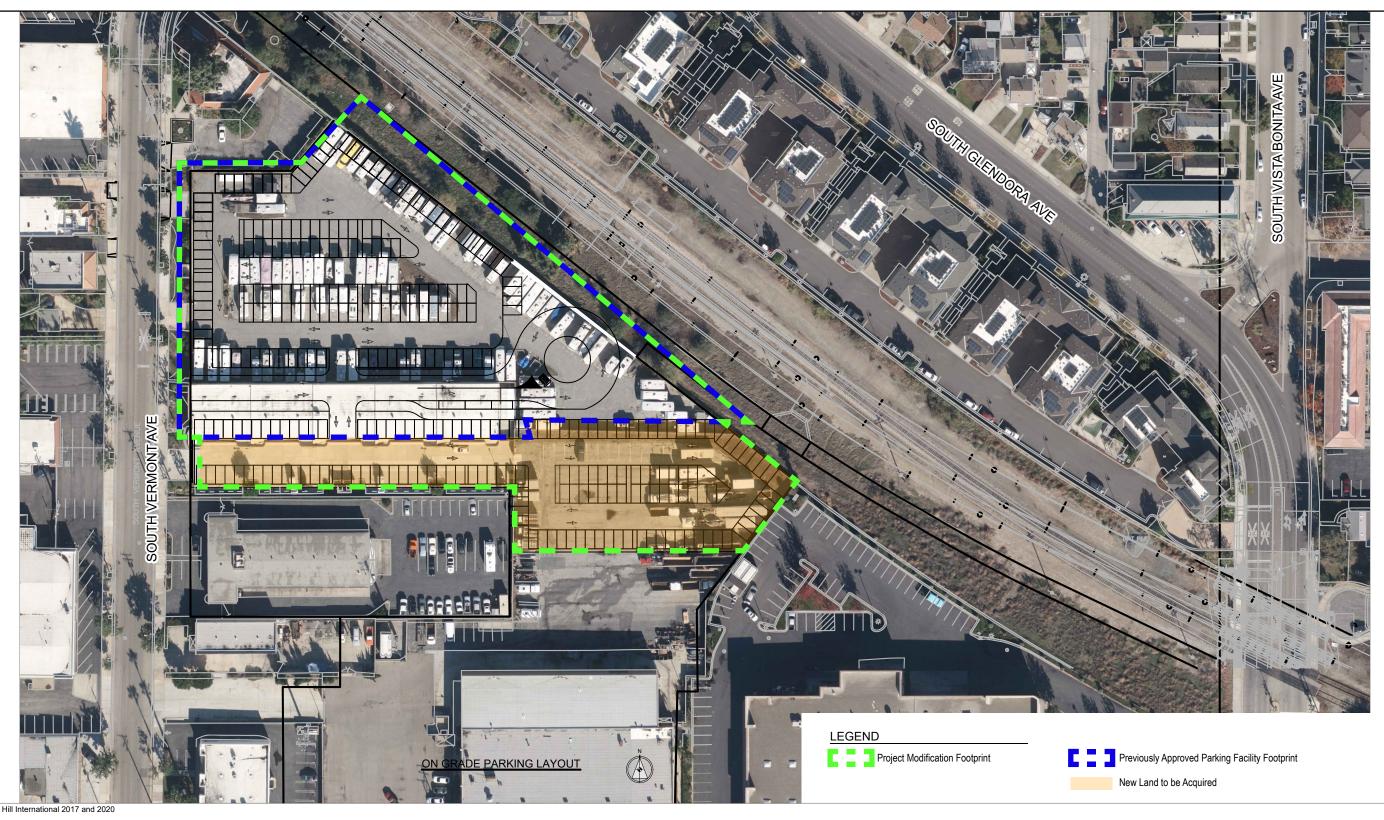
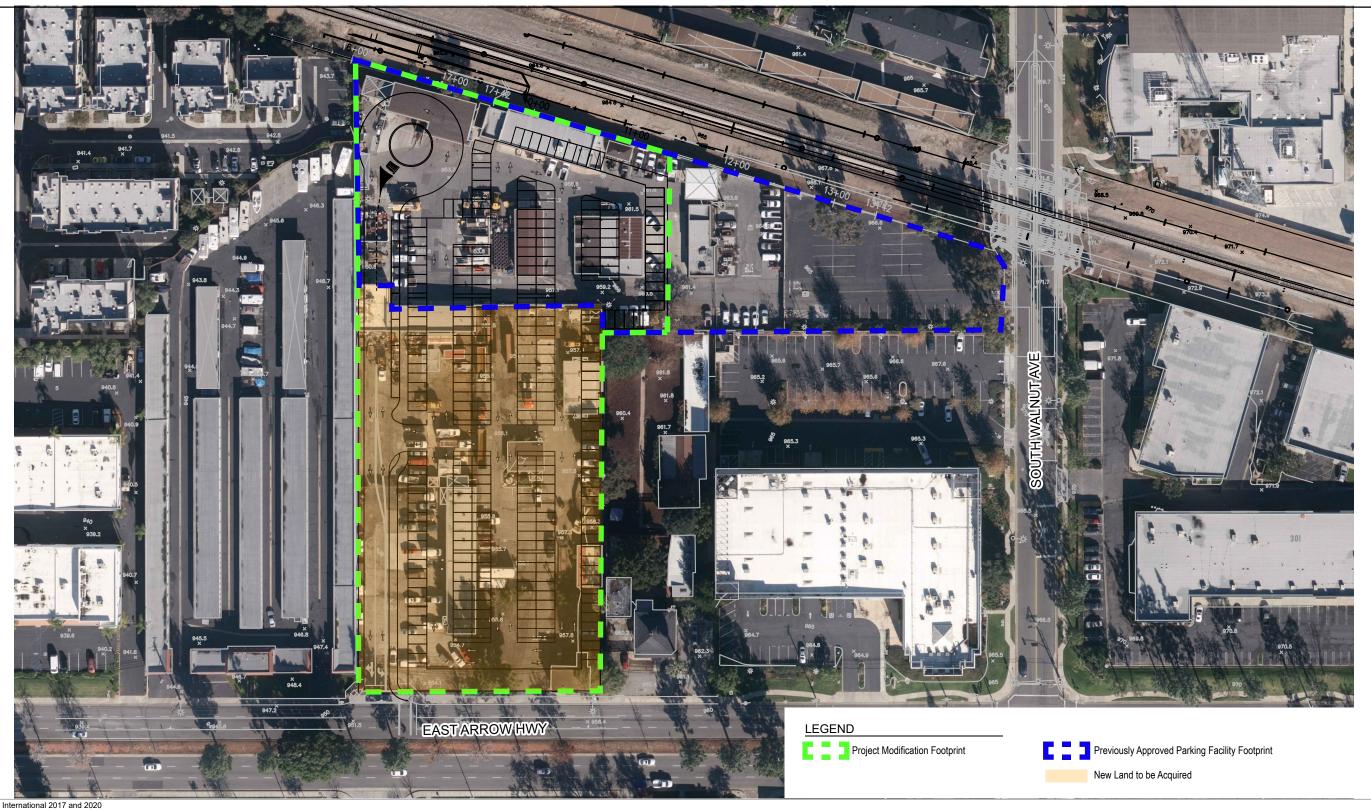


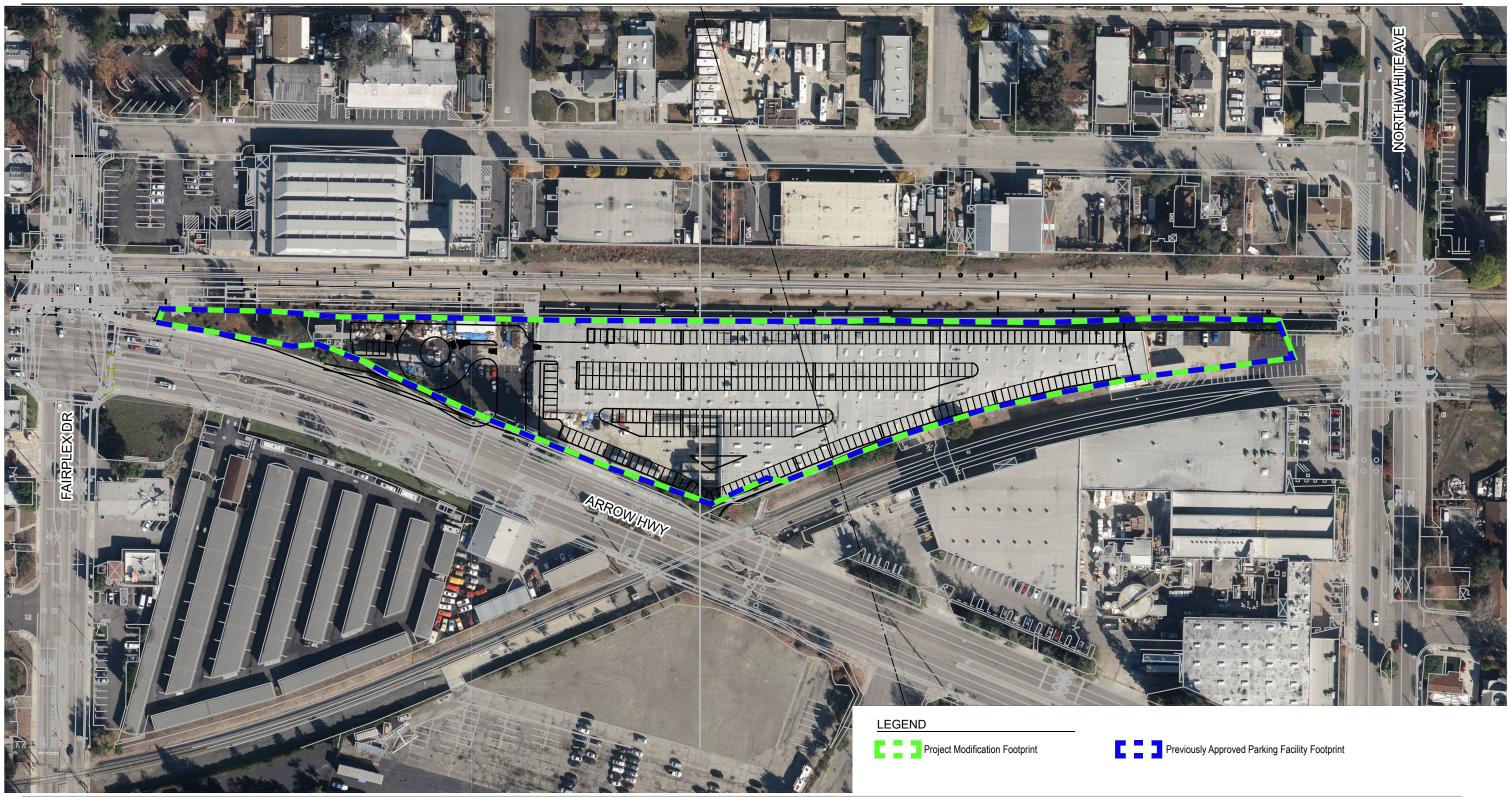
Figure NOP-2 Glendora Station Parking Facility Reconfiguration



0 40 90

Figure NOP-3
San Dimas Station Parking Facility Reconfiguration

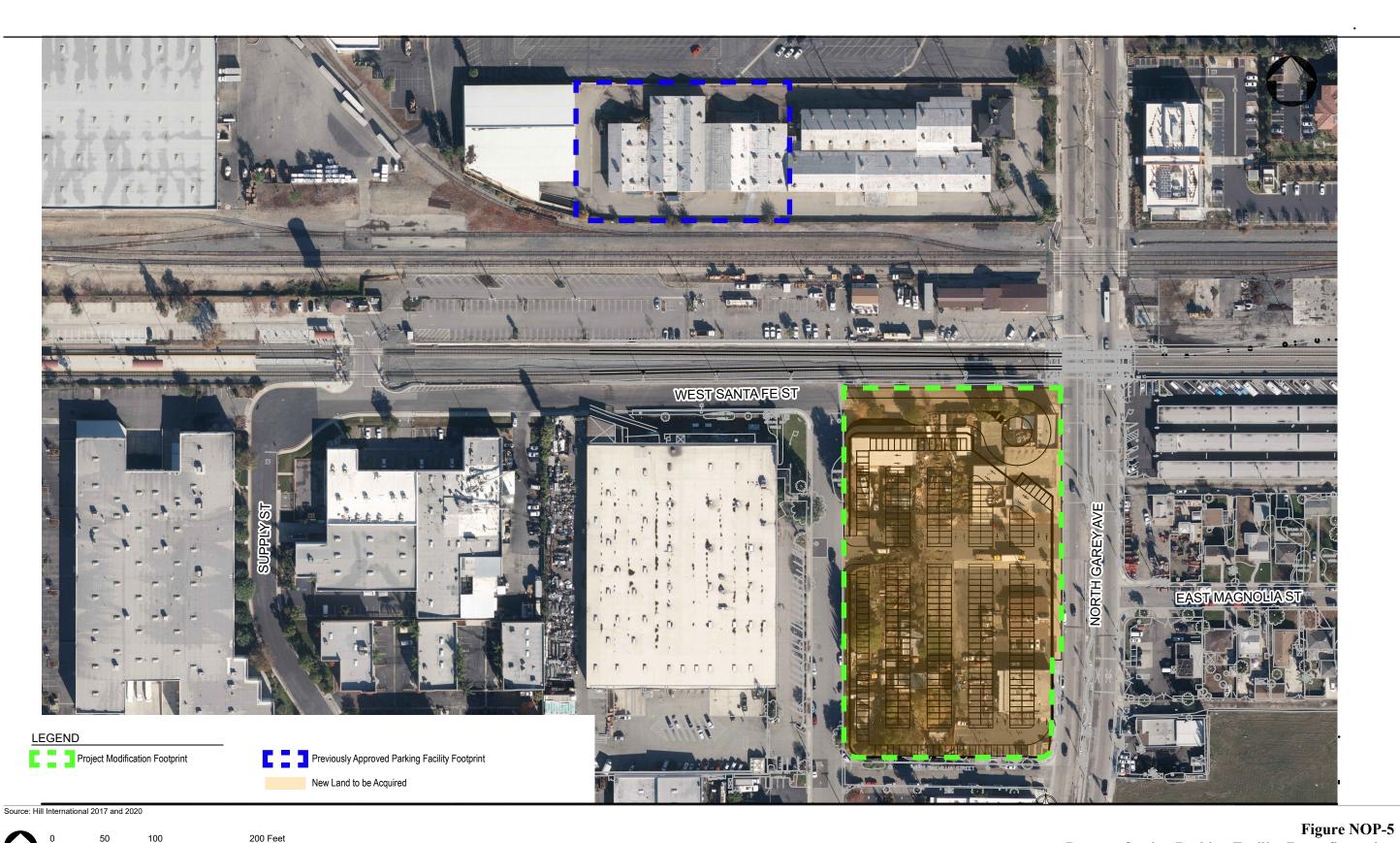
160 Feet



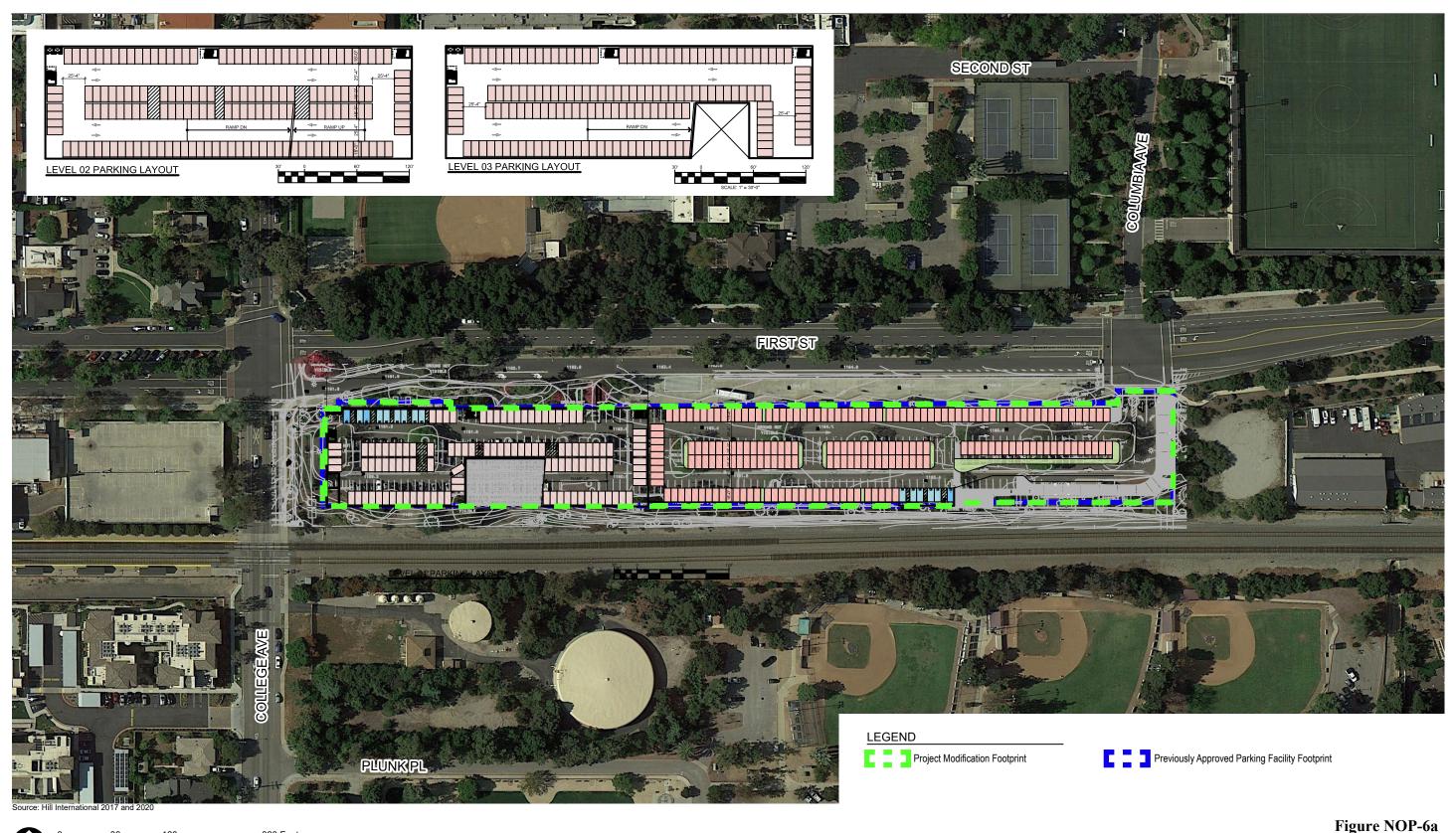
Source: Hill International 2017 and 2020

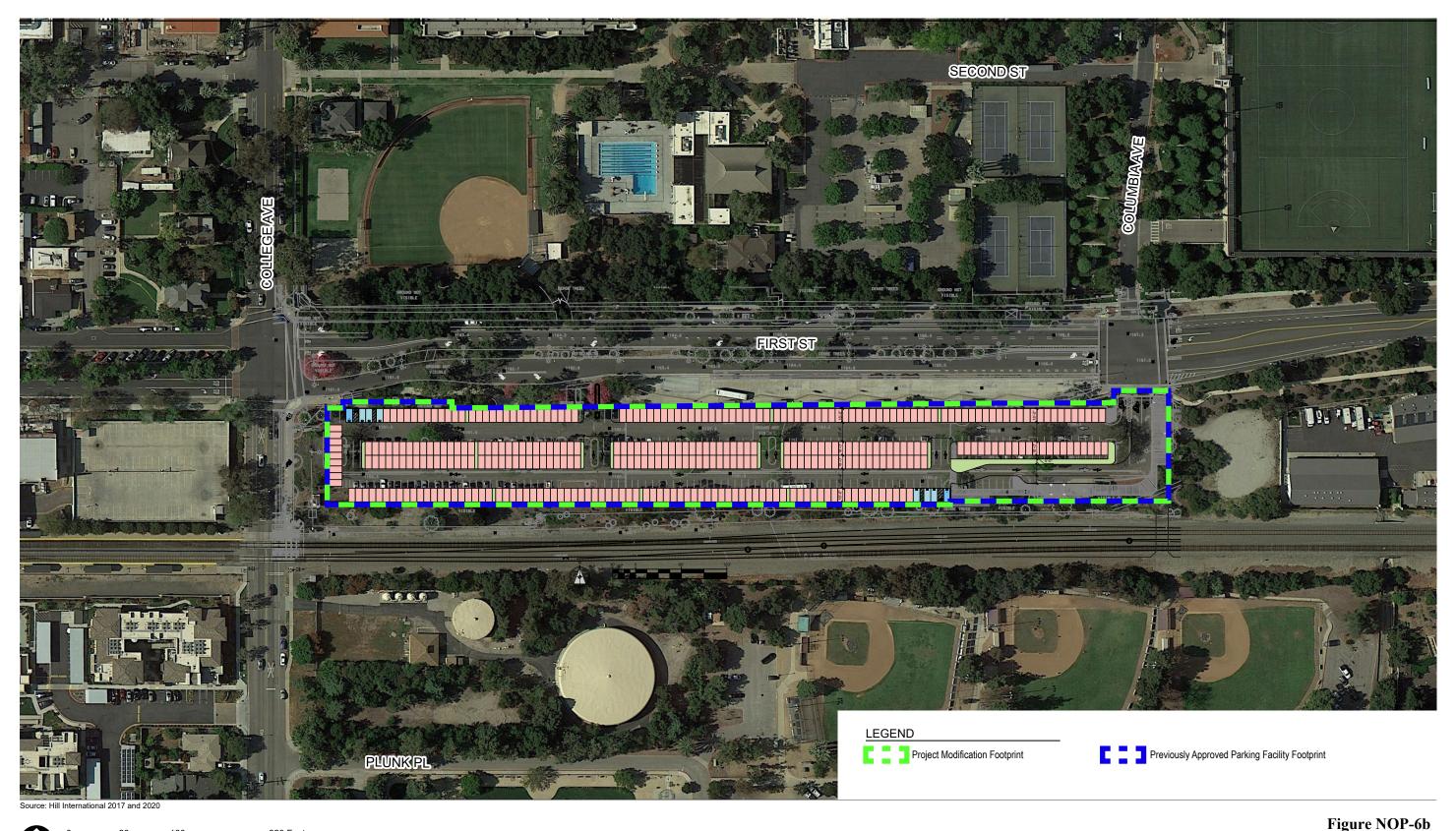
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Figure NOP-4
La Verne Station Parking Facility Reconfiguration



Pomona Station Parking Facility Reconfiguration





Claremont Station Parking Facility Reconfiguration, Scenario B