

RESOLUTION NO. 2014-R-07

RESOLUTION OF THE METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY, ADOPTING AN ADDENDUM PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT AND APPROVING PROJECT REFINEMENTS RELATED TO PHASE 2B OF THE GOLD LINE FOOTHILL EXTENSION, FROM AZUSA TO MONTCLAIR, INCLUDING PHASED CONSTRUCTION OF THE AZUSA TO MONTCLAIR PROJECT

THE METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY HEREBY FINDS, DECLARES, AND RESOLVES AS FOLLOWS:

WHEREAS, the Metro Gold Line Foothill Extension Construction Authority (“Authority”) is a public entity created by the California State Legislature pursuant to Section 132400 *et seq.* of the Public Utilities Code (“PUC”) for the exclusive purpose of awarding and overseeing all design and construction contracts for completion of the Gold Line light rail project, which is defined in PUC Section 132400 as extending from Union Station in the City of Los Angeles to the City of Montclair; and

WHEREAS, the Authority certified a Final Environmental Impact Report (“FEIR”) for Phase II, Segment 2 from Azusa to Montclair of the Gold Line Foothill Extension (also referred to as Phase 2B, and the “Project” herein) and approved the Project in March of 2013; and

WHEREAS, certain additional refinements to the Project were considered by the Authority on May 28, 2014, and adopted in conjunction with an addendum to the Certified FEIR; and

WHEREAS, further refinements to the Project, as set forth in Exhibit B, incorporated herein by reference (“Project Refinements”) have been proposed and reviewed by the Authority Board; and

WHEREAS, the Authority has caused an Addendum No. 2 (“Addendum”) to the FEIR to be prepared for the Project Refinements in accordance with the California Environmental Quality Act Guideline § 15164 which analyzed the potential environmental impacts of the Project Refinements and documents that the Project Refinements do not require the preparation of a subsequent or supplemental EIR in accordance with CEQA section 21166 and CEQA Guideline § 15162, which Addendum is attached hereto as Exhibit A; and

WHEREAS, an addendum need not be circulated for public review but is attached to the FEIR in accordance with CEQA Guideline § 15164; and

WHEREAS, the Authority Board has reviewed and considered the Addendum in conjunction with the FEIR; and

WHEREAS, the Authority Board has reviewed the findings made in this Resolution and the facts and determinations in the Addendum and finds that they are based upon substantial evidence that has been presented to the Authority Board and that is included in the record of the proceedings. The documents, staff reports, technical studies, appendices, plans, specifications, and other materials that constitute the record of proceedings on which this Resolution is based are

on file and available for public examination during normal business hours in the Authority's offices and with the Clerk of the Board, who serves as the custodian of these records.

NOW, THEREFORE, THE METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY HEREBY FINDS, DECLARES, AND RESOLVES AS FOLLOWS:


Section 1. The foregoing recitals are incorporated into this Resolution by this reference, and constitute a material part of this Resolution.

Section 2. The Authority Board has independently reviewed and considered the contents of the Addendum prior to deciding whether to approve the Project Refinements.

Section 3. The Authority Board hereby adopts the Addendum, attached hereto as Exhibit A and incorporated herein by this reference, and approves the Project Refinements, attached hereto as Exhibit B and incorporated herein by this reference (and described more particularly in the Addendum). The Authority Board further directs staff to prepare and file notices of determination in Los Angeles and San Bernardino Counties within (5) business days of the date on which this Resolution is adopted.

Section 4. The Clerk of the Authority Board shall certify to the adoption of this Resolution, and shall cause this Resolution to be entered in the official records of the Authority.

Adopted this 17th day of December, 2014.



DOUG TESSITOR
Chair of the Metro Gold Line Foothill
Extension Construction Authority Board

ATTEST:



CHRISTOPHER LOWE
Clerk of the Board

APPROVED AS TO FORM:



ALFRED E. SMITH II
General Counsel

EXHIBIT A

ADDENDUM

Addendum No. 2

to

Final Environmental Impact Report for Metro Gold Line Foothill Extension – Azusa to Montclair (SCH 2010121069)

**Evaluating Phased Construction of the Project – Azusa-Citrus Station
to Claremont Station and east of Claremont Station to Montclair
Station**

Metro Gold Line Foothill Extension Construction Authority

November 2014

Chapter 1 – Introduction

1.1 ROLE OF THE ADDENDUM

The Metro Gold Line Foothill Extension Construction Authority (Authority) certified a Final Environmental Impact Report (2013 FEIR) for the Metro Gold Line Foothill Extension – Azusa to Montclair Project (Project) in March 2013 in accordance with the requirements of the California Environmental Quality Act (CEQA). Addendum No. 1 to the 2013 FEIR addressing project refinements associated with grade separation of Garey Avenue in Pomona was adopted by the Authority Board in May 2014. The Authority is an independent transportation planning, design and construction agency created in 1998 by the California State Legislature, SB 1847 (later updated in 2011-AB706 and 2012-AB1600). The agency was created to immediately resume design, contracting and construction of the Los Angeles to Pasadena Metro Gold Line (formerly the Pasadena Blue Line) which had been suspended by the Los Angeles County Metropolitan Transportation Authority (Metro) earlier that same year. The same legislation that created the Authority also dictated its role to plan, design and construct any “fixed mass transit guide way eastward to Montclair.” The Authority is therefore responsible for managing the design and construction of the project. Metro will have certain oversight regarding the design and construction in conjunction with the Authority, and operate the Gold Line.

In March 2013 Authority Board of Directors also approved a preferred alternative for the Project. The 2013 FEIR is available for review on the Authority’s website at <http://foothillgoldline.org>.

The Authority proposes to construct the Project in two phases and to approve minor technical changes to the engineering design of the Project. Pursuant to CEQA (Public Resources Section 21166) and CEQA Guidelines Section 15164, this Addendum documents the proposed changes to the Project.

This Addendum No. 2 evaluates whether implementation of the proposed changes to the Project would result in new significant impacts or an increase the severity of previously identified significant environmental effects, or would otherwise require the preparation of a supplemental or subsequent EIR under CEQA. CEQA provides, in Public Resources Code Section 21166, that once an 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 revisions 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; or
- c) New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, has become available.

CEQA Guidelines Sections 15162 and 15163 further clarify the requirements for evaluating proposed changes to a project. Generally, the guidelines state that, once an EIR has been certified, no further EIRs will be prepared unless there are substantial changes in the project, substantial changes in circumstances, or new information of substantial importance, all of which indicate that there will be either a new significant adverse environmental impact or a substantially more severe adverse environmental impact than previously identified.

The CEQA Guidelines Section 15164 also indicate that the addendum need not to be circulated for public review, but “can be included in, or attached to the final EIR”, and that “the decision making body shall consider the addendum with the final EIR prior to making a decision on the project”. This Addendum No. 2 is an informational document presenting an evaluation of potential environmental impacts of the proposed construction phasing to be used by decision makers and it is not a policy document of the Authority. The Authority, as the Lead Agency under CEQA, will consider the information provided in this Addendum No. 2 prior to making a decision whether or not to approve the proposed phasing.

1.2 ORGANIZATION OF THE ADDENDUM

The information in this Addendum is organized as follows:

Chapter 1: Introduction, which identifies the role and organization of the Addendum.

Chapter 2: Proposed Project Modifications, which describes the Project design changes necessary for specific elements of the construction phasing.

Chapter 3: Environmental Evaluation, which presents the evaluation of potential environmental impacts of the proposed design refinements.

Chapter 4: List of Preparers, which identifies the lead personnel involved in preparing the Addendum.

Appendices

Appendix A: Transportation Technical Report (October 2014)

Appendix B: Noise and Vibration Technical (October 2014)

Appendix C: Carbon Monoxide Hotspots Analysis Technical Memorandum (October 2014)

Chapter 2 – Project Modifications

2.1 APPROVED PROJECT

The Approved Project (herein referred to as the “Approved Project”) is a 12.3-mile extension of the Metro Gold Line LRT alignment to the east, with service from the Azusa-Citrus Station to the Montclair Transcenter. It is a dual track system with overhead catenary lines for power. The project includes six stations: Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair as depicted on Figure 1. Each station includes parking facilities (surface or structures) for riders arriving by car.

The LRT track would be generally at-grade and would be generally within the existing Authority right-of-way in a corridor that is shared with BNSF and, in part, Metrolink trains. East of the City of Pomona, the LRT tracks would be placed adjacent to tracks currently used by BNSF Railway freight trains and Metrolink commuter trains. To the extent possible, design standards used in the Pasadena to Azusa phase of the Metro Gold Line extension were used for the Approved Project, including a minimum 18-foot (30-foot desired) track separation between LRT and BNSF/Metrolink. Near the proposed Claremont and Montclair Stations, some limited land acquisition would be required to extend the right-of-way, which is too narrow at those locations to accommodate LRT, BNSF freight and Metrolink tracks. Traction power supply substations (TPSS), which are trailer-sized power facilities, would be located every 1.0 to 1.5 miles along the tracks and would only require minor property acquisitions where they cannot be placed adjacent to stations or within existing right of way.

There are 26 existing at-grade road crossings in the corridor. New grade separations are planned at several locations including two new flyover structures, one at Lone Hill Avenue in Glendora and one at Towne Avenue in Pomona, and three new bridges, one at Route 66 in Glendora (new LRT bridge and BNSF freight replacement bridge) one at Monte Vista Avenue in Montclair (new LRT bridge at an existing grade separated crossing). and one LRT bridge over Garey Avenue in Pomona.

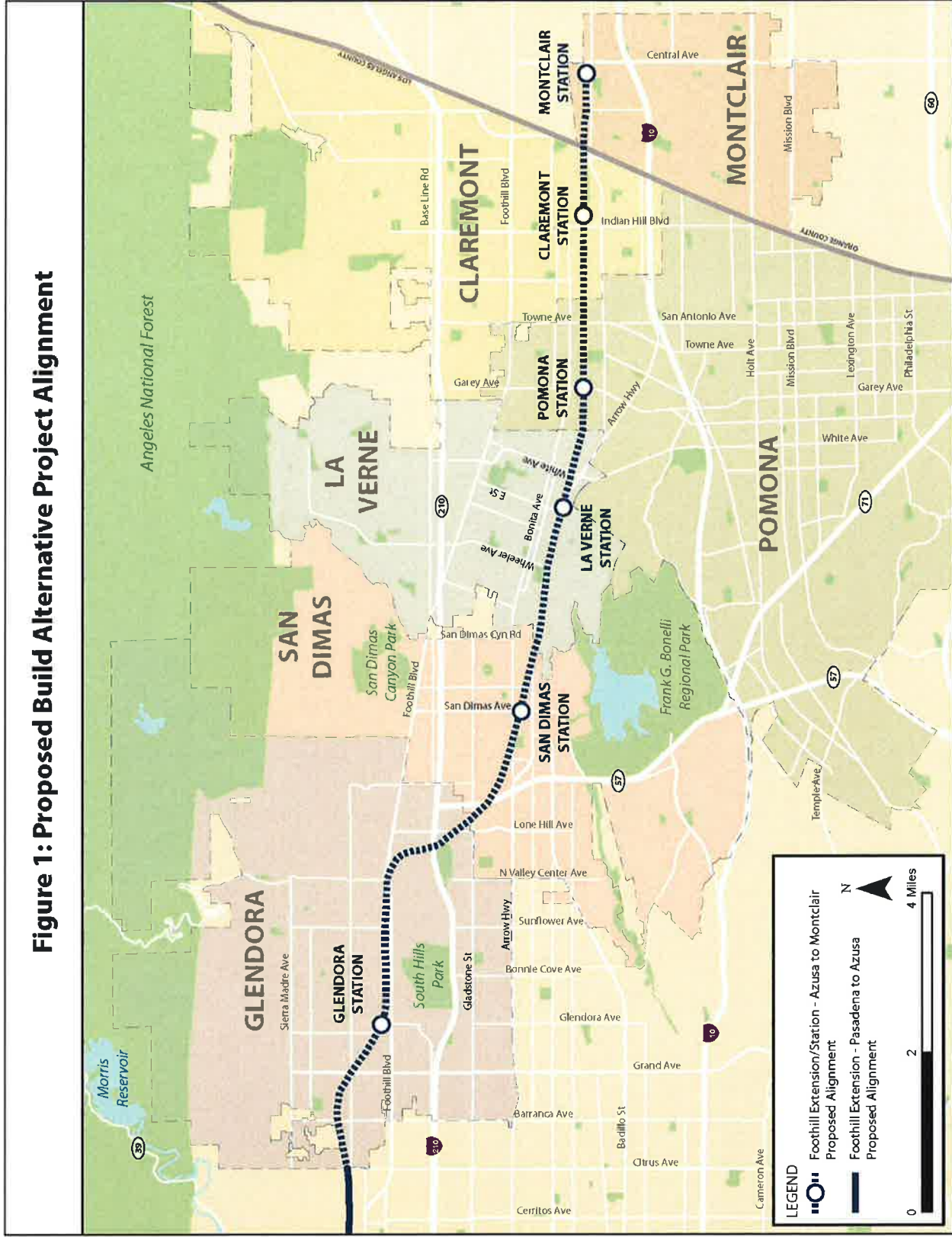
All stations except the Claremont Station would be constructed with center platforms (placed between the two LRT tracks) that would be 270 feet long, 16 feet and 2 inches wide (min), and 39 inches high (as measured from top of rail). Due to engineering constraints, the Claremont Station would instead use two side platforms (one on each side of the tracks) each 12 feet wide (min).

Station parking would be provided at six parking facilities, five of which would be new parking structures:

- Glendora Station – new parking structure: 420 spaces
- San Dimas Station – new parking structure: 450 spaces
- La Verne Station – new parking structure: 600 spaces
- Pomona Station – new parking structure: 750 new spaces
- Claremont Station – new parking structure: 1,100 spaces
- Montclair Station – existing surface lot: 1,600 spaces

Station parking facilities in Glendora, San Dimas, La Verne, and Pomona would require land acquisitions as described in the 2013 FEIR.

Figure 1: Proposed Build Alternative Project Alignment



2.2 PROPOSED PROJECT MODIFICATIONS

The Authority proposes to construct the Proposed Project (herein referred to as the “Proposed Project”) in two construction phases. The first phase of construction would include approximately 11.2 miles of the alignment through Los Angeles County, from the Azusa-Citrus Station to the Claremont Station. The second construction phase would include the remaining 1.1 miles from the end of a tail track east of Claremont Station to the Montclair Station in San Bernardino County. The Authority proposes to construct the Project in two phases because construction funding to complete the second phase is not anticipated to be available at the time that the first phase is scheduled to be completed.

The phased construction would result in the Claremont Station operating as the end of line terminus for an interim period before the construction of the second phase of the project is completed to the Montclair Station. According to information provided by the San Bernardino Associated Governments (SANBAG) the funding for construction to Montclair would be available beginning in 2025. Assuming a construction period of approximately two years, it is anticipated that the Claremont Station would operate as the end of line terminus from the estimated opening date of the first phase to Claremont in 2023 until 2027 when the second phase would be completed.

The operation of Claremont Station as the temporary end of line would not change the physical characteristics of the Claremont Station or the footprint for or size of the planned parking structure described in the 2013 FEIR. Access points and other characteristics would also remain the same as described in the 2013 FEIR.

The Authority has identified minor design changes that would be necessary for specific elements of the Project in the vicinity of the Claremont Station including LRT track (track geometry and features such as track crossover locations) and provision for a LRT operator layover facility. In addition, the Authority has identified three traffic control measures to be included in the project to reduce significant impacts below the level of significance at three intersections in Pomona in light of Project changes and existing conditions. The specific Project changes, to support an end of line terminus at the Claremont Station include the following:

- Adding a double crossover approximately 500 feet west of the Indian Hill Boulevard grade crossing
- Adding a double crossover approximately 100 feet east of the College Avenue grade crossing
- Terminating the track approximately 450 feet east of the new crossover at College Avenue which allows for storage of 2-three car light rail trains, one on each track
- Providing an approximate 200 square foot layover facility for LRT operators to be located inside the existing Santa Fe Depot
- Modifying the Garey Avenue and Bonita Avenue intersection pursuant to one of the following alternatives, to be selected by the Authority with the concurrence of the City of Pomona upon further engineering analysis: (1) reconfiguring of (a) the northbound approach to provide two exclusive left-turn lanes, one through lane, one shared through/right-turn lane, and two (northbound and southbound) buffered bike lanes, and (b) the westbound “receiving leg” to preserve the existing bike lane and accommodate two through receiving lanes, (c) alignment of receiving lanes in all directions, and (d) pavement widening, signal and related work included as

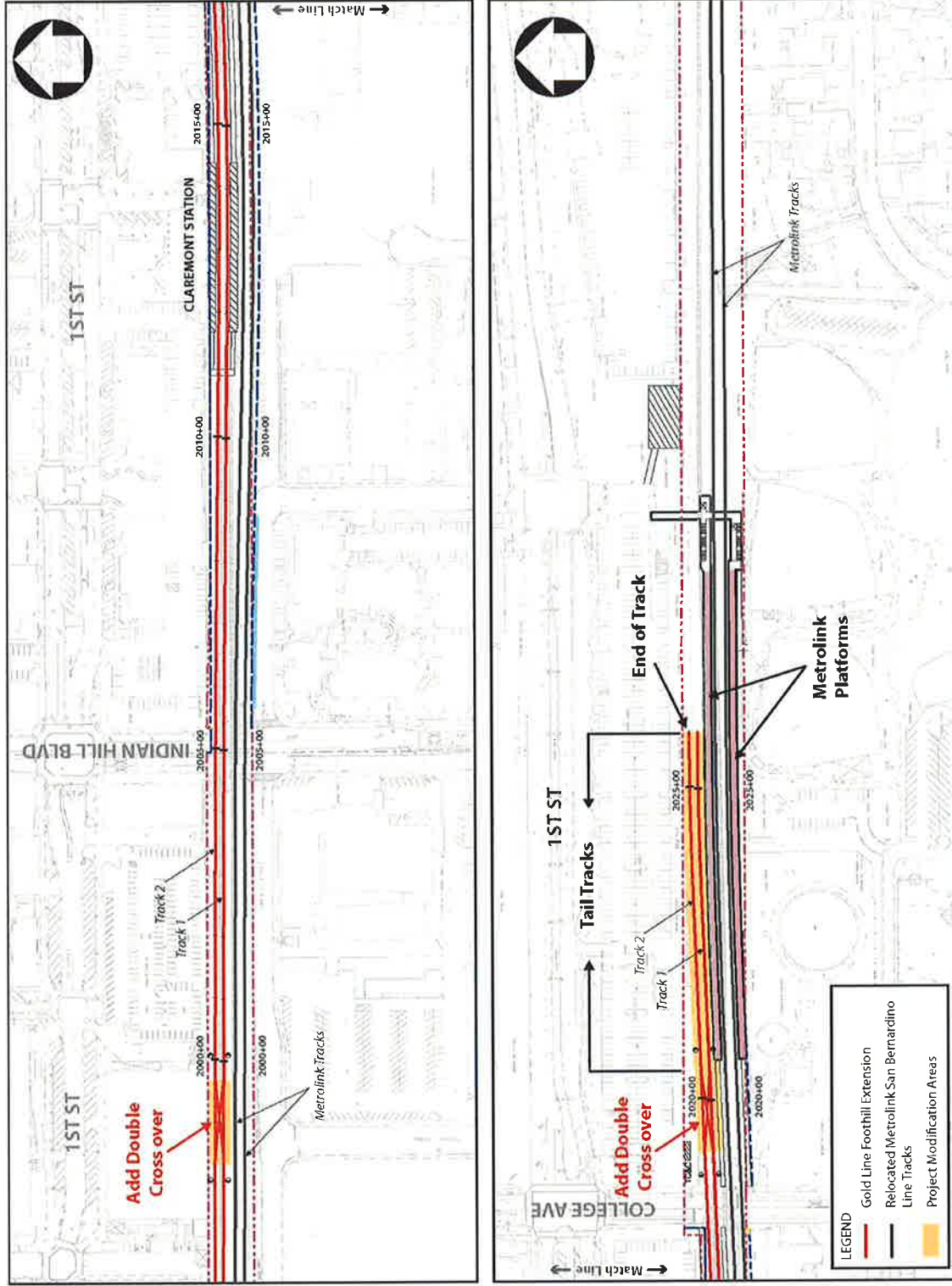
determined necessary by the City; or (2) widening the existing roadway and potentially the right-of-way of Bonita Avenue and Garey Avenue to accommodate: (a) on the northbound approach two exclusive left-turn lanes, one through lane, one shared through/right-turn lane, and two (northbound and southbound) buffered bike lanes, (b) reconfiguring the westbound “receiving leg” to preserve the existing bike lane and accommodate two through receiving lanes, (c) alignment of receiving lanes in all directions, and (d) pavement widening, signal and related work included as determined necessary by the City.

- Modifying the Towne Avenue and Bonita Avenue intersection pursuant to one of the following alternatives, to be selected by the Authority with the concurrence of the City of Pomona upon further engineering analysis: (1) reconfiguring (a) the northbound approach to provide two exclusive left-turn lanes, one through lane, and one shared through/right-turn lane, and (b) the westbound “receiving leg” to preserve the existing bike lane and accommodate two through receiving lanes, (c) alignment of receiving lanes in all directions, and (d) pavement widening, signal and related work included as determined necessary by the City; or (2) widening the existing roadway and potentially the right-of-way of Bonita Avenue to accommodate (a) on the northbound approach two exclusive left-turn lanes, one through lane, and one shared through/right-turn lane, and (b) reconfiguring the westbound “receiving leg” to preserve the existing bike lane and accommodate two through receiving lanes, (c) alignment of receiving lanes in all directions, and (d) pavement widening, signal and related work included as determined necessary by the City.
- Installing signage prohibiting left turns from westbound Towne Center Drive to southbound Towne Avenue from 7 AM to 9 AM to reduce intersection delay and eliminate a potential significant impact.

All other features of the Approved Project in the vicinity of the Claremont Station would remain the same as described in the 2013 FEIR. Addendum No. 2 evaluates the effects of the proposed project modifications identified above. None of the proposed project modifications constitute substantial changes to the Approved Project, would result in new significant impacts, or contribute to previously identified significant effects that would be substantially more severe than shown in the 2013 FEIR. Accordingly, the Authority finds that the preparation of an Addendum pursuant to CEQA Guidelines Section 15164 is appropriate, and that the proposed changes to the Project do not trigger a requirement to prepare a supplemental or subsequent EIR. These Proposed Project changes are illustrated on Figure 2.

The Authority retains the discretion to decide to construct the Project in a single phase as described in the Final EIR. In the event that the Authority elects to construct the Project in a single phase, the Authority will not implement the proposed project changes and proposed mitigation measures.

Figure 2: Proposed Project Modifications



Chapter 3 – Environmental Evaluation

To evaluate the effects of the Proposed Project changes, additional transportation, noise and vibration, and air quality (carbon monoxide hotspot) studies were conducted. A summary of the environmental evaluations are discussed in the sections below. Detailed analysis of the noise and vibration, traffic, parking, and air quality is provided in technical reports and memorandums within the Appendices. Other environmental issue areas identified in the Final EIR were also reviewed and discussed under Section 3.4 Other Environmental Impacts.

3.1 TRANSPORTATION

The Proposed Project would change the ridership levels at each of the proposed stations under the Build Alternative. Changes to ridership levels due to the Proposed Project modifications (specifically the proposed operation of the Claremont Station as the temporary end of line instead of the Montclair Station) would affect both intersection operations and parking near the proposed stations.

As discussed in Section 3.1.2 below, the 2013 FEIR identified potential intersection impacts by comparing year 2035 Build conditions to year 2035 No Build conditions¹ and to Existing Conditions as identified in the 2013 FEIR. Detailed analyses and assumptions of the Proposed Project are presented in Appendix A, Transportation Technical Report (AECOM, October 2014).

3.1.1 Proposed Project Study Area Determination

In order to determine a focused study area, the version of Metro’s “Measure R” travel demand model that was used in the 2013 FEIR was obtained. This model represents all Measure R projects anticipated to be operational by the year 2035. The “Measure R” travel demand model demographic data was updated in 2013 subsequent to the certification of the 2013 FEIR. The updated version of the model was utilized to prepare forecasts of ridership for the Proposed Project.

The “Measure R” travel demand model, like nearly all transit forecasting models, uses assumptions regarding regional socioeconomic and transportation network characteristics to develop estimates of the amount of travel (i.e., trips) occurring between different locations in the area, the market share of each transportation mode, and the routing of these trips over the highway and transit networks. The results of this process include trips by mode and by facility including usage of individual transit routes or stations (ridership). These procedures also develop estimates of travel time savings and other Transportation System User Benefits which are a key component of the Federal evaluation of potential transit projects.

In the model, the terminus of the Metro Gold Line Foothill Extension was modified from Montclair to Claremont. Ridership forecasts with the Claremont Station as the terminus were compared to the ridership forecasts with the Montclair Station as the terminus. Table 1 summarizes the results of the comparison of daily automobile trips to and from each of the proposed stations. The total daily automobile trips include the sum of park-and-ride and kiss-and-ride modes of access to both Metro Gold

¹ Subsequent to certification of the FEIR, the City of Pomona restriped Bonita Avenue to include one automobile lane and one bicycle lane in each direction, reducing the number of automobile lanes in each direction from two to one in some areas. Therefore, an updated analysis of No Build conditions is presented in the Transportation Technical Report (AECOM, October 2014) in Appendix A.

Line and Metrolink trains, where stations are shared (Pomona and Claremont). The Gold Line and Metrolink will share parking facilities at these stations, and some riders are expected to shift from Metrolink to the Gold Line. Therefore, the total “project trips” is the net increase in auto trips associated with the two services.

Table 1: Automobile Access of Approved Project and Proposed Project

Station	Total Automobile Trips ¹		
	Approved Project	Proposed Project	Change
GLENDORA	407	494	87
SAN DIMAS	477	551	74
LA VERNE	679	697	18
POMONA	1,571	1,819	248
CLAREMONT	1,154	1,653	499

Source: Metro “Measure R” Model (AECOM, 2014)

Notes:

¹ Includes auto trips for both park-n-ride and kiss-n-ride modes of access for Gold Line and Metrolink

As shown in Table 1, the changes at the Glendora, San Dimas, and La Verne Stations represent nominal increases in automobile trips; therefore, the study area intersections associated with those stations were not included as part of this evaluation. However, temporarily modifying the project terminus from the Montclair Station to the Claremont Station would cause a measurable increase in automobile trips at both the Pomona and Claremont Stations. The potential environmental impact of this increase is evaluated below. The study area intersections associated with those stations are evaluated and shown in Table 2 below. The project location and study area are illustrated in Figure 1 above.

Table 2: Proposed Project Study Area Intersections

ID ¹	Study Area Intersection
66	Fulton Road & Bonita Avenue
67	Fulton Road & Arrow Highway
68	Garey Avenue & Bonita Avenue
69	Garey Avenue & Santa Fe Street
70	Garey Avenue & Arrow Highway
71	Towne Avenue & Bonita Avenue
72	Towne Avenue & Towne Center Drive
73	Towne Avenue & Arrow Highway
74	Garey Avenue & Harrison Avenue
75	Indian Hill Boulevard & Bonita Avenue
76	Indian Hill Boulevard & First Street
77	Indian Hill Boulevard & Santa Fe Street
78	Indian Hill Boulevard & Arrow Highway
79	College Avenue & Bonita Avenue
80	College Avenue & First Street
81	College Avenue & Arrow Highway
82	Claremont Boulevard & First Street
83	Mills Avenue/Claremont Boulevard & Arrow Highway

Notes:

¹ The numbering system of the previous 2013 FEIR Transportation Technical Report was utilized to maintain consistency.

3.1.2 Parking

The Metro travel demand model was also used to identify which stations would experience increased parking demand as a result of the Proposed Project. Table 3 summarizes the comparison between parking conditions of the Approved Project and the Proposed Project.

Table 3: Parking Demand and Parking Supply of Approved Project and Proposed Project

Station	Approved Project			Proposed Project		
	Daily Parking Demand	Parking Supply	Surplus/ Deficit	Daily Parking Demand	Parking Supply	Surplus/ Deficit
GLENDORA	317	420	103	392	420	28
SAN DIMAS	382	450	68	431	450	19
LA VERNE	579	600	21	570	600	30
POMONA	1,064	1,000	-64	1,109	1,139*	30
CLAREMONT	853	1,100	247	1,194	1,260	66
MONTCLAIR	1,550	1,600	50	-	-	-

Source: Metro “Measure R” Model (AECOM, 2014)

* Metrolink added 139 spaces to the existing Pomona parking facility since the 2013 FEIR was completed.

As shown in Table 3, although the parking demand at the Glendora, San Dimas, La Verne, Pomona, and Claremont Stations would change slightly from the results presented in the 2013 FEIR Transportation

Technical Report, a surplus of parking would remain under both the Approved Project and the Proposed Project, except at the Pomona Station under the Approved Project condition. The existing parking supply at the Pomona Station was expanded since the completion of the 2013 FEIR. The Metrolink parking lot at the Pomona Station currently has 389 spaces as compared with 250 spaces that were in place at the time of the 2013 FEIR. The existing 389 spaces combined with the 750-space parking structure planned as part of the Approved Project, will result in a total parking capacity of 1,139 at the Pomona Station.

The parking supply at the Claremont Station under the Proposed Project is based on the Updated Parking Evaluation Memorandum (see Appendix A, Transportation Technical Report (AECOM, October 2014). Based on the Urban Land Institute's *The Dimensions of Parking* (Sept 2014), and other industry standards for parking structures, a revised conceptual layout for the proposed parking structure within the footprint and height identified in the Approved Project at the Claremont Station could provide up to 1,260 spaces instead of the 1,100 included in the Approved Project.

3.1.3 Traffic

The Proposed Project would add approximately 248 daily automobile trips at the Pomona Station and 499 daily automobile trips at the Claremont Station. The percentage increases in auto trips due to the Proposed Project were applied to the "Project Only" volumes from the Approved Project for both Pomona and Claremont stations. The adjusted "Project Only" volumes at Pomona and Claremont stations were then added to the 2035 background traffic volumes to obtain the 2035 Build Alternative peak hour volumes for the Proposed Project. Detailed volume development worksheets are provided in Appendix A.

A Level of Service (LOS) was analyzed at each of the study area intersections under the Proposed Project. All intersection geometrics were assumed to remain unchanged from the No Build Alternative. Table 4 presents the year 2035 LOS Summary for the Proposed Project. Detailed LOS worksheets are provided in Appendix A.

Table 4: Proposed Project Intersection LOS Summary

#	Intersection	Control	Jurisdiction	Approved Project				Proposed Project			
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
				LOS	Delay ¹	LOS	Delay ¹	LOS	Delay ¹	LOS	Delay ¹
66	Fulton Road & Bonita Avenue	U	Pomona	D	29.4	F	137.4	D	31.2	F	161.0
67	Fulton Road & Arrow Highway	U	Pomona	D	27.4	E	44.5	D	28.4	E	47.0
68	Garey Avenue & Bonita Avenue	S	Pomona	C	32.6	B	18.5	D	36.7	C	20.3
69	Garey Avenue & Santa Fe Street	U	Pomona	A	9.4	B	13.2	A	9.3	B	11.8
70	Garey Avenue & Arrow Highway	S	Pomona	C	29.9	C	34.5	C	30.1	C	31.9
71	Towne Avenue & Bonita Avenue	S	Pomona	B	18.5	B	15.6	C	24.5	B	15.3
72	Towne Avenue & Towne Center Drive	U	Pomona	D	28.7	E	49.0	D	29.7	E	46.0
73	Towne Avenue & Arrow Highway	S	Pomona	D	45.8	D	46.7	D	45.5	D	46.8
74	Garey Avenue & Harrison Avenue	S	Pomona	A	7.9	A	5.9	A	8.7	A	5.7
75	Indian Hill Boulevard & Bonita Avenue	S	Claremont	A	8.1	A	9.1	A	8.0	B	10.5
76	Indian Hill Boulevard & First Street	S	Claremont	B	11.1	B	18.7	B	10.9	B	17.5
77	Indian Hill Boulevard & Santa Fe Street	U	Claremont	B	11.2	B	13.2	B	11.2	B	13.2
78	Indian Hill Boulevard & Arrow Highway	S	Claremont	C	21.1	D	37.3	C	21.8	D	37.5
79	College Avenue & Bonita Avenue	U	Claremont	B	10.4	B	14.2	B	10.9	C	15.5
80	College Avenue & First Street	U	Claremont	C	15.2	E	35.6	C	19.9	F	80.0
81	College Avenue & Arrow Highway	S	Claremont	A	7.4	A	9.5	B	11.1	B	12.0
82	Claremont Boulevard & First Street	S	Claremont	A	4.0	B	10.2	A	4.3	B	13.3
83	Mills Avenue/Claremont Boulevard & Arrow Highway	S	Claremont	B	18.2	C	25.2	C	22.4	C	28.7

Notes:

Bold denotes intersection operating at unacceptable LOS; S = signalized; U = unsignalized

¹ Delay for signalized intersections expressed in terms of average delay; unsignalized intersections in terms of delay of worst approach (seconds per vehicle).

As shown in Table 4, all study area intersections are forecast to operate at acceptable LOS under the Proposed Project, with the exception of the following intersections:

- Fulton Road & Bonita Avenue (LOS F in the PM peak hour)

- Fulton Road & Arrow Highway (LOS E in the PM peak hour)
- Towne Avenue & Towne Center Drive (LOS E in the PM peak hour)
- College Avenue & First Street (LOS F in the PM peak hour)

Using the Los Angeles County thresholds, the intersection operating conditions under the Proposed Project were compared with the No Build Alternative to identify significantly affected locations, as defined by CEQA. Tables 5 and 6 below present a summary of AM and PM peak hour conditions for the Proposed Project and No Build scenarios and if a significant impact was also identified in the 2013 FEIR. Table 5 and Table 6 show that six intersections are potentially impacted during the AM peak hour, and three of these six intersections are also potentially impacted during the PM peak hour. Tables 5 and 6 also show that four of these intersections (Fulton Road & Bonita Avenue, Fulton Road & Arrow Highway, Garey Avenue & Bonita Avenue, and College Avenue & First Street) were also identified as having an impact in the 2013 FEIR.

Tables 7 and 8 provide additional summary information on the six intersections that are identified as impacted including a comparison of impact conditions to the Existing and No Build conditions and identification of whether a significant impact will exist with the Proposed Project after mitigation. Mitigation measures proposed in the 2013 FEIR at four locations (intersections 66, 67, 68, and 80) reduced the impacts to less than significant. Mitigation measures included as elements of the Proposed Project also reduce impacts to less than significant at intersections 71 and 72.

Tables 5 through 8 show potential impacts at the following two intersections in the City of Pomona at which the 2013 FEIR did not identify impacts:

- Towne Avenue & Bonita Avenue
- Towne Avenue & Towne Center Drive

The 2013 FEIR utilized Los Angeles County thresholds for determining Project impacts, which utilizes numerical “impact thresholds” to evaluate impacts of a project as compared to the future No Build condition. Several other local jurisdictions utilize LOS as the criteria for determination whether a change in existing traffic conditions constitute a significant impact. In these jurisdictions, a project impact on local traffic is not considered to be significant where the project does not degrade the existing LOS or where the applicable road or intersection will operate at a LOS that is considered acceptable by the jurisdiction.

Impacts were not identified at intersections 71 (Towne Avenue & Bonita Avenue) and 72 (Towne Avenue & Towne Center Drive) as part of the 2013 FEIR using Los Angeles County thresholds.

The analysis conducted for the Proposed Project included an assessment of the potential for impacts under both the Los Angeles County thresholds (used in the 2013 FEIR), as well as thresholds adopted by the City of Pomona.

The Proposed Project will result in significant impacts at intersection 71 (Towne Avenue & Bonita Avenue) under Los Angeles County thresholds. However using the City of Pomona traffic analysis methodology, parameters, and impact criteria, there would not be an impact at intersection 71 since it would still operate at LOS C or better; a LOS deemed acceptable by City of Pomona traffic guidelines.

Further, the Proposed Project would not result in an impact at intersection 72 (Towne Avenue & Towne Center Drive) based on Los Angeles County thresholds. However evaluation of intersection 72 based on the City of Pomona criteria does result in identification of an impact since the intersection is operating at LOS E and the project adds more than 10 trips to one of the approaches to the intersection.

Since impacts were identified at both intersections based on the LA County criteria and/or City of Pomona guidelines, measures to reduce the impacts are included in the Proposed Project.

Table 5: AM Peak Hour Intersection Impact Summary

#	Intersection	Control	Jurisdiction	AM Peak Hour				Change in Delay	Significant Impact	2013 FEIR Impact	2013 FEIR Significant Impact After Mitigation
				No Build		Proposed Project					
				LOS	Delay ¹	LOS	Delay ¹				
66	Fulton Road & Bonita Avenue	U	Pomona	C	22.1	D	31.2	9.1	Y	N	
67	Fulton Road & Arrow Highway	U	Pomona	C	22.4	D	28.4	6.0	Y	N	
68	Garey Avenue & Bonita Avenue	S	Pomona	B	16.2	D	36.7	20.5	Y	N ³	
69	Garey Avenue & Santa Fe Street	U	Pomona	A	9.8	A	9.3	-0.5	N	N	
70	Garey Avenue & Arrow Highway	S	Pomona	C	28.1	C	30.1	2.0	N	N	
71	Towne Avenue & Bonita Avenue	S	Pomona	A	9.8	C	24.5	14.7	Y ²	N	
72	Towne Avenue & Towne Center Drive	U	Pomona	D	26.6	D	29.7	3.1	Y ²	N	
73	Towne Avenue & Arrow Highway	S	Pomona	D	44.2	D	45.5	1.3	N	N	
74	Garey Avenue & Harrison Avenue	S	Pomona	A	7.9	A	8.7	0.8	N	N	
75	Indian Hill Boulevard & Bonita Avenue	S	Claremont	A	8.1	A	8.0	-0.1	N	N	
76	Indian Hill Boulevard & First Street	S	Claremont	B	10.6	B	10.9	0.3	N	N	
77	Indian Hill Boulevard & Santa Fe Street	U	Claremont	B	11.2	B	11.2	0.0	N	N	
78	Indian Hill Boulevard & Arrow Highway	S	Claremont	C	21.5	C	21.8	0.3	N	N	
79	College Avenue & Bonita Avenue	U	Claremont	A	9.9	B	10.9	1.0	N	N	
80	College Avenue & First Street	U	Claremont	B	10.8	C	19.9	9.1	Y	N	
81	College Avenue & Arrow Highway	S	Claremont	B	12.3	B	11.1	-1.2	N	N	
82	Claremont Boulevard & First Street	S	Claremont	A	4.2	A	4.3	0.1	N	N	
83	Mills Avenue/Claremont Boulevard & Arrow Highway	S	Claremont	B	18.5	C	22.4	3.9	N	N	

Notes:

Bold denotes intersection operating at unacceptable

LOS; S = signalized; U = unsignalized; Y = yes; N = No

¹ Delay for signalized intersections expressed in terms of average delay; unsignalized intersections in terms of delay of worst approach (seconds per vehicle).

² Significant impact based on L.A. County thresholds, but not significant based on City of Pomona thresholds.

³ Since publication of the FEIR, bike lanes have been installed along Bonita Avenue making the mitigation as proposed in the FEIR potentially infeasible and/or undesirable. Revised mitigation measures are discussed below to address this changed condition.

Table 6: PM Peak Hour Intersection Impact Summary

#	Intersection	Control	Jurisdiction	PM Peak Hour				Change in Delay	Significant Impact	2013 FEIR Impact	2013 FEIR Impact After Mitigation
				No Build		Proposed Project					
				LOS	Delay ¹	LOS	Delay ¹				
66	Fulton Road & Bonita Avenue	U	Pomona	F	58.1	F	161.0	102.9	Y	Y	N
67	Fulton Road & Arrow Highway	U	Pomona	D	33.9	E	47.0	13.1	Y	Y	N
68	Garey Avenue & Bonita Avenue	S	Pomona	B	16.3	C	20.3	4.0	N	N	N
69	Garey Avenue & Santa Fe Street	U	Pomona	B	11.0	B	11.8	0.8	N	N	N
70	Garey Avenue & Arrow Highway	S	Pomona	C	28.9	C	31.9	3.0	N	N	N
71	Towne Avenue & Bonita Avenue	S	Pomona	B	11.6	B	15.3	3.7	N	N	N
72	Towne Avenue & Towne Center Drive	U	Pomona	E	49.0	E	46.0	-3.0	Y ²	N	N
73	Towne Avenue & Arrow Highway	S	Pomona	D	44.9	D	46.8	1.9	N	N	N
74	Garey Avenue & Harrison Avenue	S	Pomona	A	5.7	A	5.7	0.0	N	N	N
75	Indian Hill Boulevard & Bonita Avenue	S	Claremont	B	10.6	B	10.5	-0.1	N	N	N
76	Indian Hill Boulevard & First Street	S	Claremont	B	17.3	B	17.5	0.2	N	N	N
77	Indian Hill Boulevard & Santa Fe Street	U	Claremont	B	13.2	B	13.2	0.0	N	N	N
78	Indian Hill Boulevard & Arrow Highway	S	Claremont	D	36.3	D	37.5	1.2	N	N	N
79	College Avenue & Bonita Avenue	U	Claremont	B	12.5	C	15.5	3.0	N	N	N
80	College Avenue & First Street	U	Claremont	B	12.6	F	80.0	67.4	Y	Y	N
81	College Avenue & Arrow Highway	S	Claremont	B	11.5	B	12.0	0.5	N	N	N
82	Claremont Boulevard & First Street	S	Claremont	A	7.4	B	13.3	5.9	N	N	N
83	Mills Avenue/Claremont Boulevard & Arrow Highway	S	Claremont	C	30.3	C	28.7	-1.6	N	N	N

Notes:

Bold denotes intersection operating at unacceptable

LOS; S = signalized; U = unsignalized; Y = yes; N = No

¹ Delay for signalized intersections expressed in terms of average delay; unsignalized intersections in terms of delay of worst approach (seconds per vehicle).² No significant impact based on Los Angeles County criteria, but significant impact based on City of Pomona criteria.

Table 7: Impacted Intersections AM Peak Hour Summary

#	Intersection	Control	Jurisdiction	Existing Condition		AM Peak Hour				Change in Delay	2013 FEIR Impact	2013 FEIR Significant Impact After Mitigation	Proposed Project Significant After Mitigation
				LOS	Delay ¹	No Build		Proposed Project					
						LOS	Delay ¹	LOS	Delay ¹				
66	Fulton Road & Bonita Avenue	U	Pomona	C	17.2	C	22.1	D	31.2	9.1	Y	N	N
67	Fulton Road & Arrow Highway	U	Pomona	C	17.9	C	22.4	D	28.4	6.0	Y	N	N
68	Garey Avenue & Bonita Avenue	S	Pomona	B	13.2	B	16.2	D	36.7	20.5	Y	N ²	N
71	Towne Avenue & Bonita Avenue	S	Pomona	A	7.3	A	9.8	C	24.5	14.7	Y ³	N	N
72	Towne Avenue & Towne Center Drive	U	Pomona	C	18.4	D	26.6	D	29.7	3.1	Y ³	N	N
80	College Avenue & First Street	U	Claremont	A	9.6	B	10.8	C	19.9	9.1	Y	N	N

Notes:

- Bold** denotes intersection operating at unacceptable
- LOS; S = signalized; U = unsignalized; Y = yes; N = No
- ¹ Delay for signalized intersections expressed in terms of average delay; unsignalized intersections in terms of delay of worst approach (seconds per vehicle).
- ² Since publication of the FEIR, bike lanes have been installed along Bonita Avenue making the mitigation as proposed in the FEIR potentially infeasible and/or undesirable. Revised mitigation measures are discussed below to address this changed condition.
- ³ Impact based on LA County threshold, but not significant based on City of Pomona criteria.

Table 8: Impacted Intersections PM Peak Hour Summary

#	Intersection	Control	Jurisdiction	Existing Condition		PM Peak Hour				Change in Delay	2013 FEIR Impact	2013 FEIR Significant Impact After Mitigation?	Proposed Project Significant After Mitigation?
				LOS	Delay ¹	No Build		Proposed Project					
						LOS	Delay ¹	LOS	Delay ¹				
66	Fulton Road & Bonita Avenue	U	Pomona	E	30.8	F	58.1	F	161.0	102.9	Y	N	N
67	Fulton Road & Arrow Highway	U	Pomona	C	24.2	D	33.9	E	47.0	13.1	Y	N	N
68	Garey Avenue & Bonita Avenue	S	Pomona	B	13.3	B	16.3	C	20.3	4.0	N	N	N
71	Towne Avenue & Bonita Avenue	S	Pomona	A	9.5	B	11.6	B	15.3	3.7	N	N	N
72	Towne Avenue & Towne Center Drive	U	Pomona	D	27.9	E	49.0	E	46.0	-3.0	Y ²	N	N
80	College Avenue & First Street	U	Claremont	B	10.7	B	12.6	F	80.0	67.4	Y	N	N

Notes:

- Bold** denotes intersection operating at unacceptable
- LOS; S = signalized; U = unsignalized; Y = yes; N = No

¹ Delay for signalized intersections expressed in terms of average delay; unsignalized intersections in terms of delay of worst approach (seconds per vehicle).

² No significant impact based on Los Angeles County criteria, but significant impact based on City of Pomona criteria.

3.1.4 Special Issues

Additional Traffic Issues at Specific Locations - In addition to the study area intersections, several jurisdictions provided a list of additional specific areas of concern for further evaluation as part of the 2013 FEIR Transportation Technical Report. The proposed improvements on Table 5-18 of the 2013 FEIR Transportation Technical Report would remain unchanged, even with the additional trips due to the Proposed Project. No new improvements or modifications would be necessary.

Construction Phase - Impacts during construction would remain unchanged from the 2013 FEIR, except that under the Proposed Project, no LRT construction would occur beyond the tail tracks in Claremont to the Montclair Station. The minor design changes of the Proposed Project in the vicinity of the Claremont Station including LRT track changes would have no impact on intersection operations or parking.

Pedestrian and Bicycle Facilities - Impacts to pedestrian and bicycle facilities would remain unchanged from the 2013 FEIR, with implementation of revised mitigation measures at Garey Avenue & Bonita Avenue, and Towne Avenue & Bonita Avenue. The City of Pomona installed bicycle lanes on Bonita Avenue following certification of the 2013 FEIR, and the City has plans to install two (northbound and southbound) buffered bike lanes on Garey Avenue; and, these changed conditions in light of increased traffic resulting from the Proposed Project requires revised mitigation measures at these intersections to avoid significant impacts to existing conditions and reasonable probable further projects.

At-Grade Railroad - Impacts to at-grade railroad crossings would remain unchanged from the 2013 FEIR. The findings of the Milestone 1 and Milestone 2 Grade Crossings Analysis would not be affected by the Proposed Project Modifications. The mitigation measures proposed in the Addendum No. 1 to the 2013 FEIR (Analyzing a Grade-Separated Crossing at Garey Avenue and a Shift in the Location of the Pomona Station Platform) remain appropriate and would not be affected by the Proposed Project.

3.1.5 Mitigation Measures and Recommendations

All short-term construction mitigation measures listed in the 2013 FEIR would remain unchanged. For long-term mitigation measures, TR-1 through TR-4 and TR-7 identified in the 2013 FEIR would still apply to impacts of the Proposed Project. A revised mitigation measure for the intersection of Garey Avenue & Bonita Avenue in light of the addition of the bike lane along Bonita Avenue is presented below:

- TR-6** In Pomona, the Construction Authority shall work cooperatively with the City, and contribute funding as necessary, to modify the Garey Avenue & Bonita Avenue intersection to reduce the impacts to levels of insignificance in light of existing conditions. There are two (2) alternative mitigation proposals, the selection of which will depend upon further engineering analysis. (A) The first proposed mitigation is reconfigure the northbound approach to provide two exclusive left-turn lanes, one through lane, one shared through/right-turn lane, and two (northbound and southbound) buffered bike lanes. The modification would also include reconfiguring the westbound “receiving leg” to keep the existing bike lane and accommodate two through receiving lanes, and alignment of receiving lanes in all directions. Pavement widening, signal and related work is included as determined necessary by the City. Note that this mitigation

measure is a modification to the mitigation measure identified in the 2013 FEIR for this intersection. This modification of the mitigation measure is necessary due to the change in the existing condition on Bonita Avenue implemented by the City after completion of the 2013 FEIR, the City's plans to install two (northbound and southbound) buffered bike lanes on Garey Avenue, and the increased traffic added to this location resulting from the Proposed Project. (B) The second proposed mitigation is widening the roadway and potentially the right-of-way along Bonita Avenue and Garey Avenue to accommodate two exclusive left-turn lanes, one through lane, one shared through/right-turn lane, and two (northbound and southbound) buffered bike lanes for the northbound approach. The modification would also include reconfiguring the westbound "receiving leg" to keep the existing bike lane and accommodate two through receiving lanes, and alignment of receiving lanes in all direction. Pavement widening, signal and related work is included as determined necessary by the City. The Authority shall modify the measure selected in a manner of equivalent or lesser cost determined by the City of Pomona to achieve an equivalent level of mitigation, and in accordance with the locally preferred alternative.

Measures to reduce impacts that were identified at intersections 71 and 72 in Pomona are included as part of the Proposed Project. The measures identified are:

- The Construction Authority shall work cooperatively with the City, and contribute funding as necessary, to modify the Towne Avenue and Bonita Avenue intersection to reduce the impacts to levels of insignificance in light of existing conditions. There are two (2) alternative mitigation proposals, the selection of which will depend upon further engineering analysis. (A) The first proposed mitigation is a reconfiguring of the intersection within the existing right of way to create two northbound left turn lanes, two westbound through receiving lanes, and alignment of receiving lanes for all direction, provided the existing bicycle lane on Bonita Avenue will remain at the intersection. Pavement widening, signal and related work is included as determined necessary by the City. (B) The second proposed mitigation is widening the existing roadway and potentially the right-of-way along Bonita Avenue to accommodate two northbound left turn lanes, two westbound through receiving lanes, alignment of receiving lanes for all direction, as well as the existing bike lane. Pavement widening, signal and related work is included as determined necessary by the City. the Authority shall modify the measure selected in a manner of equivalent or lesser cost determined by the City of Pomona to achieve an equivalent level of mitigation, and in accordance with the locally preferred alternative.
- Installing signage prohibiting left turns from westbound Towne Center Drive to southbound Towne Avenue from 7 AM to 9

With inclusion of the measures identified above, construction of the Proposed Project will not result in any new significant impacts at intersections.

3.1.6 Level of Impact After Mitigation

Results of the intersection operating conditions after implementation of the Proposed Project mitigation measures are summarized in Table 9 and Table 10 below. Detailed LOS worksheets are provided in Appendix A.

Table 9: Build Alternative - AM Peak Hour Mitigated Intersection Level of Service

AM PEAK HOUR			2035 NB		2035 BUILD		Approved Project		Mitigated		Residual Significant Impact
#	Intersection	Jurisdiction	LOS	Delay ¹	LOS	Delay ¹	LOS	Delay ¹	LOS	Delay ¹	
66	Fulton Road & Bonita Avenue	Pomona	C	22.1	D	31.2	D	29.4	A	8.3	No
67	Fulton Road & Arrow Highway	Pomona	C	22.4	D	28.4	D	27.4	A	5.5	No
68	Garey Avenue & Bonita Avenue	Pomona	B	16.2	D	36.7	C	32.6	B	19.1	No
71	Towne Avenue & Bonita Avenue	Pomona	A	9.8	C	24.5	B	18.5	B	15.6	No
72	Towne Avenue & Towne Center Drive	Pomona	D	26.6	D	29.7	D	28.7	A	9.8	No
80	College Avenue & First Street	Claremont	B	10.8	C	19.9	C	15.2	B	10.3	No

Notes:

¹ Delay for signalized intersections expressed in terms of average delay; unsignalized intersections in terms of delay of worst approach (seconds per vehicle).

Table -10: Build Alternative - PM Peak Hour Mitigated Intersection Level of Service

PM PEAK HOUR			2035 NB		2035 BUILD		Approved Project		Mitigated		Residual Significant Impact
#	Intersection	Jurisdiction	LOS	Delay ¹	LOS	Delay ¹	LOS	Delay ¹	LOS	Delay ¹	
66	Fulton Road & Bonita Avenue	Pomona	F	58.1	F	161.0	F	137.4	A	9.2	No
67	Fulton Road & Arrow Highway	Pomona	D	33.9	E	47.0	E	44.5	A	5.1	No
68	Garey Avenue & Bonita Avenue	Pomona	B	16.3	C	20.3	B	18.5	C	20.7	No
71	Towne Avenue & Bonita Avenue	Pomona	B	11.6	B	15.3	B	15.6	B	19.6	No
72	Towne Avenue & Towne Center Drive	Pomona	E	49.0	E	46.0	E	49.0	E	46.0	No
80	College Avenue & First Street	Claremont	B	12.6	F	80.0	E	35.6	B	13.7	No

Notes:

Bold denotes intersection operating at unacceptable

¹ Delay for signalized intersections expressed in terms of average delay; unsignalized intersections in terms of delay of worst approach (seconds per vehicle).

As shown in Tables 9 and 10, all six impacted intersections would be mitigated to a level that is less than significant. No Residual significant impacts will remain with implementation of the mitigation measures proposed in the 2013 FEIR as amended.

3.2 NOISE AND VIBRATION

A noise and vibration assessment was conducted in accordance with the Federal Transit Administration's (FTA) Transit Noise and Vibration Impact Assessment (May 2006) guidelines. The FTA guidelines present the basic concepts, methods and procedures for evaluating the extent and severity of noise and

vibration impacts from transit projects. Background information on Noise and Vibration as well as the methodology for their evaluation consistent with FTA guidelines is provided in Section 3.11 of the 2013 FEIR.

The noise and vibration assessment evaluated the potential for impact due to the introduction of new crossovers in the vicinity of Sta. No. 1998+00 and 2020+00. These crossovers west of Indian Hill Boulevard and east of College Avenue, respectively, include new switches along the proposed light rail transit alignment. Switches along revenue track would introduce rail discontinuities that can contribute to elevated noise and vibration levels.

The same FTA methodology, modeling assumptions and evaluation criteria described in the 2013 FEIR were also applied to analyze the potential adverse effects from the crossovers in the vicinity of Claremont Station.

3.2.1 Noise

As shown in Table 11, the predicted day-night noise levels (or Ldn) due to the new crossovers range from 21 to 37 dBA at the closest residential receptors in clusters EB4 and WB5, respectively. These predicted levels are well below the noise levels reported in the 2013 FEIR of 69 dBA for both Receptors EB4 and WB5. Therefore, the change in the cumulative noise levels between the Existing Condition and the future Build Alternative ranges from 6.0 to 7.8 dBA for Receptors EB4 and WB5, respectively. This is the same cumulative increase as without the new crossovers. Therefore, the new crossovers would have no effect on the cumulative noise levels at the closest noise-sensitive receptors and the Proposed Project will have no direct impact on noise levels.

3.2.2 Vibration

As shown in Table 12, the predicted root mean square (RMS) vibration levels due to the new crossovers range from well below ambient background levels to 73 VdB at Receptor WB5. These predicted levels are well below the vibration levels reported in the 2013 FEIR of 81 VdB for Receptor WB5. Future vibration from the train operations will not increase as a result of the new crossovers, but is still predicted to exceed the FTA criterion of 72 VdB at Receptor WB5.

3.2.3 Mitigation Measures and Recommendations

No changes to the “severe” noise impacts are predicted at Receptors EB4 and WB5 as reported in the 2013 FEIR. Mitigation Measure N-3 (building insulation, sound barriers, and train horns) as identified in the 2013 FEIR still applies to the project. No further mitigation is necessary to address Proposed Project changes related to noise.

Future vibration from the train operations will not increase as a result of the new crossovers, but is still predicted to exceed the FTA criterion of 72 VdB at Receptor WB5. Mitigation measure N-4 (tire derived aggregate and ballast mats) as identified in the 2013 FEIR still applies to the project and will be included at the crossovers locations.

3.2.4 Level of Impact After Mitigation

Recommended Mitigation Measure N-3 will reduce noise levels to less than significant levels at receptors EB4 and WB5. Recommended Mitigation Measure N-4 will reduce vibration levels to less than significant levels at the receptor WB5 in Claremont.

Table 11: Change in Predicted Noise Levels due to the Newly Proposed Switches in the Vicinity of the Claremont Station (in dBA)

Cluster	FTA Landuse	FTA Noise		Distance (ft)		Project Noise ¹			Cumulative Noise ²			FTA Criteria		
		Cat	Metric	Alignment	Switches	EX	BD1	SW	BD2	Sum1	Sum2	del	MOD	SEV
WB5	Residential	2	Ldn	26	205	62	69.0	37.4	69.0	69.8	69.8	7.8	1.7	4.4
EB4	Residential	2	Ldn	94	892	64	68.7	21.4	68.7	70.0	70.0	6.0	1.5	3.9
G	Keck Graduate Institute	3	Leq	198	539	58	59.4	24.6	59.4	61.8	61.8	3.8	5.3	9.9

Notes:

- The Project Noise levels include the future noise from the Build Alternative as reported in the 2013 FEIR (“BD1”), the future noise due to the new switches only (“SW”) and the updated Build Alternative that includes both the original Build Alternative and the new switches (“BD2”).
- The Cumulative Noise levels include the predicted future noise level with the original Build Alternative as reported in the 2013 FEIR (“Sum1”) and the updated future noise level that includes the new switches as well (“Sum2”). The net increase between the measured noise levels under the Existing Condition and with the future Build Alternative is used to assess the onset of FTA impact (“del”).

Table 12: Change in Predicted Vibration Levels due to the Newly Proposed Switches in the Vicinity of the Claremont Station (in VdB)

Cluster	Landuse	FTA Vibration		Distance (ft)		Project Vibration (VdB) ¹		FTA Criteria		
		Cat	Metric	Alignment	Switches	2013 FEIR	Switches	Max	Criteria	Significant Impact
WB5	Residential	2	RMS	26	205	81	73	81	72	Yes
EB4	Residential	2	RMS	94	892	67	0	67	72	No
G	Keck Graduate Institute	3	RMS	198	539	67	8	67	75	No

Notes:

- The Project Vibration levels include the future vibration from the proposed rail alignment under the Build Alternative as reported in the 2013 FEIR and the future level attributed to the switches only (“Switches”). The maximum level from the future train operations along standard track and the switches is reported as well for comparison with the FTA criteria (“Max”).

3.3 AIR QUALITY AND GREENHOUSE GASES (GHG)

Phased construction of the Proposed Project will not change types of construction or regional air quality conditions related to GHG emissions. All air quality mitigation measures in the 2013 FEIR are still applicable to the Proposed Project.

Phased construction of the Proposed Project will require a temporary terminus modification from the Montclair Station to the Claremont Station that would result in changes in traffic volumes for the 2035 No Build Alternative and 2035 Build Alternative at eighteen roadway intersections. Of the eighteen roadway intersections evaluated, those with the highest traffic volumes and that are expected to operate at a LOS D, E or F were evaluated to determine if CO concentrations would exceed the 1-hour (hr) or 8-hr CAAQS.

3.3.1 HOTSPOT Analysis

The 2013 FEIR presented results of a hotspot analysis at ten intersections throughout the entire study area. Since this Addendum No. 2 is focused on changes that would occur when the Claremont Station operates as a temporary end of line station, the hotspot analysis focused on seven intersections within the Project Study Area that are projected to operate at an LOS D, E or F during AM or PM peak periods for the Proposed Project. Only one of the intersections analyzed for the Addendum No. 2 was included in the 2013 FEIR analysis, College Avenue & First Street. The results of the screening-level CO hotspots for the Proposed Project are presented in Table 13.

Table 13: 2035 Proposed Project Intersection Analysis - Peak CO Concentrations

Intersection ID ¹	LOS (AM/PM)	Intersection	Peak Concentration ²	
			1-hr	8-hr
66	D/F	Fulton Road & Bonita Avenue	8.7	5.2
67	D/E	Fulton Road & Arrow Highway	9.3	5.6
68	D/C	Garey Avenue & Bonita Avenue	7.3	4.4
72	D/E	Towne Avenue & Towne Center Drive	9.4	5.6
73	D/D	Towne Avenue & Arrow Highway	9.8	5.9
78	C/D	Indian Hill Boulevard & Arrow Highway	10.1	6.1
80	C/F	College Avenue & First Street	8.3	5.0

Source: Modeled by AECOM, 2014 (Detailed calculations are provided in Appendix C)

Notes:

Bold denotes the level of service (D, E or F) triggering evaluation of CO hotspots.

¹ Intersection IDs correspond to the identified intersections within the Proposed Project Study Area, as evaluated in the Transportation Technical Report (AECOM, October 2014).

² Peak concentration includes peak projected background 1-hr CO concentrations, projected at the SCAQMD's Pomona Air Monitoring Station, at 7.3 ppm in 2020, and the modeled 1-hr concentration, per the FHWA CO Modeling Protocol Guidance.

As shown in Table 13 above, none of the representative roadway intersections would have CO concentrations in excess of the 1-hr CAAQS (20 parts per million [ppm]) or 8-hr CAAQS (9 ppm). The College Avenue & First Street intersection would experience higher concentrations at the 1-hr and 8-hr conditions than what was reported in the 2013 FEIR (1-hr 2.8 ppm, 8-hr 1.98 ppm), but the CO concentrations with the Proposed Project would still be below the CAAQS. Therefore with the Proposed

Project, study intersections would not result in a CO hotspot. No new mitigation measures or modifications to mitigation measures as identified in the 2013 FEIR are necessary.

3.4 OTHER ENVIRONMENTAL IMPACTS

In addition to detailed analysis conducted for noise and vibration, transportation, and air quality impacts, other environmental issue areas identified in the 2013 FEIR were also qualitatively reviewed. The following presents a summary of other potential impacts.

3.4.1 Biological Resources

The 2013 FEIR identified several short-term construction impacts to biological resources along with mitigation measures to reduce those impacts to a level less than significant. No long-term impacts to biological resources were identified. Since the operation of Claremont Station as the temporary end of line will not change the physical characteristics of the Claremont Station or the footprint or size of the planned parking structure described in the 2013 FEIR, the findings for the Approved Project would be the same for the Proposed Project.

With the implementation of 2013 FEIR mitigation measures (B-1 through B-6) during construction, the Proposed Project's potential impacts would continue to be reduced to a less than significant level and no new or increased impacts would occur.

3.4.2 Climate Change

As the Proposed Project would include minor design changes that would support the temporary end of line terminus at the Claremont Station, it would not involve any new, additional, or different construction or operation activities than those associated with providing the end of line terminus at Montclair Station. All other features of the Approved Project in the vicinity of the Claremont Station will remain the same as described in the 2013 FEIR. Therefore, no significant adverse impacts would occur.

As identified in the 2013 FEIR, to address short-term Green House Gas emissions during construction, a Climate Action and Adaptation Plan would be prepared which includes construction mitigation measures for the use of newer, more energy-efficient equipment that would minimize the idle times of construction equipment to reduce emissions (See 2013 FEIR Chapter 3, Section 3.3, Climate Change).

3.4.3 Communities, Population, and Housing

The operation of Claremont Station as the temporary end of line will not change the physical characteristics of the Claremont Station or the footprint for or size of the planned parking structure described in the 2013 FEIR. Access points and other characteristics are also planned to remain the same as described in the 2013 FEIR.

As no additional acquisition or displacement of any existing use would occur, the Proposed Project would not result in a new or increased significant effect on the community, housing, population, land use or planning.

As such, the Proposed Project would be less than significant after implementation of mitigation measures (S-1 through S-5) as determined in the 2013 FEIR.

3.4.4 Community Facilities and Parklands

The Proposed Project will not change the physical characteristics of the stations or the size of the planned parking structures described in the 2013 FEIR. Although the Proposed Project would result in an increase in ridership at the Pomona Station and Claremont Station, it would not result in new significant impacts, or contribute to previously identified significant effects that would be substantially more severe than shown in the 2013 FEIR.

Consistent with the Approved Project, the Proposed Project would be required to address the intermittent traffic disruptions during construction with mitigation measures requiring a traffic management plan (TMP) (see 2013 FEIR Chapter 2).

Parkland - As discussed in the 2013 FEIR, although the Approved Project construction could expose park patrons to loud noise, the park was determined not to be a noise-sensitive receptor. Construction dust may affect park patrons; however mitigation measures would be implemented to reduce dust levels that would have limited potential to significantly affect park patrons (see Chapter 3, Section 3.1). There would be no change in impacts on parkland with the Proposed Project.

Schools - As discussed in the 2013 FEIR, the Approved Project would not result in increased student enrollment because its implementation would not result in induced substantial population growth. Oakmont Elementary School is located 0.15 miles from the right-of-way, however industrial buildings and a parking lot separate the school property from the alignment. Keck Graduate Institute is also adjacent to the alignment. Construction related traffic, both from construction equipment and traffic delay would be minimized through implementation of the Construction Management Plan (CMP) which includes safety measures such as signage and fencing for pedestrians and motorists. Therefore, construction-related and long-term impacts would be less than significant. There would be no change in impacts on schools with the Proposed Project.

Government Centers - The Proposed Project would have a beneficial effect for employees of and visitors to the Claremont Civic Center by making public transportation more readily available. Although typical construction impacts such as minor traffic disruptions and construction nuisances would occur; access would be maintained to all buildings and a TMP would be implemented (see 2013 FEIR Chapter 2). Therefore, construction impacts would not be expected to affect the function of the government centers and impacts would be less than significant. The impacts on government centers with the Proposed Project are the same as the Approved Project.

Police and Fire Protection – As discussed in the 2013 FEIR, the Construction Authority would work with the police and fire departments along the alignment during the design process to ensure that safety issues are adequately address. The Proposed Project would not substantially increase the demand for police or fire protection services. Therefore the Proposed Project would not result in the need for additional police officers or firefighters. The impacts on police and fire protection services with the Proposed Project are the same as the Approved Project.

3.4.5 Cultural Resources

The operation of Claremont Station as the temporary end of line will not change the physical characteristics of the Claremont Station or the footprint for or size of the planned parking structure described in the 2013 FEIR. Consequently, the findings in the 2013 FEIR on Cultural Resources (see Chapter 3, Section 3.6) would be the same for the Proposed Project.

The Proposed Project includes a layover facility for LRT operators approximately 200 square feet in size that would be located inside the existing Atchison, Topeka & Santa Fe (ATSF) Railway Station. Development of the layover facility would include only the re-arrangement of a small interior space within the structure. It would not involve alteration of any physical or other characteristic of the exterior of the historic structure and would not cause a substantial change in the significance of the historical resource.

As with the Approved Project, the construction and long-term operation of the Proposed Project would include implementation of mitigation measures (CR-1 and CR-2) and would continue to result in a less than significant impact on cultural resources as identified in the 2013 FEIR.

3.4.6 Energy

The Proposed Project will not affect or have less energy requirements for operations of the LRT as the alignment would temporarily be 1.1 miles less with the end of a tail track at Claremont Station. Construction of the Proposed Project would result in the one-time expenditure of energy during construction operations.

With the implementation of these mitigation measures the Proposed Project would not result in wasteful, inefficient, or unnecessary use of energy or in a substantial increase energy demand during construction, and impacts would continue to be less than significant. The Energy impacts of the Proposed Project are the same as the Approved Project.

3.4.7 Geologic Hazards

Consistent with the Approved Project, the Proposed Project would be constructed in strict compliance with local, state, or federal regulations or permits as listed in the 2013 FEIR that have been developed by regulatory agencies to manage geologic and seismic concerns during construction, and no new or increased impact would result. With this mandatory compliance with current seismic safety and geotechnical safety requirements and regulations, including safety design standards, the Proposed Project would continue to result in less than significant impacts related to geologic and seismic concerns.

3.4.8 Hazardous Materials

Since the operation of Claremont Station as the temporary end of line will not change the physical characteristics of the Claremont Station or the footprint or size of the planned parking structure described in the 2013 FEIR, the findings for the Approved Project would be the same for the Proposed Project.

With the implementation of mitigation measures (HW-1 through HW-6) during construction, the Proposed Project's potential impacts would continue to be reduced to a less than significant level and no new or increased impacts would occur.

3.4.9 Land Use and Planning

Since the Proposed Project will not change the physical characteristics of the stations or the size of the planned parking structures described in the 2013 FEIR it would not result in new significant impacts, or contribute to previously identified significant effects that would be substantially more severe than shown in the 2013 FEIR.

During construction, significant land use impacts are not anticipated since most of the construction would take place within the existing right-of-way and would not affect adjoining land uses. Access to surrounding uses would largely be maintained throughout the construction. Consistent with the Approved Project, the Proposed Project would be required to address access to properties during construction with mitigation measures requiring a traffic management plan (TMP) (see 2013 FEIR Chapter 2).

Potential long-term direct land use impacts for the Proposed Project would be related to the removal of existing uses to accommodate the new transportation facilities. Although the Claremont Station would continue to construct the four-track alignment and station platforms for the proposed station, the Authority has identified minor design changes including LRT track (track geometry and features such as track crossover locations) and provision for a LRT operator layover facility. These minor changes would not affect land use characteristics as described in the 2013 FEIR since all other features of the Approved Project in the vicinity of the Claremont Station will remain the same. Therefore, the Proposed Project's potential impacts would continue to be reduced to a less than significant level and no new or increased impacts would occur.

3.4.10 Safety and Security

Since the Proposed Project will not change the alignment right-of-way, physical characteristics of the stations or the size of the planned parking structures described in the 2013 FEIR, it would not result in new safety and security impacts, or contribute to previously identified significant effects that would be substantially more severe than shown in the 2013 FEIR.

With the implementation of 2013 FEIR mitigation measures (SS-1 through SS-6), the Proposed Project's potential impacts would continue to be reduced to a less than significant level and no new or increased impacts would occur.

3.4.11 Visual Quality

Since the Proposed Project will not change the alignment right-of-way, physical characteristics of the stations or the size of the planned parking structures described in the 2013 FEIR, it would not result in new visual quality impacts, or contribute to previously identified significant effects that would be substantially more severe than shown in the 2013 FEIR.

3.4.12 Water Quality

Consistent with the Approved Project, the Proposed Project would be constructed in strict compliance with local, state, and federal regulations and requirements. This would eliminate or reduce impacts on water resources by establishing project controls through formalized processes, agreements, and permits.

As such, the Proposed Project would minimize surface and groundwater quality impacts to less than significant levels. No new or increased impacts would occur.

3.4.13 Growth-Inducing Impacts

The Proposed Project would have no potential to induce growth beyond that already identified for the Approved Project in the 2013 FEIR. Consistent with the Approved Project, the Proposed Project could potentially attract new transit-oriented development (TOD) around the light-rail transit (LRT) stations.

The Proposed Project does not include the development of employment-generating uses. As such, the Proposed Project would not result in any substantial modifications to existing roadways, or other infrastructure facilities or service systems that could induce growth beyond that already envisioned for the region or by each corridor City. Thus, the Proposed Project is not anticipated to directly or indirectly attract growth beyond that already envisioned in SCAG's 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The corridor Cities' land use plans recognize and account for the project and any future new development would be consistent with each City's land use plans and regulations. Therefore, no new or increased significant impacts would occur.

3.4.14 Cumulative Impacts

The Proposed Project has no potential to result in changes in the project's right-of-way (with the exception of potential mitigation at Garey Avenue & Bonita Avenue and Towne Avenue & Bonita Avenue), station footprint, construction, or operation lead to new or increased significant cumulative impacts, following mitigation. As identified in the 2013 FEIR, the Approved Project may result in significant cumulative impacts during construction by (1) contributing to regional cumulative air quality impacts when added to other transportation projects and improvements within the entire SCAG region that may be under construction during the same time period, and (2) if unknown buried cultural resources are discovered during construction of the project then contributing to the significant cumulative impacts related to discovery of unknown materials at a regional scale identified in the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy EIR. Following mitigation, no new or increased significant cumulative impacts would occur as a result of the Proposed Project.

3.5 FINDINGS OF NO NEW OR INCREASED SIGNIFICANT IMPACT

Based on the evaluation of environmental effects of the Proposed Project, none of the proposed project modifications constitute substantial changes to the Approved Project, would result in new significant impacts following mitigation, or contribute to previously identified significant effects that would be substantially more severe than shown in the 2013 FEIR following mitigation. Accordingly, the Authority finds that the preparation of an Addendum pursuant to CEQA Guidelines Section 15164 is appropriate, and that the proposed changes to the Project do not trigger a requirement to prepare a supplemental or subsequent EIR.

Chapter 4 – List of Preparers

4.1 LEAD AGENCY

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4.2 CONSULTANTS TO THE LEAD AGENCY

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EXHIBIT B

PROJECT REFINEMENTS

- (1) Construction and operation of the Project in phases – first the portion from Azusa to Claremont, and then Claremont to Montclair at a later date. The specific project changes, to support an end of the line terminus at the Claremont Station are described in greater detail in the Addendum and include the following:
 - a. Adding a double crossover approximately 500 feet west of the Indian Hill Boulevard grade crossing
 - b. Adding a double crossover approximately 100 feet east of the College Avenue grade crossing
 - c. Terminating the track approximately 450 feet east of the new crossover at College Avenue which allows for storage of 2-three car light rail trains, one on each track
 - d. Providing an approximate 200 square foot layover facility for LRT operators to be located inside the existing Santa Fe Depot
 - e. Modifying the Garey Avenue and Bonita Avenue intersection pursuant to one of the following alternatives, to be selected by the Authority with the concurrence of the City of Pomona upon further engineering analysis: (1) reconfiguring of (a) the northbound approach to provide two exclusive left-turn lanes, one through lane, one shared through/right-turn lane, and two (northbound and southbound) buffered bike lanes, and (b) the westbound “receiving leg” to preserve the existing bike lane and accommodate two through receiving lanes, (c) alignment of receiving lanes in all directions, and (d) pavement widening, signal and related work included as determined necessary by the City; or (2) widening the existing roadway and potentially the right-of-way of Bonita Avenue and Garey Avenue to accommodate: (a) on the northbound approach two exclusive left-turn lanes, one through lane, one shared through/right-turn lane, and two (northbound and southbound) buffered bike lanes, (b) reconfiguring the westbound “receiving leg” to preserve the existing bike lane and accommodate two through receiving lanes, (c) alignment of receiving lanes in all directions, and (d) pavement widening, signal and related work included as determined necessary by the City.
 - f. Modifying the Towne Avenue and Bonita Avenue intersection pursuant to one of the following alternatives, to be selected by the Authority with the concurrence of the City of Pomona upon further engineering analysis: (1) reconfiguring (a) the northbound approach to provide two exclusive left-turn lanes, one through lane, and one shared through/right-turn lane, and (b) the westbound “receiving leg” to preserve the existing bike lane and accommodate two through receiving lanes, (c) alignment of receiving lanes in all directions, and (d) pavement widening, signal and related work included as determined necessary by the City; or (2) widening the existing

roadway and potentially the right-of-way of Bonita Avenue to accommodate (a) on the northbound approach two exclusive left-turn lanes, one through lane, and one shared through/right-turn lane, and (b) reconfiguring the westbound "receiving leg" to preserve the existing bike lane and accommodate two through receiving lanes, (c) alignment of receiving lanes in all directions, and (d) pavement widening, signal and related work included as determined necessary by the City.

- g. Installing signage prohibiting left turns from westbound Towne Center Drive to southbound Towne Avenue from 7 AM to 9 AM to reduce intersection delay and eliminate a potential significant impact