

Gold Line Phase II Extension Pasadena to Montclair Scoping Report

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TABLE OF CONTENTS

1 INTRODUCTION..... 1-1

 1-1 Project Overview 1-1

 1-2 Purpose of This Report 1-1

 1-3 Project History 1-3

2 SCOPING PROCESS AND ACTIVITIES..... 2-1

 2-1 Commencement of the Scoping Period 2-1

 2-2 Mailings 2-2

 2-3 Public Notices..... 2-2

 2-4 Scoping Meetings 2-3

 2-5 Written Scoping Comments..... 2-4

LIST OF FIGURES

Figure 1-1: Study Area..... 1-2

LIST OF TABLES

Table 2-1: Scoping Meeting Summary 2-3

Table 2-2: Comment Summary..... 2-4

APPENDICES

- APPENDIX A: NOTICE OF INTENT
- APPENDIX B: NOTICE OF PREPARATION
- APPENDIX C: MAILING LIST SUMMARY
- APPENDIX D: FILINGS
- APPENDIX E: NOTICING
- APPENDIX F: HANDOUTS
- APPENDIX G: SIGN-IN SHEETS
- APPENDIX H: SCOPING COMMENTS

1.0 INTRODUCTION

1.1 PROJECT OVERVIEW

This Scoping Report has been prepared as part of the analysis of transportation alternatives to serve a 24-mile corridor between Pasadena and Montclair, California. The purpose of the proposed action is to improve east-west mobility across this San Gabriel Valley corridor, relieve congestion on existing transportation facilities, increase connections to work and educational destinations within the San Gabriel Valley and the Los Angeles region, support economic revitalization in each city along the corridor, and contribute to the preservation and enhancement of the natural environment. The corridor includes the cities of Pasadena, Arcadia, Monrovia, Duarte, Irwindale, Azusa, Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair; and is located in Los Angeles and San Bernardino Counties. The study area is shown on Figure 1.

The spine of the study corridor is an existing railroad right-of-way. In addition to No Action and TSM/TDM Alternatives, options for extending Light Rail Transit service from its current terminus in Pasadena along that railroad right-of-way are being evaluated. The environmental impacts of the alternatives will be reported in a combined Environmental Impact Statement/ Environmental Impact Report (EIS/EIR). The combined environmental document is being prepared by the Metro Blue Line Construction Authority (the Authority) and the Federal Transit Administration (FTA). The Authority serves as the local lead agency for responsibilities under the California Environmental Quality Act (CEQA) (California Public Resources Code sec. 21000 et seq.), while the FTA serves as the federal lead agencies for responsibilities under the National Environmental Policy Act of 1969 as amended (NEPA) (42 USC 4321 et seq.).

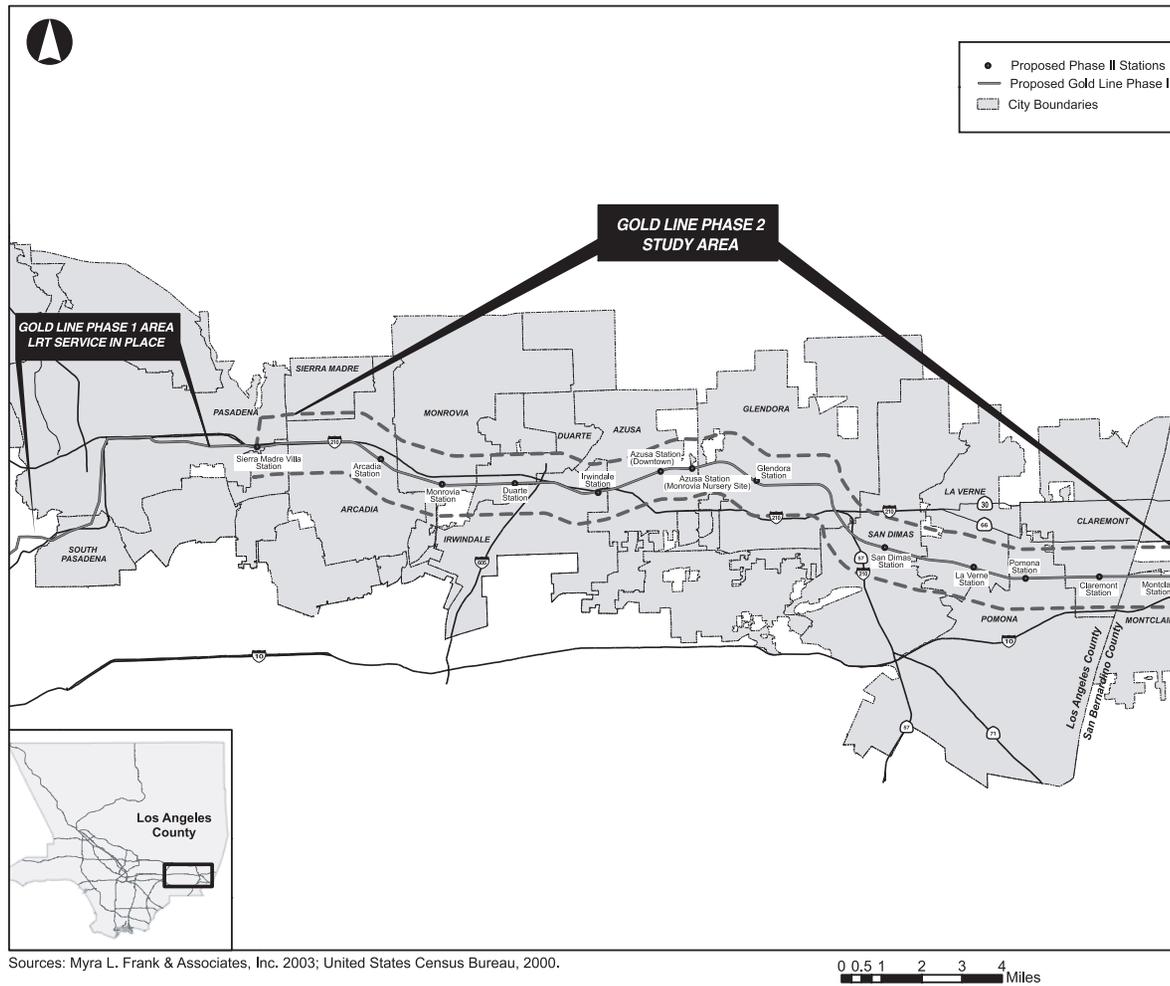
1.2 PURPOSE OF THIS REPORT

The purpose of the Scoping Report is to document the lead agencies' compliance with the Scoping requirements of NEPA and CEQA.

According to the Council on Environmental Quality's NEPA Regulations (40 CFR Part 1500 et seq.) and the State CEQA Guidelines (14 California Code of Regulations, Sections 15082-15083), federal and state lead agencies should use a public Scoping process to help define the appropriate range of issues and the depth and breadth of analysis to be addressed in a major environmental document. In addition, the Scoping process should provide an opportunity for interested parties to identify and eliminate those environmental issues that are determined not to be significant.

As a part of the Scoping process, the lead agencies should: (1) invite the participation of affected parties, (2) determine significant issues to be analyzed in the environmental document, and (3) identify and eliminate those environmental issues that are determined not to be significant. This report documents the first requirement and summarizes the issues raised by persons and affected parties commenting during the Scoping period. The second and third items were addressed in the Scoping process by presentation of a summary of expected environmental impacts, based on a preliminary environmental screening conducted as part of a Planning Alternatives Analysis that preceded the initiation of Scoping.

Figure 1-1: Study Area



Sources: Myra L. Frank & Associates, Inc. 2003; United States Census Bureau, 2000.

Additionally, in keeping with the spirit of the purpose of scoping in NEPA and CEQA, the Authority established a website as a means to make the public participation process accessible to more people and organizations during the Scoping period and on an ongoing basis. The website address is <http://www.metrogoldline.org>. The website contains pertinent information for the public including, but not limited to, contact information for the lead agencies, project description, an explanation of the environmental process, and Scoping meeting materials. As information items and documents are developed over the course of the study and preparation of the environmental documents, they will be posted on the website.

1.3 PROJECT HISTORY

The Pasadena to Montclair Corridor, referred to as the Gold Line Phase II Corridor, is a 24-mile east-west corridor in the San Gabriel Valley of Southern California that generally follows the foothills of the San Gabriel Mountains from Pasadena eastward to the City of Montclair in San Bernardino County. The project area runs along an existing railroad right-of-way that generally parallels Interstate 210 (I-210) and Arrow Highway and connects the historic downtowns of the cities of Arcadia, Monrovia, Duarte, Irwindale, Azusa, Glendora, San Dimas, La Verne, Pomona, Claremont and Montclair. The railroad right-of-way is owned by the Los Angeles County Metropolitan Transportation Authority and the San Bernardino Association of Governments (SANBAG). The railroad right-of-way currently accommodates some freight operations in the segment between Duarte and Pomona, and extensive freight and commuter rail operations between Pomona and Montclair. (For more detail on the project description and location, please see Appendix A, Notice of Intent, and Appendix B, Notice of Preparation.)

The Metro Blue Line Construction Authority (Authority) and San Gabriel Valley Council of Governments (SGVCOG) sponsored a Planning Alternatives Analysis that was initiated in the fall of 2001 and concluded in January 2003. The Planning Alternatives Analysis identified transportation problems and needs of the study corridor, presented goals and objectives for transportation solutions, and evaluated a range of modal alternatives and their ability to meet the corridor's transportation needs. The Planning Alternatives Analysis mirrored the evaluation process used in the FTA's Alternatives Analysis procedures.

In April 2002, the Planning Alternatives Analysis Steering Committee considered the PAA report results and recommended Alternative 4: Light Rail Transit, as their Locally Preferred Alternative. This alternative was subsequently adopted by the 11 city councils in the study area, the Governing Board of the SGVCOG, and the Board of Directors of the Authority. Subsequent to adoption of the Locally Preferred Alternative, which was envisioned to extend from Pasadena to Claremont (at the eastern border of Los Angeles County), an extension of approximately 1 mile to Montclair (at the west end of San Bernardino County) was added to the project scope.

A joint NEPA/CEQA document, an Environmental Impact Statement/Environmental Impact Report (EIS/EIR), is now being prepared for the proposed project. The Authority is the local lead agency responsible for overseeing the preparation of an Environmental Impact Report (EIR) for the proposed project to address the requirements CEQA. The Federal Transit Administration (FTA) is the lead agency for the evaluation of environmental impacts under NEPA, and is overseeing the preparation of the Environmental Impact Statement (EIS) components of the joint EIS/EIR document.

2.0 SCOPING PROCESS AND ACTIVITIES

The activities that began the Scoping process centered on informing the public and potentially affected public agencies. This was accomplished through the following steps:

- (1) Publishing a Notice of Intent (NOI) in the Federal Register to meet NEPA requirements
- (2) Posting the Notice of Preparation (NOP) with the State Clearinghouse and the County Clerk / Recorder of Los Angeles and San Bernardino Counties to formally initiate the CEQA process
- (3) Placement of NOP notices in newspapers of general circulation
- (4) Mailing the NOP to potentially affected government agencies, residents and businesses to advise them of project initiation and to invite participation in Scoping meetings
- (5) Translation of key documents from English to other languages
- (6) Development and implementation of the project website to further facilitate the transmittal of information.

Next, meetings were held with potentially affected and/or interested parties in the project study area. This report documents each of the six aforementioned steps.

Comments gathered at and subsequent to these meetings were tabulated and distributed to FTA, the Authority, and the technical specialists preparing the EIS/EIR. Comments and issues raised at the Scoping meetings will be used in defining the range of alternatives and in developing the technical analyses of alternatives reported in the EIS/EIR.

2.1 COMMENCEMENT OF THE SCOPING PERIOD

The NEPA Scoping period for the proposed project commenced on July 2, 2003, with FTA's signing of the Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS). The NOI was published in the Federal Register on July 9, 2003 (FR 41749, Vol. 67, No. 118.). The NEPA Scoping period closed on August 1, 2003.

The NOI announced the FTA's intent to prepare an EIS in accordance with NEPA. This provided formal notice of the opportunity to comment in writing and/or at the public scoping meetings. The NOI also included information on the project background, study area, potential alternatives, probable effects to be studied, FTA procedures, relevant scoping meeting information, and contact information. A copy of the NOI is provided in Appendix A.

A Notice of Preparation (NOP) for an Environmental Impact Report (EIR) was sent by the Authority to the State Clearinghouse and to a project-specific mailing list on June 26, 2003. It was posted at the Los Angeles and San Bernardino County Clerks' Offices on June 27, 2003. The NOP announced the Authority's intent to prepare an EIR pursuant to CEQA. Like the NOI, it provided formal notice of the opportunity to comment in writing and/or at the public scoping meetings and commenced the CEQA scoping period. The NOP advised California agencies of their obligation to comment on the proposed project within 30 days. The NOP also included information on the proposed project, alternatives, and anticipated effects (based on an environmental screening of alternatives included in the Planning

Alternatives Analysis), as well as scoping meeting and contact information. The CEQA Scoping period closed on August 1, 2003. A copy of the NOP package is provided in Appendix B.

2.2 MAILINGS

The Notice of Preparation (NOP) was distributed to agencies and organizations along the study corridor with jurisdiction or interest in the proposed project via a trackable delivery service (UPS, 2nd Day Air) on Thursday, June 26, 2003. This distribution date ensured receipt of the NOP package by July 30, 2003. An additional 95 NOP packages were mailed on July 27 and June 30. NOP packages were sent to:

- 11 federal agencies
- 18 state agencies
- 13 county agencies
- 7 utility providers
- 14 school districts
- 16 corridor cities (including nearby South Pasadena, Bradbury, and Los Angeles)
- 35 elected officials
- 73 organizations and individuals that might have an interest in the project, including non-profit groups, Native American organizations, transit advocates, major activity centers and employers along the alignment
- 94 people who attended meetings during the PAA process.

In total, 414 NOP packages were distributed; in some instances NOPs were sent to several offices within an agency to ensure that all responsible and trustee agencies were properly notified. The names of organizations that received mailings are included in Appendix C. The complete list, including addresses, is available upon request.

Postcards notifying residents of Scoping Meetings were sent to approximately 23,000 residents, elected officials, government officials, and interested parties along both the Phase I (Los Angeles to Pasadena) Gold Line alignment and in the Phase II (Pasadena to Montclair) study area. The mailing addresses were compiled from various sources, including a database of ownership of parcels located along the rail right-of-way, the Gold Line Phase I database maintained by the Authority, lists of previous meeting attendees, the NOI/NOP mailing lists, and other mailing lists provided by the corridor cities. The distribution of post card notices meant that many parties received more than one notice of the Scoping meetings.

Two copies of the NOP packages were placed in 16 different public libraries in the Phase I and Phase II segments. Transmittal letters sent with the NOP instructed libraries to place the documents in areas readily accessible to the public. Due to varying operating hours of the libraries, notices were delivered between June 30 and July 3.

2.3 PUBLIC NOTICES

Notices were placed in six newspapers announcing the Scoping meetings. All notices included information about the scoping meetings, the proposed project, contact information, and the project website. The newspapers were chosen for their circulation and audiences. Four newspapers of general circulation, the Los Angeles Times, Pasadena- Star News, San Gabriel Valley Tribune, and Inland Valley Daily Bulletin contained notices that were published on July 3, July 2, July 2, and July 7, respectively. Other newspapers were used to reach the two main minority population groups in the study area. The Chinese Daily News serves the cultural Chinese population and Chinatown, while La Opinion is circulated to the Latino audience of greater Los Angeles. The Scoping notice was published in the

minority language papers on July 3. The notices were published in three different languages, (i.e., English, Spanish, and Chinese.)

In summary, notice of the public Scoping workshops was provided by:

- posting the NOI in the Federal Register
- filing the NOP with the State Clearinghouse and County Clerks of Los Angeles and San Bernardino Counties
- mailing the NOP to responsible and trustee public agencies
- mailing the NOP to organizations and individuals known or assumed to be interested in the proposed project
- mailing the NOP or Scoping Notice postcard to residents, businesses, and institutions in the study area
- publishing notices the Scoping meetings in newspapers of general circulation
- publishing notices of the Scoping meetings in non-English newspapers.
- In addition to published notice, electronic notice of the Scoping Meetings was placed on the Authority's website. CEQANet, the website of the State Clearinghouse, also listed the NOP and Scoping Meetings.

2.4 SCOPING MEETINGS

The five Scoping meetings (four for the general public and one for agencies) were held in an open house format with information stations and illustrated display boards. The meetings were staffed by members representing the Authority and the project consultant team, all of whom were well versed about the proposed project and potential environmental impacts. In addition to answering questions at the meeting, staff invited attendees to submit their comments in writing. Comment forms were provided at each Scoping meeting. Chinese and Spanish interpreters were present at the meeting for non-English speaking members of the public. Project fact sheets were also provided in English and Spanish. These materials can be found in Appendix D.

Scoping Meetings were held in the following cities during the weeks of July 14 and 21. Table 2-1 shows the location, attendance, and number of comments received during each meeting.

Date/Time	Meeting Location	Attendance	No. of Comment Forms Received	Target Audiences
July 15, 2003 5-8 PM	San Dimas	46	17	General Public
July 16, 2003 5-8 PM	Claremont	38	16	General Public
July 17, 2003 5-8 PM	South Pasadena	47	29	General Public
July 21, 2003 5-8 PM	Arcadia	72	18	General Public
July 22, 2003 2-5 PM	Authority Offices, South Pasadena	14	1	Meeting for Public Agencies
	Total	217	81	

Note: An additional 43 comment letters were received by mail or e-mail.

2.5 WRITTEN SCOPING COMMENTS

In addition to the 81 Scoping comments received at the Scoping meetings, additional comments were submitted via fax and e-mail. Although the Scoping period closed on August 1, the Authority received comments through August 25. In all, 125 comments were received.

Copies of the written scoping comments are provided in Appendix E. Table 2-2 lists the comment letters received and the issues raised by each party.

In summary, many of the comments were in support of the proposed project. However, members of the public raised concerns about noise, traffic, parking, and aesthetic changes related to the project. Comments from public agencies were generally related to various requirements and guidelines under CEQA and NEPA.

No.	Date	Name or Agency	Topic	Comment
1	7/15/2003	Monique Clemmer	Noise, privacy	Wants a wall.
2	7/15/2003	Lyn Frazier	Noise, safety, property values, community impact, vibration	Concerned.
3	7/15/2003	Gil Gonzalez	Transportation centers, car concerns	Wants transportation centers in remote areas to keep cars out of downtown.
4	7/15/2003	Gil Gonzalez	Visual	Make poles look like trees.
5	7/15/2003	Mike Hillman	Art Program, expediting process	Are a percentage of the funds being set aside for the art program? Who will choose designs? Wants to expedite process.
6	7/15/2003	Michael Hillman	Landscaping	How heavily will medians be landscaped? Wants to be on mailing list.
7	7/15/2003	Janet Iliff	Noise, Lights, Design	Light/noise could affect individuals as trains use bridge at night. Wonders if bridge will be widened. Concerned about construction noise. Believes second Glendora station should be near Kohls.
8	7/15/2003	Mark R. Johnston	Different Alignment	Wants to turn route to go to Pomona Transit Center, Downtown Pomona. Extending line to Montclair or farther is too long.
9	7/15/2003	Jill Jones	Positive, General comment	Appreciates information and looks forward to completion of the project.
10	7/15/2003	John Macri	Noise	Concerned about "horn" noise at crossing at San Dimas Canyon Rd.
11	7/15/2003	Judy Miller	Landscaping	Would like to see "woodland" landscaping.
12	7/15/2003	Judy Miller	Parking	Adequate parking is essential.
13	7/15/2003	Jim Nizolek	Noise	Whistle blowing is unnecessary; standard traffic signal lights and other safeguards should be used instead.

Table 2-2: Comment Summary				
No.	Date	Name or Agency	Topic	Comment
14	7/15/2003	Krishna Patel	Traffic, station development, visual, drainage	Concerns include increased traffic at Bonita Ave./Cataract Ave., public involvement in intermodal station development, existing Spur line at Bonita/Cataract, negative aesthetics and drainage impacts.
15	7/15/2003	Jeff Templeman	Aesthetics, road crossings, noise, parking	Impacts related to aesthetics of lines and poles, road crossing at Bonita/Cataract, noise, parking.
16	7/15/2003	Catherine Thornton	Traffic, road crossings	Concerned about increase in traffic; suggests using bridges, etc. to minimize traffic on streets.
17	7/14/2003	Foothill Village Homeowners Association	Noise, safety of youth, Maintenance	Concerned about noise from trains, horns, and bells; concerned for safety of youth going to Sanburg Middle School, maintenance of right-of-way.
18	7/16/2003	Spoku (?) Acheampone	Positive General comment	Supports the project.
19	7/16/2003	Robert Chang	Visual, noise	Visual impacts of overpasses, noise impacts of construction and trains, impacts on communities due to evening/night trains.
20	7/17/2003	Jeffrey Davidson	Design	Consider using the old Pacific Electric ROW, not Metrolink, from Claremont to Montclair.
21	7/16/2003	Christopher Denes	General comment	Wants prompt completion of project.
22	7/16/2003	Clem Hamilton	Parking, stations, endangered species	Wants sufficient parking for local tourism for Claremont. Inefficient if Gold Line stations are different from Metrolink stations. Wants to be vigilant with study of endangered species.
23	7/16/2003	Andrea Harrington	Bicycles	Wants bicycles to be allowed at all times, without a permit.
24	7/17/2003	Gus Hyland	Noise	Comments that there is no need for so much noise, especially when gates are down.
25	7/13/2003	Cecil A. Karstensen	Parking	Consider large parking facilities for each station.
26	7/16/2003	Cecil A. Karstensen	Design	Use the old Pacific Electric ROW between Claremont and Montclair.
27	7/16/2003	Victoria Koenig	Design, Marketing	Wants pedestrian access from transit center south to Arrow Highway and the Montclair Plaza. Interested in allowing use of company name for marketing in support of Gold Line.

Table 2-2: Comment Summary				
No.	Date	Name or Agency	Topic	Comment
28	7/16/2003	Margot MacDonald	Study of Phase I, parking	Use study of Phase I to see if Phase II would actually be used; provide a parking structure for Claremont station and local businesses.
29	7/16/2003	Anthony Madrin	Noise	Sound wall needed; reduce number of horns used as a warning, especially during early/late hours.
30	7/16/2003	Ross R. Moore, Jr.	Stations, alignment, extra connecting lines	Have station at Baldwin Ave. & I-210 serving Santa Anita Fashion Mall, race track, arboretum with pedestrian bridge; have Duarte station DIRECTLY serve City of Hope Medical Center; have West San Dimas Station and Maintenance Facility near Auto Center Dr. & Gladstone Ave. to serve shopping complexes and take advantage of cheap land; use old Pacific Electric ROW from Claremont to Montclair; eventually have a connecting line from Gold Line along I-605 to Long Beach; have connecting line between Union Station and Washington St. Blue Line Station.
31	7/16/2003	William R. Mussatto	Bicycles, station sites	Station siting needs more detail regarding how tracks will be laid out in depot area; concerned about way to handle bicycles on train for last mile.
32	7/16/2003	E. Pugino (sp?)	Positive General Comment	Wishes it would be opened sooner than 2009.
33	7/16/2003	Alan Robinson	Positive General comment	Wants it built.
34	7/16/2003	Michael Viera, Citrus College	Positive General Comment	Supports project; if a resolution from Citrus College Board of Trustees is needed, contact him.
35	7/16/2003	Anne McLaughlin	Noise	Support project, but considers horns a problem.
36	7/17/2003	Elliott Caine	Noise	Noise is a major problem that needs to be solved.
37	7/17/2003	Jesusa B. Castico	Noise, facility, night schedule	Horns, bells are a major problem affecting sleep; maybe use strobe lights instead. At facility between Meridian and Mission, rethink horns and bells at small intersections; train schedule at night.
38	7/17/2003	Jesusa B. Castico	Natural habitats	Habitats of birds or animals are disrupted.

Table 2-2: Comment Summary				
No.	Date	Name or Agency	Topic	Comment
39	7/17/2003	William E. Coleman, Jr.	Design, sharing ROW, maintenance facility, station locations	Wants grade separation at Santa Anita Ave., Arcadia ONLY; support sharing ROW with freight trains, but on separate tracks Irwindale East to end; each city should be consulted about station locations; should a branch go to Santa Anita Racetrack? New maintenance facility should be built near San Gabriel River in Irwindale.
40	7/17/2003	Jeffrey Davidson	Train horns	Put train horns on crossings rather than on trains.
41	7/17/2003	Paul Gedigian	Request	Would like to make a presentation of an alternate to at-grade design.
42	7/17/2003	William G. Gunther	Positive General comment	Supports project fully.
43	7/17/2003	Lynne Heffley	Stations	Feels strongly about having the stations as near as possible to various destinations with main public interest.
44	7/17/2003	Harold Leacock	Stations	At Arcadia Station, need connection to Race Track and shopping center; Going to Montclair is good; wants stations that are at or near places of interest.
45	7/17/2003	Marshall Lew	Metrolink concern	Believes Metrolink ridership would decline if Gold Line goes to Montclair.
46	7/17/2003	Marshall Lew	Alignment	Run line South to I-210/SR 57 Diamond Bar, could also serve Cal Poly Pomona.
47	7/17/2003	Charles Mountain	General comment, question	Supports the project; will there be one day passes on all rail and bus trips?
48	7/17/2003	Judith B. Mussotto	Freight, parking	Concerned about moving freight to the street, parking concern in Claremont; how will ticket price compare to Metrolink?
49	7/17/2003	Tom Nelson	Noise	Horns and bells are a problem; sound walls would not help much. Grading should be done when funds allow; perhaps grease wheels to avoid squealing.
50	7/17/2003	Joanne Nuckols	Noise	Noise is a huge problem and new technology should be used in Phase II to avoid these problems.
51	7/17/2003	Joanne Nuckols	Gates	Are there different types of gates?
52	7/17/2003	Richard A. Rosilh (?)	Parking, Stations	Please include parking structures at stations; include bus feeder lines into stations
53	7/17/2003	Geri Silveira	Noise, power lines, La Verne station, aesthetics	Concerned about noise; there should be no above ground wires; La Verne Station is not downtown.

Table 2-2: Comment Summary				
No.	Date	Name or Agency	Topic	Comment
54	7/17/2003	Betty Sue Smith	Noise, senior citizens	Bells are a huge problem; senior citizens don't have enough time to get across the street.
55	7/17/2003	Craig F. Thompson	Connector line	Should be a connector line on Alameda Street between the Gold Line and Blue Line.
56	7/17/2003	Craig F. Thompson	Design	New alignment needs grade separation at many locations; URGENT need for a bridge over Santa Anita Ave. in Arcadia; areas where the track runs across the top of a "hump" can be easily grade separated.
57	7/17/2003	Craig F. Thompson	Power for the Trains	Substations are not powerful enough for three-car trains, may need a change for eastern extension.
58	7/17/2003	John Ulloth	Less Parking, No Grade Separation, Bikeway, redistribute project costs, technology sharing	Don't build more giant parking lots; avoid underground and aerial, don't waste money; go to the county line ASAP; tear out roads instead of grade separating; include a bikeway where ROW width allows; externalize unnecessary costs (most sound walls and landscaping don't move people); buy out NIMBYs; put more funds from roadways into public transit; consider crossing gates from both sides of wide roadways, current gates don't look like they'll last; use technology sharing among all of the MTA rail lines; maintain a public office (like the one used for Gold Line I), which is superior to MTA's "general lack of outreach;" externalize costs of stations to the communities.
59	7/16/2003	Charles Woolf	Information Sharing	Should have closer coordination between the construction authority and the cities' street departments.
60	7/17/2003	Raymond Lu	New Station at Montebello	Wants the Gold Line to go to Montebello Station for easy transfer to Metrolink.
61	7/17/2003	William D. Zuke	Noise, ADA compliance	People with disabilities or handicaps need to be included; consider access for power wheelchairs; bell system is too noisy.
62	7/17/2003	William D. Zuke	Safety	Train is distracting to driver when driving on freeway; need safe routes from parking and streets for wheelchair users.
63	7/17/2003	N/A	General Comment	Wants Metro Silver Line Via Exposition Blvd. to Santa Monica; Metro White Line or Purple Line to Canoga Park/West Hills.
64	7/17/2003	N/A	Noise, speed	Noise impacts have not been resolved; speed of trains will kill people; don't build.

Table 2-2: Comment Summary				
No.	Date	Name or Agency	Topic	Comment
65	7/18/2003	Daniel Walker, Co-Chair Sierra Club Transportation Committee (Los Angeles Chapter)	Support, Bikeway, study improved Metrolink Service, add Ontario Airport, safety/grade separation, cost, eliminate freight, governance, parking, TOD	Supports the project. Try to add bikeway along as much of the ROW as possible; study improved/ more frequent Metrolink service from Montclair to Claremont to Pomona to LA Union Station; widen scope or add separately to include Ontario Airport via the Gold Line or Metrolink; early on, define potential intersections that may be close to residential areas or busy street at-grade crossings and provide possible grade separation improvements and rough cost estimates; define where single track operation may be feasible and provide cost savings estimate and later cost to upgrade to full double track operation; define continuing freight operations, alternatives, and cost to eliminate freight completely from the ROW; Phase III - how would JPA / governance change if/when extended to Montclair (San Bernardino county)?; adequate parking planned for each station?; bus interface to new stations, potential new local buses within some cities to quick link to Gold Line; possibilities for TOD / Joint development near planned stations; is there sufficient ROW width for current Pomona to Claremont to Montclair double tracking project plus double track Gold Line Light Rail for easy platform-to-platform transfer; location of maintenance yard?; potential route for downtown LA connector to link Gold Line directly to Blue/Green (and Expo) LRT lines.
66	7/21/2003	Diane Barlow	Noise, visual, vibrations, safety	Concerned that noise, vibrations, view of the electric lines would be detrimental to the building she owns; concerned the train will crash into her building.
67	7/21/2003	Louise R. Bigley	Visual	Electric lines and poles affect the view from downtown Pasadena; expected an underground power source.
68	7/21/2003	Emily Cao	Tracks close to houses	Tracks too close to houses on California Street; could be dangerous for residents.
69	7/21/2003	B. Costanza, Arcadia Chamber of Commerce	Safety, Aesthetics	Concerned about the lack of gates along Gold Line Route in South Pasadena; likes the stations and art.

Table 2-2: Comment Summary				
No.	Date	Name or Agency	Topic	Comment
70	7/21/2003	Robert L. Davis	Alignment Changes, Traffic, Historic	Build through Azusa instead of Irwindale if needed; wants rail to go through Monrovia; Monrovia corn silo could move to Irwindale or El Monte, Miller could be served by ex-Pacific Electric (now Metrolink) branch; comment on public's concern about traffic obstruction: rarely sees trains in S. Pasadena even though he wants to see them.
71	7/21/2003	Dorothy Fleck	New Station	Wants consideration for a station in La Verne to serve the Fairplex and Cal Poly Pomona.
72	7/21/2003	Paul Greenwood	Expedition of project	EIS needs to address accelerated implementation at those parts of Phase II that have funding in place and/or for which ROW exists.
73	7/21/2003	Dirk Hudson	Positive General comment	Supports the project.
74	7/21/2003	M.J. Humphrey	Map on Metrogoldline.org	Would like a more detailed map of Phase II on metrogoldline.org website.
75	7/21/2003	Elisabeth L. Karsana	Schedule, property values	Time between trains is too close, especially at 2 a.m.; will property values go down because the trains are going so close to homes? Will MTA compensate the difference if house values go down?
76	7/21/2003	Raub Mathias	Arcadia Station Location	Doesn't think Arcadia needs or wants the Gold Line; the only place where a station should be considered is in the parking lot between the mall and the racetrack.
77	7/21/2003	Jim McKellar	Positive General comment	Glad that Phase I is ahead of schedule and would like to see Phase II open as soon as possible.
78	7/21/2003	Helen Morales	Information request, noise	Interested in information regarding environmental studies and noise in the area; would like a sound wall.
79	7/21/2003	Charles Mountain	Bus	Suggests that buses show "Gold Line Connection" on sign after route number and destination.
80	7/21/2003	Cipoiano Pineda	ROW Acquisitions	How many tracks or how much square footage would be used between Monrovia and Second Ave in Arcadia? What options do the property owners along the tracks have?
81	7/21/2003	Buzz Spellman	Positive General comments	Well designed displays and knowledgeable consultants.

Table 2-2: Comment Summary				
No.	Date	Name or Agency	Topic	Comment
82	7/21/2003	Matt Walleck	Sound wall - Unrelated to project	What is the status of a sound wall being made near San Luis Rey Rd. and I-210?
83	7/21/2003	Homer Wilcox	Parking, Operation Comment	Make sure there is parking at both Monrovia and Duarte stations; bays for electric cars to park and charge (conductive charging preferred) would be nice.
84	7/21/2003	Betty Willis	Noise	Please consider noise along freeway section.
85	7/21/2003	Alexander Zajac	Positive General comment	Supports the project.
86	7/21/2003	N/A	Design/Construction Process safety and security, freeway barriers, traffic	Design contract should be separate from construction contract; inspection should be by a different independent contractor; security should be provided for Park and Ride; freeway barriers should be reconstructed to be higher and safe for stronger impact; on Santa Anita, 1st, 2nd must be under crossing or tunnel; what happens to traffic if there is a derailment?
87	7/22/2003	Linda Wright, CalTrans District 7	Caltrans concerns	Consult with Caltrans early in the process concerning potential impacts on state facilities.
88	7/17/2003	Michael Hudson, City of Montclair	Support, identify alignment in Montclair ASAP	Montclair Transcenter is an ideal terminus with ample parking. Identify alignment in Montclair to facilitate impact discussion quickly - former PE ROW makes sense - lists positives and negatives of this.
89	7/25/2003	Robert L. Hoherd	General comment, elevated tracks	Supports project, appreciates the information provided to him, would like to see the track above Santa Anita Blvd. and 1st Ave. elevated.

Table 2-2: Comment Summary				
No.	Date	Name or Agency	Topic	Comment
90	7/28/2003	Mary Dougherty	Graded crossings, construction costs vs. dispersed costs over the life of the system	Dispersed costs: installation of crossing gates and signals; police and staff to educate public; writing of local ordinances to regulate grade crossings; enforcement of regulations and ordinances; maintenance and repair of crossing gates and signals; disruption of sleep and lifestyle of those living in proximity to the bells and horns; delays of emergency services, commercial traffic, and everyday errands caused by at-grade crossings; lost time caused by slower transportation through the region for all riders on the Gold Line; need for train operator rather than computer-controlled operation; human injuries and property damage caused by accidents that will predictably happen; damage to train cars, tracks, and other equipment from accidents; further delays for all, and indirect costs from accidents; other foreseeable costs; costs of litigation and settlements/judgments as a result of grade-level crossings; costs of separating grade-level crossings after construction has been completed and trains are operational.
91	7/20/2003	Dennis Awad	Duarte Station	Duarte station should be at the corner of Duarte Rd. & Mountain, across from the Walmart & Home Depot.
92	7/14/2003	Gregory Mantila	Ontario Airport	Lengthen the line to Ontario Airport if it goes to Montclair; may help decrease congestion at LAX. Don't make the mistake of the Red Line and Green Line, which both stop short of Burbank Airport and LAX respectively.
93	7/15/2003	Robert H. Olander II	Poles, Cataract Ave. and Bonita Ave. crossing, stations, housing, funding	Make gate crossing at Cataract Ave. and Bonita Ave. to be no more than 2 minutes; conceal or modify poles; each city should be allowed to personalize its stations; state should not make each city have a mandatory housing component in the development zones; build Phase II completely or wait until all funding is approved.
94	7/15/2003	Barbara Dreibus	Start of construction, vibrations, noise	When will construction start? Concerned about noise and vibration of the trains.

Table 2-2: Comment Summary				
No.	Date	Name or Agency	Topic	Comment
95	7/2/2003	Stephen Buswell, IGR/CEQA Branch Chief, Caltrans District 7	Traffic	Includes a list of items for traffic analysis, including assumptions and methods for modeling, consistency of modeling with other forecasts, volumes for existing and future conditions, discussion of mitigation measures, and specification of developer's share of the cost.
96	7/3/2003	Jack Fry, Anaheim Fiber Operations, Sprint	Construction impacts on Sprint's fiber optic lines along RR ROW in San Dimas	Very concerned about impact on fiber optic infrastructure; requires 2-foot by 5-foot separation from any new structures, as well as compensation for all activities related to this project.
97	7/9/2003	Duncan Robb, MTA Real Estate	Ownership of ROW	Clarifies ownership of ROW between Claremont and Arcadia; owned by Pasadena Blue Line Construction Authority. Responds to question from Lynne Goldsmith (MTA Bikeway Modal Lead) who was concerned about a Class 1 bikeway designed on the ROW between San Dimas and Claremont.
98	7/11/2003	Jennifer Harriger, MWD	Request for Documents	Would like a copy of the CEQA Initial Study/Environmental Checklist and the Environmental Impacts Screening Report.
99	7/15/2003	Ruth Frazen, County Sanitation Districts of Los Angeles County	Utilities	Project could affect Districts' trunk sewers that are located under or parallel to the proposed project alignment. In order to issue a detailed response, they will need project plans and specifications that incorporate Districts' sewer information.
100	7/17/2003	Gil Gonzalez	Visual	Requests a photo of the concept for the station near Azusa City Hall.
101	7/17/2003	Christopher Veirs, City of Claremont	Noise	Requests information on maximum sounds levels (dB max rating) to consider when reviewing another residential project being built north of the Gold Line ROW in Claremont.
102	7/17/2003	Mark Smith	Alignment Location	Thinks that a location in Pomona would be better than one in Irwindale.
103	7/23/2003	Gary Iverson, Office Chief, Caltrans District 7	Historic, Traffic, Hazardous Materials, Seismic Design Criteria	Bridges should be included in APE and evaluated for historic significance; traffic should address freeway impacts; Traffic Management Plan (TMP) should be developed; hazardous materials study should address presence of lead; any proposed bridges will need to conform to Caltrans design and seismic requirements.

Table 2-2: Comment Summary				
No.	Date	Name or Agency	Topic	Comment
104	7/24/2003	City of San Dimas	Aesthetics, Traffic	Light Rail equipment (particularly overhead wiring and poles) has potential to create negative aesthetic impacts, especially in Frontier Village. Requests evaluation of feasibility of a grade separation at Bonita/Cataract; traffic mitigation and visual impact plan should be developed. Relocation of existing spur line at Bonita/Cataract should be analyzed. Project mitigation should consider expansion of bus, bicycle, pedestrian and auto access.
105	7/21/2003	Delaine Shane, MWD	Utilities	Notes potential impacts to Middle Feeder, Orange County Feeder, Yorba Linda Feeder, and Upper Feeder pipelines, as well as to the La Verne Pipeline and the Weymouth Filtration Plant. Requests consideration of these facilities in all environmental documents and emphasizes need for continued access to these facilities. Also concerned about impacts of parking lots, structures, train stations, and other facilities on their facilities. Enclosed a copy of "Guidelines for Developments in the Area of Facilities, Fee Properties, and/or Easements of The Metropolitan Water District of Southern California."
106	7/24/2003	John Poindexter, City of Pasadena	Public Agency Coordination, Construction Impacts, Traffic, East Pasadena Station	Requests that the EIS/EIR clearly state what approvals or actions will be required from various public agencies and governments along the route. Requests a construction staging plan for all construction impacts, including those to public parking lots. Also requests traffic analysis describe all mobility corridors that could be affected and the impact of bus traffic on East Pasadena. Also requests consideration of construction impacts on East Pasadena Station, which will be in operation. Finally, parking impacts on Pasadena if the project isn't extended should be addressed.

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No.	Date	Name or Agency	Topic	Comment
107	7/24/2003	Morgan Wehtje, CA Dept. of Fish and Game	Biology, Permitting, Water Resources	Requests assessment of flora and fauna adjacent to project area; discussion of direct, indirect, and cumulative impacts on biological resources; full evaluation of alternatives, including mitigation measures. Also requests a CESA permit if there is potential for “take” of endangered plants or animals. Opposes elimination of watercourses or wetlands. Suggests a pre-project or early consultation meeting.
108	7/28/2003	Naresh Varma, Chief, San Bernardino County Dept. of Public Works	Traffic	Requests that a Traffic Impact Analysis (TIA) report per Congestion Management Program (CMP) be prepared.
109	7/17/2003	Nova Blazej, EPA		No comments; just requests three copies of document be sent to the San Francisco office when filed with Washington, DC office.
110	7/31/2003	John Ulloth	Alignment; Traffic, Noise, Shade	Suggests building the Gold Line out to Upland, as well as including a stop at the Ontario Airport. Also suggests studying using DMU operations, prioritizing access of all non-automotive modes at proposed rail lines, considering retaining freight potential on the railroad, and studying how the rail development might assist adjacent cities with historic goals. Also suggests putting more trees in parking to increase shade and putting in noise barriers to reduce noise.
111	7/30/2003	James Noyes, Los Angeles County Dept. of Public Works	Trash, Utilities	Cites Los Angeles County Building Code sections pertaining to landfills/trash, proximity to oil/gas wells, and hazardous waste management. Requests that the EIR address the geotechnical and seismic issues identified in the NOP/IS. Also requests coordination with MTA for unincorporated areas. Concerned about potential traffic and light intrusion impacts and will review the documents upon completion. Requests investigation of watershed management opportunities.

Table 2-2: Comment Summary				
No.	Date	Name or Agency	Topic	Comment
112	7/31/2003	Sean Joyce, City of South Pasadena	Scope of Project, Aesthetics, Cultural Resources, Noise/Vibration, Socio-Economics, Public Services/Facilities, LRT & Traffic Operations, Corridor Transportation Patterns/Impacts	Concerned that scope of project needs to include potential impacts on South Pasadena, including: aesthetic impacts resulting from potential construction of additional facilities in South Pasadena; impacts of additional LRT traffic on historic resources, noise, demand for further redevelopment, headways and emergency response times, and cumulative impacts.
113	7/31/2003	City of Baldwin Park	Traffic	Concerned that regional transportation services (such as Foothill Transit) may reduce their service levels in response to Gold Line service being available. Also, they're concerned that there may be increased traffic impacts on north-south arterials through Baldwin Park from commuters going up to the Gold Line.
114	7/31/2003	Paul Samuras, City of Pomona	Parking, Traffic	Concerned about parking, vehicular, and pedestrian circulation impacts at the proposed Garey station.
115	8/1/2003	Reuben Arceo, City of Irwindale	Facilities, Circulation, Socio-Economic, Land Use, Aesthetics, Traffic	Reserves the right to not approve siting of any maintenance facilities in Irwindale. Requests that the EIS/EIR consider grade separation issue from Miller plant to Irwindale Ave. Requests analysis and recommendations regarding transportation planning, land use, and development. Notes that city design guidelines call for Spanish/Mission architecture. Requests analysis of traffic along Irwindale Ave. from Foothill to Arrow Hwy.
116	7/22/2003	James Nizolek	Noise	Concerned about negative noise impacts from horns on Glendora residents; recommends eliminating horns in favor of more lights.
117	7/30/2003	Harlan Jeche, Glendale Office, DTSC	Hazardous	Requests that the EIR identify whether any uses in the project area could result in hazardous wastes/substances, identify any potentially contaminated sites, and provide suggested remediation. Notes that if there is any soil contamination, construction must stop and the EIR should indicate how remediation would proceed.

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No.	Date	Name or Agency	Topic	Comment
118	7/31/2003	Elisabeth Karsana, et al (Arcadia Residents)	Noise, Vibration, Safety, Operation, Property Values	Concerned about noise and vibration during construction and operation; safety and possibility of derailment; hours of operation and frequency of use; impact on property values.
119	7/29/2003	Miles Rosedale, Monrovia Growers	Noise, Traffic	Although the Monrovia Growers property may be developed into residential dwellings, a school, parks, and trails, the EIR should also evaluate the noise, traffic, and circulation impacts on the existing use as a nursery.
120	8/1/2003	William Kelly, City of Arcadia	Aesthetics, Traffic, Land Use, Public Safety, Noise, Hazardous Materials, Construction/ Phasing	Concerned about: aesthetic impact of bridges, wiring and poles; traffic impacts, including grade separations at Santa Anita Avenue, and at-grade crossings; impact of rail station on traffic; land use of station, including parking and changing land uses in the vicinity of the station; safety impacts, including the potential for increased crime and access for public safety vehicles; noise from construction, trains, and traction power sites; construction vibration; presence of hazardous materials; construction impacts, including staging areas, public safety access, adequate review time, and impacts on parks.
121	8/1/2003	Stephen Fox, MTA	Facilities, Traffic	Requests analysis of the MOS to Irwindale. Notes requirement to prepare a Traffic Impact Analysis (TIA) and lists the required components.
122	7/30/2003	Jeffrey Smith, SCAG	Regional Significance	The project is regionally significant and directly relates to SCAG's RCPG and RTP. Therefore, SCAG expects the DEIR to cite appropriate SCAG policies and address the manner in which the Project is consistent with applicable core policies.
123	8/5/2003	Belinda Faustinos, San Gabriel & Lower Los Angeles Rivers & Mountains Conservancy	Parks & Recreation	Encourages close consultation with the RMC to minimize impacts on recreation, open space, and habitat/wildlife.

Table 2-2: Comment Summary				
No.	Date	Name or Agency	Topic	Comment
124	7/30/2003	Katherine Perez, Transportation & Land Use Collaborative of Southern California	Outreach, Noise/Vibration, Storm Drains, Water Quality, Safety	Criticized the public outreach effort for being unfocused and conducted in a passive manner; notes that materials didn't seem available in other languages and that there weren't enough public meetings. Encourages coordination with grass-roots organizations. Recommends that the EIR evaluate a full range of options to reduce bell and horn noise. Also recommends that design of facilities incorporate elements to reduce runoff. The EIR's water quality analysis should include a full review of options for surface water and groundwater. The EIR should also include analysis of safety concerns, taking into consideration other light rail systems.
125	8/25/2003	Douglas Bernash, City of Monrovia	Pedestrian/train interaction, interaction of light/heavy rail, noise	Requests that the team address: pedestrian interaction with light rail vehicles at stations, the mixing or separation of light rail and heavy rail operations within a limited right-of-way, noise impacts in areas where tracks are elevated above single/multi-family residences, potential use of landscape buffers in conjunction with appropriate safety fencing along the right-of-way.
126	8/25/2003	Michael Robertson, California Public Utilities Commission	PUC approval required, PUC is a responsible agency under CEQA	PUC approval required to construct new, or modify existing, rail crossings. A Safety Certification Plan shall be submitted to the Commission staff for review and approval by the Commission prior to preliminary engineering. PUC is a responsible agency for this project.
127	8/20/2003	Dave Robeck	New stop at Ontario Airport	Suggests that Ontario Airport would be a good stop for Gold Line. Lists reasons.
128	8/1/2003	Arlene Andrew, City of La Verne	Noise, Traffic, Parking, Aesthetic, Safety, Economics, Station Location	Concerned about noise impacts late at night and early in the morning, traffic impacts created by the ROW separating businesses and residents from emergency vehicles, aesthetics impacts - overhead poles and wiring, economic concerns - modest budget for new station and TOD on existing small businesses. La Verne has not yet selected a station; unlikely to be at location on D Street. EIR should not make this assumption.