

Metro Gold Line Foothill Extension – Azusa to Montclair
Public Scoping Meetings
January 19, 2011 – Oakmont Elementary School

Speaker Card

Name: Margra Tubbs

☐ Elected Official

☐ Media

Title: _____

Organization: _____



FTA

Metro Gold Line Foothill Extension – Azusa to Montclair
Public Scoping Meetings
January 19, 2011 – Oakmont Elementary School

Speaker Card

Name: DUANE JACKMAN

☐ Elected Official

☐ Media

Title: _____

Organization: _____



FTA

*Bus Connections in Pasadena
Grade Crossing Analysis*

Metro Gold Line Foothill Extension – Azusa to Montclair
Public Scoping Meetings
January 19, 2011 – Oakmont Elementary School

Speaker Card

Name: KENT HUGHES

☐ Elected Official

☐ Media

Title: _____

Organization: _____



Metro Gold Line Foothill Extension – Azusa to Montclair
Public Scoping Meetings
January 20, 2011 – Ekstrand Elementary School

Speaker Card

Name: CAROL GRAVES

☐ Elected Official

☐ Media

Title: General Partner

Organization: Storage Centers



Metro Gold Line Foothill Extension – Azusa to Montclair
Public Scoping Meetings
January 20, 2011 – Ekstrand Elementary School

Speaker Card

Name: JOHN EBNER

☒ Elected Official

☐ Media

Title: SAN DIMAS CITY COUNCILMEMBER

Organization: CITY OF SAN DIMAS



Shelley

Shelley Sloan

Metro Gold Line Foothill Extension – Azusa to Montclair
Public Scoping Meetings
January 20, 2011 – Ekstrand Elementary School

Speaker Card

Name: Ron Ketchum

☐ Elected Official

☐ Media

Title: _____

Organization: _____



Appendix I

Written Public Scoping Comments



DOCUMENT CONTROL ROUTING SLIP

Date:	1/18/2011			Incoming
CIN#:		Company Code:	CTZ - Citizen	
File Code(s):		Ltr. No:		
Description:	Ltr; from a citizen Mrs. Fay Carpenter –Support of Gold Line			

Phase I: ____ Phase IIA: X Phase IIB: ____ Phase IIC: ____

Distribution: This document was forwarded to the following project staff. Should you require additional distributions, please return the routing sheet with any comments or routing/copying instructions.

Staff	Signed	Initial Required	Info/Input	Action Required	Due By:
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Beltran, Sylvia					
Burner, Chris					
Craig, Natasha					
Esguerra, Marissa					
Gonzalez, Rodrigo					
Jue, Crandal					
Levy Buch, Lisa			X		
Lowe, Chris					
Manning, Linda					
Purcell, Mitch					
Sims, Jerry					
CEO Tracking					
Counsel:					
Danner, Regina					
Estrada, Mike					
Snow, David					
Consultants:					
Baker, Gary					
Cournoyer, Denis					
Dinets, Phil					
Elwood, Lesley					
Espinosa, Richard					
Flores, Jennifer					
Flynn, Pat					
Gharib, Greg					
Gonzalez, Jose					
Hiramoto, Reky					
Laygo, Rodolfo					
Levinson, Connie					
Lucci, Bill					
Pankratz, Dain					
Patsaouras, Tanya					
Roskowick, Kristin					
Skoury, John					
Vogel, Margaux					
OTHER:					

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Comments/Additional Actions: (Please Return to Document Control.)

649 Purdue Drive
Claremont, CA 91711-3417
January 14, 2011

Metro Gold Line Foothill Extension Construction Authority
406 E. Huntington Drive, Suite 202
Monrovia, CA 91016

Attn: Lisa Levy Buch

Dear Ms. Levy Buch:

I am writing to say that as a California tax payer, I am very supportive of the extension of the Metro Gold Line light rail project from Azusa to Montclair.

In reality the Gold Line or one of the other Metro lines should be extended to the Ontario airport. It is appalling that a large urban area like ours has no light rail connection to a busy airport like Ontario.

An extension of the Gold Line will relieve our congested freeways and streets and will be environmentally the best way to help reduce carbon emissions locally.

I will be unable to attend the Claremont meeting on 1/19/11 but hope that my opinions will be considered.

Sincerely,

Mrs. Fay R. Carpenter

Mrs. Fay R. Carpenter

*P.S. Also, this extension will provide employment
for some of the many unemployed here in
California*

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DOCUMENT CONTROL ROUTING SLIP

Date:	1/25/2011			Incoming
CIN#:		Company Code:	DOT	
File Code(s):		Ltr. No:		
Description:	Dept. of Transportation Comments on Phase 2B Azusa to Montclair			

Phase I: ____ Phase IIA: ____ Phase IIB: X Phase IIC: ____

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DEPARTMENT OF TRANSPORTATION

DISTRICT 7, REGIONAL PLANNING

IGR/CEQA BRANCH

100 SO. MAIN ST.

LOS ANGELES, CA 90012

PHONE (213) 897-6536

FAX (213) 897-1337

E-Mail: NersesYerjanian@dot.ca.gov

*Flex your power!
Be energy efficient!*

Ms. Lisa Levy Buch
Metro Gold Line
Foothill Extension Construction Authority
406 E. Huntington Drive
Monrovia, CA. 91016-3633

RE: IGR/CEQA # 110116/NY
Metro Gold Line Foothill Extension
Phase IIB, Azusa to Montclair
LA/210, 57,30

SCH# 2010121069

January 18, 2011

Dear Ms. Buch;

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Metro Gold Line Foothill Extension Phase IIB, Azusa to Montclair project in San Gabriel Valley.

Based on our evaluation of the information received, this project should receive encroachment permit review by Caltrans. We recommend that your agency, at its earliest convenience, submit six (6) complete sets of plans including two (2) sets of all engineering documents to the Caltrans Permits Office for review.

Storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful of your need to discharge clean run-off water.

An Encroachment Permit from the Department of Transportation may be needed for this project. Any encroachment into, on or over State right-of-way needs a Department Encroachment Permit.

Please prepare and submit engineering plans including drainage plans, for our review so we can determine whether an encroachment exists.

We would like to remind you that any transportation of heavy construction equipment and/or materials which requires the use of oversized-transport vehicles on State highways will require a Caltrans transportation permit. We recommend that large size truck trips be limited to off-peak commute periods.

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If you have any questions regarding this response, please call the Project Engineer/Coordinator Mr. Yerjanian at (213) 897-6536 and refer to IGR/CEQA # 110116/NY.

Sincerely,



For:

Dianna Watson
IGR/CEQA Branch Chief
Regional Transportation Planning
Caltrans, District 7



DOCUMENT CONTROL ROUTING SLIP

Date:	1/26/2011			Incoming
CIN#:		Company Code:	PUC	
File Code(s):		Ltr. No:		
Description:	CPUC Comments on Phase 2B Azusa to Montclair NOP			

Phase I: ____ Phase IIA: ____ Phase IIB: X Phase IIC: ____

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Roskowitz, Kristin					
Skoury, John			X		
Vogel, Margaux					
OTHER:					

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Comments/Additional Actions: (Please Return to Document Control.)

Margaux Vogel

From: Lisa Levy Buch
Sent: Wednesday, January 26, 2011 9:28 AM
To: Margaux Vogel
Subject: FW: Phase 2B
Attachments: LACMTA Gold Line Foothill Extension Azusa to Montclair (Phase 2B) NOP SCH 2011121069.pdf

Please enter this letter and send to the Azusa to Montclair team.

Thanks.

From: Dain Pankratz
Sent: Wednesday, January 26, 2011 9:17 AM
To: Lisa Levy Buch
Cc: John Skoury; Chris Burner
Subject: FW: Phase 2B

This is a standard CPUC comment letter...

Dain Pankratz
909-560-5578

From: Khawani, Vijay [<mailto:KhawaniV@metro.net>]
Sent: Wednesday, January 26, 2011 8:52 AM
To: Dain Pankratz
Subject: FW:

fyi

From: Munoz, Rosa [<mailto:rosa.munoz@cpuc.ca.gov>]
Sent: Tuesday, January 25, 2011 3:54 PM
To: Khawani, Vijay; Miller, John
Cc: Huie, Howard; Garabetian, Antranig G.; Gilbert, Daren S.
Subject:

Hello,
Please see attached CPUC's comments to Gold Line Foothill Extension Azusa to Monclair (Phase 2B) NOP.

Rosa Muñoz, PE
Senior Utilities Engineer
California Public Utilities Commission
Consumer Protection & Safety Division
Rail Crossings Engineering Section
320 West 4th Street, Suite 500
Los Angeles, CA 90013-1105
213.576.7078
Rosa.Munoz@cpuc.ca.gov

PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013



January 25, 2011

Lisa Levy Buch
Metro Gold Line Foothill Extension Construction Authority
406 E. Huntington Drive, Suite 202
Monrovia, CA 91016

Dear Ms. Buch:

Re: SCH# 2011121069; Gold Line Foothill Extension Azusa to Montclair (Phase 2B)

Thank you for providing us with a copy of your Notice of Preparation (NOP) for a Project Environmental Impact Report (EIS/EIR) for the Gold Line Foothill Extension Azusa to Montclair Phase 2B. The California Public Utilities Commission (CPUC or Commission) provides the following comments:

The project is subject to a number of rules and regulations involving the CPUC. These may include: Sections 1201 et al, and 99152 of State of California Public Utilities Code, which requires Commission authority to construct rail lines over existing streets. The design criteria of the proposed project must comply with CPUC General Orders (GOs), such as, GO 72-B rules governing the construction and maintenance of crossings at grade of railroads with public streets, roads and highways; GO 75-D regulations governing standards for warning devices for at-grade highway-rail crossings; GO 143-B Safety Rules and Regulations governing Light-Rail Transit; and GO 164-D regulations governing State Safety Oversight of Rail Fixed Guideway Systems.

As part of its mission to reduce hazards associated with at-grade crossings, the Commission's policy is to reduce the number of at-grade crossings on rail corridors. In acquiring Commission approval for construction of at-grade rail crossings, Metro Gold Line Foothill Extension Construction Authority has two options: (1) Filing a Rail Crossing Hazard Analysis Report (RCHAR), or (2) Filing formal applications in accordance with the Commission's Rules of Practice and Procedure. These options are contained in greater detail in Commission GO 164-D.

The Build Alternative described in your NOP passes through high density commercial, residential and industrial areas of the greater Los Angeles Metropolitan Area. High density areas near rail tracks lead to a high amount of pedestrians around the tracks. Constructing tracks at the existing Right of Way elevations is likely to result in trespassing issues and pedestrian conflicts similar to those currently experienced along other Metro Rail corridors in Los Angeles. Elevating or lowering the tracks would mitigate this concern. Additionally, fencing any remaining at-grade portions of the rail alignment selected should be a requirement of the project.

While we understand the cost of grade separating a highway-rail at-grade crossing makes for a perceived detriment to your project, the CPUC normally does not take cost into its consideration of the practicability of grade separating a crossing.

We understand that this is a highly complex and challenging project with funding, design and environmental approval for the greater Los Angeles area. It is imperative that the CPUC be involved with the details of this project from its inception in order to be informed and to be of greater assistance in the future. The CPUC will need to provide applicable regulatory oversight for all phases of the project. This will require early consultation with not only Metro Gold Line Foothill Extension Construction Authority staff but contracted consultants as well in order to provide early consultation on all proposed design and engineering of the proposed project improvements on the corridor.

This will also assist with the review of the environmental documents and final CEQA approval of the project by the CPUC, since we are a responsible agency under CEQA section 15381 with regard to this project and in complying with any and all General Order requirements as they apply to the Phase 2B of the Gold Line Foothill Extension Azusa to Montclair Project.

Thank you very much for the opportunity to review and comment on your NOP for the Gold Line Foothill Extension Azusa to Montclair Project Phase 2B Project (EIS/EIR). Commission staff is available to meet with you and discuss our concerns.

We look forward to working with the Metro Gold Line Foothill Extension Construction Authority staff on this project. Should you have any questions, please contact Jose Pereyra, responsible Engineer at (213) 576 – 7083 or email at jfp@cpuc.ca.gov or myself at rxm@cpuc.ca.gov, 213-576-7078.

Sincerely,

A handwritten signature in black ink, appearing to be 'Rosa Muñoz', with a stylized, cursive script.

Rosa Muñoz, PE
Senior Utilities Engineer
Rail Crossings Engineering Section
Consumer Protection & Safety Division

C: Vijay Khawani, Metro
John C. Miller, PE, Metro



DOCUMENT CONTROL ROUTING SLIP

Date:	1/27/2011			Incoming
CIN#:		Company Code:	CAE – CA Energy Commission	
File Code(s):		Ltr. No:		
Description:	CA Energy Commission Comments on Phase 2B Azusa to Montclair			

Phase I: ____ Phase IIA: ____ Phase IIB: X Phase IIC: ____

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Skoury, John			X		
Vogel, Margaux					
OTHER:					

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Comments/Additional Actions: (Please Return to Document Control.)

CALIFORNIA ENERGY COMMISSION

1516 NINTH STREET
SACRAMENTO, CA 95814-5512
www.energy.ca.gov



January 21, 2011

Ms. Lisa Levy Buch
Director of Public Affairs
Metro Gold Line Foothill Extension Construction Authority
406 E. Huntington Drive, Suite 202
Monrovia, CA 91016-3633

Dear Ms. Levy Buch:

The California Energy Commission (Energy Commission) has received the Metro Gold Line Foothill Extension Construction Authority's letter dated January 6, 2011, regarding the invitation to participate in the environmental review process for the Metro Gold Line Foothill Extension Azusa to Montclair EIS/EIR for comments due by February 2, 2011. After careful review of the project scoping information packet, the Energy Commission does not elect to become a participating agency. The Energy Commission would, however, like to make you aware of the *Energy Aware Planning Guide*.

The Energy Commission's *Energy Aware Planning Guide* is available as a tool to assist in your land use planning and other future projects. The purpose of the *Energy Aware Planning Guide* is to provide technical information to local governments seeking to improve energy efficiency, reduce energy use and greenhouse gas emissions, and enhance renewable energy resources. For further information on how to utilize this guide, please visit www.energy.ca.gov/energy_aware_guide/index.html.

Thank you for providing us the opportunity to be a participating agency in the environmental review process of your proposed project. We hope the *Energy Aware Planning Guide* will be a helpful resource for evaluating your project.

If you have any further questions, please contact John Sugar in Special Projects Office of Fuels and Transportation Division at (916) 654-4563.

Sincerely,


MELISSA JONES
Executive Director

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DOCUMENT CONTROL ROUTING SLIP

Date:	1/28/2011			Incoming
CIN#:		Company Code:	SDC – City of San Dimas	
File Code(s):		Ltr. No:		
Description:	City of San Dimas: Comments on Phase 2B Azusa to Montclair Public Scope Meeting			

Phase I: ____ Phase IIA: ____ Phase IIB: X Phase IIC: ____

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Comments/Additional Actions: (Please Return to Document Control.)

City Council

CURTIS W. MORRIS, Mayor
DENIS BERTONE, Mayor Pro Tem
EMMETT BADAR
JEFF TEMPLEMAN
JOHN EBINER

City Manager

BLAINE M. MICHAELIS

Assistant City Manager / Treasurer

KENNETH J. DURAN

City Attorney

J. KENNETH BROWN



**Assistant City Manager of
Community Development**
LAWRENCE STEVENS

Director of Public Works
KRISHNA PATEL

**Director of Development
Services**
DAN COLEMAN

**Director of Parks
and Recreation**
THERESA BRUNS

City Clerk
INA RIOS

January 27, 2011

Ms. Lisa Levy Buch, Director of Public Affairs
Metro Gold Line Foothill Extension Construction Authority
406 E Huntington Drive, Suite 202
Monrovia, California 91016

SUBJECT: Metro Gold Line Foothill Extension Azusa to Montclair -
Environmental Impact Report

Dear Ms. Levy Buch:

Following the January 20, 2011 Public Scoping Meeting for Phase II of the Pasadena to Montclair Extension held at Ekstrand Elementary, the City of San Dimas has the following issues and concerns that need to be addressed and analyzed in the preparation of the Environmental Impact Report (EIR) for Phase II of the Project.

1) Traffic

Since the rail line at Bonita Avenue/Cataract Avenue crosses the intersection in a diagonal entry from the northwest corner and crossing to the southwest corner, considering the (approximately 300 foot) long diagonal rail crossing and its intersection geometry. It is the City's belief this intersection will be experiencing almost 40 to 50 seconds delays of closure every 5 minutes when considering the estimated train frequency of 12 trains per hour in both directions. Therefore in addition to signal stoppage delays, the intersection would most likely result in all automobile operations being stopped during the Light Rail Transit (LRT) crossing every 5 minutes. This delay or closure would significantly impact traffic operations and adversely impact traffic in the heart of downtown San Dimas. The City requests the authority conduct a detailed grade crossing analysis that evaluates the feasibility of a grade separation in order to mitigate the traffic concerns, together with a study of aesthetics and a visual impact plan for this intersection and other LRT crossing intersections in the City.

2) Aesthetics

The equipment and the necessary housing of a power traction system to operate the LRT has the potential of creating negative aesthetic impacts throughout the City, but especially the City's Frontier Village area. In addition, the poles and the overhead wiring system, along the entire length of the rail right-of-way will have an adverse impact to the community.

3) Traffic/Land Use

Impacts associated with the development of an intermodal station in the City located between San Dimas Avenue and Walnut Avenue, including parking structures that is limited

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to 2 levels of parking with a maximum of 400 parking spaces as per the attached letter dated 12/17/2008

4) Hydrology

The EIR should address and analyze the impact created on existing undersized and aging storm drains and culvert system crossing the proposed project.

5) Noise and Vibration

Noise and vibration will be a significant issue. All feasible mitigation measures should be addressed including mitigation measures that consider landscaping within the railroad right-of-way.

6) Miscellaneous

The EIR should analyze the following:

- 1) The feasibility of relocating the existing abandoned spur/siding line located at the southwest corner of Bonita Avenue and Cataract Avenue.
- 2) The project mitigation should consider the viability of expanding bus services, bikeways, pedestrian and vehicular areas at the station as well as other parts of the City.
- 3) It is our understanding that the EIR/EIS intends to utilize the 2008 SCAG Growth Forecast. The City of San Dimas has continually objected to these forecasts as being unrealistic for our City. As SCAG is preparing for the upcoming 2012 Growth Forecast, they have acknowledged these unrealistic projections and current drafts of the 2012 Growth Forecast reflect housing, population and jobs projections more consistent with the built-out conditions in the City. These updated projections are substantially lower than those in the 2008 Forecast. The EIR/EIS should take these differences into consideration.

Should you wish to discuss this matter further, please contact Mr. Krishna Patel, Director of Public Works at (909) 394-6245 or Mr. Larry Stevens, Assistant City Manager for Community Development at (909) 394-6281.

Sincerely,



Curtis Morris
Mayor

Attachment:

kp/jam/01-11-17

cc: Krishna Patel, Director of Public Works
Larry Stevens, Assistant to City Manager for Community Development
Blaine Michaelis, City Manager
David Dreier, Congressman

City Council
CURTIS W. MORRIS, Mayor
EMMETT BADAR, Mayor Pro Tem
DENIS BERTONE
JOHN EBNER
JEFF TEMPLEMAN

City Manager
BLAINE M. MICHAELIS

Assistant City Manager / Treasurer
KENNETH J. DURAN

City Attorney
J. KENNETH BROWN

San Dimas

Assistant City Manager of
Community Development
LAWRENCE STEVENS

Director of Public Works
KRISHNA PATEL

Director of Development
Services
DAN COLEMAN

Director of Parks
and Recreation
THERESA BRUNS

City Clerk
INA RIOS, CMC

December 17, 2008

Habib F. Balian
Chief Executive Officer
Metro Gold Line Foothill Extension Authority
406 E. Huntington Drive, Suite 202
Monrovia, CA 91016-3633

RE: Gold Line Station – City of San Dimas

Dear Mr. Balian:

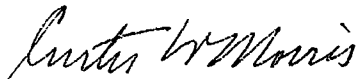
At its meeting of December 9, 2008, the San Dimas City Council determined that it would support a Gold Line Station in San Dimas pursuant to the following criteria:

- Station to be located in area bounded by San Dimas Avenue on the west, Arrow Highway on the south, Walnut Avenue on the east and the railroad tracks on the north.
- Parking to support that station to be limited to a maximum of 400 parking spaces.

The City will be evaluating zoning in this area as part of its Downtown Specific Plan review tentatively scheduled for hearings in Spring 2009. We look forward to working with the Authority on a site meeting these criteria as you progress through environmental and funding reviews in the upcoming months.

Please contact Larry Stevens, Assistant City Manager for Community Development, if you have questions or require additional assistance in these upcoming reviews.

Sincerely,



Curtis W. Morris,
Mayor

cc: San Dimas City Council
Blaine Michaelis, City Manager
Larry Stevens, Assistant City Manager for Community Development



DOCUMENT CONTROL ROUTING SLIP

Date:	1/28/2011			Incoming
CIN#:		Company Code:	CSD – County of Sanitation Districts of LA	
File Code(s):		Ltr. No:		
Description:	County of Sanitation Districts of LA: Comments on Phase 2B Azusa to Montclair			

Phase I: ____ Phase IIA: ____ Phase IIB: X Phase IIC: ____

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COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

STEPHEN R. MAGUIN
Chief Engineer and General Manager

January 27, 2011

File No: 21-00.04-00
22-00.04-00

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MGL FOOTHILL EXT.
CONST. AUTHORITY

Ms. Lisa Levy Buch
Director of Public Affairs
Metro Gold Line Foothill Extension
Construction Authority
406 E. Huntington Drive, Suite 202
Monrovia, CA 91016-3633

Dear Ms Buch:

The Metro Gold Line Foothill Extension

The County Sanitation Districts of Los Angeles County (Districts) received a Notice of Preparation of a Draft Environmental Impact Report for the subject project on January 10, 2011. The proposed development is located within the jurisdictional boundaries of Districts Nos. 21 and 22. We offer the following comments regarding sewerage service:

1. The proposed project may impact existing and/or proposed Districts' trunk sewers over which it will be constructed. Existing and proposed Districts' trunk sewers are located directly under and/or cross directly beneath the proposed project alignment. The Districts cannot issue a detailed response to or permit construction of the proposed project until project plans and specifications that incorporate Districts' sewer lines are submitted. In order to prepare these plans, you will need to submit a map of the proposed project alignment, when available, to the attention of Ms. Martha Tremblay of the Districts' Sewer Design Section at the address shown above. The Districts will then provide you with the plans for all Districts' facilities that will be impacted by the proposed project. Then, when revised plans that incorporate our sewers have been prepared, please submit copies of the same for our review and comment.
2. The wastewater generated by the proposed project will be treated at the San Jose Creek Water Reclamation Plant (WRP) located adjacent to the City of Industry, which has a design capacity of 100 million gallons per day (mgd) and currently processes an average flow of 76.3 mgd, or the Pomona WRP, which has a design capacity of 15 mgd and currently processes an average flow of 8.6 mgd.
3. In order to estimate the volume of wastewater the project will generate, a copy of the Districts' average wastewater generation factors is available on line. Go to www.lacsd.org, Information Center, Will Serve Program, Obtain Will Serve Letter, and click on the appropriate link on page 2.

4. The Districts are authorized by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System or increasing the strength or quantity of wastewater attributable to a particular parcel or operation already connected. This connection fee is a capital facilities fee that is imposed in an amount sufficient to construct an incremental expansion of the Sewerage System to accommodate the proposed project. Payment of a connection fee will be required before a permit to connect to the sewer is issued. For a copy of the Connection Fee Information Sheet, go to www.lacsd.org, Information Center, Will Serve Program, Obtain Will Serve Letter, and click on the appropriate link on page 2. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at extension 2727.
5. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the design capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CAA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise you that the Districts intend to provide this service up to the levels that are legally permitted and to inform you of the currently existing capacity and any proposed expansion of the Districts' facilities.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

Stephen R. Maguin



Adriana Raza
Customer Service Specialist
Facilities Planning Department

AR:ar

c: M. Tremblay



DOCUMENT CONTROL ROUTING SLIP

Date:	2/2/2011		Incoming
CIN#:		Company Code:	CTZ
File Code(s):		Ltr. No:	
Description:	Citizen Bruce Bolton – Phase 2B Azusa to Montclair Public Scoping Meeting Comments		

Phase I: ____ Phase IIA: ____ Phase IIB: X Phase IIC: ____

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Gonzalez, Rodrigo					
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CEO Tracking					
Counsel:					
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Patsaouras, Tanya					
Roskowitz, Kristin					
Skoury, John			X		
Vogel, Margaux					
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MGL FOOTHILL EXT.
CONST. AUTHORITY

Metro Gold Line Foothill Extension – Azusa to Montclair Public Scoping Meeting

COMMENTS

Your comments are important to us! The scoping period runs from December 27, 2010 through February 2, 2011. Please return this sheet to the comment box, any staff member or by mail to the Metro Gold Line Foothill Extension Construction Authority, 406 E. Huntington Drive, Suite 202, Monrovia, CA 91016, ATTN: Lisa Levy Buch. You can also submit a comment via email to llevybuch@foothillextension.org. Comments must be postmarked on or before February 2, 2011.

1. What topic(s) related to the proposed Azusa to Montclair extension to be reviewed in the Environmental Impact Statement/Environmental Impact Report do your comments pertain to? (check all topics that are applicable)

- | | |
|---|---|
| ☐ Air quality | ☐ Noise and vibration |
| ☒ Communities and neighborhoods | ☐ Real estate and acquisitions |
| ☐ Construction impacts | ☐ Traffic and circulation |
| ☐ Economic development | ☐ Other _____ |

2. Comments/feedback (continue on other side, if needed):

There is a great need for the extension of the Gold Line to terminate at the Ontario International Airport. Many of the members of the community that I have talked to would utilize the train for trips to and from the Airport, then travel would be both westbound (over)

Please fill out the contact information below:

Name: Bruce Bolton

Organization/Company (if any): _____

Address: 450 East Linfield Street

City/State/Zip Code: Glendora, CA 91740

Phone: 626 335 5606 E-Mail: brucecbolton@yahoo.com

And eastbound as those who have to travel will have a convenient method of transportation to their destination.

Thank you for your presentation at the Glendora Teen Center.



DOCUMENT CONTROL ROUTING SLIP

Date:	2/3/2011		Incoming
CIN#:		Company Code:	CTZ
File Code(s):		Ltr. No:	
Description:	Citizen Louise W. Bell - Phase 2B Azusa to Montclair Comments		

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MGL FOOTHILL EXT.
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650 W. Harrison Ave.
Claremont, CA 91711

Lisa Levy Buch
406 E. Huntington Drive, Suite 202
Monrovia, CA 91016

January 31, 2011

Dear Ms Buch,

It's my understanding that community voices expressing interest in the Gold Line must reach you by Feb. 2. I am an individual living in Claremont, still having the desire to attend events in Pasadena and points east and west. Travel on the freeways has become less attractive with trucks and the speed of other cars making it less attractive to drive.

I'm looking forward to the opportunity of leaving my car + those of friends parked in Claremont.

Of concern to me is the growing numbers of cars using the freeway and in a hurry to go.

Air pollution and speed as well as lane changing vehicles threaten my safety and make it hard to enjoy the driving.

Trains are a good way to travel. We need them in our growing landscape. I applaud your efforts to complete the Gold Line Route to Mountair (Claremont.)

Sincerely,
Louise W. Bell

Li Bell

650 W. Harrison Ave

Claremont, CA 91711

INDUSTRY CA 917

FEB 2011 PM 4 T



Metro Gold Line Foothill

Construction Authority

406 Huntington Drive, Suite 202

Monrovia, CA 91016

Attention:

Lisa Levy Buch





DOCUMENT CONTROL ROUTING SLIP

Date:	2/3/2011		Incoming
CIN#:		Company Code:	CTZ
File Code(s):		Ltr. No:	
Description:	Citizen William E. Coleman - Phase 2B Azusa to Montclair Comments		

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Comments/Additional Actions: (Please Return to Document Control.)



Mr William E. Coleman Jr
902 N Hidalgo Ave
Alhambra CA 91801-1144

2-2-2011

METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY.

I WAS UNABLE TO ATTEND ANY OF THE JANUARY 2011 MEETINGS CONCERNING SCOPING OF PHASE 2B.

I HEARD A RUMOR THAT THE CITY OF CLAREMONT WAS WILLING TO SETTLE FOR SINGLE TRACK PAST THEIR STATION ON PHASE 2B, PRESUMABLY BECAUSE OF MINIMUM CLEARANCE NEAR THE TWO TRACKS OF METROLINK. I WONDER IF IT IS POSSIBLE TO CONSIDER DOUBLE TRACK EITHER WHEN BUILT OR AT A LATER TIME. IS IT POSSIBLE TO DO ONE OF THE FOLLOWING OPTIONS TO ACCOMPLISH THIS ?:

- ① PUT ONE OR BOTH TRACKS NORTH OF THE STATION SIMILAR TO WHAT THE PACIFIC ELECTRIC RY (THEY HAD SINGLE TRACK THEN) DID.
- ② CROSS OVER THE METROLINK TRACKS (ABOVE OR BELOW THEM)
- ③ RELOCATE METROLINK TRACK ^{SOUTH} A TO MAKE ROOM.

THANK YOU FOR YOUR CONSIDERATION

William E. Coleman Jr.

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CONST. AUTHORITY



DOCUMENT CONTROL ROUTING SLIP

Date:	2/3/2011		Incoming
CIN#:		Company Code:	GLD – City of Glendora
File Code(s):		Ltr. No:	
Description:	City of Glendora - Phase 2B Azusa to Montclair – Comments on NOI for EIS/EIR		

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CITY OF GLENDORA CITY HALL

(626) 914-8200

116 East Foothill Blvd., Glendora, California 91741
www.ci.glendora.ca.us

February 2, 2011

Habib Balian, Chief Executive Officer
Metro Gold Line Foothill Extension Construction Authority
406 E. Huntington Drive, Suite 202
Monrovia, CA 91016

RE: Gold Line Phase 2B NOI for EIS/EIR Participating Agency Preliminary Comments

Dear Mr. Balian,

Thank you for inviting the City of Glendora to become a Participating Agency in the EIS/EIR for the Metro Gold Line Foothill Phase 2B Extension from Azusa to Montclair. The delegate for the City of Glendora as a Participating Agency for the project will be Chris Jeffers, City Manager and/or his designees.

The City of Glendora supports the intent of the project to provide high-frequency transit service through the San Gabriel Valley that will serve the City of Glendora and other communities along the San Gabriel foothills. We appreciate being able to comment at this early phase of the project to ensure that the project will address Glendora's interests, needs and concerns. The following list of issue areas should not be considered a definitive or complete list but will outline the issues discussed with Gold Line Authority staff in the past. We understand that discussions and possible modifications to the project to address our comments will be on-going.

Preliminary Comments for the EIR/EIS:

Station Parking

The Gold Line Authority entered into an MOU with the City agreeing to provide adequate parking for the Glendora station which is located between Glendora Avenue and Vermont Avenue. Authority staff has provided concept sketches showing a parking structure along the south side of the proposed station with access possibly from Vermont and Glendora Avenues. The City has concerns regarding the location of the parking structure, traffic conflicts with ingress/egress so close to the rail crossings at Glendora and Vermont Avenues and aesthetic impacts of a narrow, tall, utilitarian structure on surrounding views and properties within the Historic Preservation Overlay Zone adjacent to the subject station property. Please provide detailed site plans, floor plans, elevations and traffic analysis for the proposed parking including any plans for expanding parking to meet future demand pursuant to the MOU for City review and comment.

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FEB 03 2011

PRIDE OF THE FOOTHILLS

MGL FOOTHILL EXT.
CONST. AUTHORITY

Station Pedestrian Access

We have had some discussion with Gold Line Authority staff to remind them that the City will require pedestrian access through the property north of the Station from Glendora Avenue which provides a direct link to bus stop service on Glendora Avenue and pedestrian access north to the Downtown Village area. Please ensure that the station location and pedestrian access can accommodate this goal.

Street Closures

In 2005, the City was notified that the Gold Line Authority was considering eliminating crossings at several streets in Glendora including Pasadena Avenue, Glenwood Avenue and Elwood Avenue. The City notified the Authority at that time that closure of these streets at the railroad right of way would cause significant emergency access problems for the City. Recently, Authority staff indicated that the closure issue had been reduced to considering either Glenwood Avenue or Elwood Avenue. The City would like to continue discussions regarding the advisability of closing either of these streets at the railroad crossing and the impact on providing emergency services to the area.

Noise Impacts

Noise impacts from the future commuter rail line have been an on-going concern for the citizens of Glendora. Notes provided by Authority staff after a scoping meeting held with the City on January 13, 2011 indicate that the project would provide 15,575 feet of sound walls in Glendora. Please provide detailed maps showing the locations of these sound walls along with elevation views for City review and comment.

Horn soundings and crossing gate bells may also create noise impacts for adjacent residents and businesses. Please provide more detail on mitigation planned to reduce these impacts for City review and comment.

Traffic Impacts

The City has concerns regarding traffic impacts at important intersection crossings in the City. Of particular concern are the intersections of Foothill and Grand Avenue, Vermont Avenue, Glendora Avenue, and Lone Hill Avenue. Please provide a detailed traffic impact analysis for all at-grade crossings with particular attention to the listed intersections for City review and comment.

TSS Facilities

Authority staff has indicated that there will be two or three transformer substations located in Glendora to serve the light rail system. Apparently the locations for these TSS facilities is still under review. Please provide detailed information on the locations for City review and comment.

Public Works Yard access

The City's Public Works Street Yard access off of Loraine Avenue is located on the railroad right of way. Discussions with Authority staff indicate that the Loraine access will not be impacted. The City respectfully requests that the Authority confirm that the Loraine access to the Street Yard will be maintained as part of the Phase 2B project.

Route 66 Bridge

The Gold Line commuter line will require an additional bridge across Route 66. It is unclear from documents provided whether the existing bridge for the freight line will also need to be rebuilt. While the bridge is not considered an historic structure, it does provide an opportunity for the City to provide historic identification of the community as "Pride of the Foothills."

Please provide detailed plans and elevations of the new bridge and modifications to the existing bridge if proposed for City review and comment.

We look forward to working with the Gold Line Authority on this exciting and important transit project serving the San Gabriel Valley foothill communities. Please call Dianne Walter at 626-914-8218 or email dwalter@ci.glendora.ca.us if you have any questions.

Sincerely,

A handwritten signature in black ink that reads "Dianne Walter". The signature is fluid and cursive, with the first name "Dianne" being more prominent than the last name "Walter".

Dianne Walter,
Planning Manager

Cc: Chris Jeffers, City Manager
Jeff Kugel, Director, Planning and Redevelopment
Dave Davies, Director, Public Works
Jerry Burke, City Engineer



DOCUMENT CONTROL ROUTING SLIP

Date:	2/4/2011		Incoming
CIN#:		Company Code:	POM – City of Pomona
File Code(s):		Ltr. No:	
Description:	City of Pomona - Phase 2B Azusa to Montclair – Comments on EIR/EIS		

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MGL FOOTHILL EXT.
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THE CITY OF
POMONA

Office of the City Manager

LINDA C. LOWRY
City Manager

February 1, 2011



Ms. Lisa Levy Buch
Director of Public Affairs
Metro Gold Line Foothill Extension Construction Authority
406 E. Huntington Drive, Suite 202
Monrovia, CA 91016

SUBJECT: GOLD LINE FOOTHILL EXTENSION / POMONA STATION

Dear Ms. Levy Buch:

The City of Pomona would like to take this opportunity to support preparation of a new focus EIS/EIR for this leg of the project to identify and mitigate project impacts to local communities as result of proposed rail operation and alignment. The following comments illustrate Pomona's concerns regarding the project's environmental impact and suggest further analysis and consideration in order to build a balanced project for the community.

Traffic Analysis (Station and Rail)

The following comments are based on the review of Metro Gold Line Phase II Traffic and Transportation Section of the FEIR document dated February 2007, and proposed design modifications currently under consideration:

1. The FEIR did not state how many trains/day currently block crossings in Pomona. The FEIR should describe the maximum vehicle queue length caused by these blockages including the average duration of the blockages and estimated number of affected vehicles/day.
2. Impacts of the potential elimination of Fulton Road ingress/egress at the existing/future Metrolink parking lot need to be addressed.
3. Impacts to Garey Avenue as a result of the potential Fulton Road cul-de-sacs need analysis and mitigation or a revised proposal. The local preferred alternative is to consider a grade separation at the Garey Avenue crossing.
4. The potential Fulton Road closure and cul-de-sacs need police, fire, and City of La Verne's review with any comments being addressed.
5. The SCAG travel demand model should be used to adjust existing counts for future traffic scenarios based on growth rates from each city.

6. The FEIR traffic volume forecast does not appear to have considered the cumulative projects to determine an accurate traffic forecast.
7. It is not clear that the study considered increases in BNSF freight traffic and Metrolink service in the evaluation of build-out intersection delay analysis. The new traffic analysis should address this issue clearly.
8. The new study should provide expected queue length and delays for traffic stopped at all crossings.
9. The new study should consider and analyze potential traffic diversion to other arterials as a result of an at-grade crossing blockage. Diverted traffic from Garey Avenue could potentially trigger impacts at Fulton Road/Arrow Hwy and Towne Avenue/Arrow Hwy.
10. The proposed Pomona Light Rail Station is about ½ mile from the Pomona Fairplex. Currently, Metrolink operates special train service to this station during the LA County Fair. Discussion about the traffic impact to and from the Fairplex and a future Pomona Gold Line station is recommended.
11. The current study does not consider potential traffic impacts of shuttles that would likely be used to link the Gold Line Station near Garey Avenue to various activity centers.
12. The study should evaluate the impact to police, fire, and ambulance response times at proposed crossings. There is a fire station on Bonita Avenue about ¼ mile east of Garey Avenue. Response times of emergency vehicles from the fire station would be affected by blockages of Garey Avenue resulting from at-grade crossing.
13. The study should evaluate the safety and impact to pedestrians at proposed crossings.
14. Impacts to Garey Avenue, Bonita Avenue, Towne Avenue, and Santa Fe Street need further analysis and potential modifications to proposed improvements.

Visual Quality/Aesthetics (Station and Rail)

1. Project impacts to visual resources by obstructing views along the portion near Towne Avenue where elevated grade separation is being proposed should be addressed. The local alternative is to consider a below grade rail separation at this location.
2. Poles for power, communications, and similar installations need to be painted in green, brown, or a similar City approved color to minimize visual impact.
3. Proposed landscaping in City approved palette (drought-tolerant, native, etc.) should be illustrated.
4. Walls and screening should be incorporated.

Station Design Alternative

1. Preliminary design of the Pomona Station location does not appear to accommodate pedestrians within the track. Also the platform location does not appear to provide free and

unobstructed accessibility. The local alternative is to construct a station/platform on the north side of the outside rail.

2. The long-narrow parking structure in the middle of the tracks appears to be a practical/possible alternative.
3. Pedestrian crossings of tracks should be avoided, reduced and/or improved.
4. Access: ingress, egress and movement on site appears overly restrictive for this area.
5. Identify access and rights to the property for the north parking structure

Rail and Related Transit Operation

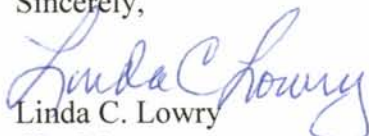
1. Considering the projected frequency of rail traffic at the proposed crossings, the City of Pomona would strongly recommend a joint agreement between Metrolink, Gold Line, and the applicable Freight Operators to establish acceptable train daily minimum and maximum separation at crossings, thereby limiting the long-term impact to the community.
2. Bus and similar transit connectivity (on-site bus access and turn-around) is needed.

General Design

1. If any electrical sub-station (transformer bank or similar power installation) is needed, then the proposed site of the electrical installation needs to be provided with the design to address aesthetics, noise, and related matters.
2. Please see the attached exhibit of residential areas in Pomona relative to the above comments.
3. Further analysis of noise considerations and mitigation measures is needed.

Thank you for your consideration of our comments in this matter.

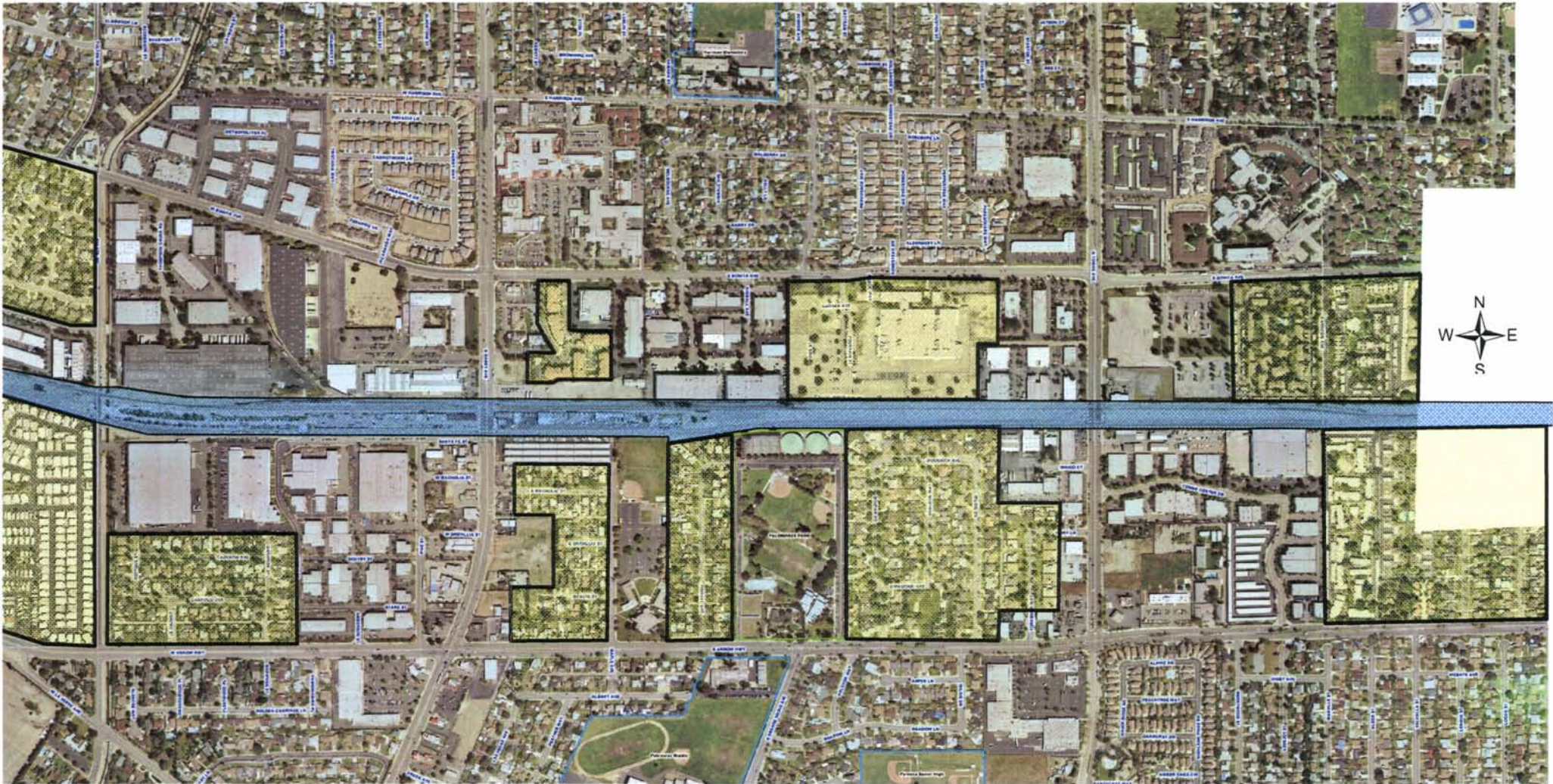
Sincerely,


Linda C. Lowry
City Manager

Attachment: Exhibit of Residential Areas in Pomona

cc: Jennifer Flores, Project Administrator
Mark Lazzaretto, Community Development Director
Daryl Grigsby, Public Works Director

Pomona North Rail Line Residential Neighborhoods





DOCUMENT CONTROL ROUTING SLIP

Date:	2/4/2011		Incoming
CIN#:		Company Code:	MTA
File Code(s):		Ltr. No:	
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Comments/Additional Actions: (Please Return to Document Control.)



Metro

January 27, 2011

Mr. Habib F. Balian
Chief Executive Officer
Metro Gold Line Foothill Extension Construction Authority
406 East Huntington Drive, Suite 202
Monrovia, CA 91016-3633

Dear Mr. Balian:

MTA appreciates the opportunity to participate in the development of the EIR/EIS for Phase 2B of the Foothill Extension and the Construction Authority's efforts to engage MTA in the environmental process. We hope to continue this collaboration as the project moves forward.

In reviewing the handout provided at the scoping meetings, the Construction Authority indicates that construction is anticipated from 2014-2017. To meet this timeframe a number of milestones would need to be achieved, including certifying the final EIR/EIS and securing sufficient funding.

Recognizing that Phase 2B is not fully funded at this time, we would like to better understand your plan for securing funding to start construction in 2014. We acknowledge that Measure R provides funding for the Foothill Extension and that any unspent funds remaining from Phase 2A could be used for Phase 2B. However, this would not be sufficient to complete Phase 2B and additional sources would be needed to supplement any remaining Measure R funds.

Any further detail you can provide on your funding plan for Phase 2B would be greatly appreciated, as it would help inform policymakers of the financial need and funding gap facing this project.

Sincerely,

Arthur T. Leahy
Chief Executive Officer

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FEB 04 2011

**MGL FOOTHILL EXT.
CONST. AUTHORITY**



DOCUMENT CONTROL ROUTING SLIP

Date:	2/7/2011		Incoming
CIN#:		Company Code:	ARC – City of Arcadia
File Code(s):		Ltr. No:	
Description:	City of Arcadia - Phase 2B Azusa to Montclair – Comments on EIS/EIR		

Phase I: ____ Phase IIA: ____ Phase IIB: X Phase IIC: ____

Distribution: This document was forwarded to the following project staff. Should you require additional distributions, please return the routing sheet with any comments or routing/copying instructions.

Staff	Signed	Initial Required	Info/Input	Action Required	Due By:
Balian, Habib					
Beltran, Sylvia					
Burner, Chris					
Craig, Natasha					
Esguerra, Marissa					
Gonzalez, Rodrigo					
Jue, Crandal					
Levy Buch, Lisa			X		
Lowe, Chris					
Manning, Linda					
Purcell, Mitch					
Sims, Jerry					
CEO Tracking					
Counsel:					
Danner, Regina					
Estrada, Mike					
Snow, David					
Consultants:					
Baker, Gary					
Cournoyer, Denis					
Dinets, Phil					
Elwood, Lesley					
Espinosa, Richard					
Flores, Jennifer			X		
Flynn, Pat					
Gharib, Greg					
Gonzalez, Jose					
Hiramoto, Reky					
Laygo, Rodolfo					
Levinson, Connie					
Lucci, Bill					
Pankratz, Dain					
Patsaouras, Tanya					
Roskowitz, Kristin					
Skoury, John			X		
Vogel, Margaux					
OTHER:					

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Comments/Additional Actions: (Please Return to Document Control.)



City of Arcadia

Development Services Department

Jason Kruckeberg
*Assistant City Manager/
Development Services
Director*

February 4, 2011

Ms. Lisa Levy Buch, Director of Public Affairs
Metro Gold Line Foothill Extension Construction Authority
406 East Huntington Drive, Suite 202
Monrovia CA 91016

SUBJECT: Notice of Preparation of Environmental Impact Report

Dear Ms. Buch:

Thank you for this opportunity to review and comment on the Notice of Preparation of the Environmental impact report for Metro Gold Line Foothill Extension Phase 2B. We support the project and your efforts to environmentally clear this important extension.

We have some comments to be considered. The impacts on the operational capabilities of the stations and parking structures in the Phase 2A segment should be given serious consideration when developing the Phase 2B project scope. How will the Phase 2B project address impacts on Phase 2A facilities? As part of the Phase 2B project, will a new ridership forecast be done? If the new forecast is significantly different from the one that was done as part of Phase 2A project, some mechanisms need to be put in place to remedy any impact on the Phase 2A segment (station, parking, etc.).

Again, we thank you for this opportunity and look forward to the continued progress on the project.

Sincerely,

Philip A. Wray
Deputy Director of Development Services/City Engineer

PAW:pa

cc: Jason Kruckeberg, Assistant City Manager/Development Services
Director
Linda Hui, Transportation Services Manager

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FEB 07 2011

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DOCUMENT CONTROL ROUTING SLIP

Date:	05/12/2011		Incoming
CIN#:		Company Code:	CTZ
File Code(s):		Ltr. No:	
Description:	Ricardo Sandoval comments on San Dimas Station Planning Workshop - Phase 2B		

Phase I: ____ Phase IIA: ____ Phase IIB: X Phase IIC: ____

Distribution: This document was forwarded to the following project staff. Should you require additional distributions, please return the routing sheet with any comments or routing/copying instructions.

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Purcell, Mitch					
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Danner, Regina					
Estrada, Mike					
Snow, David					
Consultants:					
Cournoyer, Denis					
Dinets, Phil					
Elwood, Lesley					
Espinosa, Richard					
Flores, Jennifer			X		
Flynn, Pat					
Gharib, Greg					
Gonzalez, Jose					
Hiramoto, Reky					
Kroner, Kurt					
Levinson, Connie					
Lucci, Bill					
Pankratz, Dain					
Patsaouras, Tanya					
Roskowick, Kristin					
Skoury, John			X		
Vogel, Margaux					
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MAY 2 2011
METRO GOLD LINE EXT.
CONSTRUCTION AUTHORITY

San Dimas Station Planning Workshop

April 14, 2011



Comments (Provide comments directly on the map or in the space below):

THANKS FOR YOUR PRESENTATION.

I AM NOT EXACTLY SURE IF THE CURRENTLY PLANNED LOCATION OF THIS SAN DIMAS STATION IS A PERFECT FIT FOR OUR CITY.

THE MAIN REASONS ARE:

- INCREASED VEHICULAR TRAFFIC FLOW FOR THE STREETS SURROUNDING THE PLANNED SITE (SAN DIMAS AV, WALNUT AV, AND ARROW HWY). WILL IT BE READILY ABSORBED BY ANY OF THESE STREETS?
 - ENOUGH PARKING? WILL THE PARKING SITUATION AS PROPOSED AVOID A HEAVY BACKUP OF CARS SPILLING OUT INTO ARROW HWY?
- BOTH OF THESE CONTRIBUTE TO HEAVY TRAFFIC AND INCREASED COMMUTE TIMES IN THE AM FOR PEOPLE GETTING TO WORK & SCHOOL.

Please fill out contact information below:

Name: RICARDO SANDOVAL

Organization/Company (if any):

Address: 502 N SHAFTESBURY AV

City/State/Zip Code: SAN DIMAS CA 91773

Phone: (626) 800-5061 Email: ricsand@msn.com

Your comments are important to us! Please return this sheet to the comment box, any staff member or by mail to the Metro Gold Line Foothill Extension Construction Authority, 406 E. Huntington Drive, Suite 202, Monrovia, CA 91016, ATTN: Lisa Levy Buch. You can also submit a comment via email to llevybuch@foothillextension.org. Comments should be received by May 13, 2011.



DOCUMENT CONTROL ROUTING SLIP

Date:	07/18/2011 Incoming		
CIN#:		Company Code:	DWP – LA Dept of Water & Power
File Code(s):		Ltr. No:	
Description:	EIR Notice of Preparation Comments for Gold Line Extension Azusa to Montclair (Phase 2B)		

Phase I: ____ Phase IIA: ____ Phase IIB: X Phase IIC: ____

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Snow, David					
Young, Serita					
Consultants:					
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Dinets, Phil					
Elwood, Lesley					
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Flores, Jennifer			X		
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Vogel, Margaux					
OTHER:					

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Comments/Additional Actions: (Please Return to Document Control.)



ANTONIO R. VILLARAIGOSA
Mayor

Commission
THOMAS S. SAYLES, *President*
ERIC HOLOMAN, *Vice President*
RICHARD F. MOSS
CHRISTINA E. NOONAN
JONATHAN PARFREY
BARBARA E. MOSCHOS, *Secretary*

RONALD O. NICHOLS
General Manager

June 30, 2011

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JUL 18 2011

MGL FOOTHILL EXT.
CONST. AUTHORITY

Ms. Lisa Levy Buch, Director of Public Affairs
Metro Gold Line Foothill Extension Construction Authority
406 E. Huntington Drive, Suite 202
Monrovia, CA 91016-3633

Dear Ms. Buch:

Subject: Environmental Impact Report Notice of Preparation Comments for
Metro Gold Line Foothill Extension Azusa to Montclair Project

The Los Angeles Department of Water and Power (LADWP) appreciates this opportunity to submit comments on your proposed Metro Gold Line Foothill Extension Azusa to Montclair Project. The proposed 12.6 mile light rail corridor crosses LADWP Transmission Line Right of Way 25B just south of the 210 Freeway west of Lone Hill Avenue. The LADWP reserves the right to review and approve improvements within the LADWP's transmission line right of way. In order to fully address potential Right of Way issues, the LADWP is providing the following comments which include requests for additional information from the project proponent:

- 1) The power transmission line rights of way are an integral component of the transmission line system, which provides electric power to the City of Los Angeles and other local communities. Their use is under the jurisdiction of the Federal certified North American Electric Reliability Corporation (NERC). Safety and protection of critical facilities are the primary factors used to evaluate secondary land use proposals. The rights of way serve as platforms for access, construction, maintenance, facility expansion and emergency operations. Therefore, the proposed use may from time to time be subject to temporary disruption caused by such operations.
- 2) Provide plans illustrating the LADWP transmission line right of way boundaries within the Metro Foothill Extension Project improvements. Include towers and clearances from proposed improvements. Also, provide grading plans, storm drain plans, and street plans, including any other plan illustrating impacts to the

Water and Power Conservation ...a way of life

111 North Hope Street, Los Angeles, California 90012-2607 Mailing address: Box 51111, Los Angeles 90051-5700
Telephone: (213) 367-4211 Cable address: DEWAPOLA

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LADWP transmission line right of way.

- 3) Conductor Clearances will be subject to the review and approval of the Transmission Engineering Group. The LADWP may need a copy of the conductor survey illustrating the cross sections showing our existing conductors and proposed improvements. See attached LADWP Conductor Survey Instructions. The Transmission Engineering Group will use the data to calculate and confirm that conductor clearances meet the State of California, Public Utilities Commission, General Order No. 95.
- 4) All construction activities shall adhere to the LADWP's Standard Conditions for Construction. See attached.
- 5) Provide the location and elevations (heights) of all above and below ground structures, including the cross sections of existing and proposed improvements within and adjacent to the LADWP transmission line right of way. All ground elevations are to remain unchanged from existing conditions after proposed improvements associated with the Metro Foothill Extension Project improvements are completed. Cut & fill slopes inside the LADWP transmission line right of way steeper than 2 horizontal to 1 vertical require retaining structures or geotechnical report approval.

Note: Grading activity resulting in a vertical clearance between the ground and the transmission line conductor elevation less than thirty feet or as noted in the State of California, PUC, General Order 95 within the LADWP transmission line right of way is unacceptable. Ground cover for all below ground utilities shall not be less than four feet.

- 6) When grading activity affects the transmission line access roads, the developer shall replace the affected access roads using the LADWP's Access Road Design Criteria. See attached.
- 7) Cathodic protection system, if any, shall have a design that does not cause corrosion to the LADWP facilities. A detailed design of the cathodic protection system shall be submitted for approval to the LADWP.
- 8) To comply with NERC Standard FAC-003-1, LADWP's Transmission Vegetation Management Program (as last revised) defines parameters restricting where trees are allowed on transmission line rights of way. Certain trees that are not in compliance with the Transmission Vegetation Management Program shall be removed by LADWP. User shall not plant trees within the transmission line rights

of way. Trees planted by User during the term of the Agreement shall be removed at the expense of the User.

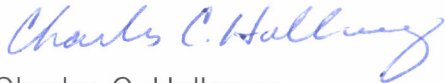
- 9) Vehicle parking rights may not be used to satisfy zoning demands, zoning variances, conditional use permits, open space, or parking requirements for building plans and permits, or governmental requirements.
- 10) All aboveground metal structures including, but not limited to, pipes, drainage devices, fences, and bridge structures located within or adjoining the right of way shall be properly grounded, and shall be insulated from any fencing or other conductive materials located outside of the right of way. For safety of personnel and equipment, all equipment and structures shall be grounded in accordance with State of California Code of Regulations, Title 8, Section 2941, and National Electric Code, Article 250.
- 11) The right of way contains high-voltage electrical conductors; therefore, the Metro Gold Line Foothill Extension Construction Authority shall utilize only such equipment, material, and construction techniques that are permitted under applicable safety ordinances and statutes, including the following: State of California Code of Regulations, Title 8, Industrial Relations, Chapter 4, Division of Industrial Safety, Subchapter 5, Electrical Safety Orders; and California Public Utilities Commission, General Order No. 95, Rules for Overhead Electric Line Construction.
- 12) No grading shall be conducted within the LADWP transmission line right of way without prior written approval of the LADWP.
- 13) No structures shall be constructed within the LADWP transmission line right of way without prior written approval of the LADWP.
- 14) The LADWP prohibits drainage structures or the discharging of drainage onto the transmission line rights of way. Concentrated runoff can cause erosion especially to the transmission line tower footings.
- 15) The developer shall compact all fill slopes within the LADWP transmission line right of way. The compaction shall comply with applicable Building Code requirements.
- 16) An area at least 50 feet around the base of each tower must remain open and unobstructed for necessary maintenance, including periodic washing of insulators by high pressure water spray.

Ms. Lisa Levy Buch
Page 4
June 30, 2011

- 17) No grading is allowed below the top of tower footing within the LADWP transmission line right of way, in the immediate vicinity of the towers.
- 18) Additional conditions may be required following review of detailed site plans, grading/drainage plans, etc.
- 19) This reply shall in no way be construed as an approval of any project.

For questions regarding the above comments, please contact Mr. David Nevarez, of the Power System Engineering Services, at (213) 367-3621. For any other questions, please contact Mr. Hal Messinger, of Environmental Planning and Assessment, at (213) 367-1276.

Sincerely,



Charles C. Holloway
Manager of Environmental Planning and Assessment

HM:db
Enclosures
c/enc: Mr. Hal Messinger

CONDUCTOR SURVEY
DEPARTMENT OF WATER AND POWER
OVERHEAD TRANSMISSION ENGINEERING

Please perform a survey of each Department transmission line affected by the project. For each span (the section of wire between two towers) provide the following information:

1. The tower numbers of the Department transmission lines related to the span. The tower number is located near ground level on at least one leg of each tower.
2. Survey the top-of-concrete of each footing of each tower related to this survey. For example, a survey involving one span would involve two towers, each with four footings, for a total of eight top-of-concrete shots.
3. Survey at least 6 points along the span – the 2 points where the wire attaches to the insulator and 4 additional points along the wire (preferred spacing of 200 – 300 feet). Include additional points where special features of the proposed improvements cross the transmission line (such as high points, street lights, signs, etc.). For each point provide the following information:
 - a. The station relative to that particular span
 - b. The elevation of the wire
 - c. The existing ground elevation
 - d. The proposed ground elevation
 - e. Date and Time
 - f. Temperature
 - g. Sunlight (sunny, partly cloudy, or cloudy)
 - h. Approximate wind speed

Important: All (6) wire shots on each individual span shall be completed within one hour after the first wire shot is made. Failure to comply with this requirement will render data useless.

STANDARD CONDITIONS FOR CONSTRUCTION

1. Energized transmission lines can produce electrical effects including, but not limited to, induced voltages and currents in persons and objects. Permittee hereby acknowledges a duty to conduct activities in such manner that will not expose persons to injury or property to damage from such effects.
2. The Los Angeles Department of Water and Power (LADWP) personnel shall have access to the right of way at all times.
3. Unauthorized parking of vehicles or equipment shall not be allowed on the right of way at any time.
4. Unauthorized storage of equipment or material shall not be allowed on the right of way at any time.
5. Fueling of vehicles or equipment shall not be allowed on the right of way at any time.
6. Patrol roads and/or the ground surfaces of the right of way shall be restored by the Permittee to original conditions, or better.
7. All trash, debris, waste, and excess earth shall be removed from the right of way upon completion of the project, or the LADWP may do so at the sole risk and expense of the Permittee.
8. All cut and fill slopes within the right of way shall contain adequate berms, benches, and interceptor terraces. Revegetation measures shall also be provided for dust and erosion control protection of the right of way.
9. All paving, driveways, bridges, crossings, and substructures located within the right of way shall be designed to withstand a combined weight of 40,000 pounds in accordance with the American Association of State Highway and Transportation Officials H20-44 (M18) wheel loadings.
10. The location of underground pipelines and conduits shall be marked at all points where they cross the boundaries of the right of way and at all locations where they change direction within the right of way. The markings shall be visible and identifiable metal post markers for underground pipelines. Utility markers flush with surface may be used on pavement.

11A. General Grounding Condition

All aboveground metal structures including, but not limited to, pipes, drainage devices, fences, and bridge structures located within or adjoining the right of way shall be properly grounded, and shall be insulated from any fencing or other conductive materials located outside of the right of way. For safety of personnel and equipment, all equipment and structures shall be grounded in accordance with State of California Code of Regulations, Title 8, Section 2941, and National Electric Code, Article 250.

11B. Grounding Condition for Cellular Facilities on Towers

All aboveground metal structures including, but not limited to, pipes, drainage devices, fences, and bridge structures located within or adjoining the right of way shall be properly grounded, and shall be insulated from any fencing or other conductive materials located outside of the right of way. For safety of personnel and equipment, all equipment and structures shall be grounded in accordance with American National Standards Institute of Electrical and Electronics Engineers Standard 487-latest edition, IEEE Guide for Safety in AC Substation Grounding.

12. Permittee shall neither hold the LADWP liable for nor seek indemnity from the LADWP for any damage to the Permittee's project due to future construction or reconstruction by the LADWP within the right of way.
13. Fires and burning of materials is not allowed on the right of way.
14. Permittee shall control dust by dust-abatement procedures approved by the LADWP, such as the application of a dust palliative or water.
15. The right of way contains high-voltage electrical conductors; therefore, the Permittee shall utilize only such equipment, material, and construction techniques that are permitted under applicable safety ordinances and statutes, including the following: State of California Code of Regulations, Title 8, Industrial Relations, Chapter 4, Division of Industrial Safety, Subchapter 5, Electrical Safety Orders; and California Public Utilities Commission, General Order No. 95, Rules for Overhead Electric Line Construction.
16. Permittee is hereby notified that grounding wires may be buried in the right of way; therefore, the permittee shall notify the LADWP's Transmission Construction and Maintenance Business Group at (818) 771-5018, or (818) 771-5076, at least 48 hours prior to the start of any construction activities in the right of way.

17A. Vehicle Parking

An area within 50 feet on one side of each tower measured along the longitudinal direction of the right of way, 25 feet on the opposite side of each tower, and ten feet on the remaining two sides of each tower, shall remain open and unobstructed for maintenance and emergencies, including periodic washing of insulators by high-pressure water spray.

17B. Trucking Operations and Storage Operations

An area within 50 feet on one side of each tower measured along the longitudinal direction of the right of way, and 25 feet on the remaining three sides of each tower, shall remain open and unobstructed for maintenance and emergencies, including periodic washing of insulators by high-pressure water spray.

17C. Permanent Structures

An area within 100 feet on all sides of each tower shall remain open and unobstructed for maintenance and emergencies, including periodic washing of insulators by high-pressure water spray.

18. Detailed plans for any grading, paving, and construction work within the right of way

shall be submitted for approval to the Real Estate Business Group, Department of Water and Power, P.O. Box 51111, Room 1031, Los Angeles, California 90051-0100, no later than 45 days prior to the start of any grading, paving, or construction work. Notwithstanding any other notices given by Permittee required herein, Permittee shall notify the LADWP's Transmission Construction and Maintenance Business Group at (818) 771-5018, or (818) 771-5076, no earlier than 14 days and no later than two days prior to the start of any grading, paving, or construction work.

19. "As Constructed" drawings showing all plans and profiles of the Permittee's project shall be furnished to the Real Estate Business Group, Los Angeles Department of Water and Power, P. O. Box 51111, Room 1031, Los Angeles, California 90051-0100, within five days after completion of Permittee's project.
20. In the event that construction within the right of way is determined upon inspection by the LADWP to be unsafe or hazardous to the LADWP facilities, the LADWP may assign a line patrol mechanic at the Permittee's expense.
21. If the LADWP determines at any time during construction that the Permittee's efforts are hazardous or detrimental to the LADWP facilities, the LADWP shall have the right to immediately terminate said construction.
- 22A. All concentrated surface water which is draining away from the permitted activity shall be directed to an approved storm drain system where accessible, or otherwise restored to sheet flow before being released within or from the right of way.
- 22B. Drainage from the paved portions of the right of way shall not enter the unpaved area under the towers. Drainage diversions such as curbs shall be used on three sides of each tower. The open side of each tower shall be the lowest elevation side to allow storm water which falls under the tower to drain. The area under the towers shall be manually graded to sheet flow out from under the towers.
- 22C. Ponding or flooding conditions within the right of way shall not be allowed, especially around the transmission towers. All drainage shall flow off of the right of way.
- 22D. Permittee shall comply with all Los Angeles County Municipal Storm Water Permit and Standard Urban Storm Water Mitigation Plan requirements.
- 23A. Fills, including backfills, shall be in horizontal, uniform layers not to exceed six inches in thickness before compaction, then compacted to 90 percent relative compaction in accordance with the American Society for Testing and Materials D1557.
- 23B. The top two inches to six inches of the concrete footings of the towers shall remain exposed and not covered over by any fill from grading operations.
- 23C. Permittee shall provide the LADWP with one copy each of the compaction report and a Certificate of Compacted Fill, for clean fill compaction within the LADWP's right of way in accordance with the American Society for Testing and Materials D1557, approved by a geotechnical engineer licensed in the State of California.
24. A surety bond in the amount to be determined by the LADWP shall be supplied by the Permittee to assure restoration of the LADWP's right of way and facilities, and compliance with all conditions herein.
25. The Permittee shall obtain and pay for all permits and licenses required for performance

of the work and shall comply with all laws, ordinances, rules, orders, or regulations including, but not limited to, those of any agencies, departments, districts, or commissions of the State, County, or City having jurisdiction thereover.

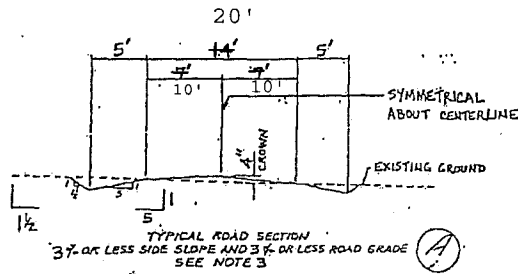
26. The term "construction", as used herein, refers only to that construction incidental to the maintenance or repair of the existing (requested facility) and shall not be construed to mean permission to construct any additional (requested facility).
27. Signs shall not exceed four feet wide by eight feet long, shall not exceed a height of 14 feet, shall be constructed of noncombustible materials, and shall be installed manually at, and parallel with, the right of way boundary.
28. Remote-controlled gates, or lock boxes containing the device or key for opening the remote-controlled gates, shall be capable of being interlocked with an LADWP padlock to allow access to the right of way by the LADWP. Permittee shall contact the Right of Way Supervisor at (818) 771-5048 to coordinate the installation of an LADWP padlock.
29. Permittee's cathodic protection system, if any, shall have a design that does not cause corrosion to LADWP facilities. A detailed design of the Permittee's cathodic protection system shall be submitted for approval to the Real Estate Business Group, Department of Water and Power, P. O. Box 51111, Room 1031, Los Angeles, California 90051-0100, no later than 45 days prior to the start of construction or installation of the cathodic protection system.
- 30A. Permittee shall install K-rails at a distance of ten feet from each side of the tower base for protection of towers. A distance of five feet from the tower base may be acceptable in locations where the patrol roads would be obstructed.
- 30B. Permittee shall install removable pipe bollards, spaced four feet apart, and at a distance of ten feet from each side of the tower base for protection of towers. A distance of five feet from the tower base may be acceptable in locations where the patrol roads would be obstructed.
- 31A. Permittee shall provide and maintain a minimum 20-foot wide transition ramp for the patrol roads from the pavement to the ground surface. The ramp shall not exceed a slope of ten percent.
- 31B. Permittee shall provide and maintain a minimum 20-foot wide driveway and gate at all locations where the (road/street) crosses the LADWP's patrol roads. The designed gates must be capable of being interlocked with an LADWP padlock to allow access to the right of way by the LADWP.
32. Permittee shall post a sign on the entrance gate to the right of way, or in a visible location inside the entrance gate, identifying the contact person's name and telephone number for the prompt moving of (vehicles/trucks/trailers/containers) at times of LADWP maintenance or emergency activities, or any other event that (vehicles/trucks/trailers/containers) must be moved. In emergency conditions, the LADWP reserves all rights at any time to move or tow (vehicles/trucks/trailers/containers) out of specific areas for any transmission operation or maintenance purposes.

ACCESS ROAD DESIGN CRITERIA

1. When grading activity affects the Transmission Line access roads, the developer shall replace the affected access roads using the following access road design criteria. Typical Road Sections are illustrated in Attachment .
2. The access road right-of-way width shall be 50 feet minimum.
3. The access road drivable width shall be 20 feet minimum, and increased on curves by a distance equal to 400 divided by the radius of curve. Additional 2 feet on either side of the road shall be provided for berms and ditches, as detailed in the attached Typical Road Sections.
4. The minimum centerline radius of curves shall be 50 feet.
5. The vertical alignment grades shall be limited to 10 percent.
6. Roads entirely located on fills or with cross sections showing more than 30 percent fill along the drivable width of the road require paving.
7. Intersections or driveways shall have a minimum sight distance of 300 feet in either direction along the public street.
8. The developer shall provide a commercial driveway at locations where the replaced access roads terminate at, or cross public roads.
9. The developer shall provide lockable gates on LADWP property or easement at locations where access roads terminate or cross public roads.

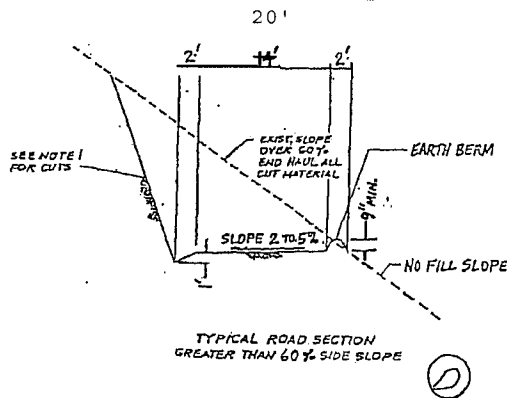
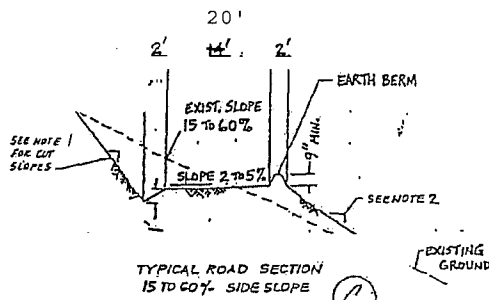
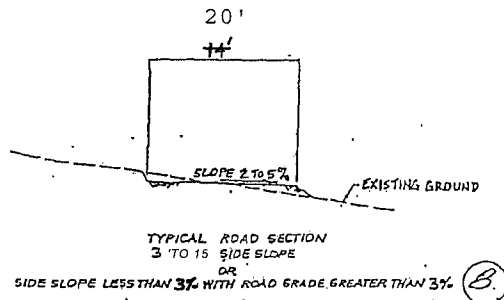
TRANSMISSION LINE ACCESS ROAD DETAILS

LOS ANGELES DEPARTMENT OF WATER AND POWER

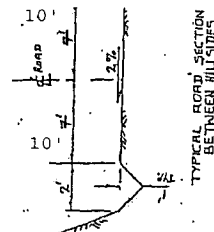


Cross Road
Slope Grade

A	≤ 3%	≤ 3%
B	3-15%	N/A
C	≤ 3%	≥ 3%
D	15-60%	N/A
	> 60%	N/A



- NOTES:
1. CUT SLOPE SHALL NOT EXCEED THE FOLLOWING:
 - A. 2 HORIZ. TO 1 VERTICAL IN LOOSE OR UNSTABLE MATERIAL.
 - B. 1 HORIZ. TO 1 VERTICAL IN COMPACT MATERIAL.
 - C. 1/2 HORIZ. TO 1 VERTICAL IN SOLID ROCK.
 2. ALL FILL SLOPES SHALL BE 2. HORIZ. TO 1 VERTICAL OR FLATTER.
 3. WHERE SOLID ROCK IS ENCOUNTERED, THE 4" CROWN AND/OR SIDE DITCHES MAY BE ELIMINATED WHERE DIRECTED BY THE ENGINEER.



From: [Georgeann Andrus](#)
To: [Lisa Levy Buch](#)
Subject: Azusa-Montclair Metro gold Line Extension
Date: Monday, January 31, 2011 10:44:35 PM

Dear Ms Buch,

As a resident of Claremont, since 1960, and at our current address of 231 West Tenth Street for forty-six years, we have seen many changes in Claremont, most notably the population growth from 12,500 to the current ca 37,000. Throughout many of these changes, we have been involved in supporting wise land use development, parks, and public transportation issues. As an active member of the League of Women Voters and the Claremont Wildlands Conservancy, I have been deeply involved in saving open space for our Wilderness Park and in other environmental issues, but also active in social issues, including our local Foothill AIDS Project.

With this background of involvement and concerns, the issues involved in extension of the Gold Line are of great personal interest, for the accessibility to public transportation which is effective and convenient, and AFFORDABLE is a high priority for Claremont. To reduce the congestion on the 1-210, shorten that trip between Claremont and Pasadena, meanwhile reducing air pollution and greenhouse gas emissions with the Gold Line is a long-hoped for reality. Many of the clients coming into the Foothill AIDS Project come from areas west of here and use buses for transportation. The Gold Line would provide a much faster trip than the buses, and Metrolink is out of the question with its higher fares. The AIDS Office is in the UCC Church in central Claremont, some five blocks from the proposed station.

To Maximize the benefit of the Gold line, there should also be "intermode" and "interagency" passes, to coordinate travel within the greater region. As a user of the Metrolink for events in LA, the Gold Line would provide for many of us the flexibility of evening concerts and theatre, without having to use the Silver Streak to arrive home at 12:30am, after a long, and several stop trip. Our own interests, however, do not begin to match those who are totally dependent upon public transportation, for the availability of times throughout the day and late evening combined with the reasonable fares, make this mode of transportation available to many of lower incomes, and give them more flexibility in securing jobs within a greater region. Having taken the bus from Montclair in the early morning to Union Station, I was aware of the many lower income people going into LA to work, and riding for over 1.5 hours to get there.

The controversy against the project, however, is regarding the number of crossing closures on busy streets in Claremont. To minimize the harm, attention should be addressed to these street crossing issues.

It is a matter of social justice to complete the Gold Line, to make effective, efficient public transportation available to Claremont and the surrounding communities and to reduce congestion and pollution which currently exists along the proposed route.

Sincerely,

Georgeann B. Andrus
231 West Tenth Street
Claremont, CA 91711

From: [Danny Holznecht](#)
To: [Lisa Levy Buch](#)
Subject: Claremont meeting
Date: Friday, January 21, 2011 5:26:35 PM

Lisa,

The meeting was a great start and very informative. Thanks for allowing us to have input.

As you know, Claremont folks are very involved in what happens here. I think that's why it's such a great community in the midst of some really tough ones. I cut my teeth on Pomona politics and issues since I have been selling RE, I started there in 1978 and lived there until about 3 years ago when I moved here, just below the tracks.

After the meeting I really took a look at the right-of-way and wondered how 4 tracks are going to fit and leave enough of a buffer area with the properties to the south and just don't see it. It occurred to me 3 tracks may. Is it possible not to move the Metro tracks and build one GL track below grade and the other on top of it, build the station into the new parking structure with underground access, under the existing Metro tracks. I've never been one to fix something that is not broken, such as moving perfectly good Metro tracks to the south which may damage the "Historical site", a no-no here, and seems to be a waste of \$, time and political energy. Putting the new station into the structure, across or north of the Little League Park would save RE acquisition and right of way issues for the owners on the south side, across from the Hist. Station and being separate from the Hist. site would accomplish that and may be the best of both worlds.

As you know the 210 freeway was held up for many years because Clmt. wanted it below grade and finally got it. There may be that mentality here and a more state of the art solution such as I have mentioned may work. Let the engineers figure out the mechanics.

Thanks, Danny Holznecht, 501 Wayland Ct., Clmt. 91711

DH Commercial Real Estate

Danny Holznecht, Broker

CA #00635371

Claremont, CA 91711

909-621-4314 Office

909-474-8905 Fax

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dhcommercial@yahoo.com

From: [Steve Hoelke](#)
To: [Lisa Levy Buch](#)
Subject: Coment:Public Scoping Meeting - 01/01/11
Date: Sunday, January 23, 2011 7:57:30 PM

Concerning the layout of the Claremont Gold line/Metrolink station:

Judy Wright's comments about the need to preserve the appearance of the Claremont Santa Fe Depot are valid, however, her concern for the brick platform is too late. The original platform was rather grand, reaching most of the way between what is now called Indian Hill Boulevard and what is now called College Avenue. Years ago the bricks were mostly torn out, leaving a small ~1000 square foot "sample" directly in front of the Depot doors.

The concerns for having enough space for a 4-track platform remain, especially since the city has recently approved demolition and new construction immediately south of the Metrolink platforms. I remember seeing some concept drawings showing the Gold Line platforms situated East of College and the Metrolink platforms in approximately their current location. This idea would allow a better fit, since only two passenger loading platforms would be at each station.

Thanks for listening.

Steve Hoelke
615 Bucknell Avenue
Claremont, CA 91711-5425

From: [Timothy Rauhouse](#)
To: [Lisa Levy Buch](#)
Subject: Comment re: Gold Line Extension
Date: Tuesday, February 01, 2011 11:17:46 AM

My name is Tim Rauhouse. I live in South Pasadena. I've lived here for over thirty years and I am retired now. I use the present Gold Line to travel to downtown L. A. and the music centers there, on out the Wilshire corridor and also north to the Kaiser Hospital. I have read the statement of purpose and need and I agree completely with it. In addition, I would like to add that, in my case, I have friends in Claremont and the company that provides financial advice to me is also in Claremont. Extending the Gold Line would make it easier to get there. Also, the numerous colleges in Claremont provide wonderful lectures and concerts that have always been of interest to me, but I've not always been able to take advantage of them because of the sixty mile round trip on the 210 freeway. The older I get the less I want to drive and extending public transportation will make that easier as well as lessening the impact on the traffic and the environment.

I believe that the "Build Alternative" is the best choice for the future.

Thank you

Timothy L. Rauhouse
835 Brent Ave
South Pasadena, CA 91030

From: [Garry Schneider](#)
To: [Lisa Levy Buch](#)
Subject: Comments In Re Gold Line Extension - Azusa to Montclair
Date: Wednesday, January 19, 2011 8:11:44 PM

1. Make every effort to co-locate Metro & Gold Line stations to facilitate cross over use of the two systems. Having to walk even short distances from one to the other will have a negative effect on "co-usage."
2. Include in the plan support for making the six new stations mini-regional bus transportation hubs. The plan must make bus stops and bus lanes an integral part of the traffic flow at each station.
3. Include bike storage provisions on trains.
4. Write/structure the plan so that it supports/facilitates/hastens the further extension of the Gold Line to the Ontario Airport.
5. Develop an integrated/unified ticketing system for the Metro & Gold Line systems. If the system also included ticketing for bus systems, it would be even better. The process should also include planning for *Smart Phone* based ticketing.
6. Make provisions to share/integrate staffing and ticketing services with the Claremont Foothill Transit store.
7. Acknowledge that the historical designation of the Claremont Depot includes the platform in front (south) of the station.
8. Make placing the Gold Line tracks south of the Claremont Metro tracks a priority.
9. Refer to the existing tracks as "Metro Link Tracks" and not "freight tracks."
10. Explore constructing a pedestrian tunnel under the tracks in Claremont to allow access from the South side of the tracks.

Garry Schneider

Claremont CA

From: [Erik Griswold](#)
To: [Lisa Levy Buch](#)
Subject: Comments on Asuza-Montclair
Date: Thursday, February 03, 2011 12:20:12 AM
Attachments: [2011-02-02 Gold Line Comments.pdf](#)

Erik Griswold
310 North Indian Hill Blvd. , #117
Claremont, CA 91711
erik.griswold@gmail.com
(909)621-1301

Comments on Gold Line Asuza-Montclair

The Gold Line should not be built as proposed from White Avenue in La Verne to Montclair

This comment on the Public Scoping Meetings is intended to lay out arguments for building the Gold Line Extension from Asuza to La Verne and then South White Avenue to Downtown Pomona so as to serve an area more needing and deserving of the economic benefit derived from Light Rail Transit, and to fulfill goals 4 and 5 of Measure R by the creation of Better Public Transportation, stimulation of the local economy and the creation of, and access to, jobs.

This alternative to the proposed Gold Line to Claremont (Montclair) would provide transit access to The Fairplex, offer the opportunity of a Park and Ride facility at Interstate 10, enable Cal Poly Pomona to be better served by Rail Transit, revitalize the existing infrastructure in Downtown Pomona, serve the eastern Los Angeles County Courthouse, connect the LA Metro Rail Network to Amtrak's Sunset Limited and any future Amtrak California service to the Coachella Valley, better line up the Gold Line for approach to the L.A. Ontario Airport and encourage the redevelopment of the Indian Hill Marketplace Shopping Center.

The Sales Tax collected under Measure R is only collected in Los Angeles County

The current expansion of the Los Angeles Metro (LA Metro) Rail Network is being made possible by the passage of Measure R which provided for the implementation of a retail transactions and use tax (sales tax) at the rate of one-half of one percent (0.5%) for a period of thirty (30) years. This additional sales tax is collected in both incorporated and unincorporated area of the County of Los Angeles but not, it must be noted, in the neighboring County of San Bernardino.

Sales Tax is Regressive and Avoidable by Wealthier Individuals

Sales tax is considered by many to be a regressive tax. Arguments toward this conclusion include the following:

1. Wealthier people spend a small portion of their income on goods and services than poorer people. Wealth is not the same thing as income, but the two are closely related. Also, goods on which sales tax is levied do not necessarily increase in consumption in relation to income.
2. Income taxes typically have a minimum income level at which you do not have to pay taxes. Everyone, however, is forced to pay sales taxes, no matter their income.
3. Most countries do not have a flat tax income rate. Instead the income tax rates are graduated - the higher your income, the higher the tax rate on that income. Sales taxes, however, stay the same no matter your income level.

Sales tax is also easier to avoid if one has the resources to do so via catalog or internet shopping or travel (including via personal automobile). Out-of-State purchases made by State of California, County of Los Angeles residents for use in the State of California, are required to be taxed at the sales-tax rate charged in the State of California, County of Los Angeles (Currently 9.75%). If a resident of the County of Los Angeles, State of California has not paid the sales tax on purchased goods shipped to or brought by them to their residence, there is a mechanism to repay any "missed" taxes to the Board of Equalization in the California Income Tax filing process. There is however usually no such adjustment or mechanisms available for County of Los Angeles residents to pay the County of Los Angeles sales tax for purchases made within the State of California outside of the County of Los Angeles that are then either shipped or transported to their residence. Indeed

the difference of one-half of one percent (0.5%) in sales tax applied to purchases in La Verne, North Pomona and Claremont makes shopping for goods in Montclair, Upland and Ontario more attractive.

(See: Carl Davis, Kelly Davis, Matthew Gardner, Robert S. McIntyre, Jeff McLynch, All Sapozhnikov (November 2009). "Who Pays? A distributed analysis of the tax systems in all 50 states, 3rd edition", The Institute on Taxation & Economic Policy. Retrieved 2010-08-05.)

Average Incomes and Wealth are Above Median in LaVerne and Claremont

2000 Census data shows and 2010 Census data will show that there is a higher median income in La Verne and Claremont as compared with the whole of Pomona.

It can be argued that statistically, there are two parts of the City of Pomona: The area north of the San Bernardino Freeway (Interstate 10) that is served by both the Metrolink San Bernardino Line and the proposed Asuza to Montclair Gold Line and the area south of Interstate 10 that is presently served by the Metrolink Riverside Line but not by the proposed Gold Line Extension. If broken down, within Pomona, median incomes may very well be much higher closer to the proposed Asuza to Montclair Gold Line and Metrolink San Bernardino Line than would be found closer to Downtown Pomona and the existing Metrolink Riverside Line.

In addition, other characteristics/demographics favorable to transit use such as density, percentage of household incomes below Los Angeles County averages, median age, percentage of persons in the younger age groupings, and average household size are more favorable in the City of Pomona than they are or are likely to be in the future in La Verne or Claremont.

Also the percentage of families headed by single parents is higher in Pomona.

Measure R only allows for funding and construction within the County of Los Angeles

Section 16 (a) (2) (A) (iv) of Measure R as approved by voters specifically states that LA Metro is "required to include in Attachment A the following projects, programs,...Metro Gold Line (Pasadena to **Claremont**) Light Rail Transit Extension..." Thus it is at the least disingenuous to refer to any extension of the Gold Line east of the Los Angeles County-San Bernardino County boundary without identifying any source of secure funding that will come from the City of Montclair, the County of San Bernardino and/or perhaps the future operator of the Ontario International Airport (IATA: ONT) when and if the line is extended to the ONT terminal(s).

A Gold Line Extension that is built as proposed, parallel to the Metrolink San Bernardino Line from White Avenue in La Verne to Claremont will be required to terminate at the Los Angeles County Line (just east of the Claremont Boulevard grade crossing) under any Measure R funding, a site that has no capacity to be the terminus of a Light Rail Transit line. Even the in-place Claremont TransCenter, a grouping of Transit Bus layovers and shelters located on the south side of East 1st Street in Claremont, just to the west of the current Claremont Colleges Consortium Maintenance Building, is not necessarily capable of handling even the bus traffic that will be generated by said terminus, nor certainly is the existing Claremont Depot area at the Claremont Metrolink Station.

A Gold Line Extension that ran from La Verne to Downtown Pomona via White Avenue (or a route roughly parallel to White Avenue) could then turn to the East and follow Holt Avenue or East 1st or the existing Metrolink Riverside Line and Alameda Corridor to the Los Angeles County Line located in the vicinity of the Indian Hill Marketplace Shopping Center, a site that would seem to be attractive for redevelopment and/or reuse.

The building of the last half-mile from Claremont Boulevard to Montclair TransCenter/Montclair Metrolink Station cannot be paid for by Measure R. A Gold Line Extension from La Verne to the Indian Hill Marketplace Shopping Center is eligible for Measure R funding.

Why is Measure R going to be used to benefit and develop property in San Bernardino County?

Why is the Gold Line going to be squeezed into an existing rail corridor that offers 20-minute headways in the peak direction today?

--

Erik Griswold
+1-909-621-1301 land
+1-213-284-6856 cell

From: [Walker, Daniel](#)
To: [Lisa Levy Buch](#)
Subject: Comments on Foothill extension Light Rail from Glendora to Montclair
Date: Tuesday, February 01, 2011 5:22:44 PM

We strongly support the proposed Light Rail Gold Line Foothill extension from Glendora to Montclair. This project should be built well (not on the cheap).

The final EIR should study:

1. how to provide sufficient car parking to match high predicted demand. Free parking or paid?
2. safe bike links to new Gold Line stations
3. kiss and ride (safe area to drop off passengers close to platforms)
4. convenient near by link to bus stations (bus pick up / drop off on street or within train station)
5. adequate grade separation over some busy intersections to improve traffic flow, speed, and safety. Do you plan grade separation for LRT only where existing freight/Metrolink tracks also have bridge (study LRT bridges for only over Lone Hill Ave., N. Towne Ave., and Monte Vista?)
6. noise, vibration, air pollution changes (better or worse) relative to existing road and rail (Metrolink and freight train) existing levels
7. schedule link and ticket coordination between Metrolink and Gold Line, especially at Pomona, Claremont, Montclair stations
8. convenient short walk from LRT to Metrolink platforms?
9. plan to handle very large passenger demand for big events at Pomona Fair Grounds (La Verne Station)?
10. Funding division between LA county and San Bernardino County (pay only for tracks east of LA county border and Montclair station)?
11. any planned transit oriented development near new/expanded train stations?
12. What price of gas will you assume (which could have major impact on future ridership demand estimates)?
13. ridership estimates for students and faculty to the numerous colleges along the proposed route? Any special promotions for annual / monthly passes during school planned (instead of free parking) with the local colleges?
14. what are plans to pursue additional funding to complete full Foothill Extension (beyond Measure R funding) from local, MTA, state, and federal government?

Let's build the full Foothill extension ASAP.

Thanks,
Daniel Walker
7416 West 82nd Street
Los Angeles, CA 90045

From: [Dave Sanders](#)
To: [Lisa Levy Buch](#)
Subject: Comments regarding phase 2B Metro Gold Line, for scoping
Date: Tuesday, January 25, 2011 3:53:29 PM

To the Metro Gold Line Foothill Extension Construction Authority:

My family of 4 are 20 year residents of southeastern Glendora, living about 1/3 mile north of the current crossing of Lone Hill Ave. I was unable to attend the scoping meetings recently due to my long commute. Here are my comments:

I strongly support the Metro Gold Line Light Rail Extension Phase 2B to Montclair, as well as the subsequent Phase 2C to Ontario Airport. I believe they are seriously needed, and should be built as soon as possible to help relieve commuting congestion. I currently spend 140 minutes a day average on commuting. And we would love to be able to ride into Pasadena or Claremont for an evening or on a weekend.

I would ask that an alternative (or an additional) Glendora station adjacent to Glendora Marketplace be considered, although I don't have strong feelings about it being located there. It would appear that there would be more parking available at this location than at the proposed Glendora Ave. location near the Village. I recall the Marketplace being proposed several years ago as a potential station site, and it may have been ruled out already. I am glad to see an elevated crossing proposed to go over Lone Hill Ave.

I understand that evaluation for building adjacent sound walls should take place during the construction phase; I think this is important, as the neighbors that are most impacted by proximity to the rails deserve to have sound mitigated if possible. I recently visited the new KPCC studios on Raynond in Pasadena, and noticed that vibrations could be felt in the ground floor sound studios when the Gold Line ran by, but very little noise was heard, even when outside the building. I don't know if this is practical for mitigation, but could hedges/trees be considered as a buffer for train noise? I'm sure plantings are much less expensive, and would be environmentally sound (no pun intended).

Phase 2B has my complete support. Thank you for the opportunity to submit these comments.

R. David Sanders, PA-C
2022 Driftstone Drive
Glendora, CA 91740-5388
626 914-0410
actiondave72@gmail.com or dave.sanders@stjoe.org

Notice from St. Joseph Health System:

Please note that the information contained in this message may be privileged and confidential and protected from disclosure.

From: [Joseph Lyons](#)
To: [Lisa Levy Buch](#)
Subject: Comments: Gold Line Extension
Date: Tuesday, February 01, 2011 4:27:52 PM
Importance: High

Dear Ms Levy Buch,

In 1983 I relocated my family to San Dimas to commence what would be a 27-year career in medical research at the City of Hope in Duarte. Although not a key factor in our decision, the choice of San Dimas as our new hometown was influenced by the “talk” that a light rail system was being planned for Los Angeles County, and that one of the proposed lines would serve the San Gabriel Valley foothills, including the communities of San Dimas and Duarte. Such a public transit option would have significantly reduced the average commute time, and would have allowed that time to be used in more productive and less stressful ways, while reducing the carbon trail I left in my wake sometimes 7 days a week.

As we all know, after almost 30 years and likely 300,000 discussions at various agencies throughout the County and State, the extension of the Gold Line between Pasadena and the eastern most border of LA County is moving forward on a timeline that was unimaginable just 3 years ago. And as someone who has followed the fits and starts of this project with moments of hope interspersed between years of disappointment, it is encouraging to know in my early retirement that the ever brightening light in the tunnel may finally represent the welcoming lights of a station in one of the many quiet and peaceful communities along the Gold Line’s route, including Claremont, the City I now call Home.

Having supported and anticipated this project’s completion for almost 3 decades, it seems only fitting that its terminus be in a city that makes environmental, community, and economic sustainability a civic and social responsibility. In keeping with this sense of responsibility, I am convinced that the residents of Claremont will make good use of the tracks and right of ways set aside to transport people within Los Angeles County, both upon Claremont Station’s completion and throughout the 21st century.

Expectantly,

Joseph. M. Lyons

Proud Resident of Claremont

Candidate for the Claremont City Council

From: cgansonepa@gmail.com on behalf of [Christopher Ganson](#)
To: Ray.Tellis@dot.gov
Cc: Leslie.Rogers@dot.gov; Ray.Sukys@dot.gov; [Lisa Levy Buch](#); Sturges.Susan@epamail.epa.gov
Subject: EPA Scoping Comments and Response to Participating Agency Request for the Metro Gold Line Foothill Extension
Date: Wednesday, February 02, 2011 4:00:42 PM
Attachments: [2011_02_02 EPA Comments on Gold Line Extension NOI & Response to Participating Agency Request.pdf](#)
[2004_06_21 Gold Line Extension 2004 DEIS Comments.pdf](#)

Mr. Tellis,

Please find attached:

1. Our comments on the Metro Gold Line Foothill Extension and response to participating agency request
2. Our past comments on the 2004 DEIS for the Gold Line Phase II LRT Extension Project

Best Regards,

Chris Ganson
Transportation Planning and Climate Change Lead
Environmental Review Office
US EPA Region 9
Mailcode CED-2 | 75 Hawthorne Street | San Francisco, CA 94105
ganson.chris@epa.gov | 415.947.4121



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION IX

**75 Hawthorne Street
San Francisco, CA 94105-3901**

June 21, 2004

Ray Sukys
Office of Planning and Program Development
Federal Transportation Administration
Region 9
210 Mission Street, Suite 2210
San Francisco, CA, 94105

Subject: Draft Environmental Impact Statement/Draft Environmental Impact Report for the Gold Line Phase II Light Rail Transit (LRT) Extension Project, Los Angeles and San Bernardino Counties, CA [CEQ# 040214]

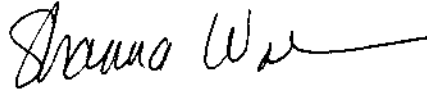
Dear Mr. Sukys:

The Environmental Protection Agency (EPA) has reviewed the above-referenced document pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508) and Section 309 of the Clean Air Act (CAA).

Based on the procedures EPA uses to evaluate the potential effects of proposed actions and the adequacy of the information in the Draft Environmental Impact Statement/Draft Environmental Impact Report (Draft EIS), the project will be listed in the *Federal Register* in the category EC-2 (Environmental Concerns, Insufficient Information). This rating means that the review identified environmental impacts that should be avoided in order to fully protect the environment, and the Draft EIS does not contain sufficient information to thoroughly assess environmental impacts that should be avoided to fully protect the environment (see enclosed "Summary of Rating Definitions"). Our concerns are based on the scope of the analysis, potential impacts to air, water, and biological resources, hazardous materials management, and socioeconomic impacts of removing freight service. Our detailed comments are enclosed.

EPA is supportive of the Gold Line Light Rail project, especially the goal to provide transit services and strategies to reduce congestion and associated motor vehicle emissions in the South Coast Air Basin. We appreciate the opportunity to review this Draft EIS. When the Final EIS is completed, please send two copies to me at the address above (Mail Code: CMD-2). If you have any questions or comments, please feel free to contact me or Connell Dunning, the primary staff person working on this project. Connell Dunning can be reached at 415-947-4161 or dunning.connell@epa.gov.

Sincerely,



Lisa B. Hanf, Manager
Federal Activities Office

Attachments:

Summary of EPA Rating Definitions
EPA's Detailed Comments

cc:

Habib F. Balian, Los Angeles to Metro Blue Line Construction Authority

Scope of Analysis

Both the double and the triple track options in the Draft Environmental Impact Statement/Draft Environmental Impact Report (Draft EIS) for the Gold Line Phase II Light Rail Project (Gold Line) will require the replacement of the existing 6,000-foot siding area for the Burlington Northern Santa Fe (BNSF) rail to another location on the BNSF line. The Draft EIS does not identify where the relocation will occur and what the resulting potential environmental impacts will be. Relocating this 6,000-foot siding area is a requirement of each build alternative for the Gold Line, therefore the relocation is a connected action (40 CFR Part 1508.25(a)) and all direct, indirect, and cumulative impacts of this and any additional connected actions should be analyzed through the environmental review process.

Recommendation:

Describe the design and location of the proposed relocation of the 6,000-foot siding area required on the BNSF line and disclose the direct, indirect, and cumulative impacts that the relocation will have on environmental resources.

Air Quality

Los Angeles County and San Bernardino County are designated as nonattainment for the federal 1-hour and 8-hour National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide, and particulate matter under 10 microns (PM₁₀). EPA revised the ozone NAAQS on July 18, 1997 (62 FR 38856) by promulgating an ozone standard of 0.08 parts per million (ppm) as measured over an 8-hour period. EPA's final rule designating non-attainment areas under the 8-hour NAAQS was published in the *Federal Register* on April 30, 2004. On that date, EPA announced the designation of parts of Los Angeles and San Bernardino Counties in the project area as severe non-attainment areas for the new national 8-hour ozone standard, effective June 15, 2004. EPA intends to revoke the 1-hour ozone standard on June 15, 2005. In accordance with Clean Air Act Section 176(c)(6), the conformity requirements for projects located within the newly designated ozone non-attainment areas do not apply until one year from the effective date of the area's designation.

Recommendation:

Correct Section 3-2 to disclose that the project area is designated as severe nonattainment for the federal 8-hour ozone standard.

The Draft EIS describes the Air Quality Management Plan and Regional Transportation Plan (RTP), but states that the proposed project is listed as a recommended major transit

investment in the draft 2004 RTP which is scheduled for adoption in April 2004. Because the project is in nonattainment for the criteria pollutants listed above, the project must be included in a conforming plan and transportation improvement program.

Recommendation:

Address whether the project is included in a conforming plan and transportation improvement program.

One of the double track options, the Double Track Configuration Without Freight, will require removing existing freight service utilizing the BNSF line between the Sierra Madre Station and the city of La Verne. Current and future freight delivery on the BNSF rail line in this area will be required to be delivered through a different mode, presumably via trucks. The Draft EIS does not analyze the indirect air quality impacts of transferring existing and future freight operation service in this area to trucks.

Recommendation:

Analyze the air quality impacts from transferring current and future rail freight service to truck-delivered freight operations and disclose the estimated increase in pollutants.

Water Resources

In addition to crossing over underground channels, the proposed project will cross several bridged channels indicated as "blue-line" streams on United States Geological Survey (USGS) maps: Sawpit Wash (Monrovia), San Gabriel River and an unnamed wash west of San Gabriel (Irwindale), Big Dalton Wash and San Dimas Wash (San Dimas), Live Oak Creek (La Verne), Thompsen Creek (Pomona), San Antonio Creek (Montclair/Upland). "Blue-line" streams flow for most or all of the year and are marked on topographic maps with a solid blue line. Other jurisdictional waters not depicted as blue-line streams may occur in the project area. The Draft EIS does not identify all jurisdictional waters crossed by the proposed project and does not provide an estimate of the total acres of impacts to waters or a description of potential mitigation.

Recommendations:

Identify all jurisdictional waters of the U.S. that are directly and indirectly affected by the project. Disclose the total number of acres of impacts to jurisdictional waters of the United States due to the proposed project, including any jurisdictional waters not identified as blue-line streams on USGS maps. Update the listings of channels/drainages included within each city area to include jurisdictional waters that are not identified as blue-line streams on the USGS maps referenced. Include a reference to a jurisdictional determination that has been completed by the Army Corps of Engineers. Describe potential mitigation, including on-site restoration, for any impacts to waters where it is feasible.

Impaired Waters

Surface waterways in the project area are currently degraded. All alternative alignments cross many channels that terminate in the San Gabriel River Estuary, one of several impaired water bodies crossed by the proposed Gold Line (page 3-18-8). Therefore, any new streambed alterations should avoid and minimize further impacts to water quality. The Draft EIS lists Best Management Practices from the *California Storm Water Best Management Practices Handbook* (1993). The Draft EIS also states that requirements for streambed alteration agreements from the California Department of Fish and Game (CDFG) are listed in "Section 4.15 Natural Resources" (page 3-18-16). No such section is included in the Draft EIS and there is no description of the additional measures required by CDFG.

Recommendations:

Describe the proposed methods for avoiding and minimizing impacts to the San Gabriel River and other streams and channels that will be crossed by the build alternatives. Correct the reference to the CDFG Streambed Alteration Agreements by identifying what additional requirements FTA will be committing to regarding necessary permits from CDFG for projects requiring streambed alterations.

San Gabriel River Wildlife Corridor

The Cumulative Impacts Analysis indicates that the San Gabriel River wildlife movement corridor would not be affected by the proposed project (page 4-7); however, the Triple Track Configuration would require bridge retrofits with the potential for additional footings within the riverbed. The Draft EIS does not identify potential impacts due to construction within the wildlife corridor and does not indicate mitigation measures to minimize construction impacts to species from the required retrofit construction over the San Gabriel River.

Recommendations:

Disclose the potential impacts from bridge retrofits to the species that utilize the San Gabriel River wildlife corridor. Include a more thorough description of how impacts to wildlife utilizing the wildlife corridor can be minimized.

Biological Resources

The Draft EIS acknowledges the impacts of all alternatives on the alluvial fan coastal sage scrub and riparian scrub. The impacted resources are native habitats found within a highly urbanized environment, and as such, they are sensitive resources. The Cumulative Impacts Analysis indicates that the habitat lost in the urbanized area is marginal (page 4-7); however, it does not provide a clear historic baseline or the percentage of historic loss of these habitats from which to compare the impacts of the proposed activities. The Draft EIS indicates that there would be permanent loss of habitat to endangered species, but does not indicate the percentage of the species' habitats that will be permanently lost.

Recommendations:

Disclose the historic loss of alluvial fan coastal sage scrub and riparian scrub habitat as well as the total remaining habitat. Identify the percentage of remaining habitat lost due to the proposed action. Identify any mitigation measures to minimize the loss of habitat.

Hazardous Materials and Hazardous Waste

All build alternatives will require the construction of the Maintenance and Operations Facility in Irwindale, including an approximately 8,000 square foot paint shop and body shop with associated sheet metal, welding, and paint storage areas. The Draft EIS does not address the potential impacts associated with the operation of the new paint and body shop. A hazardous materials management plan can potentially reduce the volume and/or toxicity of waste requiring subsequent management as hazardous waste under the Resource Conservation and Recovery Act (RCRA) and California's RCRA implementation provisions.

Recommendations:

Address potential impacts due to the use of hazardous materials in construction and operation, and the expected types and volumes of hazardous materials, specifically associated with the Maintenance and Operations Facility. Evaluate alternate processes potentially using a smaller volume of hazardous materials and/or less toxic materials, especially as project mitigation and identify expected storage, disposal, and management plans. Address the proposed methods to control and remediate any spill or discharge of hazardous materials into the environment. Address the applicability of Federal hazardous waste requirements and also California's requirements that are approved by EPA under RCRA.

Mitigation and Pollution Prevention

The Draft EIS states that long term impacts would be eliminated or reduced to less than adverse levels by complying with the federal and state regulatory requirements related to hazardous materials (page 3-9-13). NEPA does not require that an impact be significant before mitigation can be presented in an EIS. Rather, "all relevant, reasonable mitigation measures that could improve the project are to be identified. Mitigation measures must be considered even for impacts that by themselves would not be considered significant. Once the proposal itself is considered as a whole to have significant effects....mitigation measures must be developed where it is feasible to do so." (see Council on Environmental Quality (CEQ), 1981, "Forty Most Asked Questions Concerning CEQ's National Environmental Policy Act Regulations"). CEQ also issued guidance on integrating pollution prevention measures in NEPA documents and NEPA decisions (1993 Memorandum on Pollution Prevention and NEPA). Many strategies can reduce pollution and protect resources, including using fewer toxic inputs, altering construction and facility maintenance processes, and conserving energy.

Recommendation:

Consistent with CEQ's guidance, present all reasonable mitigation and pollution prevention features in the Final EIS. Evaluate the feasibility of mitigation to avoid, reduce or compensate for adverse environmental impacts from construction and operation.

Socioeconomic Impacts of Freight Delivery Restrictions

The double track options would either require existing freight operations to occur during the non-operational Gold Line hours, estimated as between 2:00 am and 4:00 am (Double Track Configuration with Freight), or would transfer all existing freight operations to an entirely separate mode, presumably trucks (Double Track Configuration without Freight). The Draft EIS does not fully assess the option of requiring freight operators to operate between 2:00 am and 4:00 am. The Draft EIS does not address the long-term socioeconomic impacts of removing the potential for future freight delivery on the BNSF line proposed in the Double Track Configuration without Freight option.

Recommendations:

Discuss the feasibility and impacts of limiting all freight operations between the hours of 2:00 am and 4:00 am, including how light rail maintenance between 2:00 am and 4:00 am would be compatible with freight delivery utilizing the same tracks. Describe the long-term socioeconomic impacts of permanently removing the ability for freight to be delivered on the BNSF line between the Sierra Madre Station and the city of La Verne.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105

February 2, 2011

Ray Tellis
Federal Transit Administration
888 South Figueroa Street, Suite 1850
Los Angeles, CA 90017

Subject: Scoping Comments and Response to Participating Agency Request for the Metro Gold Line Foothill Extension Azusa to Montclair, Los Angeles and San Bernardino Counties, California

Dear Mr. Tellis:

The U.S. Environmental Protection Agency (EPA) has reviewed the Notice of Intent published in the Federal Register December 27, 2010, requesting comments on the Federal Transit Administration (FTA) proposal to prepare a Draft Environmental Impact Statement (EIS) for the Metro Gold Line Foothill Extension Azusa to Montclair. Our comments are provided pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508) and Section 309 of the Clean Air Act.

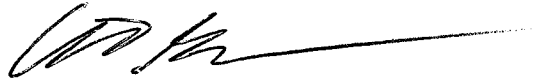
Additionally, we have enclosed our comments on the 2004 DEIS for an earlier version of this project. In those comments, EPA made recommendations addressing the scope of analysis, air quality, water resources, biological resources, hazardous materials and hazardous waste, and impacts of freight delivery restrictions. Where they remain relevant, we recommend the upcoming DEIS address these issues.

FTA has also invited EPA to become a "Participating Agency" (as defined in 23 USC 139 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)). EPA accepts this invitation and agrees to engage in this project as a Participating Agency. EPA's participation as a Participating Agency does not constitute a formal or informal approval of any independent review of the Draft and Final EISs pursuant to Section 309 of the Clean Air Act. We look forward to working with you to ensure that the SAFETEA-LU implementation procedures assist both our agencies in meeting our statutory missions.

We appreciate the opportunity to provide comments on the preparation of the Draft EIS. As a participating Agency, EPA will provide comments on the Draft EIS, the Final EIS, and at other milestones where we believe we can contribute to avoidance and minimization of potential environmental and human health impacts during the development of the EIS.

When the Draft EIS is released for public review, please send one hard copy and one disc copy to the address above (mail code CED-2). If you have any questions, please contact me at 415-947-4121 or ganson.chris@epa.gov.

Sincerely,



Chris Ganson
Environmental Protection Specialist
Environmental Review Office (CED-2)

Enclosure: EPA's Detailed Comments
EPA Comments on 2004 Draft Environmental Impact Statement/Draft
Environmental Impact Report for the Gold Line Phase II Light Rail Transit
(LRT) Extension Project

CC: Leslie Rogers, Federal Transit Administration
Ray Sukys, Federal Transit Administration
Lisa Levy Buch, Metro Gold Line Foothill Extension Construction Authority

Range of Alternatives

The Draft Environmental Impact Statement (DEIS) should explore and objectively evaluate a range of reasonable alternatives, including the No Action Alternative, and briefly discuss the reasons for eliminating some alternatives from further evaluation (40 CFR 1502.14). EPA recommends that the DEIS include a summary of the screening methodology that was used to determine the Range of Alternatives for inclusion in the DEIS. The methodology summary should include information about which criteria and measures were used at each screening level and how they were integrated in a comprehensive evaluation. The DEIS should also include a description of alternatives that were considered but withdrawn with a summary of why they were eliminated.

The DEIS should also identify opportunities for the alternatives to avoid or minimize adverse environmental impacts while fulfilling the project purpose. This may include alignment shifts, buffers, localized design modifications, changes in construction practices, or spanned crossings of sensitive biological resources.

Air Quality

The proposed project is located in the South Coast Air Basin (SCAB). The South Coast Air Quality Management District (SCAQMD) implements local air quality regulations in the SCAB to carry out Federal Clean Air Act (CAA) requirements, as authorized by the EPA. The current SCAB nonattainment designations under the CAA are as follows: 8-hour ozone - severe nonattainment; particulate matter with a diameter of 10 microns or less (PM_{10}) - serious nonattainment; and particulate matter with a diameter of 2.5 microns or less ($PM_{2.5}$) - nonattainment. The SCAB has the worst 8-hour ozone and $PM_{2.5}$ problems in the nation, and attainment of these NAAQS will require massive reductions from mobile sources, given the rapid growth in this emissions category and the long lifespan of diesel engines. Because of the air basin's nonattainment status, it is important to reduce emissions of ozone precursors, mobile source air toxics (MSAT) and particulate matter from this project to the maximum extent.

Recommendations:

- Ambient Conditions: The DEIS should include a detailed discussion of ambient air conditions (i.e., baseline or existing conditions), the area's attainment or nonattainment status for all NAAQS, and potential air quality impacts (including cumulative and indirect impacts) from the construction and operation of the project for each fully evaluated alternative. The DEIS should include estimates of all criteria pollutant emissions and diesel particulate matter (DPM). EPA also recommends that the DEIS disclose the available information about the health risks associated with construction and truck emissions and how the proposed project will affect current emission levels.
- Relevant Requirements: The DEIS should describe any applicable local, state, or federal requirements. The DEIS should describe applicable requirements for Federal Actions that require FTA or Federal Highway Administration (FHWA) funding or approval and are

subject to the Transportation Conformity requirements in 40 CFR part 93, subpart A and for Federal Actions that are subject to the General Conformity requirements in 40 CFR part 93, subpart B.

- Conformity: The DEIS should ensure that the emissions from both the construction and the operational phases of the project conform to the approved State Implementation Plan and do not cause or contribute to violations of the NAAQS. To meet the transportation conformity requirements, the DEIS should demonstrate that the project is included in a conforming transportation plan and transportation improvement program.
- Construction: The responsible agency should include a Construction Emissions Mitigation Plan in the DEIS and adopt this plan in the Record of Decision (ROD). In addition to all applicable local, state, or federal requirements, EPA recommends that the following mitigation measures be included in the Construction Emissions Mitigation Plan in order to reduce impacts associated with emissions of particulate matter (PM) and other toxics from construction-related activities:

Fugitive Dust Source Controls:

- Stabilize open storage piles and disturbed areas by covering and/or applying water or chemical/organic dust palliative where appropriate. This applies to both inactive and active sites, during workdays, weekends, holidays, and windy conditions.
- Install wind fencing and phase grading operations where appropriate, and operate water trucks for stabilization of surfaces under windy conditions.
- When hauling material and operating non-earthmoving equipment, prevent spillage and limit speeds to 15 miles per hour (mph). Limit speed of earth-moving equipment to 10 mph.

Mobile and Stationary Source Controls:

- Minimize use, trips, and unnecessary idling of heavy equipment.
- Maintain and tune engines per manufacturer's specifications to perform at EPA certification levels, where applicable, and to perform at verified standards applicable to retrofit technologies. Employ periodic, unscheduled inspections to limit unnecessary idling and to ensure that construction equipment is properly maintained, tuned, and modified consistent with established specifications. The California Air Resources Board has a number of mobile source anti-idling requirements which could be employed. See their website at: <http://www.arb.ca.gov/msprog/truck-idling/truck-idling.htm>
- Prohibit any tampering with engines and require continuing adherence to manufacturer's recommendations.
- If practicable, lease new, clean (diesel or retrofitted diesel) equipment meeting the most stringent of applicable Federal¹ or State Standards². In general, commit to the best available emissions control technology. Tier 4 engines should be used for project construction equipment to the maximum extent feasible³. Lacking availability of non-

¹ EPA's website for nonroad mobile sources is <http://www.epa.gov/nonroad/>.

² For ARB emissions standards, see: <http://www.arb.ca.gov/msprog/offroad/offroad.htm>.

³ Diesel engines < 25 hp rated power started phasing in Tier 4 Model Years in 2008. Larger Tier 4 diesel engines will be phased in depending on the rated power (e.g., 25 hp - <75 hp: 2013; 75 hp - < 175 hp: 2012-2013; 175 hp - < 750 hp: 2011 - 2013; and ≥ 750 hp 2011- 2015).

road construction equipment that meets Tier 4 engine standards, GSA should commit to using the best available emissions control technologies on all equipment.

- Utilize EPA-registered particulate traps and other appropriate controls where suitable to reduce emissions of diesel particulate matter and other pollutants at the construction site.

Administrative controls:

- Identify all commitments to reduce construction emissions and update the air quality analysis to reflect additional air quality improvements that would result from adopting specific air quality measures.
- Identify where implementation of mitigation measures is rejected based on economic infeasibility.
- Prepare an inventory of all equipment prior to construction and identify the suitability of add-on emission controls for each piece of equipment before groundbreaking. (Suitability of control devices is based on: whether there is reduced normal availability of the construction equipment due to increased downtime and/or power output, whether there may be significant damage caused to the construction equipment engine, or whether there may be a significant risk to nearby workers or the public.) Meet CARB diesel fuel requirement for off-road and on-highway (i.e., 15 ppm), and where appropriate use alternative fuel sources such as natural gas and electric power.
- Identify sensitive receptors in the project area, such as children, elderly, and infirm, and specify the means by which you will minimize impacts to these populations. For example, locate construction equipment and staging zones away from sensitive receptors and fresh air intakes to buildings and air conditioners.

Greenhouse Gas Emissions and Sustainable Communities Strategies

The State of California has increased its focus on potential climate change and impacts of increasing greenhouse gas emissions. Specifically, the Global Warming Solutions Act of 2006 and Executive Order S-3-05 recognize the impact that climate change can have within California and provide direction for future reductions of greenhouse gases. In fact, the Natural Resources Agency recently adopted Amendments to the California Environmental Quality Act (CEQA) Guidelines for greenhouse gas emissions on December 30, 2009, which became effective on March 18, 2010⁴. Senate Bill 375 (SB 375) is aimed at curbing sprawl and reducing vehicle miles traveled in an effort to cut greenhouse gas emissions. SB 375 requires Metropolitan Planning Organizations (MPOs) to develop a “sustainable communities strategy” (SCS), which demonstrates how the region will meet greenhouse gas emissions reduction targets set by CARB.

Under the Partnership for Sustainable Communities, EPA, the U.S. Department of Housing and Urban Development, and the U.S. Department of Transportation are working together to help improve access to affordable housing, provide more transportation options, and lower transportation costs while protecting the environment in communities nationwide.

⁴ Amendments to the CEQA Guidelines for greenhouse gas emissions are available on-line at: <http://ceres.ca.gov/ceqa/guidelines/>.

Recommendations:

- EPA strongly recommends that the DEIS identify the cumulative contributions to and cumulative savings of greenhouse gas emissions that will result from implementation of the project.
- EPA also recommends that the DEIS discuss how the project may support the principles of the Partnership for Sustainable Communities and development of the regional SCS.

Climate Change Adaptation

We recommend that the DEIS discuss the potential impacts of climate change on the project. For example, the DEIS should discuss design features that will allow the proposed infrastructure to withstand an increase in extreme precipitation events, and drought tolerant landscaping should be used to prepare for water shortages. We suggest the DEIS discuss adaptation to climate change in context, by describing how the project meets the intent of statewide and national sustainability initiatives and goals to develop sustainable communities.

Integration with Existing Facilities

The DEIS should explore the extent to which proposed alternatives will integrate with existing transportation facilities. The document should discuss how the project will impact existing bus and rail transit, surface vehicle traffic, bicycle lanes and pedestrian paths due to project construction and operation. Measures to minimize or mitigate impacts to bicycle lanes and pedestrian paths should be addressed in the DEIS.

Green Design and Construction

Green Infrastructure

EPA encourages Caltrans to implement “green infrastructure,” such as bioretention areas, vegetated swales, porous pavement, and filter strips in any onsite stormwater management features. These features can serve as both stormwater treatment and visual enhancements. More detailed information on these forms of “green infrastructure” can be found at http://cfpub.epa.gov/npdes/home.cfm?program_id=298.

Industrial Materials Reuse and Recycling

For the construction of new infrastructure, EPA recommends industrial materials recycling, or the reusing or recycling of byproduct materials generated from industrial processes. Nonhazardous industrial materials, such as coal ash, foundry sand, construction and demolition materials, slags, and gypsum, are valuable products of industrial processes. Industrial materials recycling preserves natural resources by decreasing the demand for virgin materials, conserves energy and reduces greenhouse gas emissions by decreasing the demand for products made from energy intensive manufacturing processes, and saves money by decreasing disposal costs for the generator and decreasing materials costs for end users. EPA recommends that, for any new construction proposed, the DEIS identify how industrial materials recycling can be incorporated into project design. More information can be found at: <http://www.epa.gov/epawaste/conserves/rrr/imr/index.htm>.

Environmental Justice and Community and User Outreach

The DEIS should identify whether the proposed alternatives may disproportionately and adversely affect low income or minority populations in the surrounding area and should provide appropriate mitigation measures for any adverse impacts. Executive Order 12898 addresses Environmental Justice in minority and low income populations, and the Council on Environmental Quality has developed guidance concerning how to address Environmental Justice in the environmental review process (<http://ceq.eh.doe.gov/nepa/regs/ej/justice.pdf>). Community involvement activities supporting the project should include opportunities for incorporating public input, especially in Environmental Justice communities, into the facility area design process to promote context sensitive design. In addition, the DEIS should demonstrate compliance with Title VI of the Civil Rights Act of 1964 which, in part, would include analyses for service equity and fare equity.

Recommendations:

- Identify whether the proposed alternatives may disproportionately and adversely affect low-income or minority populations and provide appropriate mitigation measures for any adverse impacts. Assessment of the project's impacts should reflect consultation with affected populations and mitigation measures should be considered where feasible to avoid, mitigate, minimize, rectify, reduce, or eliminate impacts associated with a proposed project (See 40 C.F.R. § 1508.20). Mitigation measures identified in the DEIS should reflect the needs and preferences of the affected low-income and minority populations to the extent practicable.
- Document the process used for community involvement and communication, including all measures to specifically outreach to potential environmental justice communities. Include an analysis of results achieved by reaching out to these populations. EPA has developed a model plan for public participation that may assist Caltrans in this effort. *The Model Plan for Public Participation*, EPA OECA, February 2000, is available at: <http://www.epa.gov/compliance/ej/resources/publications/nejac/model-public-part-plan.pdf>.
- In the DEIS, discuss possible impacts to community cohesion the project may cause, and include mitigation measures for those impacts.

Waters of the United States

The DEIS should identify if the project will involve the discharge of dredged or fill material into jurisdictional wetlands and waterways. Discharges of dredged or fill material into waters of the U.S. require authorization by the U.S. Army Corps of Engineers (Corps) under Section 404 of the Clean Water Act (CWA). The Federal Guidelines at 40 CFR Part 230 promulgated under CWA Section 404 (b)(1) provide substantive environmental criteria that must be met to permit such discharges into waters of the U.S. These criteria require a permitted discharge to: (1) be the least environmentally damaging and practicable alternative (LEDPA); (2) avoid causing or contributing to a violation of a State water quality standard; (3) avoid

jeopardizing a federally listed species or adversely modifying designated critical habitat for a federally listed species; (4) avoid causing or contributing to significant degradation of the waters of the U.S.; and (5) mitigate for unavoidable impacts to waters. A fully integrated DEIS that adequately addresses these criteria would facilitate the CWA Section 404 permit review process.

Avoidance, Minimization and/or Mitigation Measures

To demonstrate compliance with CWA Guidelines, the DEIS should identify measures and modifications to avoid and minimize impacts to water resources. Temporary and permanent impacts to waters of the U.S. for each alternative studied should be quantified; for example, acres of waters impacted, etc. For each alternative, the DEIS should report these numbers in table form for each impacted water and wetland feature.

On April 10, 2008, EPA and the Corps issued revised regulations, "Compensatory Mitigation for Losses of Aquatic Resources; Final Rule" (Mitigation Rule) (40 CFR 230), governing compensatory mitigation for authorized impacts to wetlands, streams, and other waters of the U.S. under Section 404 of the Clean Water Act. These regulations are designed to improve the effectiveness of compensatory mitigation to replace lost aquatic resource functions and area and include a mitigation hierarchy with an inherent preference for mitigation banks and in-lieu fee programs before the use of an on-site mitigation site.

Recommendations:

- If it is determined that waters of the United States will be impacted, include discussion in the DEIS to reflect current regulations. The link to the final Mitigation Rule, which went into effect on June 9, 2008, can be found at <http://www.epa.gov/EPA-WATER/2008/April/Day-10/w6918a.pdf>. Ensure that all mitigation proposed for waters of the U.S. is in compliance with the Mitigation Rule.
- Discuss mitigation for temporary and unavoidable indirect impacts. Temporary impact mitigation should consider additional compensatory mitigation for temporal loss of functions as well as establishing numeric criteria and monitoring of the temporary impact site to ensure that aquatic functions are fully restored. Indirect impact mitigation should consider opportunities to reduce any potential effects from shading and to compensate for possible wetland habitat fragmentation.

From: [Beverly Palmer](#)
To: [Lisa Levy Buch](#)
Subject: Extension of Gold Line
Date: Tuesday, February 01, 2011 9:09:11 AM

I've been a resident of Claremont for over 40 years and have been pleased to see the success of Metrolink, as it increased its ridership and gets people out of their cars. Certainly the extension of the Gold Line to Montclair will also make a big difference in both the environment and people's pocketbooks. The low fare on the Gold Line will enable those in our area who have trouble paying the steeper Metrolink fares to get to Pasadena and on to Los Angeles. I heartily support the extension.

Beverly Wilson Palmer
1011 Harvard Ave
Claremont, CA 91711

This message has been scanned by Postini anti-virus software.

From: [Lisa Levy Buch](#)
To: [Lisa Levy Buch](#)
Subject: FW: GOLD LINE -- CLAREMONT
Date: Thursday, January 27, 2011 12:17:00 PM

Dear Lisa,

Unfortunately, my wife was ill on the day of the local meeting, so I was unable to attend, but I would like to give you my comments.

Several months ago, I attended a Claremont City Council meeting during which diagrams of the tracks and platforms at the Claremont depot were projected for all to see. As I recall, a Gold Line platform was shown between the Gold Line and Metrolink/freight tracks. In addition, a Metrolink platform was between two Metrolink/freight tracks and another platform was south of those tracks. This required separation of all the tracks, significantly narrowing the north platform, bringing the Gold Line track close to the depot on the north side, and causing the south Metrolink/freight track to take away private property on the south side. No one was happy with this arrangement, because the platform in front of the depot would be very narrow and because access to private buildings and availability of a community garden at the affordable housing would be lost on the south side.

I share this objection. If the plan still envisions two platforms between tracks, I would like to add an additional objection.

I believe that a platform between trains which may be passing in the same or opposite directions at the same time is dangerous. I've experienced this in a couple of other places and found it disorienting. I felt unsafe. Some people may even become dizzy. These trains will be Gold Line, Metrolink and freight; their schedules are not likely to be controlled to prevent two trains from reaching the depot at the same time.

I strongly urge you to plan the platforms so that the Gold Line trains are boarded from the north side only, thus eliminating one of the platforms between tracks. I've never seen two Metrolink trains at the depot simultaneously, and freight trains on this route are few, so that two trains bracketing the inner Metrolink platform simultaneously will be a rare occurrence. With only this platform between tracks, the unpleasant and potentially risky experience of being between two moving trains will be rare. In addition, by reducing the width of the roadbed, this will preserve the width of the depot platform and perhaps even reduce or eliminate the intrusion onto private property on the south. A platform between the two Metrolink/freight tracks will still be unavoidable, but at least the Gold Line platform won't add to the space problem because it will be the existing platform.

Thank you for considering public comment.

Yours truly,

Bob Gerecke

Bob and Katie Gerecke
333 S Villanova Dr
Claremont, CA 91711
909-626-2858

gerecke@surfside.net

From: [Lisa Levy Buch](#)
To: [Lisa Levy Buch](#)
Subject: FW: Metro Gold Line San Dimas Station Parking Lot Proposal and Storage Centers
Date: Wednesday, February 02, 2011 4:50:36 PM

From: rkehr1@gmail.com [mailto:rkehr1@gmail.com]
Sent: Wednesday, February 02, 2011 2:57 PM
To: Lisa Levy Buch
Cc: rkehr2@gmail.com
Subject: Metro Gold Line San Dimas Station Parking Lot Proposal and Storage Centers

February 2, 2011

Re: Metro Gold Line San Dimas Station Parking Lot Proposal

Dear Ms. Buch,

Our storage center business falls within the proposed area for the Light Rail Transit parking for the Metro Gold Line Foothill Extension San Dimas Station. We are writing to state our objection to our valuable business being considered as a proposed site for a parking structure.

My name is Susan Kehr and my partner, Carol Graves, and I own and co-manage Storage Centers at 195 E. Arrow Highway in San Dimas. Our fathers built the business in 1977 and it has been family owned and run for 33 years. The hometown feel of our office and staff combined with the pride we take in keeping our facility clean and well run has kept our customer base steady over the years.

We have made a contribution to the community through the services we provide and the taxes we pay. We employ San Dimas residents and use San Dimas businesses as vendor suppliers and service providers to help run our business. We have loyal tenants who have been with us since we opened and are now referring their children and grandchildren to us because they trust us and see a good value in the way we run our business. San Dimas is a great place to be.

We have invested substantial capital in this business over the years. A recent consultation from professionals in our industry reported that around 90% of our business is coming from the drive-by volume we have at this location. Our location on Arrow Highway is crucial to sustaining our customer base. There is substantial competition in the self storage industry today with small family-owned operations, like us, facing competition from larger, nationally owned companies. Relocation would crush our business and ruin the investment we have built for the last 33 years. Most of our investors have been with us from the beginning, are retired, and depend on the stream of income from this investment for their livelihood.

We are committed to protecting our investment and continuing to provide the type of business that represents what San Dimas is all about-small community hometown service and value. We feel very strongly that the parcels on which our business is located should be excluded from consideration within the proposed Light Rail Transit parking plan.

Sincerely,

Susan Kehr and Carol Graves
General Partners and Co-managers
Storage Centers
195 E. Arrow Highway
San Dimas
rkehr2@gmail.com
[\(714\) 848-0458](tel:7148480458)

From: [Amiri, Shahrzad](#)
To: [Lisa Levy Buch](#)
Cc: [Wong, Philbert](#); [Shelburne, Bruce](#); [Cardoso, Diego](#); [Welborne, Martha](#); [Lieu, Carina](#)
Subject: FW: Metro Scoping Comments letter
Date: Thursday, February 03, 2011 11:22:02 AM
Attachments: [Metro Scoping Comments letter.pdf](#)

Dear Lisa:

Thanks for allowing us to slightly modify the letter we sent yesterday in response to your scoping efforts for Phase 2B. Please note that Metro is requesting assessment of 3 car trains at both 6 and 5 minute headways. The current Fleet Management Plan calls for a 6 minute headway but there is some discussion of enhancing services to 5 minute headways so in including that headway in your efforts, you will have all scenarios covered. As always, feel free to call with any questions and we look forward to working with you on this effort.

fondly,

Shahrzad



Metro

February 2, 2011

Ms. Lisa Levy Buch
Director of Public Affairs
Metro Gold Line Foothill Extension
Construction Authority
406 E. Huntington Drive, Suite 2020
Monrovia, CA 91016

Dear Ms. Levy Buch:

Please find enclosed comments from Metro in response to the scoping meetings held by the Construction Authority for the Gold Line Foothill Extension Phase 2B Environmental Impact Report /Environmental Impact Statement (EIR/EIS). We sincerely appreciate the opportunity to participate and look forward to continuous collaboration with you on the Phase 2B EIR/EIS development process. As this effort progresses, we remain committed to productive outcomes that benefit Los Angeles County's residents.

Metro respectfully submits the following comments on the scoping phase of the EIR/EIS:

- **Financing** – Construction is shown on the handout provided during the scoping meeting as anticipated between 2014 and 2017. However, this timeframe is contingent upon securing sufficient funds for the project since Measure R does not provide full funding for Phase 2B. Therefore, Metro requests that future communications regarding the Phase 2B EIR/EIS clearly underscore the fact that construction is dependent on available funding at federal and state levels.
- **Headways** – During the scoping meetings, the Construction Authority indicated that the EIR/EIS would analyze 10 minute peak headways. To be consistent, Metro requests that the EIR/EIS analyze Phase 2B operations using Metro's Rail Fleet Management Plan, dated 6/5/09. The proposed peak service headway is 6 minutes with three car trains in FY 2017 and beyond. Additionally, in anticipation of future enhanced service, please also consider analyzing 5 minute headways.
- **Bike Amenities** – We suggest focus on accommodating bicyclists at transit stations. For example, please consider bike rooms at stations, as appropriate. This is consistent with MTA's existing policies, as well as those currently under development.

As always, should you have further questions please contact Shahrzad Amiri, Deputy Executive Officer at (213) 922-3061 or via email at amiris@metro.net.

Sincerely,

Shahrzad Amiri
Deputy Executive Officer

cc: Philbert Wong

From: [Dain Pankratz](#)
To: [Lisa Levy Buch](#)
Subject: FW: SCRRA Comments on Station Location Concepts for Gold Line Phase 2B
Date: Wednesday, March 16, 2011 4:51:31 PM

Do you think we need to document these? If so, I'll let you forward to Margaux...

Thanks, Dain

Dain Pankratz
909-560-5578

From: Kim, Eugene [mailto:kime@pbworld.com]
Sent: Monday, March 14, 2011 5:05 PM
To: Bramen, Robert H.; Zimmermann, Peter; Gahbauer, John E.
Subject: FW: SCRRA Comments on Station Location Concepts for Gold Line Phase 2B

We will be asked to provide a response to these.

From: Watkins, Patricia [mailto:WatkinsP@scrta.net]
Sent: Monday, March 14, 2011 4:28 PM
To: jskoury@foothillextension.org; Kim, Eugene
Cc: Patel, Naresh
Subject: SCRRA Comments on Station Location Concepts for Gold Line Phase 2B

Comments on station concepts for Gold Line Phase 2B

As requested by you in the meeting with SCRRA on March 4, 2011, I have reviewed the proposed station concepts with staff from the Engineering and Construction Department and have the following comments:

San Dimas Station: no comments

La Vern Station: Consider extending parking to east of existing parking instead of across Arrow Hwy to reduce the distance to the parking and avoid crossing the Metrolink main lines. The current location of the additional parking is too far for a regular commuter and the distance creates safety and security liabilities.

Glendora Station Center platform: Where is the parking?

Pomona Station:

- Provide parking on the north side of station with bridge to center platform from parking garage to avoid crossing Metrolink track.
- SCRRA doesn't recommend walking path across Garey Ave along Sante Fe and across Metrolink track to Gold Line center platform. Provide access directly along north side of Gold Line track.

- Need connection between Gold Line platform and Metrolink parking lot for pathway to Pomona Metrolink station.
- Recommend Garey Ave underpass to avoid 5 track crossing at Garey Ave.

Claremont Station:

- SCRRA's Design Criteria for platform width is minimum 16 feet which is less than shown in concept.
- Route from depot to Metrolink station by way of College is too long a route.
- What happens to existing Claremont station platform?
- Recommend locating Gold Line platform closer to Gold Line parking lot on east side of College Ave and leave Metrolink platforms and parking in their existing locations.

Montclair: No comment

Patricia Watkins

Assistant Director, Public Projects

Southern California Regional Rail Authority (SCRRA)

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From: [JoAnn Banks](#)
To: [Lisa Levy Buch](#)
Subject: Give me the Gold!
Date: Monday, January 31, 2011 5:33:59 PM

I'm JoAnn Banks. I live in Claremont and drive to Azusa every day to teach school. When the I-210 was first opened, driving to work was a pleasure! Easy sailing on either the freeway or Rte.66. It quickly became less troublesome to take Rte. 66 all the way in. On a good day, it takes me 20 minutes to drive the 12 miles. If there's an accident on any of the freeways north or south of me, that journey increases to 30-45 minutes either way. The forecasted increase in traffic just makes me shudder...

We need the Gold Line extended to Montclair for all those who now drive west on arteries I outlined in the first paragraph. I need the Gold Line! I would be able to transfer to bus service immediately outside the Azusa/Glendora station-as would thousands of others going to university/colleges near that same stop.

It's the future--build the Metro Gold Line Extension to Montclair!

From: zoetebeau@aol.com
To: [Lisa Levy Buch](#)
Subject: Gold Line comments for proposed 12.6 mile extension
Date: Thursday, January 20, 2011 1:16:21 PM

To Whom It May Concern:

and

Lisa Buch

I am writing in favor of the Construcion Authority about completion of another 12.6 mile extention of the Gold Line. Having this extension would be very positive for Claremont and all cities involved in the extension. With more concern of gas prices and transportation, not just for myself, but all individuals that need this mode of transportation keeps Claremont convenient for shopping, entertainment, getting to and from a work site, any way to leave the car at home. It keeps more disposable income local to support our businesses and families. If we don't have it and things get tighter in the pocket book we are not cut off from access or have to take the car to get to the next best place and in most cases, I just think may as well drive. I would love to get places without the car but for now, for me, I still need the car to get where I need to be between Azusa to Montclair. I sincerely hope it goes forward.

Regards,

Zoe TeBeau