

APR-15-1900 09:57

P. 02

RICK GOMEZ
Community Development Department
Director

THE CITY OF
POMONA

Planning Division



July 31, 2003

Susan Hodor
Gold Line Construction Authority
625 Fair Oaks Avenue, Suite 200
South Pasadena, California 91030

Re: Notice of Preparation of a Draft Environmental Impact Report

Dear Mrs. Hodor:

The City of Pomona Planning Division was pleased to receive a Notice of Public Hearing from your agency. We appreciate being included in the review process regarding the Environmental Impact Report for the proposed transit improvements from Pasadena, through Pomona to Montclair. The City of Pomona believes that the following issues should be addressed in the proposed Draft Environmental Impact Report:

1. The potential impacts emanating from the increased parking requirements at the proposed station near Garey Avenue in Pomona. Please indicate where and how parking will be provided for Gold Line users.
2. The potential impacts on vehicular and pedestrian circulation at the proposed station near Garey Avenue. Please address the circulation impacts from the increased vehicular and pedestrian traffic entering and exiting the proposed station near Garey Avenue.

Again, thank you for the opportunity to review and comment on this project. We look forward to continuing our relationship with the Gold Line Construction Authority to ensure that the best possible project is built.

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P. 03

Sincerely,



Paul Samaras,
Assistant Planner

Gold Line EIR.doc

TOTAL P 03

Page 1 of 1

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IRW

Susan Hodor

From: Reuben Arceo [rarceo@ci.irwindale.ca.us]
Sent: Friday, August 01, 2003 11:07 AM
To: Susan Hodor
Cc: Camille Diaz; Kwok Tam
Subject: Comments to NOP, City of Irwindale

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**PBL
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Susan, the following are Irwindale's comments with respect to the Notice of Preparation for the Gold Line Phase II Extension Draft Environmental Impact Report (Study).

1. The City reserves the right not to approve the proposal for the development of a train maintenance facility yard, storage yard, or other such use that is developed for the purpose of supporting the use of trains and their ancillary equipment and facilities in the City of Irwindale.
2. Because of the proposed location of the Irwindale Train Station, the scope of the EIR/EIS needs to analyze and propose various alternatives for transporting train patrons from the station on the Miller grounds to Irwindale Avenue as there are significant grade differences.
3. The EIR/EIS needs to analyze and recommend what inner city and intra-regional transportation systems the City should consider and possibly support in order to put the most efficient system into effect for transporting train patrons to various destinations in the City and elsewhere. Potential intra-city partnerships and programs for supporting an intra-transportation program should part of the study's consideration. This should not be limited to motorized vehicles but should include opportunities for bike paths and pedestrian pathways that are also sensitive to the handicapped.
4. The study should recommend what land use and development opportunities the city can expect from the establishment of a train station and what if any long term policies, programs and objectives should be included into the City's General Plan, or a future specific plan or transportation oriented district program. Consideration should be given whether opportunities exist for linking future strategic land use and transportation districts with other cities to facilitate and direct development.
5. As each city has committed to establishing design standards for their stations, Irwindale has established design guidelines that require all architecture in the industrial and commercial sectors to incorporate a Spanish/Mission design. The design requirements also extend to landscaping, walkways, lighting and specific design elements that add to the Spanish/Mission effect.
6. The study needs to analyze the effect concerning transportation impacts from any vehicle trip increase into the proposed train station site at the Miller Plant, including Irwindale Boulevard, and First Street in order to avoid and mitigate any impacts to existing truck and vehicle circulation. The study should also include potential transportation impacts along the entire Irwindale Avenue corridor from Foothill south to Arrow Highway. Consideration should be given to the modification and placement of signalization and other vehicle calming measures as necessary in order to mitigate impacts.

Thank you for the opportunity of commenting on the NOP. Please confirm receipt of e-mail. Thank you.

Reuben Arceo
 Director of Planning
 City of Irwindale
 626 430-2207
 rarceo@ci.irwindale.ca.us

8/1/03

10313208
CTZ
PDS13

Susan Hodor
Gold Line Construction Authority
625 Fair Oaks Avenue, Suite 200
South Pasadena, CA 91030
July 22, 2003
RE: Gold Line Phase II Extension

The environmental impact concerns for this project are the same complaints as those now being expressed by the citizens of South Pasadena about Phase I.

I suggest the practice of sounding warning horns be re-visited and re-evaluated since the environmental impact of this practice will extend into the entire study area (and perhaps beyond) as portrayed in Attachment I Study Area Map. It could have a negative impact upon almost an entire community such as Glendora.

I am suggesting a more extensive implementation of using regular traffic lights at railroad crossings, which would precede and be in addition to the barriers and warnings already in existence. Activation would also precede the other warning devices. This would all be in lieu of sounding warning horns.

Sincerely,



James J. Nizolek
331 E Duell St.
Glendora, CA 91740-6306

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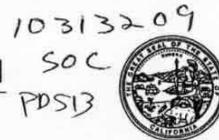
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Winston H. Hickox
Agency Secretary
California Environmental
Protection Agency

Department of Toxic Substances Control

Edwin F. Lowry, Director
1011 N. Grandview Avenue
Glendale, California 91201



Gray Davis
Governor

July 30, 2003

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Ms. Susan Hodor
Los Angeles to Pasadena Metro Blue Line Construction Authority
625 Fair Oaks Avenue, Suite 200
South Pasadena, California 91030

NOTICE OF PREPARATION FOR THE GOLD LINE PHASE II EXTENSION PROJECT
(PROJECT), SCH 2003061157

Dear Ms. Hodor:

The Department of Toxic Substances Control (DTSC) has received your Notice of Preparation (NOP) of a draft Environmental Impact Report (EIR) for the above mentioned Project.

Based on our review of the document, the DTSC comments are as follows:

- 1) The draft EIR needs to identify and determine whether current or historic uses at the Project site have resulted in any release of hazardous wastes/substances at the Project area.
- 2) The draft EIR needs to identify any known or potentially contaminated site within the proposed Project area. For all identified sites, the draft EIR needs to evaluate whether conditions at the site pose a threat to human health or the environment.
- 3) The draft EIR should identify the mechanism to initiate any required investigation and/or remediation for any site that may require remediation, and which government agency will provide appropriate regulatory oversight.
- 4) If during construction of the project, soil contamination is suspected, construction in the area should stop and appropriate Health and Safety procedures should be implemented. If it is determined that contaminated soil exists, the draft EIR should identify how any required investigation and/or remediation will be conducted, and which government agency will provide appropriate regulatory oversight.

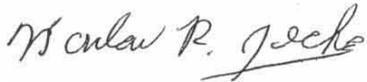
The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption. For a list of simple ways you can reduce demand and cut your energy costs, see our Web-site at www.dtsc.ca.gov.

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Ms. Hodor
July 30, 2003
Page 2

DTSC provides guidance for Preliminary Endangerment Assessment (PEA) preparation and cleanup oversight through the Voluntary Cleanup Program (VCP). For additional information on the VCP please visit DTSC's web site at www.dtsc.ca.gov. If you would like to meet and discuss this matter further please contact Ryan Kinsella, Project Manager, at (818) 551-2961 or me at (818) 551-2877.

Sincerely,



Harlan R. Jeché
Unit Chief
Southern California Cleanup Operations - Glendale Office

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044

Mr. Guenther W. Moskat, Chief
Planning and Environmental Analysis Section
CEQA Tracking Center
Department of Toxic Substances Control
P.O. Box 806
Sacramento, California 95812-0806

July 30, 2003

Los Angeles to Pasadena Metro Blue Line Construction Authority
 Attn: Susan Hodor
 625 Fair Oaks Avenue, Suite 200
 South Pasadena, CA 91030
 Fax: 626 799-8599

Express mail:
 EU 724909996 US

Re: Comments on Phase II

Dear Ms. Hodor:

We, the residences of Arcadia below, expressed our concern regarding the Phase II project.

The railroad project of Phase II is located right at the back of our houses. Our primary concern regarding this project is as follows:

1. The noise (during and after construction)
2. Vibration
3. Derailment (safety)

With so much accidents happened lately, who will assure us of the safety of our children in our own property?

4. The hours of operation and frequent of use (2:00AM and every 10 minutes)
 The fact that the purpose of having train is to avoid (reduce) traffic jam on the freeway, the hour of operation should strictly on the business hours only. We should not accommodate the people that are going to clubs or for entertainment use.
5. The future property value

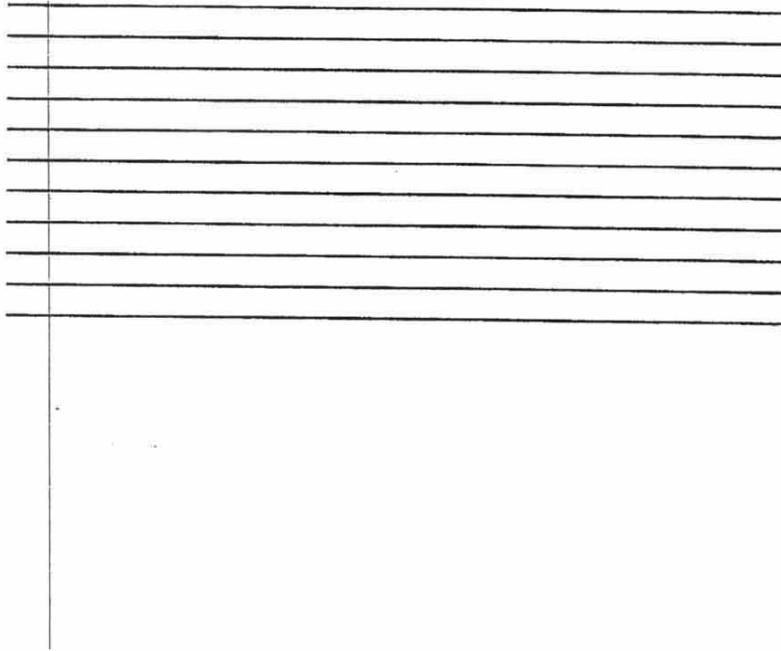
All that we are asking is that please think about us who had been living in the area for many many years and for many generations, "What would you do if you were one of us?" Enclosed are the picture of our backyards that will be greatly impacted. Thank you for your understanding regarding this matter.

Name	Address
Gaule Wong	600 San Luis Rey
Hugh K. Meyer	624 San Luis Rey Road, Arcadia, CA 91007
Toshihira Mitokubata	728 San Luis Rey Road Arcadia CA 91007
Mark Wu	730 San Luis Rey Rd. Arcadia CA 91007
Sen Hui Ling, Yung Te Hsing	712 San Luis Rey Rd Arcadia CA 91007
Rawati Lim	1130 FL MONTE AVE. ARCADIA, CA 91007
Elisabet Karsang	612 San Luis Rey Rd Arcadia CA 91007

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JUL-31-2003 11:08 AM

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Cc: Parsons Brinckerhoff Quade & Douglas, Inc.
444 South Flower Street Suite 3700
Los Angeles, CA 90071
Attn: Tesse Roberts

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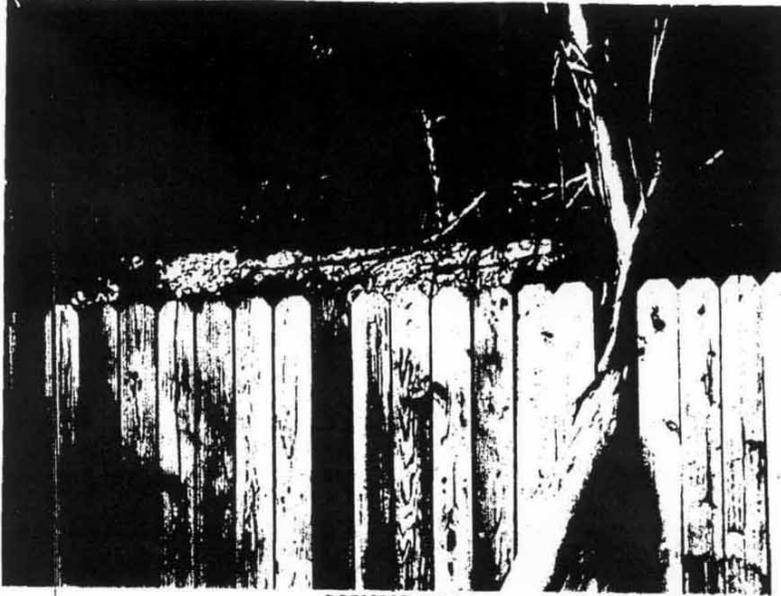
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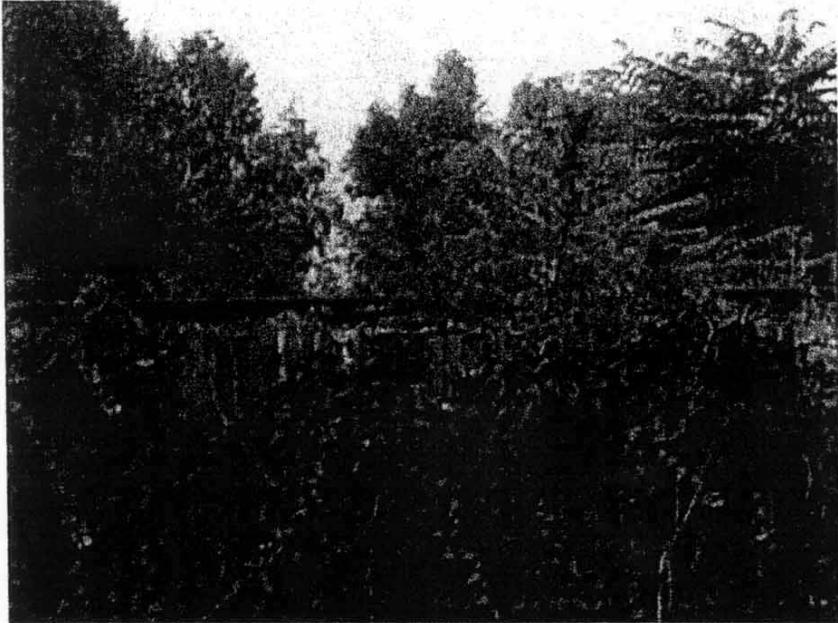
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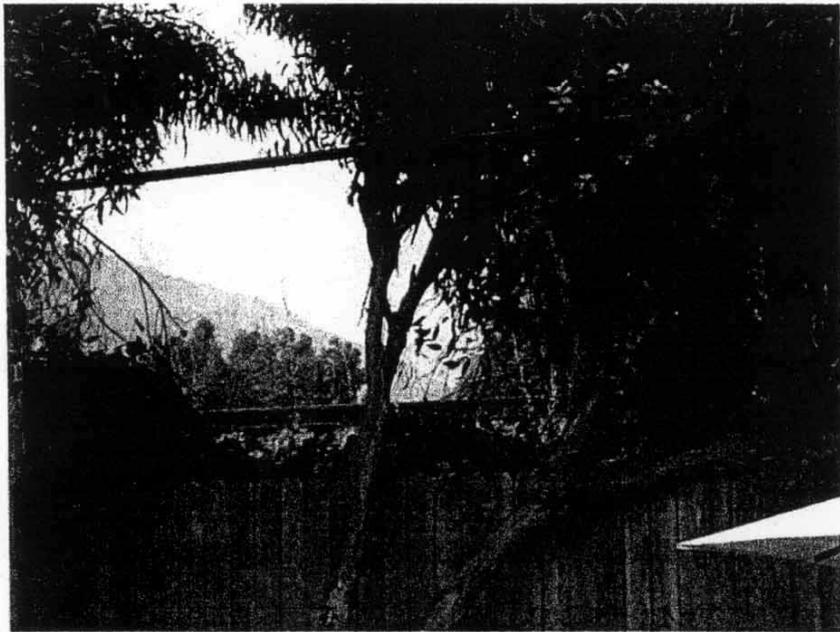
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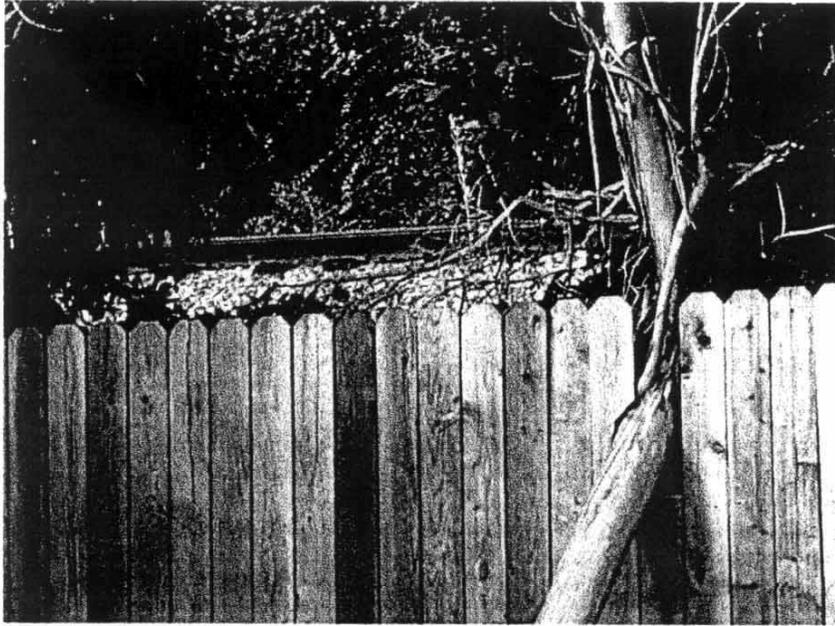
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AZUSA, CA
Monrovia Nursery
18331 E. Foothill Boulevard
P.O. Box 1385
Azusa, CA 91702-1385
Tel: 800-999-9321

July 29, 2003

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CAIRO, GA
Wight Nurseries
1579 GA Highway 111 South
P.O. Box 390
Cairo, GA 39828
Tel: 800-342-6012

Ms. Susan Hodor
Gold Line Construction Authority
625 Fair Oaks Avenue, Suite 200
South Pasadena, California 91030

Subject: Gold Line Phase II Extension Notice of Preparation (NOP)

Dear Ms. Hodor:

DAYTON, OR
Monrovia Nursery
13455 S.E. Lafayette Highway
Dayton, OR 97114-8416
Tel: 800-666-9321

Monrovia Nursery Company has reviewed the Gold Line Construction Authority's NOP for the Gold Line Phase II Extension. Monrovia Nursery owns and operates a commercial nursery on approximately 600 acres of land in the cities of Azusa and Glendora and in unincorporated Los Angeles County. The preferred alignment of the Phase II Extension borders the southern boundary of the Nursery property from just east of Pasadena Avenue in Azusa to Barranca Avenue in Glendora.

LA GRANGE, NC
Wight Nurseries
4588 Brothers Road
P.O. Box 478
La Grange, NC 28551
Tel: 800-790-9194

The City of Azusa recently approved a Vesting Tentative Tract Map and Specific Plan for the Nursery property. The Specific Plan envisions a new 1,250 dwelling unit master planned community, including a new K-8 school, parks, and trails. The Specific Plan also contemplates a new transit stop for the Phase II Extension at Citrus Avenue. Land has been identified for a future station. In addition, the Monrovia Nursery Specific Plan has been designed to grade separate the existing Palm Drive into the Nursery as well as the extension of Citrus Avenue. The Gold Line Phase II Extension EIR should analyze the proposed project in light of recent approvals on the Nursery property.

SPRINGFIELD, OH
Berryhill Nurseries
4001 Moorefield Road
Springfield, OH 45502
Tel: 800-995-4001

Development of the Nursery property is anticipated and approved, but not guaranteed. Therefore, the EIR must also analyze potential impacts to existing Nursery operations. The Nursery has a permitted private farm crossing at Rockvale Avenue that is used by Nursery vehicles to access property on both sides of the railroad tracks. The Nursery owns

VISALIA, CA
Monrovia Nursery
32643 Road 196
P.O. Box 489
Odlake, CA 93286-0489
Tel: 800-449-9321

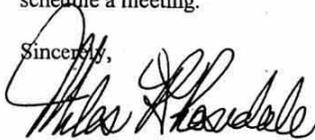
MAIN OFFICE: 18331 E. Foothill Boulevard • P.O. Box 1385 • Azusa, CA 91702-1385 • Tel: 800-999-9321 • www.monrovia.com

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some of that property and other portions of that property are within the railroad right-of-way and leased for agricultural operations. The Nursery also has two private at-grade road crossings at Palm Drive. The EIR should analyze potential impacts at all of these crossings, including noise and traffic.

We would be happy to provide assistance or information to the Gold Line's representatives regarding existing Nursery operations and/or the approved Specific Plan. Please contact Peter Carlson at 949-489-2700, ext. 208 for more information or to schedule a meeting.

Sincerely,



Miles Rosedale
Managing Director

Cc: City Councilman Dick Stanford, City of Azusaa
Rick Cole, City of Azusa



City of
Arcadia

Office of the
City Manager

William R. Kelly
City Manager

240 West Huntington Drive
Post Office Box 60021
Arcadia, CA 91066-6021
(626) 574-5402
(626) 446-5729 Fax

August 1, 2003

Richard D. Thorpe
Chief Executive Officer
Pasadena Metro Blue Line Construction Authority
625 Fair Oaks Avenue, Suite 200
South Pasadena CA 91030

Dear Mr. Thorpe:

Thank you for organizing, and meeting in our City Council Chambers, the July 21, 2003 Public Open House/Scoping Meeting for the "Notice of Preparation, Gold Line Phase II Extension" sponsored by the Los Angeles to Pasadena Metro Blue Line Construction Authority (Authority).

On July 21, 2003, the City of Arcadia submitted a "formal" request to the Authority for an extension of time to submit comments. The extension was requested because of the short time frame between the scoping meeting and the comment deadline. However, because the Authority has not responded to our request, we are complying with the established deadline; based upon the limited time we have had to prepare comments, as attached.

Please be advised that this response has been prepared based upon information presented to the City of Arcadia as of the date of this letter. The City of Arcadia reserves the right to supplement this response if additional information regarding the proposed project or its potential environmental impacts becomes available to the City, or if the scope or description of the project changes.

Thank you for your consideration in this matter. Please feel free to contact Don Penman, Assistant City Manager/Development Services Director at (626) 574-5414 if you have any questions or need further assistance.

Sincerely,

William R. Kelly
City Manager

WRK:PAW:pa

Enclosure

cc: Mayor and City Council
Don Penman, Assistant City Manager/Development Services Director
Stephen Deitsch, City Attorney

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**GOLD LINE PHASE II EXTENSION
NOTICE OF PREPARATION OF AN EIR
CITY OF ARCADIA COMMENTS
JULY 31, 2003**

The following comments are in response to the "Notice of Preparation, Gold Line Phase II Extension" issued by the Los Angeles to Pasadena Metro Blue Line Construction Authority. The City of Arcadia has previously gone on record in a letter to the Blue Line Construction Authority dated February 27, 2002 supporting grade separations at its two at-grade street crossings (Santa Anita Avenue and First Avenue). The EIR should address both the alternatives of at-grade and grade separated crossings. The comments below shall apply to both conditions and where applicable the EIR should address the comments both ways.

AESTHETICS

1. The City of Arcadia is concerned with the aesthetics of all bridges as well as the overhead wiring of the light rail system. This is compounded by the effect of the rail line grade and bridges elevated above adjacent land uses for the majority of the Arcadia segment. The overhead wiring will partially obstruct views along the rail line. The impacts on view corridors of public streets and from private properties must be addressed and mitigation measures identified. The City of Arcadia requests design review and approval of the aesthetics of all bridges, new and retrofit, such as the color, materials and architecture.

TRAFFIC

1. It is the City of Arcadia's desire that the rail crossing on Santa Anita Avenue will be separated from the street. The proposed grade separation is critical to the movement of traffic on this important transportation corridor. Santa Anita Avenue currently carries approximately 33,000 vehicles per day. It is Arcadia's primary north-south street with access to the I-210 Freeway, the Santa Anita Race Track, the City's downtown, Arcadia High School, the County Regional Park and Golf Course. This segment of Santa Anita Avenue from the I-210 Freeway to Huntington Drive is also an important transit route for the San Gabriel Valley with two fixed bus routes using the street and making several stops in the general area. The rail crossing is less than a quarter mile south of the I-210 Freeway and directly south of Colorado Boulevard.
2. A grade separation at Santa Anita Avenue must address the impact to the street. If a grade separation requires the street to be lowered, the impacts to the street and the surrounding properties must be identified and mitigated.
3. The City of Arcadia is concerned with the grade of the rail line proposed in the preliminary rail line plan and profile prepared with the Goldline Phase II

Alternatives Analysis. A grade separation at Santa Anita Avenue causes a steep grade transition to occur between Santa Anita Avenue and the proposed rail station at Front Street and Santa Clara Avenue. The EIR should address the impacts of this condition and whether a station can be constructed at-grade or if it must be elevated. If the grade of the station is affected, what is the affect on the adjacent street crossing?

4. Proposed at-grade crossings at any street must be studied for the impacts and diversions they cause. The analysis of proposed at-grade crossing(s) must consider the close proximity to the proposed station and consider the maximum interruption to traffic flow caused by the trains accelerating and decelerating as they enter and leave the station. The analysis must be based on the maximum number of trains per day with the shortest proposed headways. The City is concerned that the street traffic interruptions may be lengthened where a train pre-empts a rail crossing beyond the rail station before the train has stopped at the station. The analysis should also address impacts to the City's traffic signal interconnect system.
5. The impact of the rail station at Front Street and Santa Clara Avenue could generate a significant amount of peak hour traffic. For this reason, the following intersections should be analyzed:
 - i. Santa Anita Avenue and Colorado Boulevard
 - ii. Santa Anita Avenue and Santa Clara Avenue
 - iii. Santa Anita Avenue and Huntington Drive
 - iv. Colorado Boulevard and Second Avenue
 - v. Huntington Drive and Second Avenue
 - vi. Santa Clara Avenue and First Avenue
 - vii. Santa Clara Avenue and Second Avenue
6. The rail station shall provide adequate circulation for both vehicles and pedestrians and must accommodate loading zones for vehicles and buses.

LAND USE / STATION

1. The EIR must address the location and size of the proposed rail station and include both an at-grade and a raised platform. Alternative layouts should be considered including the potential for additional land adjacent to the proposed site.
2. The City is concerned with the potentially high parking demand at the Arcadia Rail Station. Parking will be an impact due to the limited space available. The EIR must address alternatives for meeting the parking demand including the feasibility of a parking structure or off-site parking.
3. The EIR must address existing and potential new land uses in the vicinity of the rail line and station.

4. It is the City's understanding that the funding of each rail station will be the responsibility of each city. It is uncertain at this time who will be responsible for the design and construction of the stations. The EIR must address this as a potential coordination issue and how the final design will relate to the EIR document.

PUBLIC SAFETY

1. The City has concerns relative to parking lot security, on-grade and/or in a parking structure. Any large parking area providing all day parking invites criminal activity such as auto theft and auto burglary. Vehicle owners are also subject to criminal acts while coming and going from their vehicles. Without a previous history to draw upon in Arcadia from the Gold Line project, it is important to study what impacts the rail stations and parking lots have had in other jurisdictions that the rail traverses. At this point it is too early to know the added criminal impacts the rail will have in this regard in Arcadia; however, having the metro rail authorities provide information from their experience in other jurisdictions where the rail has been established for a significant period of time would be helpful in drawing some conclusions.
2. The City recommends the establishment of a Fire and Life Safety Committee, comprised of all agencies affected by the Gold Line, Phases I and II. It is our understanding that this process worked very well during the original Gold Line construction phase.

NOISE

1. Noise is a concern for Arcadia, especially with much of the current alignment above grade. The EIR must address the noise impacts of the elevated or at-grade rail line on the surrounding land uses and particularly the noise sensitive residential areas. This would include, as a minimum, noise from the train itself as well as from the train horns and the at-grade crossing operation and alert systems.
2. The City is concerned with the proposed locations of traction power sites. The EIR must address the location of these sites, the noise generated and the compatibility with surrounding land uses.
3. The EIR must address the noise relative to construction. What types of noises are to be expected and how any potential noise impacts will be mitigated.

VIBRATION

1. The EIR must address the impacts of construction vibrations on adjacent land uses.

2. The EIR must address the impacts of train vibrations on all adjacent land uses, and especially the effects of vibrations from the raised rail line sections.

HAZARDOUS MATERIALS

1. With the existing rail line, there is a potential for hazardous materials to exist. The EIR must address the potential existence of hazardous materials and the measures to be taken to clean the site.

CONSTRUCTION

1. The City is concerned that the "design/build" contract process does not allow the cities reasonable time to review and comment on design features. The more traditional bidding process accommodates review time by the cities prior to bidding and construction. If a "design/build" concept is selected, the EIR must address how the City of Arcadia will be a part of the process. This review should include Fire, Police, Public Works Services and Development Services Departments.
2. Construction and staging areas need to be clearly defined so as to understand the limits of the disturbed and/or demolition areas. Staging areas should allow ample room for all anticipated needs including construction worker parking.
3. Ensure fire department access on roadways, right-of-ways, etc., during and following construction. A fifteen (15) foot minimum roadway width should be established to ensure fire apparatus access.
4. Construction activity must include the protection and maintenance of existing fire hydrants and provide access to them at all times. Agreement on hydrant upgrades/improvements, and notification of removal of any hydrant or the shutting down of water mains must be made with the City in advance of any activities.
5. The City of Arcadia has two parks that abut the rail line. They are Newcastle Park on Colorado Boulevard and Bonita Park on Bonita Street. The rail line abuts the north side of both parks for a significant distance. At Newcastle Park, the back-up walls for several handball courts and a row of mature trees are directly adjacent to the fence line and the tow of the rail line slope. At Bonita Park, the newly constructed Skate Park is directly adjacent to the tow of the rail line slope. These conditions make potential encroachments into the park a critical issue. The limits of disturbed areas must be clearly defined and extra precautions taken to protect existing facilities. Any debris, heavy dust, or other construction activity should be planned with mitigation measures so as to protect the parks and their users.

6. It has been previously stated that the rail bridges over Colorado Boulevard and Huntington Drive will require structural retrofits. The EIR must address the need to widen and or structurally enhance the bridges, and the impact on the surrounding street system, traffic, noise and the surrounding land uses.

PHASING

1. The EIR must address the potential phasing of the Gold Line Phase II project. Because Arcadia will be in the first segment built, the potential phasing of the project could have a significant impact on the ridership at the Arcadia rail station. All potential phasing scenarios must address the impacts to the previous phase(s) stations and the traffic generations and impacts caused by these phasing conditions.



Metropolitan
Transportation
Authority

One Gateway Plaza
Los Angeles, CA
90012-2952

August 1, 2003

Ms. Susan Hodor
Gold Line Construction Authority
625 Fair Oaks Avenue, Suite 200
South Pasadena, CA 91030

Dear Ms. Hodor:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for the Gold Line Phase II Extension. This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (MTA) concerning issues that are germane to our agency's statutory responsibilities in relation to the proposed project.

Specific Issues

The MTA requests that the Draft EIS/EIR thoroughly analyzes the alternative that involves construction of a minimum operable segment (MOS) to the City of Irwindale. MTA also requests that the Draft EIS/EIR incorporate an analysis of the potential for placing a rail maintenance and storage yard in the general vicinity of the City of Irwindale. Any extension of the Gold Line would require the construction of a rail maintenance and storage facility in this general area in order for the operation of an extension to be feasible.

Congestion Management Program Requirements

A Traffic Impact Analysis (TIA) with highway, freeway and transit components, is required under the State of California Congestion Management Program (CMP) statute. The CMP TIA Guidelines are published in Appendix D of the "2002 Congestion Management Program for Los Angeles County." The geographic area examined in the TIA must include the following at a minimum:

1. All CMP arterial monitoring intersections, including monitored freeway on/off-ramp intersections, where the proposed project will add 50 or more trips during either the a.m. or p.m. weekday peak hour (of adjacent street traffic); and
2. Mainline freeway-monitoring locations where the project will add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hour.

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MTA

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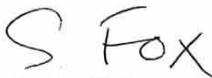
The analysis of development-related impacts to transit should include:

1. Evidence that the affected transit operators received the NOP for the Draft EIR;
2. A summary of the existing transit services in the area;
3. Estimated project trip generation and mode assignment for both morning and evening peak periods;
4. Documentation on the assumptions/analyses used to determine the number of percentage of trips assigned to transit;
5. Information on facilities and/or programs that will be incorporated in to the development plan that will encourage public transit usage and transportation demand management policies and programs; and
6. An analysis of the expected project impacts on current and future transit services along with proposed project mitigation.

MTA looks forward to reviewing the Draft EIS/EIR. If you have any questions regarding this response, please call me at 213-922-2238 or email at foxs@mta.net. Please send the Draft EIS/EIR to the following address:

LACMTA
One Gateway Plaza
Attn: Steve Fox
Long Range Planning, 99-23-2
Los Angeles, CA 90012-2952

Sincerely,



Stephen G. Fox
Program Manager, Long Range Planning

10313222
PDS13
SCA



ASSOCIATION OF GOVERNMENTS

Main Office
818 West Seventh Street
12th Floor
Los Angeles, California
90017-3435
t (213) 236-1800
f (213) 236-1825
www.scag.ca.gov

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Ventura County: Judy Mikels, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Toni Young, Port Huenehne

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Bill Davis, Simi Valley

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July 30, 2003

Ms. Susan Hodor
Gold Line Construction Authority
625 Fair Oaks Avenue, Suite 200
South Pasadena, CA 91030

RECEIVED
AUG 01 2003
PBL
CONST. AUTHORITY

RE: **Comments on the Notice of Preparation for a Draft Environmental Impact Report for the Gold Line Phase II Extension – SCAG No. I 20030367**

Dear Ms. Hodor:

Thank you for submitting the **Notice of Preparation for a Draft Environmental Impact Report for the Gold Line Phase II Extension** to SCAG for review and comment. As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects, and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

We have reviewed the aforementioned **Notice of Preparation** and have determined that **the proposed Project is regionally significant and directly relates to the policies and strategies in SCAG's Regional Comprehensive Plan and Guide (RCPG) and Regional Transportation Plan (RTP)**. The proposed Project involves the construction or expansion of a fixed transit route, such as light rail. CEQA requires that EIRs discuss any inconsistencies between the proposed project and applicable general plans and regional plans (Section 15125 [d]). If there are inconsistencies, an explanation and rationalization for such inconsistencies should be provided.

Policies of SCAG's Regional Comprehensive Plan and Guide and Regional Transportation Plan, which may be applicable to your project, are outlined in the attachment. **We expect the Draft EIR to specifically cite the appropriate SCAG policies and address the manner in which the Project is consistent with applicable core policies or supportive of applicable ancillary policies. Please use our policy numbers to refer to them in your Draft EIR. Also, we would encourage you to use a side-by-side comparison of SCAG policies with a discussion of the consistency or support of the policy with the Proposed Project.**

Please provide a minimum of 45 days for SCAG to review the Draft EIR when this document is available. If you have any questions regarding the attached comments, please contact me at (213) 236-1867. Thank you.

Sincerely,

JEFFREY M. SMITH, AICP
Senior Regional Planner
Intergovernmental Review

July 30, 2003
Ms. Susan Hodor
Page 2

**COMMENTS ON THE PROPOSAL TO DEVELOP A
DRAFT ENVIRONMENTAL IMPACT REPORT
FOR THE
GOLD LINE PHASE II EXTENSION
SCAG NO. I 20030367**

PROJECT DESCRIPTION

The proposed Project considers a series of improvement alternatives to improve east-west mobility across the 24-mile long corridor in the San Gabriel Valley, to relieve congestion on existing transportation facilities, to increase connections to work and educational destinations within the San Gabriel Valley, Los Angeles and San Bernardino Counties. The corridor includes the cities of Pasadena, Arcadia, Monrovia, Duarte, Irwindale, Azusa, Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair. These cities are located in Los Angeles and San Bernardino Counties

CONSISTENCY WITH REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES

The **Growth Management Chapter (GMC)** of the Regional Comprehensive Plan and Guide (RCPG) contains the following policies that are particularly applicable and should be addressed in the Draft EIR for the Gold Line Phase II Extension.

3.01 The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.

Regional Growth Forecasts

The Draft EIR should reflect the most current SCAG forecasts which are the 2001 RTP (April 2001) Population, Household and Employment forecasts for the San Gabriel Valley Association of Governments (SGVAG) and the San Bernardino Association of Governments (SANBAG) subregions. These forecast follows:

SGVAG	2000	2005	2010	2015	2020	2025
Subregion						
Population	1,797,600	1,900,760	1,952,061	2,002,508	2,070,960	2,141,655
Household	524,263	534,119	551,048	567,971	584,890	606,175
Employment	720,720	753,580	787,548	807,646	826,007	845,520

July 30, 2003
 Ms. Susan Hodor
 Page 3

SANBAG						
Subregion	2000	2005	2010	2015	2020	2025
Population	1,743,438	1,855,434	2,031,708	2,238,937	2,486,564	2,786,938
Household	543,171	582,536	640,917	708,521	789,378	889,875
Employment	582,543	715,070	852,025	932,992	1,007,013	1,085,709

3.03 *The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.*

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL STANDARD OF LIVING

The Growth Management goals to develop urban forms that enable individuals to spend less income on housing cost, that minimize public and private development costs, and that enable firms to be more competitive, strengthen the regional strategic goal to stimulate the regional economy. The evaluation of the proposed project in relation to the following policies would be intended to guide efforts toward achievement of such goals and does not infer regional interference with local land use powers.

- 3.05 *Encourage patterns of urban development and land use, which reduce costs on infrastructure construction and make better use of existing facilities.*
- 3.09 *Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.*
- 3.10 *Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.*

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL QUALITY OF LIFE

The Growth Management goals to attain mobility and clean air goals and to develop urban forms that enhance quality of life, that accommodate a diversity of life styles, that preserve open space and natural resources, and that are aesthetically pleasing and preserve the character of communities, enhance the regional strategic goal of maintaining the regional quality of life. The evaluation of the proposed project in relation to the following policies would be intended to provide direction for plan implementation, and does not allude to regional mandates.

July 30, 2003
Ms. Susan Hodor
Page 4

- 3.18 *Encourage planned development in locations least likely to cause environmental impact.*
- 3.20 *Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.*
- 3.21 *Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.*
- 3.22 *Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.*
- 3.23 *Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.*

GMC POLICIES RELATED TO THE RCPG GOAL TO PROVIDE SOCIAL, POLITICAL, AND CULTURAL EQUITY

The Growth Management Goal to develop urban forms that avoid economic and social polarization promotes the regional strategic goal of minimizing social and geographic disparities and of reaching equity among all segments of society. The evaluation of the proposed project in relation to the policy stated below is intended guide direction for the accomplishment of this goal, and does not infer regional mandates and interference with local land use powers.

- 3.27 *Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.*

REGIONAL TRANSPORTATION PLAN

The **Regional Transportation Plan (RTP)** also has goals, objectives, policies and actions pertinent to this proposed project. This RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and

July 30, 2003
Ms. Susan Hodor
Page 5

encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. Among the relevant goals, objectives, policies and actions of the RTP are the following:

Core Regional Transportation Plan Policies

4.01 *Transportation investments shall be based on SCAG's adopted Regional Performance Indicators:*

Mobility - *Transportation Systems should meet the public need for improved access, and for safe, comfortable, convenient, faster and economical movements of people and goods.*

- *Average Work Trip Travel Time in Minutes – 25 minutes (Auto)*
- *PM Peak Freeway Travel Speed – 45 minutes (Transit)*
- *PM Peak Non-Freeway Travel Speed*
- *Percent of PM Peak Travel in Delay (Fwy)*
- *Percent of PM Peak Travel in Delay (Non-Fwy)*

Accessibility - *Transportation system should ensure the ease with which opportunities are reached. Transportation and land use measures should be employed to ensure minimal time and cost.*

- *Work Opportunities within 45 Minutes door to door travel time (Mode Neutral)*
- *Average transit access time*

Environment - *Transportation system should sustain development and preservation of the existing system and the environment. (All Trips)*

- *CO, ROG, NOx, PM10, PM2.5 – Meet the applicable SIP Emission Budget and the Transportation Conformity requirements*

Reliability - *Transportation system should have reasonable and dependable levels of service by mode. (All Trips)*

- *Transit – 63%*
- *Highway – 76%*

Safety - *Transportation systems should provide minimal accident, death and injury. (All Trips)*

- *Fatalities Per Million Passenger Miles – 0*
- *Injury Accidents – 0*

Equity/Environmental Justice - *The benefits of transportation investments should be equitably distributed among all ethnic, age and income groups. (All trips)*

- *By Income Groups Share of Net Benefits – Equitable Distribution of Benefits*

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July 30, 2003
Ms. Susan Hodor
Page 6

among all Income Quintiles

Cost-Effectiveness - Maximize return on transportation investment (All Trips). Air Quality, Mobility, Accessibility and Safety

- *Return on Total Investment – Optimize return on Transportation Investments*

- 4.02 *Transportation investments shall mitigate environmental impacts to an acceptable level.*
- 4.04 *Transportation Control Measures shall be a priority.*
- 4.09 *All existing and new public transit services, facilities and/or systems shall be fully accessible to persons with disabilities as required by applicable sections of the 1990 Americans with Disabilities Act.*
- 4.10 *All existing and new public transit services shall be provided in a manner consistent with Title VI of the 1964 Civil Rights Act and Executive Order 12898 on Environmental Justice, including the prohibition of intentional discrimination and adverse disparate impact with regard to race, ethnicity, or national origin.*
- 4.11 *All existing and new public transit services, facilities and/or systems shall evaluate the potential for private sector participation through the use of competitive procurement and feasible institutional arrangements..*
- 4.16 *Maintaining and operating the existing transportation system will be a priority over expanding capacity.*

AIR QUALITY CHAPTER CORE ACTIONS

The **Air Quality Chapter** core actions related to the proposed project includes:

- 5.07 *Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of community based shuttle services, provision of demand management based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulations can be assessed.*
- 5.11 *Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional and local) consider air quality, land use, transportation and economic relationships to ensure consistency and minimize conflicts.*

July 30, 2003
Ms. Susan Hodor
Page 7

CONCLUSIONS

All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA.

July 30, 2003
Ms. Susan Hodor
Page 8

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Roles and Authorities

THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) is a *Joint Powers Agency* established under California Government Code Section 6502 et seq. Under federal and state law, SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). SCAG's mandated roles and responsibilities include the following:

SCAG is designated by the federal government as the Region's *Metropolitan Planning Organization* and mandated to maintain a continuing, cooperative, and comprehensive transportation planning process resulting in a Regional Transportation Plan and a Regional Transportation Improvement Program pursuant to 23 U.S.C. '134, 49 U.S.C. '5301 et seq., 23 C.F.R. '450, and 49 C.F.R. '613. SCAG is also the designated *Regional Transportation Planning Agency*, and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080 and 65082 respectively.

SCAG is responsible for developing the demographic projections and the integrated land use, housing, employment, and transportation programs, measures, and strategies portions of the *South Coast Air Quality Management Plan*, pursuant to California Health and Safety Code Section 40460(b)-(c). SCAG is also designated under 42 U.S.C. '7504(a) as a *Co-Lead Agency* for air quality planning for the Central Coast and Southeast Desert Air Basin District.

SCAG is responsible under the Federal Clean Air Act for determining *Conformity* of Projects, Plans and Programs to the State Implementation Plan, pursuant to 42 U.S.C. '7506.

Pursuant to California Government Code Section 65089.2, SCAG is responsible for *reviewing all Congestion Management Plans (CMPs) for consistency with regional transportation plans* required by Section 65080 of the Government Code. SCAG must also evaluate the consistency and compatibility of such programs within the region.

SCAG is the authorized regional agency for *Inter-Governmental Review* of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12,372 (replacing A-95 Review).

SCAG reviews, pursuant to Public Resources Code Sections 21083 and 21087, Environmental Impacts Reports of projects of regional significance for consistency with regional plans [California Environmental Quality Act Guidelines Sections 15206 and 15125(b)].

Pursuant to 33 U.S.C. '1288(a)(2) (Section 208 of the Federal Water Pollution Control Act), SCAG is the authorized *Areawide Waste Treatment Management Planning Agency*.

SCAG is responsible for preparation of the *Regional Housing Needs Assessment*, pursuant to California Government Code Section 65584(a).

SCAG is responsible (with the Association of Bay Area Governments, the Sacramento Area Council of Governments, and the Association of Monterey Bay Area Governments) for preparing the *Southern California Hazardous Waste Management Plan* pursuant to California Health and Safety Code Section 25135.3.

Revised July 2001



CALIFORNIA RESOURCES AGENCY

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 LA County Public Works

Jack Blackwell
 Angeles National Forest
 US Forest Service

Vicki Wilson
 Orange County Executive Office

Belinda V. Faustinos
 Executive Officer

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San Gabriel & Lower Los Angeles RIVERS AND MOUNTAINS CONSERVANCY

August 5, 2003

RECEIVED

AUG 08 2003

**PBL
CONST. AUTHORITY**

Ms. Susan Hodor
 Metro Gold Line Construction Authority
 625 Fair Oaks Avenue, Suite 200,
 South Pasadena, CA 91030

Re: Notice of Preparation for Gold Line Phase II Extension
 Draft Environmental Impact Report/Draft Environmental Impact
 Statement

Dear Ms. Hodor:

Thank you for the opportunity to submit comments on the above referenced Notice of Preparation. The San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy, or Rivers and Mountains Conservancy (RMC) was created in 1999 to preserve urban open space and habitat for the enjoyment of, and appreciation by, present and future generations. The goals of the RMC are described *Common Ground*, the Conservancy's Watershed and Open Space Plan. The Plan presents a simple vision for the future: restore balance between natural and human systems in the watersheds. The centerpiece of the Plan is a series of Guiding Principles that cities, federal, state and local agencies, communities, groups and individuals can use to plan future open space, water resource, and habitat projects.

Further information on the RMC is available at our website, www.rmc.ca.gov.

Because a significant portion of the RMC territory is comprised of the subject area for the proposed planned expansion of the Gold Line, the RMC would like to work with the planning team towards minimizing impacts to recreation, open space and habitat and wildlife in the planned work zone. While mitigation measures can be implemented during the construction phase, the effects of lighting and warning signals relating to operations should be considered. We strongly encourage consultation with the RMC and with open space recreation user groups towards meeting these objectives. In addition, we feel it is important that the project should incorporate into the overall design the use of appropriate native planting in any landscape improvements together the use of best management practices with respect to water quality objectives.

Sincerely,

Belinda Faustinos
 Belinda Faustinos
 Executive Officer

900 S. Fremont Ave., Annex, 2nd Floor • P.O. Box 1460 • Alhambra, CA 91802-1460
 Phone: (626) 458-4315 • Fax: (626) 979-5363 • E-mail: bfaustinos@rmc.ca.gov
www.rmc.ca.gov



Linking planning with *people*

July 30, 2003

Susan Hodor
Los Angeles to Pasadena Metro Construction Authority
625 Fair Oaks Avenue, Suite 200
South Pasadena, CA 91030

Dear Ms. Hodor:

RE: Gold Line Phase II Extension Scoping

We are writing to participate in the official NEPA/CEQA scoping process for the Gold Line Phase II Extension EIS/EIR. There are several issues we believe should be addressed as part of this environmental review.

1. **Public Outreach:** The Authority has held four public and one interagency scoping meetings. While we appreciate the challenges of trying to provide access to people in a corridor 24 miles long, it appears that the meetings held have not adequately touched all of the diverse segments of the population of the San Gabriel Valley along the proposed alignment. There are several communities with substantial minority populations (primarily Asian or Latino) and only one of them (Arcadia) was the site of a scoping meeting. Our in-person observation is that presentation materials were not readily available in languages other than English.

Additionally, during the preparation of the Environmental Assessment, the public outreach process was unfocused and conducted in a passive manner that failed to engage a substantial number of people in the corridor communities.

It may be too late to hold additional meetings as part of the scoping process, but we encourage the Authority to become more assertive in its future outreach efforts in the corridor communities relative to future aspects of Phase II. A recent meeting we held in Azusa to launch a station-area planning process in that suggested that there are potentially many more people in the corridor who are interested in learning more about Phase II. However, they have heretofore been unaware of any public process that has been undertaken. We encourage coordination with local efforts to assist and compliment outreach projects taking place at the grassroots level.

Land Use Transportation Civic Engagement Public Participation Public Policy

623 North Azusa Avenue • Azusa, California 91702
(626) 969-5599 phone • (626) 989-3969 fax



2. Noise and Vibration: Based on the Authority's experience with communities along the Gold Line Phase I alignment regarding noise issues, the EIS/EIR should explore the full range of available options regarding the mandated use of bells and horns at grade crossings and at stations. There should be full disclosure of all applicable regulations and compliance alternatives.

As a practical matter, the Authority should also plan to directly engage interested persons in communities along the alignment to address specific local conditions and develop appropriate mitigation measures. This will reduce the need for future responses to threats of appeals to the California Public Utilities Commission or potential litigation.

3. Storm Drains: Design and mitigation measures for parking and maintenance facilities should incorporate elements intended to minimize the generation of polluted runoff that would add to the Total Daily Maximum Load (TMDL) problems already experienced by corridor communities. Drains should be designed to include devices that capture litter and other pollutants. Facilities should be designed to incorporate pervious elements (including landscaping) to allow for percolation and natural processing of runoff. There is a growing body of evidence and experience that suggests that the on-site capture of runoff is quite feasible and not necessarily injurious to ground water quality. The EIS/EIR should include a full review of these options.

4. Water Quality:

Surface Water - As noted above, handling of runoff should incorporate methodologies that reduce the amount of water discharged into receiving water. There is a growing body of evidence and experience that suggests that the on-site capture of runoff is feasible and not necessarily injurious to ground water quality. The EIS/EIR should include a full review of these options.

Ground Water - We respectfully disagree with the assertion that techniques for handling runoff should avoid percolation into the soil. There is a growing body of evidence and experience that suggests that the on-site capture of runoff is quite feasible and not necessarily injurious to ground water quality. The EIS/EIR should include a full review of these options.

5. Safety at Grade Crossings: We are encouraged that the Alternatives Analysis calls for a detailed delay and accident analysis to determine the most appropriate safety measures for grade crossings along the alignment. Past experience with the Long Beach Blue Line and the new Gold Line Phase I should be taken into consideration, along with that of other light rail and street car lines in similar California communities (San Diego, San Jose, Sacramento, San Francisco).

623 North Azusa Avenue • Azusa, California 91702
(626) 969-5599 phone • (626) 969-3968 fax



We believe that, over time, Southern California will re-acclimate to street running rail mass transit, minimizing perceived hazards for pedestrians and motorists. But while the technology is being reintroduced, there are legitimate safety issues that must be analyzed. The Gold Line Phase II potentially poses dangers similar to those found on segments of the Blue Line where the proximity of unmindful motorists with obstructed sight-lines to high speed trains has led to a number of tragic accidents. The lessons learned from the Blue Line will be invaluable in planning Phase II.

We hope these comments are useful to the Phase II environmental process and look forward to continuing to participate as it moves forward.

Sincerely,

Katherine Aguilar Perez
Executive Director

KAP/jb

623 North Azusa Avenue • Azusa, California 91702
(626) 969-5599 phone • (626) 969-3969 fax

City of MONROVIA



1887

Department of Public Works

August 25, 2003

Gold Line Construction Authority
625 Fair Oaks Avenue, Suite 200
South Pasadena, CA 91030

ATTN: Susan Hodor
RE: Notice of Preparation, Draft EIR/EIS
Gold Line Phase II Extension
City Comment Submittal

Dear Ms. Hodor:

The City of Monrovia respectfully submits the following comments for the above referenced project. The concerns are as follows:

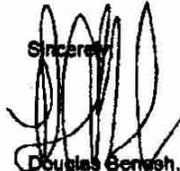
1. Address pedestrian interaction with light rail vehicles at stations. Portland, Seattle and San Diego jurisdictions allow pedestrians to cross tracks and facilities, when it is safe, in lieu of constructing bridges and overpasses. Typically, most pedestrians will not utilize bridges or overpasses.
2. Address the mixing or separation of light rail and heavy rail operations within limited right-of-way. Specifically within the jurisdictions of Monrovia and Arcadia where the right-of-way is 50 feet wide. Provide an analysis of traffic impacts with the potential of three (3) tracks at each grade crossing versus the relocation of freight operations from the limited right-of-way areas in Monrovia and Arcadia. Specifically, address the following:
 - A. The removal of the team track in Arcadia. Relocation of team track and rail car storage to Irwindale or points easterly.
 - B. The removal of the grainery operations in Monrovia. Relocation of operations and weekly rail service to Irwindale or points easterly.

415 South Ivy Avenue • Monrovia, California 91016-2888 • (626) 932-5575 • FAX (626) 932-5559

3. Address noise comparisons from previous heavy freight operations to light rail operations. Provide historical heavy freight operations, including average speed, train frequencies, horn operations, adjoining property vibration impacts and crossing operations of the Santa Fe railroad prior to the line's closure. Compare this with current light rail operations of the Gold Line for each category.
4. Address noise impacts in areas where tracks are elevated above the grades of adjoining single/multi family residences.
5. Address potential use of landscape buffers in conjunction with appropriate safety fencing along the right-of-way.

Thank you for your cooperation in this matter. The City is looking forward to working on the project. If you have any further questions, please feel free to contact me directly at (626) 932-5547.

Sincerely,



Douglas Benish,
City Engineer

Cc: David Fike, Director of Public Works
Alice Griselle, Director of Community Development

File: projects/Goldline-PHIIWOP-EIRComm.R1

STATE OF CALIFORNIA
PUBLIC UTILITIES COMMISSION
320 West 4th Street, Suite 500
Los Angeles, CA 90013

Gray Davis, Governor

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August 25, 2003

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File Number: 183/19, 30/NOP
Gold Line Phase II Extension
(Pasadena to Montclair)

Susan Hodor
Los Angeles to Pasadena Metro Blue Line Construction Authority (PBLCA)
625 Fair Oaks Avenue, Suite 200
South Pasadena, CA 91030

Re: Notice of Preparation
Gold Line Phase II Extension (Pasadena to Montclair)
SCH# 2003061157

Dear Ms. Hodor:

We reviewed the Notice of Preparation of the Pasadena to Montclair Draft Environmental Impact Report / Draft Environmental Impact Statement for the proposed Gold Line Phase II Extension, dated June 27, 2003, State Clearinghouse # 2003061157. This document discusses the extension of the light-rail transit line from Pasadena to Montclair. The following comments are offered for your consideration.

California Public Utilities Code requires the approval of the Public Utilities Commission either to construct new or modify existing rail crossings. General Order 164-C requires that PBLCA shall submit a Safety Certification Plan to the Commission staff for review and approval by the Commission prior to preliminary engineering. During our approval process we may require modifications to the railroad warning devices, the elimination of at-grade crossings, or other revisions of the project design.

Please note that the Commission is a responsible agency for this project under the provisions of the California Environmental Quality Act. As part of its review, the Commission will consider portions of the environmental consequences of this project within its area of expertise that are subject to its discretionary approval. The areas of safety, security, transportation, and noise are within the scope of the Commission's authority.

Ms. Susan Hodor, PBLCA
August 25, 2003
Page 2

Please send copies of future environmental impact reports for this project to:

Michael Robertson, PE
Senior Utilities Engineer
California Public Utilities Commission
320 West 4th Street, Suite 500
Los Angeles, CA 90013-1105

If you have any questions, you may contact Kevin Schumacher at (213) 576-1399 or 'shk@cpuc.ca.gov'.

Very truly yours,



Michael Robertson, PE
Senior Utilities Engineer
Rail Crossing Engineering Section

----- Original Message -----

From: Dave Robeck

To: mfrank@myrafrank.com

Sent: Wednesday, August 20, 2003 10:59 AM

Subject: Gold Line Extension

Good morning Frank,

My name is Dave Robeck,I am a resident of the city of Ontario and also work at the Ontario International Airport, I believe the airport would be a great stop for several reasons,

Proximity to parking with 24 hour security,
The California HSR is supposed to have a stop there,
The closeness of 3 major inter-state freeways,
Hopefully having trains to Palm Springs for Folks who don't want to pay the premium prices to fly into Palm Springs and Don't need to get a car once they are there,
The Ontario Airport stop could also be an Amtrak stop

This could be quite a an Intermodal stop and really put Ontario on the map.\

Thank for all the info

Dave Robeck

-----Original Message-----

From: Arlene Andrew [mailto:aandrew@ci.la-verne.ca.us]
Sent: Friday, August 01, 2003 2:42 PM
To: shodor@metrogoldline.org
Cc: hal Fredericksen; mrl@ci.la-verne.ca.us; SGV@sgvcog.org
Subject: Notice of Intent Comments

In response to the inquiry at the July 31, 2003 Gold Line Phase II meeting, the City of La Verne would like to submit the following list of issues to be addressed in the Gold Line Phase II EIS/EIR .

The City of La Verne is concerned about:

Noise impacts, particularly late at night and very early in the morning near sensitive receptors such as homes and dormitories.

Traffic impacts: Delays in north-south traffic flow, with special concern about emergency vehicle delays. The ROW separates La Verne's businesses park (San Polo), Brackett Airport, Arrow Highway with its many businesses, the Walnut neighborhood and the Puddingstone Hill neighborhoods from the rest of the City and from public safety facilities.

Also, the effect of increased bus traffic (to feed passengers to the Gold Line) on local streets and intersections and on the Lordsburg neighborhood, especially White Avenue, which has experienced a heavy increase in traffic since the opening of the 210 Freeway.

The compounded effect on north-south traffic where the Gold Line and the Metrolink Line are close together.

Parking impacts: Effect on residential neighborhoods, University of La Verne, and businesses around the future station. The concern is that Gold Line passengers will park on the street and in public parking lots, thereby inconveniencing or dislocating current users.

Aesthetic impact: Overhead wires and poles that support them.

Safety impacts: Effect on the safety of pedestrians and bicyclists as well as motor vehicles at crossings and elsewhere. Effect on emergency vehicles, as stated above.

Economic impacts: The cost of a new station and associated parking in a City with no existing station and a modest budget.

Also, the economic effect of transit-oriented development on existing small industrial-type businesses in the immediate area.

Note: La Verne has not yet selected a station location. It is unlikely that the station will be at the location shown in the Alternatives Analysis (at 'D' Street). The environmental document should not make this assumption. The location is likely to be east of the downtown.

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