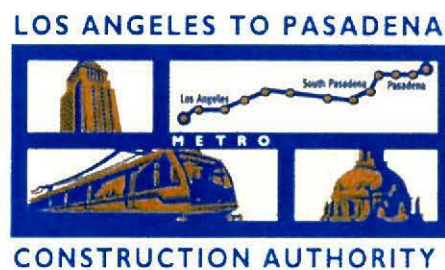


Gold Line Phase II Extension Pasadena to Montclair Scoping Report

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TABLE OF CONTENTS

1 INTRODUCTION..... 1-1

 1-1 Project Overview 1-1

 1-2 Purpose of This Report..... 1-1

 1-3 Project History 1-3

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

 2-1 Commencement of the Scoping Period 2-1

 2-2 Mailings 2-2

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

 2-4 Scoping Meetings 2-3

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

LIST OF FIGURES

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

LIST OF TABLES

Table 2-1: Scoping Meeting Summary 2-3

Table 2-2: Comment Summary 2-4

APPENDICES

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

1.0 INTRODUCTION

1.1 PROJECT OVERVIEW

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

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

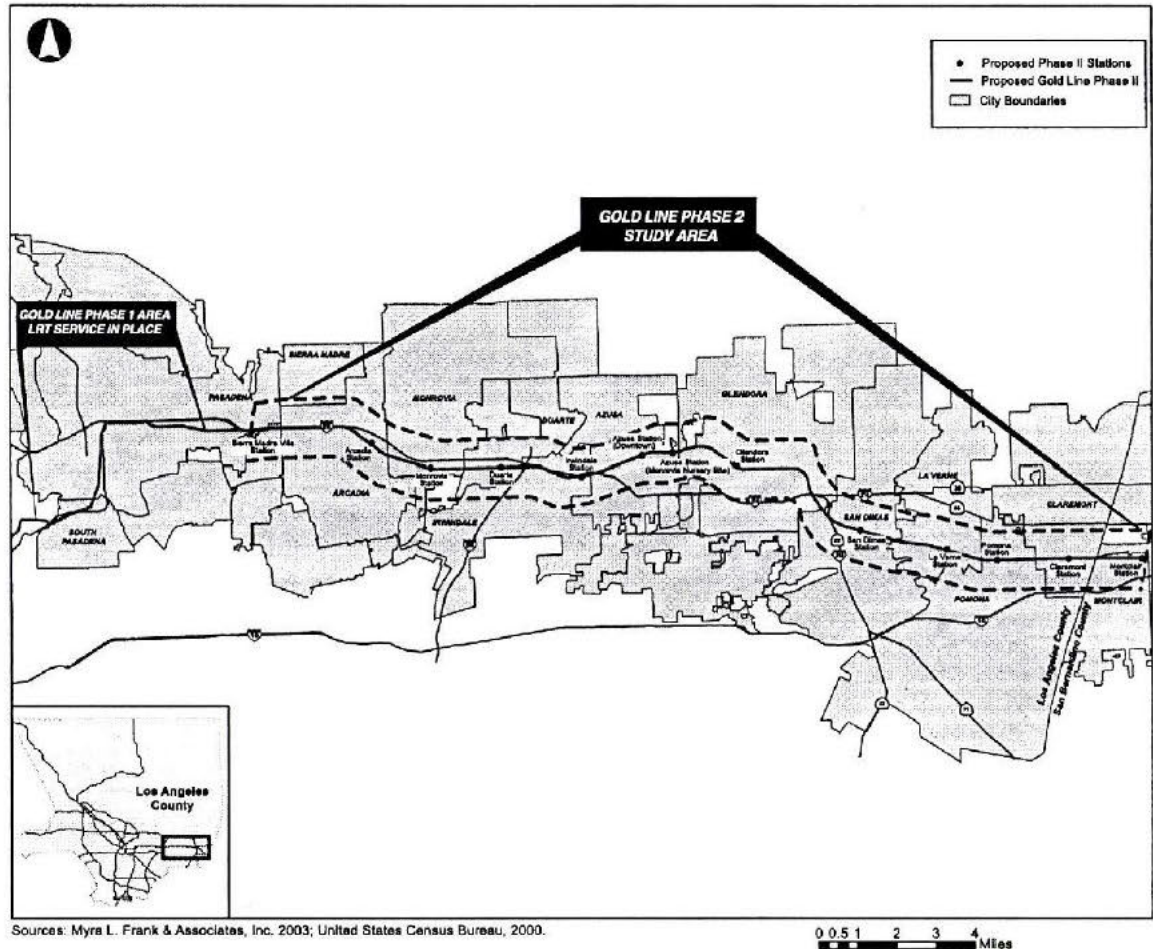
1.2 PURPOSE OF THIS REPORT

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

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

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

Figure 1-1: Study Area



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

1.3 PROJECT HISTORY

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

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

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

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

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2.0 SCOPING PROCESS AND ACTIVITIES

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

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

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

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

2.1 COMMENCEMENT OF THE SCOPING PERIOD

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

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

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

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

2.2 MAILINGS

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

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

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

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

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

2.3 PUBLIC NOTICES

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

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

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

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

2.4 SCOPING MEETINGS

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

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

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

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

2.5 WRITTEN SCOPING COMMENTS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

APPENDIX A: NOTICE OF INTENT

10-0, Route 286 South, PO Box 429, Indiana, Pennsylvania 15701, (724) 357-2852.

SUPPLEMENTARY INFORMATION: Social, cultural and natural analyses have indicated that there will be no significant impacts associated with this project. An Environmental Assessment will be prepared.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Dated: July 2, 2003.

David C. Lawton,
FHWA Assistant Division Administrator,
Harrisburg, PA.

[FR Doc. 03-17354 Filed 7-8-03; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Environmental Impact Statement on a Light Rail Transit Extension From Sierra Madre Villa Station in Pasadena to Montclair in Metropolitan Los Angeles, CA

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of intent to prepare an environmental impact statement.

SUMMARY: The Federal Transit Administration (FTA) and the Los Angeles to Pasadena Metro Blue Line Construction Authority (referred to hereafter as the Gold Line Construction Authority) intend to prepare an Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act (NEPA) for transit improvements between Pasadena and Montclair in Los Angeles and San Bernardino counties in California. The EIS will be prepared as a joint EIS and Environmental Impact Report (EIR) to satisfy the requirements of both NEPA and the California Environmental Quality Act (CEQA).

The purpose of this notice is to notify interested individuals, organizations, and business entities, affected Native American Tribes, and Federal, State, and local governmental agencies of the intent to prepare an EIS/EIR and to invite participation in the study. At present, four alternatives are proposed for evaluation in the EIS/EIR. These alternatives were developed during a Planning Alternatives Analysis undertaken by the Gold Line Construction Authority and the San

Gabriel Valley Council of Governments (SGVCOG) in 2001-2002. In addition, reasonable alternatives identified through the scoping process will be evaluated in the EIS/EIR.

Scoping will be accomplished through correspondence and discussions with interested persons, organizations, and Federal, State, and local agencies, and through public and agency meetings. FTA intends to invite the SGVCOG, the San Bernardino Associated Governments (SANBAG), the Los Angeles County Metropolitan Transportation Authority (LACMTA), and the Federal Railroad Administration to be cooperating agencies in preparing the NEPA documents.

DATES: Comment Due Date: Written comments on the scope of the EIS/EIR, including the alternatives and impacts to be considered, must be received no later than August 1, 2003. Written comments should be sent to the Gold Line Construction Authority at the address given below in ADDRESSES.

Scoping Meeting Dates: Four public open-house scoping meetings will be held from 5 p.m. to 8 p.m. on July 15, 16, 17, and 21, 2003 at locations given below in ADDRESSES. An interagency scoping meeting will also be held on July 22, 2003, from 2 p.m. to 5 p.m. at the Gold Line Construction Authority offices, 625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030

ADDRESSES: Written comments should be sent to Susan Hodor, Gold Line Construction Authority, 625 Fair Oaks Avenue, Suite 200, South Pasadena, California 91030; phone: (626) 403-5500; fax: (626) 799-8599. Information on the project may be obtained from the Gold Line Construction Authority by faxing a request to Susan Hodor at (626) 799-8599 or by e-mail at shodor@metrogoldline.org or by visiting the project Web site at <http://www.metrogoldline.org>.

The public open-house scoping meetings will be held at the following four locations. Identical information about the proposed project will be provided at each of the meetings and interested parties may participate at any of the meetings. There will be no formal presentation at the open-house scoping meetings; members of the public are invited to attend at any time between 5 p.m. and 8 p.m. on these dates:

July 15, 2003: City Hall, City of San Dimas, 245 E. Bonita Ave., San Dimas, CA 91773.

July 16, 2003: City Hall, City of Claremont, 207 Harvard Ave., Claremont, CA 91711.

July 17, 2003: Public Library—Community Room, City of South

Pasadena, 1115 El Centro Street, South Pasadena, CA 91030.

July 21, 2003: City Hall, City of Arcadia, 240 W. Huntington Drive, Arcadia, CA 91007.

All meeting locations are accessible to people with disabilities. Any individual with a disability who requires special assistance, such as a sign language interpreter or a translator, should contact Susan Hodor at (626) 403-5500 at least 48 hours in advance of the meeting so that arrangements can be made.

FOR FURTHER INFORMATION CONTACT: Mr. Ervin Poka, Team Leader, or Mr. Ray Tellis, Program Specialist, FTA/FHWA Metropolitan Office, 888 S. Figueroa St. (Suite 1850), Los Angeles, California 90017; phone: (213) 202-3950; fax: (213) 202-3961.

SUPPLEMENTARY INFORMATION:

I. Description of Study Area and Scope

The purpose of the proposed action is 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 and the Los Angeles region, to support economic revitalization in each city along the corridor, and to contribute to the preservation and enhancement of the natural environment. The corridor includes the cities: Pasadena, Arcadia, Monrovia, Duarte, Irwindale, Azusa, Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair; and the counties: Los Angeles and San Bernardino.

II. Alternatives

The alternatives proposed for evaluation in the EIS/EIR were developed during a Planning Alternatives Analysis that began in September 2001 and continued through June 2002. The Planning Alternatives Analysis can be reviewed on the project Web site: <http://www.metrogoldline.org>. The Planning Alternatives Analysis looked at transportation conditions and possible solutions for improving mobility across the 24-mile long corridor from Pasadena to Claremont. Seven alternatives were examined in this study and screened down to a Locally Preferred Alternative (LPA) selected by the Gold Line Construction Authority and the San Gabriel Valley Council of Governments (SGVCOG). The LPA is a continuation of the light rail transit (LRT) technology from the existing Sierra Madre Villa LRT station in Pasadena to the Claremont Transit Center. The Sierra Madre Villa LRT

41040

Federal Register / Vol. 68, No. 131 / Wednesday, July 9, 2003 / Notices

station is the eastern terminus of the "Phase I area", in which LRT service was implemented from Los Angeles, through South Pasadena, to Pasadena. A further extension to the City of Montclair was subsequently added to the scope of the EIS/EIR.

The EIS/EIR will evaluate a No-Action alternative, a Transportation System Management/Transportation Demand Management (TSM/TDM) alternative, the LRT LPA to Montclair, and a shorter LRT alternative from the existing Sierra Madre Villa station to the City of Irwindale. Alternative locations for a LRT maintenance and storage facility will also be evaluated. The LRT alternatives would use the former BNSF railroad right-of-way now owned by the Gold Line Construction Authority and the San Bernardino Associated Governments (SANBAG). There are still a few freight movements that occur on the railroad line. The EIS/EIR will examine operating scenarios to determine whether time-separated joint-use can occur or whether freight operations must be supplanted. The No-Action Alternative is the continuation of existing bus service policies in the study area. Under the No-Action Alternative, increases in service would track with increases in demand due to population or employment growth in the area, in accordance with current transit service policies. The TSM/TDM Alternative consists of low-cost mobility improvements that attempt to serve the project purpose and need without building a transit guideway. The TSM/TDM alternative will be developed by the Gold Line Construction Authority in consultation with FTA to serve as the New Starts baseline for comparing the LPA to other projects nationwide competing for New Starts funding. Any additional alternatives that emerge during the scoping of the EIS/EIR, especially alternatives that reduce costs or impacts while providing comparable transportation benefit, will also be considered.

III. Probable Effects

The Planning Alternatives Analysis included a screening process to identify potential environmental impacts. This screening indicated the areas of probable effects of the project would be air quality, cultural resources, land use, noise and vibration, and traffic. Most impacts appear likely to occur in the vicinity of proposed stations and at the maintenance yard sites. Noise impacts, however, are possible along the entire corridor because of numerous at-grade crossings that would require the sounding of warning horns and the actuation of grade-crossing warning

devices as LRT vehicles move through the intersection. The full range of environmental topics will be evaluated in the EIS/EIR. The EIS/EIR will also evaluate whether the proposed LRT extension would generate environmental impacts in the Phase I area (Los Angeles, South Pasadena, and Pasadena).

IV. FTA Procedures

In accordance with FTA policy, all federal laws, regulations and executive orders affecting project development, including but not limited to the regulations of the Council on Environmental Quality and FTA implementing NEPA (40 CFR parts 1500-1508 and 23 CFR part 771), the conformity requirements of the Clean Air Act, section 404 of the Clean Water Act, Executive Orders 11988, 11990 and 12898 regarding floodplains, wetlands, and environmental justice, respectively, the National Historic Preservation Act, the Endangered Species Act, and section 4(f) of the Department of Transportation Act, will be addressed to the maximum extent practicable during the NEPA process.

The Draft EIS/EIR for the Gold Line Light Rail Extension from the Sierra Madre Villa Station in Pasadena to Montclair will be based on conceptual engineering of the alternatives, including stations, maintenance and storage facilities, and alignment options. Station designs, maintenance and storage facility layouts, and alignment options as well as operational elements, will be refined to minimize and mitigate any adverse impacts.

After its publication, the Draft EIS/EIR will be available for public review and comment, and one or more public hearings will be held. The actions taken in response to the comments on the Draft EIS/EIR will be presented in the Final EIS/EIR, which will be based on preliminary engineering of the LPA and other surviving alternatives.

Issued on: July 2, 2003.

Leslie T. Rogers,

Regional Administrator.

[FR Doc. 03-17366 Filed 7-8-03; 8:45 am]

BILLING CODE 4910-67-P

MARITIME ADMINISTRATION

[Docket Number: MARAD 2003-15559]

Requested Administrative Waiver of the Coastwise Trade Laws

AGENCY: Maritime Administration, Department of Transportation.

ACTION: Invitation for public comments on a requested administrative waiver of

the Coastwise Trade Laws for the vessel CHIMERA.

SUMMARY: As authorized by Pub. L. 105-383 and Pub. L. 107-295, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a brief description of the proposed service, is listed below. The complete application is given in DOT docket 2003-15559 at <http://dms.dot.gov>. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines, in accordance with Pub. L. 105-383 and MARAD's regulations at 46 CFR part 388 (68 FR 23084; April 30, 2003), that the issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels in that business, a waiver will not be granted. Comments should refer to the docket number of this notice and the vessel name in order for MARAD to properly consider the comments. Comments should also state the commenter's interest in the waiver application, and address the waiver criteria given in § 388.4 of MARAD's regulations at 46 CFR Part 388.

DATES: Submit comments on or before August 8, 2003.

ADDRESSES: Comments should refer to docket number MARAD-2003 15559. Written comments may be submitted by hand or by mail to the Docket Clerk, U.S. DOT Dockets, Room PL-401, Department of Transportation, 400 7th St., SW., Washington, DC 20590-0001. You may also send comments electronically via the Internet at <http://dms.dot.gov/submit/>. All comments will become part of this docket and will be available for inspection and copying at the above address between 10 a.m. and 5 p.m., E.T., Monday through Friday, except federal holidays. An electronic version of this document and all documents entered into this docket is available on the World Wide Web at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT: Michael Hokana, U.S. Department of Transportation, Maritime Administration, MAR-830 Room 7201, 400 Seventh Street, SW., Washington, DC 20590. Telephone 202-366-0760.

SUPPLEMENTARY INFORMATION: As described by the applicant the intended service of the vessel CHIMERA is:

Intended Use: "Uninspected power vessel, six passengers or less for hire."

APPENDIX B: NOTICE OF PREPARATION

Notice of Preparation

To: Distribution List From: Los Angeles to Pasadena Metro Blue Line Construction Authority
625 Fair Oaks Avenue, Suite 200
South Pasadena, CA 91030

Subject: Notice of Preparation of an Environmental Impact Report
Lead Agency: Los Angeles to Pasadena Metro Blue Line Construction Authority
Contact Person: Susan Hodor
Street Address: 625 Fair Oaks Avenue, Suite 200
City/State/Zip: South Pasadena, CA 91030

The Construction Authority will be the lead agency for preparation of an Environmental Impact Report (EIR) in accordance with the California Environmental Quality Act (CEQA) for proposed transit improvements from the existing Sierra Madre Villa Station in Pasadena to Montclair, California, in Los Angeles and San Bernardino Counties. The EIR will be prepared in cooperation with the San Gabriel Valley Council of Governments (SGVCOG), the San Bernardino Associated Governments (SANBAG), the Los Angeles County Metropolitan Transportation Authority (LACMTA), the Federal Railroad Administration (FRA), and the Federal Transit Administration (FTA). A joint document (EIS/EIR) will be prepared to satisfy both National Environmental Policy Act (NEPA) and CEQA requirements. The FTA will be the federal lead agency.

The project description, location, and the potential environmental effects are contained in the attached materials. A copy of the Initial Study is, is not, attached. An expanded NOP and a summary table of environmental impacts identified in an earlier stage of planning are attached.

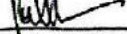
Due to the time limits mandated by State Law, your response must be sent at the earliest possible date but *not later than 30 days* after receipt of this notice.

Please send your response to Susan Hodor at the address shown above. We will need the name for a contact person in your agency.

Project Title: GOLD LINE PHASE II EXTENSION (PASADENA TO MONTCLAIR) DRAFT ENVIRONMENTAL IMPACT REPORT/DRAFT ENVIRONMENTAL IMPACT STATEMENT

Project Locations: The corridor includes the cities of Pasadena, Arcadia, Monrovia, Duarte, Irwindale, Azusa, Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair Los Angeles and San Bernardino
City (nearest) County

Project Description: The EIS/EIR will evaluate the impacts of a continuation of the light rail transit (LRT) technology from the existing Sierra Madre Villa LRT station in Pasadena to Montclair. The EIS/EIR will also evaluate a No-Action alternative, and a TSM/TDM alternative, and a shorter LRT alternative from the existing Sierra Madre Villa station to the City of Irwindale. Alternative locations for an LRT maintenance and storage facility will also be evaluated. The LRT alternatives would use former BNSF railroad right-of-way, known as the Pasadena Subdivision, which is now owned by the Gold Line Construction Authority and SANBAG. There are still a few freight movements that occur on the railroad line. The EIS/EIR will examine operating scenarios to determine whether joint-use can occur or whether freight operations will be supplanted. The No-Action Alternative is the continuation of existing bus service policies in the study area. Under the No-Action Alternative, increases in service would track with increases in demand due to population or employment growth in the area, in accordance with current transit service policies. The TSM/TDM Alternative consists of low-cost mobility improvements that attempt to serve the project purpose and need without building a transit guideway. The TSM/TDM alternative will be developed by the Gold Line Construction Authority in consultation with FTA to serve as the New Starts baseline for comparing the LPA to other projects nationwide competing for New Starts funding. Any additional alternatives that emerge during the scoping of the EIS/EIR, especially alternatives that reduce costs or impacts while providing comparable transportation benefit, will also be considered.

Date June 27, 2003 Signature 
 Title Chief Executive Officer
 Telephone (626) 799-0080

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

DATE: June 27, 2003
TO: INTERESTED PARTIES
FROM: Los Angeles to Pasadena Metro Blue Line Construction Authority

NOTICE OF PREPARATION

GOLD LINE PHASE II EXTENSION PASADENA TO MONTCLAIR DRAFT ENVIRONMENTAL IMPACT REPORT/ DRAFT ENVIRONMENTAL IMPACT STATEMENT

Introduction

The Los Angeles to Pasadena Metro Blue Line Construction Authority (referred to hereafter as the Gold Line Construction Authority) intends to prepare an Environmental Impact Report (EIR) in accordance with the California Environmental Quality Act (CEQA) for proposed transit improvements from the existing Sierra Madre Villa Station in Pasadena to Montclair, California, in Los Angeles and San Bernardino Counties.

The EIR will be prepared in cooperation with the San Gabriel Valley Council of Governments (SGVCOG), the San Bernardino Associated Governments (SANBAG), the Los Angeles County Metropolitan Transportation Authority (LACMTA), the Federal Railroad Administration (FRA), and the Federal Transit Administration (FTA). A joint document (EIS/EIR) will be prepared to satisfy both National Environmental Policy Act (NEPA) and CEQA requirements. The FTA will be the federal lead agency. Attachment I is a map showing the general location of the proposed project.

The purpose of this Notice of Preparation is to notify interested parties and agencies of the intent to prepare the EIR and to invite participation in the process. Four alternatives (described below) will be evaluated in the EIS/EIR. These alternatives were developed based on an Alternatives Analysis that was undertaken by the Gold Line Construction Authority and the San Gabriel Council of Governments in 2001–2002.

California agencies are reminded that under State law, response must be sent at the earliest possible date but not later than 30 days after receipt of this notice. Your response is to include the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by the Gold Line Construction Authority when considering permits or other approvals for the project.

Scoping Meetings and Dates

An interagency Scoping meeting will be held:

Tuesday, July 22, 2003: 2 p.m. to 5 p.m.
Gold Line Construction Authority
625 Fair Oaks Avenue, Suite 200,
South Pasadena, CA 91030

The public is welcome to make comments on the scope of the proposed project. Written comments can be submitted at the Scoping meetings, or to Susan Hodor, Gold Line Construction Authority, 625 Fair Oaks Avenue, Suite 200, South Pasadena, California 91030 no later than August 1, 2003. Information on this project may be obtained from the Gold Line Construction Authority by faxing a request to Susan Hodor at (626) 799-8599, by email to shodor@metrogoldline.org, or by visiting the agency's website: www.metrogoldline.org.

Four Public Open House/Scoping Meetings will be held. Identical information about the proposed project will be provided at each of the meetings and interested parties may participate at any of the meetings. There will be no formal presentation at the open-house Scoping meetings; members of the public are invited to attend at any time between 5 p.m. and 8 p.m. on these dates:

Tuesday, July 15, 2003: City of San Dimas City Hall, 245 E. Bonita Avenue
San Dimas, CA 91773.

Wednesday, July 16, 2003: City of Claremont- Citrus Room, 225 Second St.
Claremont, CA 91711.

Thursday, July 17, 2003: South Pasadena Public Library - Community Room
1115 El Centro Street
South Pasadena, CA 91030.

Monday, July 21, 2003: City of Arcadia City Hall, 240 W. Huntington Drive
Arcadia, CA 91007

All meeting locations are accessible to people with disabilities. Any individual with a disability who requires special assistance, such as a sign language interpreter, should contact Susan Hodor at 626-799-0080, at least 48 hours in advance of the meeting so that the Gold Line Construction Authority can make arrangements.

These Scoping Meetings are intended to comply with the public outreach requirements of the California Environmental Quality Act (CEQA), the National Environmental Policy Act (NEPA), Section 404 of the Clean Water Act, Section 106 of the National Historic Preservation Act, and Executive Order 12898 (Federal Actions to Address Environmental

Justice in Minority Populations). Interested parties are specifically invited to attend the Scoping Meetings to provide input about or suggest project alternatives, to identify issues of environment concern to be addressed in the EIS/EIR, and to sign up to receive further information on the proposed project. The Federal Transit Administration published a Notice of Intent to prepare an Environmental Impact Statement in the Federal Register on July 1, 2003.

Purpose of the Proposed Action

The purpose of the proposed action is 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 and the Los Angeles region, to support economic revitalization in each city along the corridor, and contribute to the preservation and enhancement of the natural environment. The corridor includes the cities of Pasadena, Arcadia, Monrovia, Duarte, Irwindale, Azusa, Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair; and is located in Los Angeles and San Bernardino Counties.

Alternatives

The alternatives to be evaluated in the EIS/EIR were developed during a Planning Alternatives Analysis that began in September 2001 and continued through June 2002. The Planning Alternatives Analysis documents can be reviewed on the Gold Line Construction Authority website: www.metrogoldline.org. The Planning Alternatives Analysis looked at transportation conditions and possible solutions for improving mobility across the 24-mile long corridor from Pasadena to Claremont, CA. Seven alternatives were examined in this study and screened down to a Locally Preferred Alternative (LPA) selected by the Gold Line Construction Authority and the San Gabriel Valley Council of Governments. The LPA is a continuation of the light rail transit (LRT) technology from the existing Sierra Madre Villa LRT station in Pasadena to the Claremont Transit Center. The Sierra Madre Villa LRT station is the eastern terminus of the "Phase I area", in which LRT service was implemented from Los Angeles, through South Pasadena, to Pasadena. A further extension from Claremont to the City of Montclair was subsequently added to the scope of the EIS/EIR.

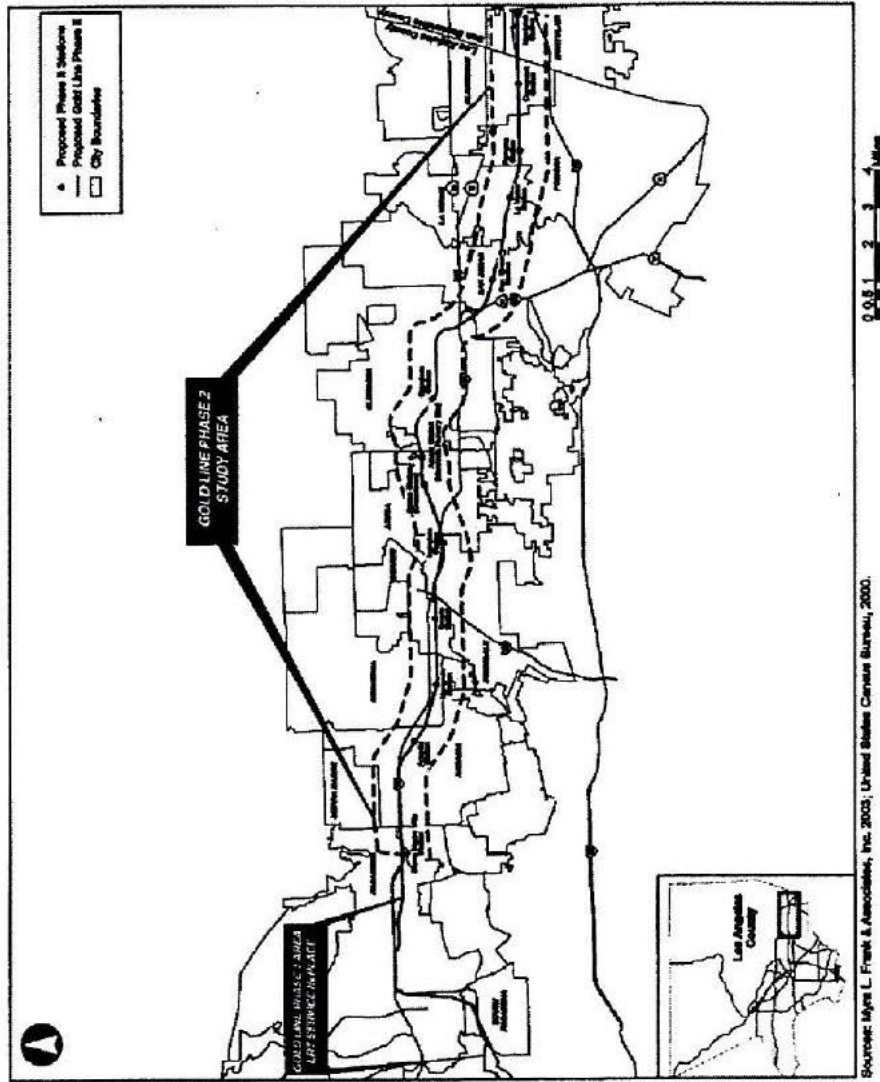
The EIS/EIR will also evaluate a No-Action alternative, a TSM/TDM alternative, the LRT LPA to Montclair, and a shorter LRT alternative from the existing Sierra Madre Villa station to the City of Irwindale. Alternative locations for an LRT maintenance and storage facility will also be evaluated. The LRT alternatives would use former BNSF railroad right-of-way, known as the Pasadena Subdivision, which is now owned by the Gold Line Construction Authority and SANBAG. There are still a few freight movements that occur on the railroad line. The EIS/EIR will examine operating scenarios to determine whether joint-use can occur or whether freight operations will be supplanted. The No-Action Alternative is the continuation of existing bus service policies in the study

area. Under the No-Action Alternative, increases in service would track with increases in demand due to population or employment growth in the area, in accordance with current transit service policies. The TSM/TDM Alternative consists of low-cost mobility improvements that attempt to serve the project purpose and need without building a transit guideway. The TSM/TDM alternative will be developed by the Gold Line Construction Authority in consultation with FTA to serve as the New Starts baseline for comparing the LPA to other projects nationwide competing for FTA New Starts funding. Any additional alternatives that emerge during the scoping of the EIS/EIR, especially alternatives that reduce costs or impacts while providing comparable transportation benefit, will also be considered.

Potential Impacts

The Planning Alternatives Analysis included a screening process to identify potential environmental impacts. Attachment 2 is a copy of the summary table from the Environmental Impacts Screening Report that summarizes the potential environmental effects of the project, along with potential mitigation measures. The Environmental Impacts Screening Report is available on the Authority's website at www.goldline.org or by contacting Susan Hodor at the Authority's office as described above. This screening indicated the areas of probable effects of the project would be air quality, cultural resources, land use, noise and vibration, and traffic. Most impacts appear likely to occur in the vicinity of proposed stations, with noise impacts being an issue along the entire corridor because of numerous at-grade crossings that would require the sounding of warning horns and the actuation of grade-crossing warning devices as LRT vehicles move through the corridor. The full range of environmental topics will be evaluated in the EIS/EIR. The EIS/EIR will also evaluate whether the proposed LRT extension would generate environmental impacts in the Phase I area (Los Angeles, South Pasadena, and Pasadena). The Draft EIS/EIR for the Gold Line Light Rail Extension from the Sierra Madre Villa Station in Pasadena to Montclair will be based on conceptual engineering of the alternatives, including stations, maintenance and storage facilities, and alignment options. Station designs, maintenance and storage facility layouts, and alignment options as well as operational elements, will be refined to minimize and mitigate any adverse impacts.

ATTACHMENT 1 Study Area Map



ATTACHMENT 2 SUMMARY OF ANTICIPATED ENVIRONMENTAL IMPACTS

Attachment 2: Gold Line Phase II Summary of Impacts and Mitigation Measures Identified in the Planning Alternatives Analysis Report			
Potential Environmental Impacts	Preliminary Significance Determination	Mitigation Measures	Potential Level of Significance after Mitigation
Aesthetics			
All Alternatives: Construction of new stations and parking areas, along with any maintenance facilities, has the greatest potential of the project elements to change the aesthetic environments in the vicinity of their locations.	Potentially Significant	If the station and parking facilities were integrated into their individual communities, they then would not result in adverse aesthetic impacts.	Likely to be Less Than Significant. Could be Beneficial.
LRT Alternative: For the LRT Alternative the largest-scale aesthetic change would be the overhead wiring system along the entire length of the rail right-of-way. Although the overhead wiring would be visible from adjoining land uses, it should not result in an adverse aesthetic impact.	Potentially Significant	The degree of potential impact could be reduced by choosing a style of overhead wiring that reduces the amount and complexity of wiring.	Likely to be Less Than Significant
Agricultural Resources			
The Monrovia Nursery is the only land that could be considered as agricultural land within the vicinity of the project study area. None of the build alternatives would have a direct impact on the agricultural functions of the Monrovia Nursery.			
Biological Resources			
Three species were found to potentially occur in the railroad right-of-way or in the area nearby: California Gnatcatcher, Parish's gooseberry and salt spring checkerbloom. As the ROW itself is devoid of vegetation, and is subject to the impacts of occasional train movements, the presence of any of the three species is not expected within the project right-of-way.	Not Likely to be Significant	If species were encountered mitigation measures would be implemented.	
Any of the build alternatives has the potential to have an impact on Riversidian alluvial fan scrub sage plants that occur next to the railroad right-of-way near the Santa Fe Dam Recreation Area, if construction occurs outside of the ROW or if plants were to become established within the ROW. It appears that plants could be protected during construction, or relocated off the right-of-way.	Potentially Significant	It appears that sage scrub plants could be protected during construction, or relocated off the right-of-way.	Less than significant

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Approximately 1700 feet of the corridor is located within the existing boundary for the San Gabriel Canyon Significant Ecological Area (SEA). However, the physical conditions of the rail ROW are not likely to support biological resources that are the subject of the SEA. In addition, the new draft revised SEA boundaries that are being prepared in conjunction with the revised county general plan would be more than 1 mile away from the proposed alignment.	Not Likely to be Significant		
Cultural Resources			
Acquisition of a historic property for project use, such as for a station or parking, or for an ancillary facility, such as a traction power substation could result in a significant impact to Cultural Resources. At this stage of project planning, the historic railroad depots in Monrovia, Azusa and Pomona are being considered for re-use. Assuming that these re-uses are implemented in accordance with the Secretary of Interior Standards for Rehabilitation, there should be no adverse impacts (under CEQA or NEPA).	Potentially Significant	In the event that impacts to historic resources cannot be avoided, mitigation measures would be developed in consultation with the State Historic Preservation Officer.	Less Than Significant
Impacts associated with the operation of the proposed project could affect the ongoing viability of some historic properties in the project vicinity. The operational issues typically considered in determining whether a transportation project would have adverse effects to historic properties are noise and vibration, visual, and traffic generation.	Potentially Significant	In the event that impacts to historic resources cannot be avoided, mitigation measures would be developed in consultation with the State Historic Preservation Officer.	Less Than Significant
Disturbance of an archeological resource during construction or operation would result in a significant impact. The known archeological resource in San Dimas (adjacent to the rail ROW) does not appear to be subject to disturbance by construction or operational activities for any of the build alternatives.	Potentially Significant	In the event that impacts to historic resources cannot be avoided, mitigation measures would be developed in consultation with the State Historic Preservation Officer.	Less Than Significant

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Cultural Resources			
<p>Acquisition of a historic property for project use, such as for a station or parking, or for an ancillary facility, such as a traction power substation could result in a significant impact to Cultural Resources. At this stage of project planning, the historic railroad depots in Monrovia, Azusa and Pomona are being considered for re-use. Assuming that these re-uses are implemented in accordance with the Secretary of Interior Standards for Rehabilitation, there should be no adverse impacts (under CEQA or NEPA).</p>	<p>Potentially Significant</p>	<p>In the event that impacts to historic resources cannot be avoided, mitigation measures would be developed in consultation with the State Historic Preservation Officer.</p>	<p>Less Than Significant</p>
<p>Impacts associated with the operation of the proposed project could affect the ongoing viability of some historic properties in the project vicinity. The operational issues typically considered in determining whether a transportation project would have adverse effects to historic properties are noise and vibration, visual, and traffic generation.</p>	<p>Potentially Significant</p>	<p>In the event that impacts to historic resources cannot be avoided, mitigation measures would be developed in consultation with the State Historic Preservation Officer.</p>	<p>Less Than Significant</p>
<p>Disturbance of an archeological resource during construction or operation would result in a significant impact. The known archeological resource in San Dimas (adjacent to the rail ROW) does not appear to be subject to disturbance by construction or operational activities for any of the build alternatives.</p>	<p>Potentially Significant</p>	<p>In the event that impacts to historic resources cannot be avoided, mitigation measures would be developed in consultation with the State Historic Preservation Officer.</p>	<p>Less Than Significant</p>

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Geology/Seismic			
Since the occurrence of earthquakes and seismic activities cannot be predicted, the likelihood of impacts from these sources to any of the build alternatives cannot be predicted. More detailed information on actual soils conditions along the rail ROW would be needed to determine the potential for liquefaction impacts.	Less Than Significant	Designs would comply with the latest seismic standards. In areas of liquefaction hazard, mitigation as defined in Public Resources Code Section 2693(c) would be required.	
Hazards and Hazardous Materials			
For the purposes of this analysis, it is assumed that there could be hazardous materials present along the route, but that, if these locations were encountered, mitigation measures could be developed to either remove or greatly reduce risk.	Potentially Significant	It can be anticipated that localized site remediation actions may be necessary. Typical remediation could include treatment of contaminated soils on site, or their removal, treatment and disposal in accordance with the specific environmental regulations for the particular contaminants encountered.	Less Than Significant
Land Use and Planning			
Changes to land use and zoning would be most likely to occur in station areas. The introduction of improved transit service could influence redevelopment or changes in density near stations.	Less than significant	Local land use changes are controlled by municipalities; mitigation measure may be required on a case-by-case basis.	

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Noise and Vibration			
Noise impacts would be most likely to occur in the vicinity of grade-crossings due to the required sounding of warning horns and bell sounds on warning devices. Impacts could occur along the ROW where noise-sensitive properties are within 20 feet of the alignment, and/ or where the alignment is elevated above the grade of adjoining noise-sensitive land uses.	Potentially significant	Noise walls may be needed in some areas. Noise impacts near grade-crossings might be mitigated by noise walls or directional horns, but the latter would have to be approved by the CPUC. It is possible that there may be residual significant impacts.	Potentially significant
Socio-Economics			
Additional transit service would have limited effects on forecasted changes in population and housing, since these are more greatly influenced by regional market forces than by local conditions. Some localized changes might occur in the vicinity of stations, if allowed by local jurisdictions. Potential changes do not appear great enough to induce demands for substantial amounts of additional housing. There could be some redevelopment near stations.	Less than significant	None anticipated	
Public Services and Facilities			
Police and Fire Services: Potential impacts to police and fire protection services from the proposed project would be related to the effects of traffic and access disruptions on emergency response time, and the demand for additional services. Potential changes do not appear great enough to induce demands for new police or fire facilities.	Potentially Significant	Access disruptions could be minimized through development of alternative routes, or amending service areas as necessary to maintain emergency service coverage and response times following project completion.	Less Than Significant
Schools: Potential impacts to schools from the proposed project would be related to safety concerns for students walking to and from school and the effects of and increased noise, increased vibration, and reduced air quality. Potential changes do not appear great enough to induce demands for new schools.	Potentially Significant	Impacts could be mitigated by complying with noise and air quality standards during construction and operation.	Less Than Significant

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Parks: Patrons parks adjacent to the proposed alignment may experience direct or indirect impacts with respect to noise, vibration, and air quality. In addition, any acquisitions of parkland would result in a Section 4(f) impact. Potential changes do not appear great enough to induce demands for new parks.	Potentially Significant	Impacts could be mitigated by not acquiring parkland and by complying with noise and air quality standards during construction and operation.	Less Than Significant
Hospitals: Huntington East Valley Hospital and Foothill Presbyterian Hospital both provide emergency care and could be affected by reduced accessibility caused by at grade light rail street crossings. Potential changes do not appear great enough to induce demands for new hospitals.	Potentially Significant	Access disruptions could be minimized through development of alternative routes, or amending service areas as necessary to maintain emergency service coverage and response times.	Less Than Significant
Transportation and Traffic			
Regional transit accessibility would improve and links to local transit may result in growth in local transit use.	Less than significant	Changes in service schedules may be indicated to optimize transfers among systems.	
Intersections and roadways near stations may be adversely affected, depending on current and forecasted traffic levels, from additional trips bound to and from transit stations.	Potentially Significant	Traffic mitigation measures would be developed in coordination with local jurisdictions as needed.	Less Than Significant
Utilities			
Storm Drains: Any new parking facilities or maintenance facilities associated with the build alternatives that would result in new paved or impervious surfaces could require new connections to the storm drain system. It is doubtful whether creating such connections would result in substantial impacts because the amounts of land and runoff water are not very large.	Less than significant	Localized mitigation measures may be required to assure run off from stations and parking are accommodated.	

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Other Utilities: Other utility systems that could be affected by the LRT Alternative would include electrical, gas, water, telecommunications, and sanitary sewage. Buried utility lines within 10-20 feet, running parallel to the proposed alignment may need to be relocated. However, because the proposed alignment is on an existing rail line it is unlikely that there are utility lines that would have to be moved. Some above ground lines (i.e. power lines) may conflict with the catenary system, which is used to power light rail trains. Conflicting utility lines would have to be relocated.	Less than significant	Localized mitigation measures may be required to assure utility needs are assimilated into local and regional networks	
Water Quality			
Surface Water: Because runoff from the proposed project is non-point source, from a cumulative collection of several contaminants, the project would incorporate treatment BMPs that are maintainable and effective at removing pollutants before those waters are discharged into a receiving water. It is anticipated that the implemented BMPs would prevent any adverse impacts on water quality in the project vicinity.	Potentially Significant	Implementation of BMPs to treat stormwater runoff from transportation facilities would reduce impacts to receiving surface waters.	Less Than Significant
Ground Water: All stormwater runoff will be directed to storm drains, via gravity, and transported away from the proposed project to receiving waters. BMPs implemented in conjunction with the project would remove, to the maximum extent possible, pollutants generated by the proposed project from the stormwater runoff. To ensure that the project has no adverse affect on groundwater resources, treatment BMPs chosen for the operational phase should not include those that rely on percolation into the soil as a filtration mechanism.	Potentially Significant	Implementation of BMPs to treat stormwater runoff from transportation facilities would reduce impacts to ground water.	Less Than Significant

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Floodplains: The proposed project would have a permanent impact on floodplains if it were to be built within a 100-year floodplain (encroaching on a base floodplain) or if it would have direct or indirect impacts on an adjacent 100-year floodplain. None of the proposed alternatives are located within a 100-year floodplain, thus no impacts on floodplains are expected.	Not Significant		
Wetlands			
A search of the National Wetlands Inventory indicates that there are no wetlands in the project vicinity	Not Significant		

APPENDIX C: MAILING LIST SUMMARY

Recipients of the NOP

California Department of Toxic Substances
Control

Federal Agencies

California Energy Commission

U.S. EPA Region 9 Headquarters

California Environmental Protection, Air
Resources Board

Office of Planning and Public Affairs

California Environmental Protection Agency

U.S. Army Corps of Engineers

California Department of Parks and
Recreation, Environmental Design, Planning
Acquisitions and Local Services

U.S. Department of Housing and Urban
Development, Community Planning and
Development, Los Angeles Office

California Lands Commission,
Environmental Planning and Management

U.S. Department of Agriculture

State of California, Department of
Transportation District 7

Natural Resources Conservation Services

U.S. Surface Transportation Board

Native American Heritage Commission

Federal Aviation Administration, Western
Pacific Region

State Historic Preservation Office

Federal Transit Administration/Federal
Highway Administration Metropolitan
Office

California Highway Patrol

Federal Railroad Administration

California Regional Water Quality Control
Board, La Honton Region

U.S. Fish and Wildlife Services

California Regional Water Quality Control
Board, Los Angeles Region

Amtrak, Government Affairs

California High Speed Rail Authority

U.S. Department of Agriculture,

State of California, Department of
Transportation

Angeles National Forest

California Transportation Commission

State Agencies

California Department of Water Resources,
Division of Planning and Local Assistance

California Department of Conservation,
Office of Government and Environmental
Relations

Public Utilities Commission

California Regional Water Quality Control
Board

Rivers and Mountains Conservancy

California Department of Fish and Game

State of California, Department of
Transportation District 8

California Department of Housing and
Community Development

State Clearinghouse, Governors Office of
Planning and Research

County and Regional Agencies

South Coast Air Quality Management District	County of Riverside, County Executive Officer
Southern California Regional Rail Authority	Riverside County Transportation Commission
Southern California Association of Governments	Riverside Transit Authority, Transportation and Land Management Agency
San Bernardino Association of Governments	Inyo Mono Transit
San Gabriel Valley Association of Governments	County of Inyo, Administrative Officer
Los Angeles County Metropolitan Transit Authority	County of Kern, Clerk of the Board
Los Angeles County Department of Regional Planning County of Los Angeles, Pasadena Glen Community Services District	County of Kern, Transportation Development Engineer
County of Los Angeles, Fire Prevention Division	Ventura County Transportation Commission
Los Angeles County Sheriff Department	County of Ventura, Transportation Planning
Los Angeles World Airports	County of Ventura, Clerk of the Board
Omnitrans	Ventura County Board of Supervisors, Clerk of the Board Division
San Bernardino Transportation Commission	Orange County Transportation Authority
County of San Bernardino, Public Works Department, Transportation Design	Los Angeles City/County Native American Indian Commission
County of San Bernardino, Public Works Department	Sanitation Districts of Los Angeles County
County of San Bernardino, Public Works Department, Planning	Foothill Transit Service
County of San Bernardino, Public Works Department Traffic	Los Angeles County Department of Public Works, Flood Control Planning
County of San Bernardino, Flood Control Planning	Los Angeles County Department of Public Works, Transportation Planning
County of San Bernardino, Environmental Management	Los Angeles County Department of Public Works, Director of Facilities, Airports
	Los Angeles County, Department of Parks and Recreation
	Utilities
	AT&T, Outside Site Planning, Engineering

BNSF	Chaffey Joint Union High School District, Transportation
MCI Telecommunications	
Southern California Edison	Los Angeles Unified School District
Southern California Gas Company, Director of Planning and Engineering	South Pasadena Unified School District
Union Pacific RR, Government Affairs	Charter Oak Unified School District, Director of Maintenance Operations and Transportation

US Sprint, Outside Plan Engineer

Western Union Telegraph Company,
Outside Planning and Engineering

Local Agencies

Jet Propulsion Laboratory

City of Bradbury, City Manager

City of Bradbury, Director of Public Works

City of Bradbury, Director of
Transportation

City of Bradbury, Fire Department

City of Los Angeles, City Manager

City of Los Angeles, Public Works

City of Los Angeles, Transportation

City of Los Angeles, Police Department,
Community Relations Section

City of Los Angeles, Fire Department,
Captain Hydrants and Access

City of South Pasadena, City Manager

City of South Pasadena, Public Works

City of South Pasadena, Police Chief

City of South Pasadena, Fire Chief

City of S. Pasadena, Transportation

City of Pasadena, City Manager

City of Pasadena Planning Department

School Districts

Pasadena Unified School District, Planning
Research and Evaluation

Arcadia Unified School District, Director of
Maintenance Operations and Transportation

Monrovia Unified School District

Duarte Unified School District, Director of
Transit Operations

Covina Valley Unified School District,
Director of Business Services

Azusa Unified School District, Director of
Communication/Community Affairs

Glendora Unified School District, Assistant
Superintendent, Business Services

Bonita Unified School District,
Transportation Department

Pomona Unified School District, School
Climate and Public Relations Department

Claremont Unified School District, Business
Services

Ontario-Montclair School District, Business
Services

City of Pasadena Department of Public Works, Transportation	City of Azusa, Transportation Department
City of Pasadena Department of Transportation	City of Azusa, Chief of Police
City of Arcadia, Arcadia City Hall	City of Glendora, City Manager
City of Arcadia, Development Services	City of Glendora, City Engineer and Public Works Director
City of Arcadia, Police Chief	City of Glendora, Planning and Redevelopment Director
City of Arcadia, Deputy Fire Chief	City of Glendora, Chief of Police
City of Monrovia, Director Community Development	City of San Dimas, Community Development
City of Monrovia, City Manager	City of San Dimas, Public Works
City of Monrovia, Director of Public Works	City of San Dimas, Engineering and Public Works
City of Monrovia, City Engineer	City of San Dimas, Public Works Street Division
City of Monrovia, Police Chief	San Dimas Sheriff's Department
City of Monrovia, Fire Chief	City of La Verne, City Manager
City of Duarte, City Manager	City of La Verne, Director of Community Development
City of Duarte, Community Development	City of La Verne, Director of Public Works
City of Duarte, Director of Public Works	City of La Verne, City Engineer
City of Duarte, Director of Transit Services	City of La Verne, Police Chief
City of Duarte, Director of Public Safety	City of La Verne, Fire Chief
City of Irwindale, City Manager	City of Pomona, City Manager
City of Irwindale, Director of Planning	City of Pomona, Planning
City of Irwindale, Director of Public Works / City Engineering	City of Pomona, Public Works
City of Irwindale, Chief of Police	City of Pomona, Transportation Engineer, Public Works
City of Azusa, City Manager	City of Pomona, Police Chief
City of Azusa, Community Development Department	
City of Azusa, Public Works	

City of Claremont, City Manager	<i>California Legislature</i>
City of Claremont, Community Development	<i>California State Senate</i>
City of Claremont, Director of Transit Services	Honorable Jack Scott, 21st Senate District
City of Claremont, Community Development Director, Engineering Division	Honorable Gloria Romero, 24th Senate District
City of Claremont, Police Chief	Honorable R.G. "Bob" Margett, 29th Senate District
City of Montclair, City Manager	Honorable Gil Cedillo, 22nd Senate District
City of Montclair, Redevelopment and Public Works	Honorable James L. Brulte, 31st Senate District
City of Montclair, Community Development	Honorable Nell Soto, 32nd Senate District
City of Montclair, Police Chief	<i>California State Assembly</i>
City of Montclair, Fire Chief	Honorable Carol Liu, 44th Assembly District
Elected Officials	Honorable Dennis Mountjoy, 59th Assembly District
<i>U.S. Congress</i>	Honorable Ed Chavez, 57th Assembly District
<i>U.S. Senate</i>	Honorable Gloria Negrete Mc Leod, 61st Assembly District
Honorable Barbara Boxer	Honorable Robert D. Dutton, 63rd Assembly District
Honorable Dianne Feinstein	
<i>U.S. House of Representatives</i>	
Honorable David Dreier, 28th District	<i>Los Angeles County Supervisors</i>
Honorable Adam Schiff, 29th District	Honorable Gloria Molina, 1st District
Honorable Hilda Solis, 32nd District	Honorable Michael D. Antonovich, 5th District
Honorable Grace Napolitano	
Honorable Lucille Raybal-Allard	<i>San Bernardino County Supervisor</i>

Honorable Paul Biane, 2nd District	Claremont Colleges Consortium, Facilities
	Miller Brewing Company, Facilities Maintenance and Operations
<i>Local</i>	
City of Pasadena, Mayor Bill Bogard,	Los Angeles Botanical Gardens
City of Arcadia, Mayor, Gail Marshall	Santa Anita Park, Facilities Maintenance and Operations
City of Monrovia, Mayor, Rob Hammond	Methodist Hospital of Southern California, Facilities Maintenance and Operations
City of Duarte, Clerk of the Council, Marla Akana,	Santa Teresita Hospital, Facilities Maintenance and Operations
City of Irwindale, Mayor, Mark A. Breceda	Rainbird Sprinklers, Facilities Maintenance and Operations
City of Azusa, Mayor, Cristina Cruz Madrid	Monrovia Nursery, Facilities Maintenance and Operations
City of Glendora, Mayor, Mike Conway	Foothill Presbyterian Memorial Hospital, Facilities Maintenance and Operations
City of San Dimas, Mayor, Curtis W. Morris	East Valley Hospital, Facilities Maintenance and Operations
City of La Verne, Mayor, Jon Blickenstaff	University of La Verne, Facilities Maintenance and Operations
City of Pomona, Mayor, Edward Cortez	Los Angeles County Fairplex, Facilities Maintenance and Operations
City of Claremont, Mayor Paul Held	Western University of Health Science, Facilities Maintenance and Operations
City of Montclair, Mayor Paul M. Eaton	
City of Bradbury, Mayor Edwin G. Schuck, Jr.	
City of Los Angeles, Mayor James K. Hahn	
City of South Pasadena, Mayor Michael Cacciotti	
Major Activity Centers Along the Alignment	Libraries
Citrus Community College District	Pasadena Public Library
City of Hope National Medical and Research Center, Director of Facilities Maintenance and Operations	Arcadia Public Library
Azusa-Pacific University, Director of Facilities Maintenance and Operations	Monrovia Public Library
	Duarte Public Library
	Irwindale Public
	Azusa Public Library

Glendora Public Library	Island Gabrielino Group
San Dimas Public Library	John Valenzuela
La Verne Public Library	Gabrielino Tongva Indians of California Gabrieleno/Tongva Tribal Council
Pomona Public Library	Craig Torres
Claremont Public Library	Jim Velasques.
Montclair Public Library	Gabrielino/Tongva Tribal Council
South Pasadena Public Library	Alfred L. Valenzuela
Los Angeles Public Library	Citrus Valley Association of Realtors, Government Affairs Director
Arroyo Seco Regional Library	Asian Pacific Policy and Planning Council
Chinatown Branch Library	Communities for a Better Environment
Other Organizations and Individuals	Action Now
La Opinion	Asian Pacific Planning Council
Los Angeles Times	Barrio Planners, Inc.
Pasadena Star News	Black Women's Forum
Chinese Free Daily News	California Environmental Projects
San Gabriel Valley Tribune	California Public Interest Research Group
San Bernardino Sun News	Center for Law in the Public Interest
Inland Valley Daily Bulletin	Charro
The Transportation and Land Use Collaborative of Southern California	Coalition to Bridge the Gap
The Transit Coalition	Committee to Bridge the Gap
Sierra Club, Los Angeles Chapter	Community Coalition for Change
Los Angeles County Bicycle Coalition	Community Coalition of Los Angeles
Samuel H. Dunlap	Concerned Citizens of South Central Los Angeles
Beverly Salazar Folkes	Diverse Strategies For Organizing
Ti'At Society	El Sereno Organizing Committee

Friends of the San Gabriel River	David Oosterhof
Inquilinos Unidos	Robert Sarasua
Korean Immigrant Workers Advocates	Consuelo Martinez
Livable Places	Nereen Guirguis
Los Angeles Alliance for a New Economy	Gerald Delker
Madres del Este de Los Angeles	Steve Edwards
Santa Isabel	Sam Sammelman
Mexico Information Project	Jim Nizolek
Morgner Environmental Group/Mela	Stanton and Estelle Smith
Mothers of East Los Angeles	Ruth Crowe
National Health Law Program	Steve Slaky
Natural Resources Defense Fund	George Stamp
North East Trees	Karl Felcher
Philippine Action Group for the Environment	James and Marilyn Nixon
Residents for a Better Alhambra	Marshall Mou
Soledad Enrichment Action	Mary Kay Watson
Trust for Public Land	Roy Schall
Union Y Fuerzas	Marianne Delia
San Manuel Band Of Serrano Mission Indians	Richard Marvin
Mary E. Dougherty	Tina and Laura Gregoire
R.L. Hoherd	Michelle Godfrey
Esther Monreal	Bruce Danielson
Octavio Chaidez	Jolie Elman
Lourdes Palacios	Idella Cloutman
Dennis Awad	Mark Miller
	Peter Lin

Ella Graffins	Department of Justice Community Relations Service
Jeff Morton	
Phil Currie	Southern California Transportation Advocates
Jane Singleton	James Leong
Rick McAlpin	Cerrell Associates
Inland Valley Times	Dick Stanford
Pomona Fairplex	Yolanda Chavez
Benjamin Sandoval	NO BLAG
Doug Kregill	Jerry Malkowski Willis
John and Eula Gibson	John V. Ryan
Betty Kalowski	Judy Johnson, O'Brien Kreitzberg
Ron Padilla	B. Szabo Inc.
Geri Silveria	Alan K. Weeks
Craig Walters	Beatrice Siev
Bert Sawyer	Algird Leiga
Jackie Fehrenbach	Richard, Watson and Gershon
Alameda Corridor-East Construction Authority, Transportation Policy	Paul Ahrens
SGV Economic Partnership	David Margrave
AARP	Michael A. Cacciotti
Daniel Walker, Sierra Club	Brown, Winfield and Canzoneri
Latin Business Association	South Pasadena Review
Automobile Club of Southern California, Community Relations	Michael LewisLewis and Company
Fannie Mae Foundation	Gilchrist and Rutter
Labor Community Strategies Center	LAMBOC
Weingart Foundation	Padilla and Associates
	Carter and Burgess, Inc.

Robinson and Pearman	Honorable Dan Harden, Council Member
Rail Passenger Assoc. of CA	Honorable Robert F. Rodriguez, Council Member
Schafer Communications	Honorable Steven Johnson, Council Member
Bayne and Associates	
Gannett Fleming	<i>City of Pomona</i>
D'Leon Consulting Engineers	Honorable George Hunter, Council Member, District 1
James Washington, Jr.	Honorable Marco Robles, Council Member, District 2
NO BLAG	
South Pasadena Review	Honorable Elliott Rothman, Council Member, District 5
Recipients of the Postcard Notice	
<i>23,000 residents, and businesses along the alignment, also includes persons from the Gold Line Phase I and the following list.</i>	Honorable Paula Lantz, Council Member, District 4
<i>City of Glendora</i>	Honorable Norma J. Torres, Council Member, District 6
Honorable Cliff Hamlow, Council Member	Honorable Dan Rodriguez, Council Member
Honorable Ken Herman, Council Member	<i>City of Claremont</i>
Honorable Gary Clifford, Council Member	Honorable Sandra Baldonado, Mayor Pro Tem
Honorable Doug Tessitor, Council Member	Honorable Jackie McHenry, Council Member
<i>City of San Dimas</i>	Honorable Peter Yao, Council Member
Honorable John Ebiner, Mayor Pro Tem	Honorable Llewellyn Miller, Council Member
Honorable F.D. "Sandy" McHenry, Council Member	<i>City of Arcadia</i>
Honorable Denis Bertone, Council Member	Honorable Gail A. Marshall, Council Member
Honorable Jeff Templeman, Council Member	Honorable Gary A. Kovacic, Mayor Pro Tem
<i>City of La Verne</i>	Honorable Mickey Segal, Council Member
Honorable Thomas R. Harvey, Council Member	Honorable John Wuo, Council Member

<i>City of Monrovia</i>	Honorable J. John Dutrey, Mayor Pro Tem
Honorable Joe Garcia, Mayor Pro Tem	Honorable Leonard Paulitz, Council Member
Honorable Tom Adams, Council Member	Honorable Bill Ruh, Council Member
Honorable Dan Kirby, Council Member	Honorable Carolyn Raft, Council Member
Honorable Mary Ann Lutz, Council Member	
<i>City of Duarte</i>	<i>City of South Pasadena</i>
Honorable John Fasana, Mayor Pro Tem	Honorable Mike Ten, Mayor Pro Tem
Honorable Margaret E. Finlay, Council Member	Honorable David L. Margrave, Council Member
Honorable Tzeilel R. Paras, Council Member	Honorable David Saeta, Council Member
Honorable Phillip R. Reyes, Council Member	Honorable Odom Stamps, Council Member
<i>City of Irwindale</i>	<i>City of Los Angeles</i>
Honorable Rosemary M. Ramirez, Mayor Pro Tem	Honorable Ed Reyes, Council Member, District 1
Honorable Manuel R. Garcia, Council Member	Honorable Wendy Greuel, Council Member, District 2
Honorable Julian A. Miranda, Council Member	Honorable Dennis Zine, Council Member, District 3
Honorable Joseph R. Tapia, Council Member	Honorable Tom La Bonge, Council Member, District 4
<i>City of Azusa</i>	Honorable Jack Weiss, Council Member, District 5
Honorable Joseph R. Rocha, Council Member	Honorable Ruth Galanter, Council Member, District 6
Honorable Diane Chagnon, Council Member	Honorable Alex Padilla, Council Member, District 7
Honorable Dick Stanford, Council Member	Honorable Bernard Parks, Council Member, District 8
Honorable David Hardison, Mayor Pro Tem	Honorable Jan Perry, Council Member, District 9
<i>City of Montclair</i>	Honorable Nate Holden, Council Member, District 10

Honorable Cindy Miscikowski, Council Member, District 11

David Oosterhof

Honorable Hal Bernson, Council Member, District 12

Robert Sarasua

Honorable Eric Garcetti, Council Member, District 13

Consuelo Martinez

Nereen Guirguis

Honorable Nick Pacheco, Council Member, District 14

Gerald Delker

Steve Edwards

Honorable Janice Hahn, Council Member, District 15

Sam Sammelman

Jim Nizolek

City of Pasadena

Stanton & Estelle Smith

Honorable Joyce Streator, Council Member, District 1

Ruth Crowe

Honorable Paul Little, Council Member, District 2

Steve Slaky

George Stamp

Honorable Chris Holden, Council Member, District 3

Karl Felcher

Honorable Steven Haderlein, Council Member, District 4

James & Marilyn Nixon

Marshall Mouw

Honorable Victor Gordo, Council Member, District 5

Mary Kay Watson

Honorable Steve Madison, Council Member, District 6

Roy Schall

Marianne Delia

Honorable Sid Tyler, Vice Mayor/Council Member, District 7

Richard Marvin

Tina & Laura Gregoire

Individuals

Michelle Godfrey

Mary E. Dougherty

Bruce Danielson

R.L. Hoherd

Jolie Elman

Esther Monreal

Idella Cloutman

Octavio Chaidez

Mark Miller

Lourdes Palacios

Peter Lin

Dennis J. Awad

Ella Graffins	Tom Porter, State Director, AARP
Jeff Morton	Daniel Walker, Regional Manager, Pacific Rim, Boeing Satellite Systems, Inc.
Phil Currie	Edgar Mejia, Executive Director, Latin Business Association
Jane Singleton	
Rick Mc Alpin	Carol Thorpe, Managing Director, Community Relations, Automobile Club of Southern California
LD Johnson, City of La Verne	
Don Kendrick, City of La Verne	Vera de Vera, Program Manager, Fannie Mae Foundation Western Region
Hal G. Fredericksen, Community Development Director, City of La Verne	Eric Mann, Executive Director, Labor Community Strategies Center
Paul Anderson, City Editor, Inland Valley Times	Mr. Pat Moser, Southern California Transportation Advocates
Jack Moriarty, Pomona Fairplex	
Brian Worley, University of La Verne	Fred Ali, President & CEO, Weingart Foundation
Benjamin Sandoval	Ron Wakabayashi, Regional Director, Department of Justice, Community Relations Service
Doug Kregill	
John & Eula Gibson	
Betty Kalowski	
Ron Padilla	
Geri Silveria	
Craig Walters	
Bert Sawyer	
Jackie Fehrenbach	
Sharon Neely, Director of Transportation Policy, Alameda Corridor-East Construction Authority	
Frank Marquez, President, SGV Economic Partnership	
Nicholas Conway, Executive Director, SGVCOG	

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APPENDIX D: FILINGS

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, 1400 Tenth Street, Suite 222, Sacramento, CA 95814 (916) 445-0613

SCH # _____

Project Title: Gold Line Phase II Extension (Pasadena to Montclair)

Lead Agency: Los Angeles to Pasadena Metro Blue Line Construction Authority
Contact Person: Susan Hodor
Street Address: 625 Fair Oaks Avenue, Suite 200
Phone: 626-799-0080
City: South Pasadena **Zip Code:** 91030 **County:** Los Angeles and San Bernardino

Project Location:

County: Los Angeles and San Bernardino **City/Nearest Community:** Pasadena, Arcadia, Monrovia, Duarte, Irwindale, Azusa, Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair
Cross Streets: _____ **Zip Code:** 91006 and others **Total Acres:** N/A
Assessor's Parcel No.: N/A **Section:** <enter #> **Twp:** <enter #> **Range:** <enter #> **Base:** <enter #>
Within 2 Miles: **State Hwy #:** I-210 **Waterways:** San Gabriel River
Airports: Brackett Airport **Schools:** _____ **Railway s:** MTA Gold Line, UP/ SCRRA San Bernardino Line

Document Type:

CEQA: NOP Supplement/Subsequent EIR (Prior SCH No: _____) Early Cons Neg Dec Draft EIR Other:
NEPA: NOI EA Draft EIS FONSI **OTHER:** Joint Document Final Document Other:

Local Action Type:

General Plan Update Specific Plan Rezone Annexation
 General Plan Amendment Master Plan Prezone Redevelopment
 General Plan Element Planned Unit Development Use Permit Coastal Permit
 Community Plan Site Plan Land Division (Subdivision, etc) Other: Transportation

Development Type:

Residential: Units _____ Acres _____ Water Facilities: Type _____ MGD
 Office: Sq. ft. _____ Acres _____ Employees _____ Transportation: Type Light Rail Transit
 Commercial: Sq. ft. _____ Acres _____ Employees _____ Mining: Mineral _____
 Industrial: Sq. ft. _____ Acres _____ Employees _____ Power: Type _____ Watts
 Educational: _____ Waste Treatment: Type _____
 Recreational: _____ Hazardous Waste: Type _____
 Other: _____

Funding (approx.): Federal \$ TBD State \$ TBD Total \$ TBD

Project Issues Discussed in Document:

Aesthetic / Visual Flood Plain / Flooding Schools / Universities Water Quality
 Agricultural Land Forest Land / Fire Hazard Septic Systems Water Supply/Groundwater
 Air Quality Geologic / Seismic Sewer Capacity Wetland / Riparian
 Archeological / Historical Minerals Soil Erosion/Compaction/Grading Wildlife
 Coastal Zone Noise Solid Waste Growth Inducing
 Drainage / Absorption Population / Housing Balance Toxic / Hazardous Landuse
 Economic / Jobs Public Services / Facilities Traffic / Circulation Cumulative Effects
 Fiscal Recreation / Parks Vegetation Other: Vibration

Present Land Use / Zoning / General Plan Designations:
Utility

Project Description:

The Construction Authority will be the lead agency for preparation of an Environmental Impact Report (EIR) in accordance with CEQA for proposed transit improvements from the existing Sierra Madre Villa Station in Pasadena to Montclair, California, in Los Angeles and San Bernardino Counties. The EIR will be prepared in cooperation with the San Gabriel Valley Council of Governments (SGVCOG), the San Bernardino Associated Governments (SANBAG), the Los Angeles County Metropolitan Transportation Authority (LACMTA), the Federal Railroad Administration (FRA), and the Federal Transit Administration (FTA). A joint document (EIS/EIR) will be prepared to satisfy both National Environmental Policy Act (NEPA) and CEQA requirements. The FTA will be the federal lead agency.

Reviewing Agencies Checklist

KEY
 S = Document sent by Lead Agency
 X = Document sent by SCG
 ✓ = Suggested Distributor

- Resources Agency**
- Boating & Waterways
- Coastal Commission
- Coastal Conservancy
- Colorado River Board
- Conservation
- Fish & Game
- Forestry & Fire Protection
- Office of Historic Preservation
- Parks & Recreation
- Reclamation Board
- S.F. Bay Conservation & Development Commission
- Water Resources (DWR)
- Business, Transportation & Housing**
- Aeronautics
- California Highway Patrol
- CALTRANS Districts # 7 and #8
- Department of Transportation Planning (headquarters)
- Housing & Community Development
- Food & Agriculture**
- Health & Welfare**
- Health Services
- State & Consumer Services**
- General Services
- OLA (Schools)

- Environmental Protection Agency**
- Air Resources Board
- California Waste Management Board
- SWRCB: Clean Water Grants
- SWRCB: Delta Unit
- SWRCB: Water Quality
- SWRCB: Water Rights
- Regional WQCB # LOS ANGELES and LOHANTON
- Youth & Adult Corrections**
- Corrections
- Independent Commissions & Offices**
- Energy Commission
- Native American Heritage Commission
- Public Utilities Commission
- Santa Monica Mountains Conservancy
- State Lands Commission
- Tahoe Regional Planning Agency

Other: SEE ATTACHED DISTRIBUTION LIST

Public Review Period (to be filled in by lead agency)

Starting Date: June 30, 2003 Ending Date: August 1, 2003
 Signature: *Jessie Hester by JAS* Date: 6/27/03
 SCOPING MEETINGS WILL BE HELD - SEE NOP

Lead Agency (Complete if applicable):

Consulting firm: Myra L. Frank & Associates

Address: 811 W. 7th St. Suite 800

City / State / Zip: Los Angeles, CA 90017

Contact: J. Steven Brooks, AICP

Phone: (213) 627-5376

Applicant:

Address: _____

City / State / Zip: _____

Phone: () _____

For SCH Use Only

Date Received at SCH: _____

Date review Starts: _____

Date to Agencies: _____

Date to SCH: _____

Clearance Date: _____

Notes: _____

OPR CEQA County Query

http://www.ceqanet.ca.gov/Proj_Description.asp?Projec...

California Home

Tuesday, September 2, 2003



[OPR Home](#) > [CEQAnet Home](#) > [CEQAnet Query](#) > [Search Results](#) > [Project Description](#)

Gold Line Phase II Extension (Pasadena to Montclair)

City	Cross Street	Document Type	Description	Date Received
Pasadena, Monrovia, Arcadia, Duarte, Inwindsale, Azusa, ...		<u>Notice of Preparation</u>	The Construction Authority will be the lead agency for preparation of an Environmental Impact Report (EIR) in accordance with CEQA for proposed transit improvements from the existing Sierra Madre Villa Station in Pasadena to Montclair, California, in Los Angeles and San Bernardino Counties.	6/30/2003

[CEQAnet HOME](#) | [NEW SEARCH](#)

OPR Gold Line Phase II Extension (Pasadena to Montclair) http://www.ceqanet.ca.gov/Doc_Description.asp?DocPK...

California Home

Tuesday, September 2, 2003



[OPR Home](#) > [CEQAnet Home](#) > [CEQAnet Query](#) > [Search Results](#) > [Document Description](#)

Gold Line Phase II Extension (Pasadena to Montclair)

SCH Number: 2003061157

Type: NOP

Project Description

The Construction Authority will be the lead agency for preparation of an Environmental Impact Report (EIR) in accordance with CEQA for proposed transit improvements from the existing Sierra Madre Villa Station in Pasadena to Montclair, California, in Los Angeles and San Bernardino Counties.

Project Lead Agency

Los Angeles to Pasadena Metro Blue Line Construction Authority

Contact Information

Primary Contact:

Susan Hodor
Los Angeles to Pasadena Metro Blue Line Construction Authority
626-199-0080
625 Fair Oaks Avenue, Suite 200
South Pasadena
CA, 91030

Project Location

County: Los Angeles, San Bernardino
City: Pasadena, Monrovia, Arcadia, Duarte, Irwindale, Azusa, ...
Region:
Cross Streets:
Parcel No:
Township:
Range:
Section:
Base:
Other Location Info:

Proximity To

Highways: I-210
Airports: Brackett Airport
Railways: MTA Gold, UP/SCRRA San Bern.
Waterways: San Gabriel River
Schools:
Land Use: Utility

Development Type

Transportation: Rail

Local Action

Other Action

Project Issues

Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Drainage/Absorption; Economics/Jobs; Fiscal Impacts; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife; Growth Inducing; Landuse; Cumulative Effects; Other Issues

OPR Gold Line Phase II Extension (Pasadena to Montclair) http://www.ceqanet.ca.gov/Doc_Description.asp?DocPK...

Reviewing Agencies (Agencies in Bold Type submitted comment letters to the State Clearinghouse)

Resources Agency Department of Parks and Recreation Department of Fish and Game, Region 5 Native American Heritage Commission Public Utilities Commission Caltrans, District 6 Caltrans, Division of Aeronautics Caltrans, Division of Transportation Planning State Water Resources Control Board, Division of Water Quality Department of Toxic Substances Control Regional Water Quality Control Board, Region 4

Date Received: 6/30/2003 Start of Review: 6/30/2003 End of Review: 7/29/2003

[CEQAnet HOME](#) | [NEW SEARCH](#)

Notice of Preparation

TO: Distribution List **FROM:** Los Angeles to Pasadena Metro Blue Line Construction Authority
625 Fair Oaks Avenue, Suite 200
South Pasadena, CA 91030

Subject: Notice of Preparation of an Environmental Impact Report
Lead Agency: Los Angeles to Pasadena Metro Blue Line Construction Authority
Contact Person: Susan Hodor
Street Address: 625 Fair Oaks Avenue, Suite 200
City/State/Zip: South Pasadena, CA 91030

The Construction Authority will be the lead agency for preparation of an Environmental Impact Report (EIR) in accordance with the California Environmental Quality Act (CEQA) for proposed transit improvements from the existing Sierra Madre Villa Station in Pasadena to Montclair, California, in Los Angeles and San Bernardino Counties. The EIR will be prepared in cooperation with the San Gabriel Valley Council of Governments (SGVCOG), the San Bernardino Associated Governments (SANBAG), the Los Angeles County Metropolitan Transportation Authority (LACMTA), the Federal Railroad Administration (FRA), and the Federal Transit Administration (FTA). A joint document (EIS/EIR) will be prepared to satisfy both National Environmental Policy Act (NEPA) and CEQA requirements. The FTA will be the federal lead agency.

The project description, location, and the potential environmental effects are contained in the attached materials. A copy of the Initial Study is, is not, attached. An expanded NOP and a summary table of environmental impacts identified in an earlier stage of planning are attached.

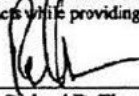
Due to the time limits mandated by State Law, your response must be sent at the earliest possible date but *not later than 30 days* after receipt of this notice.

Please send your response to Susan Hodor at the address shown above.
 We will need the name for a contact person in your agency.

Project Title: GOLD LINE PHASE II EXTENSION (PASADENA TO MONTCLAIR) DRAFT ENVIRONMENTAL IMPACT REPORT/DRAFT ENVIRONMENTAL IMPACT STATEMENT

Project Locations: The corridor includes the cities of Pasadena, Arcadia, Monrovia, Duarte, Irwindale, Azusa, Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair Los Angeles and San Bernardino
 City (nearest) County

Project Description: The EIS/EIR will evaluate the impacts of a continuation of the light rail transit (LRT) technology from the existing Sierra Madre Villa LRT station in Pasadena to Montclair. The EIS/EIR will also evaluate a No-Action alternative, and a TSM/TDM alternative, and a shorter LRT alternative from the existing Sierra Madre Villa station to the City of Irwindale. Alternative locations for an LRT maintenance and storage facility will also be evaluated. The LRT alternatives would use former BNSF railroad right-of-way, known as the Pasadena Subdivision, which is now owned by the Gold Line Construction Authority and SANBAG. There are still a few freight movements that occur on the railroad line. The EIS/EIR will examine operating scenarios to determine whether joint-use can occur or whether freight operations will be supplanted. The No-Action Alternative is the continuation of existing bus service policies in the study area. Under the No-Action Alternative, increases in service would track with increases in demand due to population or employment growth in the area, in accordance with current transit service policies. The TSM/TDM Alternative consists of low-cost mobility improvements that attempt to serve the project purpose and need without building a transit guideway. The TSM/TDM alternative will be developed by the Gold Line Construction Authority in consultation with FTA to serve as the New Starts baseline for comparing the LPA to other projects nationwide competing for New Starts funding. Any additional alternatives that emerge during the scoping of the EIS/EIR, especially alternatives that reduce costs or impacts while providing comparable transportation benefit, will also be considered.

Date June 27, 2003 Signature 
ORIGINAL FILED Title Richard D. Thorpe
JUN 27 2003 Telephone (626) 799-0080
 Chief Executive Officer

LOS ANGELES COUNTY CLERK

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

Notice of Preparation

To: Distribution List From: Los Angeles to Pasadena Metro Blue Line Construction Authority
625 Fair Oaks Avenue, Suite 200
South Pasadena, CA 91030

Subject: **Notice of Preparation of an Environmental Impact Report**
Lead Agency: Los Angeles to Pasadena Metro Blue Line Construction Authority
Contact Person: Susan Hodor
Street Address: 625 Fair Oaks Avenue, Suite 200
City/State/Zip: South Pasadena, CA 91030

CLERK OF THE
 BOARD OF SUPERVISORS
 COUNTY OF SAN BERNARDINO
 CALIFORNIA
 03 JUN 27 AM 9:11

The Construction Authority will be the lead agency for preparation of an Environmental Impact Report (EIR) in accordance with the California Environmental Quality Act (CEQA) for proposed transit improvements from the existing Sierra Madre Villa Station in Pasadena to Montclair, California, in Los Angeles and San Bernardino Counties. The EIR will be prepared in cooperation with the San Gabriel Valley Council of Governments (SGVCOG), the San Bernardino Associated Governments (SANBAG), the Los Angeles County Metropolitan Transportation Authority (LACMTA), the Federal Railroad Administration (FRA), and the Federal Transit Administration (FTA). A joint document (EIS/EIR) will be prepared to satisfy both National Environmental Policy Act (NEPA) and CEQA requirements. The FTA will be the federal lead agency.

The project description, location, and the potential environmental effects are contained in the attached materials. A copy of the Initial Study is, is not, attached. An expanded NOP and a summary table of environmental impacts identified in an earlier stage of planning are attached.

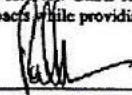
Due to the time limits mandated by State Law, your response must be sent at the earliest possible date but *not later than 30 days* after receipt of this notice.

Please send your response to Susan Hodor at the address shown above. We will need the name for a contact person in your agency.

Project Title: GOLD LINE PHASE II EXTENSION (PASADENA TO MONTCLAIR) DRAFT ENVIRONMENTAL IMPACT REPORT/DRAFT ENVIRONMENTAL IMPACT STATEMENT

Project Locations: The corridor includes the cities of Pasadena, Arcadia, Monrovia, Duarte, Irwindale, Azusa, Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair Los Angeles and San Bernardino County (nearest)

Project Description: The EIS/EIR will evaluate the impacts of a continuation of the light rail transit (LRT) technology from the existing Sierra Madre Villa LRT station in Pasadena to Montclair. The EIS/EIR will also evaluate a No-Action alternative, and a TSM/TDM alternative, and a shorter LRT alternative from the existing Sierra Madre Villa station to the City of Irwindale. Alternative locations for an LRT maintenance and storage facility will also be evaluated. The LRT alternatives would use former BNSF railroad right-of-way, known as the Pasadena Subdivision, which is now owned by the Gold Line Construction Authority and SANBAG. There are still a few freight movements that occur on the railroad line. The EIS/EIR will examine operating scenarios to determine whether joint-use can occur or whether freight operations will be supplanted. The No-Action Alternative is the continuation of existing bus service policies in the study area. Under the No-Action Alternative, increases in service would track with increases in demand due to population or employment growth in the area, in accordance with current transit service policies. The TSM/TDM Alternative consists of low-cost mobility improvements that attempt to serve the project purpose and need without building a transit guideway. The TSM/TDM alternative will be developed by the Gold Line Construction Authority in consultation with FTA to serve as the New Starts baseline for comparing the LPA to other projects nationwide competing for New Starts funding. Any additional alternatives that emerge during the scoping of the EIS/EIR, especially alternatives that reduce costs or impacts while providing comparable transportation benefit, will also be considered.

Date June 27, 2003 Signature 
 Title Richard D. Thorpe
Chief Executive Officer
 Telephone (626) 799-0080

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

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APPENDIX E: NOTICING



625 Fair Oaks, Suite 200
S. Pasadena, CA 91030



You're invited to attend the Gold Line Phase II Scoping Meetings
See reverse side for details of four upcoming meetings!

Attention residents and businesses of the following cities:
Arcadia - Monrovia - Duarte - Irwindale - Azusa - Glendora - San Dimas
La Verne - Pomona - Claremont - Montclair - Pasadena - South Pasadena - Los Angeles



We need your input! Scoping meetings are set to kick-off the environmental work for Gold Line Phase II. Please come and give us your thoughts!

With the Gold Line Phase I set to open on July 26th from Union Station to Pasadena, planning is already underway for the Phase II extension from Pasadena to Montclair. Recently, the Alternatives Analysis was completed for Phase II and the environmental work is now set to begin. The following four scoping meetings will kick-off the environmental process. Please plan on attending the meeting most convenient for you.

Tuesday, July 15, 2003 from 5-8 p.m.
City of San Dimas - Council Chambers
245 E. Bonita Avenue
San Dimas, CA 91773

Wednesday, July 16, 2003 from 5-8 p.m.
City of Claremont - Citrus Room, 2nd Floor
225 2nd Street
Claremont, CA 91711

Thursday, July 17, 2003 from 5-8 p.m.
South Pasadena - Public Library, Community Room
1115 El Centro Street
South Pasadena, CA 91030

Monday, July 21, 2003 from 5-8 p.m.
City of Arcadia - Council Chambers
240 W. Huntington Drive
Arcadia, CA 91007

These scoping meetings are intended to comply with the public outreach requirements of the CEQA, NEPA and related environmental laws. Information available at each scoping meeting will be the same. You are welcome to attend any of the meetings. The format for the meetings is open house, so come any time during the posted hours. The Federal Transit Administration published a Notice of Intent to prepare an Environmental Impact Statement in the Federal Register on July 1, 2003. A Notice of Preparation for an Environmental Impact Report was issued by the Los Angeles to Pasadena Metro Blue Line Construction Authority on June 27, 2003. Notice of Intent/Preparation documents are available at main libraries in each city. Written comments will be accepted at all scoping meetings, or to Susan Hoder, Gold Line Construction Authority, 625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030 no later than August 1, 2003. All meeting locations are accessible to people with disabilities. Spanish and Chinese interpreters will be available at all meetings. Any individual with a disability who requires special assistance, such as a sign language interpreter, should contact Susan Hoder at 626-799-0080 at least 48 hours in advance of the meeting. Visit our website for specific details at: <http://www.metrogoldline.org>

ARELLANO ASSOCIATES

4091 RIVERSIDE DRIVE, #117

CHINO, CA 91710

Affidavit of Publication

-of-

Classified Advertising

State of California, }
County of Los Angeles } ss.

Trang Thanh _____ of said

County and State being duly sworn, says:
That ~~she~~ he is and at all times herein mentioned was a citizen of the United States, over 21 years of age, and not a party to nor interested in the above entitled matter; that ~~she~~ he is a principal clerk of the printers and publishers of the **LOS ANGELES TIMES** a newspaper printed and published daily in the said Los Angeles County; that the

Legal Notice

in the above entitled matter of which the annexed is a printed copy, was published in said newspaper **LOS ANGELES TIMES**

202 West First ST.
Los Angeles, CA. 90012

on the following days, to-wit:

THURSDAY JULY 3, 2003

Subscribed and sworn to before

me, this 03 day of July 2003

Notary Public in and for the County of Los Angeles, State of California



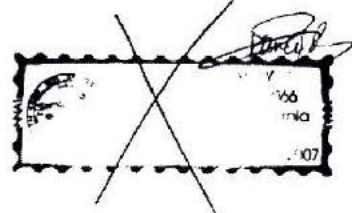
GOLD LINE - PHASE II PUBLIC SCOPING PROCESS

The Construction Authority that built Phase I of the Gold Line will host a series of public scoping meetings which will kick-off the environmental process for Phase II of the Gold Line project. The public is asked to provide input or suggest project alternatives, to identify issues of environmental concern to be addressed in the Environmental Impact Statement/Environmental Impact Report and to sign-up to receive further information on the proposed project. Phase II of the Gold Line will serve the cities of Los Angeles, South Pasadena, Pasadena, Glendale, Arcadia, Duarte, Irwindale, Azusa, Glendora, San Dimas, La Verne, Pomona, Claremont and Montclair.

The public scoping meetings will be held as follows:
 Tuesday, July 15, 5 - 8 p.m., City of San Dimas Council Chambers, 740 E. Lincoln Ave., San Dimas
 Wednesday, July 16, 5 - 8 p.m., City of Glendora, Citrus Room, 222 2nd Street, Claremont
 Thursday, July 17, 5 - 8 p.m., South Pasadena Public Library, 1115 El Centro St., South Pasadena
 Monday, July 21, 5 - 8 p.m., City of Arcadia Council Chambers, 288 W. Huntington Drive, Arcadia; and
 Tuesday, July 22, 5 - 8 p.m. (public agencies only please) at the Construction Authority offices, 625 Fair Oaks Avenue, 200, South Pasadena.

These scoping meetings comply with the public outreach requirements of the California Environmental Quality Act (CEQA), the National Environmental Policy Act (NEPA), Section 604 of the Clean Water Act, Section 106 of the National Historic Preservation Act and Executive Order 11508 (Federal Actions to Address Environmental Justice in Minority Populations). The Federal Transit Administration published a Notice of Intent to prepare an Environmental Impact Statement in the Federal Register on July 1, 2003. A Notice of Preparation for an Environmental Impact Report was issued by the Los Angeles to Pasadena Metro Blue Line Construction Authority on June 17, 2003. Written comments will be accepted at all scoping meetings, or to Susan Hodar, Liaison to Pasadena Blue Line Construction Authority, 625 Fair Oaks Avenue, Suite 200, South Pasadena, California 91066 no later than August 1, 2003. All meeting locations are accessible to people with disabilities. Any individual with a disability who requires special assistance, such as a sign language interpreter, should contact Susan Hodar at (818) 799-0200 at least 48 hours in advance of the meeting. Notices of Preparation documents are available at train libraries in each city.

For more information, please contact (818) 799-0200 or visit www.metroblueline.org.



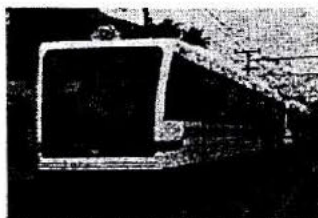
San Gabriel
Valley Tribune
July 21 2003



Gold Line Phase II Pasadena to Montclair Public Scoping Meetings

With the Gold Line Phase I set to open on July 26th from Union Station to Pasadena, planning is already underway for the Phase II extension from Pasadena to Montclair. Recently, the Alternatives Analysis was completed for Phase II and the environmental work is now set to begin.

You are invited to attend any one of the five public scoping meetings which will kick-off the environmental process. The public is asked to provide input about or suggest project alternatives, to identify issues of environmental concern to be addressed in the EIS/EIR and to sign-up to receive further information on the proposed project.



Phase II of the Gold Line will serve the cities of:
Los Angeles, South Pasadena, Pasadena, Monrovia, Arcadia, Duarte, Irwindale, Azusa, Glendora, San Dimas, Pomona, Claremont and Montclair.

OPEN HOUSE FORMAT

Come any time between posted hours. Information at each scoping meeting will be the same. Simultaneous Spanish and Chinese interpretation will be provided.

Tuesday, July 15, 5 - 8 p.m.
City of San Dimas, Council Chambers
245 E. Bonita Ave., San Dimas

Monday, July 21, 5 - 8 p.m.
City of Arcadia, Council Chambers
240 W. Huntington Drive, Arcadia

Wednesday, July 16, 5 - 8 p.m.
City of Claremont, Citrus Room
225 2nd Street, Claremont

Tuesday, July 22, 2 - 5 p.m.
(Public agencies only, please)
Pasadena Metro Blue Line
Construction Authority
625 Fair Oaks Avenue, #200
South Pasadena

Thursday, July 17, 5 - 8 p.m.
South Pasadena Public Library
1115 El Centro St., South Pasadena

These scoping meetings comply with the public outreach requirements of the California Environmental Quality Act (CEQA), the National Environmental Policy Act (NEPA), Section 404 of the Clean Water Act, Section 106 of the National Historic Preservation Act and Executive Order 12898 (Federal Actions to Address Environmental Justice in Minority Populations). The Federal Transit Administration published a Notice of Intent to prepare an Environmental Impact Statement in the Federal Register on July 1, 2003. A Notice of Preparation for an Environmental Impact Report was issued by the Los Angeles to Pasadena Metro Blue Line Construction Authority on June 27, 2003. Written comments will be accepted at all scoping meetings, or to Susan Hodor, Public Affairs Manager, Los Angeles to Pasadena Blue Line Construction Authority, 625 Fair Oaks Avenue, Suite 200, South Pasadena, California 91030 no later than August 1, 2003. All meeting locations are accessible to people with disabilities. Any individual with a disability who requires special assistance, such as a sign language interpreter, should contact Susan Hodor at (626) 799-0080 at least 48 hours in advance of the meeting. Notice of Preparation documents are available at main libraries in each city.

**For more information, please contact (626) 799-0080
or visit www.metrogoldline.org**

(Space below for use of County Clerk only)

INLAND VALLEY
DAILY BULLETIN
(formerly The Daily Report)

2041 E. 4th Street
Ontario, CA 91764

PROOF OF PUBLICATION
(2015.5 C.C.P.)

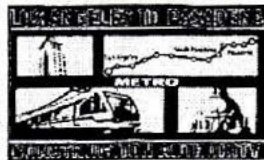
STATE OF CALIFORNIA
County of San Bernardino

I am a citizen of the United States, I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of INLAND VALLEY DAILY BULLETIN, a newspaper of general circulation printed and published daily in the City of Ontario, County of San Bernardino, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of San Bernardino, State of California, on the date of August 24, 1951, Case Number 70663. The notice, of which the annexed is a true printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

7-7-03

I declare under penalty of perjury that the foregoing is true and correct.

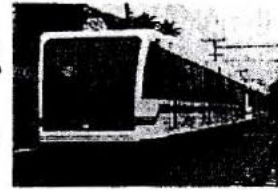
Executed at Ontario, San Bernardino Co., California
this 18th day of August, 2003.
Amund Johnson
signature



**Gold Line Phase II
Pasadena to Montclair
Public Scoping Meetings**

With the Gold Line Phase I set to open on July 26th from Union Station to Pasadena, planning is already underway for the Phase II extension from Pasadena to Montclair. Recently, the Alternatives Analysis was completed for Phase II and the environmental work is now set to begin.

You are invited to attend any one of the five public scoping meetings which will kick-off the environmental process. The public is asked to provide input about or suggest project alternatives, to identify issues of environmental concern to be addressed in the EIS/EIR and to sign-up to receive further information on the proposed project.



Phase II of the Gold Line will serve the cities of Los Angeles, South Pasadena, Pasadena, Monrovia, Arcadia, Duarte, Irwindale, Azusa, Glendora, San Dimas, La Verne, Pomona, Claremont and Montclair.

OPEN HOUSE FORMAT

Come any time between posted hours. Information at each scoping meeting will be the same. Simultaneous Spanish and Chinese interpretation will be provided.

- | | |
|--|--|
| Tuesday, July 15, 5 - 8 p.m.
City of San Dimas, Council Chambers
245 E. Bonita Ave., San Dimas | Monday, July 21, 5 - 8 p.m.
City of Arcadia, Council Chambers
240 W. Huntington Drive, Arcadia |
| Wednesday, July 16, 5 - 8 p.m.
City of Claremont, Citrus Room
225 2nd Street, Claremont | Tuesday, July 22, 2 - 5 p.m.
(Public agencies only, please)
Pasadena Metro Blue Line
Construction Authority
625 Fair Oaks Avenue, #200
South Pasadena |
| Thursday, July 17, 5 - 8 p.m.
South Pasadena Public Library
1115 El Centro St., South Pasadena | |

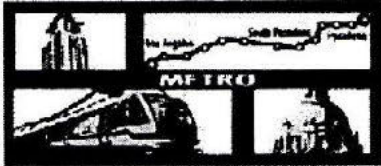
These scoping meetings comply with the public outreach requirements of the California Environmental Quality Act (CEQA), the National Environmental Policy Act (NEPA), Section 404 of the Clean Water Act, Section 106 of the National Historic Preservation Act and Executive Order 12898 (Federal Actions to Address Environmental Justice in Minority Populations). The Federal Transit Administration published a Notice of Intent to prepare an Environmental Impact Statement in the Federal Register on July 1, 2001. A Notice of Preparation for an Environmental Impact Report was issued by the Los Angeles to Pasadena Metro Blue Line Construction Authority on June 27, 2001. Written comments will be accepted at all scoping meetings, or to Susan Hsieh, Public Affairs Manager, Los Angeles to Pasadena Blue Line Construction Authority, 625 Fair Oaks Avenue, Suite 200, South Pasadena, California 91060 no later than August 1, 2003. All meeting locations are accessible to people with disabilities. Any individual with a disability who requires special assistance, such as a sign language interpreter, should contact Susan Hsieh at (626) 799-0080 at least 48 hours in advance of the meeting. Notice of Preparation documents are available at near libraries in each city.

**For more information, please contact (626) 799-0080
or visit www.metrogoldline.org**

二〇〇三年七月十五日 星期二

世界E

LOS ANGELES TO PASADENA

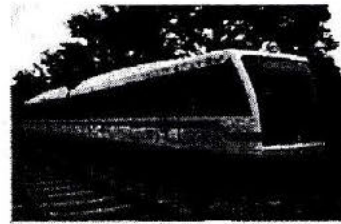


CONSTRUCTION AUTHORITY

金線捷運第二期發展 由 Pasadena 至 Montclair 公聽會

連接洛杉磯市中心聯合車站 (Union Station) 與巴莎迪娜市 (Pasadena) 的金線輕便鐵路第一期將於本月 (七月) 廿六日啓用。第二期由巴莎迪娜市擴展至 Montclair 的計劃現正進行中。

我們將會舉辦四次公聽會收集民意，對捷運興建可能引起的各種影響作出評估。歡迎各位出席，我們希望與有興趣的居民將來保持聯絡。



金線輕鐵第二期將會對以下的城市提供服務：

Los Angeles, South Pasadena, Pasadena, Monrovia, Arcadia, Duarte, Irwindale, Azusa, Glendora, San Dimas, La Verne, Claremont and Montclair

公聽會

請於下列任何一日或時間出席。將會提供現場中文及西班牙語翻譯。

七月十五日星期二下午五時至八時
City of San Dimas, Council Chambers
245 E. Bonita Ave., San Dimas

七月十七日星期四下午五時至八時
South Pasadena Public Library
1115 El Centro St., South Pasadena

七月十六日星期三下午五時至八時
City of Claremont, Citrus Room
225 2nd Street, Claremont

七月二十一日星期一下午五時至八時
City of Arcadia, Council Chambers
2400 W. Huntington Drive, Arcadia

These scoping meetings comply with the public outreach requirements of the California Environmental Quality Act (CEQA), the National Environmental Policy Act (NEPA), Section 404 of the Clean Water Act, Section 106 of the National Historic Preservation Act and Executive Order 12898 (Federal Actions to Address Environmental Justice in Minority Populations). The federal Transit Administration published a Notice of Intent to prepare an Environmental Impact Statement in the Federal Register on July 1, 2003. A Notice of Preparation for an Environmental Impact Report was issued by the Los Angeles to Pasadena Metro Blue Line Construction Authority on June 27, 2003. Written comments will be accepted at all scoping meetings, or to Susan Hodor, Public Affairs Manager, Los Angeles to Pasadena Blue Line Construction Authority, 625 Fair Oaks Avenue, Suite 200, South Pasadena, California 91030 no later than August 1, 2003. All meeting locations are accessible to people with disabilities. Any individual with a disability who requires special assistance, such as a sign language interpreter, should contact Susan Hodor at (626) 799-0080 at least 48 hours in advance of the meeting. Notice of Preparation documents are available at main libraries in each city.

如想獲得更多資料，請電 (626) 799-0080
或上網 www.metrogoldline.org

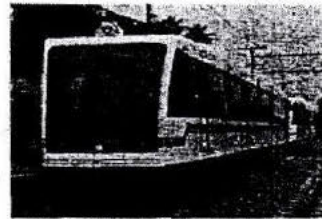
Pasadena
Star News
July 2, 2003



Gold Line Phase II Pasadena to Montclair Public Scoping Meetings

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Phase II of the Gold Line will serve the cities of:
Los Angeles, South Pasadena, Pasadena, Monrovia, Arcadia, Duarte, Irwindale, Azusa,
Glendora, San Dimas, Pomona, Claremont and Montclair.

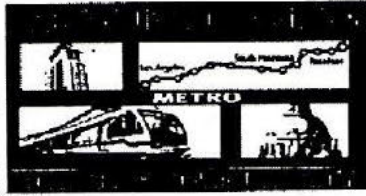
OPEN HOUSE FORMAT

Come any time between posted hours. Information at each scoping meeting will be the same. Simultaneous Spanish and Chinese interpretation will be provided.

Tuesday, July 15, 5 - 8 p.m. City of San Dimas, Council Chambers 245 E. Bonita Ave., San Dimas	Monday, July 21, 5 - 8 p.m. City of Arcadia, Council Chambers 240 W. Huntington Drive, Arcadia
Wednesday, July 16, 5 - 8 p.m. City of Claremont, Citrus Room 225 2nd Street, Claremont	Tuesday, July 22, 2 - 5 p.m. (Public agencies only, please) Pasadena Metro Blue Line Construction Authority 625 Fair Oaks Avenue, #200 South Pasadena
Thursday, July 17, 5 - 8 p.m. South Pasadena Public Library 1115 El Centro St., South Pasadena	

These scoping meetings comply with the public outreach requirements of the California Environmental Quality Act (CEQA), the National Environmental Policy Act (NEPA), Section 404 of the Clean Water Act, Section 106 of the National Historic Preservation Act and Executive Order 12898 (Federal Actions to Address Environmental Justice in Minority Populations). The Federal Transit Administration published a Notice of Intent to prepare an Environmental Impact Statement in the Federal Register on July 1, 2003. A Notice of Preparation for an Environmental Impact Report was issued by the Los Angeles to Pasadena Metro Blue Line Construction Authority on June 27, 2003. Written comments will be accepted at all scoping meetings, or to Susan Hodor, Public Affairs Manager, Los Angeles to Pasadena Blue Line Construction Authority, 625 Fair Oaks Avenue, Suite 200, South Pasadena, California 91030 no later than August 1, 2003. All meeting locations are accessible to people with disabilities. Any individual with a disability who requires special assistance, such as a sign language interpreter, should contact Susan Hodor at (626) 799-0080 at least 48 hours in advance of the meeting. Notice of Preparation documents are available at main libraries in each city.

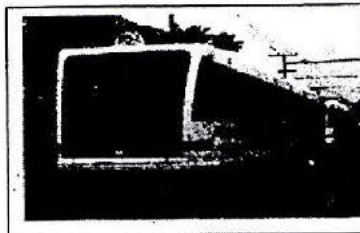
**For more information, please contact (626) 799-0080
or visit www.metrogoldline.org**



Gold Line Fase II Pasadena a Montclair Juntas de Información Pública

Con la Fase I de la Línea Dorada programada para iniciarse el 26 de julio de Union Station a Pasadena, la planificación ya se está llevando a cabo para la extensión de la Fase II de Pasadena a Montclair. Recientemente, el Análisis de Alternativas ha sido completado para la Fase II y el trabajo ambiental está listo para iniciarse.

Están invitados para asistir a cualquiera de las juntas de información pública la cual lanzará el proceso ambiental. Se solicita que el público proporcione información y sugiera alternativas al proyecto, identificar asuntos de inquietud ambiental dirigidas en la EIS/EIR y registrarse para mayor información sobre el proyecto propuesto.



Fase II de la Línea Dorada servirá a las ciudades de:
Los Angeles, South Pasadena, Pasadena, Monrovia, Arcadia, Duarte, Irwindale, Azusa, Glendora, San Dimas, Pomona, Claremont y Montclair.

FORMATO DE PUERTAS ABIERTAS

Venta a cualquier hora entre las horas anunciadas. La información en cada junta de información será la misma. Se proporcionará interpretación simultánea en español y chino.

Martes 15 de julio, 5 a 8 pm.
Ciudad de San Dimas, Cámara del Concejo
245 E. Bonita Ave. San Dimas

Lunes 21 de julio, 5 a 8 p.m.
Ciudad de Arcadia, Cámara del Concejo
240 W. Huntington Drive. Arcadia

Miércoles 16 de julio, 5 a 8 p.m.
Ciudad de Claremont, Citrus Room
225 2nd. Street, Claremont

Martes 22 de julio, 2 - 5 p.m.
(Solamente agencias públicas, por favor)
Pasadena Metro Blue Line
Construction Authority
625 Fair Oaks Avenue, #200
South Pasadena

Jueves 17 de julio, 5 a 8p.m.
Biblioteca Pública de South Pasadena
1115 El Centro St., South Pasadena

Esas juntas de información cumplen con los requisitos de alcance público de la Ley de Calidad Ambiental de California (CEQA), La ley de Política Nacional del Ambiente (NEPA), Sección 404 de la Ley de Agua Limpia, Sección 106 de la Ley Nacional de Conservación Histórica y Orden Ejecutiva 12898 (Leyes Federales para dirigirse a la Justicia Ambiental en poblaciones de minorías). La Administración Federal de Tránsito publicó un aviso de intención de prepara una Declaración de Impacto Ambiental en el Registro Federal el 1o. de julio de 2003. Un Aviso de Preparación para un Reporte de Impacto Ambiental fue emitido por la Agencia de Construcción de la Línea Azul Los Angeles a Pasadena el 27 de junio de 2003. Comentarios por escrito serán aceptados en todas las juntas de información, o dirigidas a Susan Hodor, Public Affairs Manager, Los Angeles to Pasadena Blue Line Construction Authority, 625 Fair Oaks Avenue, Suite 200, South Pasadena, California 91030 el 1o. de agosto de 2003 a más tardar. Todas las localidades de las juntas son accesibles para personas con incapacidades. Cualquier individuo discapacitado que requiere asistencia especial, como intérprete de lenguaje a señas, debe ponerse en contacto con Susan Hodor al (626) 799-0080, por lo menos 48 horas antes de la junta. El Aviso de Preparación de documentos están disponibles en las bibliotecas principales de cada ciudad.

**Para mayor información, póngase en contacto por favor al (626) 799-0080
o visite www.metrogoldline.org**

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APPENDIX F: HANDOUTS

What is Scoping?

*Gold Line Phase II
Environmental Impact Statement / Environmental Impact Report (EIS/EIR)*

- Explanation:** A required federal and state environmental initiation process for regionally significant projects.
- Purpose:** The purpose of scoping is to advise the resource agencies and general public of the following:
- the proposed project and alternatives;
 - the lead agency overseeing the project;
 - the environmental and public involvement process;
 - opportunities to provide input on alternatives and environmental issues prior to beginning environmental analysis.
- Comments:** Federal and state environmental processes requires two separate periods for soliciting public comments:
- Scoping*
Comments received during Scoping will be documented in a Scoping Report that will be used by the environmental consultants to begin their analysis. No formal responses to Scoping comments will be generated; comments serve to provide input into the planning and environmental process.
- Completion of the Draft EIS/EIR*
Comments received during the 45-day public review period following the completion of the Draft EIS/EIR are formally recorded and are responded to in the Final EIS/EIR document.
- While the planning and environmental process is underway, information will be provided at workshops and on the website.

For more information, please contact (626) 799-0080 or visit www.metrogoldline.org.



Gold Line Phase II Extension

¿Qué es la Evaluación Inicial?

*Línea Dorada Fase II
Declaración de Impacto Ambiental /Informe de Impacto Ambiental (EIS/EIR)*

Explicación: Es un proceso ambiental inicial requerido por el gobierno federal y estatal para proyectos regionalmente significativos.

Propósito: El propósito de la Evaluación es de avisar a las agencias de recursos y al público en general de lo siguiente:

- El propósito del proyecto y las alternativas;
- La agencia que encabezará el proyecto;
- El proceso de participación del público y ambiental;
- De las oportunidades de proveer aportaciones de alternativas y de asuntos ambientales antes del comienzo del análisis ambiental.

Comentarios: Los procesos federales y estatales requieren de dos periodos separados para la solicitud de comentarios del público:

Evaluación Inicial (Scoping)

Los comentarios recibidos durante la Evaluación se documentarán en un Informe de Evaluación Inicial, el cual utilizarán los asesores para comenzar su análisis. No se generarán respuestas formales a los comentarios durante la Evaluación; los comentarios ayudarán a establecer el proceso ambiental y de planificación.

Finalización del Borrador del EIS/EIR

Los comentarios recibidos durante el periodo de inspección pública de 45-días después de la finalización del Borrador del EIS/EIR son formalmente registrados y se les da respuesta en el documento Final del EIS/EIR.

Durante el proceso de planificación y ambiental se proveerá información por medio de talleres y en la página de Internet.

Para más información, por favor comuníquese al (626) 799-0080 o visite www.metrogoldline.org.



Gold Line Phase II Extension

Public Input Overview

*Gold Line Phase II
Environmental Impact Statement / Environmental Impact Report (EIS/EIR)*

As part of the environmental process, public input will be solicited at Scoping Meetings to begin the process, and during the public comment period following completion of the Draft EIS/EIR. Public Hearings on the Draft EIS/EIR will be held.

- During the conceptual engineering/environmental analysis stage, workshops will be held in each city to discuss project and station planning issues.
- A speakers bureau is available to present project information to local community groups and civic/professional organizations.
- Stakeholder briefings will be held with key leaders in each city and potentially affected businesses.
- City Council status briefings will be given periodically.
- Direct mail and other media will be used to communicate project information and upcoming meeting notifications.
- The Authority will regularly post project information on their website at www.metrogoldline.com.
- Call (626) 799-0080 with questions and comments.
- Fax questions and comments to (626) 799-8599.
- Email questions and comments to shodor@metrogoldline.org.



Gold Line Phase II Extension

Participación del Público

*Línea Dorada Fase II
Declaración de Impacto Ambiental /Informe de Impacto Ambiental (EIS/EIR)*

Como parte del proceso ambiental, se solicitará la participación del público durante las Reuniones de Evaluación Inicial para comenzar el proceso y durante el periodo de comentarios del público después de completar el Borrador de EIS/EIR. Las Audiencias Públicas para el Borrador del EIS/EIR se llevarán a cabo:

- Durante la etapa de análisis conceptual de ingeniería/ambiental, habrá talleres en cada ciudad para discutir asuntos de cada estación y de planificación.
- Un departamento de voceros estará disponible para hacer presentaciones informativas a grupos comunitarios locales y organizaciones cívicas/profesionales.
- Habrá reuniones informativas con líderes y personas clave en cada ciudad así como con dueños de negocios potencialmente afectados.
- Periódicamente habrá reportes informativos a los Concilios de las Ciudades.
- Se utilizará la correspondencia directa y otros medios para comunicar información del proyecto y notificaciones de reuniones venideras.
- La Autoridad regularmente publicará información del proyecto en la página de Internet en www.metrogoldline.com.
- Llame al (626) 799-0080 para preguntas y comentarios.
- Preguntas y comentarios por medio de Fax al (626) 799-8599.
- Preguntas y comentarios por correo electrónico a shodor@metrogoldline.org.



Gold Line Phase II Extension

Project Fact Sheet

*Gold Line Phase II
Environmental Impact Statement / Environmental Impact Report (EIS/EIR)*

Scoping Meeting Dates:

Tuesday, July 15, 2003
Wednesday, July 16, 2003
Thursday, July 17, 2003
Monday July 21, 2003

The Pasadena Metro Blue Line Construction Authority, in cooperation with the Federal Transit Administration (FTA), is beginning the environmental process for Phase II of the Pasadena Gold Line project, of which the scoping meeting commences the process. Phase II of the Pasadena Gold Line will serve the cities of: Pasadena, Monrovia, Arcadia, Duarte, Irwindale, Azusa, Glendora, San Dimas, La Verne, Pomona, Claremont and Montclair.

The Environmental Impact Statement / Environmental Impact Report will evaluate four alternatives:

- ✓ No Build
 - Continuation of existing bus service policies.
 - Transportation improvements included in Regional Transportation Plan.
 - Gold Line Phase I from Union Station to Pasadena.
- ✓ Transportation Systems Management / Transportation Demand Management (TSM/TDM)
 - In addition to No Build improvements
 - Lower Cost mobility improvements such as traffic signal synchronization and bus service improvements.
- ✓ Locally Preferred Alternative (LPA): Light Rail Transit (LRT)
 - 24-mile Light Rail Transit from Pasadena to Montclair via the former BNSF right-of-way.
 - Adopted by all Corridor Cities.
- ✓ Light Rail Transit (LRT) Segment 1
 - Initial phase from Pasadena to Irwindale.
 - First segment of the Locally Preferred Alternative.
 - Future expansion to Montclair.

These transit improvements are being proposed for the San Gabriel Valley to reduce travel times and increase the mobility opportunities for residents and employees of the corridor. Improved transportation will allow greater access to jobs, education, medical, shopping and cultural opportunities, along with opportunities for economic development and downtown planning.

For more information, please contact (626) 799-0080 or visit www.metrogoldline.org.



Gold Line Phase II Extension

Datos del Proyecto

*Línea Dorada Fase II
Declaración de Impacto Ambiental /Informe de Impacto Ambiental (EIS/EIR)*

Fechas de Reuniones de Evaluación:

Martes, 15 de julio, 2003
Miércoles, 16 de julio, 2003
Jueves, 17 de julio, 2003
Lunes, 21 de julio, 2003

La Autoridad de Construcción de La Línea Azul del Metro de Pasadena, con la Administración de Transporte Federal (FTA, siglas en inglés), está dando principio al proceso ambiental para la Fase II del proyecto Línea Dorada Pasadena, el cual principia con las reuniones de Evaluación Ambiental Inicial. La Fase II de la Línea Dorada de Pasadena dará servicio a las ciudades de: Pasadena, Monrovia, Arcadia, Duarte, Irwindale, Azusa, Glendora, San Dimas, La Verne, Pomona, Claremont y Montclair.

La Declaración de Impacto Ambiental/Informe de Impacto Ambiental evaluará cuatro alternativas:

- ✓ La No Construcción
 - Continuar con las políticas de servicio de autobús existentes.
 - Las Mejoras al Transporte serán incluidas en el Plan Regional de Transporte.
 - Línea Dorada Fase I de la Estación Unión a Pasadena.
- ✓ Administración de Sistemas de Transporte/Administración de Demanda de Transporte (TSM/TDM, siglas en inglés)
 - Además de las mejoras por la No Construcción.
 - Mejoras de Bajo Costo a la movilidad tales como sincronización de señales de tránsito y mejoras al servicio de autobuses.
- ✓ Alternativa Localmente Preferida (LPA, siglas en inglés): Transporte de Tren Ligero (LRT, siglas en inglés)
 - Transporte de Tren Ligero de 24-millas desde Pasadena a Montclair por el anterior derecho de vía del BNSF.
 - Adoptado por todas las Ciudades en el Corredor.
- ✓ Primer Segmento del Transporte de Tren Ligero (LRT)
 - Fase inicial desde Pasadena a Irwindale.
 - Primer segmento de la Alternativa Localmente Preferida.
 - Ampliación Futura a Montclair.

Estas mejoras al transporte se están proponiendo para reducir los tiempos de viaje en el Valle de San Gabriel y para aumentar la movilidad de sus residentes y empleados en el corredor. Un mejor transporte permitirá mayor acceso a empleos, educación, servicios médicos, compras y centros culturales, así como mejor oportunidad de desarrollo económico y planificación del centro.

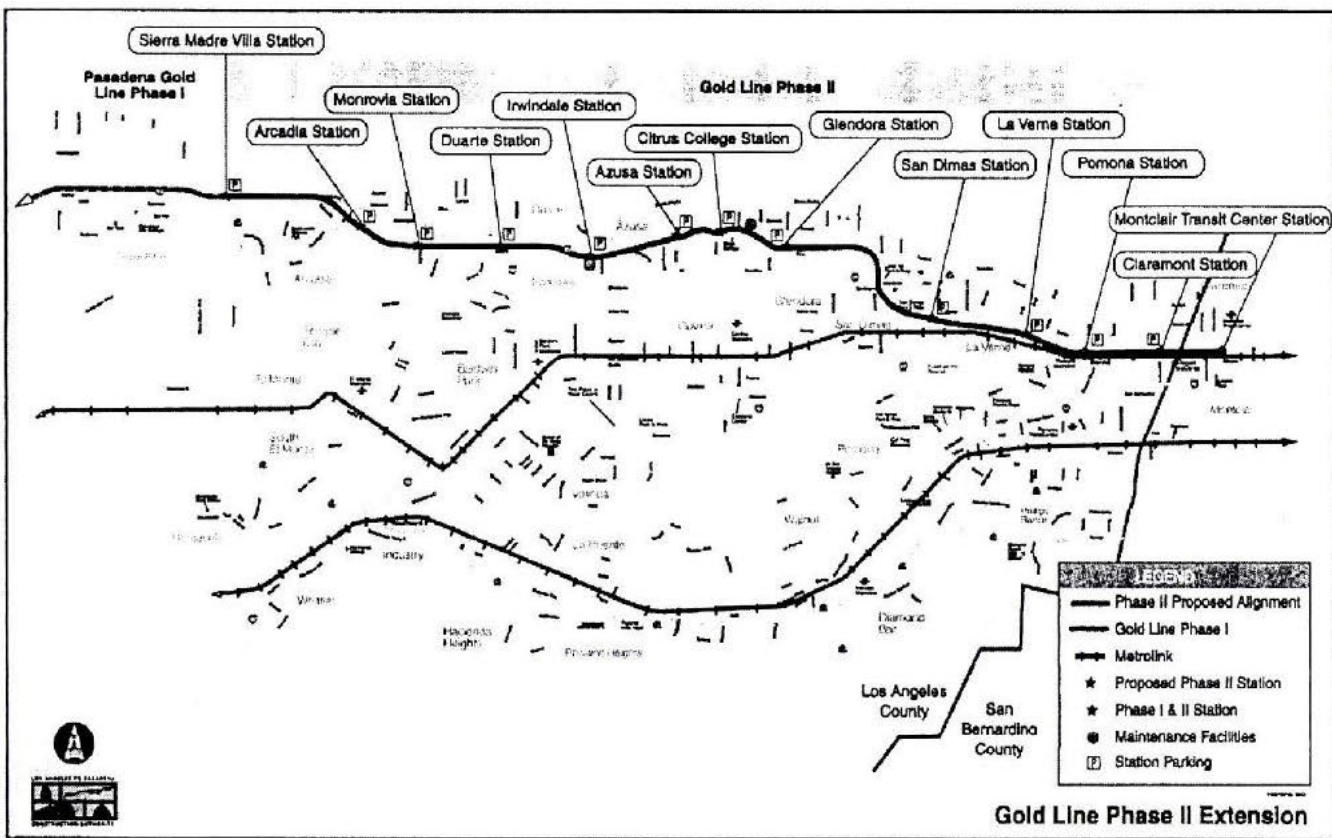
Para más información, por favor comuníquese al (626) 799-0080 o visite www.metrogoldline.org.



Gold Line Phase II Extension

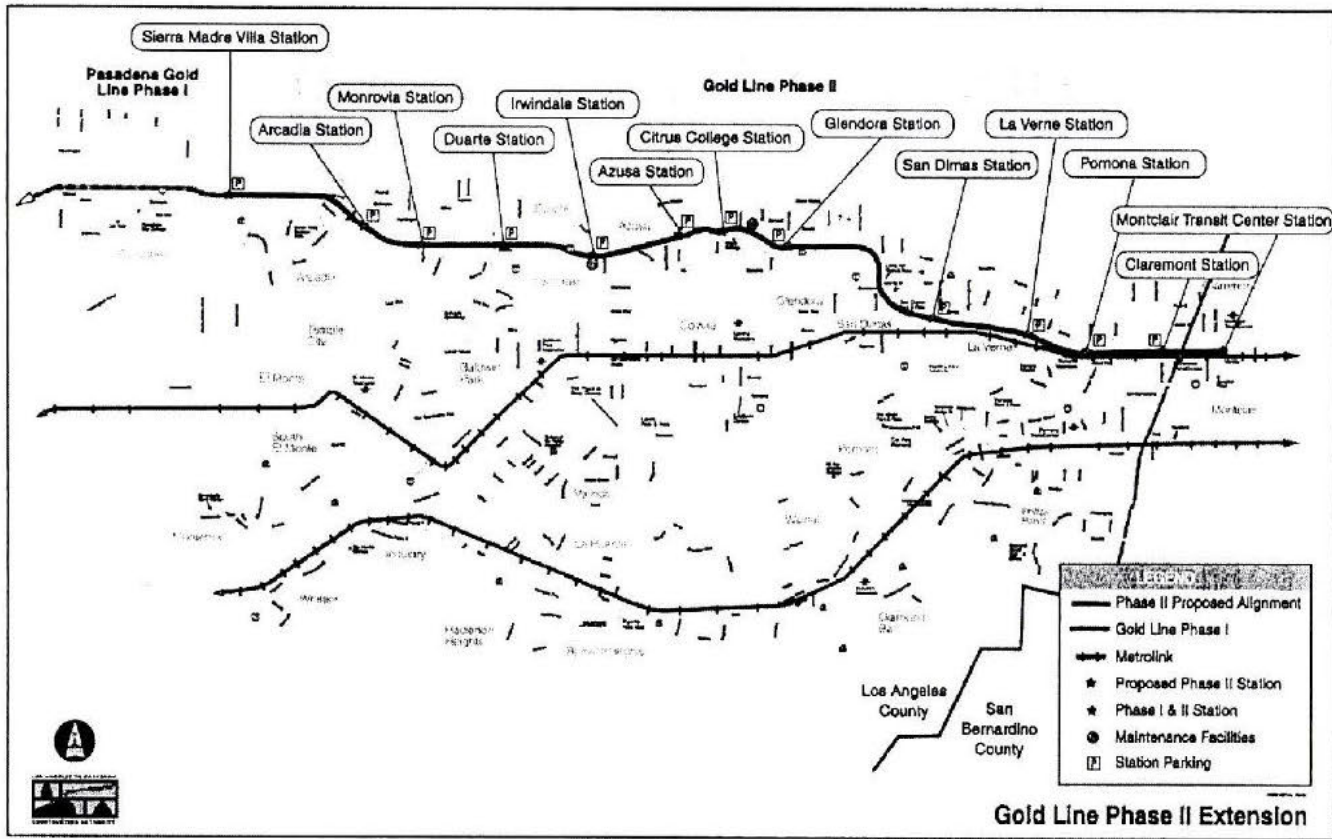
Corridor Alignment Map

Phase II Scoping Meetings, July 2003



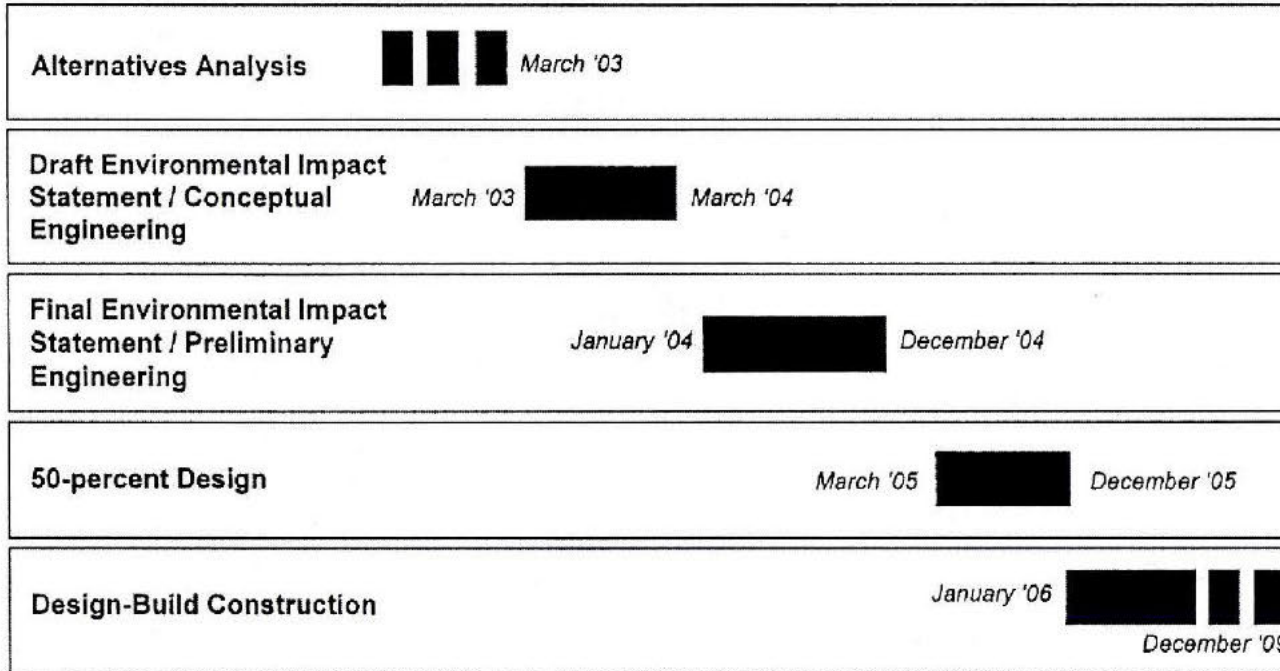
Mapa de Alineación del Corredor

Fase II Reuniones de Evaluación, julio 2003



Project Working Schedule

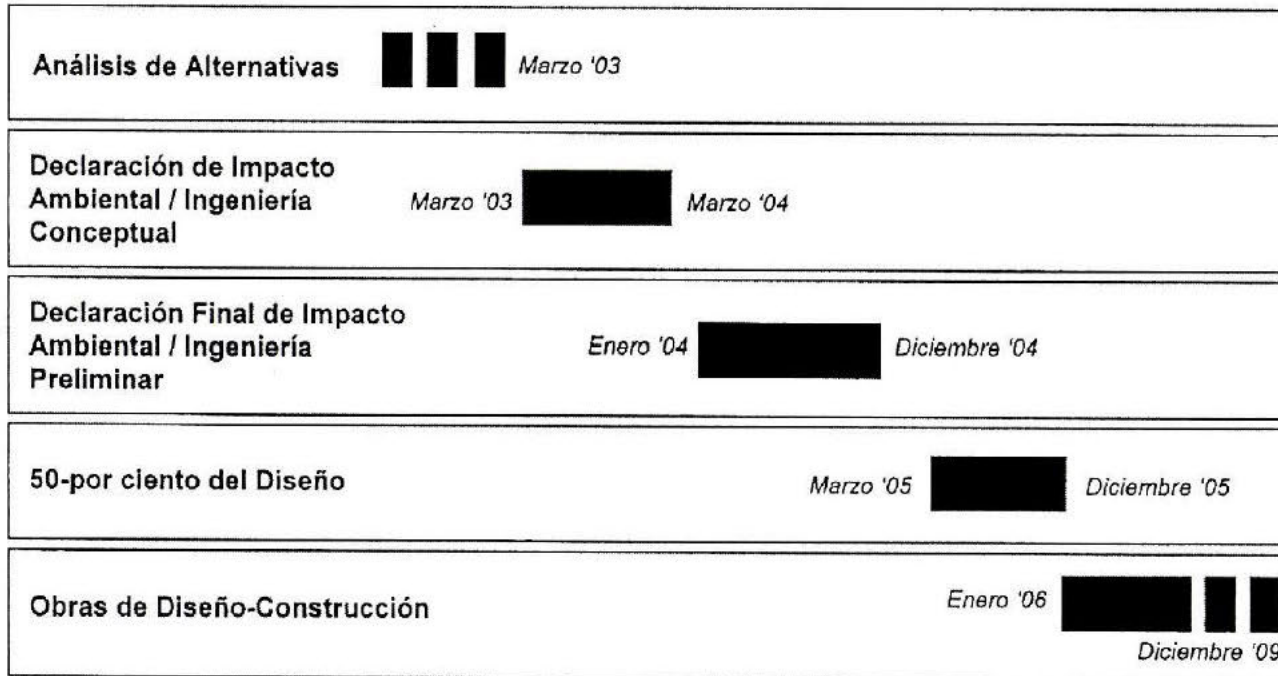
Phase II Scoping Meetings, July 2003



Gold Line Phase II Extension

Plan de Trabajo del Proyecto

Fase II Reuniones de Evaluación, Julio 2003

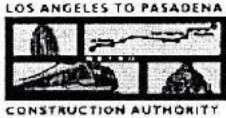


Ampliación Línea Dorada Fase II

Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II

Public Comment Card

Name: _____ Date: _____
Phone: _____ Email: _____
Address: _____
Comments: _____


LOS ANGELES TO PASADENA
CONSTRUCTION AUTHORITY


Please leave at the comment table or submit to:
Los Angeles to Pasadena Metro Blue Line Construction Authority
Attn: Susan Hodor
625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030
(626) 799-8599 Fax
Phase2@metrogoldline.org

Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.

Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II

Public Comment Card

Name: _____ Date: _____
Phone: _____ Email: _____
Address: _____
Comments: _____

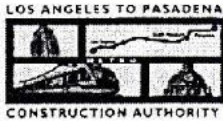

LOS ANGELES TO PASADENA
CONSTRUCTION AUTHORITY

Please leave at the comment table or submit to:
Los Angeles to Pasadena Metro Blue Line Construction Authority
Attn: Susan Hodor
625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030
(626) 799-8599 Fax
Phase2@metrogoldline.org

Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.

**La Autoridad de Construcción de La Línea Azul del Metro de Pasadena
Línea Dorada - Fase II
Forma de Comentario**

Nombre: _____ Fecha: _____
 Teléfono: _____ Email: _____
 Dirección: _____
 Comentarios: _____

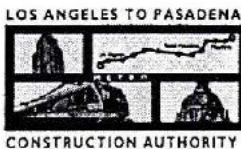


Favor de dejar esta forma en la mesa de comentario o regrese a:
Los Angeles to Pasadena Metro Blue Line Construction Authority
 Attn: Susan Hodor
 625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030
 (626) 799-8599 Fax
 Phase2@metrogoldline.org

Los comentarios ayudarán a establecer el proceso ambiental y de planificación. No se generarán respuestas formales a los comentarios durante la Evaluación.

**La Autoridad de Construcción de La Línea Azul del Metro de Pasadena
Línea Dorada - Fase II
Forma de Comentario**

Nombre: _____ Fecha: _____
 Teléfono: _____ Email: _____
 Dirección: _____
 Comentarios: _____

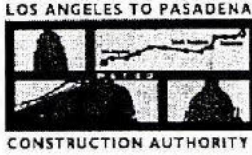


Favor de dejar esta forma en la mesa de comentario o regrese a:
Los Angeles to Pasadena Metro Blue Line Construction Authority
 Attn: Susan Hodor
 625 Fair Oaks Avenue, Suite 200
 South Pasadena, CA 91030
 (626) 799-8599 Fax
 Phase2@metrogoldline.org

Los comentarios ayudarán a establecer el proceso ambiental y de planificación. No se generarán respuestas formales a los comentarios durante la Evaluación.

APPENDIX G: SIGN-IN SHEETS

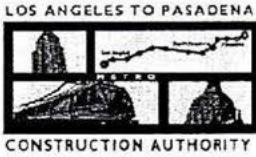
LOS ANGELES TO PASADENA METRO GOLD LINE CONSTRUCTION AUTHORITY
Gold Line – Phase II



City of San Dimas
Tuesday, July 15, 2003
5:00 - 8:00 p.m.

Name/Nombre Organization/Organización	Address/Dirección	Phone/Fax Teléfono/Fax
Name/Nombre Deadra Knox Organization/Organización SCRRRA/Metrolink	Address/Dirección [Redacted] City, Zip Country, Código Postal [Redacted]	Phone/Teléfono [Redacted] Fax [Redacted]
Name/Nombre Daniel Walker Organization/Organización Sierra Club	Address/Dirección [Redacted]	Phone/Teléfono [Redacted]
Name/Nombre [Redacted] Organization/Organización	[Redacted]	[Redacted]
Name/Nombre MIKE TRACU Organization/Organización	[Redacted]	[Redacted]
Name/Nombre Hans Faber Organization/Organización	[Redacted]	[Redacted]
Name/Nombre [Redacted]	[Redacted]	[Redacted]
Name/Nombre [Redacted] Organization/Organización	[Redacted]	[Redacted]

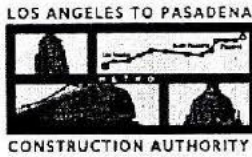
LOS ANGELES TO PASADENA METRO GOLD LINE CONSTRUCTION AUTHORITY
Gold Line – Phase II



City of San Dimas
Tuesday, July 15, 2003
5:00 - 8:00 p.m.

Name/Nombre Organization/Organización	Address/Dirección	Phone/Fax Teléfono/Fax
Name/Nombre DAVID MARGRAVE Organization/Organización SOUTH PASADENA CITY COUNCIL BLUE		
Name/Nombre Joyce Gruman Organization/Organización Foothill Village-		
Name/Nombre Gil Gonzalez Organization/Organización		
Name/Nombre Rafael Sammelman. Organization/Organización		
Name/Nombre Dick Stankard Organization/Organización City of Azusa		
Name/Nombre Richard Kingball Organization/Organización		
Name/Nombre Organization/Organización		

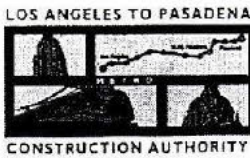
LOS ANGELES TO PASADENA METRO GOLD LINE CONSTRUCTION AUTHORITY
 Gold Line – Phase II



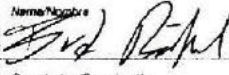
City of San Dimas
 Tuesday, July 15, 2003
 5:00 - 8:00 p.m.

Name/Nombre Organization/Organización	Address/Dirección	Phone/Fax Teléfono/Fax
Name/Nombre MIKE Hillman		Phone/Teléfono
Organization/Organización Citrus college		
Name/Nombre Monique Clemmer		
Organization/Organización		
Name/Nombre Denis Bertone		
Organization/Organización		
Name/Nombre Krishna Patel		
Organization/Organización SAN DIMAS		
Name/Nombre Jeff Templeman		
Organization/Organización		
Name/Nombre Nancy Floyd		
Organization/Organización		
Name/Nombre Al Sergi		
Organization/Organización		

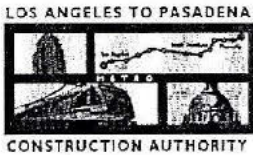
LOS ANGELES TO PASADENA METRO GOLD LINE CONSTRUCTION AUTHORITY
 Gold Line – Phase II



City of San Dimas
 Tuesday, July 15, 2003
 5:00 - 8:00 p.m.

Name/Nombre Organization/Organización	Address/Dirección	Phone/Fax Teléfono/Fax
<small>Name/Nombre</small> JUDY MILLER <small>Organization/Organización</small>		
<small>Name/Nombre</small> SHAHIN BEHDIN <small>Organization/Organización</small>		
<small>Name/Nombre</small>  <small>Organization/Organización</small>		
<small>Name/Nombre</small> WILLIAM EMERSON <small>Organization/Organización</small> SELF		
<small>Name/Nombre</small> ROBERT ROSS <small>Organization/Organización</small>		
<small>Name/Nombre</small> ROBERT H. OLANDER II <small>Organization/Organización</small> San Dimas Resident - Gold Line committee member		
<small>Name/Nombre</small> Lara Bouton <small>Organization/Organización</small> Baldwin Park		

LOS ANGELES TO PASADENA METRO GOLD LINE CONSTRUCTION AUTHORITY
Gold Line – Phase II



City of San Dimas
 Tuesday, July 15, 2003
 5:00 - 8:00 p.m.

Name/Nombre Organization/Organización	Address/Dirección	Phone/Fax Teléfono/Fax
Name/Nombre <i>Ron Ketcham</i> Organization/Organización		
Name/Nombre <i>Thomas Thonsten</i> Organization/Organización		
Name/Nombre <i>GARY KIFT</i> Organization/Organización		
Name/Nombre <i>Mark A. Johnston</i> Organization/Organización		
Name/Nombre <i>Larry Ortega</i> Organization/Organización <i>City of Azusa</i>		
Name/Nombre <i>Marilyn Nixon</i> Organization/Organización <i>Foothill Village HOA</i>		
Name/Nombre <i>Cindy Bierman</i> Organization/Organización		

LOS ANGELES TO PASADENA METRO GOLD LINE CONSTRUCTION AUTHORITY

Gold Line – Phase II

LOS ANGELES TO PASADENA

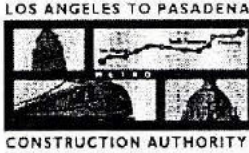


CONSTRUCTION AUTHORITY

City of San Dimas
 Tuesday, July 15, 2003
 5:00 - 8:00 p.m.

Name/Nombre Organization/Organización	Address/Dirección	Phone/Fax Teléfono/Fax
Name/Nombre SHARIS GARZA		
Organization/Organización CITY OF SAN DIMAS		
Name/Nombre JOHN MACRI		
Organization/Organización		
Name/Nombre DAVID OOSTERHOF		
Organization/Organización		
Name/Nombre JILL JONES		
Organization/Organización		
Name/Nombre JIM NIZOLEK		
Organization/Organización		
Name/Nombre Bernice Lowell		
Organization/Organización Foothill Christian C		
Name/Nombre		
Organization/Organización		

LOS ANGELES TO PASADENA METRO GOLD LINE CONSTRUCTION AUTHORITY
 Gold Line – Phase II

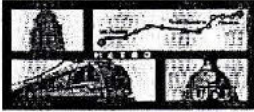


City of San Dimas
 Tuesday, July 15, 2003
 5:00 - 8:00 p.m.

Name/Nombre Organization/Organización	Address/Dirección	Phone/Fax Teléfono/Fax
Name/Nombre <i>Catherine Thornton</i> Organization/Organización <i>self</i>		
Name/Nombre <i>Aileen David</i> Organization/Organización <i>South Hill Village</i>		
Name/Nombre <i>Mark McAvoy</i> Organization/Organización <i>City of San Dimas</i>		
Name/Nombre <i>Victoria I. Hernandez</i> Organization/Organización <i>Mullin Consulting</i>		
Name/Nombre <i>JANET Liff</i> Organization/Organización <i>CAS INBT MAKER</i>		
Name/Nombre <i>SALVEMIN MACCI</i> Organization/Organización		
Name/Nombre <i>Lyn Hojick</i> Organization/Organización		

LOS ANGELES TO PASADENA METRO GOLD LINE CONSTRUCTION AUTHORITY

LOS ANGELES TO PASADENA



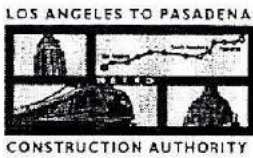
CONSTRUCTION AUTHORITY

Gold Line – Phase II

City of San Dimas
 Tuesday, July 15, 2003
 5:00 - 8:00 p.m.

Name/Nombre Organization/Organización	Address/Dirección	Phone/Fax Teléfono/Fax
Name/Nombre <i>J. Stipanuk</i> Organization/Organización		
Name/Nombre <i>Delene Anderson</i> Organization/Organización <i>City of La Verne</i>		
Name/Nombre Organization/Organización		
Name/Nombre Organization/Organización		
Name/Nombre Organization/Organización		
Name/Nombre Organization/Organización		
Name/Nombre Organization/Organización		
Name/Nombre Organization/Organización		
Name/Nombre Organization/Organización		
Name/Nombre Organization/Organización		

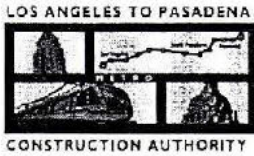
LOS ANGELES TO PASADENA METRO GOLD LINE CONSTRUCTION AUTHORITY
 Gold Line – Phase II



City of Claremont
 Wednesday, July 16, 2003
 5:00 - 8:00 p.m.

Name/Nombre Organization/Organización	Address/Dirección	Phone/Fax Teléfono/Fax
Name/Nombre <i>Judith B. Mussatto</i> Organization/Organización <i>Resident</i>		
Name/Nombre <i>Robert Chang</i> Organization/Organización <i>Resident</i>		
Name/Nombre <i>Arlene Anderson</i> Organization/Organización <i>Resident</i>		
Name/Nombre Organization/Organización		
Name/Nombre Organization/Organización		
Name/Nombre Organization/Organización		
Name/Nombre Organization/Organización		
Name/Nombre Organization/Organización		

LOS ANGELES TO PASADENA METRO GOLD LINE CONSTRUCTION AUTHORITY
Gold Line – Phase II

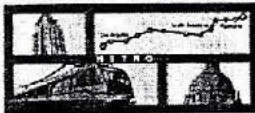


City of Claremont
Wednesday, July 16, 2003
5:00 - 8:00 p.m.

Name/Nombre Organization/Organización	Address/Dirección	Phone/Fax Teléfono/Fax
Name/Nombre <i>Cecil A. Karstensen</i> Organization/Organización		
Name/Nombre <i>Sharon L. Caldwell</i> Organization/Organización		
Name/Nombre <i>Jerry L. Voorhis</i> Organization/Organización		
Name/Nombre <i>Andrea Harrington</i> Organization/Organización		
Name/Nombre <i>Bob Tener</i> Organization/Organización <i>Claremont resident</i>		
Name/Nombre Organization/Organización		
Name/Nombre Organization/Organización	Address/Dirección City, Zip Ciudad, Código Postal	Phone/Teléfono Fax

LOS ANGELES TO PASADENA METRO GOLD LINE CONSTRUCTION AUTHORITY
Gold Line – Phase II

LOS ANGELES TO PASADENA



CONSTRUCTION AUTHORITY

City of Claremont
Wednesday, July 16, 2003
5:00 - 8:00 p.m.

Name/Nombre Organization/Organización	Address/Dirección	Phone/Fax Teléfono/Fax
Name/Nombre <i>Michael Viera</i> Organization/Organización <i>PRESIDENT, CITRUS COLLEGE</i>		
Name/Nombre <i>William R. Mussott</i> Organization/Organización <i>Resident</i>		
Name/Nombre Organization/Organización	City, Zip Ciudad, Código Postal	Fax
Name/Nombre	Address/Dirección	Phone/Teléfono
Organization/Organización	City, Zip Ciudad, Código Postal	Fax
Name/Nombre	Address/Dirección	Phone/Teléfono
Organization/Organización	City, Zip Ciudad, Código Postal	Fax
Name/Nombre	Address/Dirección	Phone/Teléfono
Organization/Organización	City, Zip Ciudad, Código Postal	Fax
Name/Nombre	Address/Dirección	Phone/Teléfono
Organization/Organización	City, Zip Ciudad, Código Postal	Fax

LOS ANGELES TO PASADENA METRO GOLD LINE CONSTRUCTION AUTHORITY

LOS ANGELES TO PASADENA



CONSTRUCTION AUTHORITY

Gold Line – Phase II

City of Claremont
 Wednesday, July 16, 2003
 5:00 - 8:00 p.m.

Name/Nombre Organization/Organización	Address/Dirección	Phone/Fax Teléfono/Fax
Name/Nombre Dan Caldwell Organization/Organización Union Pacific R.R.		
Name/Nombre David Nelson Organization/Organización City of Pomona		
Name/Nombre Marget MacDonald Organization/Organización —		
Name/Nombre Victoria KOENIG Organization/Organización		
Name/Nombre Kim Denes Organization/Organización		
Name/Nombre Chris Denes Organization/Organización		
Name/Nombre CHRIS VEIRS Organization/Organización CITY OF CLAREMONT PLANNING DIVISION		

LOS ANGELES TO PASADENA METRO GOLD LINE CONSTRUCTION AUTHORITY
Gold Line - Phase II

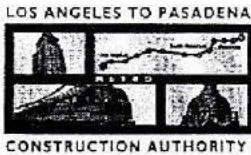


City of Claremont
Wednesday, July 16, 2003
5:00 - 8:00 p.m.

Name/Nombre Organization/Organización	Address/Dirección	Phone/Fax Teléfono/Fax
Name/Nombre: <i>Karen Rosenthal</i> Organization/Organización: <i>City Council member</i>		
Name/Nombre: <i>Bob Roth</i> Organization/Organización: <i>MONTCLAIR COUNCIL</i>		
Name/Nombre: <i>Dwight Richards</i> Organization/Organización: <i>Fairplex</i>		
Name/Nombre: <i>Gerri Stevens</i> Organization/Organización:		
Name/Nombre: <i>Ross F. Moore, Jr.</i> Organization/Organización:		
Name/Nombre: <i>Al Perge</i> Organization/Organización:		
Name/Nombre: <i>Mike Hudson</i> Organization/Organización: <i>City of Montclair</i>		

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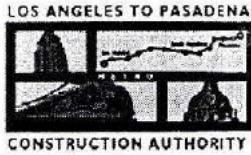
LOS ANGELES TO PASADENA METRO GOLD LINE CONSTRUCTION AUTHORITY
 Gold Line – Phase II



City of Claremont
 Wednesday, July 16, 2003
 5:00 - 8:00 p.m.

Name/Nombre Organization/Organización	Address/Dirección	Phone/Fax Teléfono/Fax
Name/Nombre <i>Benice & Max McCarthy</i> Organization/Organización		
Name/Nombre <i>Steve Schulz</i> Organization/Organización		
Name/Nombre <i>Johnnie Felt</i> Organization/Organización		
Name/Nombre <i>JEFF DAVIDSON</i> Organization/Organización		
Name/Nombre <i>ALAN ROBINSON</i> Organization/Organización		
Name/Nombre <i>OPOKU ACHEAMPONG</i> Organization/Organización		
Name/Nombre <i>JESS JOHANNSEN</i> Organization/Organización		

LOS ANGELES TO PASADENA METRO GOLD LINE CONSTRUCTION AUTHORITY
Gold Line – Phase II

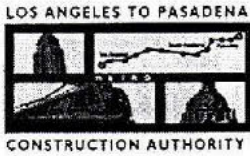


South Pasadena – Public Library
Thursday, July 17, 2003
5:00 - 8:00 p.m.

Name/Nombre Organization/Organización	Address/Dirección	Phone/Email Teléfono/Email
Name/Nombre CHARLES WOLFF Organization/Organización		
Name/Nombre J. MILLER Organization/Organización		
Name/Nombre ALBERT COLON Organization/Organización		
Name/Nombre Katherine Perez Organization/Organización Transp. Land Use Collab.		
Name/Nombre Karen Heit Organization/Organización City of So. Pasadena		
Name/Nombre DENNIS J. AWAD Organization/Organización ZACK ELECTRONICS INC.		
Name/Nombre BETTY SANTI Organization/Organización GOLDEN EARS		

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CA
US
cc tom

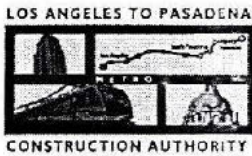
LOS ANGELES TO PASADENA METRO GOLD LINE CONSTRUCTION AUTHORITY
 Gold Line – Phase II



South Pasadena – Public Library
 Thursday, July 17, 2003
 5:00 - 8:00 p.m.

Name/Nombre Organization/Organización	Address/Dirección	Phone/Email Teléfono/Email
Name/Nombre LYNNE HEFFLEY Organization/Organización		
Name/Nombre Charles Nancy Mount Organization/Organización		
Name/Nombre JOANNIE NUCKOLS Organization/Organización		
Name/Nombre DALE HANOVER Organization/Organización		
Name/Nombre ROBERT NOWICKI Organization/Organización		
Name/Nombre Alice Harris Organization/Organización		
Name/Nombre Organization/Organización		

LOS ANGELES TO PASADENA METRO GOLD LINE CONSTRUCTION AUTHORITY
Gold Line – Phase II

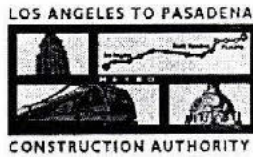


South Pasadena – Public Library
Thursday, July 17, 2003
5:00 - 8:00 p.m.

Name/Nombre Organization/Organización	Address/Dirección	Phone/Email Teléfono/Email
Name/Nombre GERALD J. PASS Organization/Organización FRIENDS 4 EXPO TRANSPORT		
Name/Nombre Dominique Dffley Organization/Organización		
Name/Nombre Paul Ahrens Organization/Organización Mt Wash Assoc. Gold Line Comm.		
Name/Nombre Nancy Sete Organization/Organización		
Name/Nombre RICHARD FINLEY Organization/Organización PACIFIC RAILROAD SOCIETY		
Name/Nombre		
Organization/Organización		City, Zip Ciudad, Código Postal
Name/Nombre	Address/Dirección	Phone/Teléfono
Organization/Organización	City, Zip Ciudad, Código Postal	Email

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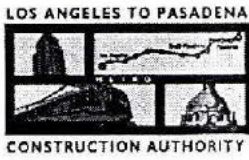
LOS ANGELES TO PASADENA METRO GOLD LINE CONSTRUCTION AUTHORITY
Gold Line – Phase II



South Pasadena – Public Library
Thursday, July 17, 2003
5:00 - 8:00 p.m.

Name/Nombre Organization/Organización	Address/Dirección	Phone/Email Teléfono/Email
Name/Nombre CRAIG F. THOMPSON Organization/Organización CITIZENS FOR BETTER MOBILITY		
Name/Nombre JESUIT B. CRISTAC Organization/Organización		
Name/Nombre Raymond J. [unclear] Organization/Organización		
Name/Nombre Elliott Caine Organization/Organización		
Name/Nombre LORRAINE BALDWIN Organization/Organización		
Name/Nombre MARSHALL LEV Organization/Organización		
Name/Nombre STALKAMP, John Organization/Organización Retired		

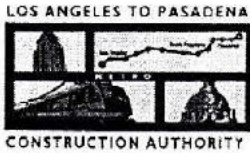
LOS ANGELES TO PASADENA METRO GOLD LINE CONSTRUCTION AUTHORITY
Gold Line – Phase II



South Pasadena – Public Library
 Thursday, July 17, 2003
 5:00 - 8:00 p.m.

Name/Nombre Organization/Organización	Address/Dirección	Phone/Email Teléfono/Email
Name/Nombre <i>RICHARD A. ROSICH</i> Organization/Organización		
Name/Nombre <i>Eddie L. Thomas</i> Organization/Organización <i>Abbott Laboratories</i>		
Name/Nombre <i>Travis Dixon</i> Organization/Organización		
Name/Nombre <i>JOHN HELLER</i> Organization/Organización <i>ERHA</i>		
Name/Nombre <i>William E. Coleman Jr.</i> Organization/Organización <i>PRS</i>		
Name/Nombre <i>Larry McGrail</i> Organization/Organización		
Name/Nombre <i>Ken Ericson</i> Organization/Organización		

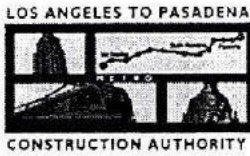
LOS ANGELES TO PASADENA METRO GOLD LINE CONSTRUCTION AUTHORITY
 Gold Line – Phase II



South Pasadena – Public Library
 Thursday, July 17, 2003
 5:00 - 8:00 p.m.

Name/Nombre Organization/Organización	Address/Dirección	Phone/Email Teléfono/Email
Name/Nombre Mike Ten		
Organization/Organización City of S. Pasadena		
Name/Nombre JOHN JAY WILSON		
Organization/Organización City of South Pasadena, Los Angeles, Pasadena, San Gabriel, San Marino, San Dimas, San Juan Capistrano, Tustin, ERJA, FTA, etc.		
Name/Nombre MARC KEVERBAUGH		
Organization/Organización		
Name/Nombre Elihu Fusco		
Organization/Organización		
Name/Nombre CHARLES MOUNTAIN		
Organization/Organización		
Name/Nombre Gary Gutt		
Organization/Organización		
Name/Nombre FRANK SELE		
Organization/Organización		

LOS ANGELES TO PASADENA METRO GOLD LINE CONSTRUCTION AUTHORITY
Gold Line – Phase II



South Pasadena – Public Library
Thursday, July 17, 2003
5:00 - 8:00 p.m.

Name/Nombre Organization/Organización	Address/Dirección	Phone/Email Teléfono/Email
Name/Nombre PAUL GEDIGIAN Organization/Organización		
Name/Nombre William D. Zuke Organization/Organización Calif. Democratic Party		
Name/Nombre HAROLD Leacock Organization/Organización Citizens for better mobility		
Name/Nombre Tom Nelson Organization/Organización		
Name/Nombre WILLIAM E. GUNTHER Organization/Organización		
Name/Nombre William George Organization/Organización SDCG		
Name/Nombre Terance Butler Organization/Organización LAUSD		
Name/Nombre Pat Morgan Organization/Organización sin distinción		

LOS ANGELES TO PASADENA METRO GOLD LINE CONSTRUCTION AUTHORITY
Gold Line – Phase II

LOS ANGELES TO PASADENA



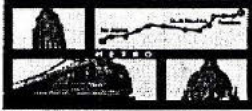
CONSTRUCTION AUTHORITY

City of Arcadia – Council Chambers
 Monday, July 21, 2003
 5:00 - 8:00 p.m.

Name/Nombre Organization/Organización	Address/Dirección	Phone/Email Teléfono/Email
Name/Nombre <i>Steven M. Rogers</i> Organization/Organización		
Name/Nombre <i>Margie Hernandez</i> Organization/Organización		
Name/Nombre <i>XIA LING LI</i> Organization/Organización		
Name/Nombre <i>PHILIP YOUNG</i> Organization/Organización		
Name/Nombre Organization/Organización	Address/Dirección City, Zip Ciudad, Código Postal	Phone/Teléfono Email
Name/Nombre Organization/Organización	Address/Dirección City, Zip Ciudad, Código Postal	Phone/Teléfono Email
Name/Nombre Organization/Organización	Address/Dirección City, Zip Ciudad, Código Postal	Phone/Teléfono Email

LOS ANGELES TO PASADENA METRO GOLD LINE CONSTRUCTION AUTHORITY

LOS ANGELES TO PASADENA



CONSTRUCTION AUTHORITY

Gold Line – Phase II

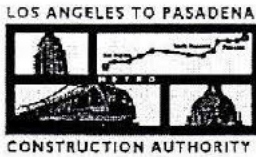
City of Arcadia – Council Chambers

Monday, July 21, 2003

5:00 - 8:00 p.m.

Name/Nombre Organization/Organización	Address/Dirección	Phone/Email Teléfono/Email
Name/Nombre <i>R J SARRASUA</i> Organization/Organización	cc: info@net.com m	
Name/Nombre <i>Helen Morales</i> Organization/Organización <i>Homeowner</i>		
Name/Nombre <i>Alexander Zujac</i> Organization/Organización <i>Resident</i>		
Name/Nombre <i>SIM McKellar</i> Organization/Organización DIR, HIGHLAND OAKS HOME ASSN		
Name/Nombre <i>JACKIE Glover</i> Organization/Organización		
Name/Nombre <i>Raymond Fleck</i> Organization/Organización		
Name/Nombre <i>Louise Bigley</i> Organization/Organización		

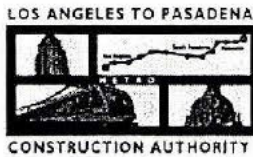
LOS ANGELES TO PASADENA METRO GOLD LINE CONSTRUCTION AUTHORITY
 Gold Line – Phase II



City of Arcadia – Council Chambers
 Monday, July 21, 2003
 5:00 - 8:00 p.m.

Name/Nombre Organization/Organización	Address/Dirección	Phone/Email Teléfono/Email
Name/Nombre ERIC SHEEN		
Organization/Organización CITY OF PASADENA		
Name/Nombre BERT & BO SAUVER		
Organization/Organización CITY OF ARCADIA		
Name/Nombre RALPH I. ROTH		
Organization/Organización —		
Name/Nombre Yueh-shen Failing		
Organization/Organización		
Name/Nombre Gail Nash		
Organization/Organización		
Name/Nombre Ling Xue		
Organization/Organización		
Name/Nombre JOHN W. ULOTH		
Organization/Organización		

LOS ANGELES TO PASADENA METRO GOLD LINE CONSTRUCTION AUTHORITY
 Gold Line – Phase II

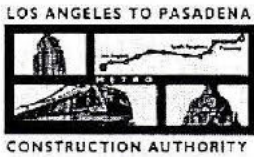


City of Arcadia – Council Chambers
 Monday, July 21, 2003
 5:00 - 8:00 p.m.

Name/Nombre Organization/Organización	Address/Dirección	Phone/Email Teléfono/Email
Name/Nombre <i>MURRAY FORTH</i> Organization/Organización RESIDENT		
Name/Nombre <i>PAUL GREENWOOD</i> Organization/Organización RESIDENT		
Name/Nombre CHARLES MOUNTAIN Organization/Organización		
Name/Nombre DOG FEELING Organization/Organización		
Name/Nombre <i>MIRY DAVENPORT</i> Organization/Organización		
Name/Nombre EMILEY CAO Organization/Organización		
Name/Nombre ROBERT CURTIS Organization/Organización		

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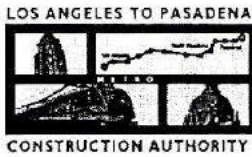
LOS ANGELES TO PASADENA METRO GOLD LINE CONSTRUCTION AUTHORITY
 Gold Line – Phase II



City of Arcadia – Council Chambers
 Monday, July 21, 2003
 5:00 - 8:00 p.m.

Name/Nombre Organization/Organización	Address/Dirección	Phone/Email Teléfono/Email
Name/Nombre Dink & Sharon Hudson Organization/Organización		
Name/Nombre Jon & Lenita Benken Organization/Organización		
Name/Nombre PAUL HUBLER Organization/Organización ACE		
Name/Nombre Laura Anla Organization/Organización GLT		
Name/Nombre Dale Brown Organization/Organización Onyx Architects		
Name/Nombre Sonja Bergdahl Organization/Organización USDA Forest Service		
Name/Nombre BOB HOHNER Organization/Organización SELF		

LOS ANGELES TO PASADENA METRO GOLD LINE CONSTRUCTION AUTHORITY
 Gold Line – Phase II

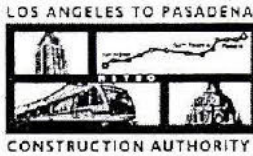


City of Arcadia – Council Chambers
 Monday, July 21, 2003
 5:00 - 8:00 p.m.

Name/Nombre Organization/Organización	Address/Dirección	Phone/Email Teléfono/Email
<small>Name/Nombre</small> JOEL BRYANT <small>Organization/Organización</small> CBO TRADEMARK LLC		
<small>Name/Nombre</small> LEONARD KARSTEN <small>Organization/Organización</small> New Hope Inn		
<small>Name/Nombre</small> Beth Costanzo <small>Organization/Organización</small> Arcadia Chamber of Commerce		
<small>Name/Nombre</small> Nancy Fu <small>Organization/Organización</small>		
<small>Name/Nombre</small> Don Penman <small>Organization/Organización</small> City of Arcadia		
<small>Name/Nombre</small> Betty Willis <small>Organization/Organización</small>		
<small>Name/Nombre</small> S. ISSA <small>Organization/Organización</small>		

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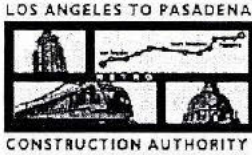
LOS ANGELES TO PASADENA METRO GOLD LINE CONSTRUCTION AUTHORITY
Gold Line – Phase II



City of Arcadia – Council Chambers
Monday, July 21, 2003
5:00 - 8:00 p.m.

Name/Nombre Organization/Organización	Address/Dirección	Phone/Email Teléfono/Email
Name/Nombre <i>M. J. HUMPHREY</i> Organization/Organización		
Name/Nombre <i>Joel Humphrey</i> Organization/Organización		
Name/Nombre <i>Travis Dixon</i> Organization/Organización		
Name/Nombre <i>Rick Hofmanns</i> Organization/Organización <i>Volcan</i>		
Name/Nombre <i>Catalina Pineda</i> Organization/Organización		
Name/Nombre <i>Margaret Arnold</i> Organization/Organización Northeast Observer		
Name/Nombre <i>Kim Chan</i> Organization/Organización		

LOS ANGELES TO PASADENA METRO GOLD LINE CONSTRUCTION AUTHORITY
 Gold Line – Phase II

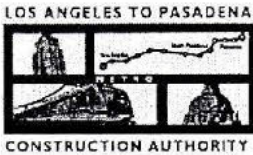


City of Arcadia – Council Chambers
 Monday, July 21, 2003
 5:00 - 8:00 p.m.

Name/Nombre Organization/Organización	Address/Dirección	Phone/Email Teléfono/Email
Name/Nombre <i>Hugh K. Myers</i> Organization/Organización		
Name/Nombre <i>Homer Wilcox</i> Organization/Organización		
Name/Nombre <i>BOZZ SPELLMAN</i> Organization/Organización		
Name/Nombre <i>Robert L. Davis</i> Organization/Organización		
Name/Nombre STEVE SIZEMORE Organization/Organización CITY OF MONROVIA		
Name/Nombre DIANE BARLOW Organization/Organización		
Name/Nombre <i>Keno Baca</i> Organization/Organización		

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LOS ANGELES TO PASADENA METRO GOLD LINE CONSTRUCTION AUTHORITY
Gold Line – Phase II

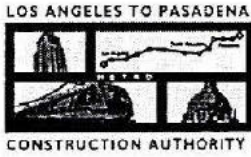


City of Arcadia – Council Chambers
Monday, July 21, 2003
5:00 - 8:00 p.m.

Name/Nombre Organization/Organización	Address/Dirección	Phone/Email Teléfono/Email
Name/Nombre <i>Robert Powell</i> Organization/Organización		
Name/Nombre <i>Charles Cooper</i> Organization/Organización		
Name/Nombre <i>Henry Broadbent</i> Organization/Organización <i>φ</i>		
Name/Nombre <i>Peter Lim</i> Organization/Organización		
Name/Nombre <i>Elisabeth Krasner</i> Organization/Organización		
Name/Nombre <i>Bob Hildy</i> Organization/Organización		
Name/Nombre <i>Jason Golding</i> Organization/Organización <i>City of Duarte</i>		

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LOS ANGELES TO PASADENA METRO GOLD LINE CONSTRUCTION AUTHORITY
Gold Line – Phase II



City of Arcadia – Council Chambers
Monday, July 21, 2003
5:00 - 8:00 p.m.

INTEREST IN VOLUNTEERING

Name/Nombre Organization/Organización	Address/Dirección	Phone/Email Teléfono/Email
Name/Nombre <i>Don Schuil</i> Organization/Organización		
Name/Nombre <i>Doestly FLECK</i> Organization/Organización <i>Hemerian</i>		
Name/Nombre <i>Sean Skehan</i> Organization/Organización		
Name/Nombre <i>Camille Diaz</i> Organization/Organización <i>City of Irwindale</i>		
Name/Nombre <i>Robt Susan Mathias</i> Organization/Organización		
Name/Nombre <i>MATT WALLER</i> Organization/Organización		
Name/Nombre <i>ARCADIO + CLAYS SILVA</i> Organization/Organización		

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LOS ANGELES TO PASADENA METRO GOLD LINE CONSTRUCTION AUTHORITY

LOS ANGELES TO PASADENA



CONSTRUCTION AUTHORITY

Gold Line - Phase II

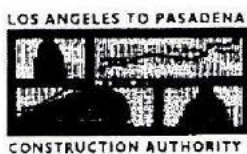
Public Agency Scoping Meeting

Tuesday, July 22, 2003

2:00 - 5:00 p.m.

Name/Nombre Organization/Organización	Address/Dirección	Phone/Email Teléfono/Email
Name/Nombre <i>JACK TRY/SPEARS</i> Organization/Organización		
Name/Nombre <i>Jack Fran</i> Organization/Organización		
Name/Nombre <i>Robert Arila</i> Organization/Organización <i>City of Pasadena</i>		
Name/Nombre <i>Rich Roche</i> Organization/Organización <i>SBC</i>		
Name/Nombre <i>Steve Smith</i> Organization/Organización <i>SANBAG</i>		
Name/Nombre <i>DAVID FILL</i> Organization/Organización		
Name/Nombre Organization/Organización		

LOS ANGELES TO PASADENA METRO GOLD LINE CONSTRUCTION AUTHORITY
Gold Line – Phase II



Public Agency Scoping Meeting
Tuesday, July 22, 2003
2:00 - 5:00 p.m.

Name/Nombre Organization/Organización	Address/Dirección	Phone/Email Teléfono/Email
Name/Nombre <i>Alan K. Werker</i> Organization/Organización <i>Individual</i>		
Name/Nombre <i>Linda Wright</i> Organization/Organización <i>CALTRANS</i>		
Name/Nombre <i>Kirsten Caray</i> Organization/Organización <i>San Feinstein</i>		
Name/Nombre <i>BOB HOOPER</i> Organization/Organización <i>SELF</i>		
Name/Nombre Organization/Organización		
Name/Nombre Organization/Organización	Address/Dirección City, Zip Ciudad, Código Postal	Phone/Teléfono Email
Name/Nombre Organization/Organización	Address/Dirección City, Zip Ciudad, Código Postal	Phone/Teléfono Email

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LOS ANGELES TO PASADENA METRO GOLD LINE CONSTRUCTION AUTHORITY

LOS ANGELES TO PASADENA



CONSTRUCTION AUTHORITY

Gold Line – Phase II

Public Agency Scoping Meeting

Tuesday, July 22, 2003

2:00 - 5:00 p.m.

Name/Nombre Organization/Organización	Address/Dirección	Phone/Email Teléfono/Email
Name/Nombre <i>Tony Tagliola</i> Organization/Organización <i>THE GAS Co.</i>		
Name/Nombre <i>Laura Peltz</i> Organization/Organización <i>Caltrans Div of Env Planning</i>		
Name/Nombre <i>Colgate Bexast</i> Organization/Organización <i>City of Montclair</i>		
Name/Nombre <i>DOMINGO LEON</i> Organization/Organización <i>Society Hispanic Engineers</i>		
Name/Nombre Organization/Organización		
Name/Nombre Organization/Organización	Address/Dirección City, Zip Ciudad, Código Postal	Phone/Telefono Email
Name/Nombre Organization/Organización	Address/Dirección City, Zip Ciudad, Código Postal	Phone/Telefono Email

Gas
Caltrans
KWIA

APPENDIX H: SCOPING COMMENTS

**Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II
Public Comment Card**

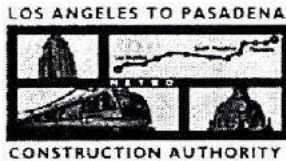
Name: Monique Clemmer Date: 7/15/03

Phone: [REDACTED]

Address: [REDACTED]

Comments: My concern is noise level + privacy. My home is right up against the tracks. I want to make sure there is a wall going up to help with those issues.

Thank You.



Please leave at the comment table or submit to:

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

Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.

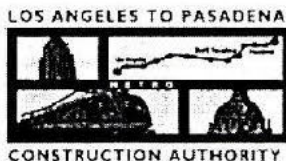
**Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II
Public Comment Card**

Name: LYN FRAZIER Date: 7-15-03

Phone: [REDACTED]

Address: [REDACTED]

Comments: CONCERNED ABOUT - NOISE, SAFETY, PROPERTY VALUE
COMMUNITY IMPACT IN GENERAL - VIBRATION



Please leave at the comment table or submit to:

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

Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.

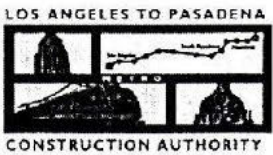
**Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II
Public Comment Card**

Name: Gil Gonzalez Date: 7/15/03

Phone: [Redacted]

Address: [Redacted]

Comments: C-ly must provide transportation centers at remote location so we can park our cars closer to home & keep cars out of downtown.



Please leave at the comment table or submit to:

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

Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.

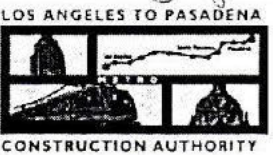
**Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II
Public Comment Card**

Name: Gil Gonzalez Date: 7/15/03

Phone: [Redacted]

Address: [Redacted]

Comments: The visual impact must be mitigated. Instead of just metal poles for wire support, make "poles" look like trees. If you remember cell site monopoles were ugly but they look like trees



See back

Please leave at the comment table or submit to:

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

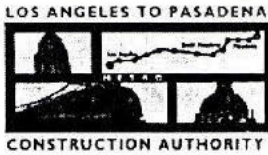
Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.

Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II
Public Comment Card

Name: Mike Hillman Date: July 15

Phone: [Redacted]
 Address: [Redacted]

Comments: IS there a Percent for the Art Program?
Who will choose? Can I do it?
How can we expediate the Process.



Please leave at the comment table or submit to:

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

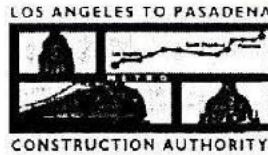
Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.

Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II
Public Comment Card

Name: Michael Hillman Date: July 15 2002

Phone: [Redacted]
 Address: [Redacted]

Comments: Can't wait, please put me on your
Mailing list.
se?
* How heavily will the medians be landscaped?



Please leave at the comment table or submit to:

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

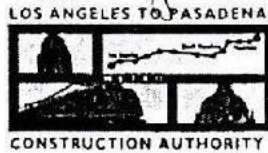
Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.

**Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II
Public Comment Card**

Name: Janet Iliff Date: 7/15/03

Phone: [REDACTED]
Address: [REDACTED]

Comments: I am concerned that the train is elevated when it crosses the bridge on Rout 66 it faces our back yard. I am concerned about the noise light and so forth if trains are running from 5am till 1am. Our wall is not over



over

Please leave at the comment table or submit to:

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

Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.

high enough to block sound. Also how are the trains to run on one track across the bridge. And if you widen the bridge I am concerned about the noise while under construction to make the bridge accommodate 2 tracks. Thank you. I look forward to your response to this.

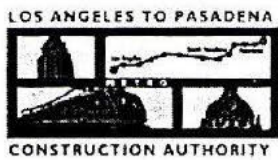
Janet Iliff

p.s. Also I believe the 2nd station in Glendora should be by the new Kohl's store.

**Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II
Public Comment Card**

Name: Maute R Johnston Date: 7/15/03
Phone: [Redacted]
Address: [Redacted]

Comments: Instead of extending from Claremont to Montclair, After ^{Montclair} Pasadena
at Claremont Turn the Line South to the Pasadena Transit
Center in Downtown Pasadena on the Metrolink Riverside Line
Provides transfer possibilities (between the 2 metrolink lines)
Extending line to Montclair (as proposed) makes the line too long



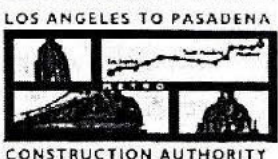
Please leave at the comment table or submit to:
Los Angeles to Pasadena Metro Blue Line Construction Authority
Attn: Susan Hodor
625 Fair Oaks Avenue, Suite 200
South Pasadena, CA 91030
(626) 799-8599 Fax

Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.

**Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II
Public Comment Card**

Name: Jill Jones Date: 7-15-03
Phone: [Redacted]
Address: [Redacted]

Comments: Thank you for making the information
available and having such enthusiastic
people answering questions. I look forward
to seeing the completion of this Phase II project
and Good luck!



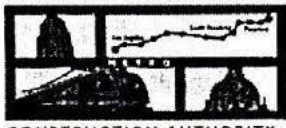
Please leave at the comment table or submit to:
Los Angeles to Pasadena Metro Blue Line Construction Authority
Attn: Susan Hodor
625 Fair Oaks Avenue, Suite 200
South Pasadena, CA 91030
(626) 799-8599 Fax

Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.

Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II
Public Comment Card

Name: JOHN MACRI Date: 7/15/03
 Phone: [REDACTED]
 Address: [REDACTED]
 Comments: I'm concerned about the increased "horn" noise resulting from trains crossing SAN DIMAS CANYON Rd at least 20 hrs. per day, 7-days a week at approximately every 15 mins. I live less than 100 yards from this intersection and may have to sell my home as a result.

LOS ANGELES TO PASADENA



CONSTRUCTION AUTHORITY

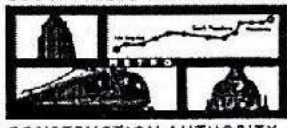
Please leave at the comment table or submit to:
 Los Angeles to Pasadena Metro Blue Line Construction Authority
 Attn: Susan Hodor
 625 Fair Oaks Avenue, Suite 200
 South Pasadena, CA 91030
 (626) 799-8599 Fax

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Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II
Public Comment Card

Name: JUDY MILLER Date: 7/15/03
 Phone: [REDACTED]
 Address: [REDACTED]
 Comments: Landscaping with woodland natives would soften not only the landscape, but the hearts of the townspeople

LOS ANGELES TO PASADENA



CONSTRUCTION AUTHORITY

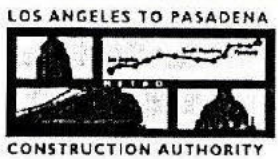
Please leave at the comment table or submit to:
 Los Angeles to Pasadena Metro Blue Line Construction Authority
 Attn: Susan Hodor
 625 Fair Oaks Avenue, Suite 200
 South Pasadena, CA 91030
 (626) 799-8599 Fax

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**Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II
Public Comment Card**

Name: JUDY MILLER Date: 7/15/03
Phone: [REDACTED]
Address: [REDACTED]

Comments: Adequate parking is essential for the use of the Gold Line. Riders will need the convenience of easy access and the local homeowners/developers will need the peace of mind.



Please leave at the comment table or submit to:

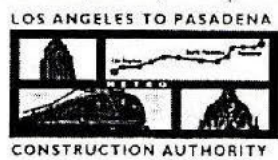
Los Angeles to Pasadena Metro Blue Line Construction Authority
Attn: Susan Hodor
625 Fair Oaks Avenue, Suite 200
South Pasadena, CA 91030
(626) 799-8599 Fax

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**Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II
Public Comment Card**

Name: JIM NIZOLEK Date: 07-15-2003
Phone: [REDACTED]
Address: [REDACTED]

Comments: I SEEM TO SHARE THE CURRENT COMPLAINTS EXPRESSED BY SOUTH PASADENA RESIDENTS. WHILE THE BLOWING IS UNNECESSARY, STANDARD TRAFFIC SIGNAL LIGHTS COULD BE INSTALLED & ACTIVATED IN ADDITION TO EXISTING SAFEGUARDS. SIGNALS WOULD ACTIVATE PRIOR TO OTHER SAFEGUARDS.



Please leave at the comment table or submit to:

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

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**Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II
Public Comment Card**

Name: KRISHNA PATEL

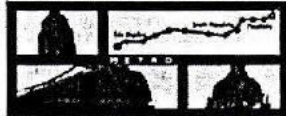
Date: 7/15/03

Phone:

Address:

Comments: ① Traffic Impact at Bunker Ave / Cataract Avenue intersection
② Public involvement in the intermodal station development
③ Existing Spv line at southeast corner of Bunker/Cataract.
④ Aesthetic element of the overhead facilities and its
negative impact throughout the city. ⑤ Drainage Impact

LOS ANGELES TO PASADENA



CONSTRUCTION AUTHORITY

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Los Angeles to Pasadena Metro Blue Line Construction Authority
Attn: Susan Hodor
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South Pasadena, CA 91030
(626) 799-8599 Fax

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**Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II
Public Comment Card**

Name: JEFF TEMPLETON

Date: 7/15/03

Phone: San Dimas City Council

Email:

Address:

Comments: ① Aesthetics of Lines & Poles
② ROAD CROSSINGS - PARTICULARLY BUNKER/CATARACT
③ NOISE
④ PARKING

LOS ANGELES TO PASADENA



CONSTRUCTION AUTHORITY

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Los Angeles to Pasadena Metro Blue Line Construction Authority
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South Pasadena, CA 91030
(626) 799-8599 Fax

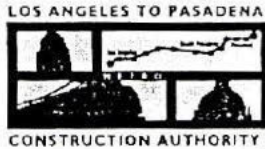
Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.

Los Angeles to Pasadena Metro Blue Line Construction Authority Gold Line - Phase II

Public Comment Card

Name: Catherine Thornton Date: 7-15-03
 Phone: [REDACTED]
 Address: [REDACTED]

Comments: I would be concerned about increased traffic congestion on the surface streets of each community where a rail crossing will be occur. For example, in Arcadia the rail will cross Santa Anita Ave and requires guard gates. During rush hour when the train comes by at least every 10 minutes (could be 5 minutes for unsynchronized) surface traffic will be adversely affected.



two-way trains
 This type of situation already exists on Del Mar in Pasadena and also in the community of S. Pasadena. The Metro needs to minimize these rail crossings by the use of bridges, etc.

Please leave at the comment table or submit to:
 Los Angeles to Pasadena Metro Blue Line Construction Authority
 Attn: Susan Hodor
 625 Fair Oaks Avenue, Suite 200
 South Pasadena, CA 91030
 (626) 799-8599 Fax

Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.

July 14, 2003

TO: Susan Hodor
Gold Line Construction Authority
625 Fair Oaks Ave. Suite 200
South Pasadena, CA 91030

FROM: Foothill Village Homeowners Association
Glendora, 91741

RE: Gold Line Phase II
Environmental Impact

Our community of 60 homes lies adjacent to the south side of the right of way at the Barranca Ave. crossing.

Our Concerns are:

1. The noise of horns and bells triggered by the crossing which would sound only a few feet from our homes.

We expect that horns can be triggered to sound at the crossing, not from the trains themselves.

2. The foot traffic of youngsters walking on Barranca going to and from Sandburg Middle School.

What will be done to protect children, who are known to be careless. Are there any barriers that cross the sidewalk as well as the street?

3. Maintenance of the right of way.

Present maintenance is poor. Water drainage from the higher elevations north of us, runs down Barranca into culverts on the north side of the tracks, comes out into a "ditch" on the south side of the tracks and moves west to a large storm drain.

The "ditch" between Barranca and the storm drain has filled with soil, debris, plant and weed growth. We fear that an unusually large amount of water could undermine the track bed and/or break our wall because the water cannot flow in an adequate ditch.

4. Noise of trains.

What thought has been given to sound barriers where residential areas are immediately adjacent to the right of way?

Please keep us informed of plans and reports and decisions as this project proceeds.

Marilyn Nelson




How to best impact residents & community —

Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II

Public Comment Card

Name: CECIL A. KARSTENSEN Date: 7/16/03
 Phone: [REDACTED]
 Address: [REDACTED]

Comments: UTILIZE FORMER PE ROW IN CLAREMONT -
MONTCLAIR AREA. THIS WILL AVOID FRA
REQUIREMENTS ^{COMPLICATIONS OF} ~~OR~~ ENVIRONMENTAL
REVIEW. FORMER PE ROW W/ WALKING DISTANCE
OF METROWINK TRACES.

LOS ANGELES TO PASADENA

CONSTRUCTION AUTHORITY

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 Los Angeles to Pasadena Metro Blue Line Construction Authority
 Attn: Susan Hodor
 625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030
 (626) 799-8599 Fax
 Phase2@metrogoldline.org

Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II

Public Comment Card

Name: OPOLU ACHAMPONG Date: 7/16/03
 Phone: [REDACTED]
 Address: [REDACTED]

Comments: 100% for it. I think it will enhance regional
transportation systems. And definitely helps
ease congestion.

LOS ANGELES TO PASADENA

CONSTRUCTION AUTHORITY

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 (626) 799-8599 Fax
 Phase2@metrogoldline.org

**Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II**

Public Comment Card

Name:

Robert Chang

Date:

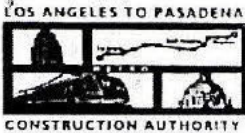
7/16/2003

Phone:

Address:

Comments:

Issues should include visual impacts of exposures
should it be required by the Title, noise impacts of construction
and of operation, including PPP's and transit centers of
stations, and the noise reduction benefit if the line were
to be slowed down due to safety or noise concerns. Also
impacts on communities due to the late evening/early morning service.
Please leave at the comment table or submit to:



Los Angeles to Pasadena Metro Blue Line Construction Authority
Attn: Susan Hodor
625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030
(626) 799-8599 Fax
Phase2@metrogoldline.org

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**Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II**

Public Comment Card

Name:

JEFFREY DAVIDSON

Date:

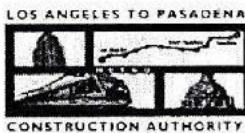
7-17-03

Phone:

Address:

Comments:

when continuing Gold Line east of
Claremont station please consider using
the old Pacific Electric right of way to
Montclair (not Metrolink)



Please leave at the comment table or submit to:

Los Angeles to Pasadena Metro Blue Line Construction Authority
Attn: Susan Hodor
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(626) 799-8599 Fax
Phase2@metrogoldline.org

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Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II

Public Comment Card

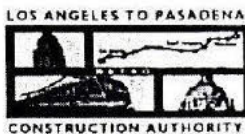
Name: Christopher Denes

Date: 7/16/03

Phone:

Address:

Comments: The prompt completion of this project is a very good thing



Please leave at the comment table or submit to:

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(626) 799-8599 Fax
Phase2@metrogoldline.org

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Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II

Public Comment Card

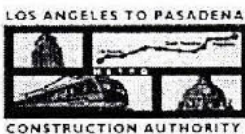
Name: Clem Hamilton

Date: 7/16/3

Phone:

Address:

Comments: ① Ensure that parking, especially near Claremont stop, is sufficient for ^{local} tourism, w/ Claremont as destination. ② On the map, the Gold Line stops do not appear to match present Metrolink stations (cf. Claremont) - true? if so, inefficient? ③ In EIS, please be especially vigilant (with fully qualified consultants) re. endangered species and coastal scrub habitat.



Please leave at the comment table or submit to:

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(626) 799-8599 Fax
Phase2@metrogoldline.org

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**Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II**

Public Comment Card

Name: Andrea Harrington Date: 7-16-03

Phone: [Redacted]

Address: [Redacted]

Comments: Hope that bicycles are allowed at all times
(and no permit required).



Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.

Please leave at the comment table or submit to:

Los Angeles to Pasadena Metro Blue Line Construction Authority
Attn: Susan Hodor
625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030
(626) 799-8599 Fax
Phase2@metrogoldline.org

**Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II**

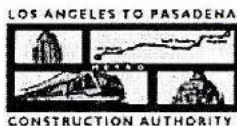
Public Comment Card

Name: Greg Hlavac Date: 7/17/03

Phone: [Redacted]

Address: [Redacted]

Comments: Please do something about the noise (Bebe)
When buses are slow; why do Bebe keep singing?
Noise level is excessive and something needs to be
done about it.



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Please leave at the comment table or submit to:

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(626) 799-8599 Fax
Phase2@metrogoldline.org

**Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II**

Public Comment Card

Name: CECIL A. KARSTENSEN Date: 13 July 2003

Phone: [REDACTED]

Address: [REDACTED]

Comments: CONSIDER LARGE SIZE PARKING FACILITIES
AT STATIONS. ACCOMMODATE 200-300
CARS TO FACILITATE PARK'N RIDE & TRANSIT
COMMUTERS



Please leave at the comment table or submit to:

Los Angeles to Pasadena Metro Blue Line Construction Authority
Attn: Susan Hodor
625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030
(626) 799-8599 Fax
Phase2@metrogoldline.org

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Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II

Public Comment Card


Name: VICTORIA KOENIG Date: 7-16-03

Phone: [REDACTED]

Address: [REDACTED]

Comments: 5050 ARROW HWY, MONTCLAIR, CA 91763 - WORK
I OWN A BUSINESS ON ARROW HIGHWAY BETWEEN MOUNT
VISTA + CENTRAL INLAND PACIFIC BALLET ACADEMY. WE
HIGHLY RECOMMEND PEDESTRIAN ACCESS FROM THE TRANSIT
CENTER SOUTH TO ARROW HIGHWAY + THE MONTCLAIR PLAZA.
NOW, STUDENTS COMING ~~FROM~~ IN ON THE TRAIN HAVE TO WALK

→
OVER



LOS ANGELES TO PASADENA
CONSTRUCTION AUTHORITY

Please leave at the comment table or submit to:

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Phase2@metrogoldline.org

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ALL THE WAY TO MOUNT VISTA OR CENTRAL, DOWN TO ARROW HIGHWAY, AND THEN TO OUR BALLET ACADEMY. IF THERE WERE PEDESTRIAN ACCESS DIRECTLY ACROSS THE TRACKS AND SOUTH TO ARROW HWY, IT WOULD BE SAFE AND CONVENIENT FOR YOUNG CHILDREN AND TEENS TO USE PUBLIC TRANSPORTATION TO ATTEND THEIR CLASSES. IT WOULD ALSO GIVE VERY DIRECT ACCESS TO THE MONTCLAIR PLAZA AND SURROUNDING RETAIL STORES SUCH AS TARGET, BEST BUY ETC.

ALSO - SHOULD ANYONE BE INTERESTED IN USING THE BALLET FOR A MARKETING CAMPAIGN - "WHO GETS LIMITED BY THE GOLD LINE" - PLEASE FEEL FREE TO CONTACT ME - Vickie Koenig

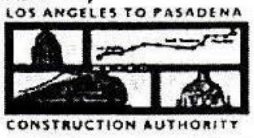
Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II

Public Comment Card

Name: Maract Mc Donald Date: 7/16/03
 Phone: [REDACTED]
 Address: [REDACTED]

Comments: I think adoption of the LPA would benefit the whole area along the route. Perhaps a study of the usage of Phase I after it opens would indicate whether So. Californians are really willing to abandon their car for public transportation. Locally, I hope Chermont will provide a parking structure for the station and for local businesses.

Please leave at the comment table or submit to:



Los Angeles to Pasadena Metro Blue Line Construction Authority
 Attn: Susan Hodor
 625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030
 (626) 799-8599 Fax
 Phase2@metrogoldline.org

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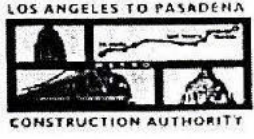
Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II

Public Comment Card

Name: Anthony MARRIN Date: 7-16-03
 Phone: [REDACTED]
 Address: [REDACTED]

Comments: A sound wall on March Lane near the base was noisy when going through Pasadena especially at 4:15 PM There a sound of horn NOT 3-5 times. Thanks Tony

Please leave at the comment table or submit to:




Los Angeles to Pasadena Metro Blue Line Construction Authority
 Attn: Susan Hodor
 625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030
 (626) 799-8599 Fax
 Phase2@metrogoldline.org

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Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II
Public Comment Card

Name: Rose R. Moore, Jr. Date: 7-16-03
 Phone: [REDACTED]
 Address: [REDACTED]

Comments: Q HAVE STATION AT BALDWIN AVE & 210 FWY SERVING SANTA ANITA FASHION MALL, THE RACE TRACK AND COUNTY ARBORETUM WITH PENNERMAN BRIDGE/WALKWAY TO PARKING AT TRACK MALL.
Q HAVE DUARTE STATION DIRECTLY SERVE CITY OF HOPE MEDICAL CENTER Q HAVE BOTH A WEST GARDEN STATION AND
YOUR MAINTENANCE FACILITY NEAR AUTO CENTER DRIVE AND GLADSTONE AVE. TO SERVE HOPE SHOPPING COMPLEXES AND
TAKE ADVANTAGE OF OPEN LAND FOR MAINTENANCE YARD. Q USE EX-PE/SP RIGHT OF WAY FROM CLAREMONT
TO MONTCLAIR (CITY PROPERTY GOVERNMENT OWNED) TO SERVE LEEB CREEK AND NORTHEAST PARKING LOT AT TRAMPT
CENTERS AND TO MAKE IT EASIER TO CONNECT THROUGH ROUTE WITH ANY SAN BERNARDINO COUNTY LOT THAT

 MAY EVENTUALLY BE BUILT ON EX-PE/SP LOW FLY ATTN: Susan Hador
 625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030
 (626) 799-8599 Fax
 Phase2@metrogoldline.org
 MONTCLAIR TO SAN BERNARDINO TO SERVICE THE Foothill Communities and Shopping Malls/Employment Centers.

Q. EVENTUALLY HAVE A NORTH/SOUTH CONNECTING TRANSIT LINE FROM THE GOLD LINE SOUTH ALONG THE 605 FWY/SAN GABRIEL RIVER CORRIDOR TO SERVE CITY OF INDUSTRY WITHIN SOUTHWEST L.A. COUNTY, WEST ORANGE COUNTY AND EASTERN LAKEWOOD/LONG BEACH. Q HAVE A CONNECTING LINE FROM LA UNION STATION TO BLUE LINE WASHINGTON BLVD. STATION TO ENABLE THROUGH-ROUTINE TRAVEL.

Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II
Public Comment Card

Name: William R. Munnato Date: 16 Jul 03
 Phone: [REDACTED]
 Address: [REDACTED]

Comments: ? station siting needs more details.
How cracks will be constructed Paved out in depot area.
Parking? particularly if Montclair is not active.
Need way to handle on bikes on train for last mile
use of solar?



Please leave at the comment table or submit to:
 Los Angeles to Pasadena Metro Blue Line Construction Authority
 Attn: Susan Hador
 625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030
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 Phase2@metrogoldline.org

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**Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II**

Public Comment Card

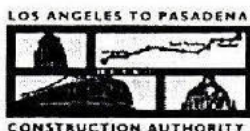
Name: E. Luqano

Date:

Phone: [Redacted]

Address: [Redacted]

Comments: Wish it could be sooner than 2008!
great improvement



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Please leave at the comment table or submit to:

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**Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II**

Public Comment Card

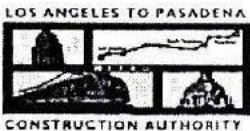
Name: ALAN ROBINSON

Date: 7/16/03

Phone: [Redacted]

Address: [Redacted]

Comments: Build it! I have traveled extensively in Asia (Tokyo, Hong Kong)
where light rail, trains and subways are well advanced. So
convenient to use. About time that Los Angeles join the
modern world.



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(626) 799-8599 Fax
Phase2@metrogoldline.org

Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II

Public Comment Card

Name: Michael VIERA Date: 7/16/03


Phone: [REDACTED]

Address: [REDACTED]

Comments: [REDACTED]

CITRUS COLLEGE IS IN SUPPORT OF THE GOLD LINE.
Please contact me if A RESOLUTION FROM OUR BOARD
of TRUSTEES would be helpful.

Please leave at the comment table or submit to:



LOS ANGELES TO PASADENA
CONSTRUCTION AUTHORITY

Los Angeles to Pasadena Metro Blue Line Construction Authority
 Attn: Susan Hodor
 625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030
 (626) 799-8599 Fax
 Phase2@metrogoldline.org

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La Autoridad de Construcción de La Línea Azul del Metro de Pasadena
Línea Dorada - Fase II

Forma de Comentario

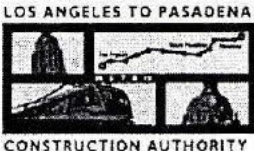
Nombre: _____ Fecha: _____

Teléfono: [REDACTED]

Dirección: [REDACTED]

Comentarios: Most excellent! Public transportation is essential to this fast
growing area. Horns need to be eased up on though. I live several
hundred feet from the San B. Metrolink track, it is sometimes
noisy and necessary... would be happy to advocate for this.

Favor de dejar esta forma en la mesa de comentario o regrese a:



LOS ANGELES TO PASADENA
CONSTRUCTION AUTHORITY

Los Angeles to Pasadena Metro Blue Line Construction Authority
 Attn: Susan Hodor
 625 Fair Oaks Avenue, Suite 200
 South Pasadena, CA 91030
 (626) 799-8599 Fax
 Phase2@Metrogoldline.org

Los comentarios ayudarán a establecer el proceso ambiental y de planificación. No se generarán respuestas formales a los comentarios durante la Evaluación.

Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II


Public Comment Card

Name: JESUSA B. CASTRO Date: 07/17/03

Phone: [REDACTED]

Address: [REDACTED]

Comments: * The train is Alright - the Big problem is the Clearing system like Harn + Belle - we are losing sleep!!!
 maybe substitute the present Belle + Harn - with Big lights - street corners!! -



LOS ANGELES TO PASADENA
CONSTRUCTION AUTHORITY

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 Los Angeles to Pasadena Metro Blue Line Construction Authority
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 625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030
 (626) 799-8599 Fax
 Phase2@metrogoldline.org

Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.

- Ⓐ Board + Directors of MTA should stay in for a few days + nights on a facility like between Meridian / mission.
- Ⓑ Check out Regulations that was drafted many years ago - and apply it now - regarding Harn + Belle on a smaller intersections like Meridian + Mission.
- Ⓒ Train schedule - at night!!!
 God Bless you
 All - + be
 Kind


Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II

Public Comment Card

2
Name: JESUSA B. CASTRO Date: 7/17/03
Phone: [REDACTED]
Address: [REDACTED]

Comments: + Environmentally -
the habitat of the birds or animals
around are all disrupted

Please leave at the comment table or submit to:



LOS ANGELES TO PASADENA
CONSTRUCTION AUTHORITY

Los Angeles to Pasadena Metro Blue Line Construction Authority
Attn: Susan Hodor
625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030
(626) 799-8599 Fax
Phase2@metrogoldline.org

Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.

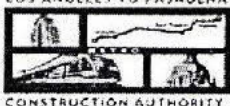
Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II

Public Comment Card

Name: William E Coleman Jr Date: 7-17-2003
Phone: [REDACTED]
Address: [REDACTED]

Comments: I support a grade separation at Santa Anita Ave, Arcadia, ONLY
Also, I support sharing the p/w w/ freight tracks & transit
but on separate tracks. Irwindale East to end.
Each city should be consulted as to station location. Should a
branch line go to Santa Anita Park area or shuttle bus from Arcadia Station?
A new maintenance facility (larger than
Milway yard) should be built
near San Gabriel River in Irwindale.

Please leave at the comment table or submit to:



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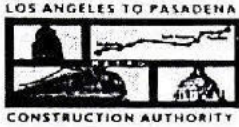
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**Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II**

Public Comment Card

Name: JEFFREY DAVIDSON Date: 7-17-03
Phone: [REDACTED]
Address: [REDACTED]

Comments: PLEASE GIVE CONSIDERATION TO PLACING THE TRAM HORNS NOT AT THE FRONT OF THE TRAM, BUT PERMANENTLY MOUNTED AT THE INTERSECTION FACING TRAFFIC (AUTO) AND TRIGGER THE HORN/WHISTLE IN THE SAME MANNER AS THE LIGHTS



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Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II

Public Comment Card

Name: PAUL BENIGNO Date: JULY 17 2003

Phone: [Redacted]

Address: [Redacted]

Comments: I WOULD LIKE TO MAKE A PRESENTATION OF AN ALTERNATE TO AT GRADE DESIGN.



Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.

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625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030
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Phase2@metrogoldline.org

Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II

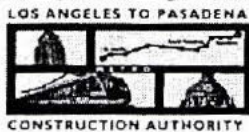
Public Comment Card

Name: WILLIAM G. GUNTHER Date: 7/17/03

Phone: [Redacted]

Address: [Redacted]

Comments: AFTER ALL THESE YEARS FINALLY RAIL TRANSIT EVERY CITY IN THE COUNTRY HAS RAPID TRANSIT WHAT'S A FEW WHISTLES AND HORNS AS LONG AS IT TAKES ONE MORE AUTO OFF THE STREETS WE CAN BREATHE CLEANER AIR LET'S GO FOR IT. EXTEND TO AS FAR AS YOU WANT I SUPPORT IT



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**Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II**

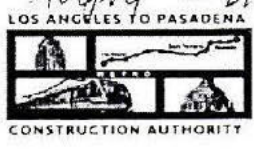
Public Comment Card

Name: LYNNE HEFFLEY Date: 7/17/03

Phone: [REDACTED]

Address: [REDACTED]

Comments: *IF PHASE 2 goes through, I feel very strongly about making sure that the stations are close to as near as possible to various destinations with major public interest - The Arboretum, Santa Anita, colleges. I'm thinking of how the green line stops short of the airport - bad planning, moment.*



discourages travel to LAX via the train

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Phase2@metrogoldline.org

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Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II

Public Comment Card

Name: HAROLD LEFROCK Date: 07-17-03

Phone: _____

Address: _____

Comments:

Your presentation was very informative, and interesting, but I noticed one thing in the station location for the arcadia station is that there was no stops near the race track and shopping ctr which would be a passenger generator for those who wish to attend or shop near by that venue.

Please leave at the comment table or submit to:
 Los Angeles to Pasadena Metro Blue Line Construction Authority
 Attn: Susan Hodor
 625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030
 (626) 799-8599 Fax
 Phase2@metrogoldline.org

Thank you.

Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.

-OVER-

(2) IN CONSIDERING GOING TO MONTCLAIR IS a very good Idea SINCE you will not only have better parking, but you also have a great shopping center near by with a day care facility at the Metrolink sta.

My bottom line interest is stations (future) should be near or at places of interest or venues to serve the people more so they would not have to use their cars as much.

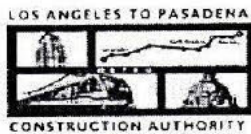
Thank You

**Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II**

Public Comment Card

Name: MARSHALL LEW Date: 7/17/03
 Phone: [REDACTED]
 Address: [REDACTED]

Comments: The alignment does provide much need access to the northern San Gabriel valley, however, the eastern terminus appears to be co-located with metrolink station in Montclair. Given present fare structure, Metrolink ridership would decline.



Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.

Please leave at the comment table or submit to:

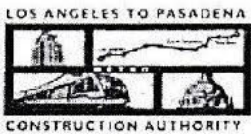
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**Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II**

Public Comment Card

Name: MARSHALL LEW Date: 7/17/03
 Phone: [REDACTED]
 Address: [REDACTED]

Comments: the alignment appears to duplicate/unnecessary to metrolink from San Dimas to Montclair (about 1/3rd of line). It seems it would be more efficient to run line south along 210/57 to Diamond Bar. It could also serve Cal Poly Pomona.



Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.

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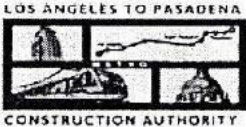
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 Phase2@metrogoldline.org

**Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II**

Public Comment Card

Name: CRAIG F. THOMPSON Date: 7-17-03
 Phone: [REDACTED]
 Address: [REDACTED]

Comments: THE NEW ALIGNMENT WILL NEED TO BE GRADE SEPARATED AT SEVERAL LOCATIONS; THERE IS AN URGENT NEED FOR A BRIDGE OVER SANTA ANITA AVENUE IN ALCADIA. ALSO, AREAS WHERE THE TRACK RUNS ACROSS THE TOP OF A "HUMP" CAN BE EASILY GRADE SEPARATED.



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 Phase2@metrogoldline.org

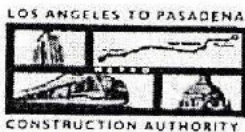
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**Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II**

Public Comment Card

Name: CRAIG F. THOMPSON Date: 7-17-03
 Phone: [REDACTED]
 Address: [REDACTED]

Comments: A SERIOUS ERROR WAS NOTED ON THE EXISTING GOLD LINE: THE SUBSTATIONS WHICH POWER THE TRAINS ARE UNDERSIZED & UNDERPOWERED, TOTALLY UNABLE TO HANDLE 3-CAR TRAINS. WHEN CONSTRUCTING THE EASTERN EXTENSION, PLEASE CONSIDER THIS LITTLE BIT OF INFO!!



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 Los Angeles to Pasadena Metro Blue Line Construction Authority
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 625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030
 (626) 799-8599 Fax
 Phase2@metrogoldline.org

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Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II

Public Comment Card

Name: Charles Woolf

Date: 7-16-03

Phone:

Address:

Comments: Closer coordination of plans for the line itself and plans for adjacent street modifications needs to be done than was done in phase I. In L.A. the construction authority & the street department did not plan together, resulting in some new unsafe driving conditions. This is very apparent on mainline way near the

Please leave at the comment table or submit to:



Museum Station

Los Angeles to Pasadena Metro Blue Line Construction Authority
Attn: Susan Hodor
625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030
(626) 799-8599 Fax
Phase2@metrogoldline.org

Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made

Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II

Public Comment Card

Name: Raymond Yu

Date: 7/17/03

Phone:

Address:

Comments: I want the Metro Gold Line Eastside Route extension to the Montebello Metrolink Station. Because why I want it? No, my thought, I will like to of anybody else to build the Montebello Gold Line Station easier access transfer to Metrolink trains to Riverside. WE WANT EASTSIDE GOLD LINE EXTENSION TO MONTEBELLO STN

Please leave at the comment table or submit to:



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Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II

Public Comment Card

Name: JOHN ULLOTH

Date: JULY 17th 2003

Phone:

Address:

Comments: PROJECT IS LONG OVERDUE, CONGRATULATIONS!

(ALL)
BEST

#1 BUILD NO MORE GIANT PARKING LOTS @ THEY INVITE CAR DRIVING - PART OF THE PROBLEM WE'RE TRYING TO GET RID OF. AND COST A HELL OF A LOT OF MONEY THAT WILL EITHER DELAY THE PROJECT TIE UP MORE MONEY THAT CAN BE USED TO CONTINUE MORE BNL IN THE REST OF THE COUNTY THAT IS VASTLY UNDERSERVED. IF YOU BUILD IT THEY WILL COME... IF YOU BUILD A NETWORK, THEY WILL REALLY COME - ONLY CARS TO USE IT!
#2 DON'T GO TO STATE IT AVOID UNDERGROUND & AERIAL - WASTES MONEY! WE HAVE AN ENTIRE COUNTY & STATE - HELP US DO THAT & NOT SWATCHING ALL THE MONEY THAT DOES BUILD AN INCH OF RAIL.

#3 GO TO THE COUNTY LINE ASAP. & BEYOND (SERVICE WHICH MAY BE COME INITIALLY BY DIESEL MULTIPLE UNIT BETWEEN PASADENA & SAN GABRIEL) ~~CONSIDER~~ ~~BE~~ ~~TAKEN~~ Please leave at the comment table or submit to: LOS ANGELES TO PASADENA ~~CONSIDER~~ MINIMIZE THE 1 SEAT RIDE BY MAXIMIZING CONTINUOUS MEDIUM MILEAGE



CONSTRUCTION AUTHORITY

Los Angeles to Pasadena Metro Blue Line Construction Authority
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(626) 799-8599 Fax
Phase2@metrogoldline.org

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Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II

Public Comment Card

Name: JOHN ULLOTH, PART II

Date: JULY 17, 2003

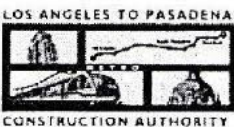
Phone:

Address:

Comments: #6 EXTERNALIZE UNNECESSARY COSTS TO OTHER BUDGETS - SOUNDWALLS DON'T

MOVE ANYBODY! LANDSCAPING DOESN'T MOVE ANYBODY. FENCING ON GOLD LINE I WITHIN INCHES OF A 2-STORE WALL IS DUPLICATIVE & WASTEFUL - DON'T DO IT WITH YOUR CONSTRUCTION!

#7 BUY OUT NIMBYS! RESELLING NIMBYS' HOUSES TO OTHERS WHO UNDERSTAND & APPRECIATE MASS TRANSIT & ITS VALUE. TO IMPROVE PROPERTY VALUES WILL SERVE THE BULK OF NIMBY ACTIVITY - PAYING THEM FAIRLY IS MUCH PREFERABLE TO A COSTLY LAWSUIT... THE MOBILITY NEEDS OF ALL OF THE PEOPLE IN SOUTHERN CALIFORNIA - THE OVERDUE NEED TO HAVE AN ALTERNATIVE (& EQUAL-SIZED!) TO THE FREEWAY SYSTEM IS THE OVERRIDING REASON TO USE EMINENT DOMAIN FREELY TO GET A RUSH-HOUR-FREE MASS TRANSIT SYSTEM BUILT.



CONSTRUCTION AUTHORITY

#8 TELL THE CONGRESS SOUTHERN CALIFORNIA NEEDS TO MOVE ITS FIXED FUNDS FOR LOS ANGELES TO PASADENA Metro Blue Line Construction Authority FREEWAYS OVER TO URBAN RAIL TRANSIT, & TO REQUEST FULL FLEXIBILITY WITH DISCRETIONARY FUNDING TO TRANSIT, HALF A CENTURY OF RAMPANT FREEWAY CONSTRUCTION DESTROYED THE 150 MILES OF INTERURBAN WE HAD IN JUST 1 RAILROAD (PACIFIC

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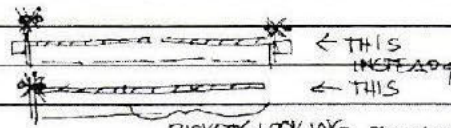
ELECTRIC) & INSTEAD MAKING LA THE MOBILITY CHAMPION THE U.S. WE ARE THE NATION'S MOST OVERPAID SHOGTOWN IN THE U.S. WE NEED TODAY FINANCIAL FLEXIBILITY NOW... I WOULD LIKE TO NOTE THAT TODAY THE SAN GABRIEL MOUNTAINS - IN SINGLE DIGIT MILES AWAY, ARE ALMOST INVISIBLE BECAUSE OF SMOG'S SEVERITY.

**Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II**

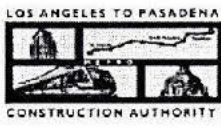
Public Comment Card

Name: JOHN ULLOTT PART III Date: JULY 17, 2003
 Phone: [REDACTED]
 Address: [REDACTED]

Comments: #9 CONSIDER BUILDING CROSSING GATES FROM BOTH SIDES OF WIDE
 ROADWAYS - GATES ON GOLD LINE I, BECAUSE / THEIR LENGTH, DO NOT LOOK LIKE
 THEY WILL LAST LONG



RICKETY-LOOKING SECTIONS Please leave at the comment table or submit to:



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 625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030
 (626) 799-8599 Fax
 Phase2@metrogoldline.org

#10 PLEASE USE TECHNICAL SPECIFICATIONS. THIS WILL SAVE COSTS AND
 COOPERATE WITH MTA ATTEMPTS TO MERGE BLUE + GOLD + GREEN LINE ELECTRICAL/SIGNALING/TRAFFIC
 LIGHT PRIORITIES & OTHER SPECIFICATIONS. THIS WILL SAVE COSTS AND
 TECHNICAL

#11 MAINTAIN A PUBLIC OFFICE LIKE GOLD LINE I - MUCH SUPERIOR TO MTA'S GENERAL LACK OF OUTREACH!
 #12 EXTERNALIZE THE COSTS / STATIONS (OTHER THAN THE BARE PLATFORM, ADA ACCESS, TICKETING)
 TO MUNICIPALITIES + THE LOCAL COMMUNITY + SANTA ANA'S FABULOUS ARTIST/CREATIVE/METRO LINE/INTEL
 CALIFORNIA) BECAUSE THE COMMUNITY BUILT IT & GROWED IT.

FOLLOW OTHER SCHEDULE

**Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II**

Public Comment Card

Name: William D. Zuke Date: July 17, 2003
 Phone: [REDACTED]
 Address: [REDACTED]

Comments: People with disabilities or handicaps need to be included. Please consider access for powerwheelchairs. Also blind or deaf. I am concerned about cars getting trapped between two arms on the crossing. The bell system should be modified



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 (626) 799-8599 Fax
 Phase2@metrogoldline.org

so the local residents are not exposed to unnecessary noise.

**Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II**

Public Comment Card

Name: William D. Zuke Date: July 17, 2003
 Phone: [REDACTED]
 Address: [REDACTED]

Comments: The running of trains down the center of a freeway is very distracting to me as a car driver. Is there any way to mitigate the visual distraction? Also the needs to be safe routes from parking and street routes for



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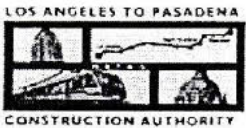
wheelchair users to connect with destinations and other transportation.

**Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II**

Public Comment Card

Name: _____ Date: _____
 Phone: _____ Email: _____
 Address: _____
 Comments: METRO SILVER LINE VIA EXPOSITION BLVD.
 TO SANTA MONICA
 METRO WHITE LINE OR PURPLE LINE TO
 CANOGA PARK/WESTHILLS

Please leave at the comment table or submit to:
 Los Angeles to Pasadena Metro Blue Line Construction Authority
 Attn: Susan Hodor
 625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030
 (626) 799-8599 Fax
 Phase2@metrogoldline.org



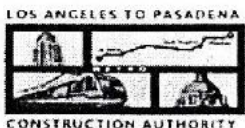
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**Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II**

Public Comment Card

Name: _____ Date: _____
 Phone: _____ Email: _____
 Address: _____
 Comments: THE NOISE IMPACTS HAVE NOT BEEN RESOLVED AS
 THE AUTHORITY PROMISED SO PAS TRAIN AREA WILL TURN
 INTO A SLUM IN FIVE YEARS BECAUSE OF THIS. THE
 SPEED (55MPH) IN SP WILL KILL MANY PEOPLE & LAW SUITS
 WILL SPRING UP — BECAUSE THE BLUE LINE AUTHORITY
 — DID IT WRONG!

Please leave at the comment table or submit to:
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 Phase2@metrogoldline.org



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To the MTA:

My name is Elliott Caine. I live on [REDACTED]
[REDACTED]

There is an old adage, "Do unto others as you would have them do unto you." What the MTA has done to me and my family and our neighborhood has been unconscionable, uncivilized and disrespectful to our right to live in a peaceful and sane living environment. The constant chiming of the bells and blowing of the horns has completely disrupted an old, peaceful and quiet neighborhood, and made it very difficult to have a good night's sleep, enjoy an afternoon at home, and impossible to enjoy relaxing in the back yard.

What is more appalling is that the situation does not have to be that way. Obviously, if the train was elevated or below ground level, there would be no noise or disruption issue to speak of. Given the fact that the train is running at street level, the very least the MTA should do is slow the train to 20mph and stop the bells and horns except in emergency situations. We're willing to accept, for now, the traffic disruption and inconvenience that the train routing now causes, at least until something better can be worked out. What we are demanding, as part of basic civility, is that the bells and horns be stopped NOW!

Sincerely

Elliott Caine (July 17, 2003)

[REDACTED]

Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II

Public Comment Card

Name: DIANE BARLOW Date: July 21, 2003

Phone: [Redacted]

Address: [Redacted]

Comments: I have very serious concerns about noise from the trains, horns & crossing gates - vibrations & view of a mass of electric lines that my building looks out on. Access to my place is from Newman & Santa Anita ^{only} and the added traffic of the station and trains crossing would be unbearable! Not to mention the very real possibility of the trains crashing into the



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entire unit! It's hard to find good tenants with such a low interest rate now I'm horribly worried to try and rent a unit with trains going by every 10 min's and all the other negative points this Gold line would bring.

Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II

Public Comment Card

Name: LOUISE F. BIGLEY Date: 7/21/03

Phone: [Redacted]

Address: [Redacted]

Comments: My concern is with the surprise look of the wires & poles along the 210 from downtown Pasadena. It truly destroys the magnificent scenery - mountains, mists, clouds, skies - with a barrier of wires & poles. I had expected underground power source. Please address this issue through Arcadia freeway and town



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Los Angeles to Pasadena Metro Blue Line Construction Authority Gold Line - Phase II

Public Comment Card

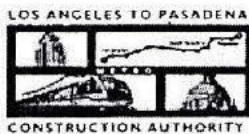
Name: Emily Cao

Date: 7/21/03

Phone: [Redacted]

Address: [Redacted]

Comments: The existing rail tracks are too closed to the back yards of many houses along the California Street. It could be dangerous for the residents.



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Public Comment Card

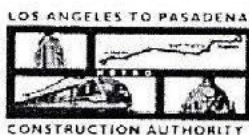
Name: R. Costanzo

Date: July 21

Phone: [Redacted]

Address: Arcadia Chamber of Commerce

Comments: Thank you for the information. Major concern is the lack of gates in So. Pas along the Gold Line Route
2) the stations & art are great!



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Phase2@metrogoldline.org

**Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II**


Public Comment Card

Name: Robert L. Davis Date: 21 July 03

Phone: [REDACTED]

Address: [REDACTED]

Comments: When can we start? As a native of the SGV (63 yrs) the return of electric transport to my home town of Monrovia will be a dream come true! If the extension must be done in two sections, I ~~recommend~~ recommend building to Azusa - more room for transit-oriented development than Irwindale (more on other side)



LOS ANGELES TO PASADENA
CONSTRUCTION AUTHORITY

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Los Angeles to Pasadena Metro Blue Line Construction Authority
Attn: Susan Hodor
625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030
(626) 799-8599 Fax
Phase2@metrogoldline.org

Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.

Freight operations: Monrovia corn silo could probably move to Irwindale or El Monte.
Miller can be ~~re~~ served by ex PE new Metrolink branch.

~~Re~~ Public concerns about traffic obstruction at grade crossings: I drive through South Pasadena regularly & it's very rare to see a train at Forest (and I'm a long-time train-watcher hoping to see one).

**Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II**

Public Comment Card

Name: Timothy Fleck Date: 7-21-03

Phone: [REDACTED]

Address: [REDACTED]

Comments: Please consider a future station that would be located
to serve the Fair Oaks and Cal State Pasadena for connections
to East (Temple St).



Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.

Please leave at the comment table or submit to:

Los Angeles to Pasadena Metro Blue Line Construction Authority
Attn: Susan Hodor
625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030
(626) 799-8599 Fax
Phase2@metrogoldline.org

**Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II**

Public Comment Card

Name: PAUL GREENWOOD Date: 7/21/03

Phone: [REDACTED]

Address: [REDACTED]

Comments: The EIS needs to address accelerated implementation
at those parts of the phase II which have
existing in place and or for which the RFP
is in hand.



Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.

Please leave at the comment table or submit to:

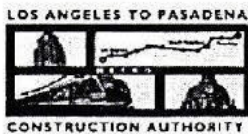
Los Angeles to Pasadena Metro Blue Line Construction Authority
Attn: Susan Hodor
625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030
(626) 799-8599 Fax
Phase2@metrogoldline.org

Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II

Public Comment Card

Name: Dirk Hudson Date: 7-21-03
Phone: [REDACTED]
Address: [REDACTED]

Comments: Excellent presentation; looking forward to riding the Gold Line en route to jury duty. We lived here during the days when Amtrak trains would pass by. It should relieve some of the freeway congestion.



Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.

Please leave at the comment table or submit to:

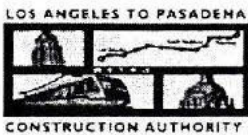
Los Angeles to Pasadena Metro Blue Line Construction Authority
Attn: Susan Hodor
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(626) 799-8599 Fax
Phase2@metrogoldline.org

Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II

Public Comment Card

Name: M. J. Humphrey Date: 7/21/03
Phone: [REDACTED]
Address: [REDACTED]

Comments: PLEASE 9 THANKS. IT WOULD BE VERY HELPFUL IF A LARGER MORE DETAILED MAP IMAGE OF GOLD LINE PHASE II ~~WERE~~ ^{WAS} SUPPLIED ON THE METROGOLDLINE.ORG WEB SITE. LOCATION (CROSS-STREETS, STREET NAMES) OF GOLD LINE STATIONS.



Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.

Please leave at the comment table or submit to:

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Attn: Susan Hodor
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(626) 799-8599 Fax
Phase2@metrogoldline.org

**Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II**

Public Comment Card

Name: Elisabete L Karsana Date: 7/21/03
Phone: [REDACTED]
Address: [REDACTED]

Comments: The time in between trains (10 minutes) are too close especially if the train is still coming and going at 2:00 AM. My house will be greatly affected, will the property value go down then because of the noise. Should the property go down, will you compensate the difference? Will the construction be noisy? The rail is located right behind our house.

Please leave at the comment table or submit to:



Los Angeles to Pasadena Metro Blue Line Construction Authority
Attn: Susan Hodor
625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030
(626) 799-8599 Fax
Phase2@metrogoldline.org

Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.

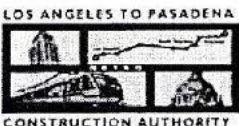
**Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II**

Public Comment Card

Name: Raub Matthias Date: 7/27
Phone: [REDACTED]
Address: [REDACTED]

Comments: We don't need & don't want the Gold Line in Arcadia. The only place in Arcadia a station should even be considered is in the massive parking lot between the mall & the race track.

Please leave at the comment table or submit to:



Los Angeles to Pasadena Metro Blue Line Construction Authority
Attn: Susan Hodor
625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030
(626) 799-8599 Fax
Phase2@metrogoldline.org

Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.

**Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II**

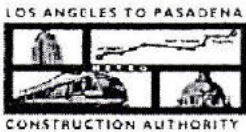
Public Comment Card

Name: JIM MCKELLAR Date: JULY 21, 2003

Phone: [REDACTED]

Address: [REDACTED]

Comments: CLEARLY, YOU'VE DONE YOUR HOMEWORK. TAXPAYERS ARE WILLING TO ROLL THE DICE WITH YOU AS PHASE #1 CAME UNDER BUDGET/ AHEAD OF SCHEDULE. LET'S GET THIS GOING & START FOR A "BEFORE 2009" FINISH.



Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.

Please leave at the comment table or submit to:

Los Angeles to Pasadena Metro Blue Line Construction Authority
Attn: Susan Hodor
625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030
(626) 799-8599 Fax
Phase2@metrorgoldline.org

**Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II**

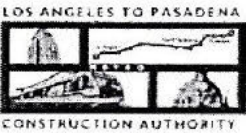
Public Comment Card

Name: Helen Morales Date: 7/21/03

Phone: [REDACTED]

Address: [REDACTED]

Comments: I would be interested in information regarding environmental studies and specifically noise in my area. I would also be interested in addressing my concerns regarding a sound wall.



Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.

Please leave at the comment table or submit to:

Los Angeles to Pasadena Metro Blue Line Construction Authority
Attn: Susan Hodor
625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030
(626) 799-8599 Fax
Phase2@metrorgoldline.org

**Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II**

Public Comment Card

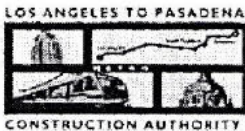
Name: CHARLES MOUNTAIN

Date: 7/21/03

Phone: [REDACTED]

Address: [REDACTED]

Comments: BUS HAS SIGNS GIVING ROUTE # AND DESTINATION
THE SIGNS SOMETIMES SAY "GO LAKERS" ETC.
I SUGGEST HAVING THE SIGNS FLASH "GOLD LINE CONNECTION
IF THE BUS CONNECTS WITH THE GOLD LINE



Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.

Please leave at the comment table or submit to:

Los Angeles to Pasadena Metro Blue Line Construction Authority
Attn: Susan Hodor
625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030
(626) 799-8599 Fax
Phase2@metrogoldline.org

**Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II**

Public Comment Card

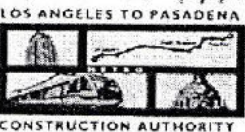
Name: Ciriano Pineda

Date: 7/21/03

Phone: [REDACTED]

Address: [REDACTED]

Comments: I have a concern about the route from Markoniz
Station to the second Ave in Arcadia. there is only one
existing track right now and the properties are really close to
the track. my question are. how many tracks are in the
project, or how many severe fatigue will be needed for the tracks
what kind of options for property owners



Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.

Please leave at the comment table or submit to:

Los Angeles to Pasadena Metro Blue Line Construction Authority
Attn: Susan Hodor
625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030
(626) 799-8599 Fax
Phase2@metrogoldline.org

**Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II**

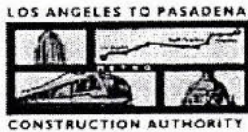
Public Comment Card

Name: Buzz SPELLMAN Date: 7/21/03

Phone: [REDACTED]

Address: [REDACTED]

Comments: Well designed displays and
knowledgeable consultants (AMKA)



Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.

Please leave at the comment table or submit to:

Los Angeles to Pasadena Metro Blue Line Construction Authority
Attn: Susan Hodor
625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030
(626) 799-8599 Fax
Phase2@metrogoldline.org

**Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II**

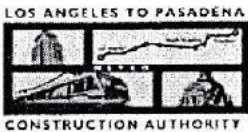
Public Comment Card

Name: MATT WALLECK Date: 7/21/03

Phone: [REDACTED]

Address: [REDACTED]

Comments: We live on San Luis Rey Rd. bordering the 210 Freeway.
During the last 12 months a sound study was
completed. Our understanding was that approval was
granted for a sound wall. What is the status.



Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.

Please leave at the comment table or submit to:

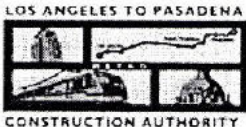
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(626) 799-8599 Fax
Phase2@metrogoldline.org

**Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II**

Public Comment Card

Name: Homer Wilcox Date: _____
 Phone: _____
 Address: _____

Comments: Please make sure there is parking @ both Monrovia and Duarte stations. In Pasadena there are 2 stations w NO Parking. It would also be nice if electric autos had a bay to park & charge (conductive charging preferred)



Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.

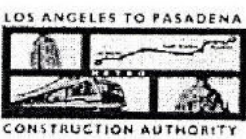
Please leave at the comment table or submit to:
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 (626) 799-8599 Fax
 Phase2@metrogoldline.org

**Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II**

Public Comment Card

Name: Betty Willis Date: 7-21-03
 Phone: _____
 Address: _____

Comments: Please be considered about noise along freeway section



Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.

Please leave at the comment table or submit to:
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 Attn: Susan Hodor
 625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030
 (626) 799-8599 Fax
 Phase2@metrogoldline.org

**Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II**

Public Comment Card


Name: Alexander Zajac Date: 7/21/03

Phone: [REDACTED]

Address: [REDACTED]

Comments: Thou shalt build this train on the wrath of
the people will come down on thee.

LOS ANGELES TO PASADENA



CONSTRUCTION AUTHORITY

Please leave at the comment table or submit to:

Los Angeles to Pasadena Metro Blue Line Construction Authority
Attn: Susan Hodor
625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030
(626) 799-8599 Fax
Phase2@metrogoldline.org

Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.

Concerns Gold Line Stage II

- Design contract should be separate from construction contract. NO design build contract
- Inspection should be with independent different company contractors.
- Security should be provided for Park and Ride
- Freeway Barriers should be reconstructed to be Higher and safe for stronger impact
- Provide Protection from high voltage overcrossing
- On Santa Anita, 1st, 2nd ... must be undercrossing or tunneling
- What happen to traffic with derailment?

**Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II**

Public Comment Card

Name: Linda Weiselt Date: 7-22-03

Phone: [REDACTED]

Address: [REDACTED]

Comments: Consult w/Caltrans early in process concerning potential impacts on state facilities — median of SR 210/exit ~ Arcadia, Crossing Rt. 210 + Rt. 605 (plus any conventional state highways).

LOS ANGELES TO PASADENA
CONSTRUCTION AUTHORITY

Please leave at the comment table or submit to:
 Los Angeles to Pasadena Metro Blue Line Construction Authority
 Attn: Susan Hodor
 625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030
 (626) 799-8599 Fax
 Phase2@metrogoldline.org

Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.



MONTCLAIR

July 17, 2003

Mr. Thomas L. Jenkins, PE
Vice President
Parsons, Brinckerhoff, Quade, & Douglas, Inc.
444 South Flower Street
Suite 3700
Los Angeles, CA 90071

Re: Gold Line Phase II

Thank you for taking some time last evening to discuss the Gold Line project with me. We look forward to the second phase extension into Montclair. The existing Montclair Transcenter is an ideal terminus for the Gold Line with its ample parking and close proximity to the Metrolink Station.

As we discussed last evening, the alignment of the extension into Montclair needs to be identified as quickly as possible so the impacts can be fully addressed in the environmental process. Given the present layout of our parking areas at the Transcenter, bringing the Gold Line in along the former Pacific Electric right-of-way makes the most sense. Richton Street bisects the parking lot. The southerly portion serves Metrolink, Omnitrans, and Foothill Transit. It is near capacity most of the day. The northerly portion, however, is mostly empty. By having the Gold Line platform served by the northerly lot, there would be little competition for parking between the three types of commuters.

Using the former Pacific Electric right-of-way is not without its problems. The right-of-way no longer exists in Los Angeles County. Parts of it have even been developed in the City of Claremont. We understand that the Gold Line would be using the Metrolink right-of-way in Claremont. It would be necessary to create a new right-of-way to get from the Metrolink right-of-way to the former Pacific Electric right-of-way. It would also be necessary to cross the San Antonio Channel and Monte Vista Avenue. Given the close proximity of the Monte Vista Avenue/Metrolink grade separation, the channel, and the Monte Vista Avenue/channel bridge, a grade separation between the Gold Line and Monte Vista Avenue would be difficult. Would it be your intent to construct an at-grade crossing?

We look forward to working with you on the Gold Line extension over the next few years. If you have any questions, please call me at 909-625-9441.

CITY OF MONTCLAIR
PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION

Michael C. Hudson
City Engineer

cc: Mayor/City Council
City Manager
Public Works Director

CITY OF MONTCLAIR

5111 Benito Street, P.O. Box 2308, Montclair, CA 91763 (909) 626-8571 FAX (909) 621-1584

Mayor Paul M. Eaton • Mayor Pro Tem J. John Dutrey • Council Members: Leonard Paulitz, Carolyn Ralt, Bill Ruh • City Manager Lee C. McDougall

Subject: Gold Line phase II scoping comments

Date: Fri, 18 Jul 2003 14:35:31 -0700

From: daniel.walker2@boeing.com

To: mfrank@myrafrank.com

Myra Frank,

It was very nice to meet you at the Gold Line phase II Scoping meeting this week in San Dimas. My comments include:

1. overall support for Light Rail plan
2. widen scope to include bikeway along as much of railroad ROW as possible, to improve station access
3. in addition to Light Rail, study improved (more frequent) Metrolink service from Montclair to Claremont to Pomona to LA Union Station
4. widen scope (or later separately) to include rail access to Ontario Airport via Gold Line phase III and/or Riverside Metrolink line
5. due to problems in phase I at some intersections getting CPUC approval and community support due to concerns about bell noise and cross traffic safety/congestion impacts, define very early potential intersections which may be close to residential areas or busy street at-grade crossing with possible grade separation improvements & rough cost estimates.
6. define where single track operation may be feasible with cost savings estimate and later cost to upgrade to full double track operation. Impact on operations?
7. define continuing freight operations and alternatives (cost) to eliminate completely freight from the ROW.
8. Phase III - how would JPA / governance change if/when extended to Montclair (San Bernardino county)
9. adequate amount of parking planned for each station?
10. Bus interface to planned stations (MTA new hub & spoke plan)?
Potential new local shuttle buses within some cities with quick link to Gold Line station?
11. Possibilities for TOD / Joint Development near planned stations?
12. Is there sufficient ROW width for current Pomona to Claremont to Montclair double tracking project plus double track Gold Line Light Rail for easy platform to platform transfer?
13. location of maintenance yard? Possibility to (also) keep using brand new Gold Line yard near downtown?
14. potential route for downtown LA connector to link Gold Line directly to Blue/Green (& Expo) LRT Lines (perhaps using MTA owned BNSF Harbor Subdivision railroad tracks)?

Should we send these comments to you only via e-mail? Deadline for scoping comments?

Best of luck!

While I was on vacation I missed a UPS package delivery from Myra L Frank &

Associates Inc. Could you please resend to:

Daniel Walker

Co-Chair Sierra Club Transportation Committee (Los Angeles Chapter)

7416 West 82nd Street

Los Angeles, CA 90045

(310) 416-6919

10313190
EX340
CTL

Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II

Public Comment Card


Name: ROBERT L. HODER Date: JULY 25, 2003

Phone: [REDACTED]

Address: [REDACTED]

Comments: I WAS VERY IMPRESSED WITH THE DISPLAYS AND EXHIBITS FOR THE PROPOSED PHASE II OF THE GOLD LINE I SAW EARLIER THIS WEEK. I THINK THE ROUTE SELECTION AND USE OF A ELECTRIC RAIL SYSTEM WILL DO WELL IN SERVING THE SUAN GROWING NEEDS IN THE SAN GABRIEL VALLEY. I TOTALLY SUPPORT YOUR PROPOSAL.

Please leave at the comment table or submit to:



LOS ANGELES TO PASADENA
CONSTRUCTION AUTHORITY

OVER

RECEIVED

JUL 28 2003

Los Angeles to Pasadena Metro Blue Line Construction Authority
Attn: Susan Hodor
625 Fair Oaks Avenue, Suite 100, South Pasadena, CA 91030
(626) 799-8599 Fax
Phase2@metrogoldline.org

Scoping comments provide input into the planning and environmental process. No response to scoping comments will be made.

PBL
CONST. AUTHORITY

10313190
EX340
CTL

I HOPE AS PART OF PHASE II, THE AUTHORITY WILL ALSO LOOK AT THE ENVIRONMENTAL IMPACT IF THE GOLD LINE RAIL SYSTEM WERE ELEVATED ABOVE SANTA ANITA BLVD AND FIRST AVENUE IN THE CITY OF ARCADIA. I KNOW MOST ARCADIAN CITIZENS AND I BELIEVE THE ELECTED CITY COUNCIL AND CITY MANAGEMENT ARE IN FAVOR OF HAVING IT ELEVATED.

MY SPECIAL THANKS TO MR. TOM PERKINS AND THE OTHER MAN I MET TUESDAY AT YOUR OFFICES (I'M SORRY I FORGOT HIS NAME). THEY WERE BOTH VERY COURTEOUS AND PATIENT IN ANSWERING MY QUESTIONS AND GAVE ME A LOT OF INFORMATION THAT I WILL USE WHEN DISCUSSING PHASE II WITH ~~THE~~ ^{OUR} CITY MANAGER, MR. BILL KELLY, AND MEMBERS OF THE ARCADIA CITY COUNCIL.

GOOD LUCK AND LETS GET PHASE II OF THE GOLD LINE BUILT! WE ALL NEED IT.

R. L. Hoder

10313185
DES60
CTZ

Susan Hodor
Gold Line Construction Authority
625 Fair Oaks Avenue, Suite 200
South Pasadena, CA 91030
(626) 799-8599
shodor@metrogoldline.org
www.metrogoldline.org

RECEIVED

JUL 28 2003

Copy of email
sent July 25, 2003

PBL
CONST. AUTHORITY

Dear Susan,

It was a pleasure to chat with you about the Gold Line Phase II. As promised, I am sharing my opinions and concerns.


My vision of a Regional Transportation System is one that moves swiftly, quietly and efficiently from station to station throughout the system with minimal disruption to the lives of those in close proximity to the system. To the extent that vision is met, the Gold Line will be an exciting and positive addition to the regional transportation infrastructure!

The "Draft Environmental Impact Report/Draft Environmental Impact Statement" states, "Most impacts appear likely to occur in the vicinity of proposed stations, with noise impacts being an issue along the entire corridor because of numerous at-grade crossings that would require the sounding of warning horns and the actuation of grade-crossing warning devices as LRT vehicles move through the corridor."

This morning's newspaper (July 25, 2003) already carries a story about a truck caught in traffic at a grade-level crossing on the Gold Line, and the line isn't even open to the public yet. Apparently, only the crossing-gate arm was broken when it lowered onto the truck. Thankfully, no one was injured. (To me that's a cheap lesson, and one that should be heeded in planning for the future.)

In evaluating separated-grade crossings, upfront construction costs vs. the dispersed costs over the life of the system should be analyzed. Those dispersed costs include:

- Installation of all crossing gates and warning signals
- Police and staff time to "educate" the public about crossing the tracks
- Writing of local ordinances to regulate grade crossings
- Enforcement of laws/ordinances regarding safety at grade crossings
- Maintenance and repair of all crossing gates and warning signals
- Disruption of sleep and lifestyle for those living in close proximity to the sound of the horns and bells - e.g. medical costs, property value costs, interruptions of conversations, and human suffering/stress/disturbance.
- Delays of emergency services, commercial traffic and everyday errands caused by at-grade crossings
- Lost time caused by slower transportation on the Gold Line through the region for all riders
- Necessity of having a train operator instead of computer controlled operation
- Human injuries and property damage directly resulting from accidents that predictably will happen at grade-level crossings
- Damage to train cars, tracks, and other transportation equipment from such accidents
- Further delays for all and resultant additional indirect costs from such accidents
- Other foreseeable costs

Mary E. Dougherty


Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II


Public Comment Card

Name: DENNIS AWAD Date: 7/20/03

Phone: [REDACTED]

Address: [REDACTED]

Comments: DEAR SIRs -
I THINK THAT THE STATION LOCATION PLANNED FOR DUARTE @
THE CITY OF HOPE IS A MISTAKE. A LOCATION AT THE CORNER OF
DUARTE ROAD & MOUNTAIN ACROSS FROM WALMART & HOME DEPOT WOULD
BE A MUCH BETTER LOCATION. THE SURROUNDING ESTABLISHED BUSINESS
WOULD BE BETTER SERVED & MORE TAX REVENUE WOULD COME TO DUARTE.
 Please leave at the comment table or submit to:



LOS ANGELES TO PASADENA
CONSTRUCTION AUTHORITY

Los Angeles to Pasadena Metro Blue Line Construction Authority
 Attn: Susan Hodor
 625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030
 (626) 799-8599 Fax
 Phase2@metrogoldline.org

Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.

Susan Hodor

From: [REDACTED]
 Sent: Monday, July 14, 2003 2:33 PM
 To: Susan Hodor
 Subject: Gold Line Phase II written comments

Dear Ms. Hodor:

I am submitting this letter as part of the Phase II public outreach process.

I applaud the Construction Authority for planning Phase II of the Gold Line. However, if you're going to build the line all the way to Montclair, you might as well go the short extra distance to Ontario Airport.

Such an extension would add greatly to the value of the line, since you would not merely have people travelling from Montclair to downtown LA, you would also get people travelling from all spots along the line to Ontario.

This could also help achieve everyone's stated goal of reducing congestion at LAX.

As you know, the Green Line stops just a few miles short of LAX. The North Hollywood Red Line stops just short of Burbank Airport. Please don't make the same mistake with the Gold Line—go the whole way to Ontario.

I imagine this would probably help make it easier to get federal funds to build the project—not a bad thing in the current budget climate.

I wish you much success with the project.

Yours truly,

Gregory Mantila

[REDACTED]

— Original message —

>Date: Mon, 14 Jul 2003 12:29:24 -0700
 >From: "Susan Hodor" <SHodor@metrogoldline.org>
 >Subject: RE: Gold Line Phase II written comments
 >To: [REDACTED]

>Email is fine.

>Susan

>—Original Message—

>From: [REDACTED]
 >Sent: Monday, July 14, 2003 12:21 PM
 >To: Susan Hodor
 >Subject: Gold Line Phase II written comments

>Ms. Hodor,

>I received a post card announcing the Scoping Meetings for

>Phase II. I saw your name and address to send written
>comments to.
>
>Do you accept these via e-mail as well, or must it be snail
>mail?
>
>Please advise.
>
>Thanks,
>Greg

FROM : FOUNTAIN VALLEY ESTATES

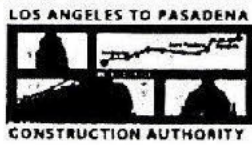
FAX NO. : 7149635483

Jul. 16 2003 09:05AM P1

**Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II
Public Comment Card**

Name: Robert H. Olander II Date: 7-15-2003
Phone: [REDACTED]
Address: [REDACTED]

Comments: Thank you for the time allowed to view this important project in the scoping meeting on 7-14-2003. I have FIVE major concerns for San Dimas. 1.) Cataract at Bonita Ave. (Gate crossing time should be no more than 2 minutes.) The power line poles should be concealed/modified in the San Dimas downtown area near station. 3.) That each city be allowed to personalize their station. 4.) That the state of Calif. not make each City have a mandatory housing component in the development zones near



or part of the proposed funding for this project!!
Please have at the comment table or submit to:
Los Angeles to Pasadena Metro Blue Line Construction Authority
Attn: Susan Hodor
5.) Build phase two completely or wait until all needed funding is approved. Don't make the East San Gabriel a third class commuter population.
11750 Oaks Avenue, Suite 200
South Pasadena, CA 91030
(626) 799-8598 Fax

Scoping comments provided input into the planning and environmental process. No responses to scoping comments will be made.

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Subj: [Redacted]
Date: [Redacted]
From: [Redacted]
To: [Redacted]
Sent from the Internet (Details)

This is an automatically generated Delivery Status Notification.
Delivery to the following recipients failed.

Final-Recipient: rfc822:sholder@metrogoldline.org
Action: failed
Status: 5.1.1

Received: from gatekeeper.pmbica.org ([10.0.0.200]) by pblmail.pmbica.org with Microsoft SMTPSVC (5.0.2195.5329);
Tue, 15 Jul 2003 10:49:55 -0700
Received: FROM lmo-d02.mx.aol.com BY gatekeeper.pmbica.org ; Tue Jul 15 10:49:54 2003 -0700
Received: from [Redacted] by [Redacted]; Tue, 15 Jul 2003 13:49:38 -0400 (EDT)

From: [Redacted]
Message-ID: <1df.d556093.264598b2@aol.com>
Date: Tue, 15 Jul 2003 13:49:38 EDT
Subject: Light Rail/Arcadia
To: sholder@metrogoldline.org
MIME-Version: 1.0
Content-Type: text/plain; charset="US-ASCII"
Content-Transfer-Encoding: 7bit
X-Mailer: 7.0 for Windows sub 10634
Return-Path: [Redacted]
X-OriginalArrivalTime: 15 Jul 2003 17:49:55.0191 (UTC) FILETIME=[80094870:01C34AF9]

after trying to send the e-mail below to the address you put in the Arcadia Weekly. This is the message I got back. Then I tried to call but 1-800-Commute, did not allow me to connect to you. Hopefully you will answer (postal mail you receive).

I also called Arcadia Weekly to let them know your e-mail address is wrong.

7/15/03

Dear Ms. Holder:

I am interested in finding out exactly how soon construction will begin on the 2nd link that will be going through Arcadia.

Not too long ago they tore down the bridge over the 210 Freeway just before the Santa Anita exit east bound, and my hope was that, that was the end of trains going behind my apartment.

However, I read in the paper, daily, that trains will be travelling on the old Santa Fe tracks that go right behind several apartment buildings in Arcadia on Cornell and Windsor Rd..

I have lived here for 32 years and remember how extremely annoying it was to have trains going through our neighborhood several times a day, but to have

Tuesday, July 15, 2003 America Online: Barbara Dreibus

Metro run through from 4 a.m. to 2 a.m. would be much worse. The shaking of these buildings is definitely imbedded in my mind and how each time it felt like an earthquake was happening. Also how you couldn't hear your T.V. set while it was going through, and how it would awake you from a comfortable sleep each time it went through.

Therefore, I am not looking forward to your Metro going through Arcadia and I just want to know when construction will begin and when you plan for the trains to run through here. Hopefully it will be many years so I can start saving now to move away from this neighborhood.

I would appreciate you e-mailing me back with answers to my questions. I want to inform the other tenants in this neighborhood who have moved in since the train stopped running through after the Northridge quake. It has been pleasantly quiet since that time and I am sure that most people living here have no idea how disruptive and intrusive trains can be on our lives in residential neighborhoods. Just look at the poor people who are suffering in South Pasadena.

Sincerely,
Barbara Dreibus

Tuesday, July 15, 2003 America Online: Barbara Dreibus

STATE OF CALIFORNIA — BUSINESS, TRANSPORTATION AND HOUSING AGENCY

GRAY DAVIS, Governor

DEPARTMENT OF TRANSPORTATION
 DISTRICT 7, REGIONAL PLANNING
 IGR/CEQA BRANCH
 120 SO. SPRING ST.
 LOS ANGELES, CA 90012
 PHONE (213) 897-6536
 FAX (213) 897-1337
 E-Mail: NeracsYerjarian@dot.ca.gov

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 CONST. AUTHORITY

Ms. Suzan Hodar
 Goldline Construction Authority
 625 Fair Oaks Ave., Suite 200
 South Pasadena, CA. 91030

RE: IGR/CEQA# 030701NY
 NOP/Gold Line Phase II Extension
 LA/210

July 2, 2003

Dear Ms. Hodar:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Gold Line Phase II Extension Project.

Based on the information received, and to assist us in our efforts to completely evaluate and assess the impacts of this project on the State transportation system, a traffic study in advance of the DEIR should be prepared to analyze the following information:

Please reference the Department's **Traffic Impact Study Guideline** on the Internet at <http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>

1. Presentations of assumptions and methods used to develop trip generation, trip distribution, choice of travel mode, and assignments of trips to State Routes 110& 210.
2. Consistency of project travel modeling with other regional and local modeling forecasts and with travel data. The IGR/CEQA office may use indices to check results. Differences or inconsistencies must be thoroughly explained.
3. Analysis of ADT, AM, and PM peak-hour volumes for both existing and future conditions in the affected area. This should include freeways, interchanges, and intersections, and all HOV facilities. Interchange Level of Service should be

Ms. Hodar

July 2, 2003

specified (HCM2000 method requested). Utilization of transit lines and vehicles, and of all facilities, should be realistically estimated. Future conditions would include build-out of all projects (see next item) and any plan-horizon years.

4. Inclusion of all appropriate traffic volumes. Analysis should include traffic from the project, cumulative traffic generated from all specific approved developments in the area, and traffic growth other than from the project and developments. That is, include: existing + project + other projects + other growth.
5. Discussion of mitigation measures appropriate to alleviate anticipated traffic impacts. These mitigation discussions should include, but not be limited to, the following:
 - description of transportation infrastructure improvements
 - financial costs, funding sources and financing
 - sequence and scheduling considerations
 - implementation responsibilities, controls and monitoringAny mitigation involving transit, HOV, or TDM must be rigorously justified and its effects conservatively estimated. Improvements involving dedication of land or physical construction may be favorably considered.
6. Specification of developer's percent share of the cost, as well as a plan of realistic mitigation measures under the control of the developer. The following ratio should be estimated: Additional traffic volume due to project implementation is divided by the total increase in the traffic volume (see Appendix "B" of the Guidelines). That ratio would be the project equitable share responsibility.

We note for purposes of determining project share of costs, the number of trips from the project on each traveling segment or element is estimated in the context of forecasted traffic volumes which include build-out of all approved and not yet approved projects, and other sources of growth. Analytical methods such as select-link travel forecast modeling might be used.

We look forward to reviewing the DEIR. We expect to receive a copy from the State Clearinghouse. However, to expedite the review process, you may send two copies in advance to the undersigned at the following address:

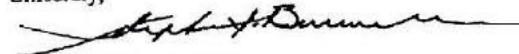
Stephen Buswell
IGR/CEQA Branch Chief
Caltrans District 07
Regional Transportation Planning Office
120 S. Spring St., Los Angeles, CA 90012

Ms. Hodar

July 2, 2003

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 # 030701NY.

Sincerely,



STEPHEN J. BUSWELL
IGR/CEQA Branch Chief
Transportation Planning Office

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PB424
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BREA FIBER OPERATIONS
1350 W. Lambert Rd. Suite B
Brea, Ca. 92821-2802
TEL: (714) 781-7051
FAX: (714) 781-7039

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July 3, 2003

Gold Line Construction Authority PBL
625 Fair Oaks Avenue CONST. AUTHORITY
Suite 200
South Pasadena, Ca. 91030

Attn: Susan Hodor

Subject: Gold Line Phase II Extension, Pasadena to Montclair

Dear Ms. Hodor:

Thank you for the opportunity to submit Sprint's concerns for the proposed project. The project limits for the Gold Line extension causes Sprint to be very concerned. Sprint has had and is still having difficulty with the project in the Cornfield and Midway yards in Los Angeles. The facility will be opening the end of July and the fiber carriers are still waiting for resolution to problem issues from the Authority.

Sprint's fiber facilities reside mainly on RR ROW from Los Angeles to Rialto. I have reviewed the provided map and it appears that Sprint will be in close proximity to the Gold Line project East of the 210 Freeway in San Dimas. I have enclosed Thomas Guide pages depicting the approximate running line of Sprint's facilities.

Sprint's fiber facilities are very sensitive to relocate, which result in high cost to protect the system. Sprint will require a minimum of 2-foot separation vertical and 5-foot separation horizontal from any new structures. Sprint has prior rights on RR ROW and will require reimbursement for all activities for this project. This will include meetings, plan review, and design for the relocate and the relocation if required. Sprint will require an Inspector on site during the your project that is near Sprint's fiber facilities.

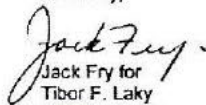
Sprint has two fiber cables on this route with splice points at different locations. The splice points are generally 3 miles apart with no allowance for additional splices due to customer sensitivity. If a relocate is required, the cable needs to be replaced to match existing size and length between splices.

Sprint will have representatives at the July 22, 2003 meeting to better understand the upcoming project. Sprint request that the Design and Build process is not utilized on Phase II. Sprint has already experienced that and it wasn't pretty.

Please notify all Contractors that the dig alert procedures need to be utilized, CALL BEFORE YOU DIG 800-227-2600, IT IS THE LAW. No mechanized excavation is permitted within two feet of Sprint's facilities.

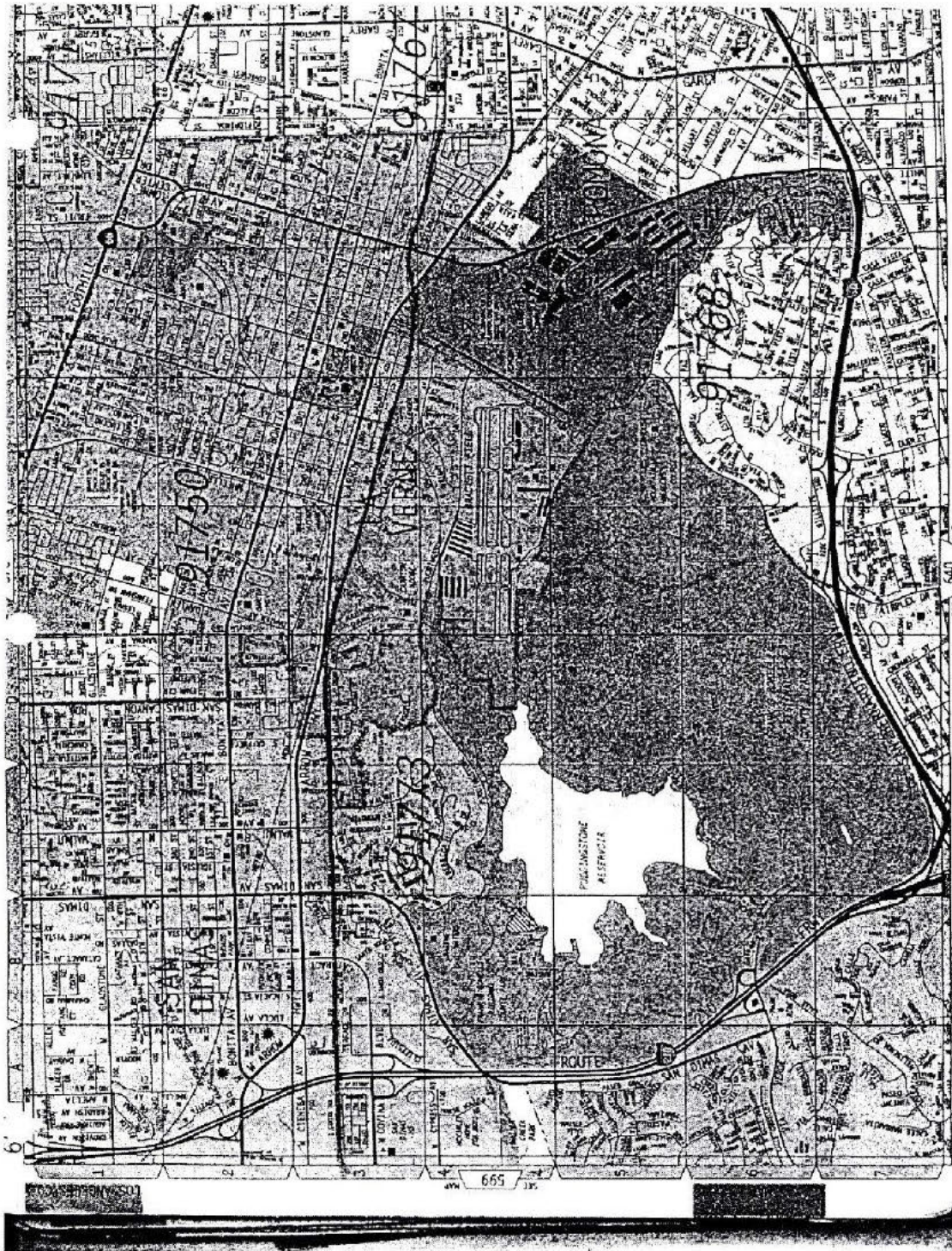
Please forward any information to me; at the address above, regarding this project should there be any changes or questions.

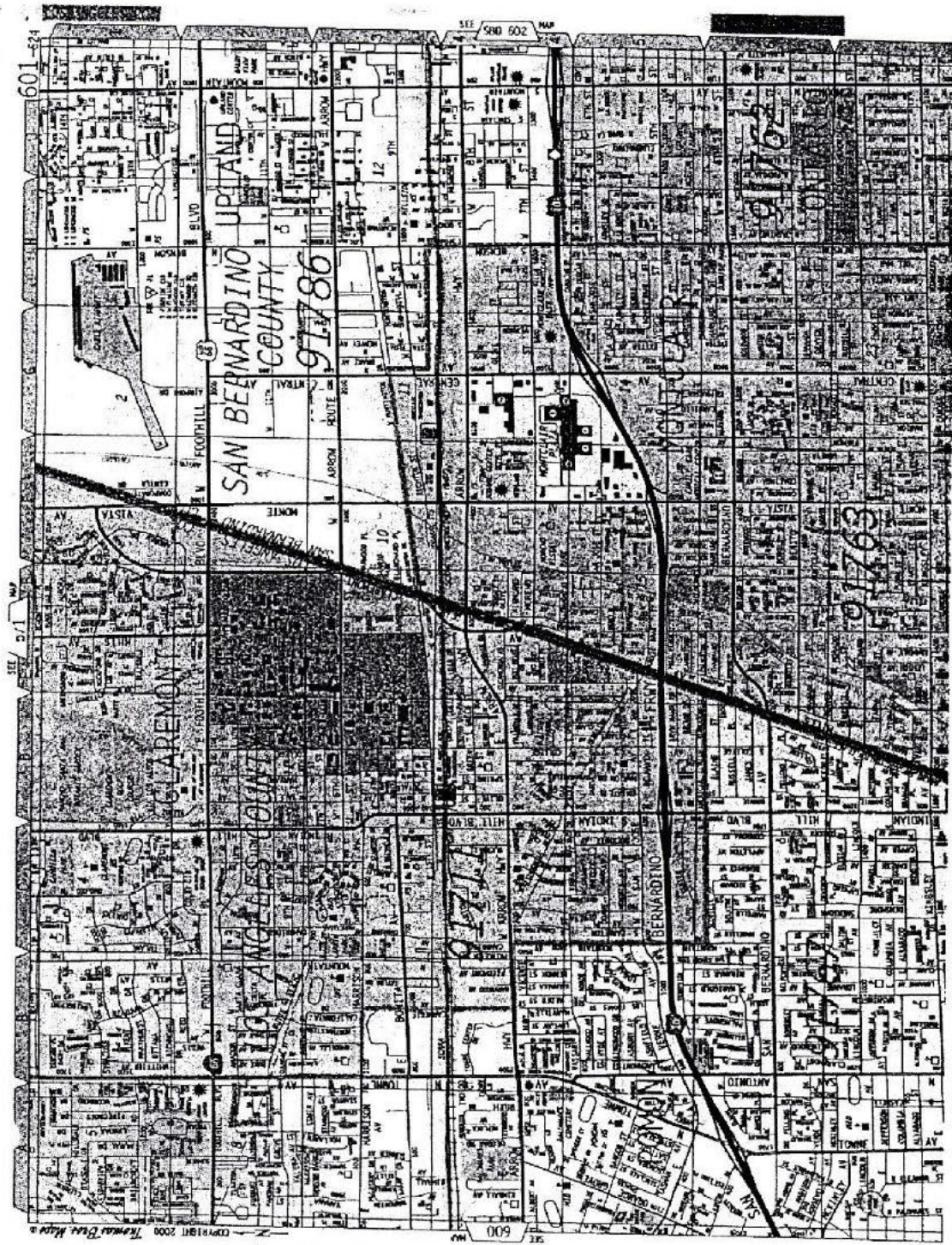
Sincerely,



Jack Fry for
Tibor F. Laky
OSP Engineer,
Anaheim Fiber Operations

Cc Lynn Durrett







Susan Hodor

From: Harriger, Jennifer A [jharriger@mwadh2o.com]
Sent: Friday, July 11, 2003 10:20 AM
To: Susan Hodor
Subject: Information Request

Ms. Hodor,

The Metropolitan Water District of Southern California would like to review the environmental documentation for the Gold Line Phase II Extension - Pasadena to Montclair project. I have printed a copy of the NOI and NOP for the project and other available materials from the Gold Line website. However, I was wondering if there is an CEQA Initial Study/Environmental Checklist that accompanies the NOP? If so, could you please send a copy?

In addition, the NOP mentions an Environmental Impacts Screening Report, but I could not locate it on the website. Could you direct me to that, or alternatively, send me a copy. In the interest of time, transmittal via e-mail would be preferable.

Email: jharriger@mwadh2o.com
Address: 700 N. Alameda St., Los Angeles, CA 90012 or P.O. Box 54153, Los Angeles, CA 90054-0153

Thank you for your assistance,
Jennifer Harriger

Jennifer Harriger
Environmental Planning Team
The Metropolitan Water District of Southern California
Phone: [REDACTED]
E-Mail: [REDACTED]



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

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COUNTY SANITATION DISTRICTS
 OF LOS ANGELES COUNTY

JAMES F. STAHL
 Chief Engineer and General Manager

July 15, 2003

File No: 31-390.10

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

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Dear Ms. Hodor:

Gold Line Phase II 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 June 30, 2003. We offer the following comments:

- The proposed project could impact several existing Districts' trunk sewers. Existing Districts' trunk sewers are located directly under and/or parallel 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 and details, when available, to the attention of Mr. Tommy Sung 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 may 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.

If you have any questions, please contact the undersigned at (562) 699-7411, extension 2717.

Very truly yours,

James F. Stahl

Ruth I. Frazen
 Engineering Technician
 Planning & Property Management Section

RIF:eg

231584.1

Susan Hodor

From: Roberts, Stephanie (Tesse) [RobertsSt@pbworld.com]
Sent: Thursday, July 17, 2003 12:22 PM
To: Susan Hodor; Jenkins, Thomas L.
Subject: FW: Azusa contact

FYI - a public contact from last night. This is a gentleman I have corresponded with before during the AA report....

Tom, after lunch can we discuss his question?

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

From: gonzalez g [REDACTED]
Sent: Thursday, July 17, 2003 12:17 PM
To: Roberts, Stephanie (Tesse)
Subject: Re: Azusa contact

would it possible to send the photo of the concept of the station near the Azusa City Hall. I would like the Architect's name, phone number, and address of the concept, if possible.

----- "Roberts, Stephanie (Tesse)"
<RobertsSt@pbworld.com> wrote:

> Gil -
>
> It was nice to meet you at the San Dimas event last
> night. The person we
> have been talking to in Azusa is Roy Bruckner,
> Director of Community
> Development, (626) 812-5236 ph and (626) 334-5464
> fax. His e-mail is
> rbruckner@ci.azusa.ca.us.
>
> I hope this helps. Please let me know if you need
> anything else.
>
> Tesse
>
> tessie roberts
> parsons brinckerhoff quade & douglas, inc.
> 444 south flower street, suite 3700
> los angeles, california 90071
> p. 213.426.3830
> f. 213.362.9480
> e. robertsst@pbworld.com
>

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Message left by telephone on July 17, 2003

Mark Smith
[REDACTED]

My name is Mark Smith and I'm a Pomona resident. This is in regards to the Gold Line extension into Montclair possibly. I'm calling to state my opinion that there was a proposal to maybe stop it in Irwindale. The truth of the matter is I think there is more of a need for people in the Pomona area to have that line because of the fact that if you look at the demographics of people who ride the bus they ride the bus a lot. It would be advantageous if we were to get that train to come on through, and I hope that it's done soon. If you need to respond back to me you can reach me at [REDACTED] or somehow I'll try to contact you. Thank you.

Susan Hodor

From: [REDACTED]
 Sent: Thursday, July 17, 2003 11:57 AM
 To: cveirs@ci.claremont.ca.us
 Subject: Re: Gold Line Phase 2 Sound Levels

The noise level for the Gold Line vehicles for the "quacker" (which is the low-level warning device sounded prior to each intersection) is 75 dB @ 100 ft. The horn, which is sounded as the "emergency" warning device, is 85 dB @ 100 ft. If you noise consultant wants to confer on a more technical level, have them contact ATS Consulting (Hugh Suarenman or Darren Nielson) at 213-488-7770. Hugh and Darren have been working with the Gold Line Construction Authority on all of the noise issues in Phase 1. Hugh mentioned that the noise level of the gate crossing warning bells can vary a lot; your guy may want to take measurements of those now in place in Claremont on the Metrolink/freight line so that he accurately accounts for those. Hugh also mentioned that the tone of the bell had been an issue in South Pasadena, so your guy may want to address that as well.

cveirs@ci.claremont.ca.us wrote:


>Steven,
 >
 >As we discussed earlier today at Claremont City Hall, could you please
 >provide me with the maximum sound levels expected to be generated by the
 >Gold Line in Claremont? I am looking for a dB max rating to reference when
 >reviewing the acoustical analysis for the Olson Company residential project
 >being built directly north of the Gold Line ROW. I may also use this
 >information when writing a disclosure to be signed by residents prior to
 >purchasing the residences.
 >
 >Thank you for your assistance.
 >
 >Christopher Veirs
 >Associate Planner
 >City of Claremont
 >
 >Ph. (909) 399-5486
 >fax. (909) 399-5327
 >
 >
 >

```
--
begin:vcard
n:Brooks, AICP;J. Steven
tel;fax:213-627-6853
tel;work:213-627-5376
x-mozilla-html:FALSE
org:Myra L. Frank & Associates, Inc.
adr;:;811 W. 7th Street, Suite 800;Los Angeles;CA;90017;
version:2.1
title:Sr. Project Manager
fn:J. Steven Brooks, AICP
end:vcard
```

STATE OF CALIFORNIA — BUSINESS, TRANSPORTATION AND HOUSING AGENCY

GRAY DAVIS, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, DIVISION OF ENVIRONMENTAL PLANNING
120 S. SPRING STREET
LOS ANGELES, CA 90012-3606
PHONE (213) 897-3818
FAX (213) 897-0685
TTY (213) 897-6610

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July 23, 2003

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

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Dear Ms. Hodor,

Thank you very much for the opportunity to comment on the Notice of Preparation for the Gold Line Phase II Extension. The California Department of Transportation (Department), Division of Environmental Planning has the following comments for your consideration in preparing the Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for this project:

1. Any State bridges that may be impacted by construction or operation of the Gold Line Extension (those located where the proposed alignment crosses over or under any Interstate or State Route) should be included in the Area of Potential Effects (APE) for the historical study. Bridges should be evaluated to determine if they will be 50 years old at the time of construction, and if so, whether they are eligible for inclusion in the National Register of Historic Places.
2. The traffic study should address impacts to freeway on and off ramps where the proposed Gold Line alignment is in close proximity to the freeway. The study should examine how activities at the proposed Irwindale Station would impact operation of the Interstate Route 210 off and on ramps at Irwindale Avenue.
3. The option to supplant existing freight movements may result in additional truck traffic on State routes. The EIR/EIS should evaluate these impacts.
4. A Traffic Management Plan (TMP) will be required for construction activities impacting freeway operations. The TMP should be developed in coordination with the Department. The location of construction staging areas should take into account impacts to the freeway.

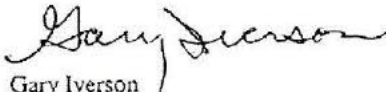
"Caltrans improves mobility across California"

Gold Line Phase II Extension
July 23, 2003
p. 2

5. The hazardous materials study should address the possible presence of aerially deposited lead at locations where the alignment is in the freeway median, or where any work will be occurring within State right-of-way.
6. Bridge structures proposed within State right-of-way will need to conform to Caltrans design standards and seismic design criteria.

If you have any questions regarding these comments, please don't hesitate to contact me at (213) 897-3818. We look forward to working with you on this important transportation project.

Sincerely,



Gary Iverson
Office Chief
Division of Environmental Planning
California Department of Transportation, District 7

"Caltrans improves mobility across California"

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SBC

City Council
LUKIS W. MORRIS, Mayor
JOHN ERINER, Mayor Pro Tem
DENIS BERTONE
F.D. "SANDY" McHENRY
JEFF TEMPLEMAN

City Manager
BLAINE M. MICHAELIS

Assistant City Manager / Treasurer
KENNETH J. DURAN

City Attorney
J. KENNETH BROWN

San Dimas

Director of Public Works
KRISHNA PATEL

Director of Community Development
LAWRENCE STEVENS

Director of Parks and Recreation
SALLY PAFF

City Clerk
INA RIOS

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July 24, 2003

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

Subject: Metro Gold Line Phase II Extension - Environmental Impact Report

Dear Ms. Hodor:

After reviewing the Notice of Preparation of the Phase II Extension, 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 for the Phase II Project.

1. Aesthetics
 - ◆ The equipment necessary to operate electric Light Rail Transit has the potential of creating negative aesthetic impacts through the city, but especially in the Frontier Village area. The poles and the overhead wiring system along the entire length of the rail right-of-way will have an adverse aesthetic impact on the community.
2. Traffic
 - ◆ The feasibility of a grade separation at the intersection of Bonita Avenue and Cataract Avenue should be evaluated as the Light Rail Transit and has the potential to adversely impact traffic flow in the heart of Downtown San Dimas. An appropriate Traffic Mitigation and visual impact plan for the intersection of Bonita Avenue and Cataract Avenue should be developed.
 - ◆ Relocation of the existing spur/siding line at the southeast corner of Bonita Avenue and Cataract Avenue should be considered and analyzed.
 - ◆ Project mitigation should consider expansion of bus services and bicycle, pedestrian and auto access facilities at each of the intermodal stations.

245 EAST BONITA AVENUE • SAN DIMAS • CALIFORNIA 91773-3002 • (909) 394-6200 • FAX (909) 394-6209

Ms. Susan Hodor
Page 2.
July 24, 2003

3. Traffic/Land Use

- ◆ Impacts associated with the development of an intermodal station in the city along the extension to be served by the Gold Line.

4. Hydrology

- ◆ The EIR should address impacts created on existing storm drains and culvert system crossing by the proposed project.

5. Noise and Vibration

- ◆ Noise and vibration is identified in the Planning Alternative Analysis report as a significant issue. All feasible mitigation measures should be addressed including a mitigation measure that considers landscaping within the railroad right-of-way.

6. Other Items

- ◆ The cities of San Dimas, La Verne, Pomona and Claremont have received MTA funding and are in the Planning Stage of developing a Class 1 Bikeway along the railroad right-of-way. This bikeway is a part of the MTA and the City of San Dimas' master plan. The EIR must analyze the impacts of the proposed project on this bikeway. In addition, the bikeway and associated landscape and amenities may be able to be used as mitigation of project impacts.

Should you wish to discuss this matter further, please feel free to contact me at (909) 394-6240.

Sincerely,



Krishna Patel
Director of Public Works

kp/gdh/07-03-26

c: Blaine Michaelis, City Manager

**MWD**

METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

Executive Office

10313162
DE560
MWD

July 21, 2003

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

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Dear Ms. Hodor:

Notice of Preparation and Notice of Intent for the Draft Environmental Impact Report/Draft Environmental Impact Statement for the Gold Line Phase II Extension – Pasadena to Montclair

The Metropolitan Water District of Southern California (Metropolitan) has reviewed a copy of the Notice of Preparation and Notice of Intent (NOP/NOI) for the Draft Environmental Impact Report/Draft Environmental Impact Statement (EIR/EIS) for the Gold Line Phase II Extension – Pasadena to Montclair. The Pasadena Metro Blue Line Project Authority (Authority) is the California Environmental Quality Act (CEQA) lead agency and the Federal Transit Administration is the National Environmental Policy Act (NEPA) lead agency for this project. The joint EIR/EIS will be prepared to satisfy both CEQA and NEPA requirements. The project corridor extends from the city of Pasadena to the city of Montclair. The proposed project corridor would extend through the cities of Pasadena, Arcadia, Monrovia, Duarte, Irwindale, Azusa, Glendora, San Dimas, La Verne, Pomona, and Claremont in Los Angeles County and the city of Montclair in San Bernardino County.

Metropolitan owns and operates several facilities in the vicinity of the proposed project site. Based on a review of Attachment 1 in the NOP and the location of the existing railroad tracks, the proposed project alignment would cross Metropolitan's Middle Feeder, Orange County Feeder, Yorba Linda Feeder and Upper Feeder pipelines. The affected areas are located in the cities of San Dimas, La Verne, Pomona, and Claremont. Metropolitan's pipelines within these areas are within street right-of-ways and permanent easements. In addition, based on the Study Area Map (Attachment 1 of the NOP), the La Verne Pipeline, and F. E. Weymouth Filtration Plant appear to be within the project study area boundaries. Although these facilities are north of the existing railway and proposed project alignment, they are within the study area boundaries shown in Attachment 1.

Metropolitan is concerned with potential impacts to our facilities that may occur from implementation of the proposed project. Metropolitan requests that the lead agencies identify

700 N. Alameda Street, Los Angeles, California 90012 • Mailing Address: Box 54153, Los Angeles, California 90054-0153 • Telephone (213) 217-6000

Ms. Susan Hodor
Page 2
July 21, 2003

and consider our facilities during their project planning and in the impact analysis in the Draft EIR/EIS. It is necessary that the lead agencies identify and avoid potential impacts to Metropolitan's facilities that may occur as a result of the proposed project, including any restrictions on Metropolitan's day-to-day operations from Gold Line construction activities and/or operations and maintenance.

Attachment 2 of the NOP, Summary of Impacts and Mitigation Measures Identified in the Planning Alternative Analysis Report, indicates that other utility lines, including water, could be affected by the proposed project. It states that "[b]uried utility lines within 10-20 feet, running parallel to the proposed alignment may need to be relocated." Metropolitan would like to ensure that the lead agencies identify whether protection or relocation of Metropolitan's pipelines would be required as a result of project implementation.

Metropolitan is also concerned with potential impacts from parking lots, structures, train station buildings, or other facilities associated with the Gold Line system on or near our facilities. Therefore, Metropolitan requests that the Draft EIR/EIS clearly identify the location of all Gold Line support structures and identify and avoid any impacts to Metropolitan's facilities.

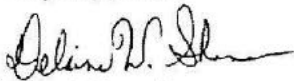
Metropolitan must be allowed to maintain its rights-of-way and access to the Middle, Orange County, Yorba Linda, and Upper feeders and any other Metropolitan facilities at all times in order to repair and maintain the current condition of those facilities. In order to avoid potential conflicts with Metropolitan's rights-of-way, we require that any design plans for any activity in the area of Metropolitan's pipelines or facilities be submitted for our review and written approval.

The lead agencies may obtain detailed prints of drawings of Metropolitan's pipelines and rights-of-way by calling Metropolitan's Substructures Information Line at (213) 217-6564. To assist the lead agencies in preparing plans that are compatible with Metropolitan's facilities and easements, we have enclosed a copy of the "Guidelines for Developments in the Area of Facilities, Fee Properties, and/or Easements of The Metropolitan Water District of Southern California." Please note that all submitted designs or plans must clearly identify Metropolitan's facilities and rights-of-way.

Ms. Susan Hodor
Page 3
July 21, 2003

We appreciate the opportunity to provide input to your planning process and we look forward to receiving future environmental documentation, including the Draft EIR/EIS, on this project. If we can be of further assistance, please contact Mr. William Fong of the Environmental Planning Team at [REDACTED]

Very truly yours,


(f/r) Laura J. Simonek
Manager, Asset Management
and Facilities Planning Unit

JAH/rdl
(Public Folders/EPU/Letters/21-JUL-03A.doc - Susan Hodor)
Enclosure: Planning Guidelines

10313164
DES60
COP



PLANNING & DEVELOPMENT DEPARTMENT
PLANNING DIVISION

July 24, 2003

RECEIVED

JUL 28 2003

PBL
CONST. AUTHORITY

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

RE: NOTICE OF PREPARATION FOR THE EIS/EIR FOR THE GOLD LINE
EXTENSION FROM PASADENA TO CLAREMONT (PHASE II)

Dear Ms. Hodor:

Thank you for providing an opportunity to comment on the scope of the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) to be prepared for Phase II of the Gold Line. The project involves extending the light rail line 22.5 miles east from the East Pasadena/Sierra Madre Villa Station to Claremont through the ten communities along the Atchison-Topeka and Santa Fe railroad right-of-way. Construction for the proposed extension will occur in the City of Pasadena at the East Pasadena Station located at 149 North Halstead Avenue at Foothill Boulevard and continue eastward to the City limits with unincorporated Los Angeles County. We have reviewed the Notice of Preparation and have the following comments.

Other Public Agencies Whose Approval Is Required

A project of regional significance such as this one will traverse multiple cities in its trek across the San Gabriel Valley. The project may require local review and discretionary approval within each jurisdiction. The EIS/EIR should clearly indicate which discretionary approvals or actions, if any, would be required on the part of the City of Pasadena, as well as other local governments, to implement Phase II of the Gold Line.

Potential Construction Impacts

A project of this size has the potential to generate construction related impacts beyond the construction site and into the surrounding environs. A segment of the proposed rail line will extend from the East Pasadena/Sierra Madre Villa Station to the city limits with unincorporated Los Angeles County. If construction crews

175 North Garfield Avenue - Pasadena, CA 91101-1704
(626) 744-4009
www.ci.pasadena.ca.us

Ms. Susan Hudor
July 24, 2003
Page 2 of 3

will need to park within the City of Pasadena, a construction-staging plan must be provided to the City to assess the potential impacts to public parking lots. The EIS/EIR should describe all potential construction related impacts along the project corridor, and provide adequate analysis and appropriate mitigations measures to reduce potential construction related impacts to a level of insignificance.

Traffic

A potential impact related to the construction-generated effect identified above is traffic congestion resulting from project haul routes along principal mobility corridors during peak traffic hours. The EIS/EIR should describe all mobility corridors that may be potentially impacted by construction related traffic along the project corridor, and provide adequate analysis and appropriate mitigations measures to reduce potential traffic impacts to a level of insignificance.

The environmental document should discuss the impact of bus traffic in East Pasadena on the roadways and intersections should the Gold Line not be extended. Specifically, there is currently discussion on the need for satellite park and ride locations which will use buses to link people to the Sierra Madre Villa Station; this will create additional demand on a station that already has a high number of buses; it is our understanding that starting July 28 there will be 15 buses an hour using the station and adjacent streets. Adding more buses to this already congested area may potentially have a significant impact on traffic.

Impacts to East Pasadena Station

The proposed project will be under construction during regular daily operation of trains servicing the Los Angeles to Pasadena segment of the Gold Line and the adjacent MTA garage. The EIS/EIR should describe potential impacts to operation of train service and the MTA garage at the East Pasadena Station, including post-construction changes in operation or use, and provide adequate analysis and appropriate mitigations measures to reduce potential impacts to public facilities to a level of insignificance.

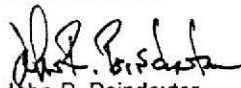
Furthermore, the environmental document should address parking impacts to Pasadena if the Gold Line is not extended. The current terminus of Gold Line Phase I is at Sierra Madre Villa (SMV) station where the MTA's owns and will operate the 1,000-space parking garage. Daily operation of the station and garage will have an impact on traffic circulation and parking demand for the area especially in the morning and afternoon peak periods. Currently, there are a total of 1,600 transit parking spaces available in Pasadena for the anticipated 30,000 daily riders between Downtown Los Angeles and East Pasadena. These transit users may spillover into the neighboring residential and business districts to find alternative parking. Even though the City has implemented preferential parking districts as well as restricted time limits on the neighboring streets, continuing aggressive enforcement may be necessary. By completing Phase II and taking

Ms. Susan Hudor
July 24, 2003
Page 3 of 3

the light rail line easterly through other cities and providing additional parking, Phase II has the potential to lessen the parking demand and traffic impacts for the City of Pasadena, and would distribute the impacts more evenly throughout Phase I & II.

If you have any questions regarding the above comments or the environmental review process of the City of Pasadena, please contact Robert Avila at the above address or by calling (626) 744-6706.

Sincerely yours,



John R. Poindexter
Planning Division Manager
Department of Planning & Development

xra:jrp

C: Richard Bruckner, Pasadena Department of Planning & Development
Martin Pastucha, Pasadena Department of Public Works
Joyce Amerson, Pasadena Department of Transportation

10313170
 DB560
 SOC



State of California - The Resources Agency

GRAY DAVIS, Governor



DEPARTMENT OF FISH AND GAME

http://www.dfg.ca.gov
 4949 Viewridge Avenue
 San Diego, CA 92123
 (858) 467-4201

July 24, 2003

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JUL 28 2003

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

**FBL
 CONST. AUTHORITY**

**Notice of Preparation of a Draft Environmental Impact Report
 for Gold Line Phase II Extension
 SCH # 2003061157, Los Angeles County**

Dear Ms. Hodor:

The Department of Fish and Game (Department) appreciates this opportunity to comment on the above-referenced project, relative to impacts to biological resources. The proposed project involves transit improvements from the Sierra Madre Villa Station in Pasadena to Montclair in Los Angeles and San Bernardino Counties respectively.

To enable Department staff to adequately review and comment on the proposed project we recommend the following information, where applicable, be included in the Draft Environmental Impact Report:

1. A complete, recent assessment of flora and fauna within and adjacent to the project area, with particular emphasis upon identifying endangered, threatened, and locally unique species and sensitive habitats.
 - a. A thorough recent assessment of rare plants and rare natural communities, following the Department's Guidelines for Assessing Impacts to Rare Plants and Rare Natural Communities (Attachment 1).
 - b. A complete, recent assessment of sensitive fish, wildlife, reptile, and amphibian species. Seasonal variations in use of the project area should also be addressed. Recent, focused, species-specific surveys, conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required. Acceptable species-specific survey procedures should be developed in consultation with the Department and U.S. Fish and Wildlife Service.

Ms. Susan Hodor
July 24, 2003
Page 2 of 5

- c. Rare, threatened, and endangered species to be addressed should include all those which meet the California Environmental Quality Act (CEQA) definition (see CEQA Guidelines, § 15380).
 - d. The Department's California Natural Diversity Data Base in Sacramento should be contacted at (916) 327-5960 to obtain current information on any previously reported sensitive species and habitats, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code. Also, any Significant Ecological Areas (SEAs) or Environmentally Sensitive Habitats (ESHs) or any areas that are considered sensitive by the local jurisdiction that are located in or adjacent to the project area must be addressed.
2. A thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts. This discussion should focus on maximizing avoidance, and minimizing impacts.
- a. CEQA Guidelines, § 15125(a), direct that knowledge of the regional setting is critical to an assessment of environmental impacts and that special emphasis should be placed on resources that are rare or unique to the region.
 - b. Project impacts should also be analyzed relative to their effects on off-site habitats and populations. Specifically, this should include nearby public lands, open space, adjacent natural habitats, and riparian ecosystems. Impacts to and maintenance of wildlife corridor/movement areas, including access to undisturbed habitat in adjacent areas, should be fully evaluated and provided. The analysis should also include a discussion of the potential for impacts resulting from such effects as increased vehicle traffic and outdoor artificial lighting.
 - c. A cumulative effects analysis should be developed as described under CEQA Guidelines, § 15130. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.
 - d. Impacts to migratory wildlife affected by the project should be fully evaluated. This can include such elements as migratory butterfly roost sites and neo-tropical bird and waterfowl stop-over and staging sites. All migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R. Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of birds and their active nests, including raptors and

Ms. Susan Hodor
July 24, 2003
Page 3 of 5

- other migratory nongame birds as listed under the MBTA.
- e. Impacts to all habitats from City or County required Fuel Modification Zones (FMZ). Areas slated as mitigation for loss of habitat shall not occur within the FMZ.
 - f. Proposed project activities (including disturbances to vegetation) should take place outside of the breeding bird season (February 1-September 1) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). If project activities cannot avoid the breeding bird season, nest surveys should be conducted and active nests should be avoided and provided with a minimum buffer as determined by a biological monitor (the Department recommends a minimum 500 foot buffer for all active raptor nests).
3. A range of alternatives should be analyzed to ensure that alternatives to the proposed project are fully considered and evaluated. A range of alternatives which avoid or otherwise minimize impacts to sensitive biological resources including wetlands/riparian habitats, alluvial scrub, coastal sage scrub, native woodlands, etc. should be included. Specific alternative locations should also be evaluated in areas with lower resource sensitivity where appropriate.
- a. Mitigation measures for project impacts to sensitive plants, animals, and habitats should emphasize evaluation and selection of alternatives which avoid or otherwise minimize project impacts. Compensation for unavoidable impacts through acquisition and protection of high quality habitat elsewhere should be addressed.
 - b. The Department considers Rare Natural Communities as threatened habitats having both regional and local significance. Thus, these communities should be fully avoided and otherwise protected from project-related impacts (Attachment 2).
 - c. The Department generally does not support the use of relocation, salvage, and/or transplantation as mitigation for impacts to rare, threatened, or endangered species. Department studies have shown that these efforts are experimental in nature and largely unsuccessful.
4. A California Endangered Species Act (CESA) Permit must be obtained, if the project has the potential to result in "take" of species of plants or animals listed under CESA, either during construction or over the life of the project. CESA Permits are issued to conserve, protect, enhance, and restore State-listed threatened or endangered species and their habitats. Early consultation is encouraged, as significant modification to the proposed project and mitigation measures may be required in order to obtain a CESA Permit.

Ms. Susan Hodor
July 24, 2003
Page 4 of 5

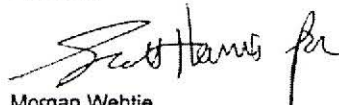
Revisions to the Fish and Game Code, effective January 1998, require that the Department issue a separate CEQA document for the issuance of a CESA permit unless the project CEQA document addresses all project impacts to listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of a CESA permit. For these reasons, the following information is requested:

- a. Biological mitigation monitoring and reporting proposals should be of sufficient detail and resolution to satisfy the requirements for a CESA Permit.
 - b. A Department-approved Mitigation Agreement and Mitigation Plan are required for plants listed as rare under the Native Plant Protection Act.
5. The Department opposes the elimination of watercourses and/or their channelization or conversion to subsurface drains. All wetlands and watercourses, whether intermittent, ephemeral, or perennial, must be retained and provided with substantial setbacks which preserve the riparian and aquatic habitat values and maintain their value to on-site and off-site wildlife populations.
- a. The Department requires a streambed agreement, pursuant to Section 1600 et seq. of the Fish and Game Code, with the applicant prior to any direct or indirect impact to a lake or stream bed, bank or channel or associated riparian resources. The Department's issuance of a stream bed alteration agreement may be a project that is subject to CEQA. To facilitate our issuance of the agreement when CEQA applies, the Department as a responsible agency under CEQA may consider the local jurisdiction's (lead agency) document for the project. To minimize additional requirements by the Department under CEQA the document should fully identify the potential impacts to the lake, stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the agreement. Early consultation is recommended, since modification of the proposed project may be required to avoid or reduce impacts to fish and wildlife resources.

Ms. Susan Hodor
July 24, 2003
Page 5 of 5

The Department suggests a pre-project or early consultation planning meeting for all projects. To make an appointment, please call Scott Harris, Wildlife Biologist, at (818) 360-8140. Thank you for this opportunity to provide comment.

Sincerely,



Morgan Wehtje
Environmental Scientist IV

Attachments

cc: Mr. Scott Harris
Ms. Betty Courtney
Ms. Leslie MacNair
Department of Fish & Game
Mr. Scott Morgan
State Clearinghouse

DEPARTMENT OF PUBLIC WORKS

FLOOD CONTROL • REGIONAL PARKS • SOLID WASTE MGMT • SURVEYOR • TRANSPORTATION



COUNTY OF SAN BERNARDINO
ECONOMIC DEVELOPMENT
AND PUBLIC SERVICES GROUP

100 West Third Street • San Bernardino, CA 92415-0835 • (909) 387-8104
Fax (909) 387-8130

KEN A. MILLER
Director of Public Works

July 28, 2003

10313200
CSB
PDS13

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

File# 10(ENV)-4.01

REFERENCE: NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT
REPORT (EIR)/ ENVIRONMENTAL IMPACT STATEMENT (EIS) -
PASADENA TO MONTCLAIR GOLD LINE PHASE II EXTENSION

Dear Ms. Hodor:

Thank you for giving the San Bernardino County Department of Public Works (Department) the opportunity to comment on the above-referenced project.

The project will be located along the transit route from the City of Pasadena (in the County of Los Angeles) to the City of Montclair (in the County of San Bernardino).

The Traffic Division's comment is as follows:

We request a Traffic Impact Analysis (TIA) report per the Congestion Management Program (CMP) for our review.

Should there be any changes to this project, please notify our Department so that we may have the opportunity to comment on the changes. If you have any questions or need additional information, please contact Kelly A. Rozich, Senior Associate Planner, at (909) 387-8114.

Sincerely,

NARESH P. VARMA, Chief
Environmental Management Division

NPV:KR/Transit Authority-GoldlineConstructionPDEIR-PDEIS-Response

cc: KAM/PJM Reading File

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JUL 30 2003

PBL
CONST. AUTHORITY

10313171
DESGO
EPA



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

July 17, 2003

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

Phone: (626) 403-5500

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JUL 28 2003
PBL
CONST. AUTHORITY

Dear Ms. Hodor:

The Environmental Protection Agency (EPA) has reviewed the Notice of Intent to prepare an environmental impact statement (EIS) for the Light Rail Travel Extension from Sierra Madre Villa Station in Pasadena to Montclair in Los Angeles. Our review is 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.

EPA has no formal comments on the Notice of Intent at this time. Please send three copies of the Draft EIS (DEIS) to this office at the same time it is officially filed with our Washington D.C. Office. If you have any questions, please call me at 415-972-3846.

Sincerely,

Nova Blazej
Federal Activities Office
Cross Media Division

cc: Ray Sukys, Federal Transit Administration

JUL-31-2003 10:50 FROM ERIC LLOYD WRIGHT & ASSOC TO 16267998599 P.01/04

10313213

J o h n J a y U l l o t h
Ulloth Graphics also Associate, Eric Lloyd Wright Architect



SUB
10513

I have revisited every station location (but one) on the proposed Gold Line Phase 2 with your Final Draft Report in hand. I believe this line will be an unqualified success that will unleash the potential tied-up in Gold Line 1 because it's too short. Gold Line 1+2 will be Los Angeles county's 1st rail line to move people from the county's center to the county line- and because of its MetroLink connections- throughout the region, not just the San Gabriel Valley! Its return to its historic use as a rail line, as well as the T.O.D.-focus (that works around the world and in our past, but never tried to this scale in modern times in the L.A. basin!) will help save the historic cores of all nearby cities. Please add this extended response to my previous commentary at the public scoping request for Gold Line Phase II:

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JUL 31 2003

RE: General Principles

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- A) Break the inter-county barrier; studying Gold Line 2 to Upland. Study a branch directly inside the Ontario Airport terminal; this would improve discretionary ridership, provide a link to additional MetroLink line stations for broader network coverage, and preempt the supposed "need" for maglev between the region's airports.
- B) Study using D.M.U. operations as an initial-cost & time-saving tool instead of shortlining the route for a ridership-depriving M.O.S.: 1) double the length of the Sierra Madre Villa L.R.V. station platform to accommodate a linear platform transfer to D.M.U. cars at the east end, with temporary mode separation devices in the track appropriate to F.R.A. & C.P.U.C. requirements. As soon as the bridgework is completed, track laid, signaling & dispatch are in place, 2) run D.M.U. to all ready-to-open stations from Sierra Madre Villa to Montclair. The purpose is to initiate service as quickly as possible with reduced initial capital outlay... (Colorado Railcar's 92-seat A.D.A.-accessible 1200 h.p. diesel coach w/ E.M.U.-style cab end and transit seating cost ~\$2.0Million- comparable to an L.R.V. car, and many components can be serviced in a bus yard or trucking operation). Switch to L.R.V. mode as the electrical line work and substations can be completed. Resell D.M.U. equipment upon full electrification of Gold Line 2, or move D.M.U.'s to other lines (such as Exposition L.R.V., or the "Burlington Northern Santa Fe Harbor Subdivision" to L.A.X. airport) for the same purpose. Given the state budget crisis, and the Feds' preference for foreign wars to domestic programs (like transportation), this could make the difference between "funded", or not....
- C) Prioritize access of all non-automotive modes at the proposed rail lines. Do as little as possible to station designs to add inconvenient, time-absorbing rerouting to bus lines, particularly Foothill's. Minimize car parking lots that enable automobiles and destroy urban fabric.
- D) Consider retaining freight potential on the railroad. (M.T.A. could make a modern light rail "box motor" (in the old days sometimes made from semi-retired trolleys) or D.M.U.'s could switch the 2 dozen freight cars- off hours when transit is closed- to meet the Miller plant needs at Irwindale for instance), without forcing freight customers to ship by trucks that worsens traffic burden on the 210 freeway. Allowing the Gold Line (instead of freight railroads) to handle and profit from freight switching (part of M.T.A.'s responsibility is goods movement they do little of as far as I can tell) along Gold Line 2, that impacts the L.R.V./D.M.U. mode choice discussion). Your maps should show current goods customers that ship by rail, with some numbers of how many railcars are shipped daily and the equivalent truck traffic their shipping by rail displaces.
- E) Study how the rail development should look that might assist lineside cities (such as Arcadia) with development of an Historic Route 66 overlay district with architectural controls... one aspect might be a retro-look to rail stations to recall Route 66 in its heyday (Route 66 had several different alignments in L.A. before it was decommissioned in 1971), that could bring historic museums and improve merchants' bottom lines.

JUL-31-2003 10:50 FROM ERIC LLOYD WRIGHT & ASSOC TO 16267938599 P.02/04

F) Bikepaths are only shown at Monrovia & Glendora. But bicycles on trains offer excellent non-automotive smog-free extensions of rail lines, reaching far beyond the "5 minute walk" radius shown on the T.O.D. maps- for commuting and recreation. Please study a bikeway paralleling the full route wherever possible (to reach intermediate locations and other bikepaths, such as the one to the L.A. County Fairgrounds on the west side of Fairplex Drive, not shown page 48). Where width is not sufficient for safety; consider reusing the former Pacific Electric right-of-way nearby (I believe is south of the proposed Gold Line at Duarte, and on the side of First Street in Claremont, for instance). Bike lockers, bike route signage, shade, and water fountains are essential elements for a bikeway system to be fully utilized; please consider externalizing their costs to other budgets- particularly cities- so the initial bikeways can be completed by the agency without time and monetary distraction. The Construction Authority should aid City's planning & zoning departments to encourage bicycle shops, restaurants, etc. to be sited along Bikeways.

G) Make existing grove parking like mature trees just south of the Claremont station (called out for redevelopment on your map) a template for other parking lots- retain existing lineside trees, and plant more (such as converting every 7th parking space to plant a shade tree in its center) for an inviting oasis of shade, far more scenic than the view of 3 stories of concrete viewed from the train on the north side of the tracks! Lineside cities should be encouraged to rival Claremont's approach to station restoration (including staffing & accessible bathrooms), urban landscaping, brick planter-seats, etc. around their stations.

H) A shading alternative where trees do not exist is a shading structure topped with photovoltaic panels (P.V.). Building-Integrated P.V. (B.I.P.V.- like attractive, money-saving solar shingles or standing seam roof designs) should also be considered at station shelters to put power into the grid to entirely offset stations' lighting and electrical needs, to recharge electric cars, and a demonstration of a future-oriented, non-polluting solution to our future power needs, and create station identity.

I) 3 stories of concrete north of the tracks act as a sonic barrier to the rest of Claremont's downtown; consider using berms, existing and new buildings- instead of ugly and expensive new sound walls- to reduce sound entering downtowns. And leave enough room from the rail line to residential uses for sound impacts to fall off; LaVerne's student housing approximately 120' from tracks is probably the minimum. A better pattern is found in trackside towns around Chicago: a linear trackside park (that allows for gatherings, monuments, and trackside expansion) with the commuter station in it, (with freight generating trackside industry such as lumberyard spurs along the tracks further away from the main cross-street). A street parallel to the tracks with diagonal parking facing the station, and supporting T.O.D. (before we called it that) with newsstand, coffee, cab stand, restaurant uses lining the side furthest from the tracks, building facades facing the trains. This pattern of rail towns in the midwest since the 1880's works even better today with a single agency- Metra- operating the lines as a single network.

J) Your study should explore ways to aid cities in creating common lineside themes- could be as simple as copying the lettering from Santa Fe stations, to developing landscaping guidelines and assistance to lineside property owners for graffiti abatement & improved landscaping, hold a lineside owner's & tenant's competition with prizes for beautification between stations, or develop a station motif that could be interpreted in various ways. Cost effectiveness is essential here, however, with costs externalized from the rail & stations' construction budget!

RE: Alternatives & Analysis, Final Report Draft

Page # Scoping consideration or correction needed:

(Cover)	There is no label/ narrative caption for this station, though it narrowly survived threats of demolition recently!
p. 38, 1st paragraph, last 2 sentences, & p. 39, chart and captions	Transportation is about moving people not cars; "traffic jurisdictions" are not Gods. On the water, big ships have the right of way over little boats; should be the same here: 1) Each rail rider should count the same as each auto occupant; 2) or better as they've chosen the most compact & efficient form of land transportation. 3) It is not noted whether traffic signal preemption is assumed (it should be); 4) whether the figures given are for grade crossings in urban settings like Gold Line Phase 1 5) where signal preemption at rail crossings can make trains virtually invisible no less convenient than waiting half the time for traffic signals already surrounding them, and 6) that road intersections near rail lines continue to be productive (roads parallel to the tracks get green traffic signals and continue to flow while gates are down & trains approach). You have also not studied rail's potential for expanded productivity (moving the most people by rail at grade crossings): 200 passengers per full light rail car x 2 car trains (present operation) = 400 per train. Run at 2 minute headways (30 trains

JUL-31-2003 10:51 FROM ERIC LLOYD WRIGHT & ASSOC TO 16267998599 P.03/04

per hour) moves 12,000 per hour; Gold Line 1's station lengths are for 3 car trains, moving 18,000 passengers per hour- show me a row of autos that can do that!

- p. 44 (Map) **Santa Clara and 1st Avenue is the worst station site possible considering the dream alternative on the rail line 2+1/2 blocks to the southeast: for the price of utility relocation (is that sewer strapped on the girders?) that dream alternative is the same distance from the former 1-story "CBD" (Central Business District) that appears moribund, with few opportunities to add multi-story mixed-use density without invasive demolitions. And building new 2-3 story mixed-use infill around the Santa Clara street location would probably suck the life out of the CBD, rather than help it. On the other hand, the obvious dream station location is on the existing bridge grade-separating the railroad from busy Huntington Drive at 2nd Avenue: Building the station on the bridge (or immediately east of it with walkways along the bridge crossing Huntington Drive) will allow passengers to ramp down an identical walking distance to the Central Business District to the southwest, to 3 luxury hotels on the north end of the platform, dining on the northeast, strip mall shopping on the north east and south east sides, or a huge large park with stadium lights and night hours on the southwest. Pedestrian crossover is already provided by the sidewalk, and could be enhanced with an additional concrete vaults & sidewalk tunnelling through the embankment near the abutments. The bridge station location will ensure train dwell times minimize grade crossing time. And the station over Huntington Drive would be a Gold Line landmark & make it the posterchild of calendars and transit trade magazine covers.**
- p. 44 (Map) **"Inwindale Road" is incorrect; I believe it's "Inwindale Avenue"; please fix...**
- p. 48 (Map) **Separation of Gold Line L.R.V. and MetroLink stations is a huge mistake, discouraging extremely-desirable cross-platform transfers, making access between both rail lines' station pairs needlessly difficult. The "New Transit Station" on University of LaVerne campus property is a very poor choice considering nearby White Street (off the east edge of the map) is the most logical location for the station, where Gold Line 2 and MetroLink tracks come together (aka Pomona), and Foothill Transit crosses on its way to a popular shopping district to the north. Fairplex Avenue receives very little auto traffic compared to White, so it would be best to provide parking closest to White, rather than crowding campus with cars that don't move all day. Demolishing trackside industry for T.O.D. (along Arrow Highway east of D street) may not be a good idea! Some have suggested White may lie outside LaVerne's boundaries; if true, that is no excuse not to select station locations that serve and function best... just add "LaVerne" to a hyphenated station name.**
- p. 49 (Map) **Separation of MetroLink's shelters from the historic Gold Line 2 station is a mistake, discouraging extremely desirable cross-platform transfers, that would make access between both rail lines' stations and Foothill bus lines difficult. This study should consider getting the city to abandon the shelterless shelters built for MetroLink on some godforsaken road 1/2 mile west with no trip generators, & move MetroLink passengers into the historic Santa Fe station to share it with Gold Line 2 and Foothill passengers; that station is large enough and could host rider-supporting uses too! The existing Park & Ride lot should be given to MetroLink for its maintenance equipment uses, so its employees could get to by train and a long walk/ golf cart ride?) (though Ed Von Nordeck (retired from MetroLink) said of MetroLink's maintenance equipment, "...that stuff can go anywhere...") Consider bringing all Foothill bus lines on Garey Avenue (not labeled on the map) into the station compound between the tracks, instead of "Preferred location" for the Park & Ride the map proposes. No cars should be allowed inside the compound, and a special bus-only traffic signal could allow turns inside the compound, with bus bays on the south (MetroLink) side of the compound. Transit is more efficient than autos! Keep cars outside this transit compound, in diagonal parking on the north side of West Santa Fe. Consider a "wild west" architectural theme developed from the existing T.O.D. architecture of the building on the southwest corner of Garey and West Santa Fe Street (absurdly miscast as an auto repair shop!) and using the landscaping cues from the (vacant?) building on the southeast corner of Pine Street and West Santa Fe Street.**
- (all T.O.D. Maps) **fail to show existing rail line locations in relations to the Gold Lines' tracks... especially missing on Pomona's. There are significant issues here re: MetroLink & freight customers' potential should be part of the planning process.**
- p. 71- (Box) **Compliant D.M.U., NOT B.R.T., has the lowest capital costs up there (see p. 78, Alt. 7); please correct.**

JUL-31-2003 10:51 FROM ERIC LLOYD WRIGHT & ASSOC TO 16267996599 P.04/04

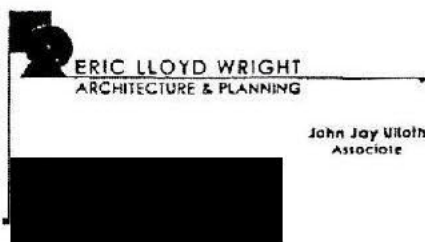
p. 80-81
(Chart)

Goal 1: There is not a credible range of numbers to back up the wild fluctuating symbol ratings.
 Line 2: Provide source material for difference between L.R.T. & D.M.U.
 Line 3: Travel times of 34.5 for bus, 32 for L.R.T., and D.M.U. are not believable. That track-sharing and single track numbers are the same is not credible. That bus- especially CNG-fueled, especially articulated bus' dramatically slower acceleration/ deceleration times at 10 stations don't add up to many minutes differential is not credible. Explanations for slower grade-crossings isn't given- is this assuming railroad crossing gates or traffic signalization at street intersections? (needs explanation in appropriate footnotes).
 Goal 2 Symbols: Time sharing should be superior as capital costs are significantly reduced (follow name logic as 7's "Good" rating)
 Goal 3: Change in vehicle miles not backed up by data. Cite studies of improved ridership on an extended Electric Multiple Unit (E.M.U.) line displacing D.M.U. or other urban rail mode change. Potential for noise impacts- what are we talking about- horn blowing or motor noise? Because if it's accumulated motor noise per passenger-day, B.R.T. will be identical with D.M.U., which uses bus engines for propulsion. Or if it's horn noise, D.M.U. should be identical with L.R.T. that has the same obligation for warnings at grade crossings.
 "Market support for T.O.D.": tells us nothing; eliminate field. (see rule at bottom paragraph of p. 81)
 "Development potential": D.M.U.'s Medium-high rating is not credible- should match L.R.T.
 Permanent transit infrastructure is the surest indicator to developers a transit agency will not easily abandon their development site, which yields higher property values. Merchants in T.O.D. near rail stations can sign long-term leases with confidence in a constant flow of customers, which yields community stability. The transit-dependent can purchase property with confidence near significant transit infrastructure. While bus operations -even B.R.T. as practiced in Los Angeles- can be relocated immediately, Because routings are not portable, bringing the highest accompanying T.O.D. value; D.M.U. values should match L.R.T.
 Goal 4 & 5: D.M.U. should match L.R.T.
 Goal 6: "Provides..." tells us nothing; eliminate. (see rule at bottom of paragraph on p. 81)
 Goal 7: "Provide seamless...": "Low" word ratings should be corrected to match same symbols' "Medium" ratings elsewhere on chart.
 Goal 8: "New transit service by 2008" ratings are irrational. Ripping out existing track, regrading, then paving is not easier than rail replacement! Most of Gold Line 2 is a lightly used but operating railroad today, some good for 79mph Amtrak operation; Enviro processes and the need for bridgework are the same. With the rail-goal-oriented J.P.A. that delivered Gold Line 1 on time & budget, and M.T.A.'s rail-hostile board politics & rail construction bumbling put on the sidelines until completion, rail could & should certainly be completed before paving, and long before 2008!
 Goal 9: tells us nothing; eliminate- you covered the topic on p. 67- Goal 4 overlaps essentially same info.

Thank you for this opportunity to give comments and feedback; good luck to us all in completing this project! Please call or write if you have questions, need sketches, or are interested in Eric Lloyd Wright's architectural services.

Very Truly Yours,


ULLOTH GRAPHICS



TOTAL P.04



JAMES A. NOYES, Director

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
www.ladpw.org

10313211
DPW
PAS13

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE
REFER TO FILE: WM-4

July 30, 2003

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

RECEIVED
JUL 31 2003
PBL
CONST. AUTHORITY

Dear Ms. Hodor:

**RESPONSE TO A NOTICE OF PREPARATION FOR
A DRAFT ENVIRONMENTAL IMPACT REPORT FOR
GOLD LINE PHASE II EXTENSION PASADENA TO
MONTCLAIR PROJECT**

Thank you for the opportunity to provide comments on the subject document. The intent of the proposed project is to improve east-west mobility across the 24-mile-long corridor in the San Gabriel Valley, relieve congestion on existing transportation facilities, increase connections to work and education destinations within the San Gabriel Valley and the Los Angeles region, support economic revitalization in each city along the corridor, and contribute to the preservation and enhancement of the natural environment. The corridor includes the Cities of Pasadena, Arcadia, Monrovia, Duarte, Irwindale, Azusa, Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair; and is located in Los Angeles and San Bernardino Counties. We have reviewed the submittal and offer the following comments.

Environmental Programs

As projected in the Los Angeles County Countywide Siting Element, which was approved by a majority of the cities in the County of Los Angeles in late 1997 and by the County Board of Supervisors in January 1998, a shortfall in permitted daily landfill capacity may be experienced in the County within the next few years. The construction, demolition and/or predevelopment activities associated with the proposed project and the postdevelopment operation over the life of the proposed project will increase the generation of solid waste and may negatively impact solid waste management infrastructure in the County. Therefore, the proposed environmental document must identify what measures the project proponent plans to implement to mitigate the impact.

Ms. Susan Hodor
July 30, 2003
Page 2

Mitigation measures may include, but are not limited to, implementation of waste reduction and recycling programs to divert the solid waste, including construction and demolition waste, from the landfills.

The Los Angeles County Uniform Building Code, Section 110.3, requires that a building or structure located on or within 1,000 feet (304.8m) of a landfill containing decomposable material must be protected against landfill gas intrusion. Once the alignment of the extension is determined, the project may be determined to be located on or within 1,000 feet of a landfill containing decomposable material. This issue should be addressed and mitigation measures provided. The discussion should include subsurface lateral migration of landfill gas, migration detection, and control and protection systems for affected enclosed buildings and structures. Our Environmental Programs Division must be contacted for issuance of necessary permits.

The Los Angeles County Building Code, Section 110.4 requires that buildings or structures adjacent to or within 200 feet (7,620 mm) of active, abandoned or idle oil or gas wells be provided with methane gas protection systems. Once the alignment of the extension is determined, the project may be determined to contain or lie within 200 feet of active, abandoned or idle oil or gas wells. This issue should be addressed and mitigation measures provided. Our Environmental Programs Division must be contacted for issuance of necessary permits.

The existing hazardous waste management facilities in this County are inadequate to handle the hazardous waste currently being generated. The demolition phase of the proposed project may potentially generate hazardous waste (such as asbestos, lead based paint, and/or contaminated soil), which could adversely impact existing hazardous waste management facilities. This issue should be addressed and mitigation measures provided.

Should any operation within the subject project include the construction/installation, modification or removal of industrial waste treatment or disposal facilities, and/or stormwater treatment facilities, our Environmental Programs Division must be contacted for required approvals and operating permits.

If you have any questions, please contact Mr. Robert Barker at (626) 458-5167.

Ms. Susan Hodor
July 30, 2003
Page 3

Geotechnical and Materials Engineering

The Environmental Impact Report shall address the geotechnical issues identified in the Notice of Preparation/Initial Study.

Description of the project and the associated grading, i.e., existing and proposed grades, etc., must be shown on a topographic map. Also all geotechnical hazards must be identified, and any mitigation measures discussed in detail. The requested information shall be included in the appropriate documents, as requested by others.

Portions of the project site are located within both mapped potentially liquefiable areas and mapped potential seismically induced landslide areas, per the State of California Seismic Hazard Zone Map, Pasadena, Mount Wilson, Azusa, and Glendora Quadrangles. However, Liquefaction analysis and seismic slope stability analysis are not warranted at this time. Detailed liquefaction and seismic stability analyses, conforming to the requirements of the State of California Division of Mines and Geology Special Publication 117, must be conducted at the tentative map and/or grading/building plan stages.

If you have any questions, please contact Mr. Amir M. Alam at (626) 458-4925.

Land Development

Grading and Drainage

We have reviewed the subject document and have no comment.

If you have any questions, please contact Mr. Michael Hales at (626) 458-4921.

Transportation Planning

The project study area includes unincorporated Los Angeles County areas. If necessary, Metropolitan Transit Authority should coordinate with the County Department of Public Works to minimize impacts to County Highway Plan routes.

If you have any questions, please contact Mr. Hubert Seto at (626) 458-4349.

Ms. Susan Hodor
July 30, 2003
Page 4

Traffic and Lighting

The proposed project has the potential to significantly impact County and County/City roadways. We would like the opportunity to review the related environmental documents and traffic study upon its completion. The County's methodology shall be used when evaluating the County and/or County/City intersections. The study shall also address the cumulative impacts generated by this and nearby developments and include the level of service analysis for the affected intersections. If traffic signals or other mitigation measures are warranted at the affected intersections, the developer shall determine its proportionate share of traffic signal or other mitigation costs and submit this information to Public Works for review and approval. A copy of our Traffic Impact Analysis Report Guidelines is enclosed.

If you have any questions, please contact Mr. Nickolas Van Gunst at (626) 300-4768.

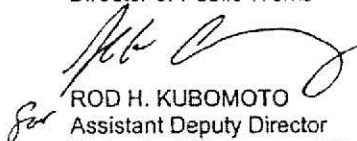
Watershed Management

The proposed project should include investigation of watershed management opportunities to maximize capture of local rainfall on the project site, eliminate incremental increase in flows to the storm drain system, and provide filtering of flows to capture contaminants originating from the project site.

If you have any questions regarding the environmental review process of Public Works, please contact Massie Munroe at the address on the first page or at (626) 458-4359.

Very truly yours,

JAMES A. NOYES
Director of Public Works


ROD H. KUBOMOTO
Assistant Deputy Director
Watershed Management Division

MM:sw
C:/EIRS/18.doc

Enc.



10313210
CSP
PAS13

CITY OF SOUTH PASADENA

OFFICE OF THE CITY MANAGER

1414 MISSION STREET, SOUTH PASADENA, CA 91030

TEL: 626.403.7210 * FAX: 626.403.7211 * EMAIL: SJOYCE@CI.SOUTH-PASADENA.CA.US

WWW.CI.SOUTH-PASADENA.CA.US

July 31, 2003

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JUL 31 2003

PBL
CONST. AUTHORITY

Mr. Richard Thorpe, CEO
Metro Blue Line Construction Authority
625 Fair Oaks Avenue, Suite 200
South Pasadena, Ca. 91030

Att. Ms. Susan Hodor

**Re: Notice of Preparation, Gold Line Phase II Extension, Draft EIR / EIS
Environmental Impact Statement, Request for Participation**

The City of South Pasadena supports the proposed extension of the Gold Line to the east San Gabriel Valley and beyond. We have received the Notice of Preparation and attended the Gold Line Phase II Extension meetings and have read the other information provided about the proposed scope of analysis and impacts of the project.

The City of South Pasadena has concerns related to the proposed scope of the studies. Several points of concern are highlighted below.

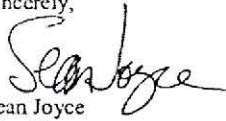
- **The scope of the EIR / EIS must be revised to include impacts that may occur in South Pasadena.** The Phase II project is integral with the Phase I project. South Pasadena may be impacted during the construction phase and most certainly will be impacted in the long-term from secondary and potential considerable cumulative impacts.
- **Aesthetics.** The construction and operation of the Phase II project may result in the need for the construction of additional TPSS stations and other facilities in South Pasadena. Those changes and modifications require a full and complete disclosure because of the impact on the neighborhoods and potential adverse impacts to residents' quality of life. Decreased headways would require reconsideration of deficient or marginal rail crossings, both aesthetically and operationally.

- **Cultural Resources.** The Phase I project is in close proximity to a number of historic properties of local, state and national significance. We are quite concerned about the impacts on these structures and their uses if the Gold Line Phase II results in additional LRT traffic and other traffic in the close proximity.
- **Noise and Vibration.** We are very concerned about the noise and vibration resulting from the Phase I project. Any additional noise and vibration resulting from a Phase II project could be considered intolerable. This is a secondary impact of the combined Phase I and Phase II project that requires significant efforts to identify, evaluate, and to mitigate.
- **Socio-Economic.** We believe there are substantial potential impacts that need to be analyzed. Further analysis is needed to understand these impacts. South Pasadena has experienced new residential development due to the construction of the Phase I project. We have concerns about added demand for redevelopment and the need for additional parking with the further success and use of the combined Phase I and Phase II project. Any mitigation measures proposed to alleviate parking, traffic, and redevelopment impacts should include, but not limited to: financing, scheduling considerations, implementation responsibilities, and monitoring plan.
- **Public Services and Facilities.** We are very concerned that additional LRT traffic will result in decreases headways, and greater congestion of cross streets. Such increase may significantly impact our Fire and Police response time to emergencies. Furthermore, we have schools that are in close proximity to the crossings and therefore pedestrian safety is of great concern. It should also be noted that traffic increases could affect the condition of existing underground utilities. Some of those lines are more than seventy to eighty years old.
- **LRT and Traffic Operations.** We are quite concerned about the frequency and duration of LRT operations and its impact on traffic circulation. It should be addressed as a primary issue due to its importance in an at-grade LRT system and with further impacts on traffic congestion and pedestrian conflicts.
- **Corridor Transportation Patterns and Impacts.** The impact of the proposed project should be analyzed on the whole highway system, including the cumulative impact of the entire rail corridor (Phase I and II) on the various highway improvement projects within the subregion including the potential impact on the extension of the I-710.

We look forward to the process and successful mitigation of all the primary and secondary impacts resulting from the Phase II project. The City of South Pasadena therefore requests to be considered a full participant in the EIR / EIS process for the Phase II project. We would appreciate advance copies of the DEIR and associated studies to facilitate internal review. Please submit all notices, reports, agendas, and other material related to the Phase II Environmental Analysis to the attention of the City's designated City Council representative, the transportation manager, and to me.

Your assistance in this matter is appreciated.

Sincerely,



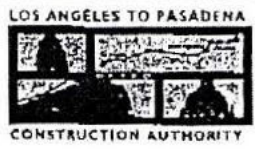
Sean Joyce
City Manager

c: South Pasadena City Council
Jim Davis, Director of Public Works
Karen Heit, Transportation Manager

07/31/2003 13:14 626-337-2965 BALDWIN PARK CEO RDA PAGE 02/83

**Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II
Public Comment Card**

Name: Kara Bouton Date: 7/31/03
 Phone: [REDACTED]
 Address: [REDACTED]
 Comments: Please See Attached



Please leave at the comment table or submit to:
 Los Angeles to Pasadena Metro Blue Line Construction Authority
 Attn: Susan Hodor
 625 Fair Oaks Avenue, Suite 200
 South Pasadena, CA 91030
 (626) 799-8599 Fax

Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.

8/31/2003 13:14 626-337-2965

BALDWIN PARK CED RDA

PAGE 03/03

July 31, 2003

Los Angeles to Pasadena Metro Blue Line Construction Authority
Attn: Susan Hodor
625 Fair Oaks Avenue, Ste. 200
South Pasadena, CA 91030

**Subject: CITY OF BALDWIN PARK GOLD LINE PHASE II SCOPING
COMMENTS**

While not one of the eleven cities directly impacted by the proposed Metro Gold Line extension to Claremont and possibly Montclair, the City of Baldwin Park feels that their will impacts beyond this eleven cities that should be addressed during the development of the Draft Environmental Impact Report.

Most importantly, the City of Baldwin Park feels that our residents may be negatively impacted by changes in transit services and traffic patterns. First, we are concerned that regional transportation services, including Foothill Transit, ensure that there is a careful balance in the services that are changed or created to serve the new Gold Line stations.

We understand that services may be re-routed to serve the Gold Line reducing the amount of service available to our residents or possibly lengthening the trip times for our residents. Our hope is that these impacts are considered and funding identified to ensure mitigation factors to prevent this. In addition, while ensuring that the trip lengths are not increased and services decreased, we would like to ensure that those residents and business people using the Gold Line for their commute do have a connection to and from Baldwin Park. This could be provided at a regional level or, if new funding is identified, could be provided by the City.

In addition the City of Baldwin Park strongly feels that consideration should be given to the traffic impacts on north-south arterials in our City and neighboring cities. It can be anticipated that commuters traveling along the I-10 corridor may opt to travel north to the Gold Line to connect with Pasadena. These impacts should be considered during the drafting of the Environmental Impact Report and mitigation measures for these impacts should be included as a part of the final report.

The City of Baldwin Park is happy to work cooperatively with the Construction Authority in the study of the impacts to our City and the development of mitigation factors to address these impacts. We would also be willing to work cooperatively with the Construction Authority in securing State or Federal funding to address these concerns.

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.

APR-15-1988 09:57

P. 83

Sincerely,



Paul Samaras,
Assistant Planner

Gold Line ETR.doc

TOTAL P. 83

Page 1 of 1

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p0513

IRW

Susan Hodor

From: [REDACTED]
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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JUL 31 2003

**PBL
CONST. AUTHORITY**

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.

Rauben 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
525 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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JUL 31 2003

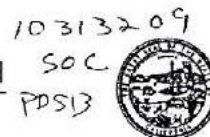
PBL
CONST. AUTHORITY



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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JUL 31 2003

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

PBL
CONST. AUTHORITY

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.

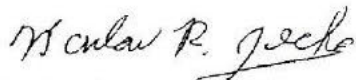
The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption. For a list of simple ways you can reduce demand and cut your energy costs, see our Web-site at www.dtsc.ca.gov.

♻️ Printed on Recycled Paper

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 Kinseila, 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
Gaia Luong	600 San Luis Rey
Hugh K. Myer	624 San Luis Rey Road, Arcadia, CA 91007
Toshiko Matsumoto	728 San Luis Rey Road, Arcadia, CA 91007
Mark Wu	730 San Luis Rey Rd, Arcadia, CA 91007
Jon Hanh Ling, Yang Te Hsing	712 San Luis Rey Rd, Arcadia, CA 91007
Rawati Lina	1130 EL MONTE AVE, ARCADIA, CA 91007
Elisabir Karsany	612 San Luis Rey Rd, Arcadia, CA 91007

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P. 05



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HORTICULTURAL CRAFTSMEN SINCE 1926

10313223

PDSLB

SOB

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

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

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

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

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

VISALIA, CA
 Monrovia Nursery
 32643 Road 190
 P.O. Box 489
 Visalia, CA 93286-0489
 Tel: 800-449-9321

July 29, 2003

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CONST. AUTHORITY

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:

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.

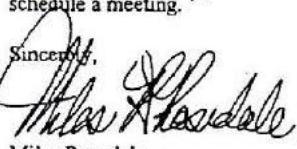
The City of Azusa recently approved a Vesting Tentative Tract Map and Specific Plan for the Nursery property. The Specific Plan envisions a new 1,250 dwelling unit master planned community, including a new K-8 school, parks, and trails. The Specific Plan also contemplates a new transit stop for the Phase 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.

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

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

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

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CONST. AUTHORITY

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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

**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-empt 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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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

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Los Angeles County: Pasine Smith to State, Los Angeles County - Jay Tzouvalas to Los Angeles County - Melissa Andrews, Compton - Mary Salwin, San Gabriel - Paul Bonolis, Carlsbad - Tony Castaneda, Los Angeles - Gene Daniels, Paramount - Mike Cicchetti, Palmdale - Billy Duetsch, Inglewood - Eric Garretti, Los Angeles - Wendy Green, Los Angeles - Frank Guadalupe, Castaic - James Hahn, Los Angeles - Marco Hahn, Los Angeles - Sandra Jacobs, El Segundo - Tom LaBerge, Los Angeles - Bonnie Lowenthal, Long Beach - Martin Ludlum, Los Angeles - Keith McLaughlin, Downey - Lawrence Miller, Claremont - Chady Mrochowski, Los Angeles - Paul Mouskas, Torrance - Pam O'Connell, Santa Monica - Alan Padilla, Los Angeles - Bernard Parks, Los Angeles - Joe Perry, Los Angeles - Rosalinda Price, Mira Brea - Ed Reyes, Los Angeles - Greg Smith, Los Angeles - Dick Stanford, Azusa - Tom Stiers, Mirna - Paul Talarac, Alhambra - Sidney Yuen, St. Pauline - Tommy Reyes Urzua, Long Beach - Annabelle Villarreal, Los Angeles - Dennis Wilshour, Calabasas - Jack Weiss, Los Angeles - Bob Westcott, Lancaster - Dennis P. Zide, Los Angeles

Orange County: Chris Harris, Orange County - Ron Baker, Los Alamitos - Art Brown, Buena Park - Lou Bone, Tustin - Richard Chavez, Anaheim - Debbie Cook, Huntington Beach - Callie DeYoung, Laguna Hills - Richard Dixon, Lake Forest - Alka Datta, La Habra - Bob Perry, Brea - Ted Stegeman, Newport Beach

Riverside County: Mamen Akers, Riverside County - Ron Lovridge, Riverside - Jill Miller, Corona - Greg Pettis, Cathedral City - Ron Roberts, Torrance - Charles White, Moreno Valley

San Bernardino County: Paul Blau, San Bernardino County - Bill Boushey, Banning - Corinnora - Lawrence Dale, Barstow - Lee Ann Grand Terrace - Susan Longdale, San Jacinto - Gary Oviatt, Ontario - Deborah Jaki, Rialto

Ventura County: Andy Mikita, Ventura County - Gen Becton, Santa Hilary - Carl Miroshnic, San Buenaventura - Tom Young, Port Puceros

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Del Dym, Santa Hilary

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July 30, 2003

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

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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 an area-wide 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 (RCGP) 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 [redacted]. 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. 1 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:

Subregion	2000	2005	2010	2015	2020	2025
Household	524,263	534,119	551,048	567,971	584,890	606,175

July 30, 2003
 Ms. Susan Hodor
 Page 3

Subregion	2000	2005	2010	2015	2020	2025
Population	1,243,483	1,855,433	2,203,706	2,388,037	2,485,568	2,766,838
Household	543,171	582,536	640,917	708,521	789,378	889,875
Employment	362,933	418,070	485,025	522,992	560,703	605,778

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 8

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 20B of the Federal Water Pollution Control Act), SCAG is the authorized *Area-wide 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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Thomas M. Stetson
San Gabriel River Water Master

Jim Noyes
LA County Public Works

Jack Blackwell
Angeles National Forest
US Forest Service

Vicki Wilson
Orange County Executive Office

Belinda V. Faustinos
Executive Officer

10313258/PD513

**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
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) 969-3808 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) 989-3969 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:

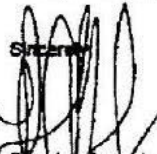
The City of Monrovia respectfully submits the following comments for the above referenced project. The concerns are as follows:

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 [REDACTED]

Sincerely,

Douglas Bernish,
City Engineer

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

File: project/GoldLine-PHII/NOI-EIRComm/II

STATE OF CALIFORNIA

Gray Davis, Governor

PUBLIC UTILITIES COMMISSION

320 West 7th Street, Suite 500
Los Angeles, CA 9001210313353
PDS13
PUC

August 25, 2003

RECEIVED
AUG 26 2003
PBL
CONST. AUTHORITYFile 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 91030Re: 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 [REDACTED]
[REDACTED]

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 [REDACTED]
Sent: Friday, August 01, 2003 2:42 PM
To: [REDACTED]
Cc: [REDACTED]
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.

Arlene Andrew
Senior Planner
City of La Verne



Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II

Public Comment Card


Name: CHARLES MOUNTAIN Date: 7/17/03

Phone: [REDACTED]

Address: [REDACTED]

Comments: LOCKS GOOD. CAN WE GET ONE DAY PASSES ON ALL RAIL & BUS TRIPS

Please leave at the comment table or submit to:



LOS ANGELES TO PASADENA
CONSTRUCTION AUTHORITY

Los Angeles to Pasadena Metro Blue Line Construction Authority
 Attn: Susan Hodor
 625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030
 (626) 799-8599 Fax
 Phase2@metrogoldline.org

Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.

Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II

Public Comment Card

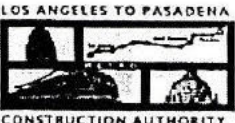
Name: Judith B Mussoth Date: 16th July 03

Phone: [REDACTED]

Address: [REDACTED]

Comments: Concerned about the fruit being moved to street - Parking impact on Claremont. Overall the idea of a light rail service is good. How will the price of the ticket compare with metro link.

Please leave at the comment table or submit to:



LOS ANGELES TO PASADENA
CONSTRUCTION AUTHORITY

Los Angeles to Pasadena Metro Blue Line Construction Authority
 Attn: Susan Hodor
 625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030
 (626) 799-8599 Fax
 Phase2@metrogoldline.org

Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.

Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II


Public Comment Card

Name: Tom Nelson Date: 7-17-03

Phone: [REDACTED]

Address: [REDACTED]

Comments: The noise problem would seem to be the most serious long-term impact. LRV horns and crossing gate bells are not appreciated by adjacent residents. Sound walls are not too effective, so the only real remedy is a grade separation, when funds allow them. Squealing wheels on LRVs are noticeable on Phase I; perhaps it will reduce with wear if not occasional applications of grease should help.



LOS ANGELES TO PASADENA
CONSTRUCTION AUTHORITY

Please leave at the comment table or submit to:
Los Angeles to Pasadena Metro Blue Line Construction Authority
Attn: Susan Hodor
625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030
(626) 799-8599 Fax
Phase2@metrogoldline.org

Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.

Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II

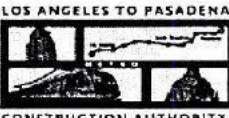
Public Comment Card

Name: Joanna Nuckols Addison Date: _____

Phone: _____ Email: _____

Address: _____

Comments: Are there different types of gates?
(not sure or appear



LOS ANGELES TO PASADENA
CONSTRUCTION AUTHORITY

Please leave at the comment table or submit to:
Los Angeles to Pasadena Metro Blue Line Construction Authority
Attn: Susan Hodor
625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030
(626) 799-8599 Fax
Phase2@metrogoldline.org

Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.

Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II

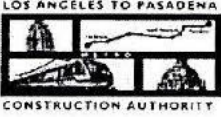
Public Comment Card

Name: JOANNE NUCKOLS Date: 7/17/03
 Phone: [REDACTED]
 Address: [REDACTED]

Comments: EXISTING NOISE (BELLS, HORNS, BUACKER, SCR-
 ECHING) PHASE I SIGNIFICANT IMPACT NOT
 POTENTIAL! PROVEN ALREADY! SIGNIFICANT CHANGES,
 NEW TECHNOLOGY, MUST BE USED IN PHASE II AS
 MITIGATION OR MITIGATION FAILS & ENVIRO PROCESS
 A SHAM.

Please leave at the comment table or submit to:

Los Angeles to Pasadena Metro Blue Line Construction Authority
 Attn: Susan Hodor
 625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030
 (626) 799-8599 Fax
 Phase2@metrogoldline.org



Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.

Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II

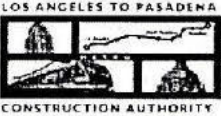
Public Comment Card

Name: RICHARD A ROSLI Date: 7/17/03
 Phone: [REDACTED]
 Address: [REDACTED]

Comments: Worthwhile project. Please include parking
 structures at stations (include bus feeder lines
 into stations).

Please leave at the comment table or submit to:

Los Angeles to Pasadena Metro Blue Line Construction Authority
 Attn: Susan Hodor
 625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030
 (626) 799-8599 Fax
 Phase2@metrogoldline.org



Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.

Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II

Public Comment Card

Name: BETTY SUE SMITH Date: 7-17-03

Phone: [REDACTED]

Address: [REDACTED]

Comments: _____

THE TRAIN IS GOING TO BE A BLESSING - WE ARE GETTING USED TO THE WHISTLE BUT THE DING DING OF THE BELLS IS DRIVING OUR NERVES RAW. OUR SENIORS DON'T HAVE TIME TO GET ACROSS THE STREET

Please leave at the comment table or submit to:



Los Angeles to Pasadena Metro Blue Line Construction Authority
Attn: Susan Hodor
625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030
(626) 799-8599 Fax
Phase2@metrogoldline.org

Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.

Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II

Public Comment Card

Name: MAATE F. THOMPSON Date: 7-17-03

Phone: [REDACTED]

Address: [REDACTED]

I'M TERRIBLY SURPRISED THAT THERE HASN'T BEEN ANY DISCUSSION ABOUT A CONNECTOR BETWEEN THE BLUE AND GOLD LINES ON ALAMEDA STREET. THERE'D BE NO MORE THAN 2 STATIONS, AND IT WOULD RELIEVE PRESSURE ON THE RED LINE BETWEEN UNION STATION & 7TH - METRO CENTER.

Please leave at the comment table or submit to:



Los Angeles to Pasadena Metro Blue Line Construction Authority
Attn: Susan Hodor
625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030
(626) 799-8599 Fax
Phase2@metrogoldline.org

Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.

Los Angeles to Pasadena Metro Blue Line Construction Authority
Gold Line - Phase II

Public Comment Card

Name: Gea Silveira Date: 7/17/03

Phone: [REDACTED]

Address: [REDACTED]

Comments: Three concerns: 1) La Verne Station is not downtown
at the University of La Verne. We already have significant
congestion + parking problems 2) No above-ground wires -
these are UGLY. 3) Noise - we live 2 blks. north tracks -
turns, gates, etc. are noise pollution. We already have plenty
of noise from the university, drag races + other main
traffic.

Please leave at the comment table or submit to:

Los Angeles to Pasadena Metro Blue Line Construction Authority
 Attn: Susan Hodor
 625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030
 (626) 799-8599 Fax
 Phase2@metrogoldline.org

Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.

Susan Hodor

From: Robb, Duncan [REDACTED]
Sent: Wednesday, July 09, 2003 7:39 AM
To: Goldsmith, Lynne; Susan Hodor
Cc: Juarez, Rufina; Fox, Stephen; [REDACTED]
Subject: RE: NOP for Gold Line Phase II

This ROW (situated between Claremont and Arcadia) is owned by the Pasadena Blue Line Construction Authority (PBLCA) and was formerly identified as the Pasadena Subdivision that was acquired by MTA (and subsequently transferred to PBLCA) from the BNSF Railroad in 1992. It is still used by BNSF for freight railroad operations and also by SCRRA for its Metrolink operations (SCRRA's San Gabriel Subdivision) for a short segment between Pomona and Claremont (LA County/San Bernardino County Line). SANBAG ownership of this ROW does not commence until the county line.

Suart Ondeck of my office is the Senior Real Estate Officer responsible for this ROW and should be included in future correspondence.

Thank you,
Duncan W. Robb - Manager, MTA Real Estate
X22435

- > ---Original Message---
> From: Goldsmith, Lynne
> Sent: Tuesday, July 08, 2003 6:08 PM
> To: [REDACTED]
> Cc: Juarez, Rufina; Robb, Duncan; Fox, Stephen; [REDACTED]
> Subject: RE: NOP for Gold Line Phase II
>
>
> To Whom It May Concern:
>
> MTA's San Gabriel Valley Bikeway Master Plan, adopted in 1995, identifies
> a regionally significant bikeway on the rail-right-of-way from Azusa to
> Claremont. There is currently a Class I bikeway being designed on the
> right-of-way between San Dimas and Claremont. I imagine there will be an
> interest in possibly extending that bikeway west. Will the DEIR/DEIS
> acknowledge and discuss the planned and proposed bikeway?
>
> Please clarify for me: The NOP says the R/W is owned by the Gold Line
> Authority and SANBAG?? Is this correct? Is this the R/W Metrolink is
> also using?
>
> Thank you.
>
> Lynne Goldsmith
> MTA Bikeway Modal Lead
> Planning
> [REDACTED]
>
>
>
>
>
>
>
>

LAP/SBL/ELINE

Fax: 626 7998599

Aug 5 2003 9:33

P.02

04-03 10:23

P.02

*Joel S.
Paul Taylor
Tom Jenkins*



OFFICE OF THE MAYOR

CITY OF GLENDORA CITY HALL

(626) 914-8201

116 East Foothill Blvd., Glendora, California 91741

FAX (626) 914-8222

www.ci.glendora.ca.us

August 1, 2003

Nick Conway
San Gabriel Valley COG
3871 E. Colorado Blvd.
Suite 101
Pasadena, CA 91107-3970

Dear Nick:

Confirming my comments at the July 31, 2003 Gold Line meeting, the City of Glendora does not wish to serve as host city for a Gold Line maintenance facility.

With respect to passenger stations, although the City Council has, from time to time, discussed the possibility of having multiple stations in the city, the only station approved by the City Council is the Glendora station site located on Glendora Avenue north of Route 66 which is the site of the former Santa Fe station here in Glendora.

If, at some future date, the neighboring cities of Azusa or San Dimas wish to discuss the possibility of a joint effort in support of a satellite station or platform, we may be receptive to the proposal. However, such action is not contemplated at this time.

Should you need further clarification concerning the city's position on these matters, please feel free to contact City Manager Eric Ziegler at [REDACTED]

Sincerely,

Michael Conway
Michael Conway
Mayor

Eric S. Ziegler
Eric S. Ziegler
City Manager

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INDEX TO APPENDIX H

Alan Robinson.....	H-20
Alexander Zajac.....	H-46
Andrea Harrington.....	H-15
Anne McLaughlin.....	H-21
Anthony Madrin.....	H-18
Arlene Andrew, City of La Verne.....	H-140
B. Costanza, Arcadia Chamber of Commerce.....	H-37
Barbara Dreibus.....	H-56
Belinda Faustinos, San Gabriel & Lower Los Angeles Rivers & Mountains Conservancy.....	H-131
Betty Sue Smith.....	H-144
Betty Willis.....	H-45
Buzz Spellman.....	H-44
Catherine Thornton.....	H-9
Cecil A. Karstensen.....	H-12
Cecil A. Karstensen.....	H-16
Charles Mountain.....	H-43, H-141
Charles Woolf.....	H-30
Christopher Denes.....	H-14
Christopher Veirs, City of Claremont.....	H-70
Cipoiano Pineda.....	H-43
City of Baldwin Park.....	H-99
City of San Dimas.....	H-73
Clem Hamilton.....	H-14
Craig F. Thompson.....	H-29, H-144
Daniel Walker, Co-Chair Sierra Club Transportation Committee (Los Angeles Chapter).....	H-49
Dave Robeck.....	H-139
Delaine Shane, MWD.....	H-75
Dennis Awad.....	H-52
Diane Barlow.....	H-36
Dirk Hudson.....	H-40
Dorothy Fleck.....	H-39
Douglas Bernash, City of Monrovia.....	H-135
Duncan Robb, MTA Real Estate.....	H-146
E. Pugino.....	H-20
Elisabeth Karsana, et al (Arcadia Residents).....	H-107
Elisabeth L. Karsana.....	H-41
Elliott Caine.....	H-35
Emily Cao.....	H-37
Foothill Village Homeowners Association.....	H-10
Gary Iverson, Office Chief, Caltrans District 7.....	H-71
Geri Silveira.....	H-145
Gil Gonzalez.....	H-2, H-68
Gregory Mantila.....	H-53
Gus Hyland.....	H-15
Harlan Jeche, Glendale Office, DTSC.....	H-105
Harold Leacock.....	H-27
Helen Morales.....	H-42
Homer Wilcox.....	H-45

Jack Fry, Anaheim Fiber Operations, Sprint	H-61
James Nizolek.....	H-104
James Noyes, Los Angeles County Dept. of Public Works.....	H-92
Janet Iliff.....	H-4
Jeff Templeman	H-8
Jeffrey Davidson.....	H-13, H-24
Jeffrey Smith, SCAG.....	H-123
Jennifer Harriger, MWD.....	H-66
Jesusa B. Castico	H-22
Jill Jones	H-5
Jim McKellar.....	H-42
Jim Nizolek.....	H-7
Joanne Nuckols.....	H-142, H-143
John Macri	H-6
John Poindexter, City of Pasadena	H-78
John Ulloth	H-31, H-88
Judith B. Mussotto.....	H-141
Judy Miller.....	H-6
Katherine Perez, Transportation & Land Use Collaborative of Southern California.....	H-132
Krishna Patel.....	H-8
Linda Wright, CalTrans District 7	H-47
Louise R. Bigley	H-36
Lyn Frazier	H-1
Lynne Heffley.....	H-26
M.J. Humphrey.....	H-40
Margot MacDonald.....	H-18
Mark R. Johnston.....	H-5
Mark Smith.....	H-69
Marshall Lew.....	H-28
Mary Dougherty	H-51
Matt Walleck	H-44
Michael Conway, Mayor, City of Glendora	H-147
Michael Hillman	H-3
Michael Hudson, City of Montclair.....	H-48
Michael Robertson, California Public Utilities Commission	H-137
Michael Viera, Citrus College	H-21
Mike Hillman.....	H-3
Miles Rosedale, Monrovia Growers.....	H-113
Monique Clemmer.....	H-1
Morgan Wehtje, CA Dept. of Fish and Game	H-81
N/A	H-34
N/A	H-34
N/A	H-46
Naresh Varma, Chief, San Bernardino County Dept. of Public Works.....	H-86
Nova Blazej, EPA.....	H-87
Paul Gedigian	H-25
Paul Greenwood	H-39
Paul Samuras, City of Pomona	H-101
Raub Mathias.....	H-41
Raymond Lu	H-30

Reuben Arceo, City of Irwindale.....	H-103
Richard A. Rosilh (?).....	H-143
Robert Chang.....	H-13
Robert H. Olander II.....	H-55
Robert L. Davis.....	H-38
Robert L. Hoherd.....	H-50
Ross R. Moore, Jr.	H-19
Ruth Frazen, County Sanitation Districts of Los Angeles County	H-67
Sean Joyce, City of South Pasadena	H-96
Spoku (?) Acheampong	H-12
Stephen Buswell, IGR/CEQA Branch Chief, Caltrans District 7.....	H-58
Stephen Fox, MTA	H-121
Tom Nelson	H-142
Victoria Koenig	H-17
William D. Zuke	H-33
William E. Coleman, Jr.	H-23
William G. Gunther	H-25
William Kelly, City of Arcadia	H-115
William R. Mussatto.....	H-19

