Metro Gold Line Foothill Extension Construction Authority

406 E. Huntington Drive, Suite 202
Monrovia, CA 91016-3633

626-471-9050 ph
626-471-9049 fx

www.foothillextension.org

October 14, 2009

BLCA-MTA-065

Joyce L. Chang, Esq.
Office of the County Counsel
Los Angeles County MTA
One Gateway Plaza, 24th Floor
Los Angeles, California 90012

SUBJCET: Metro Gold Line Foothill Extension
Final EIR Phase 2A (certified February 28, 2007)

Dear Ms. Chang:

In response to instruction from Michael Estrada, Construction Authority Counsel, please find enclosed a copy of the Final EIR for Phase 2A (certified on February 28, 2007 by adoption of Resolution No. 2007-R-01), and the Addendum to that FEIR/S (adopted on August 26, 2009 by Resolution No. 2009-R-02).

Sincerely,

Chris Lowe
Clerk of the Board

Enclosed:
(1) Gold Line Phase II Pasadena to Montclair—Foothill Extension Final Environmental Impact Report (2 CDs)
(2) Final EIR for Phase 2A
(Certified on February 28, 2007 by adoption of Resolution No. 2007-R-01)
(3) Addendum to that FEIR/S
(Adopted on August 26, 2009 by Resolution No. 2009-R-02)

Cc: Habib F. Balian, Chief Executive Officer
Chris Burner, Chief Project Officer
Mitch Purcell, Chief Contract Officer
Michael Estrada, Esq., Construction Authority Counsel
Document Control, Construction Authority

RECEIVED

SEP 3 0 2009

MGL. FOOTHILL EXT. CONST. AUTHORITY

Notice of Determination

TO:

☐ Office of Planning and Research

For U.S. Mail:
P.O. Box 3044
Sacramento, CA 95812-3044

Street Address:
1400 Tenth Street
Sacramento, CA 95814

☒ County Clerk
County of: Los Angeles County
Address: 12400 Imperial Highway
Norwalk, CA 90650

FROM:

Public Agency: Los Angeles to Pasadena Metro Blue Line Construction Authority/ Metro Gold Line Foothill Extension Construction Authority
Address: 406 E. Huntington Dr., Suite 202
Monrovia, CA 91016
Contact: Habib Balian
Phone: 626-305-7001

FILED

AUG 27 2009

DEAN C. LOGAN
REGISTRAR-RECORDER/COUNTY CLERK
C. CHEN DEPUTY

SUBJECT: *Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.*

State Clearinghouse Number (if submitted to State Clearinghouse): 2003061157

Project Title: Gold Line Phase II Extension (Pasadena to Montclair)- Segment 1 (Pasadena to Azusa)

Project Location (include County): Cities of Pasadena, Arcadia, Monrovia, Duarte, Irwindale, and Azusa; Los Angeles Co.

Project Description: In 2007, a portion of overall project was approved for implementation- construction of approximately 11.4 miles of light rail transit (LRT), from Pasadena to the eastern boundary of Azusa (Segment 1 of overall project discussed in Final EIR). The majority of construction would take place within existing railroad right-of-way. The Project would include new rail stations and parking in the cities of Arcadia, Monrovia, Duarte, Irwindale, and Azusa, and eight traction power substations along the route. This Addendum addresses minor project modifications in Segment 1 since certification of the FEIR, project approval, and adoption of a Mitigation Monitoring and Reporting Plan in February 2007.

This is to advise that the Construction Authority has approved the above described/revised project on
(☒Lead Agency or ☐ Responsible Agency)
August 26, 2009 and has made the following determinations regarding the above described project:

1. The project [☒ will ☐ will not] have a significant effect on the environment.
2. ☒ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   ☒ This Addendum found no substantial changes in impacts compared to the 2007 Final EIR.
   ☐A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [☒ were ☐ were not] made a condition of the approval of the project in Feb 2007.
   ☒ This Addendum found no substantial changes in the adopted 2007 mitigation measures.
4. A mitigation reporting or monitoring plan [☒ was ☐ was not] adopted for this project in Feb 2007.
   ☒ This Addendum found no need to change the adopted 2007 mitigation and monitoring reporting plan.
5. A statement of Overriding Considerations [☒ was ☐ was not] adopted for this project in February 2007
   ☒ This Addendum found no need to change the adopted 2007 Statement of Overriding Considerations.
6. Findings [☒ were ☐ were not] made pursuant to the provisions of CEQA.

This is to certify that the Addendum and Final EIR with comments and responses and record of project approval is available to the General Public at: 406 E. Huntington Dr. Suite 202 Monrovia, CA 91016

Signature (Public Agency): HFB Title: Chief Executive Officer
HABIB F. BALIAN

Date: August 26, 2009

Authority cited: Section 21083, Public Resources Code. Reference: Sections 21000-21174, Public Resources Code.

THIS NOTICE WAS POSTED
ON AUG 27 2009
UNTIL SEP 28 2009
REGISTRAR-RECORDER/COUNTY CLERK

09 0035261

LOS ANGELES TO PASADENA
METRO BLUE LINE CONSTRUCTION AUTHORITY

CHECK NO.: 00009316 DATE: 02/27/07
VENDOR NO.: V0765 VENDOR NAME: LOS ANGELES COUNTY

PO NUMBER	INVOICE DATE	INVOICE NO.	DESCRIPTION	AMOUNT
P9296	02/27/07	20070227A FEE	CDFG Fee -CEQA Review for FEIR	2,500.00
P9296	02/27/07	20070227B FEE	CountyFilingFee-CEQAReviewFEIR	- 50.00

ORIGINAL FILED
MAR 01 2007
LOS ANGELES, COUNTY CLERK

FILED
AUG 27 2009
DEAN C. LOGAN
REGISTRAR-RECORDER/COUNTY CLERK
C. CHEN
DEPUTY

DETACH BEFORE DEPOSITING

TOTAL THIS CHECK 2,550.0

FORM NO. 2CL-1LB

STATE OF CALIFORNIA - THE RESOURCES AGENCY
DEPARTMENT OF FISH AND GAME
ENVIRONMENTAL FILING FEE CASH RECEIPT
DFG 753.5a (8-03)

271221

Lead Agency: Los Angeles to Pasadena Metro Blue Date: 03/01/07
County / State Agency of Filing: LACC Document No.: 20030607
Project Title: Gold line Phase
Project Applicant Name: Habib Balian Phone Number: (626)305-1001
Project Applicant Address: 406 E. Huntington Dr., Ste. 202 Monrovia, CA 91016
Project Applicant *(check appropriate box)*: Local Public Agency [X] School District [ ] Other Special District [ ]
State Agency [ ] Private Entity [ ]

CHECK APPLICABLE FEES:

[X] Environmental Impact Report	$850.00	$	2,500.00
( ) Negative Declaration	$1,250.00	$	
( ) Application Fee Water Diversion *(State Water Resources Control Board Only)*	$850.00	$	
( ) Projects Subject to Certified Regulatory Programs	$850.00	$	
( ) County Administrative Fee	$25.00	$	50.00
( ) Project that is exempt from fees			

TOTAL RECEIVED $ 2550.00

09 0035261

. COUNTY RECORDER
/COUNTY CLERK
INESS FILING & REC

01/07 12:26PM
002#0021 KH97
MARINE

0221
NTY FEE $50.00
DEC $1800.00
DEC V-1800.00
T - FE.. $2500.00

RESOLUTION NO. 2009-R-02

RESOLUTION OF THE METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY APPROVING PROJECT REFINEMENTS RELATED TO PHASE II OF THE PROJECT AND MAKING ENVIRONMENTAL FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

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

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

WHEREAS, Los Angeles County Metropolitan Transportation Authority has changed the name of the Los Angeles - Pasadena Metro Blue Line to the "Metro Gold Line;" and,

WHEREAS, the Authority certified a Final Environmental Impact Report ("FEIR") for Phase II, Segment 1 from Pasadena to Azusa (also referred to as Phase 2A, and the "Project" herein) and approved the Project in 2007; and,

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

WHEREAS, the Authority has caused an Addendum to the FEIR ("Addendum") to be prepared for the Project Refinements in accordance with the California Environmental Quality Act Guideline § 15164, because the proposed Project Refinements do not require the preparation of a new or supplemental EIR in accordance with CEQA Guideline § 15162, which Addendum is attached hereto attached hereto as Exhibit A; and,

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

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

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

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

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

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

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

Section 3. The Authority Board hereby adopts the Addendum, attached hereto as Exhibit A and incorporated herein by this reference, and approves the Project Refinements, attached hereto as Exhibit B and incorporated herein by this reference.

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

Adopted:

KEITH HANKS
Chair of the Metro Gold Line Foothill Extension
Construction Authority Board

ATTEST:

_____(SEAL)
CHRISTOPHER LOWE
Clerk of the Board

APPROVED AS TO FORM:

MICHAEL ESTRADA
General Counsel

APPROVED AS TO CONTENT:

HABIB F. BALIAN
Chief Executive Officer

EXHIBIT A

ADDENDUM

Metro Gold Line Foothill Extension Construction Authority

Addendum to Gold Line Phase II Extension Project 2007 Final Environmental Impact Report as Certified for Segment 1

(SCH 200361157)

August 21, 2009

Chapter 1: Introduction

Summary of This Document

This Addendum assesses the environmental impact of refinements to Segment 1 of the Gold Line Phase II Extension (the Project) as required by the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] 21000 et seq.) and in compliance with the State CEQA Guidelines (14 California Code of Regulations [CCR] 15000 et seq.). The environmental effects of the Project were evaluated in Draft and Final Environmental Impact Reports (SCH No. 200361157). The Final EIR for Segment 1 (Pasadena to Azusa) was certified on February 28, 2007 and the Project was approved. Subsequent to that certification and approval, refinements to the design of Segment 1 have occurred. The purpose of this Addendum is to evaluate any impacts of those refinements in comparison to the FEIR.

The fundamental conclusion of this Addendum is that the refinements will not result in any new significant impacts beyond those already identified in the certified Final EIR (FEIR), will not result in substantially more severe impacts than were disclosed in the FEIR, and that mitigation measures reported in the FEIR and adopted by the Metro Gold Line Foothill Extension Construction Authority in approving the Project will not be substantially changed.

The Metro Gold Line Foothill Extension Construction Authority, as the Lead Agency under CEQA, will consider the potential environmental impacts of the design refinements when it considers whether or not to approve changes to the Project as approved in 2007. This Addendum is an informational document to be used in the local planning and decision-making process. The Addendum does not recommend approval or denial of the proposed refinements.

Legal Requirements

CEQA requires state and local government agencies to consider the environmental consequences of projects over which they retain discretionary authority even after an EIR has been certified. Under certain circumstances, additional CEQA documentation is required, as described in CEQA Guidelines section 15162 below:

15162. Subsequent EIRs and Negative Declarations

(a) When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on

the basis of substantial evidence in the light of the whole record, one or more of the following:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR, was certified as complete or the Negative Declaration was adopted, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

(b) If changes to a project or its circumstances occur or new information becomes available after adoption of a negative declaration, the lead agency shall prepare a subsequent EIR if required under subsection (a). Otherwise the lead agency shall determine whether to prepare a subsequent negative declaration, an addendum, or no further documentation.

(c) *Once a project has been approved, the lead agency's role in project approval is completed, unless further discretionary approval on that project is required. Information appearing after an approval does not require reopening of that approval. If after the project is approved, any of the conditions described in subsection (a) occurs, a subsequent EIR or negative declaration shall only be prepared by the public agency which grants the next discretionary approval for the project, if any. In this situation no other responsible agency shall grant an approval for the project until the subsequent EIR has been certified or subsequent negative declaration adopted.*

(d) A subsequent EIR or subsequent negative declaration shall be given the same notice and public review as required under Section 15087 or Section 15072. A subsequent EIR or negative declaration shall state where the previous document is available and can be reviewed.

As described in Chapter 3 of this document, none of the conditions described in Guidelines Section 15162 have occurred. Under such circumstances CEQA Guidelines Section 15164 allows for the preparation of an Addendum as described below:

15164. Addendum to an EIR or Negative Declaration

(a) The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.

(b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.

(c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.

(d) The decision making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.

(e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

Organization of This Document

CEQA Guidelines do not specify the format of an Addendum. The content and format of this Addendum is as follows.

Chapter 1, "Introduction," identifies the purpose, scope, terminology, and organization of the Addendum.

Chapter 2, "Project Refinements," identifies the proposed project refinements in detail.

Chapter 3, "Environmental Evaluation," presents the expected environmental impacts of the project refinements in comparison to those disclosed in the certified FEIR. For each refinement, the change in impacts is compared to the criteria specified in CEQA Guideline Section 15162.

Chapter 4, "List of Preparers," identifies the individuals involved in preparing this Addendum and their roles.

Chapter 2: Project Refinements

Subsequent to certification of the FEIR and Project approval in 2007, the following design refinements and other changes have occurred.

Arcadia

1. Residents approved local funding for construction of a grade separation to carry the light rail line over Santa Anita Avenue. This grade crossing was addressed as an option in the FEIR. Additionally, a statutory exemption to CEQA (Public Resources Code Sec. 21080.13) is provided for "...any railroad grade separation project which eliminates an existing grade crossing..." Thus there is no need for a separate EIR for the city-funded facility.

   The traffic impact analysis reported in Chapter 3-15 (Table 3-15.23) of the FEIR indicated that traffic volumes on Santa Anita Avenue that interface with light rail operations could be safely managed with four quadrant gates to supplement existing medians and appropriate warning signs. These design features were included in the Project approval in 2007. The City's funding of a grade separation removes the need for these design features since traffic on Santa Anita Avenue will pass unimpeded under the light rail line.

2. The City has requested a possible additional pedestrian crossing and passenger access at the east end of the light rail station in order to connect to Wheeler Avenue. This affects Station Option A (the preferred station location associated with the above-mentioned grade separation), shown in Chapter 2 (Figure 2-35) of the FEIR. This access would be connected to public streets and would provide more diverse distribution of passengers using the light rail station. A final decision on this possible change is subject to local funding approval by the City of Arcadia.

Monrovia

1. The City of Monrovia is advancing work on the Station Square transit-oriented development project that adjoins the planned Monrovia light rail station (shown on Figure 2-37 in Chapter 2 the FEIR). As reported in the FEIR, that project will provide the transit parking to serve the light rail service. In analyzing the effects of the proposed development project which has been further defined since the analysis in the FEIR, the City has determined that Myrtle Avenue needs to be widened to accommodate traffic. The effect to the Gold Line Project is a need to redesign the at-grade crossing of Myrtle Avenue with the rail line and the adjoining intersection of Myrtle Avenue/Duarte Road.

2. The Station Square project also results in a need to widen Duarte Road between Myrtle Avenue and California Avenue. The effect to the Gold Line Project is a need to accommodate this widening in the aforementioned redesign of the intersection of Myrtle Avenue/Duarte Road and redesign the adjoining at-grade crossing of the rail line.

3. The planned widening of Duarte Road results in a need to shift the light rail tracks northward within existing rail right of way. The shift would be incorporated within the redesign of the at-grade crossings at Myrtle Avenue and California Avenue.

4. Improvements along Duarte Road afford the City of Monrovia, in cooperation with the City of Duarte, the opportunity to realign Mountain Avenue to eliminate a current jog in the roadway alignment. The effect to the Gold Line Project is a need to redesign the intersection of Mountain Avenue/Duarte Road and the adjoining at-grade crossing of the rail line.

5. Traction power substation (TPSS) number 3 (shown on Figure 2-53 in Chapter 2 of the FEIR) would be shifted to be located fully within railroad right of way, approximately ½ mile to the west (near the Santa Anita Wash) and would remain in the same general area.

Irwindale [1]

1. The station location needs to be shifted approximately 75 feet eastward from the location shown in the FEIR (Chapter 2, Figure 2-39) to provide better pedestrian access from the station parking area and nearby bus stop.

Azusa

1. A shift is the location of freight tracks from the south side to the north side within the railroad right of way that was included in the approved Project in 2007 is not now needed. This removes the need for a fly-over structure near Virginia Avenue that was analyzed in the FEIR (Chapter Section 2.3-2-2, Figures 2-17 and 2-18).

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[1] Consideration of alternative locations, which may or may not be in Irwindale, for the Maintenance and Operations Facility reported in the FEIR (Figure 2-49) to achieve a more efficient site layout are underway. If an alternate site is identified, a separate CEQA evaluation will be undertaken.

2. Relocating the freight tracks to the north also included a modification of the Azusa Wye railroad structure to provide freight delivery to a local business. Subsequent to the FEIR, it was found that deliveries to that business can occur via a different rail line and modifications to the Wye are not needed.

3. The Alameda Station in downtown Azusa would be changed from side platforms as shown in the FEIR (Figure 2-40) to a center platform configuration to better fit within the slightly curved railroad right of way.

Chapter 3: Environmental Evaluation

Section 15162 of the CEQA Guidelines defines the circumstances under which a Lead Agency determines that no subsequent EIR needs to be prepared.

Section 15162 (a) (1) poses the question of whether there are "substantial changes in the project...due to new significant environmental effects or a substantial increase in severity of previously identified significant effects." As demonstrated in the discussion of each project refinement below, the modifications and effects are minor, both at their specific location and for the project as a whole and thus would not be considered substantial. Also as demonstrated below, there are no new significant effects, nor substantial increases in severity associated with the project refinements in comparison to the environmental effects evaluated in the 2007 FEIR. As the basis for comparison, the 2007 FEIR concluded that:

- There were no significant impacts for the Acquisitions, long-term Air Quality, Community Facilities, Energy, Executive Orders, Freight Operations, Geologic/Seismic, Historic Resources, Land Use, and Safety & Security environmental categories.

- There were potentially significant impacts for Archeological, Biological, Hazardous Materials, Noise & Vibration, Socioeconomics, Traffic, Utility Disruptions, Visual, and Water Quality environmental categories, but these were reduced to less than significant levels by mitigation measures described in the FEIR and adopted in the Mitigation Monitoring and Reporting Plan.

- There were remainder significant impacts after mitigation only for construction-period air quality and noise at some locations. These remainder impacts were the subject of a Statement of Overriding Considerations adopted by the Construction Authority in February 2007.

Section 15162 (a) (2) poses the question of whether there are have been substantial changes "with respect to the circumstances under which the project is undertaken". The certification of the FEIR and approval of the 11.4 mile Segment 1 of the overall Gold Line Phase II Project were done in 2007. The project refinements within Segment 1 contained in this Addendum do not represent a change in this basic circumstance. Additionally, the assumed characteristics for construction and operation of light rail service which were used in determining impacts and mitigation in the FEIR remain the same.

The following discussion assesses each of the Project Refinements with respect to the the four criteria in CEQA Guidelines Section 15162 (a) (3):

- *Would the project change have one or more significant effects not discussed in the FEIR?*

- *Would the project change have significant effects that will be substantially more severe than shown in the previous EIR?*

- *Would the project change need mitigation measures previously found not to be feasible?*

- *Would the project change need new mitigation measures which are considerably different from those in the FEIR?*

Arcadia

1. Project Refinement: Residents approved local funding for construction of a grade separation to carry the light rail line over Santa Anita Avenue.

   This grade crossing was addressed as an option in the FEIR. Additionally, a statutory exemption to CEQA (Public Resources Code Section 21080.13) is provided for "...any railroad grade separation project which eliminates an existing grade crossing..." Thus there is no need for a separate EIR for the city-funded facility.

   The traffic impact analysis reported in Chapter 3-15 of the FEIR indicated that traffic volumes on Santa Anita Avenue that interface with light rail operations could be safely managed with four quadrant gates to supplement existing medians and appropriate warning signs. These design features were included in the project approval in 2007. The City's funding of a grade separation removes the need for these design features since traffic on Santa Anita Avenue will pass unimpeded under the light rail line. Further, the replacement of an at-grade crossing with a grade separated crossing will improve the safety of the intersection and decrease the likelihood of collisions between vehicles, pedestrians, and LRT. It is for this reason that CEQA contains a statutory exemption for grade separation projects.

   Would the project change have one or more significant effects not discussed in the FEIR?
   No; no significant effects associated with the grade separation were identified in the FEIR, and inclusion of the grade separation would not result in any effects beyond those already identified in the FEIR.

   Would the project change have significant effects that will be substantially more severe than shown in the previous EIR?

No; no significant effects associated with the grade separation were identified in the FEIR. Completion of the grade separation would in fact reduce the potential for traffic and pedestrian conflicts associated with at-grade crossings.

Would the project change need mitigation measures previously found not to be feasible?

No; no infeasible mitigation measures related to the grade separation were identified in the FEIR. The project approval included at-grade crossing protection in accordance with California Public Utilities Commission requirement. As with all at-grade crossings, the at-grade crossing contained in the FEIR would have required approval from the California Public Utilities Commission. Such approval is a project requirement, not a mitigation measure. The city-funded grade separation removes the need for at-grade crossing protection.

Would the project change need new mitigation measures which are considerably different from those in the FEIR?

No; since no significant impacts were identified for the grade separation, no additional mitigation measures are required. As noted above, the replacement of an at-grade crossing with a grade-separated crossing removes the need for at-grade crossing protection.

Conclusion: The project refinement would not change significant effects discussed in the FEIR, would not result in effects more severe than shown in the FEIR, would not require mitigation measures previously found feasible, and would not require mitigation measures that are different than shown in the FEIR. This lack of effects indicates there is no need for a subsequent EIR to address this project refinement.

2. Project Refinement: The City has requested a possible additional pedestrian access route, subject to local funding approval by the City of Arcadia, at the east end of the light rail station in order to connect to Wheeler Avenue. This affects Station Option A shown on Figure 2-35 in the FEIR.

   Providing a pedestrian access from Wheeler Avenue would require a combined, enclosed stair and ramp structure or an enclosed elevator and stair combination to be built within the railroad right of way. This is because the rail alignment is about 12 feet higher than Wheeler Street. As with all pedestrian access routes, this additional route would require approval from the California Public Utilities Commission. Such approval is a project requirement, not a mitigation measure.

Would the project change have one or more significant effects not discussed in the FEIR?

No; no significant effects associated with pedestrian access were identified in the FEIR for this or any other station. As reported in the FEIR, all pedestrian access for transit rail stations must meet the requirements of the Americans with Disabilities Act and receive approval from the California Public Utilities Commission.

Would the project change have significant effects that will be substantially more severe than shown in the previous EIR?

No; the effects associated with the proposed additional pedestrian access would be similar to those identified in the FEIR for access to the station from it western end from First Street.

Would the project change need mitigation measures previously found not to be feasible?

No; no infeasible mitigation measures for the pedestrian access were identified in the FEIR. All pedestrian access routes must meet the requirements of the Americans with Disabilities Act and receive approval from the California Public Utilities Commission. Such approval is a project requirement, not a mitigation measure.

Would the project change need new mitigation measures which are considerably different from those in the FEIR?

No; no new types of mitigation would be required for the proposed additional pedestrian access. All pedestrian access routes must meet the requirements of the Americans with Disabilities Act and receive approval from the California Public Utilities Commission. Such approval is a project requirement, not a mitigation measure.

Conclusion: The project refinement would not change significant effects discussed in the FEIR, would not result in effects more severe than shown in the FEIR, would not require mitigation measures previously found feasible, and would not require mitigation measures that are different than shown in the FEIR. This lack of effects indicates there is no need for a subsequent EIR to address this project refinement.

Monrovia

1. Project Refinement: The City of Monrovia is advancing work on the Station Square transit-oriented development project that adjoins the Monrovia light rail station (shown on Figure 2-37 in the FEIR). As reported in the FEIR, the City project will provide the transit parking to serve the light rail service. In analyzing the effects of the proposed development project

which has been further defined since the analysis in the FEIR, the City has determined that Myrtle Avenue needs to be widened to accommodate traffic. The effect to the Gold Line Project is a need to redesign the at-grade crossing of Myrtle Avenue with the rail line and the adjoining intersection of Myrtle Avenue/Duarte Road.

The City of Monrovia is the CEQA lead agency for the assessment of impacts associated with the Station Square transit-oriented development; the need to widen Myrtle Avenue arises from the City's project, not from the Gold Line Project. A wider Myrtle Avenue than was known at the time of the FEIR needs to be incorporated into a modified design of the at-grade crossing of the rail line and the immediately adjoining intersection of Myrtle Avenue/Duarte Road. The at-grade crossing is subject to the approval of the California Public Utilities Commission.

Would the project change have one or more significant effects not discussed in the FEIR?

No; Table 3-15.21 in Chapter 3 of the FEIR indicated the intersection of Myrtle/Duarte would be subject to a significant impact (Level of Service-LOS E) in the forecast year 2030. Mitigation measures identified in Chapter 3, Section 3-15.3.2 require the addition of a new exclusive right turn lane to the southbound approach by removing the north leg median barrier and re-striping the southbound approach to provide one exclusive left turn lane, two through lanes, and one exclusive right turn lane. The required mitigation defined in the 2007 FEIR can be accommodated in a wider Myrtle Avenue, thus the previously identified impact will still be mitigated to a less than significant level (LOS D as shown in Table 3-15.29).

Table 3-15.23 reported the grade-crossing features to be provided to address the safety requirements of the California Public Utilities Commission and avoid a significant impact: four quadrant gates and appropriate warning signs, and interface with the traffic signal system. The modified at-grade crossing to accommodate a wider Myrtle Avenue would retain these same features.

Would the project change have significant effects that will be substantially more severe than shown in the previous EIR?

No; the intersection of Myrtle/Duarte was identified in Table 3-15.21 in Chapter 3 of the FEIR as being subject to a significant impact (LOS E) in the forecast year 2030. The effects of a wider Myrtle Avenue would not be substantially more severe that the LOS E shown in the FEIR.

Table 3-15.23 in the FEIR identified the grade-crossing features to be provided to address the safety requirements of the California Public Utilities Commission and avoid a

significant impact. A wider Myrtle Avenue would not create an impact beyond that which is already addressed by the Gold Line Project grade-crossing design features, and would not preclude any of the previously identified mitigation measures.

Would the project change need mitigation measures previously found not to be feasible?

No; there were no mitigation measures found to be infeasible. The potential traffic impacts at this intersection are already mitigated to a less than significant level (LOS D, see Table 3-15.29), therefore, additional mitigation is not required. Further, all at-grade crossings require approval from the California Public Utilities Commission. Such approval is a project requirement, not a mitigation measure.

Would the project change need new mitigation measures which are considerably different from those in the FEIR?

No; the potential traffic impacts at this intersection are already mitigated to less than significant levels. Therefore, further mitigation is not required. The widening of Myrtle Avenue would not impact the feasibility of the mitigation already adopted to reduce the impact to a less than significant level. The modified at-grade crossing would require approval from the California Public Utilities Commission. Such approval is a project requirement, not a mitigation measure.

Conclusion: The project refinement would not change significant effects discussed in the FEIR, would not result in effects more severe than shown in the FEIR, would not require mitigation measures previously found feasible, and would not require mitigation measures that are different than shown in the FEIR. This lack of effects indicates there is no need for a subsequent EIR to address this project refinement.

2. Project Refinement: The Station Square project also results in a need to widen Duarte Road between Myrtle Avenue and California Avenue. The effect to the Gold Line Project is a need to accommodate this widening in the aforementioned redesign of the intersection of Myrtle Avenue/Duarte Road and redesign the adjoining at-grade crossing of the rail line.

   The City of Monrovia is the CEQA lead agency for the assessment of impacts associated with the Station Square transit-oriented development; the need to widen Duarte Road arises from the City's project, not from the Gold Line Project. A wider Duarte Road than was known at the time of the FEIR needs to be incorporated into a modified design of the intersection of Myrtle Avenue/Duarte Road line and the immediately adjoining at-grade crossing of the rail The at-grade crossing is subject to the approval of the California Public Utilities Commission.

Would the project change have one or more significant effects not discussed in the FEIR?

No; Table 3-15.21 in the FEIR indicated the intersection of Myrtle/Duarte would be subject to a significant impact (LOS E) in the forecast year 2030. Mitigation measures identified in Section 3-15.3.2 require the addition of a new exclusive right turn lane to the southbound approach by removing the north leg median barrier and re-striping the southbound approach to provide one exclusive left turn lane, two through lanes, and one exclusive right turn lane. A wider Duarte Road can still accommodate this mitigation measure. Following mitigation, the intersection of Myrtle/Duarte would function at LOS D (as shown in Table 3-15.29).

Table 3-15.23 identified the following grade-crossing features to be provided to address the safety requirements of the California Public Utilities Commission and avoid a significant impact: four quadrant gates and appropriate warning signs and interface with the traffic signal system. The modified at-grade crossing within a wider Duarte Road would retain these same features.

Would the project change have significant effects that will be substantially more severe than shown in the previous EIR?

No; the intersection of Myrtle/Duarte was identified in Table 3-15.21 of the FEIR as being subject to a significant impact (LOS E) in the forecast year 2030. The effects of a wider Duarte Road would not be substantially more severe than the LOS E reported in Table 3-15.21.

Table 3-15.23 in the FEIR identified the grade-crossing features to be provided to address the safety requirements of the California Public Utilities Commission and avoid a significant impact. A wider Myrtle Avenue would not create an impact that is not already addressed by the Gold Line Project grade-crossing design features.

Would the project change need mitigation measures previously found not to be feasible?

No; the identified significant impact at Myrtle/Duarte was mitigated to less than significant (see Table 3-15.29), and a wider Duarte Road does not result in a need for additional mitigation. All at-grade crossings require approval from the California Public Utilities Commission. Such approval is a project requirement, not a mitigation measure.

Would the project change need new mitigation measures which are considerably different from those in the FEIR?

No; no new mitigation would be required to accommodate the wider Duarte Road. The mitigation measures previously identified for the Myrtle/Duarte intersection in Chapter 3,

Section 3-15.3.2 can be accomplished in the wider roadway. The modified at-grade design crossing would require approval from the California Public Utilities Commission. Such approval is a project requirement, not a mitigation measure.

Conclusion: The project refinement would not change significant effects discussed in the FEIR, would not result in effects more severe than shown in the FEIR, would not require mitigation measures previously found feasible, and would not require mitigation measures that are different than shown in the FEIR. This lack of effects indicates there is no need for a subsequent EIR to address this project refinement.

3. Project Refinement: The planned widening of Duarte Road results in a need to shift the light rail tracks northward within the existing railroad right of way. The shift would be incorporated within the redesign of the at-grade crossings at Myrtle Avenue and California Avenue.

   The widening of Duarte Road arises from the City of Monrovia's evaluation of the Station Square project. The effect to the Gold Line Project would be a shift of the LRT rail alignment within the rail right of way from that shown and assessed in the FEIR. The potential impacts of this shift would be related to traffic at the above-noted intersections with Duarte Road, or noise and vibration to properties adjoining the railroad right of way. As discussed below, the shift in alignment does not result in significant impacts, nor in changes in mitigation.

   Would the project change have one or more significant effects not discussed in the FEIR?
   No; Table 3-15.23 in Chapter 3 reported the grade-crossing features to be provided at Myrtle Avenue. Four quadrant gates and appropriate warning signs, and interface with the traffic signal system are the Gold Line Project standard for all at-grade crossings (including California Avenue) that address the safety requirements of the California Public Utilities Commission and avoid a significant impact. The modified at-grade crossings to accommodate a wider Duarte Road would retain these same features, and would not be affected by a northward shift in rail location.

   Properties located adjacent to the north side of the railroad right of way are industrial uses and are not noise- or vibration-sensitive receptors. The shift in rail alignment would thus not create impacts to noise- or vibration- sensitive properties.

   Would the project change have significant effects that will be substantially more severe than shown in the previous EIR?

No; the intersection of California/Duarte was identified in Table 3-15.21 of the FEIR as not being subject to a significant impact in the forecast year 2030. The effects of a modified intersection design would not be substantially more severe that the Level of Service (LOS) D reported in Table 3-15.21; LOS D is an acceptable level of performance and does not require mitigation.

Table 3-15.23 in the FEIR reported the grade-crossing features to be provided to address the safety requirements of the California Public Utilities Commission and avoid a significant impact. A modified intersection design would still accommodate the necessary safety requirements, and thus would not create an impact that is not already addressed by the Gold Line Project grade-crossing design features.

Properties located adjacent to the north side of the railroad right of way are industrial uses and are not noise- or vibration-sensitive receptors. The shift in rail alignment would not create impacts to noise- or vibration- sensitive properties.

Would the project change need mitigation measures previously found not to be feasible?

No; no infeasible mitigation measures were identified in the FEIR. Since the mitigation specified in the FEIR would result in the intersection functioning at LOS D, no additional mitigation would be required as a result of the redesign of the at-grade crossings at Myrtle Avenue and California Avenue. All at-grade crossings require approval from the California Public Utilities Commission. Such approval is a project requirement, not a mitigation measure.

Would the project change need new mitigation measures which are considerably different from those in the FEIR?

No; no new mitigation would be required to accommodate a wider Duarte Road. The modified at-grade crossing designs at Myrtle and California associated with the widening of Duarte Road would be very similar to those identified in the FEIR and would result in the intersection functioning at LOS D. As noted above, the shift in rail alignment would not create noise or vibration impacts to adjoining properties and thus no mitigation would be needed.

Conclusion: The project refinement would not change significant effects discussed in the FEIR, would not result in effects more severe than shown in the FEIR, would not require mitigation measures previously found feasible, and would not require mitigation measures that are different than shown in the FEIR. This lack of effects indicates there is no need for a subsequent EIR to address this project refinement.

4. Project Refinement: Improvements along Duarte Road afford the City of Monrovia, in cooperation with the City of Duarte, the opportunity to realign Mountain Avenue to eliminate a current jog in the road way alignment. The effect to the Gold Line Project is a need to redesign the intersection of Mountain Avenue/Duarte Road and the adjoining at-grade crossing of the rail line.

   The intersection of Mountain Avenue with Duarte Road currently includes an off-set. The Cities' planned improvements to Duarte Road provide the opportunity to create a more desirable configuration. The effect of this to the Gold Line Project would be a modification of the designs shown in the FEIR for the intersection of Mountain Avenue/Duarte Road and the adjoining at-grade crossing of the rail line.

   Would the project change have one or more significant effects not discussed in the FEIR?

   No; Table 3-15.21 in the FEIR indicated the intersection of Mountain/Duarte would function at LOS C and thus would not be subject to a significant impact in the forecast year 2030, even with the less-than-desirable off-set of Mountain Avenue. A re-designed intersection to address the off-set would not create a significant impact.

   Table 3-15.23 identified the grade-crossing features to be provided to address the safety requirements of the California Public Utilities Commission and avoid a significant impact: four quadrant gates and appropriate warning signs and interface with the traffic signal system. The modified at-grade crossing to accommodate a reconfigured Duarte/Mountain intersection layout would retain these same features.

   Would the project change have significant effects that will be substantially more severe than shown in the previous EIR?

   No; the intersection of Mountain/Duarte was not identified in Table 3-15.21 of the FEIR as being subject to a significant impact in the forecast year 2030. The effects of a modified intersection design would not be substantially more severe that the Level of Service (LOS) C reported in Table 3-15.21; LOS C is an acceptable level of performance that does not require mitigation.

   Table 3-15.23 in the FEIR reported the grade-crossing features to be provided to address the safety requirements of the California Public Utilities Commission and avoid a significant impact. A modified intersection design would not create an impact that is not already addressed by the Gold Line Project grade-crossing design features.

   Would the project change need mitigation measures previously found not to be feasible?

No; no mitigation measures were found to be infeasible. The potential traffic impacts at this intersection are already mitigated to a less than significant level; therefore, further mitigation is not required. All at-grade crossings require approval from the California Public Utilities Commission. Such approval is a project requirement, not a mitigation measure.

Would the project change need new mitigation measures which are considerably different from those in the FEIR?

No; no new mitigation would be required to accommodate the modified intersection of Duarte/Mountain. Even with the less-than-desirable off-set of Mountain Avenue, no mitigation was shown to be needed (see Table 3-15.21). Improved geometrics provided by realigning Mountain Avenue would not decrease the future LOS C shown in Table 3-15.21. The modified at-grade crossing design would require approval from the California Public Utilities Commission. Such approval is a project requirement, not a mitigation measure.

Conclusion: The project refinement would not change significant effects discussed in the FEIR, would not result in effects more severe than shown in the FEIR, would not require mitigation measures previously found feasible, and would not require mitigation measures that are different than shown in the FEIR. This lack of effects indicates there is no need for a subsequent EIR to address this project refinement.

5. Project Refinement: Traction power substation (TPSS) number 3 (shown in Chapter 2, Figure 2-53) would be shifted to be located within railroad right of way, but would remain in the same general area.

   Ongoing analysis of traction power needs have indicated that the TPSS location identified in the FEIS can be shifted into existing railroad right of way. The new location is within the same general area.

   Would the project change have one or more significant effects not discussed in the FEIR?

   No; the FEIR identified no significant impacts associated with any TPSS, thus the minor change in location, which is still within the existing rail right-of-way, will not have more significant effects than discussed in the FEIR.

   Would the project change have significant effects that will be substantially more severe than shown in the previous EIR?

   No; the FEIR identified no significant impacts associated with any TPSS, and the minor shift in location would not change this conclusion.

Would the project change need mitigation measures previously found not to be feasible?

No; no infeasible mitigation was identified in the FEIR for any TPSS, and the impacts associated with TPSS's are already less than significant levels, therefore, further mitigation is not required.

Would the project change need new mitigation measures which are considerably different from those in the FEIR?

No; no new mitigation would be required as a result in the shift in location.

Conclusion: The project refinement would not change significant effects discussed in the FEIR, would not result in effects more severe than shown in the FEIR, would not require mitigation measures previously found feasible, and would not require mitigation measures that are different than shown in the FEIR. This lack of effects indicates there is no need for a subsequent EIR to address this project refinement.

Irwindale

Project Refinement: The station location needs to be shifted approximately 75 feet eastward from the location shown in the FEIR (Chapter 2, Figure 2-39) to provide better pedestrian access from the station parking area and bus stop. The original layout created a need to walk parallel to the tracks if patrons crossed to the rail alignment on the west side of the Irwindale Avenue overhead structure. Pedestrian access would be improved by shifting the station location approximately 75 feet eastward, reducing the distance that patrons would need to walk adjacent to the tracks to reach the station platforms.

Would the project change have one or more significant effects not discussed in the FEIR?

No; the FEIR did not identify any significant impacts associated with the original station site. This is in large part due to its location adjoining an industrial area; potential effects for operation of the station would not affect any sensitive receptors.

Would the project change have significant effects that will be substantially more severe than shown in the previous EIR?

No; the FEIR did not identify any other significant impacts associated with the original station site. This is in large part due to its location adjoining an industrial area; potential

effects for operation of the station would not affect any sensitive receptors. The shift in station location would improve pedestrian access to the station platforms.

Would the project change need mitigation measures previously found not to be feasible?

No; no infeasible mitigation measures were identified for any station or station access. There are no impacts associated with the original station location that required mitigation. All pedestrian access routes require approval from the California Public Utilities Commission. Such approval is a project requirement, not a mitigation measure.

Would the project change need new mitigation measures which are considerably different from those in the FEIR?

No; no new mitigation would be required enable the shift in location. All pedestrian access routes require approval from the California Public Utilities Commission. Such approval is a project requirement, not a mitigation measure.

Conclusion: The project refinement would not change significant effects discussed in the FEIR, would not result in effects more severe than shown in the FEIR, would not require mitigation measures previously found feasible, and would not require mitigation measures that are different than shown in the FEIR. This lack of effects indicates there is no need for a subsequent EIR to address this project refinement.

Azusa

1. Project Refinement: A shift in the location of freight tracks from the south side to the north side within the railroad right of way is no longer necessary. This removes the need for a fly-over structure near Virginia Avenue that was reported in the FEIR (Chapter 2, Section 2.3-2-2).

   When the FEIR was prepared, it was assumed that the current freight tracks would need to be shifted to the north side of the rail right of way to serve the customers at the Azusa Wye. This shift would require a fly-over structure for the light rail to move it to the south side of the right of way. The need for shifting the tracks no longer occurs and the fly-over structure is not needed.

   Would the project change have one or more significant effects not discussed in the FEIR?

   No; the FEIR identified no significant impacts associated with the fly-over structure. Traffic at Virginia Avenue would now cross the rail alignment at-grade. Four quadrant

gates and appropriate warning signs, and interface with the traffic signal system are the Gold Line Project standard for all at-grade crossings (including Virginia Avenue) to address the safety requirements of the California Public Utilities Commission and avoid a significant impact.

Would the project change have significant effects that will be substantially more severe than shown in the previous EIR?

No; the FEIR identified no significant impacts associated with the fly-over structure. Traffic at Virginia Avenue would now cross the rail alignment at-grade. Four quadrant gates and appropriate warning signs, and interface with the traffic signal system are the Gold Line Project standard for all at-grade crossings (including Virginia Avenue) to address the safety requirements of the California Public Utilities Commission and avoid a significant impact. Traffic on Virginia Street is relatively low volume (less than 6,000 vehicles per day), as indicated in Table 3-15.5 in the FEIR. Table 3-15.9 indicates that intersection of Virginia with Foothill Boulevard has a rating of LOS A in 2005; Table 3-15.12 indicates the intersection would have a rating of LOS C in 2030 for the No Build condition (which represents conditions without the fly-over). Intersections functioning at LOS C do not requirement mitigation.

Would the project change need mitigation measures previously found not to be feasible?

No; no infeasible mitigation was identified in the FEIR for the fly-over. No infeasible mitigation for traffic impacts was identified in the FEIR. As noted above, the intersection of Virginia with Foothill Boulevard would not requirement mitigation measures as a result of removing the fly-over.

Would the project change need new mitigation measures which are considerably different from those in the FEIR?

No; no new mitigation would be required by elimination of the fly-over. Four quadrant gates and appropriate warning signs, and interface with the traffic signal system are the Gold Line Project standard for all at-grade crossings (including Virginia Avenue) to address the safety requirements of the California Public Utilities Commission and are not mitigation measures. These standards ensure that no impacts will result, and no mitigation measures are required. This at-grade crossing requires approval from the California Public Utilities Commission. Such approval is a project requirement, not a mitigation measure.

Conclusion: The project refinement would not change significant effects discussed in the FEIR, would not result in effects more severe than shown in the FEIR, would not require mitigation measures previously found feasible, and would not require mitigation measures

that are different than shown in the FEIR. This lack of effects indicates there is no need for a subsequent EIR to address this project refinement.

2. Project Refinement: Retaining the freight tracks in their current location avoids the need to modify the Azusa Wye railroad structure. The modification was needed to provide freight delivery to a local business if the freight line were shifted to the north side of the rail right of way. With the freight tracks retained in their current location, deliveries to that business will continue, but to a different portion of their facility via an existing railroad spur on the north side of the business.

   Ongoing discussion with Totten Tubes, Inc., has revealed that rail freight deliveries to the facility can occur to a different portion of their site than was known at the time the FEIR was prepared. This new delivery location eliminates the need for modification and access from the Azusa Wye railroad structure.

   Would the project change have one or more significant effects not discussed in the FEIR?

   No; the FEIR incorporated a modification of the Azusa Wye railroad structure in order to maintain freight rail delivery and thus avoid a significant impact. The shift in freight delivery would not change the vehicular traffic movements that now occur to and from the business.

   Would the project change have significant effects that will be substantially more severe than shown in the previous EIR?

   No; the change in freight delivery to the business will not significantly affect the overall functioning of the business. The shift in freight delivery affects only operations internal to the site and would not change the vehicular traffic movements that now occur to and from the business.

   Would the project change need mitigation measures previously found not to be feasible?

   No; no infeasible mitigation was identified in the FEIR for freight access to the business. The FEIR included modifications to the Azusa Wye within the project definition to address freight access needs of the business.

   Would the project change need new mitigation measures which are considerably different from those in the FEIR?

   No; no new mitigation would be required enable the shift in freight delivery to the business. The shift in freight delivery would not change the vehicular traffic movements that now occur to and from the business and would not create needs for mitigation.

Conclusion: The project refinement would not change significant effects discussed in the FEIR, would not result in effects more severe than shown in the FEIR, would not require mitigation measures previously found feasible, and would not require mitigation measures that are different than shown in the FEIR. This lack of effects indicates there is no need for a subsequent EIR to address this project refinement.

3. Project Refinement: The Alameda Station in downtown Azusa would be changed from side platforms as shown in the FEIR (Chapter 2, Figure 2-40) to a center platform configuration to better fit within the slightly curved railroad right of way.

   The removal of the need for shifting freight rail tracks within the railroad right of way described above, combined with the slight curve in that right of way, would enable the Alameda Station platforms to be modified to the more efficient center platform configuration.

   Would the project change have one or more significant effects not discussed in the FEIR?

   No; the FEIR identified no significant impacts associated with the platform configuration. The revised configuration would be similar to other such stations in the system. The change in platform configuration does not create changes in the overall relationship of the LRT station to adjoining properties. As with all transit rail stations, the design must meet the requirements of the Americans with Disabilities Act and receive approval from the California Public Utilities Commission.

   Would the project change have significant effects that will be substantially more severe than shown in the previous EIR?

   No; the FEIR identified no significant impacts associated with platform configurations. The revised configuration would be similar to other such stations in the system. As with all transit rail stations, the design the design must meet the requirements of the Americans with Disabilities Act and receive approval from the California Public Utilities Commission.

   Would the project change need mitigation measures previously found not to be feasible?

   No; no infeasible mitigation was identified in the FEIR for platform configurations, because all impacts either are or are reduced to less than significant levels. As with all transit rail stations, the design must meet the requirements of the Americans with Disabilities Act and receive approval from the California Public Utilities Commission. Such approval is a project requirement, not a mitigation measure.

Would the project change need new mitigation measures which are considerably different from those in the FEIR?

No; no new mitigation would be required for the change in platform configuration. Rail station design is subject to approval of the California Public Utilities Commission. Such approval is a project requirement, not a mitigation measure.

Conclusion: The project refinement would not change significant effects discussed in the FEIR, would not result in effects more severe than shown in the FEIR, would not require mitigation measures previously found feasible, and would not require mitigation measures that are different than shown in the FEIR. This lack of effects indicates there is no need for a subsequent EIR to address this project refinement.

Potential for Cumulative Impacts

A requirement of CEQA Guidelines Section15130 is to discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable. As defined in CEQA Guidelines Section 15065(a)(3), cumulative considerable means "that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects."

The following cumulative impacts analyses address the defining by answering two questions:

- *Do the incremental impacts of project refinements, when considered together, compound or increase other environmental impacts?*
- *Will cumulative impacts result from individually minor but collectively significant projects taking place over a period of time?*

To properly frame these questions, several of the project refinements are considered in groups of similar project changes:

Changes at stations- this encompasses the proposed additional pedestrian access for the Arcadia Station, the shift in location for the Irwindale Station, and the change in platform configuration for the Azusa Alameda Station.

Changes in traffic- additional traffic volumes in Monrovia rising from the City's Station Square project and the resulting effects to these Gold Line Project components: changes in the widths/alignments of Myrtle Avenue, Duarte Road, and Mountain Avenue; changes in intersection design at Myrtle/Duarte and Mountain/Duarte; and changes in at-grade rail crossing designs at Myrtle/Duarte and Mountain/Duarte in Monrovia).

Other project refinements are addressed individually.

Discussion

Changes at Stations: The FEIR did not identify significant impacts associated with the location or configuration of stations to be built in the cities of Arcadia, Monrovia, Duarte, Irwindale or Arcadia. The station locations were selected in consultation with each city to help ensure that, in fact, benefits from the stations accrued to each city. Station locations generally were linked to current and planned activity centers, for which transit service would be a desirable supporting element. No cumulative impacts associated with the stations were identified in the FEIR. None of the design refinements for the Arcadia, Irwindale and Azusa Alameda Stations would create significant impacts and thus would not contribute to a significant cumulative impact. The revised station plans would be very consistent with those described and assessed in the FEIR.

Conclusion: The minor changes at stations would not change significant effects discussed in the FEIR, would not result in effects more severe than shown in the FEIR, would not require mitigation measures previously found feasible, and would not require mitigation measures that are different than shown in the FEIR. This lack of effects indicates there is no need for a subsequent EIR.

Changes in Traffic: The FEIR accounted for an increase in traffic on Myrtle Avenue by forecast year 2030, as reflected in the Level of Service (LOS) E reported in Table 3-15.21 for the intersection of Myrtle/Duarte. The FEIR included an intersection design to mitigate that impact, so that the resulting intersection would function at LOS D (see Table 3-15.29). Although the City of Monrovia's more recent analysis of traffic generated by the City's Station Square project indicates that widening of Myrtle Avenue and Duarte Roads are needed, the forecasted level of service for the Myrtle/Duarte was shown in that project's EIR (Table 3.10-6) to be LOS E, the same as in the FEIR. The incremental difference in traffic forecasted by the City's more recent analysis compared to that in the FEIR will be mitigated by redesign of the Myrtle/Duarte intersection. The refined design of Myrtle/Duarte intersection to accommodate the additional traffic arising from the City's Station Square project will be similar to that defined in the FEIR and thus the redesigned intersections would not contribute to a significant cumulative impact. The City's proposed mitigation measure calls for implementing its General Plan Circulation Element to include "continued coordination with the Metro Gold Line Foothill Construction Authority as the final plans for the light rail transit system are developed and implemented...to implement localized intersection improvements... and...to implement intersection improvements identified as mitigation measures for specific development projects as necessary."

Even with the less-than- desirable offset of Mountain Avenue, the intersection was shown to function at LOS C in 2030 in the FEIR. The redesign of the Mountain/Duarte intersection in response to the City's desire to realign Mountain Avenue would result in a similar LOS to that defined in the FEIR and thus would not contribute to a significant cumulative impact. As noted above, implementation of the City's General Plan Circulation Element calls for coordination with the Construction Authority in mitigation of impacts at intersections.

The at-grade crossings of the Gold Line are all designed in accordance with California Public Utilities Commission requirements to provide safety and thus avoid significant impacts. The redesigned at-grade crossings of Myrtle Avenue and Mountain Avenue to accommodate City-generated traffic effects will be similar to those defined in the FEIR and thus the redesigned intersections would not contribute to a significant cumulative impact.

Santa Anita Grade Separation: The FEIR includes the Santa Anita grade separation as an option. The impact analyses reported in the FEIR did not identify any significant impacts associated with the grade separation, nor a contribution to a significant cumulative impact.

Change in rail freight line alignment within the rail right of way: In the FEIR, ongoing freight delivery service to Totten Tubes, Inc., by the BNSF Railway would have required a shift of the light rail line to the south side of the railroad right of way. Providing ongoing freight delivery service required the construction of a fly-over at Virginia Street to shift the light rail line to the south side of the rail right of way and also modifications to the Azusa Wye railroad structure (see Chapter 2, Figure 2-17). Subsequent to the FEIR, it was determined that freight delivery to Totten Tubes could occur via a different freight rail line, with the net results that the BNSF tracks can remain on the south side of the railroad right of way. Consequently, the need for the fly-over is removed, and the Azusa Wye does not need to be modified. None of these previous elements were identified in the FEIR as having significant impacts, nor contributing to a cumulative impact. The design refinements (which retain the freight line on the south side of the railroad right of way) would not cause individual significant impacts and thus would not contribute to cumulative impacts. The amount of freight service to Totten Tubes that would shift from one freight railroad to another is an extremely small percentage of the total freight movement in the region and would not create significant local impacts, nor contribute to cumulative impacts.

Consideration of Green House Gases

Subsequent to the approval of the FEIR in 2007, CEQA was amended in response to the passage of the California Global Warming Solutions Act of 2006 (AB 32) through the provisions of Senate Bill 97. SB 97 (Chapter 185, 2007) required the Governor's Office of Planning and Research (OPR) to develop draft CEQA guidelines "for the mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions." OPR is required to "prepare, develop, and transmit" the guidelines to the Natural Resources Agency on or before July 1, 2009.

Although the Metro Gold Line Foothill Extension Construction Authority met all CEQA obligations in effect at the time of its approval of the Segment 1 FEIR in February 2007, under its Lead Agency responsibilities, the Authority has chosen to discuss the Project's relationship to AB 32's goals for reducing green house gases in this Addendum.

On April 13, 2009, OPR submitted proposed amendments to the state CEQA Guidelines for greenhouse gas emissions. These proposed CEQA Guideline amendments provide guidance to public agencies regarding the analysis and mitigation of the effects of greenhouse gas emissions in draft CEQA documents. Within the draft guideline amendments, OPR proposed a new question in the CEQA Initial Study Checklist to address greenhouse gas emissions:

Would the project:

1. *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, based on any applicable threshold of significance?*

There would be no significant impact on the environment.

2. *Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?*

This Project is consistent with all known plans of reducing the emissions of greenhouse gases.

Executive Summary

An analysis was conducted to determine the Gold Line Foothill Extension – Pasadena to Montclair (Full Build Alternative) and Segment 1 (Pasadena to Azusa) projects' impact on regional greenhouse gas (GHG) emissions. Using projected regional vehicle miles and hours traveled data for the roadways, the estimated power requirements for the light rail propulsion and emission factors derived from the California Air Resource's Boards EMFAC program and the US Department of Energy GHG emission profile for energy generation in California, GHG emission burdens were estimated. As shown in Table 1, the project is predicted to produce a reduction in GHG emissions compared to the No Build Alternative in 2025. It should be noted that the science of GHG estimation, particularly on a project level basis is evolving and the results presented should be used as an indicator between alternatives rather than as absolute values.

Introduction

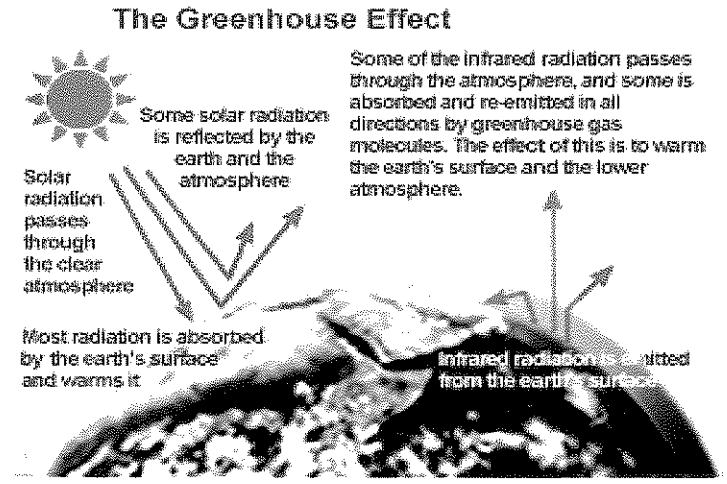
Gases that trap heat in the atmosphere are often referred to as greenhouse gases. Greenhouse gases are necessary to life as we know it because they keep the planet's surface warmer than it otherwise would be. This is referred to as the Greenhouse Effect (Figure 1). As concentrations of greenhouse gases are increasing, however, the Earth's temperature is increasing. According to National Oceanic and Atmospheric Administration (NOAA) and National Aeronautics and Space Administration (NASA) data, the Earth's average surface temperature has increased by about 1.2 to 1.4°F in the last 100 years. Eleven of the last twelve years rank among the twelve warmest years on record (since 1850), with the warmest two years being 1998 and 2005. Most of the warming in recent decades is very likely the result of human activities. Other aspects of the climate are also changing, such as rainfall patterns, snow and ice cover, and sea level.

Some GHG, such as carbon dioxide, occur naturally and are emitted to the atmosphere through natural processes and human activities. Other GHG (e.g., fluorinated gases) are created and emitted solely through human activities. The principal GHG that enter the atmosphere because of human activities are described below.

Carbon Dioxide (CO_2). Carbon dioxide enters the atmosphere through the burning of fossil fuels (oil, natural gas, and coal), solid waste, trees and wood products, and also as a result of other chemical reactions (e.g., manufacture of cement). Carbon dioxide is also removed from the atmosphere (or "sequestered") when it is absorbed by plants as part of the biological carbon cycle.

Methane (CH_4). Methane is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from livestock and other agricultural practices and by the decay of organic waste in municipal solid waste landfills.

Figure 1: The Greenhouse Effect



Source: http://www.epa.gov/climatechange/science/index.html

Nitrous Oxide (N_2O). Nitrous oxide is emitted during agricultural and industrial activities, as well as during combustion of fossil fuels and solid waste.

Fluorinated Gases. Hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride are synthetic, powerful greenhouse gases that are emitted from a variety of industrial processes. Fluorinated gases are sometimes used as substitutes for ozone-depleting substances (e.g., chlorofluorocarbons (CFCs), hydrochlorofluorocarbons (HCFCs), and halons). These gases are typically emitted in smaller quantities, but because they are potent greenhouse gases, they are sometimes referred to as High Global Warming Potential gases (High GWP gases).

Greenhouse gases differ in their ability to trap heat. For example, one ton of emissions of CO_2 has a different effect than one ton of emissions of methane. To compare emissions of different greenhouse gases, inventory compilers use a weighting factor called a "Global Warming Potential" or "GWP." To use a GWP, the heat-trapping ability of one metric ton (1,000 kilograms) of CO_2 is taken as the standard, and emissions are expressed in terms of CO_2 equivalent, but can also be expressed in terms of carbon equivalent. For mobile source analyses based on fossil fuel consumption, CO_2 is the predominant greenhouse gas emitted; therefore this analysis will focus on CO_2 emission burdens generated by the project's energy consumption.

Regulations

While climate change has been a concern since at least 1988, as evidenced by the establishment of the United Nations and World Meteorological Organization's Intergovernmental Panel on

Climate Change (IPCC), the efforts devoted to greenhouse gas (GHG) emissions reduction and climate change research and policy have increased dramatically in recent years.

California has been at the forefront of climate change regulation in the US. In 2002, with the passage of Assembly Bill 1493 (AB 1493), California launched an innovative and pro-active approach to dealing with GHG emissions and climate change at the state level. Assembly Bill 1493 requires the California Air Resources Board (CARB) to develop and implement regulations to reduce automobile and light truck GHG emissions. These stricter emissions standards were designed to apply to automobiles and light trucks beginning with the 2009-model year; however, in order to enact the standards California needed a waiver from the U.S. Environmental Protection Agency (EPA). The waiver was denied by EPA in December 2007. See California v. Environmental Protection Agency, 9th Cir. Jul. 25, 2008, No. 08-70011. However, on January 26, 2009, it was announced that EPA will reconsider their decision regarding the denial of California's waiver. On May 18, 2009, President Obama announced the enactment of a 35.5 mpg fuel economy standard for automobiles and light duty trucks which will take effect in 2012. This standard is the same standard that was proposed by California, and so the California waiver request has been shelved.

On June 1, 2005, Governor Arnold Schwarzenegger signed Executive Order S-3-05. The goal of this Executive Order is to reduce California's GHG emissions to: 1) 2000 levels by 2010, 2) 1990 levels by the 2020 and 3) 80 percent below the 1990 levels by the year 2050. In 2006, this goal was further reinforced with the passage of Assembly Bill 32 (AB 32), the Global Warming Solutions Act of 2006. AB 32 sets the same overall GHG emissions reduction goals while further mandating that CARB create a plan, which includes market mechanisms, and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." Executive Order S-20-06 further directs state agencies to begin implementing AB 32, including the recommendations made by the state's Climate Action Team.

With Executive Order S-01-07, Governor Schwarzenegger set forth the low carbon fuel standard for California. Under this executive order, the carbon intensity of California's transportation fuels is to be reduced by at least 10 percent by 2020.

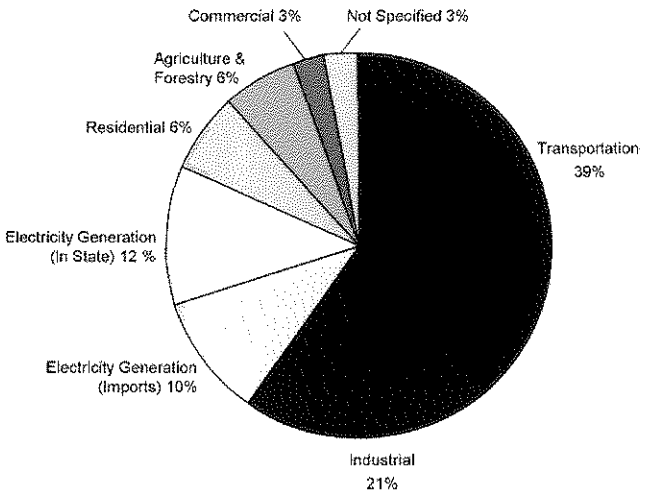
Climate change and GHG reduction is also a concern at the federal level; however, at this time, no legislation or regulations have been enacted specifically addressing GHG emissions reductions and climate change. California, in conjunction with several environmental organizations and several other states, sued to force the U.S. Environmental Protection Agency (EPA) to regulate GHG as a pollutant under the Clean Air Act (Massachusetts vs. Environmental Protection Agency et al., 549 U.S. 497 (2007). The court ruled that GHG does fit within the Clean Air Act's definition of a pollutant, and that the EPA does have the

authority to regulate GHG. Despite the Supreme Court ruling, there are no promulgated federal regulations to date limiting GHG emissions.

Existing Conditions

The California GHG Inventory compiles statewide anthropogenic GHG emissions and sinks. It includes estimates for carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), sulfur hexafluoride (SF_6), hydrofluorocarbons (HFCs), and perfluorocarbons (PFCs). The current inventory covers years 1990 to 2004. As shown in Figure 2, transportation sources account for 39% of GHG emissions in California, making it the largest single source of GHG emissions in the statewide. To achieve GHG emission reduction goals, ARB is committed to building upon their past success in reducing criteria and toxic air pollutants from transportation and goods movement. GHG reductions will come from cleaner vehicles, lower-carbon fuels, and reduction in vehicle miles traveled.

Figure 2: 2006 GHG emissions by



Source: http://www.arb.ca.gov/cc/inventory/data/graph/graph.htm

Assessment

The project is predicted to impact regional VMT levels on the roadway network and will require power for propulsion of the light rail. Changes in roadway VMT and power requirements will affect CO_2 emission levels. To determine vehicular CO_2 emission estimates, emission factors from CARB's EMFAC2007 emission factor program were applied to regional VMT estimates with and without the project. As shown in Table 1, the Foothill Extension Full

Build Alternative is predicted to reduce CO_2 roadway emissions by approximately 0.04%. The Foothill Extension Segment 1 Alternative is predicted to reduce CO_2 roadway emissions by approximately 0.01%.

The light rail system will require power to propel the vehicles. Energy requirements were calculated in the energy section of the FEIR and are shown in Table 1. Emission rate data to determine the amount of CO_2 generated per kilowatt hour was obtained from the US Department of Energy (http://www.eia.doe.gov/oiaf/1605/emission_factors.html). By applying this factor to the estimated energy use, the LRT is predicted to increase CO_2 LRT emissions by approximately 68% for the Foothill Extension Full Build Alternative and 55% for the Foothill Extension Segment 1 Alternative.

In addition to the energy required to propel the vehicles, energy will be required for the stations and maintenance and storage facilities. Energy requirements were calculated in the energy section of the FEIR and are shown in Table 1. Emission rate data to determine the amount of CO_2 generated per kilowatt hour was obtained from the US Department of Energy (http://www.eia.doe.gov/oiaf/1605/emission_factors.html).

As shown in Table 1, combining the estimated decrease in CO_2 roadway emissions with the estimated increase in CO_2 light rail emissions (propulsion, stations, maintenance and storage facilities), the project is predicted to have a minimal effect on CO_2 emission burdens. Under the Foothill Extension Full Build Alternative, the project is predicted to reduce CO_2 emission burdens by approximately 0.02%. Under the Foothill Extension Segment 1 Alternative, the project is predicted to increase CO_2 emissions burdens by approximately 0.01%. These percentages are beyond the accuracy of the modeling procedures and should be considered to be zero.

Table 1: CO_2 Emission Burdens

Gold Line CO_2 Regional Analysis (Year 2025)			
	No Build	Foothill Extension Full Build Alternative	Foothill Extension Segment 1 Alternative
Roadways			
VMT (millions)	150,481.5	150,420.5	150,465.5
LRT Power			
Billions Btus	338	569	524
LRT Facilities			
MWH	0	881	755
Roadway Emission Burden			
CO_2 (Metric Tons/Year)	107,309,379	107,264,823	107,296,941
% Change from No Build	--	-0.04%	-0.01%
LRT Emission Burden			
CO_2 (Metric Tons/Year)	34,670	58,365	53,749
% Change from No Build	--	68%	55%
LRT Facilities Emission Burden			
CO_2 (Metric Tons/Year)	0	308	264
Total.			
CO_2 (Metric Tons/Year)	107,343,049	107,323,496	107,350,690
% Change from No Build	--	0.0%	0.0%

Data Sources:

Vehicle Miles Traveled and Speed (PBQD, 2005 - Air Quality Technical Report)

LRT Power consumption - Table 3-6.2 - Gold Line Foothill Extension - Pasadena to Montclair Final EIR, February, 2007

Roadway CO_2 Emission Factor = 713.01 Grams/mile @16 mph for LA County as per EMFAC2007

*CO_2 Power Emission Rate = 0.35 Metric Tons/Mwh) - US Department of Energy*http://www.eia.doe.gov/oiaf/1605/emission_factors.html

The implementation of public transit projects, such as the Foothill Extension Full Build Alternative and Segment 1 Alternative, would remove automobiles from roadways and freeways, decreasing VMT and fuel usage. Lower fuel usage from roadway vehicles corresponds to a reduction of criteria pollutant and GHG emissions. Lowering VMT is one of the major strategies CARB is promoting to reduce GHG emissions. Currently transportation contributes 39% to the total GHG emission profile of the state. Though VMT is projected to increase as compared to existing levels, the project is predicted to help reduce this increase.

The project is predicted to lower roadway VMT in the study area as compared to the No Build Alternative. Consistent with the SCAG RTP and the Regional Air Quality Management Plan, the alternatives are an integral part in producing a net cumulative beneficial effect to the regional air quality resulting from the increased transit ridership and the anticipated reduction in automobile use. In addition to this quantified metric, the introduction of transit would create opportunities for transit oriented development around the six station areas and allow the cities to advance "smart" projects that wouldn't exist without the Segment 1 project. Transit oriented development helps to further reduce traditional auto VMT, and though not quantified in this analysis, it is anticipated that the Segment 1 project will result in increased GHG emission reductions beyond those quantified in this analysis.

Chapter 4: List of Preparers

J. Steven Brooks, AICP	Environmental Project Manager; Jacobs Engineering
Thomas L. Jenkins, P.E.	Engineering Project Manager; PB Americas
Alice Lovegrove	Supervising Environmental Planner (air quality analysis); PB Americas
John Skoury, P.E.	Program Manager; Metro Gold Line Foothill Extension Construction Authority
Matt McMenamin, P.E	Construction Manager/ Engineering Manager; Metro Gold Line Foothill Extension Construction Authority

EXHIBIT B

PROJECT REFINEMENTS

Arcadia

1. The City will fund a grade separation to carry the light rail line over Santa Anita Avenue, which was addressed as an option in the FEIR.

   The traffic impact analysis reported in Chapter 3-15 (Table 3-15.23) of the FEIR indicated that traffic volumes on Santa Anita Avenue that interface with light rail operations could be safely managed with four quadrant gates to supplement existing medians and appropriate warning signs. These design features were included in the Project approval in 2007. The City's funding of a grade separation removes the need for these design features since traffic on Santa Anita Avenue will pass unimpeded under the light rail line.

2. The City has requested a possible additional pedestrian crossing and passenger access at the east end of the light rail station in order to connect to Wheeler Avenue. This affects Station Option A (the preferred station location associated with the above-mentioned grade separation), shown in Chapter 2 (Figure 2-35) of the FEIR. This access would be connected to public streets and would provide more diverse distribution of passengers using the light rail station. A final decision on this possible change is subject to local funding approval by the City of Arcadia.

Monrovia

1. The City of Monrovia is advancing work on the Station Square transit-oriented development project that adjoins the planned Monrovia light rail station (shown on Figure 2-37 in Chapter 2 the FEIR). As reported in the FEIR, that project will provide the transit parking to serve the light rail service. In analyzing the effects of the proposed development project, which has been further defined since the analysis in the FEIR, the City has determined that Myrtle Avenue needs to be widened to accommodate traffic. The effect to the Gold Line Project is a need to redesign the at-grade crossing of Myrtle Avenue with the rail line and the adjoining intersection of Myrtle Avenue/Duarte Road.

2. The Station Square project also results in a need to widen Duarte Road between Myrtle Avenue and California Avenue. The effect to the Gold Line Project is a need to accommodate this widening in the aforementioned redesign of the intersection of Myrtle Avenue/Duarte Road and redesign the adjoining at-grade crossing of the rail line.

3. The planned widening of Duarte Road results in a need to shift the light rail tracks northward within existing rail right of way. The shift would be incorporated within the redesign of the at-grade crossings at Myrtle Avenue and California Avenue.

4. Improvements along Duarte Road afford the City of Monrovia, in cooperation with the City of Duarte, the opportunity to realign Mountain Avenue to eliminate a current jog in the roadway alignment. The effect to the Gold Line Project is a need to redesign the intersection of Mountain Avenue/Duarte Road and the adjoining at-grade crossing of the rail line.

5. Traction power substation (TPSS) number 3 (shown on Figure 2-53 in Chapter 2 of the FEIR) would be shifted to be located fully within railroad right of way, approximately ½ mile to the west (near the Santa Anita Wash) and would remain in the same general area.

Irwindale

1. The station location needs to be shifted approximately 75 feet eastward from the location shown in the FEIR (Chapter 2, Figure 2-39) to provide better pedestrian access from the station parking area and nearby bus stop.

Azusa

1. A shift in the location of freight tracks from the south side to the north side within the railroad right of way that was included in the approved Project in 2007 is not now needed. This removes the need for a fly-over structure near Virginia Avenue that was analyzed in the FEIR (Chapter Section 2.3-2-2, Figures 2-17 and 2-18).

2. Relocating the freight tracks to the north also included a modification of the Azusa Wye railroad structure to provide freight delivery to a local business. Subsequent to the FEIR, it was found that deliveries to that business can occur via a different rail line and modifications to the Wye are not needed.

3. The Alameda Station in downtown Azusa would be changed from side platforms as shown in the FEIR (Figure 2-40) to a center platform configuration to better fit within the slightly curved railroad right of way.

Notice of Determination

TO:
☐ Office of Planning and Research

For U.S. Mail:
P.O. Box 3044
Sacramento, CA 95812-3044

Street Address:
1400 Tenth Street
Sacramento, CA 95814

☒ County Clerk
County of: Los Angeles County
Address: 12400 Imperial Highway
Norwalk, CA 90650
Note: CDFG Fees filed in Los Angeles County
County of: San Bernardino County
Address: 385 N. Arrowhead Ave.
San Bernardino, CA 92415

FROM:
Public Agency: Los Angeles to Pasadena Metro Blue Line Construction Authority/ Metro Gold Line Foothill Extension Construction Authority
Address: 406 E. Huntington Dr., Suite 202
Monrovia, CA 91016
Contact: Habib Balian
Phone: 626-305-7001

RECEIVED
APR 09 2007
MGL. FOOTHILL EXT. CONST. AUTHORITY

FILED
MAR 01 2007
CONNY B. McCORMACK, COUNTY CLERK
N. SAHAKYAN DEPUTY

SUBJECT: *Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.*

State Clearinghouse Number (if submitted to State Clearinghouse): 2003061157

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

Project Location (include County): Cities of Pasadena, Azusa, Monrovia, Duarte, Irwindale, Azusa, Glendora, La Verne, San Dimas, Pomona and Claremont in Los Angeles County; City of Montclair in San Bernardino County.

Project Description: Approved only a portion of overall project for implementation at this time - construction of approximately 11.4 miles of light rail transit (LRT), from Pasadena to the eastern boundary of Azusa (Segment 1 of overall project discussed in Final EIR). The majority of construction would take place within existing railroad right-of-way. The Project would include new rail stations and parking in the cities of Arcadia, Monrovia, Duarte, Irwindale, and Azusa, and eight traction power substations along the route.

This is to advise that the Construction Authority has approved the above described project on
(☒Lead Agency or ☐ Responsible Agency)
February 28, 2007 and has made the following determinations regarding the above described project:

1. The project [☒ will ☐ will not] have a significant effect on the environment.
2. ☒ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   ☐A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [☒ were ☐ were not] made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan [☒ was ☐ was not] adopted for this project.
5. A statement of Overriding Considerations [☒ was ☐ was not] adopted for this project.
6. Findings [☒ were ☐ were not] made pursuant to the provisions of CEQA.

This is to certify that the Final EIR with comments and responses and record of project approval is available to the General Public at: 406 E. Huntington Dr. Suite 202 Monrovia, CA 91016

Signature (Public Agency) _____ Title: Chief Executive Officer
Date: February 28, 2007 Date Received for filing at OPR: _____
Authority cited: Section 21083, Public Resources Code. Reference: Sections 21000-21174, Public Resources Code.

ORIGINAL

THIS NOTICE WAS POSTED
ON MAR 01 2007
UNTIL APR 02 2007
REGISTRAR-RECORDER/COUNTY CLERK

07 0024408

CSB 10710166 PD513

RESOLUTION NO. 2007 – R - 01

RESOLUTION OF THE METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY CERTIFYING THE ENVIRONMENTAL IMPACT REPORT FOR SEGMENT 1 OF THE FOOTHILL EXTENSION FROM PASADENA TO MONTCLAIR; MAKING ENVIRONMENTAL FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT; ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS; ADOPTING A MITIGATION MONITORING PROGRAM, AND APPROVING THE "BUILD LIGHT-RAIL TRANSIT TO AZUSA" ALTERNATIVE

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

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

WHEREAS, Los Angeles County Metropolitan Transportation Authority has changed the name of the Los Angeles - Pasadena Metro Blue Line to the "Metro Gold Line;" and,

WHEREAS, the construction of the Metro Gold Line has been divided into two phases, Phase I, which is defined as the approximately 13.7 mile line from Union Station in the City of Los Angeles to Sierra Madre Villa Boulevard in the City of Pasadena ("Phase I"), and Phase II, which is defined as any mass transit guideway that may be planned east of Sierra Madre Villa Boulevard along the rail right-of-way extending to the City of Montclair ("Phase II" or "Foothill Extension"); and

WHEREAS, Phase I of the Project has been completed and in operation since July 2003; and,

WHEREAS, the Authority has determined that Phase II, the Foothill Extension, will be constructed in two segments: Segment 1 from Sierra Madre Villa Boulevard in the City of Pasadena to the Azusa Citrus Station in the City of Azusa, and extending eastward into the City of Glendora to complete the Palm-Citrus Grade Separation Project; and Segment 2 from Azusa to Montclair (collectively, Segments 1 and 2 are referred to as the "Project" for purposes of California Environmental Quality Act (Public Resources Code Section 21000 *et seq.*, Guidelines for California Environmental Quality Act, Cal. Code of Regs Section 15000 *et seq.* ("CEQA Guidelines," collectively referred to as "CEQA"); and,

WHEREAS, the Authority determined that an Environmental Impact Report ("EIR") was required for the Project pursuant to the CEQA. Further, the Authority determined that an Environmental Impact Statement ("EIS") was required for the Project pursuant to the National Environmental Policy Act (42 U.S.C. Section 4321 *et seq.*, "NEPA"); and,

WHEREAS, the Authority prepared a combined EIS and EIR ("EIS/EIR"), satisfying both NEPA and CEQA requirements and disclosing the potential environmental effects of the Project, and on June 27, 2003, prepared and sent a Notice of Preparation of the EIS/EIR to responsible, trustee, and other interested agencies and persons in accordance with CEQA Guidelines Section 15082(a); and,

WHEREAS, the Authority completed the Draft EIS/EIR together with those certain technical appendices (the "Appendices"), on or about May 7, 2004 so as to disclose potential environmental impacts associated with the proposed project and the various project alternatives considered. The Authority circulated the Draft EIS/EIR to the public and other interested persons between May 7, 2004 and June 21, 2004 for a forty-five (45) day comment period, as required by CEQA Guidelines Sections 15087 and 15105; and,

WHEREAS, during the forty-five (45) day comment period, public hearings were held in each City in the study corridor to solicit public input and comment on the Draft EIS/EIR, at which times the Authority received oral and documentary evidence from the public regarding the Project and the Draft EIS/EIR. These public hearings included May 19, 2004 at the City Council

Chambers in Claremont; May 20, 2004 at the Teen and Family Center in Glendora; May 26, 2004 at the Duarte Community Center in Duarte; June 1, 2004 at the Ramona Hall Community Center in Los Angeles; June 3, 2004 at the Monrovia Community Center in Monrovia; June 7, 2004 at the Montclair Council Chambers, Montclair; June 8, 2004 at the San Dimas Council Chambers in San Dimas; June 9, 2004, at the La Verne City Council Chambers in La Verne; June 9, 2004 in the City of Pasadena; June 10, 2004 at the South Pasadena Council Chambers in South Pasadena; June 14, 2004 at the Arcadia Council Chambers in Arcadia; June 14, 2004 at the Ganesha Park Community Center in Pomona; June 15, 2004 at the Irwindale Council Chambers in Irwindale; June 16, 2004 at the Azusa Council Chambers in Azusa; and June 17, 2004 at the Duarte Community Center in Duarte for a hearing with the San Gabriel Valley Council of Governments Joint Powers Authority; and,

WHEREAS, the Draft EIS/EIR and supporting technical reports were available for public review at the Authority's offices, local libraries and city halls, and on the Authority's website during the public comment period. Reports were also made available for purchase in hard copy form and on CD-ROM; and,

WHEREAS, the Authority prepared written responses for each of the approximately five hundred (500) comments that were presented to the Authority during the public review period that raised a significant environmental issue or issues. The Authority made revisions to the Draft EIS/EIR, as appropriate, in response to those comments; and,

WHEREAS, after reviewing the responses to comments and the revisions to the Draft EIS/EIR made in response to comments, the Authority concluded that the information and issues raised by the comments and the responses thereto did not constitute new information requiring additional recirculation of the EIS/EIR, and proceeded to prepare a Final EIS/EIR; and,

WHEREAS, more than ten (10) days in advance of the Authority's action certifying the Final EIS/EIR for the CEQA aspects of Segment 1 of Phase II, the Authority provided public agencies that commented on the Draft EIS/EIR with written responses to the respective Agency's comments; and,

WHEREAS, the Final EIS/EIR was made available to the public in local libraries and on the Authority's website in advance of the Authority's action certifying the Final EIS/EIR at the Authority's office. Further, notice of the availability of the Final EIS/EIR was published in the *Los Angeles Times*, and the Spanish language supplement *Hoy*, on February 15, 2007 and February 24, 2007 and in the *Pasadena Star News*, *San Gabriel Valley Tribune*, and the *Daily Bulletin* on February 15, 2007 and February 18, 2007 in English with summary notice in Spanish providing contact information for further assistance; and,

WHEREAS, the Authority's Board of Directors ("Authority Board") held a duly noticed public meeting to consider the Final EIS/EIR and the Project on February 28, 2007. During its deliberation on February 28, 2007 the Authority indicated that it supported the Build Light-Rail ("LRT") Transit to Azusa Alternative; and

WHEREAS, the Final EIS/EIR is comprised of: the Draft EIS/EIR as modified in response to comments, including all Appendices; the Supplemental Technical Appendices; the Comments and Responses to Comments on the Draft EIS/EIR; and,

WHEREAS, the findings made in this Resolution are based upon the information and evidence set forth in the Final EIS/EIR and upon other substantial evidence which has been presented to the Authority Board in the record of the proceedings. The documents, staff reports, technical studies, appendices, plans, specifications, and other materials that constitute the record of proceedings on which this Resolution is based are on file and available for public examination during normal business hours in the Authority's offices and with the Clerk of the Board, who serves as the custodian of these records.

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

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

Section 2. The Authority Board finds that agencies and interested members of the public have been afforded ample notice and opportunity to comment on the EIS/EIR.

Section 3. The Authority Board has independently reviewed and considered the contents of the Final EIS/EIR prior to deciding whether to approve the Project or some alternative to the Project. The Authority Board hereby finds that the Final EIS/EIR reflects the independent judgment of the Authority. The Authority further finds that the additional information provided in the staff reports, in the responses to comments received after circulation of the Draft EIS/EIR and in the evidence presented in written and oral testimony presented at the public meeting held February 28, 2007, does not constitute new information requiring recirculation of the EIS/EIR under CEQA. None of the information presented to the Authority after circulation of the Draft EIS/EIR has deprived the public of a meaningful opportunity to comment upon a substantial environmental impact of the Project or a feasible mitigation measure or alternative that the Authority has declined to implement.

Section 4. The Authority Board finds that the comments regarding the Draft EIS/EIR and the responses to those comments have been received by the Authority; that the Authority Board received public testimony regarding the adequacy of the EIS/EIR; and that the Authority Board, as the final decision-making body for the lead agency, has reviewed and considered in its independent judgment, all such documents and testimony prior to acting on the Project. Pursuant to CEQA Guidelines Section 15090, the Authority Board hereby certifies that the Final EIS/EIR has been completed in compliance with CEQA with respect to Segment 1 of Phase II of the Metro Gold Line.

Section 5. Based upon the Final EIS/EIR and the record before the Authority, the Authority Board finds that Segment 1 of Phase II the Project will not cause any significant environmental impacts after mitigation except in the areas of construction period Air Quality impacts and Noise impacts. Explanations for why the impacts other than to construction period

Air Quality and Vibration were found to be less than significant are contained in the Environmental Findings set forth in Exhibit A to this Resolution and are more fully described in the Final EIS/EIR.

Section 6. Based upon the Final EIS/EIR and the record before the Authority, the Authority Board finds that Segment 1 of Phase II will create significant unavoidable impacts to Air Quality associated with construction of the Project. These significant impacts are further described in the "Findings and Facts In Support of Findings" set forth in Exhibit A, which is attached hereto and is incorporated herein by reference, and in the Final EIS/EIR. The significant impacts to Air Quality arising from Project are associated with construction equipment and will be temporary in nature but will generate air pollutant emissions. Estimated daily average construction emissions will remain below the thresholds of significance established by the South Coast Air Quality Management District except that short-term PM10 and NOx emissions and dust nuisance impacts generated by construction activities would remain significant after mitigation. These impacts will be substantially reduced through the application of standard conditions, uniform codes, Project design features, and mitigation measures identified in the Final EIS/EIR, and will cease at the completion of construction activities. Nevertheless, these impacts remain significant. All feasible mitigation measures have been adopted. The changes or alterations required in, or incorporated into, the Project, and a brief explanation of the rationale for this finding with regard to the identified impacts, are contained in Exhibit A. Further explanation for these determinations is contained in the Final EIS/EIR.

Section 7. Based upon the Final EIS/EIR and the record before the Authority, the Authority Board finds that the Project will create significant unavoidable Vibration impacts. These significant impacts are further described in the "Findings and Facts In Support of Findings" set forth in Exhibit A, which is attached hereto and is incorporated herein by reference, and in the Final EIS/EIR. The impacts to Vibration will be permanent because there is the potential for sixty-one (61) residual vibration impacts after implementation of the listed vibration mitigation measures. All but five (5) of these residual impacts are predicted on the second story of residences. As noted earlier, more detailed, site-specific testing would occur during Final Design for vibration impact analysis. Although the listed mitigation measures could

eliminate vibration impacts, it is possible that impacts in excess of the Federal Transit Administration (FTA) criterion could occur. These impacts will be substantially reduced through the application of the mitigation measures identified in the Final EIS/EIR, but these impacts remain significant. All feasible mitigation measures have been adopted. The changes or alterations required in, or incorporated into, the Project, and a brief explanation of the rationale for this finding with regard to the identified impacts, are contained in Exhibit A. Further explanation for these determinations may be found in the Final EIS/EIR.

Section 8. Based upon the Final EIS/EIR and the record before the Authority, the Authority Board finds that cumulative impacts are not significant with the exception of impacts to cultural resources, energy, noise, and water quality. Further explanation for this determination is contained in the Final EIS/EIR. Although the Final EIS/EIR indicated that these cumulative impacts could be substantially reduced through the application of the mitigation measures already identified in the Final EIS/EIR, the impacts will remain cumulatively significant. As described in Exhibit A, the Authority Board considered these mitigation measures, adopted the mitigation measures recommended, and is prepared to adopt a statement of overriding considerations for these residual cumulative impacts, due to the project benefits.

Section 9. The Final EIS/EIR describes, and the Authority Board has fully considered, a reasonable range of alternatives to the Project. The Authority initially considered twenty-five (25) alternatives, many of which were determined to be infeasible. The wide range of alternatives considered various alignments and technologies such as bus rapid transit, light rail transit (LRT) commuter rail, high occupancy vehicle lanes, guideway-based alternatives, and alignments such as existing railroad right-of-way, Interstate 210 freeway, and local major arterials. Screening out these alternatives resulted in analysis of four (4) alternatives in the Draft EIS/EIR, including: (1) the No-Build Alternative, (2) the Full Build (Pasadena to Montclair) Alternative, (3) the Build LRT to Azusa Alternative, and (4) a Transportation System Management (TSM) Alternative. Subsequent to the Draft EIS/EIR, the TSM Alternative was eliminated from consideration by selection of a Locally Preferred Alternative (See sections 2-3 of the Final EIS/EIR). With respect to each of the alternatives analyzed in the Final EIS/EIR, the Authority hereby makes the findings set forth in Exhibit A. The Authority Board expressly finds

that: the Full Build Alternative is the environmentally superior alternative in light of the benefits that would accrue from the expanded transit services, but that the Build LRT to Azusa Alternative will achieve a significant portion of these benefits while having a lesser environmental impact due to the reduced scale of the Project. Further, the No-Build Alternative would not meet the objectives of the project, would continue the status quo, and would not address important transportation and environmental issues for the region generally, and the corridor cities more specifically. Accordingly, and for any one of the reasons set forth in Exhibit A, attached hereto and incorporated herein by this reference, or set forth in the record, the Authority Board finds that specific economic, social, or other considerations make infeasible the No-Build Alternative and, at the present time, the Full Build Alternative. The Authority finds that the Build LRT to Azusa Alternative, with the mitigation proposed, represents the combination of features that best achieves the Authority's present objectives while minimizing environmental impacts and maximizing public benefits, and hereby adopts the Build LRT to Azusa as the preferred alternative. The Authority further finds that a good faith effort was made to incorporate alternatives into the preparation of the EIS/EIR, and that all reasonable and feasible alternatives were considered in the review process of the EIS/EIR and the ultimate decision on the Project.

Section 10. For the construction period Air Quality impacts, the Vibration impacts, and the cumulative cultural resources, energy, noise, and water quality impacts identified in the Final EIS/EIR as "significant and unavoidable," the Authority hereby adopts the "Statement of Overriding Considerations" set forth in Exhibit A, which is attached hereto and is hereby incorporated by reference. The Authority Board finds that each of the overriding benefits, by itself, would justify proceeding with the Build LRT to Azusa Alternative (otherwise referred to as Segment 1 of Phase II) despite any significant and unavoidable impacts identified in the Final EIS/EIR or alleged to be significant in the record of proceedings.

Section 11. The Authority Board hereby adopts the mitigation measures set forth in the Final EIS/EIR, and the Mitigation Monitoring and Reporting Program attached hereto as Exhibit B, and incorporated herein by this reference and imposes each mitigation measure as a condition of approval of Segment 1 of Phase II. Authority staff and other

responsible officials shall implement and monitor the mitigation measures as described in Exhibit B.

Section 12. The Authority Board hereby approves and adopts the "Build Light-Rail Transit to Azusa" Alternative (Segment 1 of Phase II) conditioned upon compliance with the Mitigation Monitoring and Reporting Program. The Authority Board further directs staff to prepare and file Notices of Determination in Los Angeles and San Bernardino Counties, and to pay the applicable Fish and Game Filing Fees, within five (5) business days from the date this Resolution is adopted.

Section 13. The Clerk of the Authority Board shall certify to the adoption of this Resolution, and shall cause this Resolution to be entered in the official records of the Authority.

Adopted: 2/28/07

JON BLICKENSTAFF
Chair of the Metro Gold Line Foothill Extension
Construction Authority Board

ATTEST:

CHRISTOPHER LOWE
Clerk of the Board

APPROVED AS TO FORM:

MICHAEL ESTRADA
General Counsel

APPROVED AS TO CONTENT:

HABIB F. BALIAN
Chief Executive Officer

EXHIBIT A

FINDINGS AND STATEMENTS OF OVERRIDING CONSIDERATIONS

STATEMENT OF ENVIRONMENTAL EFFECTS, MITIGATION MEASURES, FINDINGS, STATEMENT OF OVERRIDING CONSIDERATIONS, AND MITIGATION MONITORING AND REPORTING PROGRAM FOR THE BUILD LRT TO AZUSA ALTERNATIVE OF THE GOLD LINE PHASE II PASADENA TO MONTCLAIR FOOTHILL EXTENSION

Los Angeles to Pasadena Metro Blue Line Construction Authority/ Metro Gold Line Foothill Extension Construction Authority

I. INTRODUCTION, PROJECT DESCRIPTION, AND PROJECT OBJECTIVES

This Statement is not a new assessment of the environmental effects that will result from the implementation of the proposed project, nor does it replace or supersede any provisions of the "Gold Line Phase II Pasadena to Montclair Foothill Extension Final Environmental Impact Report" ("Final EIR"). This Statement is a recompilation and extrapolation of data and information contained in the Final EIR, regarding the environmental impacts and mitigation measures for those impacts as applied to the Build LRT to Azusa Alternative ("Project"). The purpose of this Statement, in part, is to bridge the analytic gap between the mass of data and information contained in the administrative record and the Final EIR, and the decision to approve the proposed Project.

This Statement includes the environmental effects, including significant effects, of the proposed Project, mitigation measures, findings with respect to environmental effects, the rationale for the finding, the overriding considerations justifying approval of the project, and incorporates by reference, the mitigation monitoring and reporting program that is attached to the Resolution adopting these findings. All data and information included in this Statement are referenced by the applicable section in the Final EIR.

The proposed Project entails the construction of approximately 11.4 miles of light rail transit (LRT) from Pasadena to the eastern boundary of Azusa. The majority of construction would take place within existing railroad right-of-way. The Project would include new rail stations and parking in the cities of Arcadia, Monrovia, Duarte, Irwindale, and Azusa, and eight (8) traction power substations along the route. These elements require the acquisition of thirteen (13) full parcels and eight (8) partial parcels, along with relocation of seventeen (17) businesses.

The objectives of the Project, otherwise referred to as the purpose and need for the Project, include the following:

A. Provide a high-capacity improvement that responds to problems associated with the corridor's only freeway because:

- Highway capacity in the study corridor is not sufficient to accommodate current and forecasted peak hour demands;

- Substantial congestion exists during peak periods and will increase over time;

- Travel times on freeways are currently substantial and will increase over time; and,

- There are no alternative highway routes to provide relief.

B. Provide transportation improvements that respond to transit issues identified in the corridor because:

- Commuter rail service is available only in the eastern quarter of the study corridor and is linked only to downtown Los Angeles;

- Transit service between the end points of the study corridor is limited to three (3) bus routes;

- The available bus routes do not connect all of the downtowns in the study corridor;

- The available routes do not serve several major activity centers in the corridors; and,

- Bus service is subject to traffic congestion and incidents, resulting in some trips of unpredictable durations.

C. Provide transportation improvements that respond to problems associated with the corridor's arterial network because:

- East-west arterials that potentially provide alternative routes to I-210 are discontinuous; and,

- Travel times on arterials are slow and subject to congestion and incidents that affect their viability as alternate routes across the study area.

D. Provide transportation improvements that respond to issues associated with population and employment conditions and forecasts because:

- Access between areas of current and forecasted population and locations of current and forecasted employment must utilize transportation facilities that are currently at or over capacity during peak periods;

- Existing transit services connect only some of the activity centers in the corridor;

- Existing transit service between activity centers is infrequent, even during peak hours;

- The corridor is expected to grow substantially in population and employment through 2025 and such growth would place ever-increasing demands on the transportation infrastructure; and,

- Communities recognize and have undertaken planning to accommodate forecasted growth; many community plans call for transit improvements to help manage that growth.

E. Provide transportation improvements that respond to environmental goals for the region and corridor because:

- Transportation improvements must support achievement of the region's air quality plan; and,

- Transportation improvements should avoid or minimize impacts to natural and manmade environments.

II. ENVIRONMENTAL DOCUMENTATION

In compliance with the Public Resources Code ("PRC") Section 21080.4, a Notice of Preparation for the proposed Project was circulated on June 26, 2003. The Construction Authority held five (5) Scoping meetings along the study corridor between July 15 and July 22, 2003. The proposed Project is the western portion of the overall twenty-four (24) mile corridor from Pasadena to Montclair that was assessed in a combined EIS/EIR. The Draft EIS/EIR for the project (SCH # 200361157) was circulated for public review for forty-five (45) days beginning on May 7, 2004. Public hearings on the Draft EIS/EIR were held in each city of the study corridor between May 19 and June 17, 2004 to receive testimony on the Draft EIR; there were fifteen (15) hearings in total. The Draft EIR evaluated, in detail, the potential effects of the elements of the proposed Build LRT to Azusa Alternative. It also evaluated a No Project/No-Build Alternative, a TSM Alternative, and a Full Build Alternative (twenty-four (24) mile extension from Pasadena to Montclair). The rail alternatives also evaluated a range of rail configurations (two- (2) and three- (3) track options).

The Final EIR was prepared and consists of the full text of the Draft EIS/EIR, with changes indicated by underline for new text and strikeout for deleted text and written responses to the verbal comment made at the public hearing and written comments provided during the public review period. The Agency certified the Final EIR on February 28, 2007.

III. ENVIRONMENTAL EFFECTS FOUND TO BE LESS THAN SIGNIFICANT

Through the preparation of the EIR, it was determined that the proposed Project would not have the potential to cause significant impacts in the following areas:

- Acquisitions (Final EIR Section 3.1)
- Agricultural Resources
- Community Facilities (Final EIR Section 3.4)
- Energy (Final EIR Section 3.6)
- Executive Orders (Final EIR Section 3.7)
- Freight Operations (Final EIR Section 3.12)
- Geology/Seismic (Final EIR Section 3.8)
- Historic Properties (Final EIR Section 3.5)
- Land Use (Final EIR Section 3.10)
- Mineral Resource
- Safety & Security (Final EIR Section 3.13)

Potential impacts, if any, to the these topical areas would be reduced to less than significant levels by compliance with federal, state, regional and local environmental regulations, required agency permits, and best management practices that are specifically designed to reduce impacts to below thresholds of significance.

The documents and other materials that constitute the record of proceedings on which the Agency CEQA findings are based are located at 406 West Huntington Drive, Suite 202, Monrovia, California, 91016.

IV. ENVIRONMENTAL EFFECTS FOUND TO BE SIGNIFICANT, MITIGATION MEASURES, FINDING, AND RATIONALE FOR FINDING

It was determined that the proposed Project might have the potential to cause significant impacts in the areas discussed below. Therefore each was studied in the EIR. The environmental effects, mitigation measures, finding, and rationale for the finding for each are discussed below.

A. Air Quality (Final EIR Section 3-2)

1. Environmental Effects

The Final EIR concluded (Section 3-2.12.1) that nitrous oxides (NOx) and fine particulate matter (PM10) emissions are estimated to exceed South Coast Air Quality Management District ("SCAQMD") significance thresholds during the construction period and that short-term dust nuisance impacts would also occur as a result of construction activity. The Final EIR also concluded that the Project would not have significant air quality impacts when in operation.

2. Mitigation Measures

A-1 All land clearing/earth-moving activity areas shall be watered to control dust as necessary to remain visibly moist during active operations.

A-2 All construction roads internal to the construction site that have a traffic volume of more than fifty (50) daily trips by construction equipment, or one hundred fifty

(150) total daily trips for all vehicles, shall be surfaced with base material or decomposed granite.

A-3 Streets shall be swept as needed during construction, but not more frequently than hourly, if visible soil material has been carried onto adjacent public paved roads.

A-4 Construction equipment shall be visually inspected prior to leaving the site, and loose dirt shall be washed off with wheel washers as necessary.

A-5 Water three (3) times daily or non-toxic soil stabilizers shall be applied, according to manufacturers' specifications, as needed to reduce off-site transport of fugitive dust from all unpaved staging areas and unpaved road surfaces.

A-6 Traffic speeds on all unpaved roads shall not exceed fifteen miles per hour (15 mph).

A-7 All equipment shall be properly tuned and maintained in accordance with manufacturer's specifications.

A-8 General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading and unloading queues would have their engines turned off when not in use, to reduce vehicle emissions. Construction emissions should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.

A-9 Establish an on-site construction equipment staging area and construction worker parking lots, located on either paved surfaces or unpaved surfaces subject to soil stabilization.

A-10 Use electricity from power poles, rather than temporary diesel or gasoline powered generators if or where feasible.

A-11 Use on-site mobile equipment powered by alternative fuel sources (i.e., methanol, natural gas, propane, or butane) as feasible.

A-12 Develop a construction traffic management plan that includes, but is not limited to: (1) consolidating truck deliveries; (2) providing a rideshare or shuttle service for construction workers; and (3) providing dedicated turn lanes for movement of construction trucks and equipment on- and off-site.

A-13 Develop and implement Best Management Practices to ensure compliance with SCAQMD Rule 403 to reduce fugitive dust.

3. Finding

Changes or alterations have been required in, or incorporated into, the Project, which avoid or substantially lessen the significant environmental effect of the Project upon construction period Air Quality, as described in Section 3-2.12.2 of the Final EIR. The identified mitigation measures mitigate air quality impacts to less than significant levels, except with regard to PM10 and NOx emissions during the construction period of the Project. There are no feasible mitigation measures beyond the measures that have been incorporated into the proposed project that would reduce construction period PM10 and NO_x emissions to less-than-significant levels. Therefore, construction period air quality impacts are considered significant and unavoidable.

4. Rationale for Finding

Forecasts of air quality impacts (Final EIR Section 3-2.12.2) were compared to the CEQA quarterly impact thresholds set by the SCAQMD for various pollutants. The forecasts showed the Project's anticipated construction period air quality emissions would exceed the SCAQMD significance threshold of 150 ppm for PM10. Similarly, NOx emissions are anticipated to exceed the SCAQMD significance threshold of 100 lb/day. Fugitive dust impacts are also likely to occur during windy summer months.

The mitigation measures identified above fully implement SCAQMD measures associated with on-site grading activities, construction equipment travel on paved roads as well as the SCAQMD's intent to control fugitive dust emissions associated with construction equipment travel on on-site unpaved roads and demolition activities.

Specific economic, legal, social, technological, or other considerations make infeasible additional mitigation measures or the Project alternatives identified in the Final EIR, which otherwise might result in less construction period air quality impact than the adopted Build LRT to Azusa Alternative. Further, the substantial benefits of the Project to the corridor cities and the region, as discussed in Section VIII herein, render the unavoidable air quality impacts acceptable.

B. Archeological/Paleontological Resources (Final EIR Section 3-5, Cultural Resources)

1. Environmental Effects

The Final EIR concluded (Section 3-5.2.6) that development of the proposed Project has the potential to result in a significant impact to archeological/paleontological resources since subsurface structural remains or prehistoric sites are potentially present within the Project Area of Potential Effect (APE). Grading for construction may expose buried, unrecorded cultural resources. The physical removal and destruction of significant structural remains, artifacts, and features at these locations, if found in settings retaining integrity, would result in a significant effect under CEQA.

The Final EIR also concluded (Section 3-5.4.2) that construction of new parking garages in proximity to historic districts has the potential to create an impact. To ensure

that the impacts of new parking structures to historic districts are minimized, a design review condition will be included in Design-Build contracts.

2. Mitigation Measures

CR-1 If buried cultural resources are uncovered during construction, all work shall be halted in the vicinity of the archaeological discovery until a qualified archaeologist can visit the site of discovery and assess the significance of the archaeological resource.

In the event of an accidental discovery of any human remains in a location other than a dedicated cemetery, the steps and procedures specified in Health and Safety Code 7050.5, CEQA 15064.5(e), and the Public Resources Code 5097.98 shall be implemented.

If buried cultural resources appear to be eligible for the National Register of Historic Places, Section 106 consultation shall be initiated with the State Historic Preservation Officer. If required, a Memorandum of Agreement will be developed.

Provisions for the disposition of recovered prehistoric artifacts shall be made in consultation with culturally affiliated Native Americans.

CR-2 If paleontological materials are encountered, a qualified paleontologist will monitor all remaining excavation work that would extend ten (10) feet in depth, or more into the ground. The monitor shall be empowered to temporarily halt or divert excavation equipment to allow removal of abundant or large specimens. Monitoring may be reduced if the potentially fossiliferous units, previously described, are not found to be present or, if present, are determined by qualified paleontologic personnel to have a low potential to contain fossil resources.

Recovered specimens shall be prepared to a point of identification and permanent preservation, including washing of sediments to recover small invertebrates and vertebrates.

Recovered specimens shall be curated into a professional, accredited scientific institution with permanent retrievable storage.

A report of findings, with an appended itemized inventory of specimens, shall be prepared. The report and inventory would signify completion of the program to mitigate impacts to paleontologic resources.

CR-3 Parking structures that are built within or adjacent to historic districts will be designed in a manner that is sympathetic to the characteristics of the historic district and consistent with the Secretary of the Interiors' Standards for the Treatment of Historic Properties.

3. Finding

Changes or alterations have been required in, or incorporated into, the Project, which avoid or substantially lessen the potentially significant environmental effect of the Project upon Cultural Resources, as described in Section 3-5 of the Final EIR. The proposed measures are typical for major construction projects and have proven effective in mitigating impacts.

4. Rationale for Finding

The Final EIR (Section 3-5.4) concluded that following implementation of the above mitigation measures if needed, impacts to archeological, paleontological, and cultural resources would be reduced to less than significant levels. These procedural measures for unanticipated discovery of archeological and paleontological resources are typical for major construction projects and have been approved by the State Historic Preservation Officer.

C. Biological Resources (Final EIR Section 3-3)

1. Environmental Effects

The Final EIR concluded (Section 3-3.2.3) that potential biological impacts in the Project area are limited to the proposed site of the San Gabriel River crossing and adjoining parkland areas, and sites that would be acquired for stations and/or parking in Irwindale. Mature trees within any city along the rail alignment may support nesting raptors that are protected by the Migratory Bird Treaty Act (MBTA). Effects would typically occur from removal of trees that are used by nesting raptors or, perhaps, from increased noise during construction within five hundred (500) feet of a nest. If tree removal or construction were to occur during the breeding season within five hundred (500) feet of an active nest, the impact would be significant under CEQA.

Due to the removal of alluvial fan sage scrub and the possibility of a small amount of riparian scrub around abandoned mining pits at the proposed site of the parking facility in Irwindale, there are presumed adverse effects under NEPA and potentially significant impacts under CEQA.

The direct removal or pruning of certain trees along the rail right-of-way may be required to ensure that there are no encroachments into the operating envelope of the rail vehicles. These actions may fall under municipal tree protection ordinances and may require city permits for the removal or alteration of these trees along the rail right-of-way, or for the development of station and parking sites. Although the Construction Authority is technically not subject to local ordinances, it would voluntarily comply with local tree protection ordinances to the extent possible.

2. Mitigation Measure

The following preventative mitigation measures would help reduce potential biological impacts during construction:

B-1 Construction limits shall be fenced or flagged prior to issuance of any construction permits to avoid disturbance to preserved areas. Disturbance to the vegetation outside of the project scope shall be avoided.

B-2 Vegetation clearing and tree removal activities shall be conducted during the non-breeding season (September 1 through February 14) to limit impacts to nesting birds.

B-3 In the event that vegetation clearing is necessary during the raptor breeding season (February 15 through August 31), a qualified biologist shall conduct a preconstruction survey to identify the locations of raptors within the areas that will be affected by the clearing. If the biologist finds an active nest within or adjacent to the areas requiring clearing, the biologist shall delineate a five hundred (500) foot-wide buffer zone around the nest. This zone shall be marked with flagging, and construction or clearing shall not be conducted within this buffer zone until the biologist determines that the nest is no longer active. If a five hundred (500) foot-wide buffer zone is not possible, noise barriers must be utilized. In addition, a qualified biologist shall be present at all preconstruction and pregrade meetings and will be on-site during all vegetation/tree removal and subsequent removal. The biological monitor shall be hired and trained prior to construction to monitor construction activities at the proposed project site where sensitive resources for protection and preservation have been identified.

Consistent with the regulatory requirements to prepare a Storm Water Pollution Prevention Plan as a condition of obtaining permits from the Los Angeles Regional Water Quality Control Board and Santa Ana Regional Water Quality Control Board, the following measures also provide habitat protection:

B-4 Any equipment operated within or adjacent to drainage (i.e., storm drain) shall be checked and maintained daily to prevent leaks of materials that, if introduced to water, could be detrimental to plant and wildlife species. Cement/concrete, asphalt, paint, petroleum products, or other substances that could be hazardous, resulting from project-related activities, shall be prevented from entering the soil or waters. Any of these materials placed in an area that may result in the material entering the drainage shall be removed and disposed of at an appropriate site.

B-5 Prior to completion of project activities each day, all trash and debris related to the Project will be removed from the site to avoid attracting wildlife to the work site.

B-6 A biological monitor shall be present during clearing of any riparian or alluvial fan sage scrub habitats. If any listed species are found, the biological monitor shall stop construction and the United States Fish and Wildlife Service ("USFWS") will be notified immediately. Construction will not resume until the USFWS has been contacted and has given direction regarding subsequent actions to be taken. The biological monitor has the authority to stop work temporarily in order to search for and remove any sensitive species found within the proposed project area.

B-7 Prior to obtaining grading permits, a restoration plan for restoring riparian habitat and alluvial fan sage scrub subject to impact by the proposed project shall be developed. This plan would include compensatory mitigation through funding programs or off-site restoration. The level of mitigation would be determined via coordination with California Department of Fish and Game ("CDFG").

B-8 Construction limits shall be fenced or flagged prior to issuance of any construction permits to avoid disturbance preserved areas adjacent to the San Gabriel River and Santa Fe Dam Recreation area. Disturbance to the vegetation outside of the project scope shall be avoided.

3. Finding

Changes or alterations have been required in, or incorporated into, the Project, which avoid or substantially lessen the significant environmental effect of the Project upon Biological Resources, as identified in the Final EIR. The proposed measures are typical for major construction projects and have proven effective in mitigating impacts.

4. Rationale for Finding

The Final EIR (Section 3-3.2.6) concluded that after mitigation, the proposed project would have a less than significant impact on biological resources.

D. Hazardous Materials (Final EIR Section 3-9)

1. Environmental Effects

The Final EIR concluded (Section 3-9.2.3) that soils that can be classified as hazardous materials due to the detected concentrations of metals, polychlorinated biphenyls (PCBs), or polynuclear aromatic hydrocarbons (PAHs) are present in the railroad right of way. Handling and disposal options for each location will depend on the actual concentration present, the presence of other constituents of concern, and the construction activity to be undertaken.

2. Mitigation Measures

During Preliminary Engineering, site-specific investigations for properties to be used for the Project will be completed to assess the presence or absence of hazardous materials, its severity, and the control measure that is appropriate under applicable federal and state regulations:

HZ-1 All soil believed to be contaminated would be sampled and analyzed in accordance with Test Methods for Evaluating Solid Waste, Physical/Chemical Methods, EPA Publication SW-846 or California required SW-846 sampling protocols.

Elimination or reduction of construction period impacts would occur through the following two step: (1) compliance with local, state or federal regulations or permits that have been developed by agencies to manage construction impacts, to meet legally established environmental impact criteria or thresholds, and/or to ensure that actions occurring under agency approvals or permits are in compliance with laws and policies and (2) implementation of the proposed alternative with additional construction period mitigation measures. The Project will be implemented in accordance with all federal and state requirements and permits during the construction process, as well as Best Management Practices. Based on the information gathered to date, the following regulatory compliance requirements will be implemented:

HZ-2 When final construction plans are prepared showing the lateral and vertical extent of the soil to be disturbed during construction, a soil mitigation plan will be prepared. The plan will establish soil reuse criteria, establish a sampling plan for stockpiled materials, describe the disposition of materials that do not satisfy the reuse criteria, and specify criteria for imported materials.

HZ-3 Any soil that is removed from the site that contains soluble concentrations of metals in excess of the STLC is considered a California-hazardous waste and will be handled and disposed of in accordance with California regulations.

HZ-4 If groundwater is expected to be encountered during construction activities, testing of the groundwater will be performed in order to characterize the groundwater where dewatering is required.

HZ-5 All hazardous materials, drums, trash, and debris will be removed and disposed of in accordance with regulatory guidelines.

HZ-6 A health and safety plan will be developed for persons with the potential for exposure to the constituents of concern identified in this report.

HZ-7 When ground disturbing activities begin, contractors shall be responsible for general observations of sites to identify to the Construction Authority potential contamination such as, but not limited to, the presence of underground facilities, buried debris, waste drums, tanks, staining soil, or odorous soils. Should such materials be encountered, further investigation and analysis will be conducted.

HZ-8 Depending upon the amount of affected material encountered, the concentrations of hazardous constituents, and the type of hazardous constituents encountered during construction activities, the following measures would typically apply:

- Removal and Disposal - identify, remove, and haul and dispose of materials in the appropriate, licensed Class I, II, or III disposal facility.

- Recycling - treat and/or recycle materials at regulated recycling facilities
- Reuse of uncontaminated or treated materials on Project lands.

HZ-9 Operations involving the segregation, handling, transportation, and disposal of contaminated soil, hazardous substances, solid waste, USTs, oil and gas wells, and other environmentally related issues encountered during earthwork operations must comply with federal and state regulations.

HZ-10 Excavated soil will be sampled for the purpose of classifying material and determining disposal requirements. If excavated soil is suspected or found to be contaminated, the contractor will conduct the following:

- Segregate and stockpile the material on visqueen;
- Spray the stockpile with water or a SCAQMD approved vapor suppressant and cover the stockpile with visqueen to prevent exposure to soil;
- Provide qualified and trained personnel and personal protective equipment to perform operations including, but not limited to excavation, segregation, stockpiling, loading, and hauling that require the disturbance of hazardous substances including, but not limited to excavation, segregation, stockpiling, loading, and hauling.

3. Finding

Changes or alterations have been required in, or incorporated into, the Project, which avoid or substantially lessen the potentially significant environmental effect of the Project as identified in the Final EIR. These mitigation measures are effective in reducing potential impacts of the project.

4. Rationale for Finding

The Final EIR (Section 3-9.2.6) concluded that after mitigation, the proposed Project would have a less than significant impact with respect to Hazardous Materials. The further analysis of any contaminated soils and application of typical measures for the treatment and compliance with permit requirements for transportation and disposal of such soils would assure that any impacts would be less than significant.

E. Noise and Vibration (Final EIR Section 3-11)

1. Environmental Effects

The Final EIR concluded (Section 3-11.2.3) that before mitigation 231 noise-sensitive properties (229 residents, one hotel and one school)in the Pasadena to Azusa Project area would be subject to noise levels in excess of the impact criteria. Section 3-11.2.4 concluded that before mitigation, 158 properties would be subject to vibration impacts.

2. Mitigation Measures

Noise Mitigation

Construction Activity Mitigation: The Final EIR (section 3.11.2.6) reported that on March 17, 2005, the Metro Gold Line Construction Authority Board adopted a policy that project construction will conform to the noise requirements in each city. These requirements generally limit construction activities to daytime hours and certain days of the week (e.g., construction is often precluded on Sundays and National holidays without a variance from the local jurisdiction). Some local noise requirements may also include equipment or property line noise limits. Limiting construction activities to weekday daytime hours (generally from 7:00 a.m. to 6:00 p.m.), and employing typical measures for minimizing noise during construction, requirements combined with the mitigation described in Section 3-11.3.1 of the Final EIR, would mitigate all construction noise impacts.

In addition to the noise reduction that would result from voluntary regulatory compliance, the following measures shall be implemented:

N-1 The Construction Authority shall develop specific residential property line noise limits to be included in the construction specifications for this project and require that contractors perform noise monitoring during construction to verify compliance with the limits.

N-2 The Construction Authority shall implement a complaint resolution procedure, including a contact person and telephone number, to rapidly resolve any documented or verified construction noise problems.

Long-Term Mitigation

N-3 The Construction Authority shall employ noise reduction strategies to further reduce noise abatement achieved through voluntary regulatory compliance. The Authority shall erect noise barriers, employ building sound insulation, and modify at-grade audible warning devices and operations (subject to CPUC approval). Final design, locations, and extent of implementation of each of these noise-reducing strategies shall be determined during Final Design of the Project such that the Federal Transit Administration ("FTA") noise abatement criteria is most effectively achieved.

The noise reduction measures listed in mitigation measure N-3 are described in greater detail below. Preliminary locations and dimensions of soundwalls are presented along with candidate sites for building insulation. The mitigation implementation process that will follow in the Final Design phase is also discussed.

Noise Barriers - This is a common approach to reducing noise impacts from surface transportation sources. The primary requirements for an effective noise barrier are that (1) the barrier must be high enough and long enough to break the line-of-sight between the sound source and the receiver, (2) the barrier must be of an impervious material

with a minimum surface density of 4 lb/sq. ft., and (3) the barrier must not have any gaps or holes between the panels or at the bottom. Because numerous materials meet these requirements, the selection of materials for noise barriers is usually dictated by aesthetics, durability, cost, and maintenance considerations. Depending on the proximity of the barrier to the tracks and on the track elevation, transit system noise barriers typically range in height from between four (4) and eight (8) feet above the top-of-rail. Table 1 indicates the approximate noise barrier locations, lengths, and side of track for the Build LRT to Azusa Alternative. (The locations of noise barriers are shown on Figures 3-11.9 *et seq.* the Final EIR.)

Building Sound Insulation - Sound insulation of residences and institutional buildings to improve the outdoor-to-indoor noise reduction has been widely applied around airports and has seen limited application for transit projects. Although this approach has no effect on noise in exterior areas, it may be the best choice for sites where noise barriers are not feasible or desirable, and for buildings where indoor sensitivity is of most concern. Substantial improvements in building sound insulation (on the order of five (5) to 10 (ten) dBA) can often be achieved by adding an extra layer of glazing to the windows, by sealing any holes in exterior surfaces that act as sound leaks, and by providing forced ventilation and air conditioning so that windows do not need to be opened. Table 2 indicates areas for sound insulation for the Build LRT to Azusa Alternative. (The locations of sound insulation are shown on Figures 3-11.9 *et seq.* in the Final EIR).

Modifications to At-Grade Warning Devices and Operations - Subject to approval on a case-by-case basis by the CPUC, warning devices or their operation may be modified to reduce noise levels and community annoyance in the vicinity of at-grade crossings. Modifications to the audible devices include installing shrouds on the crossing bells and using the lower sound level on-vehicle audible device. For example, a simple half-round piece of 16-gauge stainless steel attached to the back of a crossing bell can substantially reduce the amount of noise that is radiated into the community while maintaining industry standard noise levels at pedestrian locations. Also, switching from the 85-dBA horn to the 75-dBA quacker would provide a noticeable reduction in LRV noise levels near the grade crossings.

The Mitigation Implementation Process

The FTA states that in implementing noise impact criteria, severe impacts should be mitigated unless there are no practical means to do so. At the moderate impact level, more discretion should be used, and other project-specific factors should be included in the consideration of mitigation. These other factors can include the predicted increase over existing noise levels, the types and number of noise-sensitive land uses affected, existing outdoor-to-indoor sound insulation, and the cost-effectiveness of mitigating noise to more acceptable levels.

Impact predictions and mitigation are based on September 2005 engineering level designs that are subject to further design refinement. During Final Design, data that affects the impact predictions may change, such as the precise locations and grade of rails, switch locations, and the placement of grade crossing warning devices.

Accordingly, it is important to note that the mitigation measures listed will be subject to refinement. For instance, the height of a proposed soundwall may change as a result of design refinements.

Based on the results of the noise assessment, mitigation measures have been identified. The primary mitigation measure would be the construction of sound barrier walls to shield areas where impact is predicted. Table 1 indicates the approximate noise barrier locations, lengths, and side of track for the Build LRT to Azusa Alternative. Because soundwalls must stop at intersections, the effectiveness of the walls is limited near grade crossings due to noise "leaks" around the ends of the walls. In addition, it may not be feasible or cost-effective to protect some second floors of noise-sensitive receptors with a sound barrier wall. Therefore, sound insulation would be applied to specific locations.

Table 2 indicates areas for sound insulation for the Build LRT to Azusa Alternative. The latter would be needed near at-grade intersections where a break in soundwalls would have to occur, and for second story windows. Note that implementation of sound insulation requires permission of property owners to allow access to the interior of their properties for noise measurements and construction.

A number of residential areas on the corridor have existing noise barriers/privacy walls. The noise impact analysis did not assume that the existing walls along the corridor would provide any noise reduction. The existing barriers were not included because it is not feasible or possible to assess the effectiveness of any barriers/privacy walls without more detailed plan and profile mapping of the corridor and individual site visits and surveys. In addition, many of the walls may not be effective as noise barriers due to construction, height, or any gaps that are present. During the final design of the project, the effectiveness of the existing barriers/privacy walls will be assessed and incorporated into final mitigation measures. It may be determined that a number of the existing barriers are effective for mitigation, or that some may only need to be repaired or raised slightly to provide the appropriate level of noise reduction. Thus, the final implementation of noise wall mitigation listed in Table 1 could range from new noise barriers to slight modifications of existing walls to no action needed to provide adequate noise reduction.

Note that it is assumed that the walls will extend up to the sidewalk at any grade crossings. If a step-down in the wall for line-of-sight purposes is required approaching the grade crossing, then either Plexiglas panels would be installed to fill the step-downs or additional sound insulation would provided at the residence where the step-down is proposed.

Vibration Mitigation

N-4 The Construction Authority shall employ vibration reduction strategies to further reduce vibration abatement achieved through voluntary regulatory compliance. The Authority shall employ strategies such as ballast mats, shredded tire or recycled rubber chip underlay, relocation of crossovers, and special trackwork. Final design, locations, and extent of implementation of each of these vibration-

reducing strategies shall be determined during Final Design of the project such that the FTA criteria are most effectively achieved.

The vibration reduction measures listed in mitigation measure N-4 are described in greater detail below. Preliminary locations for vibration mitigation are presented along with the mitigation implementation process that will follow in the Final Design phase.

Ballast Mats - A ballast mat consists of a pad made of rubber or rubber-like material placed on an asphalt or concrete base with the normal ballast, ties and rail on top. The reduction in ground-borne vibration provided by a ballast mat is strongly dependent on the frequency content of the vibration and design and support of the mat.

TABLE 1

SOUND BARRIER LOCATIONS AND DIMENSIONS – PASADENA TO AZUSA ALTERNATIVE

City	Wall No.	Dir.[1]	Engineering Station**		Length, ft.	Height, ft.[2]
			Start	Stop		
Arcadia	1	EB	956+50	966+00	950	4
Arcadia	2	EB	1011+50	1023+00	1,150	4
Arcadia	3	WB	966+75	974+00	725	4
Arcadia	4	WB	1000+50	1004+50	400	4
Total: Arcadia					**3,225**	
Monrovia	1	EB	1023+00	1034+50	1,150	4
Monrovia	2	EB	1036+00	1040+00	400	4
Monrovia	3	EB	1040+00	1048+00	800	8
Monrovia	4	EB	1048+00	1051+50	350	4
Monrovia	5	EB	1051+50	1057+00	550	6
Monrovia	6	EB	1058+00	1063+25	525	8
Monrovia	7	EB	1065+75	1069+25	350	6
Monrovia	8	WB	1035+00	1037+00	200	4
Monrovia	9	WB	1037+00	1042+50	550	4
Monrovia	10	WB	1042+50	1047+50	500	6
Monrovia	11	WB	1047+50	1053+50	600	6
Monrovia	12	WB	1053+50	1056+75	325	6
Total: Monrovia					**6,425**	
Duarte	1	EB	1129+50	1133+00	350	6
Duarte	3	WB	1141+00	1146+00	500	6
Duarte	4	WB	1155+75	1176+75	2,100	6
Total: Duarte					**2,950**	
Azusa	1	EB	1345+00	1353+00	800	4
Azusa	2	EB	1357+50	1363+50	600	6
Azusa	3	EB	1363+50	1369+00	550	6
Azusa	4	EB	1386+00	1389+50	350	6
Azusa	5	EB	1390+25	1399+50	925	6
Azusa	6	WB	1365+75	1369+50	375	6
Azusa	7	WB	1390+75	1395+25	450	6
Total: Azusa					**4,050**	
TOTAL: SEGMENT 1					**16,650**	

[1] EB = towards Montclair; WB = towards Pasadena

[2] Heights are listed as above top-of-rail.

** Engineering stations are shown in the Plan and Profile Drawings in Volume 4.

Source: ATS Consulting, LLC, 2005.

TABLE 2

LOCATIONS FOR RESIDENTIAL SOUND INSULATIONS – PASADENA TO AZUSA ALTERNATIVE

City	Direction[1]	Group No.[2]	Engineering Station**	# of Residences
Grade Crossings[3]				
Monrovia	EB	8	1056+50	1
Monrovia	EB	9	1058+00	4
Monrovia	WB	5	1056+50	1
Monrovia	WB	6	1058+50	1
Azusa	EB	8	1369+00	1
Azusa	EB	11	1390+00	1
Azusa	EB	12	1391+00	2
Azusa	WB	5	1391+00	1
Total: Grade Crossings				**12**
Second Stories[4]				
Monrovia	EB	3	1043+00	11
Monrovia	EB	11	1067+00	4
Monrovia	WB	2	877+00	12
Azusa	EB	7	1363+00	5
Total: Second Stories				**32**
TOTAL-SEGMENT 1				**44**

[1] Near track direction: EB = towards Montclair; WB = towards Pasadena

[2] Refer to the maps in the Noise and Vibration Technical Report in the Appendices for locations of the receiver groups.

[3] Refers to individual residences.

[4] Include all residences with second stories within grouping.

** Engineering stations are shown in the Plan and Profile Drawings in Volume 4.

Source: ATS Consulting, LLC, 2005.

Shredded Tire or Recycled Rubber Chip Underlay - A 12-inch-thick resilient layer of shredded tires or recycled rubber chips placed beneath the sub-ballast layer of standard open ballast and tie track could be incorporated into the track design. This mitigation method would provide results similar to ballast mats, and would also be strongly dependent on the frequency content of the vibration. This approach has not been tested and is not currently being used on any operational light rail transit system. Both Denver Regional Transit and Santa Clara Valley Transportation Authority are constructing new lines where shredded tire underlay is being used for vibration mitigation.

Relocation of Crossovers or Special Trackwork - Because the impacts of wheels over rail gaps at track crossover locations increases vibration by about 10 VdB,

crossovers are a major source of vibration impact when they are located in sensitive areas. If crossovers cannot be relocated away from residential areas, another approach is to use spring-rail or moveable point frogs in place of standard rigid frogs at turnouts. These devices allow the flangeway gap to remain closed in the main traffic direction for revenue service trains.

Table 3 indicates the civil stations along the corridor where mitigation would be implemented to reduce the vibration levels for the Pasadena to Azusa Alternative. At a minimum, mitigation would require the installation of ballast mat, shredded tire, or other resilient track support system should be incorporated into the final design. The final determination for the exact type of mitigation to be implemented will be made during Final Design phase of the project. Further studies during the final design, which could include site-specific vibration to verify model assumption and building response, may also determine that vibration mitigation is not needed in some areas. Specifically, incorporating more detailed information regarding the LRV, track design, and building response may result in predicted levels below 72 VdB at locations where impacts are currently predicted.

There is the potential for sixty-one (61) residual vibration impacts after implementation of the listed vibration mitigation measures. All but five (5) of these residual impacts are predicted on the second story of the residences. As noted earlier, more detailed, site-specific testing would occur during Final Design for vibration impact analysis. The listed mitigation measures could eliminate vibration impacts, but it is possible that impacts in excess of the FTA criterion could occur. Accordingly, under CEQA, the Construction Authority would need to adopt a Statement of Overriding Considerations.

TABLE 3
VIBRATION MITIGATION LOCATIONS – PASADENA TO AZUSA ALTERNATIVE

City	Engineering Station**		Length	Residual Impacts
	Start	End		
Pasadena	--	--	--	--
Arcadia	957+00	966+00	900	0
Arcadia	967+00	971+00	400	0
Arcadia	1017+00	1022+50	550	0
Total: Arcadia			**1,850**	**0**
Monrovia	1022+50	1034+00	1,150	0
Monrovia	1035+50	1057+00	2,150	11
Monrovia	1058+00	1062+50	450	17
Monrovia	1065+50	1069+25	375	8
Total: Monrovia			**4,125**	**36**
Irwindale	--	--	--	--
Azusa	1345+00	1352+50	750	0
Azusa	1357+50	1368+50	1,100	25
Azusa	1387+50	1390+00	250	0
Azusa	1390+50	1395+25	475	0

TABLE 3 VIBRATION MITIGATION LOCATIONS – PASADENA TO AZUSA ALTERNATIVE				
City	Engineering Station**		Length	Residual Impacts
	Start	End		
Total: Azusa			2,575	25
TOTAL: SEGMENT 1			8,550	61

Note: It is assumed that mitigation will be placed under both the near and far tracks.

** Engineering stations are shown in the Plan and Profile Drawings in Volume 4.

Source: ATS Consulting, LLC, 2005.

3. Finding

Changes or alterations have been required in, or incorporated into, the Project, which avoid or substantially lessen the significant environmental effect of the Project upon Noise. Changes or alterations have been required in, or incorporated into, the Project, which avoid or substantially lessen the significant environmental effect of the Project upon Vibration, although the potential for residual vibration impacts at sixty-one (61) locations remains even with implementation of the mitigation measures. The proposed measures are typical for major rail transit projects and have proven effective in mitigating noise and vibration impacts.

Specific economic, legal, social, technological, or other considerations make infeasible additional mitigation measures or the project alternatives identified in the Final EIR, which otherwise might result in less vibration impact than the adopted Build LRT to Azusa Alternative. Further, the substantial benefits of the Project to the corridor cities and the region, as discussed in Section VIII herein, render the unavoidable vibration impacts acceptable. The alternatives in the Final EIR either would not meet the project objectives, or would result in a larger number of potential vibration impacts (for the Full Build Alternative).

4. Rationale for Finding

The Construction Authority has chosen to comply with local construction noise ordinances, which have been developed to ensure that less than significant impacts occur during construction. In addition, a mitigation measure to limit noise exposure during the construction period has been proposed. The Final EIR (Section 3-11) contained the results of Detailed Noise and Vibration Impact Analysis in accordance with the FTA procedures to determine impacts of transit operation; these procedures have been adopted by the Construction Authority. Tables showing impact results are set forth above. After implementation of all mitigation measures, noise impacts will be reduced to less than significant levels, although residual unmitigable vibration impacts will remain.

F. Socioeconomic (Final EIR Section 3-14)

1. Environmental Effects

The Final EIR concluded (Section 3-14.2.6) that project development had the potential to create significant impacts during construction unless access to local businesses in areas of construction was maintained.

2. Mitigation Measures

S-1 Schedules for street closures shall be developed in consultation with each corridor city.

S-2 Advance notices shall be posted on city streets indicating when access will be closed or limited.

S-3 Signs indicating access routes, alternate access points, and that affected business are open shall be posted.

S-4 Newspaper notices shall be placed indicating street and access closures.

S-5 The Construction Authority website shall include information on planned street and access closures.

3. Finding

Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

4. Rational for Finding

The Final EIR (Section 3-14.2.6) concluded that implementation of mitigation measures to ensure access to property would reduce potential impacts to less than significant. The proposed measures are typical for major construction projects and have proven effective in mitigating impacts.

G. Traffic (Final EIR Section 3-15)

1. Environmental Effects

The Final EIR concluded (Section 3-15.2.3) that project development would require temporary lane closures during the night hours when traffic volumes are substantially lower than the AM and PM peak periods, some bus routes may require re-routing and stops may be temporarily relocated. In addition, detour routes may be implemented and clearly signed to temporarily divert traffic flow away from the closure area. Long-term impacts (Section 3-15.2.4) were forecasted for a horizon year of 2030, with and without the proposed Project. The impact of proposed station parking was considered. Of the

sixty-four (64) intersections analyzed, thirty (30) are anticipated to operate at LOS D or better and the remaining intersections would operate at LOS E or F.

2. Mitigation Measures

Construction Period Mitigation

Transit Measures

T-1 Bus lines that would be affected by lane closures due to construction activities shall continue to operate where feasible in the remaining traffic lanes. During the night hours when temporary lane closures are anticipated, bus lines shall be re-routed to adjacent streets in a manner that minimizes the inconvenience to bus passengers. If a block is closed that includes a bus stop, the bus stop shall be temporarily relocated to the portion of the street segment that is still open to bus service. Before any significant re-routing changes are made as result of the construction of the Gold Line Foothill Extension corridor project, fliers shall be provided on buses at least two (2) weeks in advance notifying riders of route modifications. In addition, hoods shall be placed over bus-stop signs, also notifying riders of what modifications have been made to the bus route.

T-2 A community affairs program will shall be established to administer a construction impact mitigation program for the benefit of the community. The objective of the program shall be to keep the community informed of all construction activities, with special emphasis for activities that affect the public. The program shall also create a hotline number for a direct connection to staff familiar with the community and the Project. This entity shall offer individual consultation for residents, facilities, and businesses for remedies appropriate to the impacts. It shall also identify community/business needs prior to and during the construction period through the use of surveys and community meetings. In addition, field offices shall be opened at particular locations and will contain information regarding recent construction activities.

Traffic Operations Measures

T-3 During Final Design, site and street specific Worksite Traffic Control Plans shall be developed in cooperation with the appropriate departments of transportation in each city and with Los Angeles County to accommodate required pedestrian and traffic movements. To the extent practical, traffic lanes shall be maintained in both directions, particularly during periods of peak traffic operations. Access to homes and businesses shall be maintained throughout the construction period. To the extent feasible, lane closures shall take place during the night hours.

T-4 Designated haul routes for trucks shall be identified during final design. These routes shall be situated to minimize noise, vibration, and other possible impacts. Following completion of the Gold Line Foothill Extension, if slight physical damage to the haul route roads is found, the roads shall be treated as deemed necessary.

Long-Term Measures

T-5 System-wide operational improvements will be made on intersections in progression. The following arterials will be set up for system-wide coordination and synchronization:

- Myrtle Avenue - Monrovia
- Duarte Road - Monrovia and Duarte.

T-6 A total of thirteen (13) intersections are subject to significant impact. Based upon mitigation measures considered to be feasible, the following improvements would be made, subject to concurrence of each city. Figures 3-15.34 to 3-15.38 in the Final EIR show the locations of proposed mitigation measures.

Arcadia

- Santa Anita Avenue and Colorado Boulevard - Add a second left turn lane to the southbound approach on Santa Anita Avenue. This will provide two exclusive left turn lanes, two through lanes and one exclusive right turn lane.

- Santa Anita Avenue and Santa Clara Street - Reconfigure the eastbound approach on Santa Clara Street to provide two exclusive left turn lanes and one shared through/right turn lane. In addition, convert the east/west signal operation from a split phase to a protected left turn phase.

Monrovia

- Myrtle Avenue and Evergreen Avenue (210 EB) - Add a new exclusive left turn lane to the southbound approach by removing the north leg median barrier and re-striping the southbound approach to provide two exclusive left turn lanes and two through lanes.

- Myrtle Avenue and Duarte Road - Add a new exclusive right turn lane to the southbound approach by removing the north leg median barrier and re-striping the southbound approach to provide one exclusive left turn lane, two through lanes, and one exclusive right turn lane.

- Myrtle Avenue and Pomona Avenue - Signalize.

Duarte

- Highland Avenue and Central Avenue - Signalize.

- Highland Avenue and Business Center Drive - Signalize.

Irwindale

- Irwindale Avenue and Foothill Boulevard - Provide an overlap right turn signal phase accompanied by a right turn arrow indication for the

eastbound approach on Foothill Boulevard. This right turn overlap phase would operate during the northbound signal phase.

- Irwindale Avenue and I-210 Eastbound Ramps - Add a new exclusive left turn lane to the southbound approach by re-striping and utilizing the area available adjacent to the curb to provide two exclusive left turn lanes and two through lanes.

- Irwindale Avenue and Montoya Street - Signalize.

- Irwindale Avenue and W First Street - Add a new southbound through lane by re-striping the southbound approach to provide one exclusive left turn lane, three through lanes, and one exclusive right turn lane. Re-stripe the departure leg to provide three through traffic lanes.

- Irwindale Avenue and Gladstone Street - Reconfigure the eastbound approach to convert the exclusive left turn lane to a shared left turn/through lane. Also, convert the eastbound shared right turn/through lane to an exclusive right turn lane. These will provide one shared left turn/through lane, one through lane, and one exclusive right turn lane on the eastbound approach. Within the existing right of way, realign the departure leg to match the shift in through lanes.

Azusa

- Azusa Avenue and Ninth Street – Signalization of this intersection is proposed.

3. Finding

Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR. Proposed mitigation measures above would address intersections in the vicinity of rail stations, but other growth in communities over time that may arise indirectly from introduction of rail service cannot be specifically identified. While adopted population and land use forecasts were used in assessing impacts, there is a reasonable possibility that, over time, additional growth may occur, or it may occur in different locations than are included in the adopted forecasts. Nonetheless, the Final EIR considered Southern California Association of Governments' analysis of the 2004 Regional Transportation Plan ("2004 RTP"), and concluded that the Project will result in a decrease of vehicle miles traveled when compared to the No Build Alternative; therefore the Project will not contribute to a significant cumulative impact as identified in the SCAG RTP EIR.

4. Rationale for Finding

The impact of transit operations on traffic in the vicinity of rail stations was assessed using current and forecasted data acceptable to corridor cities and an accepted traffic impact analysis model. The proposed measures are typical for major construction projects and have proven effective in mitigating impacts. The potential for longer- term

impacts exists because new development or redevelopment is not accounted for in the forecasts and impacts analyses because that would require pure speculation and is not warranted. Further, the Project will result in a decrease of vehicle miles traveled, which will represent an improvement in regional transportation such that the Project will not contribute to any cumulative regional impacts in a significant way.

H. Utility Disruptions (Final EIR Section 3-16)

1. Environmental Effects

The Final EIR concluded (Section 3-16.3.2) that project development would have the potential for a significant impact on utilities during the construction period. Utilities that traverse the rail right-of-way (i.e., cross at an angle) would generally be protected in place. The specific utilities affected and the type of protection would be determined during Preliminary Engineering. Affected utility providers would be consulted to determine the appropriate type of protection needed. Utilities that run within the right-of-way under the terms of a license agreement would be relocated at the specific utility's expense, if the utility impacts the Design.

2. Mitigation Measures

The Construction Authority, and LACMTA, or their agents, shall work with utility providers to minimize any potential service interruptions and shall conserve resources by:

U-1 Complying with applicable utility policies and strategies as specified in the adopted operational comprehensive plans of the corridor cities and the County of Los Angeles, including those provisions related to levels of service, conservation strategies, and coordination of service provisions.

U-2 Incorporating County of Los Angeles and California State Energy Code, Building Code, Fire Code, LACMTA Design Criteria and Standards (Volume I through IV) and other application requirements for all design aspects of the system, stations, maintenance facility, and parking areas.

U-3 Developing methods including cathodic protection to reduce the effects of stray currents. Where necessary and possible, install devices to reduce the impact of stray current between the traction power system and the utility facilities, or replaced particularly metallic utility infrastructure with nonmetallic materials.

U-4 Coordinating with affected water utilities and local fire departments to ensure that water use does not compromise flows required for fire protection.

U-5 Locating tracks and other elements such that access to utilities for maintenance and repair can be provided. Where necessary, relocate manholes, pipes, vaults, and other access points.

3. Finding

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

4. Rationale for Finding

The Final EIR (Section 3-16.3.1) concluded that after mitigation the proposed project would have less than significant impacts on Utility Disruption. The proposed measures are typical for major construction projects and have proven effective in mitigating impacts.

I. Visual Impacts (Final EIR Section 3-17)

1. Environmental Effects

The Final EIR concluded that project development could have visual impacts in the cities of Monrovia and Duarte due to the removal of the very long oleander screening hedgerow. This hedgerow extends along Duarte Road east from Myrtle Avenue in Monrovia, through the city of Duarte.

2. Mitigation Measures

V-1 Landscaping of the rail right-of-way will be provided in available right-of-way in a manner consistent with the landscape treatments used in Phase I of the Gold Line. These treatments will consist of hardscape and/or landscape treatments that can be physically accommodated within available right of way, plant materials that are indigenous or adaptable to the Southern California environment, and plant materials that can survive with limited maintenance and without introducing safety concerns. All hardscape and landscape treatments must avoid current or future encroachment into the safety envelope required for operation of an LRT system.

3. Finding

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

4. Rationale for Finding

The Final EIR (Section 3-17.3.2) concluded that the potential loss of the oleander hedgerow would be mitigated by replacement landscaping.

J. Water Quality/ Hydrology (Final EIR Section 3-18)

1. Environmental Effects

The Final EIR concluded (Section 3-18.2.3) that project construction would result in potentially significant impacts primarily to surface water in channels and drainage. Potential long-term impacts from operation of the LRT system are expected to be less than significant because the system would be operated in compliance with all applicable environmental permits.

2. Mitigation Measures

W-WQ 1 The proposed project will result in the disturbance of five (5) or more acres of land. Prior to the issuance of preliminary or precise grading permits, the Construction Authority or its contractors shall provide the city engineers of the affected cities with evidence that a Notice of Intent (NOI) has been filed with the SWRCB. Such evidence shall consist of a copy of the NOI stamped by the SWRCB or the RWQCB, or a letter from either agency stating that the NOI has been filed.

W-WQ 2 Prior to the commencement of soil disturbing activities, the Construction Authority or its contractors shall submit for approval to the SWRCB, a NOI to be covered under the Storm Water Permit. Additionally, the Construction Authority or its contractors shall prepare a Storm Water Pollution Prevention Plan (SWPPP) which will: (1) require implementation of BMPs so as to prevent a net increase in sediment load in storm water discharges relative to the preconstruction levels; (2) prohibit discharges of storm water or non-storm water at levels which would cause or contribute to an exceedance of any applicable water quality standard contained in the relevant basin plans; (3) discuss in detail the BMPS to be used for project-related control of the sediment and erosion, non-sediment pollutants, and potential pollutants in non-storm water discharges; (4) describe post-construction BMPs for the project; (5) explain the monitoring and maintenance program for the project's BMPs; (6) require reporting violations to the Regional Board; and (7) list the parties responsible for SWPPP implementation and BMP maintenance both during and after construction. Upon acceptance of the NOI by the SWRCB, the project proponent shall implement the SWPPP and will modify the SWPPP as directed by the Storm Water Permit.

W-WQ 3 The Construction Authority or its contractors shall develop a Water Quality Management Plan (WQMP) and shall submit the WQMP for review to each respective city within the study area. The cities shall approve the WQMP prior to the issuance of precise grading permits for project facility development. The WQMP shall: (1) describe the routine and special post-construction BMPs to be used, including both structural and non-structural measures; (2) describe responsibility for the initial implementation and long-term maintenance of the BMPs; (3) provide narrative with the graphic materials as necessary to specify the locations of the structural BMPs; and (4) certify that the project proponent

will strive to have the WQMP carried out by any future successors of the project facilities.

W-WQ 4 Should the Project contribute to off-site drainage deficiencies, the Construction Authority or its contractors shall participate on a fair-share basis in the construction of improvements necessary to address these deficiencies, as determined through consultation with the cities affected by the project, to address these deficiencies in conjunction with the approval of the first final map for the project.

W-WQ 5 Prior to construction, coordination with Army Corps of Engineers ("ACOE"), CDFG, and the appropriate RWQCB shall be sought to determine the requirements for the respective permits for any blue-line streams affected by project construction.

W-WQ 6 During Final Design, a Standard Urban Storm Water Mitigation Plan (SUSMP) will be prepared.

3. Finding

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

4. Rationale for Finding

The Final EIR (Section 3-18.3) concluded that implementation of the mitigation measures would result in less than significant impacts to Water Quality. The proposed measures are typical for major construction projects and have proven effective in mitigating impacts.

V. GROWTH INDUCING IMPACTS (Final EIR Chapter 4)

Growth-inducing impacts of the proposed Project would be associated with the potential increase in population of cities that may benefit from increased mobility, improved accessibility to employment, transit-oriented development, or other land use location decisions that are influenced by transit service.

The proposed Project, along with other transportation improvements contemplated within the framework of SCAG's 2004 RTP EIR, would contribute to the overall intensity of development within the SCAG region. The RTP contains growth management goals to attain mobility and to develop urban forms that enhance quality of life, accommodate a diversity of lifestyles, preserve open space and natural resources, are aesthetically pleasing and preserve the character of communities, and enhance the regional strategic goal of maintaining the regional quality of life. Given that the proposed project would help achieve SCAG's long-term growth management, land use, and mobility goals, it could contribute to a beneficial cumulative impact. Although the proposed Project may contribute to a cumulative impact on a regional basis, any incremental contribution

attributable to the Project is not significant. The proposed mitigation measures above would address intersections in the vicinity of rail stations, but other growth in communities over time that may arise indirectly from introduction of rail service cannot be specifically identified.

The proposed project could have indirect effects related to traffic and transportation to the extent that future growth is further influenced by the availability of regional transit service. The forecasted increase in traffic that would occur as a result of the regional growth forecast through 2030 (i.e., background, non-project-generated) has been included in the traffic analysis. There is a potential for indirect effects (including benefits) to regional traffic to the extent that the project supports transit-oriented development or other land-use location decisions that would result in new or increased development near stations that encourage the use of transit. However, this project would likely only impact the timing of such developments, and not be a substantial inducement for any such projects.

VI. CUMULATIVE IMPACTS (Final EIR, Chapter 4.)

The Final EIR fully examines the potential for cumulative impacts associated with the construction of the Build LRT to Azusa project.

The EIR has not identified potentially significant cumulative impacts except in the areas of cultural resources, energy, noise, and water quality. However mitigation measures are required to address potential impacts to cultural resources, noise, and water quality. Although it is possible that the mitigation measures will reduce cumulative impacts from this project to less than significant levels, the SCAGs' 2004 RTP, which serves as the basis for the cumulative impact analysis pursuant to CEQA Guidelines Section 15130(b)(1)(B), suggests that there is a possibility that cumulatively significant impacts could result from implementation of the 2004 RTP, which specifically contemplates construction of this project. Therefore, development of the Build LRT to Azusa could result in significant and unavoidable cumulative impacts in the transit corridor in the above listed impact categories.

The proposed Project supports planned growth in the corridor that has been forecasted by municipalities and the SCAG. However, improved transit service may affect the timing or specific locations of new development or redevelopment. The specific size and characteristics of such growth cannot be defined because such details are defined by changing market conditions. Due to this uncertainty, there is the potential for the proposed Project to contribute to cumulatively significant impacts.

Measures to further address significant cumulative conditions are beyond the ability of this individual project to implement and, as such, the Project's incremental impacts on cumulative conditions would be considered potentially significant and unavoidable after implementation of identified mitigation measures. Regional programs (e.g., the Long Range Transportation Plan), including projects such as this one, are intended to address the cumulative mobility needs of Los Angeles County.

The unavoidable significant cumulative impacts are considered acceptable when balanced against the overriding benefits of the project as set forth below in the Statement of Overriding Considerations.

VII. ALTERNATIVES (Final EIR Chapter 2.)

The Final EIR analyses three alternatives, discussed below, in detail. Prior to the determination regarding the alternatives to be the subject of detailed analysis, the Authority considered twenty-five (25) alternatives (See Table 2-1, Chapter 2 of Final EIR). As such, the Authority has considered a reasonable range of alternatives.

The No-Build Alternative includes all highway and transit projects and operations that the region and LACMTA expect to be in place in 2025 (the future analysis year for this EIS/EIR). The No Build Alternative would not require construction of ancillary facilities other than those included in the projects comprising the alternative. The No-Build Alternative is LACMTA's Long Range Transportation Plan 2025 (LRTP 2025) Constrained Alternative (Package G). This alternative/package includes a balance of vehicle and transit improvements, including an expanded bus network. Projects within LRTP 2025 that are relevant to the corridor are stated below.

- Transit Projects include countywide (Los Angeles and San Bernardino counties) bus service improvements; commuter rail (Metrolink) improvements; Gold Line Phase I LRT service, with planned headways of five (5) minutes peak, ten (10) minutes off-peak (currently operating at ten (10) minutes peak and twelve (12) minutes off-peak); and the construction of the Eastside LRT extension, with service headways of five (5) minutes peak, ten (10) minutes off-peak.

- Freeway improvements include projects on freeways such as the extension of freeway Route 30/I-210 from Foothill Boulevard to I-15 (now completed) and the continuing extension of I-15 to I-215 in the future.

- Smart street projects include improvements such as synchronized traffic signals, on-street parking removal, frontage road and grade separation construction, and key intersection improvements to improve traffic flow.

- Arterial improvement projects include improvements to existing roadways.

The two build alternatives utilize the existing Construction Authority and SANBAG rights of way through the San Gabriel Valley for LRT service eastward from the Sierra Madre Villa in Pasadena (the current terminus of Gold Line Phase I). The major difference between the two alternatives is their length and terminus: the Full Build (Pasadena to Montclair) Alternative would extend twenty-four (24) miles east to the city of Montclair in San Bernardino County, while the Build LRT to Azusa Alternative (the Project) would extends only from the Sierra Madre Villa station to the eastern boundary of the City of Azusa, a distance of approximately eleven (11) miles. The same LRT technology and the same types of system components would be used as will be found in the existing

Phase I segment from Los Angeles to Pasadena and in the soon to be built Eastside Extension that is under construction.

The Full Build (Pasadena to Montclair) Alternative would extend the current Gold Line LRT system from Sierra Madre Villa station to the Montclair TransCenter (approximately twenty-four (24) miles). The Montclair TransCenter is located in Montclair, and borders the city of Upland. Additionally, the Full Build Alternative would include a twenty-four (24) acre Maintenance and Operations facility in the City of Irwindale. The Full Build (Pasadena to Montclair) Alternative would include twelve (12) new stations, with at least one in each of the cities along the corridor. Potential station locations, including options in Arcadia and Claremont, have been defined in consultation with the corridor cities. Parking facilities would be provided at each new station. The location of the Maintenance and Operations facility is proposed to be on now-vacant property west and south of the Miller Brewing facility near Irwindale. Sixteen (16) traction power substations (TPSSs) would be constructed along the route in order to provide electrical power to the line. Where possible, TPSS sites are located near a station. TPSS sites would be located within existing rail right-of-way or within properties to be acquired for stations or parking.

The Full Build Alternative would include two LRT tracks throughout, and one (1) freight track between the eastern boundary of Azusa and Claremont. In Claremont, the single freight track would then join up with the double Metrolink tracks and continue through to Montclair and beyond. The Full Build Alternative also includes two (2) railroad grade separations (one (1) in Azusa and one (1) in Pomona), so that the LRT tracks would pass above the at-grade freight track, thus allowing the LRT and freight services to operate independently and avoid time delays for either service.

The Build Alternative to Azusa, the proposed Project, would extend from the Sierra Madre Villa station to the eastern boundary of the City of Azusa, a distance of approximately 11.4 miles. It would include stations and parking in the cities of Arcadia, Monrovia, Duarte, Irwindale, and Azusa. There would be two (2) stations in Azusa. Potential station locations have been defined in consultation with the corridor cities. Parking facilities would be provided at each new station. Eight (8) TPSSs would be constructed along the route in order to provide electrical power to the line. This alternative would meet many of the primary objectives of the Project, and would fulfill the purpose and need of the Project with respect to the Cities to be served.

The No-Build Alternative would not sufficiently achieve the basic objectives, purposes and needs for the Project in that it would not provide a high-capacity improvement that responds to problems associated with the corridor's only freeway, would not provide transportation improvements that respond to the transit issues identified in the corridor, would not provide transportation improvements for the future needs of the region, and would not provide a transportation improvement that would respond to the environmental goals of the region and the corridor.

Although the Full Build Alternative may better achieve the objectives than would the Build LRT to Azusa Alternative, and has therefore been deemed the environmentally superior alternative, the Full Build Alternative would also result in incrementally

increased impacts due to the expanded length of the Full Build Alternative, and the increase in the number of cities and nearby property owners that may be impacted, beyond the impacts associated with the Build LRT to Azusa Alternative. Further, in light of funding constraints and other economic and social considerations, the Authority finds proceeding with the Full Build Alternative infeasible at the present time.

VIII. STATEMENT OF OVERRIDING CONSIDERATIONS

As described in the Final EIR and as set forth in Sections I through VII herein, development of the proposed project would have significant adverse impacts on the environment that cannot be reduced to less than significant levels through implementation of feasible mitigation measures. Section 15093(b) of the State CEQA Guidelines provides that when a project is approved which will result in the occurrence of significant effects that cannot be avoided or substantially lessened, the lead or decision-making agency shall state in writing the reasons to support its action based on the Final EIR and/or other information in the record.

The following impacts are not mitigated to a less than significant level for the proposed Project: Construction period Air Quality (construction NOx, PM10, Fugitive Dust), Vibration, and cumulative impacts in the areas of cultural resources, energy, noise, and water quality. In addition, no alternative both alleviates these significant impacts and is feasible in light of the objectives of the proposed Project.

The proposed Project supports planned growth in the corridor that has been forecasted by municipalities and the SCAG. However, improved transit service may affect the timing or specific locations of new development or redevelopment. The specific size and characteristics of such growth cannot be defined since such details are defined by changing market conditions. Due to this uncertainty, there is the potential for the proposed Project to contribute to the above noted significant impacts.

The following reasons summarize the benefits, goals, and objectives of the proposed Project and provide the rationale for the benefits of the proposed Project. These overriding considerations of economic, social, aesthetic, and environmental benefits of the Project justify adoption of the Project.

1. Purpose and Need

The important regional objectives of the Project, also referred to as the purpose and need for the Project, would be met by the Build LRT to Azusa alternative. These objectives include:

- Providing a high-capacity improvement that responds to problems associated with the corridor's only freeway.
- Providing transportation improvements that respond to transit issues identified in the corridor.
- Commuter rail service is available only in the eastern quarter of the study corridor and is linked only to downtown Los Angeles.

- Provide transportation improvements that respond to problems associated with the corridor's arterial network.
- Provide transportation improvements that respond to issues associated with population and employment conditions and forecasts.
- Provide transportation improvements that respond to environmental goals for the region and corridor because.

2. Economic Growth

The proposed Project would contribute to the economic growth and help sustain current economies in the cities through which the proposed LRT line would pass. The Project would increase connectivity between employment centers, provide incentives for redevelopment or new development near rail stations, and help increase property values for businesses and residences located near rail stations.

3. Social Benefits

The proposed Project would provide an increase in transit service to corridor residents, both in terms of quality and speed. Access to employment centers and community facilities such as universities and hospitals would be improved.

4. Aesthetic Benefits

The proposed Project would support the reuse of historic rail depots in Monrovia and Azusa. Other LRT stations would be designed to be community assets, reflecting local design character. The appearance of the rail right-of-way would be improved by increased maintenance.

5. Environmental Benefits

The proposed Project would help the region meet its transportation goals for reduced vehicle miles traveled and to attain/retain air quality conformity by reducing the number of single-occupant vehicles traveling through the corridor. In areas where freight trains now pass near residences and create noise impacts, the mitigation associated with the proposed light rail transit Project would also reduce the noise impacts of freight trains.

Based on the foregoing, the Authority Board finds that the economic, social, aesthetic, and environmental benefits of the Build LRT to Azusa Alternative outweigh the significant and unavoidable impacts identified in the Final EIS/EIR and the record or proceedings. In making this finding, the Authority Board has balanced the benefits of the Project against the unavoidable impacts and has indicated a willingness to accept those adverse impacts. The Authority Board finds that each one of the foregoing benefits, independent of the other benefits, would warrant approval of the Project notwithstanding the unavoidable environmental impacts of the Project.

IX. MITIGATION MONITORING PROGRAM

The Mitigation Monitoring and Reporting Program for the proposed project is incorporated herein by this reference.

EXHIBIT B

MITIGATION MONITORING PLAN

MITIGATION MONITORING
and
REPORTING PROGRAM

Gold Line Foothill Extension Project
Build LRT to Azusa Alternative

(SCH No. 200361157)

Prepared for

Metro Gold Line Foothill Extension Construction Authority

Prepared by

Jones & Stokes

February 2007

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FOREWORD

This Mitigation Monitoring and Reporting Program (MMRP) is a California Environmental Quality Act (CEQA)-mandated outcome of the environmental analysis process undertaken for the Gold Line Foothill Extension Project, Build LRT to Azusa Alternative. The results of the environmental analyses, including proposed mitigation measures, are documented in the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) (April 2004) and the Final EIR (February 2007) for the proposed project.

LIST OF ACRONYMS

BMPs	Best Management Practices
CEQA	California Environmental Quality Act
EIS/EIR	Environmental Impact Statement/Environmental Impact Report
MMRP	Mitigation Monitoring and Reporting Program
NOI	Notice of Intent
SCAQMD	South Coast Air Quality Management District
SUSMP	Standard Urban Stormwater Mitigation Plan
SWPPP	Storm Water Pollution Prevention Plan
WQMP	Water Quality Management Plan

INTRODUCTION

The California Environmental Quality Act (CEQA) requires that agencies adopting Environmental Impact Reports (EIRs) take affirmative steps to determine that approved mitigation measures are implemented subsequent to project approval.

Effective January 1, 1989, CEQA was amended to add Section 21081.6, implementing Assembly Bill (AB) 3180. As part of CEQA (state-mandated) environmental review procedures, Section 21081.6 requires a public agency to adopt a monitoring and reporting program for assessing and ensuring efficacy of any mitigation measures applied to the proposed project. Specifically, the lead or responsible agency must adopt a reporting or monitoring program for mitigation measures incorporated into a project or imposed as conditions of approval. The program must be designed to ensure compliance during project implementation. As stated in Public Resources Code, Section 21081.6 (a)(1):

> "The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of a responsible agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead agency or a responsible agency, prepare and submit a proposed reporting or monitoring program."

AB 3180 provides general guidelines for implementing monitoring and reporting programs (MMRP). Specific reporting and/or monitoring requirements, to be enforced during project implementation, shall be defined prior to final approval of the proposal by the responsible decision maker(s). In response to established CEQA requirements and those of AB 3180 (Public Resources Code Section 21000 et seq.), the proposed Mitigation Monitoring and Reporting Program for the Gold Line Foothill Extension project shall be submitted for adoption by the decision makers prior to completion of the environmental review process.

This MMRP will be used by the Metro Gold Line Foothill Extension Construction Authority (the Construction Authority) to ensure compliance with mitigation measures associated with development proposed under the Gold Line Foothill Extension project. The proposed Build LRT to Azusa Alternative: (Segment 1) would extend would extend LRT service from the existing Sierra Madre Villa Station in Pasadena through the cities of Arcadia, Monrovia, Duarte, Irwindale, and to the eastern boundary of Azusa. Segment 1 would include two LRT tracks throughout and 1 freight track between the Miller Brewing Company in Irwindale and the eastern boundary of Azusa.

The Mitigation Monitoring and Reporting section of this document identifies the potential impacts under each environmental resource that would occur with implementation of the proposed project (Built LRT to Azusa Alternative, as set forth in the Gold Line Foothill Extension project Draft EIS/EIR, April 2004, and Final EIR, February 2007). Under each identified resource, the significant adverse impact(s), its corresponding mitigation measure(s),

and the implementation and monitoring requirements are discussed. The implementation and monitoring requirements that have been set forth in this MMRP are as follows:

- Party Responsible for Implementation of Mitigation
- Implementation Phase
- Party Responsible for Monitoring Activity
- Monitoring Activity
- Monitoring Period
- Monitoring Frequency
- Outside Agency Coordination

A sample mitigation monitoring compliance form is provided at the end of this document. For detailed information regarding environmental resource impact methodology and analysis, please refer to the Draft EIS/EIR and Final EIR.

ENVIRONMENTAL IMPACT OVERVIEW

Mitigation measures are required of the Gold Line Foothill Extension project to address significant or potentially significant impact(s) to the following resources:

- Air Quality (Construction-period only)
- Biological Resources
- Cultural Resources
- Hazardous Materials
- Noise and Vibration
- Socioeconomics
- Traffic and Transportation
- Utility Disruptions
- Visual Impacts
- Water Quality

The following resources are considered to have remainder impacts or potential remainder impacts after mitigation:

- Construction-Period Air Quality
- Vibration

The following resources are considered to have remainder cumulative impacts or potential remainder cumulative impacts after mitigation:

- Cultural Resources
- Energy
- Noise
- Water Quality

Refer to the following table for the mitigation measures that will reduce these impacts.

The impacts that could occur in the following resource area(s) are expected to show no significant impacts or less than significant, therefore mitigation is not proposed for the following resources:

- Acquisitions
- Agricultural Resources
- Air Quality (long term)
- Community Facilities
- Energy
- Executive Orders
- Freight Operations
- Geologic/Seismic
- Land Use
- Mineral Resources
- Safety and Security

Throughout the table, the Construction Authority is listed as Responsible Party. Although the Authority has the ultimate legal responsibility to ensure compliance with this Mitigation Monitoring and Reporting Plan, the Authority may delegate certain implementing and/or reporting actions to its contractors. Likewise, it may delegate certain monitoring actions to its contractors; but under no circumstances will a contractor be allowed to monitor its own reporting activities. Monitoring will be done on an independent basis.

MITIGATION MONITORING AND REPORTING

IMPACT	MITIGATION MEASURE	IMPLEMENTATION	MONITORING	OUTSIDE AGENCY COORDINATION
AIR QUALITY				
Mesoscale Analysis The result of the mesoscale (regional) analysis is that proposed project alternatives would have a small effect on regional emission rates – the LRT alternative would slightly reduce emissions and the TSM alternative would increase emission rates by amounts that, with one exception, are not considered to be significant by the South Coast Air Quality Management District (SCAQMD). Only NO_x emissions are estimated to increase by an amount greater than the emission threshold (i.e., 62 pounds per day as compared with a threshold value of 55 pounds per day). **Microscale Analysis** The result of the localized (microscale) analysis is that proposed project alternatives would not cause or exacerbate a violation of a state or national ambient air quality standard. During construction, the CEQA (SCAQMD) quarterly impact thresholds for NO_x and particulate matter would be exceeded and mitigation measures are required. However, even after mitigation measures are applied, impacts would remain significant.	The construction contract for the selected alternative will require specific stipulations that the contractor must follow to meet criteria included in LACMTA's Systems Design Criteria and Standards, Volumes I through IV, to minimize adverse affects during construction. Best Management Practices (BMP) to control fugitive dust emissions in accordance with SCAQMD Rule 403 will also be required. In addition to these regulatory requirements, the following construction-phase air quality mitigation measures will also apply. **NOTE:** Construction period Air Quality could have a remainder significant impact even after mitigation measures are implemented. **A-1** All land clearing/earth-moving activity areas shall be watered to control dust as necessary to remain visibly moist during active operations. **A-2** All construction roads internal to the construction site that have a traffic volume of more than 50 daily trips by construction equipment, or 150 total daily trips for all vehicles, shall be surfaced with base material or decomposed granite. **A-3** Streets shall be swept as needed during construction, but not more frequently than hourly, if visible soil material has been carried onto adjacent public paved roads. **A-4** Construction equipment shall be visually inspected prior to leaving the site and loose dirt shall be washed off with wheel washers as necessary. **A-5** Water three times daily or non-toxic soil stabilizers shall be applied, according to manufacturers' specifications, as needed to reduce off-site transport of fugitive dust from all unpaved staging areas and unpaved road surfaces.	**Responsible Party(s)** Construction Authority **Phase** Construction, post-construction	**Responsible Party(s)** Construction Authority **Activity** (1) Water to control dust (2) Construction roads to be surfaced with base material or decomposed granite (3) Street sweeping (4) Wash dirty construction vehicles (5) Water to reduce off-site transport of fugitive dust (6) Roadway traffic speed not to exceed 15 mph (7) Tune and maintain construction equipment (8) Minimize exhaust emissions (9) Establish on-site staging area (10) Use electricity from power poles where feasible (11) Use alternative fuel sources where feasible (12) Develop a construction traffic management plan **Monitoring Period** (1) Pre-construction (2) Construction	South Coast Air Quality Management District (SCAQMD)

MITIGATION MONITORING AND REPORTING

IMPACT	MITIGATION MEASURE	IMPLEMENTATION	MONITORING	OUTSIDE AGENCY COORDINATION
	A-6 Traffic speeds on all unpaved roads shall not exceed 15 mph. **A-7** All equipment shall be properly tuned and maintained in accordance with manufacturer's specifications. **A-8** General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading and unloading queues would have the engines turned off when not in use, to reduce vehicle emissions. Construction emissions should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts. **A-9** Establish an on-site construction equipment staging area and construction worker parking lots, located on either paved surfaces or unpaved surfaces subject to soil stabilization. **A-10** Use electricity from power poles, rather than temporary diesel or gasoline powered generators if or where feasible. **A-11** Use on-site mobile equipment powered by alternative fuel sources (i.e., methanol, natural gas, propane or butane) as feasible. **A-12** Develop a construction traffic management plan that includes, but is not limited to: (1) consolidating truck deliveries; (2) providing a rideshare or shuttle service for construction workers; and (3) providing dedicated turn lanes for movement of construction trucks and equipment on-and off-site. **A-13** Develop and implement Best Management Practices to ensure compliance with SCAQMD Rule 403 to reduce fugitive dust.		**Frequency** (1) Once during pre-construction. (2) As necessary during construction.	

MITIGATION MONITORING AND REPORTING

IMPACT	MITIGATION MEASURE	IMPLEMENTATION	MONITORING	OUTSIDE AGENCY COORDINATION
BIOLOGY				
For the Build LRT to Azusa Alternative, biological impacts are limited to the crossing of the San Gabriel River and adjoining parkland areas, and the sites that would be acquired for stations and/or parking. All other sites are currently paved and thus have no biological resources. These measures would reduce impacts to a less than significant/adverse level.	The following preventative mitigation measures will reduce potential biological impacts during construction. **B-1** Construction limits shall be fenced or flagged prior to issuance of any construction permits to avoid disturbance to sensitive areas. Disturbance to the vegetation outside of the project scope shall be avoided.	**Responsible Party(s)** Construction Authority Qualified Biologist **Phase** Pre-construction Construction	**Responsible Party(s)** Construction Authority **Activity** 1) Flag construction limits to avoid disturbance areas 2) Monitor that construction stays within flagged area **Monitoring Period** 1) Pre-construction 2) Construction **Frequency** 1) Once during pre-construction 2) As needed during construction	
Where trees may be disturbed at any location, preventative measures to avoid violation of the Migratory Bird Treaty Act would be included in construction contracts. These mitigation measures would reduce impacts to a less than significant/adverse level. These mitigation measures would reduce impacts to a less than significant/adverse level.	These preventative measures to provide regulatory compliance with the Migratory Bird Treaty Act will reduce potential biological impacts during construction. **B-2** Vegetation clearing and tree removal activities shall be conducted during the non-breeding season (September 1 through February 14) to limit impacts to nesting birds. **B-3** In the event that vegetation clearing is necessary during the raptor breeding season (February 15 through August 31), a qualified biologist shall conduct a preconstruction survey to identify the locations of raptors within the areas that will be affected by the clearing. If the biologist finds an active nest within or adjacent to the areas requiring clearing, the biologist shall delineate a 500-foot-wide buffer zone around the nest. This zone shall be marked with flagging, and construction or clearing shall not be conducted within this buffer	**Responsible Party(s)** Construction Authority Qualified Ornithologist/ Biologist **Phase** Pre-construction Construction	**Responsible Party(s)** Construction Authority **Activity** 1) Confirm tree removal activities occur during non-breeding season (Sept. 1 to Feb. 14). 2) Have ornithologist/biologist conduct a preconstruction survey to identify raptors in the area. 3) Ensure construction does not occur until authorized by ornithologist/biologist **Monitoring Period** Pre-construction **Frequency** As needed during Pre-construction	

MITIGATION MONITORING AND REPORTING

IMPACT	MITIGATION MEASURE	IMPLEMENTATION	MONITORING	OUTSIDE AGENCY COORDINATION
	zone until the biologist determines that the nest is no longer active. If a 500-foot-wide buffer zone is not possible, noise barriers must be utilized. In addition, a qualified biologist shall be present at all preconstruction and pregrade meetings and will be onsite during all vegetation/tree removal and subsequent removal. The biological monitor shall be hired and trained prior to construction to monitor construction activities at the proposed project site where sensitive resources for protection and preservation have been identified.			
The Build LRT to Azusa Alternative would require crossing of the San Gabriel River; construction activities has the potential to affect fish and other habitats.	Consistent with the regulatory requirements to prepare a Storm Water Pollution Prevention Plan as a condition of obtain permits from the Los Angeles Regional Water Quality Control Board and Santa Ana Regional Water Quality Control Board, the following two measures also provide habitat protection. **B-4** Any equipment operated within or adjacent to a drainage (i.e., storm drain) shall be checked and maintained daily to prevent leaks of materials that, if introduced to water, could be detrimental to plant and wildlife species. Cement/concrete, asphalt, paint, petroleum products, or other substances that could be hazardous, resulting from project-related activities, shall be prevented from entering the soil or waters. Any of these materials placed in an area that may result in the material entering the drainage shall be removed and disposed of at an appropriate site. **B-5** Prior to completion of project activities each day, all trash and debris related to the project will be removed from the site to avoid attracting wildlife to the work site. **B-6** A biological monitor shall be present during clearing of any riparian or alluvial fan sage scrub habitats. If any listed species are found, the	**Responsible Party(s)** Construction Authority **Phase** Construction	**Responsible Party(s)** Construction Authority **Activity** 1) Check that all equipment is maintained to prevent leaks. 2) Prevent hazardous materials from entering the soils or waters. 3) Clean trash in construction area daily **Monitoring Period** Construction **Frequency** Daily	

MITIGATION MONITORING AND REPORTING

IMPACT	MITIGATION MEASURE	IMPLEMENTATION	MONITORING	OUTSIDE AGENCY COORDINATION
	biological monitor shall stop construction and the USFWS will be notified immediately. Construction will not resume until the USFWS has been contacted and has given direction regarding subsequent actions to be taken. The biological monitor has the authority to stop work temporarily in order to search for and remove any sensitive species found within the proposed project area. **B-7** Prior to obtaining grading permits, a restoration plan for restoring riparian habitat and alluvial fan sage scrub subject to impact by the proposed project shall be developed. This plan would include compensatory mitigation through funding programs or off-site restoration. The level of mitigation would be determined via coordination with CDFG. **B-8** Construction limits shall be fenced or flagged prior to issuance of any construction permits to avoid disturbance preserved areas adjacent to the San Gabriel River and Santa Fe Dam Recreation area. Disturbance to the vegetation outside of the project scope shall be avoided.			
CULTURAL RESOURCES				
Physical destruction of an archaeological or paleontological resource that is eligible for the National Register would be a significant impact. If archeological or paleontological discoveries are treated as required under CEQA, this regulatory compliance will reduce the impacts to a less than significant level.	Regarding archeological resources : **CR-1** If buried cultural resources are uncovered during construction, all work shall be halted in the vicinity of the archaeological discovery until a qualified archaeologist can visit the site of discovery and assess the significance of the archaeological resource. In the event of an accidental discovery of any human remains in a location other than a dedicated cemetery, the steps and procedures specified in Health and Safety Code 7050.5, CEQA 15064.5(e), and the Public Resources Code 5097.98 shall be	**Responsible Party(s)** Construction Authority Qualified Archaeologist Qualified Paleontologic Monitor **Phase** Construction	**Responsible Party(s)** Construction Authority **Activity** Check that contractor halts construction activity and necessary consultation occurs if archaeological resources, paleontological, or human remains are encountered. **Monitoring Period** Construction	Native Americans County Coroner Native American Heritage Commission

MITIGATION MONITORING AND REPORTING

IMPACT	MITIGATION MEASURE	IMPLEMENTATION	MONITORING	OUTSIDE AGENCY COORDINATION
	implemented. If buried cultural resources appear to be eligible for the National Register of Historic Places, Section 106 consultation shall be initiated with the State Historic Preservation Officer. If required, a Memorandum of Agreement will be developed. Provisions for the disposition of recovered prehistoric artifacts shall be made in consultation with culturally affiliated Native Americans. Regarding paleontological resources: **CR-2** If paleontological materials are encountered, a qualified paleontologist will monitor all remaining excavation work that would extend 10 feet in depth, or more into the ground. The monitor shall be empowered to temporarily halt or divert excavation equipment to allow removal of abundant or large specimens. Monitoring may be reduced if the potentially fossiliferous units, previously described, are not found to be present or, if present, are determined by qualified paleontologic personnel to have a low potential to contain fossil resources. Recovered specimens shall be prepared to a point of identification and permanent preservation, including washing of sediments to recover small invertebrates and vertebrates. Recovered specimens shall be curated into a professional, accredited scientific institution with permanent retrievable storage. A report of findings, with an appended itemized inventory of specimens, shall be prepared. The report and inventory would signify completion of the program to mitigate impacts to paleontologic resources.		**Frequency** As needed during Construction	
For the Build LRT to Azusa Alternative,	To ensure that the impacts of new parking structures to	**Responsible Party(s)**	**Responsible Party(s)**	Cities of Arcadia,

MITIGATION MONITORING AND REPORTING

IMPACT	MITIGATION MEASURE	IMPLEMENTATION	MONITORING	OUTSIDE AGENCY COORDINATION
historic property impacts would be less than significant. The historic depots at Monrovia and Azusa would be retained. Surface parking that is planned as part of the Foothill Extension for the Monrovia and Azusa downtown stations would have no adverse effect to the depots. Two railroad bridges in Arcadia, one in Azusa, and one pedestrian tunnel in Monrovia appear to have historical or architectural significance at the local level. The project includes requirements that modifications will be made in accordance with the Secretary of Interior's Standards such that the impacts would be less than significant.	historic districts are minimized, the Construction Authority will impose the following condition to the Design-Build contracts. **CR-3** Parking structures that are built within or adjacent to historic districts will be designed in a manner that is sympathetic to the characteristics of the historic district and consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties.	Construction Authority Qualified Architectural Historian **Phase** Pre-construction	Construction Authority **Activity** (1) Inspect plans to ensure compliance with historic-sensitive design. **Monitoring Period** Pre-construction **Frequency** Once during Design	Monrovia and Azusa
HAZARDOUS MATERIALS				
During Preliminary Engineering, site-specific investigations for properties to be used for the project will be completed to assess the presence or absence of hazardous materials, its severity, and the control measure that is appropriate under applicable federal and state regulations.	**HZ-1** All soil believed to be contaminated would be sampled and analyzed in accordance with Test Methods for Evaluating Solid Waste, Physical/Chemical Methods, EPA Publication SW-846 or California required SW-846 sampling protocols	**Responsible Party(s)** Construction Authority **Phase** Pre-construction	**Responsible Party(s)** Construction Authority **Activity** 1) Ensure soil testing is conducted as required **Monitoring Period** Pre-construction **Frequency** As needed during Pre-construction	
Elimination or reduction of construction-period impacts would occur through two steps, as follows: (1) compliance with local, state or federal regulations or permits that have been developed by agencies to manage construction impacts, to meet legally established	The project will be implemented in accordance with all federal and state requirements and permits during the construction process, as well as Best Management Practices. Based on the information gathered to date, the following regulatory compliance requirements will be implemented: **HZ-2** When final construction plans are prepared showing the lateral and vertical extent of the soil to be	**Responsible Party(s)** Construction Authority **Phase** Pre-construction Construction	**Responsible Party(s)** Construction Authority **Activity** 2) Ensure soil mitigation plan is prepared **Monitoring Period**	

MITIGATION MONITORING AND REPORTING

IMPACT	MITIGATION MEASURE	IMPLEMENTATION	MONITORING	OUTSIDE AGENCY COORDINATION
environmental impact criteria or thresholds, and/or to ensure that actions occurring under agency approvals or permits are in compliance with laws and policies and (2) implementation of the proposed alternative with additional construction period mitigation measures.	disturbed during construction, a soil mitigation plan will be prepared. The plan will establish soil reuse criteria, establish a sampling plan for stockpiled materials, describe the disposition of materials that do not satisfy the reuse criteria, and specify criteria for imported materials. **HZ-3** Any soil that is removed from the site that contains soluble concentrations of metals in excess of the STLC is considered a California-hazardous waste and will be handled and disposed of in accordance with California regulations. **HZ-4** If groundwater is expected to be encountered during construction activities, testing of the groundwater will be performed in order to characterize the groundwater where dewatering is required. **HZ-5** All hazardous materials, drums, trash, debris will be removed and disposed of in accordance with regulatory guidelines. **HZ-6** A health and safety plan will be developed for persons with the potential for exposure to the constituents of concern identified in this report. **HZ-7** When ground disturbing activities begin, contractors shall be responsible for general observations of sites to identify to the Construction Authority of potential contamination such as, but not limited to, the presence of underground facilities, buried debris, waste drums, tanks, staining soil or odorous soils. Should such materials be encountered, further investigation and analysis will be conducted **HZ-8** Depending upon the amount of affected material encountered, the concentrations of hazardous constituents, and the type of hazardous constituents encountered during construction activities, the following measures would typically apply: • Removal and Disposal–identify, remove, and haul		Pre-construction **Frequency** Once during Pre-construction **Activity** 3) Monitor handling and disposal of contaminated soils 4) Monitor testing of groundwater 5) Monitor removal and disposal of materials from job sites 6) Ensure a health and safety plan is prepared 7) Monitor reporting of potentially hazardous conditions 8) Monitor handling of contaminated materials/soils **Monitoring Period** Construction **Frequency** Daily	

MITIGATION MONITORING AND REPORTING

IMPACT	MITIGATION MEASURE	IMPLEMENTATION	MONITORING	OUTSIDE AGENCY COORDINATION
	and dispose of materials in the appropriate, licensed Class I, II, or III disposal facility. • Recycling–treat and/or recycle materials at regulated recycling facilities • Reuse of uncontaminated or treated materials on project lands. **HZ-9** Operations involving the segregation, handling, transportation, and disposal of contaminated soil, hazardous substances, solid waste, USTs, oil and gas wells, and other environmentally related issues encountered during earthwork operations must comply with federal and state regulations. **HZ-10** Excavated soil will be sampled for the purpose of classifying material and determining disposal requirements. If excavated soil is suspected or known found to be contaminated, the contractor will conduct the following: • Segregate and stockpile the material on visqueen • S pray the stockpile with water or a South Coast Air Quality Management District (SCAQMD) approved vapor suppressant and cover the stockpile with visqueen to prevent exposure to soil • Provide qualified and trained personnel and personal protective equipment to perform operations including, but not limited to excavation, segregation, stockpiling, loading, and hauling that require the disturbance of hazardous substances including, but not limited to excavation, segregation, stockpiling, loading, and hauling.			
NOISE AND VIBRATION				
On March 17, 2005, the Construction Authority Board adopted a policy that	**CONSTRUCTION ACTIVITIES:** Limiting construction activities to weekday daytime hours	**Responsible Party(s)** Construction Authority	**Responsible Party(s)** Construction Authority	N/A

MITIGATION MONITORING AND REPORTING

IMPACT	MITIGATION MEASURE	IMPLEMENTATION	MONITORING	OUTSIDE AGENCY COORDINATION
project construction conform to the noise requirements in each city in Segment 1 and Segment 2 of the proposed Foothill Extension. These requirements generally limit construction activities to daytime hours and certain days of the week (e.g., construction is often precluded on Sundays and National holidays without a variance from the local jurisdiction). Some local noise requirements may also include equipment or property line noise limits.	(generally from 7 AM to 6 PM), and employing typical measures for minimizing noise during construction, combined with the following measures, would mitigate all construction noise impacts **N-1** The Construction Authority shall develop specific residential property line noise limits to be included in the construction specifications for this project and require that contractors perform noise monitoring during construction to verify compliance with the limits. **N-2** The Construction Authority shall implement a complaint resolution procedure, including a contact person and telephone number, to rapidly resolve any documented or verified construction noise problems.	**Phase** Pre-construction	**Activity** (1) Develop residential property noise limits (2) implement a complaint resolution procedure **Monitoring Period** Pre-construction Construction **Frequency** (1) Once during Design (2) As necessary during Construction	
Noise and vibration impacts were determined using the Federal Transit Administration's methodology and criteria. Impacts predictions and proposed mitigation are based on August 2005 engineer level designs that are subject to further design refinement. During Final Design, data that affects the impact predictions may change, such as the precise locations and grade of rails, switch locations, and the placement of grade crossing warning devices. Accordingly, it is important to note that the determination of impacts and specific mitigation measures reported herein will be subject to refinement. For instance, the height and location of a proposed sound wall may change as a result design refinements. For the Build LRT to Azusa Alternative,	**LONG TERM MITIGATION:** **N-3** The Construction Authority shall employ noise reduction strategies to further reduce noise abatement achieved through voluntary regulatory compliance. The Authority shall erect noise barriers, employ building sound insulation, and modify at-grade audible warning devices and operations (subject to CPUC approval). Final design, locations, and extent of implementation of each of these noise-reducing strategies shall be determined during Final Design of the project such that the FTA noise abatement criteria is most effectively achieved. The noise reduction measures listed in mitigation measure N-3 are described in greater detail below. Preliminary locations and dimensions of soundwalls are presented along with candidate sites for building insulation. The mitigation implementation process that will follow in the Final Design phase is also discussed.	**Responsible Party(s)** Construction Authority **Phase** Pre-construction	**Responsible Party(s)** Construction Authority **Activity** (1) Develop residential property noise limits (2) implement a complaint resolution procedure **Monitoring Period** Pre-construction Construction **Frequency** (1) Once during Design (2) As necessary during Construction	

MITIGATION MONITORING AND REPORTING

IMPACT	MITIGATION MEASURE	IMPLEMENTATION	MONITORING	OUTSIDE AGENCY COORDINATION
noise impacts are predicted at a total of 229 residences (either single-family or multi-family residential dwelling units), one hotel, and one school. Mitigation measures, including sound walls and sound insulation of some residences, would reduce noise levels to below the impact thresholds. Vibration impacts are predicted at 158 residences. Mitigation measures, including ballast mats, shredded tires, or other resilient track support systems, would reduce vibration levels to below the impact threshold at all but 61 locations. All but five of these residual impacts are predicted on the second floor of the residence.	• Noise Barriers - This is a common approach to reducing noise impacts from surface transportation sources. The primary requirements for an effective noise barrier are that (1) the barrier must be high enough and long enough to break the line-of-sight between the sound source and the receiver, (2) the barrier must be of an impervious material with a minimum surface density of 4 lb/sq. ft., and (3) the barrier must not have any gaps or holes between the panels or at the bottom. Because numerous materials meet these requirements, the selection of materials for noise barriers is usually dictated by aesthetics, durability, cost, and maintenance considerations. Depending on the proximity of the barrier to the tracks and on the track elevation, transit system noise barriers typically range in height from between four and eight feet above the top-of-rail. Table ES-4 at the end of this report indicates the approximate noise barrier locations, lengths, and side of track for Segment 1 cities. (The locations of noise barriers are shown on Figures 3-11.9 et seq. in the Final EIR.) • Building Sound Insulation - Sound insulation of residences and institutional buildings to improve the outdoor-to-indoor noise reduction has been widely applied around airports and has seen limited application for transit projects. Although this approach has no effect on noise in exterior areas, it may be the best choice for sites where noise barriers are not feasible or desirable, and for buildings where indoor sensitivity is of most concern. Substantial improvements in building sound insulation (on the order of 5 to 10 dBA) can often be achieved by adding an extra layer of glazing to the windows, by sealing any holes in exterior surfaces that act as sound leaks, and by providing forced			

MITIGATION MONITORING AND REPORTING

IMPACT	MITIGATION MEASURE	IMPLEMENTATION	MONITORING	OUTSIDE AGENCY COORDINATION
	ventilation and air-conditioning so that windows do not need to be opened. Table ES-6 at the end of this report indicates the areas for sound insulation for Segment 1 cities. (The locations of sound insulation are shown on Figures 3-11.9 et seq. in the Final EIR) • Modifications to At-grade Warning Devices and Operations - Subject to approval on a case-by-case basis by the CPUC, warning devices or their operation may be modified to reduce noise levels and community annoyance in the vicinity of at-grade crossings. Modifications to the audible devices include installing shrouds on the crossing bells and using the lower sound level on-vehicle audible device. For example, a simple half-round piece of 16-gauge stainless steel attached to the back of a crossing bell can substantially reduce the amount of noise that is radiated into the community while maintaining industry standard noise levels at pedestrian locations. Also, switching from the 85-dBA horn to the 75-dBA quacker would provide a noticeable reduction in LRV noise levels near the grade crossings. **N-4** The Construction Authority shall employ vibration reduction strategies to further reduce vibration abatement achieved through voluntary regulatory compliance. The Authority shall employ strategies such as ballast mats, shredded tire or recycled rubber chip underlay, relocation of crossovers, and special trackwork. Final design, locations, and extent of implementation of each of these vibration-reducing strategies shall be determined during Final Design of the project such that the FTA criteria are most effectively achieved.			

MITIGATION MONITORING AND REPORTING

IMPACT	MITIGATION MEASURE	IMPLEMENTATION	MONITORING	OUTSIDE AGENCY COORDINATION
SOCIOECONOMICS				
Long-term socioeconomic impacts could arise in the vicinity of new LRT stations. Socioeconomic impacts around stations could arise from development or redevelopment driven by transit access. Development and redevelopment is controlled by local government. Long-term impacts may be identified by the planning and approval processes of these governments. Under CEQA, these impacts would typically be mitigated to less than significant levels through a combination of compliance with regulatory requirements and mitigation measures developed by the cities. Long-term socioeconomic impacts could also arise from the acquisition of properties for the LRT alternatives, or if those acquisitions were to result in the loss of employment. Implementation of the proposed project would occur under the auspices of the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended (Uniform Act). The Uniform Act mandates that acquisitions be made at fair market value, and provides assistance for residential and business relocations caused by a federally sponsored project. State- and local-level projects are also implemented under programs that are consistent with the Uniform Act. If new or changed business activities	Under CEQA, construction period impacts that restrict access to properties are potentially significant. Additionally, members of the public are especially sensitive about changes in access to their residences or businesses. To address these concerns, the following preventative measures will be implemented, as well as an overall Traffic Management Plan. **S-1** Schedules for street closures shall be developed in consultation with each corridor city.	**Responsible Party(s)** Construction Authority **Phase** Pre-construction	**Responsible Party(s)** Construction Authority **Activity** Create schedule for street closures **Monitoring Period** Pre-construction **Frequency** (1) Once during Pre-construction. (2) As necessary during Construction	Corridor Cities
	S-2 Advance notices shall be posted on city streets indicating when access will be closed or limited.	**Responsible Party(s)** Construction Authority **Phase** Construction	**Responsible Party(s)** Construction Authority **Activity** Post advance notices when access will be limited or closed **Monitoring Period** (1) Pre-construction (2) Construction **Frequency** (1) Once during Pre-construction. (2) As necessary during Construction	

MITIGATION MONITORING AND REPORTING

IMPACT	MITIGATION MEASURE	IMPLEMENTATION	MONITORING	OUTSIDE AGENCY COORDINATION
were to occur, it can be assumed that the activities would have to comply with federal, state, or local environmental regulations.	**S-3** Signs indicating access routes, alternate access points, and that affected business are open shall be posted.	**Responsible Party(s)** Construction Authority **Phase** Construction	**Responsible Party(s)** Construction Authority **Activity** Post signs **Monitoring Period** Construction **Frequency** As necessary during Construction	
	S-4 Newspaper notices shall be placed indicating street and access closures.	**Responsible Party(s)** Construction Authority **Phase** Construction	**Responsible Party(s)** Construction Authority **Activity** Post newspaper notices **Monitoring Period** Construction **Frequency** As necessary during Construction	
	S-5 The Construction Authority website shall include information on planned street and access closures.	**Responsible Party(s)** Construction Authority **Phase** Construction	**Responsible Party(s)** Construction Authority **Activity** Update Construction Authority website **Monitoring Period** Construction **Frequency** As necessary during Construction.	
TRAFFIC AND TRANSPORTATION				
Minimizing impacts to traffic operations during the construction process will be accomplished through development of	***Traffic Operations Measures*** **T-3** During Final Design, site and street specific	**Responsible Party(s)** Construction Authority	**Responsible Party(s)** Construction Authority	Corridor cities

MITIGATION MONITORING AND REPORTING

IMPACT	MITIGATION MEASURE	IMPLEMENTATION	MONITORING	OUTSIDE AGENCY COORDINATION
specific Worksite Traffic Control Plans. Such plans will be developed in consultation with the corridor cities.	Worksite Traffic Control Plans shall be developed in cooperation with the appropriate departments of transportation in each city and with Los Angeles County to accommodate required pedestrian and traffic movements. To the extent practical, traffic lanes shall be maintained in both directions, particularly during periods of peak traffic operations. Access to homes and businesses shall be maintained throughout the construction period. To the extent feasible lane closures shall take place during the night hours. **T-4** Designated haul routes for trucks shall be identified during final design. These routes shall be situated to minimize noise, vibration, and other possible impacts. Following completion of the Gold Line Foothill Extension, if slight physical damage to the haul route roads is found, the roads shall be treated as deemed necessary.	**Phase** Final design, Construction and Post-construction	**Activity** (1) Design Worksite Traffic Control Plans (2) Designate haul routes for trucks **Monitoring Period** (1) Final Design (2) Construction (3) Post-construction **Frequency** (1) During Design stage (2) As necessary during Construction (3) Post-construction	
System-wide operational improvements will be made on intersections in progression.	**T-5** System-Wide Operational Improvements System-wide operational improvements will be made on intersections in progression. The following arterials in the Build LRT to Azusa Alternative area will be set up for system-wide coordination and synchronization: o Myrtle Avenue – Monrovia o Duarte Road – Monrovia and Duarte	**Responsible Party(s)** Construction Authority **Phase** Final design, Construction	**Responsible Party(s)** Construction Authority **Activity** Develop synchronization plans in consultation with affected cities **Frequency** During Design stage	Corridor cities
Segment 1 Improvements	**T-6** Within Segment 1, a total of 13 intersections are subject to significant impacts. Based upon mitigation measures considered to be feasible, the following improvements would be made, subject to concurrence of each city: <u>Arcadia</u> Santa Anita Avenue and Colorado Boulevard – Add	**Responsible Party(s)** Construction Authority **Phase** Final design, Construction	**Responsible Party(s)** Construction Authority	Corridor cities

MITIGATION MONITORING AND REPORTING

IMPACT	MITIGATION MEASURE	IMPLEMENTATION	MONITORING	OUTSIDE AGENCY COORDINATION
	a second left turn lane to the southbound approach on Santa Anita Avenue. This will provide two exclusive left turn lanes, two through lanes and one exclusive right turn lane. Adequate right of way is available to accommodate the mitigation. Santa Anita Avenue and Santa Clara Street – Reconfigure the eastbound approach on Santa Clara Street to provide two exclusive left turn lanes and one shared through/right turn lane. In addition, convert the east/west signal operation from a split phase to a protected left turn phase. This mitigation can be accommodated within the existing right of way. Monrovia Myrtle Avenue and Evergreen Avenue (210 EB) – Add a new exclusive left turn lane to the southbound approach by removing the north leg median barrier and re-striping the southbound approach to provide two exclusive left turn lanes and two through lanes. Adequate right of way is available to accommodate mitigation. Myrtle Avenue and Duarte Road – Add a new exclusive right turn lane to the southbound approach by removing the north leg median barrier and re-striping the southbound approach to provide one exclusive left turn lane, two through lanes, and one exclusive right turn lane. Adequate right of way is available to accommodate mitigations. Myrtle Avenue and Pomona Avenue – Signalize. Duarte Highland Avenue and Central Avenue – Signalize. Highland Avenue and Business Center Drive – Signalize.			

MITIGATION MONITORING AND REPORTING

IMPACT	MITIGATION MEASURE	IMPLEMENTATION	MONITORING	OUTSIDE AGENCY COORDINATION
	Irwindale Irwindale Avenue and Foothill Boulevard – Provide an overlap right turn signal phase accompanied by a right turn arrow indication for the eastbound approach on Foothill Boulevard. This right turn overlap phase would operate during the northbound signal phase. Irwindale Avenue and I-210 Eastbound Ramps – Add a new exclusive left turn lane to the southbound approach by re-striping and utilizing the area available adjacent to the curb to provide two exclusive left turn lanes and two through lanes. Adequate right of way is available to accommodate mitigations. Irwindale Avenue and Montoya Street – Signalize. Irwindale Avenue and W First Street – Add a new southbound through lane by re-striping the southbound approach to provide one exclusive left turn lane, three through lanes, and one exclusive right turn lane. Re-stripe the departure leg to provide three through traffic lanes. Adequate right of way is available to accommodate mitigations. Irwindale Avenue and Gladstone Street – Reconfigure the eastbound approach to convert the exclusive left turn lane to a shared left turn/through lane. Also, convert the eastbound shared right turn/through lane to an exclusive right turn lane. These will provide one shared left turn/through lane, one through lane, and one exclusive right turn lane on the eastbound approach. Within the existing right of way, realign the departure leg to match the shift in through lanes. Azusa Azusa Avenue and Ninth Street – Signalize of this intersection is proposed			

MITIGATION MONITORING AND REPORTING

IMPACT	MITIGATION MEASURE	IMPLEMENTATION	MONITORING	OUTSIDE AGENCY COORDINATION
UTILITIES				
For the Build LRT to Azusa Alternative, utilities that traverse the rail right-of-way (i.e., cross at an angle) would generally be protected in place. The specific utilities affected and the type of protection would be determined during Preliminary Engineering. Affected utility providers would be consulted to determine the appropriate type of protection needed. Utilities that run within the right-of-way under the terms of a license agreement would be relocated at the specific utility's expense, if the utility impacts the Design.	The following measures will be imposed during design and construction. The Construction Authority or its contractors shall work with utility providers to minimize any potential service interruptions and shall conserve resources by: **U-1** Complying with applicable utility polices and strategies as specified in the adopted operational comprehensive plans of the corridor cities and counties of Los Angeles and San Bernardino, including those provisions related to levels of service, conservation strategies, and coordination of service provisions. **U-2** Incorporating County of Los Angeles and California State energy code, building code, fire code, LACMTA Design Criteria and Standards (Volume I through IV) and other application requirements for all design aspects of the system, stations, maintenance facility, and parking areas. **U-3** Developing methods, including cathodic protection, to reduce the effects of stray currents. Where necessary and possible, install devices to reduce the impact of stray current between the traction power system and the utility facilities, or replaced particularly metallic utility infrastructure with nonmetallic materials. **U-4** Coordinating with affected water utilities and local fire departments to ensure that water use does not compromise flows required for fire protection. **U-5** Locating tracks and other elements such that access to utilities for maintenance and repair can be provided. Where necessary, relocate manholes, pipes, vaults, and other access points.	**Responsible Party(s)** Construction Authority **Phase** Design Preliminary Engineering Construction	**Responsible Party(s)** Construction Authority **Activity** (1) Check that plans comply with applicable utility policies and strategies for cities and counties affected by the corridor. (2) Incorporate Los Angeles County and State energy, building, and fire codes. (3) Develop methods and install devices to reduce effects of stray currents. (4) Coordinate with affected water utilities and local fire departments. (5) Locate tracks and access to utilities so maintenance and repair can be provided **Monitoring Period** (1) Design (2) Pre-construction (3) Construction **Frequency** (1) Once during Design. (2) Once during Pre-construction. (3) As necessary during Construction.	Utility Providers LACMTA SANBAG

MITIGATION MONITORING AND REPORTING

IMPACT	MITIGATION MEASURE	IMPLEMENTATION	MONITORING	OUTSIDE AGENCY COORDINATION
VISUAL				
For the Build LRT to Azusa Alternative, visual impacts are anticipated in the cities of Monrovia and Duarte due to the potential removal of the very long oleander screening hedgerow. This hedgerow extends along Duarte Road east from Myrtle Avenue in Monrovia, through the city of Duarte.	**V-1** Landscaping of the rail right of way will be provided in available right-of-way in a manner consistent with the landscape treatments used in Phase I of the Gold Line. These treatments will consist of hardscape and/or landscape treatments that can be physically accommodated within available right of way, plant materials that are indigenous or adaptable to the Southern California environment, and plant materials that can survive with limited maintenance and without introducing safety concerns. All hardscape and landscape treatments must avoid current or future encroachment into the safety enveloped required for operation of an LRT system.	**Responsible Party(s)** Construction Authority **Phase** Design Construction	**Responsible Party(s)** Construction Authority **Activity** (1) Construct landscaping that is consistent with the landscape treatments. (2) Landscaping is indigenous or adaptable to the Southern California environment. (3) Landscaping must survive with limited maintenance. **Monitoring Period** (1) Design (2) Construction **Frequency** (1) Design (2) As necessary during Construction	
WATER QUALITY/ HYDROLOGY				
The construction-related impacts from the Build LRT to Azusa Alternative would primarily be to surface water, specifically in the areas of channels/drainages. Compliance with regulations and best management practices is expected to reduce potential impacts to less than adverse/less than significant levels. Retrofitting of the bridge over the San Gabriel River has the potential for water quality impacts during	The following-measures would reduce impacts to less than significant. **W-WQ 1** The proposed project will result in the disturbance of five or more acres of land. Prior to the issuance of preliminary or precise grading permits, the Construction Authority or its contractors shall provide the City Engineers of the affected cities with evidence that a Notice of Intent (NOI) has been filed with the SWRCB. Such evidence shall consist of a copy of the NOI stamped by the SWRCB or the RWQCB, or a letter from either agency stating that the NOI has	**Responsible Party(s)** Construction Authority **Phase** Pre-construction Construction	**Responsible Party(s)** Construction Authority **Activity** (1) Check that NOI is submitted to the SWRCB prior to construction. (2) Check that SWPPP is developed. (3) Inspect construction site to ensure that BMPs and other measures specified in SWPPP are	SWRCB

MITIGATION MONITORING AND REPORTING

IMPACT	MITIGATION MEASURE	IMPLEMENTATION	MONITORING	OUTSIDE AGENCY COORDINATION
construction. Compliance with regulations and best management practices is expected to reduce potential impacts to less than adverse/less than significant levels. Potential long-term impacts from operation of the LRT system are expected to be less than significant since the system would be operated in compliance with all applicable environmental permits.	been filed. **W-WQ 2** Prior to the commencement of soil disturbing activities, the Construction Authority or its contractors shall submit for approval to the SWRCB, a NOI to be covered under the Storm Water Permit. Additionally, the Construction Authority or its contractors shall prepare a Storm Water Pollution Prevention Plan (SWPPP) which will: 1) require implementation of BMPs so as to prevent a net increase in sediment load in storm water discharges relative to the preconstruction levels; 2) prohibit discharges of storm water or non-storm water at levels which would cause or contribute to an exceedance of any applicable water quality standard contained in the relevant basin plans; 3) discuss in detail the BMPS to be used for project-related control of the sediment and erosion, non-sediment pollutants, and potential pollutants in non-storm water discharges; 4) describe post-construction BMPs for the project; 5) explain the monitoring and maintenance program for the project's BMPs; 6) require reporting violations to the Regional Board; and 7) list the parties responsible for SWPPP implementation and BMP maintenance both during and after construction. Upon acceptance of the NOI by the SWRCB, the project proponent shall implement the SWPPP and will modify the SWPPP as directed by the Storm Water Permit. **W-WQ 3** The Construction Authority or its contractors shall develop a Water Quality Management Plan (WQMP) and shall submit the WQMP for review to each respective city within the study area. The cities shall approve the WQMP prior to the issuance of precise grading permits for		implemented during construction. (4) Develop a Water Quality Management Plan (WQMP) and submit the WQMP for review to each respective city within the study area. (5) If construction should contribute to offsite drainage deficiencies, the project proponent shall participate on a fair-share basis in the construction of improvements necessary. (6) Coordinate with ACOE, ACOE, CDFG, and the appropriate RWQCB for requirements for permits related to blue-line streams affected by project construction. (7) Design a Standard Urban Stormwater Mitigation Plan (SUSMP) **Monitoring Period** (1) Pre-construction (2) Construction **Frequency** (1) As necessary during pre-construction. (2) Once during Pre-construction. (3) As necessary during Construction.	

MITIGATION MONITORING AND REPORTING

IMPACT	MITIGATION MEASURE	IMPLEMENTATION	MONITORING	OUTSIDE AGENCY COORDINATION
	project facility development. The WQMP shall: 1) describe the routine and special post-construction BMPs to be used, including both structural and non-structural measures; 2) describe responsibility for the initial implementation and long-term maintenance of the BMPs; 3) provide narrative with the graphic materials as necessary to specify the locations of the structural BMPs; and certify that the project proponent will strive to have the WQMP carried out by any future successors of the project facilities. **W-WQ 4** Should the project contribute to offsite drainage deficiencies, the Construction Authority or its contractors shall participate on a fair-share basis in the construction of improvements necessary to address these deficiencies, as determined through consultation with the cities affected by the project. **W-WQ 5** Prior to construction, coordination with ACOE, CDFG, and the appropriate RWQCB shall be sought to determine the requirements for the respective permits for any blue-line streams affected by project construction. **W-WQ 6** During Final Design, a Standard Urban Stormwater Mitigation Plan (SUSMP) will be prepared.			

Throughout the table, the Construction Authority is listed as Responsible Party. Although the Authority has the ultimate legal responsibility to ensure compliance with this Mitigation Monitoring and Reporting Plan, the Authority may delegate certain implementing and/or reporting actions to its contractors. Likewise, it may delegate certain monitoring actions to its contractors; but under no circumstances will a contractor be allowed to monitor its own reporting activities. Monitoring will be done on an independent basis.

Table ES-4
Sound Barrier Locations and Dimensions – Segment 1 Cities

City	Wall No.	Dir. [1]	Engineering Station**		Length, ft.	Height, ft. [2]
			Start	Stop		
Arcadia	1	EB	956+50	966+00	950	4
Arcadia	2	EB	1011+50	1023+00	1,150	4
Arcadia	3	WB	966+75	974+00	725	4
Arcadia	4	WB	1000+50	1004+50	400	4
Total: Arcadia					**3,225**	
Monrovia	1	EB	1023+00	1034+50	1,150	4
Monrovia	2	EB	1036+00	1040+00	400	4
Monrovia	3	EB	1040+00	1048+00	800	8
Monrovia	4	EB	1048+00	1051+50	350	4
Monrovia	5	EB	1051+50	1057+00	550	6
Monrovia	6	EB	1058+00	1063+25	525	8
Monrovia	7	EB	1065+75	1069+25	350	6
Monrovia	8	WB	1035+00	1037+00	200	4
Monrovia	9	WB	1037+00	1042+50	550	4
Monrovia	10	WB	1042+50	1047+50	500	6
Monrovia	11	WB	1047+50	1053+50	600	6
Monrovia	12	WB	1053+50	1056+75	325	6
Total: Monrovia					**6,425**	
Duarte	1	EB	1129+50	1133+00	350	6
Duarte	3	WB	1141+00	1146+00	500	6
Duarte	4	WB	1155+75	1176+75	2,100	6
Total: Duarte					**2,950**	
Azusa	1	EB	1345+00	1353+00	800	4
Azusa	2	EB	1357+50	1363+50	600	6
Azusa	3	EB	1363+50	1369+00	550	6
Azusa	4	EB	1386+00	1389+50	350	6
Azusa	5	EB	1390+25	1399+50	925	6
Azusa	6	WB	1365+75	1369+50	375	6
Azusa	7	WB	1390+75	1395+25	450	6
Total: Azusa					**4,050**	

Table ES-4
Sound Barrier Locations and Dimensions – Segment 1 Cities

City	Wall No.	Dir. [1]	Engineering Station**		Length, ft.	Height, ft. [2]
			Start	Stop		
TOTAL: SEGMENT 1					16,650	

[1] EB = towards Montclair; WB = towards Pasadena
[2] Heights are listed as above top-of-rail.
** Engineering stations are shown in the Plan and Profile Drawings in Volume 4.
Source: ATS Consulting, LLC, 2005.

Table ES-6
Locations for Residential Sound Insulations – Segment 1 Cities

City	Direction [1]	Group No. [2]	Engineering Station**	# of Residences
Grade Crossings [3]				
Monrovia	EB	8	1056+50	1
Monrovia	EB	9	1058+00	4
Monrovia	WB	5	1056+50	1
Monrovia	WB	6	1058+50	1
Azusa	EB	8	1369+00	1
Azusa	EB	11	1390+00	1
Azusa	EB	12	1391+00	2
Azusa	WB	5	1391+00	1
Total: Grade Crossings				**12**
Second Stories [4]				
Monrovia	EB	3	1043+00	11
Monrovia	EB	11	1067+00	4
Monrovia	WB	2	877+00	12
Azusa	EB	7	1363+00	5
Total: Second Stories				**32**
TOTAL-SEGMENT 1				**44**

[1] Near track direction: EB = towards Montclair; WB = towards Pasadena
[2] Refer to the maps in the Noise and Vibration Technical Report in the Appendices for locations of the receiver groups.
[3] Refers to individual residences.
[4] Include all residences with second stories within grouping.
** Engineering stations are shown in the Plan and Profile Drawings in Volume 4.
Source: ATS Consulting, LLC, 2005.

APPENDIX A

SAMPLE COMPLIANCE FORM

GOLD LINE FOOTHILL EXPANSION PROJECT
MITIGATION MEASURE MONITORING COMPLIANCE FORM

Reporting Period: ☐ **Pre-Construction** ☐ **Construction** ☐ **Post-Construction**

Report Date: _____

Mitigation Measure:

_____

_____

_____

_____

_____

Has the Mitigation Measure been implemented?

☐ **Yes** ☐ **No**

Notes:

_____

_____

_____

Is further action or monitoring required?

☐ **Yes** ☐ **No**

If yes, describe:

_____

_____

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Is consultation with outside agencies required?

☐ **Yes** ☐ **No**

If yes, identify agency: _____

Has consultation with outside agency been completed?

☐ **Yes** ☐ **No**

Monitoring Verified By: _____ **Date:** _____