

Readers' Guidance:

This chapter provides a summary of the modifications made to the environmental document set between issuance of the Draft EIR/EIS in April 2004 and this Final EIR.

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CHAPTER 12 - CHANGES AND MODIFICATIONS TO THE DRAFT EIS/EIR

Changes Since the Draft EIS/EIR

Subsequent to the release of the Draft EIS/EIR in April 2004, the Gold Line Phase II project has undergone several updates:

Name Change: To avoid confusion expressed about the terminology used in the Draft EIS/EIR (e.g., Phase I; Phase II, Segments 1 and 2), the proposed project is referred to in the Final EIS/EIR as the Gold Line Foothill Extension.

Selection of a Locally Preferred Alternative and Updated Project Definition: Following the release of the Draft EIS/EIR, the public comment period, and input from the cities along the alignment, the Construction Authority Board approved a Locally Preferred Alternative (LPA) in August 2004. This LPA included the Triple Track Alternative (2 LRT and 1 freight track) that was defined and evaluated in the Draft EIS/EIR, a station in each city, and the location of the Maintenance and Operations Facility. Segment 1 was changed to extend eastward to Azusa. A Project Definition Report (PDR) was prepared to define refined station and parking lot locations, grade crossings and two rail grade separations, and traction power substation locations. The Final EIS/EIR and engineering work that support the Final EIS/EIR are based on the project as identified in the Final PDR (March 2005), with the following modifications. Following the PDR, the Authority Board approved a Revised LPA in June 2005. Between March and August 2005, station options in Arcadia and Claremont were added.

Changes in the Discussions: To make the Final EIS/EIR more reader-friendly, the following format and text changes have been made:

Discussion of a Transportation Systems Management (TSM) Alternative has been deleted since the LPA decision in August 2004 eliminated it as a potential preferred alternative.

Discussions of the LRT Alternatives have eliminated the breakout of the two track configurations used in the Draft EIS/EIR (Double Track and Triple Track). The Final EIS/EIR reports the impacts of a modified triple track configuration (2 LRT tracks and 1 freight track with two rail grade separations) but focuses on the phasing/geographic boundaries included in the LPA decisions.

Two LRT alternatives in the Final EIS/EIR are discussed under the general heading “Build Alternatives,” and are defined as:

1. **Full Build (Pasadena to Montclair) Alternative:** This alternative would extend LRT service from the existing Sierra Madre Villa Station in Pasadena through the cities of Arcadia, Monrovia, Duarte, Irwindale, Azusa, Glendora, San Dimas, La Verne, Pomona, and Claremont, terminating in Montclair. The cities from Pasadena to Azusa are also referred to in the Final EIS/EIR as Segment 1. The cities from Glendora to Montclair are also referred to in the Final EIS/EIR as Segment 2. Key changes from the Draft EIS/EIR are the inclusion of Azusa in Segment 1, the elimination of the Pacific Electric right-of-way option between Claremont and Montclair, the inclusion of a 24-acre Maintenance and Operations facility in Irwindale (the site is smaller than in the Draft EIS/EIR), and the addition of two rail grade separations. Note that the Maintenance and Operations Facility is located in Segment 1 but is

part of the Full Build Alternative. In other words, it would not be constructed as an element of the Build LRT to Azusa Alternative (described below). The length of the alternative is approximately 24 miles. One station (and parking) would be located in each city, except for Azusa, which would have two. There are two options for the station locations in Arcadia and Claremont. Segment 1 would include 2 LRT tracks throughout and 1 freight track between the Miller Brewing Company in Irwindale and the eastern boundary of Azusa. The freight track that now exists west of Miller Brewing, which serves a single customer in Monrovia, would be removed from service following relocation of that customer by the City of Monrovia. Segment 2 would include two LRT tracks throughout and 1 freight track between the eastern boundary of Azusa and Claremont. In Claremont, the single freight track joins up with the double Metrolink tracks (which are also used for freight movement) and continues through to Montclair (and beyond). This alternative also includes two railroad grade separations (in Azusa and in Pomona) so that LRT tracks would pass above the at-grade freight track. These allow the LRT and freight services to operate independently (thus eliminating the time-constrained double track option discussed in the Draft EIS/EIR). Implementation of the alternative would include relocation of the existing freight track within the rail right-of-way, but there would be no changes in the service provided to customers. The alternative includes 8 new traction power substations in Segment 2, as well as the 8 in Segment 1.

2. Build LRT to Azusa Alternative: This alternative (also referred to as Segment 1) 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. (The main change from the Draft EIS/EIR is the inclusion of the City of Azusa.) The length of the alternative is approximately 11 miles. One station (and parking facility) would be located in each city, except for Azusa, which would have two. There are two options for the station location in Arcadia. 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 freight track that now exists west of Miller Brewing, which serves a single customer in Monrovia, would be removed from service following relocation of that customer by the City of Monrovia. This alternative also includes the railroad grade separation in Azusa so that LRT tracks would pass above the at-grade freight track. This allows the LRT and freight services to operate independently (thus eliminating the time-constrained double track option discussed in the Draft EIS/EIR). Implementation of the alternative would include relocation of the existing freight track within the rail right-of-way, but there would be no changes in the service provided to customers. The alternative also includes 8 new traction power substations.

As in the Draft EIS/EIR, impact forecasts use 2025 conditions, except for traffic impacts, which reflects a 2030 forecast based on the recently adopted 2004 SCAG Regional Transportation Plan.

As a result of these modifications, changes in chapters are as follows:

<u>CHAPTER</u>	<u>KEY CHANGES</u>
<u>Chapter 1 Purpose and Need</u>	<u>No substantial changes</u>
<u>Chapter 2 Alternatives</u>	<u>Update definition of candidate alternatives, discuss LPA decisions</u>
<u>Chapter 3-1 Acquisitions</u>	<u>Update to reflect modifications to Build Alternatives</u>
<u>Chapter 3-2 Air Quality</u>	<u>Update analysis to reflect modifications to Build Alternatives</u>
<u>Chapter 3-3 Biological Resources</u>	<u>Update to reflect results of biological surveys</u>

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<u>Chapter 3-4 Community Facilities and Services</u>	<u>Update to reflect modifications to Build Alternatives</u>
<u>Chapter 3-5 Cultural Resources</u>	<u>Update analysis to reflect change in forecast year and modifications to Build Alternatives</u>
<u>Chapter 3-6 Energy</u>	<u>Update analysis to reflect modifications to Build Alternatives</u>
<u>Chapter 3-7 Executive Orders</u>	<u>No change</u>
<u>Chapter 3-8 Geologic/Seismic</u>	<u>Update analysis to reflect modifications to Build Alternatives</u>
<u>Chapter 3-9 Hazardous Materials</u>	<u>Update analysis to reflect modifications to Build Alternatives and results of Phase II Analysis</u>
<u>Chapter 3-10 Land Use and Planning</u>	<u>Update analysis to reflect modifications to Build Alternatives</u>
<u>Chapter 3-11 Noise and Vibration</u>	<u>Update analysis to reflect modifications to Build Alternatives</u>
<u>Chapter 3-12 Railroad Operations</u>	<u>Update analysis to reflect modifications to Build Alternatives</u>
<u>Chapter 3-13 Safety and Security</u>	<u>Update analysis to reflect modifications to Build Alternatives</u>
<u>Chapter 3-14 Socioeconomics</u>	<u>Update analysis to reflect modifications to Build Alternatives</u>
<u>Chapter 3-15 Traffic and Transportation</u>	<u>Update analysis to reflect change in forecast year (to 2030) and modifications to Build Alternatives</u>
<u>Chapter 3-16 Utility Disruptions</u>	<u>Update analysis to reflect modifications to Build Alternatives</u>
<u>Chapter 3-17 Visual</u>	<u>Update analysis to reflect modifications to Build Alternatives</u>
<u>Chapter 3-18 Water Quality</u>	<u>Update analysis to reflect modifications to Build Alternatives</u>
<u>Chapter 4 Other Impacts Considerations</u>	<u>Update analysis to reflect impacts analyzed in 2004 RTP (for forecast year 2030) and modifications to Build Alternatives</u>
<u>Chapter 5 Financial Analysis</u>	<u>Update analysis to reflect modifications to Build Alternatives</u>
<u>Chapter 6 Agency Coordination</u>	<u>Update</u>
<u>Chapter 7 Section 4(f) Analysis</u>	<u>Update analysis to reflect modifications to Build Alternatives</u>
<u>Chapter 8 Public Outreach</u>	<u>Update</u>
<u>Chapter 9 list of Preparers</u>	<u>Update</u>
<u>Chapter 10 Bibliography</u>	<u>Update</u>
<u>Chapter 11 Consultation</u>	<u>Update</u>
<u>Chapter 12 Changes and Modifications</u>	<u>New</u>
<u>Chapter 13 Comments and Responses to Comments</u>	<u>New</u>
<u>Appendices</u>	<u>Update analyses to reflect change in forecast year for traffic impact analysis and modifications to Build Alternatives for other impacts</u>

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