

COMMENT LETTER 122

RESPONSE TO LETTER 122

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY



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June 21, 2004

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

RE: Comments on the Gold Line Phase II – Pasadena to Montclair (Foothill Extension)
Draft EIR/EIS (SCH No. 200361157)

Dear Metro Gold Line Construction Authority:

Thank you for providing a full paper copy of this document to the Southern California Regional Rail Authority (SCRRA) and for the opportunity to comment on this document. As background information, SCRRA is a five-county Joint Powers Authority (JPA) that operates the regional commuter rail system known as Metrolink on member agency-owned and on private freight railroad rights of way. Additionally, SCRRA provides a range of rail engineering, construction, operations and maintenance services to its five JPA member agencies. The JPA consists of the Orange County Transportation Authority (OCTA), Los Angeles County Metropolitan Transportation Authority (MTA), San Bernardino Associated Governments (SANBAG), Riverside County Transportation Commission (RCTC) and Ventura County Transportation Commission (VCTC).

As correctly stated on Page ES-184, the Pasadena Subdivision railroad right of way was purchased in 1992 by MTA and SANBAG within their jurisdictions. Likewise, the San Gabriel Subdivision was purchased by MTA and SANBAG and serves as the operating right of way for Metrolink's San Bernardino Line. SCRRA operates service on the San Gabriel Subdivision and maintains and dispatches both the San Gabriel and Pasadena Subdivisions for the respective counties.

The following are specific recommendations and requirements being conveyed by SCRRA after reviewing the DEIR/EIS:

1. SCRRA requests that the Final EIR/EIS clarify when the maintenance and dispatching obligation for the Pasadena Subdivision will be transferred from the SCRRA to the Metro Gold Line Construction Authority (Authority). The Shared Use Agreements that exist between the MTA and the Burlington Northern Santa Fe (BNSF) must be referred to in regards to the transfer of responsibilities.

122-1



Member Agencies: Los Angeles County Metropolitan Transportation Authority, Orange County Transportation Authority, Riverside County Transportation Commission, San Bernardino Associated Governments, Ventura County Transportation Commission. Ex Officio Members: Southern California Association of Governments, San Diego Association of Governments, State of California.
700 S. Flower Street 26th Floor Los Angeles CA 90017 Tel [213] 452.0200 www.metrolinktrains.com

COMMENT LETTER 122

RESPONSE TO LETTER 122

Gold Line Phase II – Pas. to Mont. Comments
June 21, 2004
Page 2

- 2. Page ES-8, Table ES-1 - lists a goal under the "Transit Usefulness" category to improve mobility and provide connectivity to regional and local transit systems. The objective is stated as providing good connections to Metrolink, Foothill Transit and the Pasadena Gold Line Phase I at Sierra Madre Villa Avenue. SCRRA is supportive of the connectivity described in the EIR, as long as the costs for achieving this increased connectivity are fully funded by the project. 122-2

- 3. Page 3-15-38 – LRT Phase II, Segment 2 – Under "The Cities Affected and the Effects", no impacts to SCRRA are listed, but some impacts would be caused. The following should be listed as impacts that the Authority is responsible to mitigate regarding SCRRA:
 - a. Throughout the cities served by SCRRA, regulatory authorities will require the installation of additional crossing warning devices for initiation of LRT service. The Authority should be responsible for the installation and any additional maintenance costs for those crossing warning devices. 122-3
 - b. Replacement will be necessary of any SCRRA infrastructure (track, signals, structures, ticket vending machines, communication buildings, etc.) that is impacted by reconstruction of the existing Metrolink facilities. 122-4
 - c. Any joint LRT/Metrolink stations must have grade separated, ADA compliant pedestrian access between all modes of travel. 122-5
 - d. Construction phasing for the LRT/commuter rail shared corridor must be coordinated with SCRRA in advance. Metrolink must continue its regular operating schedule and not experience train or bus bridge service delays due to construction. 122-6
 - e. All joint LRT/Metrolink stations should be designed to maximize the ease of transfers between LRT, commuter rail, connecting transit and easy access to sufficient parking for all services. 122-7
 - f. An inter-track fence needs to be added to the designs to separate tracks used by freight from tracks used by LRT, to provide necessary roadway worker protection. 122-8

- 4. Page 3-15-123 - The proposal to run LRT service in addition to the existing commuter rail and freight service in Pomona, Claremont and Montclair, will lead to 4-6 tracks at the multi-modal crossings in these cities. Due to the extreme increase in frequency of rail activity crossing surface streets, the following rail crossings should be considered for closure or grade separation: 122-9
 - White Avenue, Fulton Road, Garey Avenue, Towne Avenue, Cambridge Avenue, Indian Hill Boulevard, College Avenue and Claremont Boulevard.

- 5. Page ES-13 - "Parking facilities would be provided at each new station. Parking would be free to Gold Line users and would be managed by the Construction Authority." It may not be appropriate to establish a parking policy during the EIR. The cities own and 122-10

Comment 122-2

SCRRA support for the project is acknowledged. Connectivity between the LRT system and SCRRA's commuter rail system would be at the expense of the LRT project.

Comment 122-3

The cost of grade crossing warning devices required for LRT service are included in the project cost estimate. Any changes to maintenance costs will be addressed with the LACMTA though the Shared Use Agreement.

Comment 122-4

Should the Foothill Extension project impact any Metrolink facilities to the point where reconstruction is necessary, all affected infrastructure will be replaced as appropriate.

Comment 122-5

Joint LRT/commuter stations are designed with appropriate platform heights. ADA compliance is a standard design feature. The Construction Authority does not plan to provide pedestrian over/under crossings at stations.

Comment 122-6

Construction activities that would affect SCRRA services or facilities will be coordinated during the construction phase to ensure that SCRRA services are uninterrupted.

COMMENT LETTER 122

RESPONSE TO LETTER 122

Gold Line Phase II – Pas. to Mont. Comments
June 21, 2004
Page 2

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122-10

Comment 122-7

Joint LRT/commuter stations are designed to allow ease of transfers for patrons.

Comment 122-8

A fence between LRT and freight/Metrolink tracks will be provided.

Comment 122-9

All of the listed streets have been included in an initial grade-crossing analysis; only White Avenue and Indian Hill Boulevard were shown to qualify for additional analysis. The second level of analysis showed that grade separations were not warranted. See revised Chapter 3-15, Traffic and Transportation. However, LRT tracks will be grade separated at Towne Avenue to cross above the freight tracks.

Comment 122-10

The text has been revised to add, "where applicable".

COMMENT LETTER 122

RESPONSE TO LETTER 122

Gold Line Phase II – Pas. to Mont. Comments
 June 21, 2004
 Page 3

- operate parking for the existing Metrolink stations in Pomona, Claremont and Montclair, which may have different parking management plans than the future, nearby Gold Line parking lots. ↑ 122-10 cont'd
- 6. Page ES-39 – The Authority will be responsible for implementing and funding a mitigation strategy for parking replacement for any Metrolink parking users that are displaced due to LRT parking needs in Pomona, Claremont or Montclair. Even though the existing Claremont station parking lot is not currently used to capacity, construction of a parking structure may be necessary at the initiation of LRT service to Claremont due to growth in Metrolink ridership and parking needs. 122-11
- 7. Pages ES-33, ES-34 and ES-35 - The La Verne Fairplex alternative (proposing a shift in the Metrolink operating right of way) needs to be corrected to show the light purple line representing "2 Tracks: Metrolink + Freight" since two tracks are needed for bi-directional service and to replace what currently exists through that area. Similarly, Drawings C-336F, C-337 and C-338F need to be altered to show two Metrolink tracks. The Authority would be responsible for all right of way changes required of SCRRA. In contrast, Page ES-67 correctly represents that there are two tracks for Metrolink/freight through the La Verne Fairplex station alternative. 122-12
- 8. Pages ES-40 and ES-41 - The standard station design concepts appear to include at-grade pedestrian/passenger crossings of the LRT (and in some locations freight) tracks. For reasons of public safety and acceptance of the designs by the California Public Utilities Commission (PUC), designers should include grade separated access to all station platforms. 122-13
- 9. Page ES-54 - The Irwindale station concept requires passengers to cross one LRT track plus the freight tracks at grade. Since the station connects to a parking structure, a pedestrian overcrossing of the tracks should be designed and built as part of the parking structure. 122-14
- 10. Page ES-64 – It is requested that all La Verne station locations (E Street, D Street and at the Fairplex) are carried forward into the Final EIR/EIS. 122-15
- 11. Page ES-67 - The La Verne-Fairplex Option D station is represented as requiring passengers to cross LRT and Metrolink/freight tracks at grade after using a pedestrian bridge to cross Arrow Highway. This station's pedestrian rail crossing should be grade separated, possibly as a continuation of the Arrow Highway overcrossing. 122-16
- 12. Page ES-68 – It is requested that both Pomona station locations (Garey Avenue and Towne Avenue) are carried forward into the Final EIR/EIS. 122-17
- 13. Page ES-69 - The Site Plan for the Pomona station, west of Garey Avenue, shows ↓ 122-18

Comment 122-11

Growth in commuter rail ridership at Claremont has been considered in forecasting the total parking demand and the proposed size of parking facilities. The Metrolink parking lot currently has a capacity of 403 spaces. The Foothill Extension is proposing to place a parking structure on this lot, which will provide a total of 700 spaces. Of these 700 spaces in the structure, 300 will be designated for LRT patrons, and 400 spaces will replace Metrolink parking displaced by the structure. If either Metrolink or the Gold Line needs additional parking in the future, the structure will be designed for the addition of another level. Any future parking expansion would be the responsibility of the operator: either LACMTA or SCRRA.

Comment 122-12

Subsequent to the Draft EIS/EIR, Option F has been eliminated. On February 22, 2005, the LaVerne City Council determined that the LRT station would be located at the E Street location option identified in the Draft EIS/EIR (PDR, page 4-35).

Comment 122-13

LRT stations have not been required to include grade-separated access by the California Public Utilities Commission.

COMMENT LETTER 122

RESPONSE TO LETTER 122

Gold Line Phase II – Pas. to Mont. Comments
June 21, 2004
Page 3

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10. Page ES-64 – It is requested that all La Verne station locations (E Street, D Street and at the Fairplex) are carried forward into the Final EIR/EIS.

122-15

11. Page ES-67 - The La Verne-Fairplex Option D station is represented as requiring passengers to cross LRT and Metrolink/freight tracks at grade after using a pedestrian bridge to cross Arrow Highway. This station's pedestrian rail crossing should be grade separated, possibly as a continuation of the Arrow Highway overcrossing.

122-16

12. Page ES-68 – It is requested that both Pomona station locations (Garey Avenue and Towne Avenue) are carried forward into the Final EIR/EIS.

122-17

13. Page ES-69 - The Site Plan for the Pomona station, west of Garey Avenue, shows

↓ 122-18

Comment 122-14

Subsequent to the Draft EIS/EIR, the Irwindale station location has been changed. It would now be a side platform station located to the east of the Irwindale Avenue overpass. The parking location has also been changed; parking would now be located in the South Kincaid Pit, north of the alignment. Patrons who park at the station will cross the LRT tracks from the north to reach the platforms via a crosswalk on the east end of the station area. Pedestrians and patrons using buses will cross the LRT tracks and the freight track at-grade to reach Montoya Avenue. This crossing will be marked, signed, and gated as appropriate to ensure safety.

Comment 122-15

Subsequent to the Draft EIS/EIR, the City of La Verne identified Option C, located at E Street for the location of the LRT station. Please see the revised project description in Chapter 2, Alternatives for more information.

Comment 122-16

See Comment 122-15. Additionally, please note that the Pomona Fairplex will provide additional parking for station Option C.

COMMENT LETTER 122

RESPONSE TO LETTER 122

Gold Line Phase II – Pas. to Mont. Comments
 June 21, 2004
 Page 3

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122-17

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↓ 122-18

Comment 122-17

Station locations have been determined through consultation between the Authority and affected cities, with input from the engineering team, railroad agencies, and the public. Subsequent to the Draft EIS/EIR, the City of Pomona identified the Garey Avenue site as its preferred site. The Towne Avenue site was dropped from further, detailed consideration in the Final EIS/EIR. Pomona Fairplex will provide additional parking for station Option C.

COMMENT 122-18

Please see revised Chapter 2 for a revised plan for the Pomona Station.

COMMENT LETTER 122

RESPONSE TO LETTER 122

Gold Line Phase II – Pas. to Mont. Comments
 June 21, 2004
 Page 4

passengers crossing LRT and SCRRA/freight tracks. A pedestrian undercrossing is being designed for this station and is scheduled for construction during the 2005 calendar year. Please add this as a future feature on all maps related to this station.

122-18
 cont'd

14. SCRRA will need to maintain the ability to store rail cars, receive material in rail cars and store work equipment on some of the tracks near Pomona. The track configuration does not have to be exactly what currently exists, but substitute track access needs to be created if the existing is eliminated or changed beyond its current use. Additionally, if the SCRRA Maintenance of Way facility west of Garey Avenue is partially or fully taken by construction of the LRT, then an alternate facility will need to be secured for SCRRA.

122-19

15. Page ES-72 – A grade separated pedestrian access is required at the Claremont station for LRT service per a letter from Richard Thorpe to David Solow dated April 24, 2002 and the return letter from David Solow to Richard Thorpe date May 15, 2002. Also, PUC decision #03-10-047 dated 10/16/03, states that the at-grade pedestrian access currently at the Claremont Metrolink station must be replaced with a grade separated, ADA compliant pedestrian access if more than two tracks are ever constructed at the station. The mandated pedestrian access should be designed in conjunction with SCRRA and added to future designs for the LRT.

122-20

16. Page ES-75 - Concept designs for several possible configurations of the Montclair transit center are presently (summer 2004) being developed and studied by the City, SANBAG and SCRRA, before proceeding with construction of the "future Metrolink pedestrian tunnel" depicted on this Site Plan - so the exact location of the undercrossing may need to be altered. This station would be a very important transfer point between the LRT and Metrolink commuter rail so it is essential that excellent pedestrian flow be achieved with the final station design, including full grade separation of pedestrians and the rail lines.

122-21

17. Table ES-3 beginning on Page ES-83: Construction Impacts Summary - Please add an impact requiring mitigation for each item listed under '3' in this letter.

122-22

18. Table ES-4 beginning on Page ES-114 – Operational Long-Term Impacts Summary. In order to keep operational issues impacting SCRRA after construction to a minimum, SCRRA requires two parallel and adjacent main tracks for commuter rail service, as exists today, through the portion of the study area where SCRRA operates.

122-23

19. Section ES-7 beginning on Page ES-140 - Please add an impact under "Traffic and Transportation" for each item listed under '3' in this letter.

122-24

20. Pages ES-161, ES-163, ES-165, ES-167 and ES-169 - SCRRA supports the statement under "Traffic and Transportation" for the cities of La Verne, Pomona, Claremont, Montclair and Upland, that for the Operational Period, new signals will be incorporated into the ATISAC system and left-hand turns will be prohibited at intersections along the

122-25

Comment 122-19

The LRT alignment in the vicinity of Pomona would be on separate tracks than those used by SCRRA, so that agency's need for storing rail cars or receiving materials would not be affected by the proposed project. The LRT project would have no effect to the SCRRA Maintenance of Way facility.

Comment 122-20

PUC Decision #03-10-047 states that "The City of Claremont has agreed to replace the at-grade pedestrian-rail crossing with a new grade-separated pedestrian-rail crossing when the Gold Line extension is completed through this Metrolink station." The City of Claremont was unaware of the existence of this Decision letter and does not agree with its conclusions. At this time, there are no plans, and insufficient right of way available, to create a pedestrian underpass.

Comment 122-21

The decision on the location of the SCRRA pedestrian tunnel for its Montclair Station has been accounted for in the proposed design of the Montclair LRT Station.

Comment 122-22

Items listed under "3" (Comments 122-3 through 122-8) are not environmental impacts, so addressing them as a mitigation measure is not appropriate. The issues have been addressed within the project definition; see revised Chapter 2, Alternatives.

COMMENT LETTER 122

RESPONSE TO LETTER 122

Gold Line Phase II – Pas. to Mont. Comments
 June 21, 2004
 Page 4

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122-25

Comment 122-23

Due to a request from the City of Claremont as well as comments received from residents during the public comment period, the Authority, in consultation with the MTA, determined that in order to maintain the right-of way at its existing width, only three tracks could fit at the station area between Indian Hill Boulevard and College Avenue. However, discussions with LACMTA and SCRRA revealed that neither operator was willing to have a single-track operation in this area. Thus, two Metrolink and two LRT tracks will serve the portion of the study area where SCRRA operates.

Comment 122-24

See Comment 122-22.

Comment 122-25

Please see revised Chapter 3-15 for an update on traffic impacts and mitigation.

COMMENT LETTER 122

RESPONSE TO LETTER 122

Gold Line Phase II – Pas. to Mont. Comments
June 21, 2004
Page 5

LRT alignment.

- 21. Page ES-197 – SCRRA would support building the LRT to connect to existing Metrolink operations at Pomona, Claremont or Montclair, rather than just to Irwindale, since then Metrolink ridership would be expected to increase.
- 22. Page ES-208, Section ES-14: Permits and Approvals - Since this project is located adjacent to or overlapping parts of MTA and SANBAG railroad rights of way, it will be necessary for the contractor to enter the right of way for clearing, grubbing, grading, shoring, drainage and other improvements. Since SCRRA dispatches, maintains and operates in some of the impacted rights of way, the contractor will be required to enter into SCRRA's Right-of-Entry agreement (SCRRA Form No. 6) prior to construction of the project.
- 23. Page ES-208, Section ES-14: Permits and Approvals – The executive summary did not fully address the FRA/FTA/CPUC regulations that govern use of LRT and freight trains in the same corridors and on the same tracks. The FRA should be listed as an approving agency since they will at least be regulating the corridor shared with commuter/freight.
- 24. One general note on designation of tracks in the Volume III Conceptual Engineering Drawings: the label "BNSF" is used for almost all freight tracks. A clearer designation may be to designate the main running tracks for use by freight as "MTA Freight Track(s)" and reserve the term "BNSF" for those tracks owned by the BNSF that connect to the freight customers. The MTA's tracks used by SCRRA may be called "SCRRA" or "Metrolink"; however, readers of the documents need to understand that these tracks are used both by Metrolink passenger trains and by UP and BNSF freight trains. This understanding is important since any track used by freight or Metrolink passenger trains is subject to Federal Railroad Administration (FRA) regulations, not Federal Transit Administration (FTA) regulations. The CPUC has regulatory authority over light rail and some aspects of passenger/freight tracks.
- 25. Drawing C-216 – As a professional courtesy, designers should be aware that there are buried bridges (not shown on this plan) east of the existing San Gabriel River through-plate girder bridge (shown on the plan). These appear to be a long series of concrete culverts - overflow channels for the river - that have become buried but not filled in. These buried bridges/culverts create large voids beneath the tracks that should be considered during future designs.
- 26. Drawings C-240 and C241 – Please see comment '14' regarding rail access to SCRRA's Maintenance of Way facility and change these drawings accordingly.
- 27. Drawing A-1201 – The Claremont station site plan shows the closure of Santa Fe Street to the south of the current Metrolink station. That portion of Santa Fe Street would then

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122-26
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Comment 122-26

SCRRA's support for the proposed project to extend to Pomona, Claremont or Montclair (i.e., the Full Build [Pasadena to Montclair] Alternative) to help increase Metrolink ridership is acknowledged.

Comment 122-27

The need for coordinating right of access of contractors with SCRRA's rail dispatch responsibilities is acknowledged and would be included as a contract condition for any work that would occur during construction.

Comment 122-28

The role of FRA is regulating freight operations, which has been clarified in the Executive Summary and in revised Chapter 3-12, Rail Operations.

Comment 122-29

Please see Volume 4 of the Final EIS/EIR for revised drawings.

Comment 122-30

See response to comment 122-29.

Comment 122-31

See response to comment 122-29.

COMMENT LETTER 122

RESPONSE TO LETTER 122

Gold Line Phase II – Pas. to Mont. Comments
 June 21, 2004
 Page 6

be used to construct the two SCRRRA tracks and south platform. The Authority would be completely responsible for obtaining the necessary right of way and for all costs associated with moving the SCRRRA tracks, platform and station amenities. An inter-track fence is needed to separate the SCRRRA tracks from the light rail train (LRT) tracks per FRA regulations.

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 cont'd

28. Drawing A-1302 – The Montclair (South) station site plan shows a shift of the current Metrolink tracks and platforms. The Authority would be completely responsible for obtaining the necessary right of way and for all costs associated with moving the SCRRRA tracks, platform and station amenities. An inter-track fence is needed to separate the SCRRRA tracks from the LRT tracks per FRA regulations.

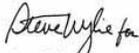
122-33

29. SCRRRA needs to review and approve all preliminary and final designs that impact SCRRRA operations, maintenance, right of way or stations used by Metrolink. The SCRRRA engineering and operating staff has considerable practical experience in railroad operation, design, construction, and maintenance; and should be used as a technical resource by the Authority throughout the planning, design and construction phases of the project.

122-34

Once again, thank you for allowing SCRRRA's input on this DEIR/EIS. If you have any questions regarding these comments please contact Deadra Knox, Strategic Development Planner, at (213) 452-0359 or by e-mail at knoxd@scrra.net.

Sincerely,



David Solow
 Chief Executive Officer

cc: Patricia Chen, MTA
 Steve Fox, MTA
 Mike Bair, SANBAG
 Walt Smith, BNSF
 John Shurson, BNSF
 SCRRRA Files

COMMENT 122-32

See response to comment 122-29.

COMMENT 122-33

See response to comment 122-29.

COMMENT 122-34

Coordination was initiated with SCRRRA during project planning for the Draft EIS/EIR. Opportunities for plan review and system integration will be provided throughout the project development and implementation process.

COMMENT LETTER 123

RESPONSE TO LETTER 123



ORRICK, HERRINGTON & SUTCLIFFE LLP
777 SOUTH FIGUEROA STREET
SUITE 3200
LOS ANGELES, CA 90017-5855
tel 213-629-2020
fax 213-612-2499
WWW.ORRICK.COM

10410674
PDS13
SUB

June 21, 2004

Michael A. McAndrews
(213) 612-2449
mmcandrews@orrick.com

VIA FACSIMILE, E-MAIL AND FEDEX

Los Angeles – Pasadena Metro Blue Line Construction Authority
625 Fair Oaks Avenue, Suite 200
South Pasadena, California 91030

RECEIVED
JUN 22 2004
PBL
CONST.AUTHORITY

Re: Gold Line Phase II -- Comments on Draft Environmental Impact Statement and Draft Environmental Impact Report, Pasadena to Montclair – Foothill Extension, SCH No. 200361157

Ladies and Gentleman:

This firm represents Miller Brewing Company ("Miller"). Set forth below are summary comments on behalf of Miller on the above-referenced Gold Line Phase II Draft Environmental Impact Statement and Draft Environmental Impact Report ("DEIR").

BACKGROUND

Miller owns and operates a brewery facility in the City of Irwindale, consisting of approximately 240 acres, located at the intersection of Irwindale Avenue and the 210 Freeway. The site is bordered by the 210 Freeway and the Burlington Northern Santa Fe rail line to the north, Irwindale Avenue to the east, First Street to the south and the Santa Fe Dam/San Gabriel River Basin to the west. The DEIR identifies two facilities supporting the Gold Line extension which are proposed to be constructed on Miller's property: a 700 car parking facility on the northeast portion of the property, and a rail maintenance facility supporting the entire Gold Line system on the west of Miller's property. As is set forth in more detail below, Miller objects to use of its property in connection with this project as proposed in the DEIR, believes that the factual premises on which the proposed use of its property is based are incorrect, and believes that the DEIR fails to analyze or inaccurately analyzes material impacts of the proposed project on Miller, the City of Irwindale and surrounding communities.

123-1

THE MILLER PROPERTY

Miller acquired its Irwindale property in the late 1970's from the City of Irwindale Community Redevelopment Agency pursuant to a disposition and development agreement. The Redevelopment Agency in turn had acquired the property from prior owners by condemnation and under threat of condemnation. The brewery, accordingly, was developed under and in furtherance of the Redevelopment Plan of the City of Irwindale. Miller's rights with respect to the property are

DOCSLA1:474946.1

COMMENT LETTER 123

RESPONSE TO LETTER 123



June 21, 2004
Page 2

established under the disposition and development agreement, among other agreements, and the California Community Redevelopment Law.

The brewery was initially constructed with a rated annual capacity of between 5 and 6 million barrels per year. The facility has since been improved and expanded in certain respects. The negotiations between Miller and the Redevelopment Agency that preceded Miller's agreement to locate and construct the brewery in the City's redevelopment area included, and Miller's entry into the disposition and development agreement was based in part on, Miller's requirement that it have the ability to expand the production capacity of the facility. The design and configuration of the brewery itself contemplates and permits future expansion of brewing, packaging and shipping capacity. In particular, the northeast portion of Miller's property, currently without significant structures on it, was planned for expansion of brewing, fermenting, aging and supporting functions. The existing aging tanks, fermenting tanks and utilities systems are designed to accommodate growth in this area. Likewise, packaging and distribution facilities on the south side of the existing brewery building were designed to permit some expansion of packaging and distribution, with additional packaging and distribution facilities contemplated for the western portion of Miller's property.

Note that the physical characteristics of Miller's property severely restrict the land available for expansion. The two dormant gravel pits, on the northwest and southeast portions of the property respectively, constrain physical expansion of the brewery to the south and to the west. The Burlington Northern Santa Fe Railroad line constrains any expansion to the north. The property will accommodate packaging, distribution and transportation facility expansion only on the west and the south portions of the property.

POTENTIAL EXPANSION

Miller currently has expansion of the Irwindale facility under active consideration. The specifics of these expansion plans were presented to representatives of the City of Irwindale in a meeting on June 9, 2004, and to representatives of Metro Blue Line Construction Authority ("Construction Authority") in a meeting on June 15, 2004. Expansion plans include new brewing, fermenting, aging and related utility installations to the east of the existing brewing facilities, including on the area shown on the DEIR for a parking structure. Similarly, required expansion of packaging and distribution facilities at the brewery are contemplated for the western portion of Miller's property, immediately to the south of the gravel pit on that property boundary. This is the area identified on the DEIR for a maintenance facility. A schematic representation of the current expansion plan has been presented to representatives of both the City of Irwindale and the Construction Authority.

DOCSLA1:474946.1

COMMENT LETTER 123

RESPONSE TO LETTER 123



June 21, 2004
Page 3

Miller's comments on the DEIR below are predicated on the foregoing business requirements of the company. With no other brewery west of Milwaukee, Wisconsin and Fort Worth, Texas, the company has no feasible alternative to Irwindale to expand its brewing capacity in the western United States. It goes without saying that the expansion plans now under active consideration would produce significant gains in employment, related economic activity and taxes. The expansion likewise would affect traffic, socio-economic, environmental and other analyses set forth in the DEIR (which does not take this expansion into consideration), as well as the practical impact of attempting to locate the proposed parking garage and maintenance facility on Miller's property. The fundamental assumptions of the DEIR that the property in question is "unused," "surplus" or otherwise available are incorrect.

123-2

DEIR COMMENTS

The following are Miller's summary comments on the DEIR. The parenthetical references are to pages and tables in the DEIR.

1. Parking Structure.

The area specified for construction of a parking structure serving the proposed Irwindale Gold Line station (described in the DEIR as a 500 car parking structure and in other places as a 700 car parking structure) is incorrectly described and analyzed. The assumption in the DEIR is that the specified site is and will be unused. This is incorrect. The area proposed is required for expansion of Miller's facility. The physical dimensions of and constraints on Miller's property, described above, will not accommodate both the facilities required in connection with the brewery's expansion, parking for Miller's employees, contractors and guests and a parking structure or parking lot serving the proposed station (pages ES-53; 3-10-11.)

123-3

Statements in the DEIR describing the relationship of the City of Irwindale Redevelopment Plan to the proposed parking structure are inaccurate and misleading. The Miller property is not "blighted," and in fact was acquired and redeveloped by and with the assistance of the Redevelopment Agency. The property was acquired by condemnation and under the threat of condemnation pursuant to the Redevelopment Plan. Accordingly, acquisition or development of the property by or with the cooperation of the Redevelopment Agency (and other agencies of the State) is not permissible under the California Community Redevelopment Law and the terms, conditions and circumstances of Miller's acquisition and development of the property under a disposition and development agreement with the Redevelopment Agency. (page 3-10-11).

123-4

DOCSLA1:474946.1

Comment 123-2

Subsequent to the Draft EIS/EIR, the station location in Irwindale has been changed and no longer proposes use of the Miller property for parking. Discussions occurred with Miller regarding sale of a portion of its property for the maintenance facility. Please see revised Chapter 2, Alternatives for an updated description.

Comment 123-3

Subsequent to the Draft EIS/EIR, the station location in Irwindale has been changed and no longer proposes use of the Miller property for parking.

Comment 123-4

Proposed parking for the Irwindale station has been removed from Miller property. Please see revised Chapter 2.

COMMENT LETTER 123

RESPONSE TO LETTER 123



June 21, 2004
Page 4

DEIR does not described or provide for a plan for financing of construction of the proposed parking facility by the City of Irwindale.

↑ 123-4
cont'd

2. Maintenance Facility

The stated assumptions in the DEIR regarding the availability and utility of land for construction of a maintenance facility on Miller's property are incorrect. The DEIR states that the "location of the M & O facility is proposed to be now-vacant property west and south of the Miller brewing facility" (page ES-13). This statement is incorrect and misleading. Substantially all of Miller's property which is proposed for this facility, and which is at grade currently is utilized for tractor-trailer parking and is improved with more than one building (page 3-1.15). It is subject to access control under the rules of the Bureau Alcohol, Tobacco and Firearms. As discussed above, substantial portions of this property are required for proposed expansion of the brewery facility. The property is in use, required for the proposed expansion, and is not available for use by a third party for a maintenance facility.

123-5

The planned access from the Gold Line right of way to the proposed maintenance facility is through a congested area currently improved with railroad tracks, driveways, utility installation and related facilities required for brewery operation in its current configuration. This area also is required in connection with any brewery expansion. As an engineering matter, the construction proposed adjacent to the northwest gravel pit on the property is not feasible. Considerations of safety, operation of the existing facility, and requirements for expansion do not permit use of the Miller property located east of this gravel pit in connection with maintenance facility access.

123-6

3. Traffic Impacts

The traffic analysis set forth in the DEIR is inaccurate and insufficient. It fails to take into consideration increased employee traffic, construction traffic and truck traffic which would be generated in connection with a proposed expansion of the Irwindale brewery (table 3-15.4; page 3-15-63; table 3-15.22; page 4-4). Even without considering expansion, the roadway and street infrastructure in and around the City of Irwindale is rated "E" and "F", indicating an unacceptable traffic impact from the Gold Line project. Further, no consideration is given to the requirement of the extending First Street to the west, and any requirement to widen this street to accommodate additional traffic (which is constrained by existing rail lines).

123-7

DOCSLA1:4749461

Comment 123-5

Discussions occurred with Miller regarding sale of a portion of its property for the maintenance facility. Please see revised Chapter 2, Alternatives for an updated description.

Comment 123-6

The revised design of the Maintenance and Operations facility has accommodated existing rail access to the Miller facility. The Construction Authority, with the concurrence of LACMTA, has determined that it is feasible from an engineering perspective, to build the proposed Maintenance and Operations facility adjacent to the former gravel pit. Discussions occurred with Miller regarding sale of a portion of its property for the maintenance facility. Please see revised Chapter 2, Alternatives for an updated description.

Comment 123-7

In the Draft EIS/EIR, future growth in employee traffic, construction traffic, and truck traffic were reflected as part of the SCAG socio-economic data to define the future no build condition in the year 2025. In the Final EIR, these growth factors were updated to reflect SCAG's 2025 socio-economic data. Recommended mitigations made in the Final EIS/EIR depend solely on the amount of negative impact generated by the Gold Line project as set forth in the impact criteria thresholds. A current or future No Build LOS rating of "E" or "F" on an intersection does not preclude the proposed project if the project does not have a significant negative impact on the future build conditions. The evaluation shows that heavy volumes occur in the north side direction on Irwindale Avenue and the proposed Gold Line project generates no additional traffic on First Street.

COMMENT LETTER 123

RESPONSE TO LETTER 123



June 21, 2004
Page 5

Insufficient consideration is giving to the physical barriers to widening Montoya Street, located immediately east of the brewery property, which would be required to accommodate bus traffic, increased passenger vehicle traffic and circulation under the Irwindale Avenue overpass. The ability to widen the street is constrained by a railroad undercrossing (under the 210 Freeway) and the Irwindale Avenue overpass (above the 210 Freeway).

123-8

4. Environmental Impacts

The DEIR does not consider the possible impact of Gold Line construction and operation (including accidental spills) and its impact on the San Gabriel Valley aquifer. Water wells are located on the Miller property immediately adjacent to the rail spur proposed to serve the maintenance facility, (page 3-18-24). It does not appear that the DEIR has been reviewed by the Main San Gabriel Valley Basin Watermaster, the Agency charged with aquifer management in this area.

123-9

5. Financial Analysis

The DEIR does not adequately analyze the cost of any land acquisition with respect to the Miller facility, (page ES-170; table 5-3). The financial impact of restricting Miller's ability to use the property, and severance damages is underestimated and not appropriately analyzed in the DEIR.

123-10

As is mention above, there is no plan of financing for the parking facility proposed for the Miller property.

6. Socio-Economic Issues

The DEIR does not consider the social, financial and economic impact of the proposed Gold Line facilities on Miller's property. Were the proposal to proceed, which would cause Miller to be unable to undertake expansion, the impact on jobs (both permanent and construction employment), related economic development, taxes and other economic impacts would be extreme (page ES-148).

123-11

DOCSLA1:474946.1

Comment 123-8

The revised traffic evaluation shows that there are no significant impacts to the intersection of Montoya and Irwindale in both the Full Build and Build LRT to Azusa alternatives. Therefore, no mitigation measures are required and the current physical layout will be maintained. See revised Chapter 3-15

Comment 123-9

Please see revised Chapter 3-18, Water Quality for a discussion of groundwater impacts.

Comment 123-10

Subsequent to the Draft EIS/EIR, the station location in Irwindale has been changed and no longer proposes use of the Miller property for parking. Discussions occurred with Miller regarding sale of a portion of its property for the Maintenance and Operations facility. Please see revised Chapter 2, Alternatives for an updated description.

Comment 123-11

The ability for plant expansion has been maintained by the change in station location from that shown in the Draft EIS/EIR. Discussions with regard to sale of property for the Maintenance and Operations facility included preservation of land areas of importance to Miller.

COMMENT LETTER 123

RESPONSE TO LETTER 123


O R R I C K

June 21, 2004
Page 6

Miller reserves the right to present comments on any supplements to or modifications of the DEIR 123-12

Thank you for your consideration of these comments.

Very truly yours,



Michael A. McAndrews

DOCSLA1:749461

Comment 123-12

A copy of the Final EIS/EIR will be provided.

COMMENT LETTER 124

RESPONSE TO LETTER 124

WAYNE K. TANDA
GENERAL MANAGER

CITY OF LOS ANGELES
CALIFORNIA



JAMES K. HAHN
MAYOR

10410677
P0513
DEPARTMENT OF
TRANSPORTATION 5013
221 N. FIGUEROA STREET, SUITE 500
LOS ANGELES, CA 90012
(213) 590-1177
FAX: (213) 590-1188

RECEIVED
JUN 2 9 2004
PBL
CONST AUTHORITY

June 15, 2004

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

**GOLD LINE PHASE II - PASADENA TO MONTCLAIR DRAFT ENVIRONMENTAL
IMPACT STATEMENT/DRAFT ENVIRONMENTAL IMPACT REPORT (SCH NO.
200361157)**

The Los Angeles Department of Transportation (LADOT) has received and reviewed the Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/R) for the Gold Line Phase II - Pasadena to Montclair project, prepared by the Federal Transit Administration and the Los Angeles to Pasadena Metro Blue Line Construction Authority. The proposed project will extend the existing Gold Line Phase I from the Sierra Madre Villa Station in the City of Pasadena in Los Angeles County to the City of Montclair in San Bernardino County.

The DEIS/R describes projected changes in Gold Line Phase I daily boardings by station due to the Phase II Full Build LRT Alternative. As shown in Table 3-15.26 on Page 3-15-100, the Phase II project is expected to increase transit ridership at most of the thirteen existing stations along the fourteen-mile Phase I route. For the six stations located in the City of Los Angeles, daily ridership is projected to increase as follows:

- Los Angeles Union Station - 1,024 new daily riders
- Spring Street/College Avenue - 31 new daily riders
- Avenue 26/Avenue 19 - 45 new daily riders
- Marmion Way/Figueroa Street - 47 new daily riders
- Southwest Museum/Figueroa Street - 17 new daily riders
- Marmion Way/Avenue 57 - 77 new daily riders

Given that the Phase II extension would provide twenty four new miles of service and twelve new stations, the boarding change estimates for Phase I stations seem low, especially at Union Station, and an explanation of how these estimates were calculated should be provided.

124-1

The DEIS/R's conclusion that the increased boardings are not expected to result in any negative traffic impacts is not supported. For the purpose of this impact analysis, it should be assumed that at least one-third of all new station boardings generate single occupancy vehicle trips. A traffic

124-2



AN EQUAL EMPLOYMENT OPPORTUNITY - AFFIRMATIVE ACTION EMPLOYER

Recyclable and made from recycled waste



Comment 124-1

The boardings at LRT stations in Los Angeles that would occur as a result of implementing the Phase II extension are shown in Table 3-15.26. The data are the results of the LACMTA-approved transportation modeling process. A small increase in boardings at neighborhood stations (Chinatown, Avenue 26, Marmion Way, Southwest Museum, and Avenue 57) are logical because LRT service to/from these stations is already in place and because it is likely that the most frequent destinations of riders from these areas (Downtown and Pasadena job sites) are also already in place. Boardings at Union Station (1,024) are largely attributable to transfers to/from the Metrolink and MetroRail services.

Comment 124-2

The small increases (ranging from 16 to 77 total daily boardings at neighborhood stations) are not sufficient to warrant traffic impact analysis. Using the 1/3 guideline cited in the comment letter, the potential trips generated at the stations would be 5 to 25 per day; such low numbers would not create a traffic impact. Boardings at Union Station (1,024) are largely attributable to transfers to/from the Metrolink and MetroRail services and thus would not create a traffic impact.

COMMENT LETTER 124

RESPONSE TO LETTER 124

Metro Blue Line Construction Authority - 2 -

June 15, 2004

impact analysis of these new trips at Phase I stations, except Union Station, should be prepared according to the attached guidelines and the results included in the Final EIS/R. The one-third figure is based on a 2003 survey conducted by LADOT of weekday parking utilization rates at Phase I stations in the City.

↑ 124-2
cont'd

The Final EIS/R should also analyze and describe any potential impacts to existing parking facilities at Phase I stations and in their surrounding areas.

| 124-3

Thank you for this opportunity to comment on the DEIS/R for the Gold Line Phase II project.

| 124-4


James M. Okazaki
Assistant General Manager

Att.

- c: Councilmember Ed Reyes, Council District 1
- Maria Souza-Rountree, CLA
- Central District, LADOT

Comment 124-3

See Comment 124-2.

Comment 124-4

The Construction Authority appreciates the cooperation of the Miller Brewing Company in developing the Maintenance and Operation Facility site.

COMMENT LETTER 125

RESPONSE TO LETTER 125

1041 06 84
CT2
PO 513

Barbara Cerecedes

From: EIRCOMMENTS
Sent: Tuesday, June 29, 2004 10:56 AM
To: Barbara Cerecedes
Subject: FW: EIR Comments

-----Original Message-----
From: EIRCOMMENTS
Sent: Monday, June 28, 2004 10:40 AM
To: EIRCOMMENTS
Subject: EIR Comments

First Name: Sam
Last Name:
Address:
City:
State: CA
Zip:
Email Address: Samsclub2@yahoo.com
Phone Number:

Comments:
MTA or whom it may concern, I think it is in the best interest of the people of the San gabriel valley to extend the gold line from pasadena to Duarte and beyond.
MTA should have a station at 1st street #26 santa clara, in arcadia, which is already an area set up for a new station since that location used to be a train station years ago, it also has room enough for parking. Beyond that station there should be one or two stations per city in order to make it easily accessible for a large number of people.
the freeways are too too congested and something needs to be done.

thanks.

125-1

125-2

Comment 125-1

Your support for the proposed project is acknowledged.

Comment 125-2

Station locations have been determined through consultation between the Authority and affected cities, with input from the engineering team, railroad agencies, and the public. The City Council of Arcadia determined on February 15, 2005, that the LRT station would be located at the southeast corner of N. First Street and Santa Clara (PDR, page 4-5). This is the same as Station Option A identified in the Draft EIS/EIR. Typically, only one station per city is provided in the proposed Foothill Extension project so that the LRT service can operate to relatively high speed over its 24-mile length.

COMMENT LETTER 126

RESPONSE TO LETTER 126



10410 600
 CTZ
 PDS13

LOUISE K. TAYLOR
 Superintendent
 JOEL P. SHAWN
 Curriculum & Instruction
 DEBBY L. COLLINS
 Human Resources
 LINDA L. DEMPSEY
 Business Services
 GAIL M. GRANT
 Pupil Services
 ROBERT K. GEIGER
 Technology
 KRISTIN K. MARIQONDA
 Administrative Assistant

325 East Huntington Drive, Monrovia, California 91016 • 626/471-2000 • FAX 626/471-2077

June 17, 2004

RECEIVED
 JUN 18 2004
 PBL
 CONST. AUTHORITY

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

To Whom It May Concern:

This letter is presented by Monrovia Unified School District in response to the Environmental Impact Statement of the proposed Gold Line Phase II Project.

Monrovia Unified School District hereby requests that we are consistently informed of any decisions and impacts that may affect our schools, student pedestrians, and transportation. When issues arise we wish to enter discussion to gain resolution.

126-1

In addition to potential unforeseen issues, we request information and opportunity for discussion related to:

- Impact to Santa Fe Middle School which is located in very close proximity to the line and the station.
- Noise mitigation for all schools, particularly Santa Fe Middle School.
- Safe pedestrian route for students.
- Potential delays to Monrovia Unified School District transportation.
- Potential need for crossing guards to ensure student safety.
- Safeguards for students during construction period.
- Traffic in proximity to the Gold Line Station.
- The impact in terms of time, resources and expertise related to student safety training.

126-2

We appreciate the volume of information that was provided in advance and look forward to continued conversation as the project progresses.

126-3

Sincerely,

Louise K. Taylor
 Louise K. Taylor, Superintendent

Linda L. Dempsey
 Linda L. Dempsey, Chief Business Officer

LKT/LLD:nmc

Comment 126-1

Your request is acknowledged. You have been added to the proposed project mailing list and database. Coordination meetings were initiated during preparation of the Final EIS/EIR.

Comment 126-2

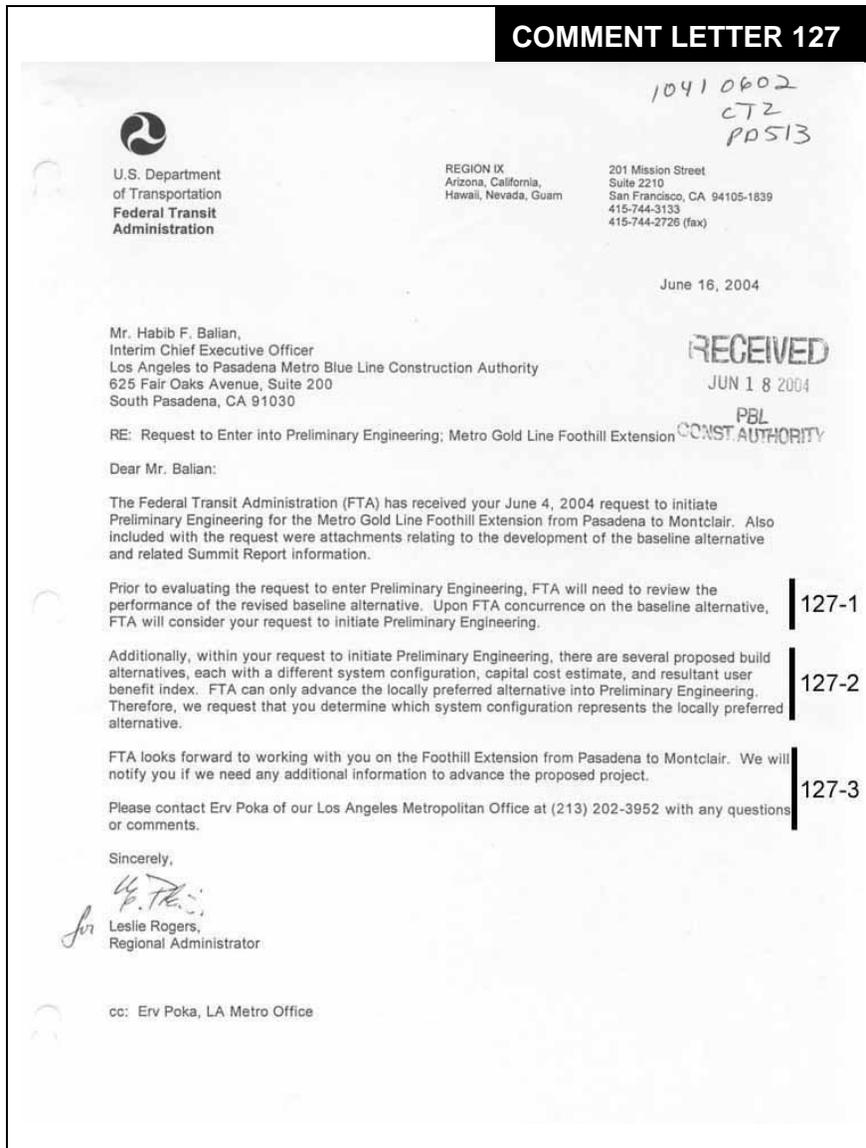
Information on impacts to schools is provided in revised Chapter 3-4, Community Facilities and Services, revised Chapter 3-11, Noise and Vibration, and revised Chapter 3-15, Traffic and Transportation.

Comment 126-3

Coordination meetings were initiated during preparation of the Final EIS/EIR.

COMMENT LETTER 127

RESPONSE TO LETTER 127



Comment 127-1

The Construction Authority has worked with the FTA to define the project, financial plan, and ridership model to meet FTA's requirements.

Comment 127-2

Subsequent to the Draft EIS/EIR, the project has been further refined. The locally preferred alternative was identified by the Construction Authority Board of Directors in August 2004 as the two LRT tracks from Sierra Madre Villa station to Citrus Avenue in Azusa (referred to in the Final EIS/EIR as the Build LRT to Azusa Alternative). The alternative includes maintaining one freight track from Irwindale to the east. See revised Chapter 2, Alternatives.

Comment 127-3

FTA's cooperation and assistance in planning for the Foothill Extension is appreciated.

COMMENT LETTER 128

RESPONSE TO LETTER 128



Public Comment Card

Gold Line Phase II – Pasadena to Montclair
Draft Environmental Impact Statement / Environmental Impact Report

Tracking # 10410592

CT2
P0513

Name: Angela Stella Date: 6-16-04

Organization (if appropriate): _____

Address: 439 Oxford Dr, Arcadia

Telephone: 626-446-5745 E-mail: Loni439@ADL.Com.

Comments (use reverse side / additional sheets as needed):

I feel the Gold Line should be elevated or depressed at both Santa Anita and First Avenues. Doing this would eliminate the noise of bells at the crossings and eliminate the ugliness of crossing gates and the delays in traffic. 128-1

I am also concerned about the noise of the train in traveling through our neighborhood. Do you plan to increase the height of the walls along the freeway? 128-2

Thinking you, I remain

RECEIVED
JUN 18 2004

Yours truly
Angela Stella

PBL
CONST AUTHORITY

Thank you for your comments. Please leave this form at the Comment Form In-box, or mail to: Metro Gold Line Foothill Extension Construction Authority, 625 Fair Oaks, Suite 200, South Pasadena, CA 91030. Or fax to: 626-799-6599. Comments may also be e-mailed to metrocomments@metrogoldline.org. The deadline for comments is midnight on June 21, 2004. All comments must be submitted in writing. For further questions or assistance, please call 626-799-0090.

Comment 128-1

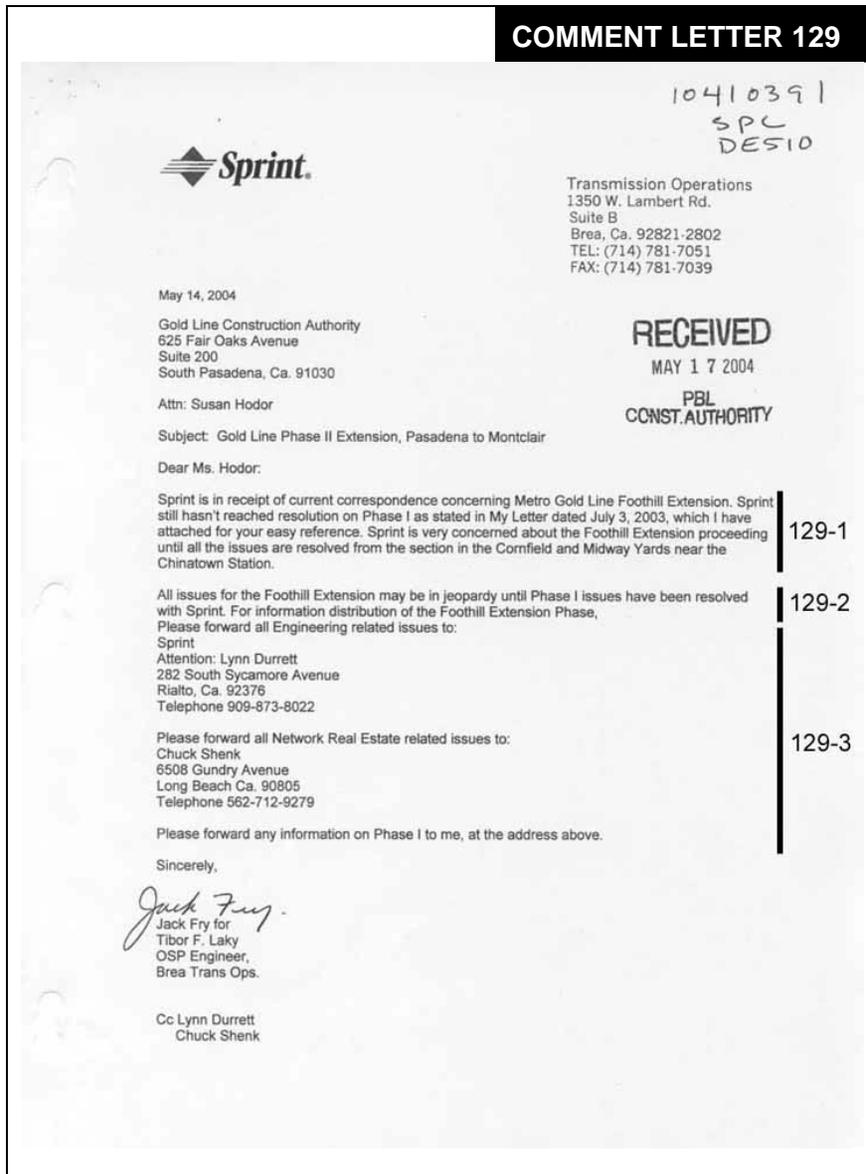
Your thoughts on depressing or elevating the rail alignment, and support for grade separation at Santa Anita Avenue are acknowledged. A Grade Crossing Preliminary Hazard Analysis was completed for all grade crossings along the alignment and resulted in intersection and crossing improvements to improve safety and to allow optimal operation of the crossings and streets. The analysis did not show that the Santa Anita Avenue crossing warranted grade-separation from a traffic perspective (See Chapter 3-15, Traffic and Transportation). However, the City of Arcadia has expressed a preference for a grade separation.

Comment 128-2

The soundwall contemplated to be constructed for the Foothill Extension project will eventually overlap the ones constructed by Caltrans. The "gap" will not be closed until the bridge needed to carry the light rail line from the middle to the south side of I-210 is constructed.

COMMENT LETTER 129

RESPONSE TO LETTER 129



10410391
SPC
DES10



Transmission Operations
1350 W. Lambert Rd.
Suite B
Brea, Ca. 92821-2802
TEL: (714) 781-7051
FAX: (714) 781-7039

May 14, 2004

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

Attn: Susan Hodor

Subject: Gold Line Phase II Extension, Pasadena to Montclair

Dear Ms. Hodor:

Sprint is in receipt of current correspondence concerning Metro Gold Line Foothill Extension. Sprint still hasn't reached resolution on Phase I as stated in My Letter dated July 3, 2003, which I have attached for your easy reference. Sprint is very concerned about the Foothill Extension proceeding until all the issues are resolved from the section in the Cornfield and Midway Yards near the Chinatown Station.

129-1

All issues for the Foothill Extension may be in jeopardy until Phase I issues have been resolved with Sprint. For information distribution of the Foothill Extension Phase, Please forward all Engineering related issues to:

129-2

Sprint
Attention: Lynn Durrett
282 South Sycamore Avenue
Rialto, Ca. 92376
Telephone 909-873-8022

Please forward all Network Real Estate related issues to:
Chuck Shenk
6508 Gundry Avenue
Long Beach Ca. 90805
Telephone 562-712-9279

129-3

Please forward any information on Phase I to me, at the address above.

Sincerely,

Jack Fry
Jack Fry for
Tibor F. Laky
OSP Engineer,
Brea Trans Ops.

Cc: Lynn Durrett
Chuck Shenk

Comment 129-1

The cited problems have been addressed. All construction is complete except for punch list items that were completed in May 2005.

Comment 129-2

See Comment 129-1

Comment 129-3

Lynn Durrett and Chuck Shenk have been added to the project contact list.

COMMENT LETTER 130

RESPONSE TO LETTER 130



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

July 3, 2003

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

Attn: Susan Hodor

Subject: Gold Line Phase II Extension, Pasadena to Montclair

Dear Ms. Hodor:

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

Sprint's fiber facilities reside mainly on RR ROW from Los Angeles to Rialto. I have reviewed the provided map and it appears that Sprint will be in close proximity to the Gold Line project East of the 210 Freeway in San Dimas. I have enclosed Thomas Guide pages depicting the approximate running line of Sprint's facilities.

Sprint's fiber facilities are very sensitive to relocate, which result in high cost to protect the system. Sprint will require a minimum of 2-foot separation vertical and 5-foot separation horizontal from any new structures. Sprint has prior rights on RR ROW and will require reimbursement for all activities for this project. This will include meetings, plan review, and design for the relocate and the relocation if required. Sprint will require an Inspector on site during the your project that is near Sprint's fiber facilities.

130-1

Sprint has two fiber cables on this route with splice points at different locations. The splice points are generally 3 miles apart with no allowance for additional splices due to customer sensitivity. If a relocate is required, the cable needs to be replaced to match existing size and length between splices.

Sprint will have representatives at the July 22, 2003 meeting to better understand the upcoming project. Sprint request that the Design and Build process is not utilized on Phase II. Sprint has already experienced that and it wasn't pretty.

130-2

Comment 130-1

The Construction Authority will provide opportunities for on-site inspection.

Comment 130-2

Your comment in opposition to Design-Build is acknowledged.

COMMENT LETTER 130

RESPONSE TO LETTER 130

Please notify all Contractors that the dig alert procedures need to be utilized, CALL BEFORE YOU DIG 800-227-2600, IT IS THE LAW. No mechanized excavation is permitted within two feet of Sprint's facilities. | 130-3

Please forward any information to me; at the address above, regarding this project should there be any changes or questions. | 130-4

Sincerely,

Jack Fry for
Tibor F. Laky
OSP Engineer,
Anaheim Fiber Operations

Cc Lynn Durrett

Comment 130-3

All construction would include provisions for dig alerts. Construction specifications would include required clearances from in-place utilities. In the event that utilities located in an easement within the Authority's right-of-way require relocation, the utility owner will be responsible for costs associated with this relocation.

Comment 130-4

Mr. Fry has been placed on the project contact list.

COMMENT LETTER 131

RESPONSE TO LETTER 131

Barbara Cerecedes

From: EIRCOMMENTS
Sent: Tuesday, May 18, 2004 9:05 AM
To: Barbara Cerecedes
Subject: FW: EIR Comments

10410397
CT2

P0513

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MAY 18 2004
PBL
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-----Original Message-----
From: EIRCOMMENTS
Sent: Monday, May 17, 2004 3:55 PM
To: EIRCOMMENTS
Subject: EIR Comments

First Name: Wayne
Last Name: Whitehill
Address: 1031 Don Alvarado Dr.
City: Arcadia
State: CA
Zip: 91006
Email Address: wwwhitehill
Phone Number:

Comments:
To Whom It Concerns,

The foothill extension of the Gold Line is needed ASAP. It would serve communities who currently use the 210 and 10 freeways reducing congestion. It would serve people who can not or will not drive the freeways. It would likely increase businesses in the cities it serves. Some of the right-of-way is currently in place which should speed the completion and at a reasonable price. I totally support this plan and hope it can begin and be completed soon.

131-1

Wayne Whitehill

Comment 131-1

Your support for the proposed project is acknowledged.

COMMENT LETTER 132

RESPONSE TO LETTER 132

Barbara Cerecedes

From: EIRCOMMENTS
Sent: Wednesday, May 19, 2004 10:49 AM
To: Barbara Cerecedes
Subject: FW: EIR Comments

10410398
CT2
P0513

-----Original Message-----
From: EIRCOMMENTS
Sent: Tuesday, May 18, 2004 11:33 PM
To: EIRCOMMENTS
Subject: EIR Comments

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MAY 19 2004
PBL
CONST.AUTHORITY

First Name: Arella
Last Name: karspeck
Address: 512 S. Euclid Ave. #236
City: Pasadena
State: CA
Zip: 91101
Email Address: karspecks@yahoo.com
Phone Number:

Comments:
I just wanted to say that I am impressed by this report. I favor the full build option with the 12 stations because of the extent of our projected population growth. I believe the cost will be well worth it. We need to make sure we invest enough in marketing and promotion as well.

132-1

Thank you !

Comment 132-1

Your support for the proposed project is acknowledged.

COMMENT LETTER 133

RESPONSE TO LETTER 133



Public Comment Card

Gold Line Phase II - Pasadena to Montclair
Draft Environmental Impact Statement / Environmental Impact Report.

10410427
CT2
PDS13

Note: Your name / address / telephone / email is optional.

Name: Rob Owen Date: May 21, 2004
Address: 2320 Portland Street, LA 90007 (Temporary)
Telephone: (562) 508-9164 Email: ROWEN@USC.EDU

Comments (use reverse side / additional sheets as needed):

The full-build alternative w/ 3-track config. has my support. Integrating the historic depots into new station sites is important wherever feasible to help preserve this route's passenger rail heritage. All possibilities for transit-oriented development should be identified and pursued actively now in order to improve the value of this investment. How about bike rentals and carsharing at some stations?

133-1

133-2

133-3

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Thank you for your comments. Please leave this form at the Reception Desk, or mail to: Metro Gold Line Foothill Extension Construction Authority, 625 Fair Oaks, Suite 200, South Pasadena, CA, 91030. Or fax to: 626-799-6569. Comments may also be emailed to comments@metrogoldline.org. The deadline for comments is midnight on June 21, 2004. All comments must be submitted in writing. For further questions or assistance, please call 626-799-0080.

Comment 133-1

Your support for the Full-Build, Triple Track Alternative is acknowledged. Rail alignment and station locations have been determined through careful consideration by the Authority, engineering team, railroad agencies, the cities and the public. The proposed station developments include reuse of historic depots in Monrovia, Azusa and Claremont by other agencies. LRT stations will be located near the historic depots, but will not actually utilize them. The rail configuration has changed subsequent to the release of the Draft EIS/EIR; the Triple Track in Segment 1 has been eliminated west of the proposed Irwindale station because the need to provide freight service to the granary located in Monrovia is to be eliminated. Please see the project description in revised Chapter 2, Alternatives.

Comment 133-2

Your support for transit-oriented development is acknowledged. Such efforts are under the jurisdiction of the city in which the station is located. Many of the cities along the corridor have already begun implementing planning and zoning tools that would support transit-oriented development. Please see revised Chapter 3-10, Land Use.

Comment 133-3

Bike and car rentals are not proposed project elements. However, the project does not preclude these functions from occurring near stations. Decisions on the viability and desirability of such rentals lie with private providers and the local jurisdictions.

COMMENT LETTER 134

RESPONSE TO LETTER 134

Barbara Cerecedes

10410425
CT2
P0513

From: EIRCOMMENTS
nt: Monday, May 24, 2004 11:19 AM
: EIRCOMMENTS
subject: EIR Comments

First Name: Cecil
Last Name: Karstensen
Address: 1393 Ward Way
City: Mentone
State: CA
Zip: 92359-9734
Email Address: mrcecilk1@yahoo.com
Phone Number: 909-383-5922

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MAY 24 2004
PBL
CONST.AUTHORITY

Comments:
I believe it imperative that the authority fight
for double track through the City of Claremont
and the other cities the Gold line will serve.
The reason being potential future growth of the
light rail system. It will be far more expensive
and greater difficulty to procure the room later
than now.

134-1

Comment 134-1

Your support for double tracks through the city of Claremont is acknowledged. Please see revised Chapter 2, Alternatives for more information.

COMMENT LETTER 135

RESPONSE TO LETTER 135

Barbara Cerecedes

10410426
CT2
P0513

From: EIRCOMMENTS
nt: Monday, May 24, 2004 2:27 PM
o: EIRCOMMENTS
ubject: EIR Comments

First Name: Cecil
Last Name: Karstensen
Address: 1393 Ward Way
City: Mentone
State: CA
Zip: 92359-9734
Email Address: mrcecilk1@yahoo.com
Phone Number: 909-383-5922

RECEIVED
MAY 24 2004
PBL
CONST. AUTHORITY

Comments:
Comment 2:

In regards to 3-12: I think it wise to preserve rail freight service in this corridor. It seems the three track #282 LRT, 1 freight#29 would be the better alternative. Since freight service could be operated during LRT operating hours. Making it more convenient to freight customers along the corridor.

135-1

Comment 135-1

Your support for preserving freight rail service in the corridor is acknowledged. Freight rail operations will be served on separate tracks than those used for LRT. Subsequent to the Draft EIS/EIR, two railroad grade separations have been proposed in Azusa and Pomona to avoid conflicts between freight and LRT operations. Please see Chapter 2, Alternatives for a revised description of the Alternatives, which include these grade separations.

COMMENT LETTER 136

RESPONSE TO LETTER 136

Barbara Cerecedes

From: Luke Reynolds [lureynolds@earthlink.net]
Sent: Saturday, May 22, 2004 6:14 PM
To: EIRCOMMENTS
Subject: Comments

Page 1 of 1
10410424
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I would like to comment on the Metro Gold Line Foothill Extension.

I am strongly in favor of fully extending the Gold Line to Montclair. The extension will go to by workplace and make travelling to and from work easier. This will significantly help the environment and reduce traffic. | 136-1

Thank you.

Luke Reynolds
350 S Madison Ave Apt 322
Pasadena CA 91101

=====
Luke Walker Reynolds
Pasadena, California
(626)665-0715 - LuReynolds@earthlink.net
<http://www.LukeReynolds.com>
=====

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Comment 136-1

Your support for the Full Build (Pasadena to Montclair) Alternative is acknowledged. The proposed LRT extension would reach Montclair by 2014, depending on several variables, including the availability of funding.

COMMENT LETTER 137

RESPONSE TO LETTER 137

Barbara Cerecedes

10410423
CTZ
PDS13

From: EIRCOMMENTS
Sent: Friday, May 21, 2004 8:10 AM
To: EIRCOMMENTS
Subject: EIR Comments

First Name: Richard
Last Name: Sanders
Address: 2022 Driftstone Drive
City: Glendora
State: CA
Zip: 91740
Email Address: dsanders@coh.org
Phone Number: 626-914-0410

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MAY 24 2004
PBL
CONST.AUTHORITY

Comments:
Regarding the Gold Line Foothill Extension: I support the alternative of full build to Montclair. I also believe that the freight runs on this stretch should either be limited to night-time to Irwindale only, or discontinued entirely.

137-1

I live within 1/2 mile of the tracks, though we plan to move north within Glendora before this is built. A family of 4, we are currently about 3 miles from the proposed Glendora station, a very reasonable biking distance, and we are hoping to move even closer. The station near my job at the City of Hope Medical Center would be as close as where I usually park in the far reaches of the parking lots there now. I would anticipate being a daily user, if this is built before I retire 15 years! My family would also ride to Old Town Pasadena occasionally, or to Claremont Montclair. Would the fare for shorter rides be less than a trip to downtown LA?

137-2

We are very interested in reducing traffic and fuel consumption, as well as pollution. My 10 mile commute has increased in time from 12 minutes 13 years ago, to 25 or more now, all stop and go. I can only guess how another 10 years will adversely affect that.

I have reviewed the DEIS/EIR on your website, as I was unable to attend our local town hearing last night due to a school activity. Please choose the full build alternative. Thank you.

137-3

Richard "David" Sanders

Comment 137-1

Your support for the Full Build (Pasadena to Montclair) Alternative is acknowledged. The rail configuration has changed subsequent to the release of the Draft EIS/EIR; the triple track in Segment 1 has been eliminated west of the proposed Irwindale station because the need to provide freight service to the granary located in Monrovia is to be eliminated. However, there will continue to be a third track dedicated for freight rail operations between the Miller Brewing Company in Irwindale and Claremont. Subsequent to the Draft EIS/EIR, two railroad grade separations have been proposed in Azusa and Pomona to avoid conflicts between freight and LRT operations. With these new grade separations, there would be no restriction on the hours in which freight operations occur. Please note that the operation of freight service over the rail right of way that would be used for the LRT project west of Pomona is governed by an operating agreement between LACMTA and the BNSF Railway Company.

Comment 137-2

LACMTA will operate the proposed project. The current fare schedule is based on a flat rate for every passenger, regardless of trip length. However, the fare policy could change in the future.

Comment 137-3

Your support for the Full Build (Pasadena to Montclair) Alternative is acknowledged.

COMMENT LETTER 138

Page 1 of 1

10410605
CTZ
PDS13

Barbara Cerecedes

From: EIRCOMMENTS
Sent: Friday, June 18, 2004 1:56 PM
To: Barbara Cerecedes
Subject: FW: addendum to comments faxed from Margaret Dickinson on 6/18/04

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

From: Deborah S. Page [mailto:ds.page@verizon.net]
Sent: Friday, June 18, 2004 12:10 PM
To: EIRCOMMENTS
Subject: addendum to comments faxed from Margaret Dickinson on 6/18/04

RECEIVED
 JUN 18 2004
 PBL
 CONST.AUTHORITY

Dear Gold Line,

After further discussion with my neighbors, I wish to send this addendum to my comments faxed today 6/18/04, using one of my neighbors' e-mail, since I do not yet have a computer.

I would like to invite Gold Line to come to my home to see how close the new trains would be to my backyard. It would be very informative for your planners and engineers to actually see the space in which you are proposing to add TWO new sets of tracks. They would see that I am not exaggerating when I say that the tracks will be IN my backyard. Also, the area available for the tracks is a number of feet lower in elevation than the existing tracks. It appears that this lower elevation will have to be filled in, if all the tracks are to be at the same level (this would be the only way I can see that you would be able to squeeze two sets of tracks in). If you do so, then the trains will be fully visible to all on Elder and the elevated high wires up even higher and more unsightly. Really, this is in no way tolerable. No financial compensation would make up for the impact to the quality of my life, and to those of my neighbors.

138-1

I will be available after the July 4th week-end. Please contact me at this e-mail address <ds.page@verizon.net> make arrangements to visit. This is a sincere invitation, one which I strongly urge you to consider.

Thank-you,

Margaret Dickinson
 Elder Drive
 Claremont, CA 91711

6/18/04

RESPONSE TO LETTER 138

Comment 138-1

The rail right of way near to Elder Drive is of sufficient width of accommodate the proposed 2 LRT tracks and 2 Metrolink/freight tracks. No expansion of the right of way is needed in this area.

The potential visual impact of overhead wires is acknowledged and is discussed in Chapter 3-17, Visual Impacts. The Construction Authority agrees that the visual impact, because of the subjective nature in assessing impacts, can be considered an unavoidable significant impact under CEQA. This issue will be addressed in the Statement of Overriding Considerations as part of project approval by the Construction Authority.

COMMENT LETTER 139

RESPONSE TO LETTER 139



Public Comment Card
Gold Line Phase II - Pasadena to Montclair
Draft Environmental Impact Statement / Environmental Impact Report.

1041 0603
CTZ
PDS13

Note: Your name / address / telephone / email is optional.

Name: Date:
Address:
Telephone: Email:

Comments (use reverse side / additional sheets as needed):

Margaret Dickensen
421 Elder Drive
Claremont, CA 91711



Comments on Gold Line Phase II = Pasadena to Montclair

I have lived in my home on Elder Drive, which is due east of the Claremont Depot, for my entire life. If the Gold Line Phase II is situated along the existing Metrolink tracks, it will, in essence, be in my backyard. If this occurs, I may be forced to move from my beloved family home.

I feel that the placement of the two sets of Gold Line tracks and their electrical components will not fit between my back fence and the wall of the college property to the north. Whether it fits or not, I feel it would significantly reduce the value of my property and the value of property of all home owners along Elder Drive, as well as the condominiums located just to the east of Claremont Blvd. I have just completed an extensive remodel of my home and I am very concerned that I would not be adequately compensated for the loss of value to my home.

139-1

I feel that it would be best if you were to use your option to run the new sets of tracks to the north side along the old Pacific Electric right of way which is shown on the illustration #C-245. This would not only help the impact to the value of the homes on Elder, but would reduce the noise and unsightly high wires of the Gold Line if it is situated in our backyards.

139-2

Margaret Dickensen signature

Thank you for your comments. Please leave this form at the Reception Desk, or mail to: Metro Gold Line Foothill Extension Construction Authority, 626 Fair Oaks, Suite 200, South Pasadena, CA 91030. Or fax to: 626-799-8599. Comments may also be emailed to ccomments@metrogoldline.org. The deadline for comments is midnight on June 21, 2004. All comments must be submitted in writing. For further questions or assistance, please call 626-799-0080.

Comment 139-1

The proposed LRT tracks would be located within existing rail right of way. No acquisition of property near Elder Drive is needed in order to implement the proposed rail alignment. The focus of environmental analysis under CEQA and NEPA is on the proposed project's effect on physical changes (CEQA) and/or any economic or social effect that may cause a physical change (NEPA). Casual relationships between light rail and property values have not been established. Therefore, property value analysis as a result of the presence of the proposed project is not discussed in the EIR/EIS. However, the commentor's opinion will be considered by the Lead Agency in deciding whether, and under what conditions, to approve the proposed project.

Comment 139-2

Rail alignments have been determined through careful consideration by the Authority, engineering team, railroad agencies, the cities and the public. Subsequent to the Draft EIS/EIR, the potential alignment along the former Pacific Electric right of way was eliminated from consideration. Please see revised Chapter 2, Alternatives.

COMMENT LETTER 140

RESPONSE TO LETTER 140

mikenjeannie

To: eircomments@metrogoldline.org
subject: Sound Wall

I have lived in Arcadia since 1967, long before the 210 Freeway began to be constructed. Unlike many of the citizens of So Pasadena, who have for more than 30 years, opposed the 710 Fwy extension, I have been in total favor of the 210 Fwy even though I live only four houses away. I recognize the importance of fwy transportation and accessibility as a necessity for the continued growth of California.

I have also seen the inconsistency of various designs, construction quality and sound effectiveness of the sound walls along the 210 Fwy, especially on the South side between Baldwin & Santa Anita. In particular, the wall closest to my street of Santa Maria Rd, appears to be falling over as well as being the poorest constructed wall that I have ever seen on a California Fwy.

I also recognize how budgetary constraints play an important role in prioritizing fwy construction and repairs. This wall however, was recognized immediately as being inferior and in-effective from the very beginning of its existence. It is beyond being long overdue of needing to be replaced. The noise and vibration being transmitted to my home due to in-effective sound abatement is intolerable.

Counter measures such as playing the TV or radio louder, running water (such as a fountain or water fall) in the backyard and living year round with closed windows has adversely affected the quality of my life. I am also getting closer to retirement age when I am considering selling my home and I am sure that its value has also been negatively impacted by the noise and lack of effective noise abatement.

I urge you to consider replacing this section of wall as a priority item and replace it with the tallest wall, using the highest quality material not just to minimize the current noise level but the anticipated, additional noise from the Gold Line Rail Extension project. The trestle will go over the top of the east-bound lanes and must be taken into consideration when planning the height of our section of sound wall.

140-1

Additionally, I would like to request fwy signs preventing large trucks from using their "jake brakes" or engine compression to slow them down along this stretch of fwy - and enforce it!!! The worst time is at night, when I am trying to sleep. There is minimal traffic to hold back the speed of these trucks. Once you are awakened by this condition, it is difficult to go back to sleep.

140-2

Please take the time to investigate the above mentioned conditions and I am positive that you will agree.

Thank you in advance for your consideration in the important matter.

Michael F. Vercillo
625 Santa Maria Rd.
Arcadia, CA 91007
(626) 445-1348

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JUN 18 2007
PBL
CONST. AUTHORITY

Comment 140-1

If a soundwall were to be constructed for the Foothill Extension project, it would likely eventually overlap the ones constructed by Caltrans. The gap would not be closed until the bridge needed to carry the light rail line from the middle to the south side of I-210 is constructed. The elevation of this bridge has been considered in the noise impact analysis and in developing mitigation. Please see revised Chapter 3-11, Noise and Vibration.

Comment 140-2

Activities and law enforcement along the adjacent freeway are not within the purview of the Construction Authority, so no response to this comment can be made.

COMMENT LETTER 141

RESPONSE TO LETTER 141

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CTZ
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JUN 18 2007

PBL
CONST.AUTHORITY

ARTHUR E. KILLIAN
631 SANTA MARIA RD.
ARCADIA, CA. 91007

METRO GOLDLINE EXTENSION CONSTRUCTION AUTHORITY
625 FAIR OAKS AVE., SUITE 200
SOUTH PASADENA, CA. 91030

DEAR SIR;

IT HAS BEEN BROUGHT TO OUR ATTENTION THAT PRESENTLY THE METRO GOLDLINE PLANS ON STOPPING THE SOUND WALL CONSTRUCTION AT SANTA ROSA. WE URGENTLY REQUEST THAT THIS SOUND WALL BE CONTINUED ON PAST SANTA MARIA RD., AND POSSIBLY AS FAR AS COLORADO BLVD.

PRESENTLY THE NOISE LEVEL IS SO HIGH BECAUSE OF THE FREEWAY, WITH ONLY A GUNNITTED CHAIN LINK FENCE AS A SOUND BARRIER. THE BARRIER IS PRESENTLY IN VERY POOR CONDITION.

PLEASE CONSIDER THE ADDITIONAL SOUND WALL WHICH WE REQUEST. THANK YOU FOR YOUR CONSIDERATION.

Arthur E. Killian
ARTHUR E. KILLIAN

141-1

Comment 141-1

If a soundwall were to be constructed for the Foothill Extension project, it would likely eventually overlap the ones constructed by Caltrans. The gap would not be closed until the bridge needed to carry the light rail line from the middle to the south side of I-210 is constructed. The elevation of this bridge has been considered in the noise impact analysis and in developing mitigation. Please see revised Chapter 3-11, Noise and Vibration.

COMMENT LETTER 142

RESPONSE TO LETTER 142



Public Comment Card

Gold Line Phase II – Pasadena to Montclair
Draft Environmental Impact Statement / Environmental Impact Report

Tracking # 10410599
CTR
P0513

Name: RICHARD & LINDA SPAULDING Date: JUNE 17, 2004

Organization (if appropriate): _____

Address: 45 E. SANTA CLARA ST., ARCADIA CA 91006

Telephone: 626-294-1000 E-mail: _____

Comments (use reverse side / additional sheets as needed):

IN ARCADIA, STATION OPTION A IS THE
BEST CHOICE FOR THE GOLD LINE.
- IT IS THE MOST ECONOMICAL APPROACH
THAT PROVIDES GOOD TRAFFIC FLOW.
- SUPPORTS GRADE SEPARATION AT
SANTA ANITA AVE.
- ELIMINATES NEED TO DISPLACE 11 BUSINESSES
THAT PROVIDE ESSENTIAL SERVICES TO THE AREA.

142-1

RECEIVED

JUN 18 2004

PBL
CONST AUTHORITY

Thank you for your comments. Please leave this form at the Comment Form in-box, or mail to: Metro Gold Line Foothill Extension Construction Authority, 625 Fair Oaks, Suite 200, South Pasadena, CA 91020. Or fax to: 626-799-8599. Comments may also be e-mailed to comments@metrogoldline.org. The deadline for comments is midnight on June 21, 2004. All comments must be submitted in writing. For further questions or assistance, please call 626-799-0980.

Comment 142-1

Your support for Station Option A in Arcadia is acknowledged. The City Council of Arcadia determined on February 15, 2005, that the LRT station would be located at the southeast corner of N. First Street and Santa Clara (PDR, page 4-5). This is the same as Station Option A identified in the Draft EIS/EIR. However, the City also determined that parking would not be provided at the existing city-owned lot, so some business displacements would be needed for new parking along Santa Clara Street to meet the project demand for parking.

COMMENT LETTER 142

RESPONSE TO LETTER 142



Public Comment Card

Gold Line Phase II – Pasadena to Montclair
Draft Environmental Impact Statement / Environmental Impact Report

Tracking # 10410595

CT2
PDSB

Name: RICHARD SPAULDING Date: JUNE 17, 2004

Organization (if appropriate):

Address: 45 E. SANTA CLARA ST, ARCADIA 91006

Telephone: 626-294-1000 E-mail:

Comments (use reverse side / additional sheets as needed):

I AM OPPOSED TO THE ELIMINATION AND/OR RELOCATION OF 11 BUSINESSES IN ARCADIA IN THE AREA OF THE STATION.

142-2

THIS MAKES ABSOLUTELY NO SENSE, JUST TO BUILD A PARKING LOT THAT IS NOT NEEDED ANYWAY.

142-3

THE GOLD LINE/MTA, AND THE CITY, NEED TO FIND OTHER ALTERNATIVES, AND RESPECT THE BUSINESS INTERESTS IN THE AREA.

142-4

THESE BUSINESSES COULD BE USED TO SERVE THE NEEDS OF PEOPLE USING THE GOLD LINE, LIKE RESTAURANTS, SHOPS, ETC.

142-5

RECEIVED
JUN 18 2004

Thank you for your comment. Please leave this form at the Comment Form In-box, or mail to: Metro Gold Line Foothill Extension Construction Authority, 625 Fair Oaks Blvd., Pasadena, CA 91106. Or fax to: 626-799-8599. Comments may also be e-mailed to enrcomments@metrogoldline.org. The deadline for comments is midnight on June 21, 2004. All comments must be submitted in writing. For further questions or assistance, please call 626-799-0080.

Comment 142-2

See Comment 142-1.

Comment 142-3

The demand for parking spaces is linked to the expected LRT ridership at each station. See revised Chapter 2, Alternatives, for a description of the parking demand for the Arcadia station.

Comment 142-4

See Comment 142-1.

Comment 142-5

See Comment 142-1.

COMMENT LETTER 142

RESPONSE TO LETTER 142

Tracking # 10410596
CTZ
POS13



Public Comment Card

Gold Line Phase II – Pasadena to Montclair
Draft Environmental Impact Statement / Environmental Impact Report

Name: RICHARD SPAULDING Date: JUNE 16, 2004

Organization (if appropriate): NUTRITION WORKS

Address: 45 E. SANTA CLARA ST., ARCADIA 91006

Telephone: 626-294-1000 E-mail: _____

Comments (use reverse side / additional sheets as needed):

WHEN I ATTENDED THE GOLD LINE HEARING ON JUNE 14, 2004, I WAS OUTRAGED TO LEARN FOR THE FIRST TIME THAT MY BUSINESS WAS SLATED FOR RELOCATION SO THAT A PARKING LOT WOULD BE BUILT AT FRONT STREET IN ARCADIA.

WHY DIDNT SOMEONE HAVE THE DECENCY TO CONTACT ME AND OTHER BUSINESS OWNERS IN THE AREA AND TELL US WHAT IS PLANNED? APPARENTLY THIS CONCEPT HAS BEEN KNOWN FOR A LONG TIME.

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JUN 18 2004
PBL
CONST AUTHORITY

Thank you for your comments. Please leave this form at the Comment Form In-box, or mail to: Metro Gold Line Foothill Extension Construction Authority, 625 Fair Oaks, Suite 200, South Pasadena, CA 91030. Or fax to: 626-799-8599. Comments may also be e-mailed to comments@metrogoldline.org. The deadline for comments is midnight on June 21, 2004. All comments must be submitted in writing. For further questions or assistance, please call 626-799-0080.

142-6

Comment 142-6

Among the purposes of releasing the Draft EIS/EIR is to provide notice to affected property owners of the potential acquisition of properties. There are no requirements under either the National Environmental Policy Act or the California Environmental Quality Act that owners of property subject to potential displacement be notified prior to the release of draft environmental documents.

COMMENT LETTER 142

RESPONSE TO LETTER 142



Public Comment Card

Gold Line Phase II – Pasadena to Montclair
Draft Environmental Impact Statement / Environmental Impact Report

Tracking # 10410597
CTZ
80513

Name: RICHARD AND LINDA SPAULDING Date: 6-17-04

Organization (if appropriate):

Address: 45 E. SANTA CLARA ST., ARCADIA 91006

Telephone: 626-294-1000 E-mail:

Comments (use reverse side / additional sheets as needed):

WE ARE OPPOSED TO THE PARKING LOT ON FRONT STREET IN ARCADIA:

- IT IS NOT NEEDED BECAUSE THE EXISTING CITY ~~PARK~~ LOT IS 1 BLOCK AWAY.
- FUNDS NEEDED FOR THIS LOT WOULD BE BETTER SPENT ON THE SANTA ANITA AVE. OVER PASS.
- THIS WOULD DISPLACE 10 VIABLE BUSINESSES, AND SERVICES AT THIS LOCATION COULD EASILY SERVE THE NEEDS OF COMMUTERS.
- IF ADDITIONAL PARKING NEARBY IS NEEDED, USE THE LARGE AREA ON THE RIGHT-OF-WAY, OR USE SOME OF THE NEARBY RAILROAD-OWNED PROPERTIES.

142-7

RECEIVED

JUN 18 2004

PBL
CONST. AUTHORITY

Thank you for your comments. Please leave this form at the Comment Form In-box, or mail to: Metro Gold Line Foothill Extension Construction Authority, 625 Fair Oaks, Suite 200, South Pasadena, CA 91030. Or fax to: 626-799-6599. Comments may also be e-mailed to giscomments@metrogoldline.org. The deadline for comments is midnight on June 21, 2004. All comments must be submitted in writing. For further questions or assistance, please call 626-799-0080.

COMMENT LETTER 142

RESPONSE TO LETTER 142



Public Comment Card

Gold Line Phase II – Pasadena to Montclair
Draft Environmental Impact Statement / Environmental Impact Report

Tracking # 10410598
CTZ
PDS13

Name: RICHARD SPAULDING Date: 6-17-04

Organization (if appropriate): _____

Address: 45 E. SANTA CLARA ST, ARCADIA CA 91006

Telephone: 626-294-1000 E-mail: _____

Comments (use reverse side / additional sheets as needed): ARCADIA:

IS THE PROPOSED PARKING LOT ON

FRONT STREET TO BE FUNDED BY THE 142-8

CITY OR BY THE GOLD LINE / MTA ?

RECEIVED
JUN 18 2004
PBL
CONST AUTHORITY

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Comment 142-8

All parking identified as a part of the proposed project would be paid for by the Construction Authority. The 300-space parking structure located on Front Street in Arcadia is a part of the project and would be constructed and paid for by the Construction Authority.