RESOLUTION NO. 2012-R-01

A RESOLUTION OF THE METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY CERTIFYING FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT NO. 2 FOR PROJECT REFINEMENTS TO PHASE 2A OF THE GOLD LINE FOOTHILL EXTENSION FROM PASADENA TO AZUSA; MAKING ENVIRONMENTAL FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT; ADOPTING A MITIGATION MONITORING PROGRAM; AND APPROVING THE PHASE 2A PROJECT REFINEMENTS

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

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

WHEREAS, the construction of the Metro Gold Line has been divided into two phases, Phase 1, which is defined as the approximately 13.7 mile line from Union Station in the City of Los Angeles to Sierra Madre Villa Boulevard in the City of Pasadena ("Phase 1"), and Phase 2, which is defined as any mass transit guideway that may be planned east of Sierra Madre Villa Boulevard along the rail right-of-way extending to the City of Claremont, and potentially to Montclair ("Phase 2" or "Foothill Extension"); and

WHEREAS, Phase 1 of the Project has been completed and in operation since July 2003; and,

WHEREAS, the Authority has determined that Phase 2 will be constructed in two segments: Phase 2A from Sierra Madre Villa Boulevard in the City of Pasadena to the Azusa Citrus Station in the City of Azusa, and extending eastward into the City of Glendora; and Phase 2B from Azusa to Claremont, and potentially Montclair; and,

WHEREAS, the Authority previously prepared and certified an Environmental Impact Report for Phase 2A (the "2007 Final EIR") pursuant to the California Environmental Quality Act (Public Resources Code Section 21000 *et seq.*, Guidelines for California Environmental Quality Act, Cal. Code of Regs. Section 15000 *et seq.* "CEQA"); and,

WHEREAS, certain refinements to Phase 2A have been approved since initial project approval, with Addendum No. 1 to the 2007 Final EIR adopted in August of 2009 and Addendum No. 2 to the 2007 Final EIR adopted in June of 2010, both prepared in accordance with CEQA; and,

WHEREAS, further project refinements, including location of a maintenance and operating facility in the City of Monrovia, were considered that required the preparation of Supplemental Environmental Impact Report ("SEIR No. 1") to the certified 2007 Final EIR which was certified by the Authority in January of 2011; and,

WHEREAS, the Authority has determined that additional project refinements are needed for Phase 2A consisting of: (1) adding traction power supply substation (TPSS) units in various cities within Phase 2A; (2) relocating the Duarte Station parking facility in the City of Duarte; (3) eliminating a sound barrier in the City of Duarte; and (4) mitigating vibration impacts for a

single-family residence in the City of Azusa, which refinements are collective referred to as the "Additional Project Refinements;" and,

WHEREAS, the Additional Project Refinements are entirely separate from and unrelated to the project refinements considered in SEIR No. 1; and,

WHEREAS, the Authority originally prepared a third addendum for the Additional Project Refinements in accordance with CEQA; and,

WHEREAS, in order to provide the opportunity for public comment on the Additional Project Refinements, the Authority prepared Supplemental Environmental Impact Report No. 2 ("SEIR No. 2") for the Additional Project Refinements; and,

WHEREAS, the Authority completed the Draft SEIR No. 2 together with those certain technical appendices (the "Appendices"), on or about November 7, 2011 so as to disclose potential environmental impacts associated with the proposed Additional Project Refinements and the various alternatives considered. The Authority circulated the Draft SEIR No. 2 to the public and other interested persons between November 7, 2011 and December 21, 2011 for a forty-five (45) day comment period, as required by CEQA Guidelines Sections 15087 and 15105; and,

WHEREAS, the Draft SEIR No. 2 and supporting technical reports were available for public review at the Authority's offices, local libraries and city halls, and on the Authority's website during the public comment period; and,

WHEREAS, the Authority prepared written responses for each of the comments that were presented to the Authority during the public review period that raised a significant

environmental issue or issues. The Authority made revisions to the Draft SEIR No. 2, as appropriate, in response to those comments; and,

WHEREAS, after reviewing the responses to comments and the revisions to the Draft SEIR No. 2 made in response to comments, the Authority concluded that the information and issues raised by the comments and the responses thereto did not constitute new information requiring recirculation of the SEIR No. 2, and proceeded to prepare a Final SEIR No. 2; and,

WHEREAS, more than ten (10) days in advance of the Authority's action certifying the Final SEIR No. 2 for the Additional Project Refinements of Phase 2A, the Authority provided public agencies that commented on the Draft SEIR No. 2 with proposed written responses to the respective agency's comments; and,

WHEREAS, the Final SEIR No. 2 was made available to the public at the Authority's office and on the Authority's website in advance of the Authority's action certifying the Final SEIR No. 2; and,

WHEREAS, the Authority's Board of Directors ("Authority Board") held a public meeting to consider Final SEIR No. 2 and the Additional Project Refinements on January 25, 2012; and

WHEREAS, Final SEIR No. 2 is comprised of: the Draft SEIR No. 2 as modified in response to comments, including all Appendices, the Comments and Responses to Comments on the Draft SEIR No. 2, and the Mitigation Monitoring and Reporting Program; and,

WHEREAS, the findings made in this Resolution are based upon the information and evidence set forth in Final SEIR No. 2 and upon other substantial evidence which has been

presented to the Authority Board in the record of the proceedings. The documents, staff reports, technical studies, appendices, plans, specifications, and other materials that constitute the record of proceedings on which this Resolution is based are on file and available for public examination during normal business hours in the Authority's offices at 406 East Huntington Drive, Suite 202, Monrovia, California 91016 and with the Clerk of the Board, who serves as the custodian of these records.

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

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

Section 2. The Authority Board finds that agencies and interested members of the public have been afforded ample notice and opportunity to comment on SEIR No. 2.

Section 3. The Authority Board has independently reviewed and considered the contents of the Final SEIR No. 2 prior to deciding whether to approve the Phase 2A Additional Project Refinements or some alternative. The Authority Board hereby finds that the Final SEIR No. 2 reflects the independent judgment of the Authority. The Authority Board further finds that the additional information provided in the staff reports, in the responses to comments received after circulation of the Draft SEIR No. 2 and in the evidence presented in written and oral testimony presented at the public meeting held January 25, 2012, does not constitute new information requiring recirculation of the SEIR No. 2 under CEQA. None of the information presented to the Authority after circulation of the Draft SEIR No. 2 has deprived the public of a meaningful opportunity to comment upon a substantial environmental impact of the project or a feasible mitigation measure or

feasible alternative that the Authority has declined to implement. The Authority Board also considered the certified 2007 Final EIR, and the Final SEIR No. 1.

Section 4. The Authority Board finds that the comments regarding the Draft SEIR No. 2 and the responses to those comments have been received by the Authority; that the Authority Board received public testimony regarding the adequacy of the SEIR No. 2; and that the Authority Board, as the final decision-making body for the lead agency, has reviewed and considered in its independent judgment, all such documents and testimony prior to acting on the Additional Project Refinements. Pursuant to CEQA Guidelines Section 15090, the Authority Board hereby certifies that the Final SEIR No. 2 has been completed in compliance with CEQA with respect to the proposed Additional Project Refinements of Phase 2A of the Metro Gold Line.

Section 5. Based upon the Final SEIR No. 2 and the record before the Authority, the Authority Board finds that the Additional Project Refinements will not cause any significant environmental impacts after mitigation. Explanations for why the impacts were found to be less than significant are contained in the Findings set forth in Exhibit A to this Resolution and are more fully described in the Final SEIR No. 2.

Section 6. Based upon the Final SEIR No. 2 and the record before the Authority, the Authority Board finds that the Additional Project Refinements will have less than significant environmental impacts with the implementation of mitigation. The less than significant impact determinations are further described in the Findings set forth in Exhibit A, which is attached hereto and is incorporated herein by reference, and in the Final SEIR No. 2. All feasible mitigation measures have been adopted. The changes or alterations required in, or incorporated into, the Project, and a brief explanation of the rationale for this finding with regard to the identified impacts, are contained in Exhibit A. Further

explanation for these determinations is contained in the Final SEIR No. 2, and the attached Exhibit A.

Section 7. Based upon the Final SEIR No. 2 and the record before the Authority, the Authority Board finds that cumulative impacts are not significant. Further explanation for this determination is contained in the Final SEIR No. 2.

Section 8. The Final SEIR No. 2 describes, and the Authority Board has fully considered, a reasonable range of feasible alternatives to the Project. With respect to each of the alternatives analyzed in the Final SEIR No. 2, the Authority hereby makes the findings set forth in Exhibit A. The No-Action Alternative would not meet the objectives of the project, would continue the status quo, and would not address the additional traction power needed to support operation. The Authority finds that the Additional Project Refinements, with the mitigation proposed, represents the combination of features that best achieves the Authority's present objectives while minimizing environmental impacts and maximizing public benefits. However, the three potential sites for the Michillinda TPSS are found to be environmentally equivalent locations, any of which could be developed with a TPSS without any significant environmental impacts. In addition, the Duarte Station parking lot previously approved and Alternative A are environmentally equivalent locations, either of which could be developed as the parking lot without any significant environmental impacts.

Section 9. The Authority Board hereby adopts all findings set forth in Exhibit A, attached hereto and incorporated herein by reference.

Section 10. The Authority Board hereby adopts the mitigation measures set forth in the Final SEIR No. 2, and the Mitigation Monitoring and Reporting Program attached hereto as Exhibit B and incorporated herein by this reference, and to the extent applicable, imposes each mitigation measure as a condition of approval of the Phase 2A

Additional Project Refinements. Authority staff and other responsible officials shall implement and monitor the mitigation measures as described in Exhibit B. It is the intent that all mitigation measures identified in the 2007 Final EIR, and in the Final SEIR No. 1 shall remain applicable to the overall Phase 2A extension, including the Additional Project Refinements, and that the additional mitigation measures identified in the Final SEIR No. 2 shall be applicable to the Additional Project Refinements.

Section 11. The Authority Board hereby approves and adopts the proposed Phase 2A Additional Project Refinements, conditioned upon compliance with the Mitigation Monitoring and Reporting Program, with authorization for staff to determine which of the three environmentally equivalent Michillinda TPSS sites to develop and which of the two environmentally equivalent Duarte Station parking lot options to develop. The Authority Board further directs staff to prepare and file a Notice of Determination in Los Angeles County within five (5) business days from the date this Resolution is adopted.

Section 12. The Clerk of the Authority Board shall certify to the adoption of this Resolution, and shall cause this Resolution to be entered in the official records of the Authority.

Adopted: January 25, 2012

DOUGLAS F. TESSITOR
Chair of the Metro Gold Line Foothill Extension
Construction Authority Board

ATTEST:

CHRISTOPHER LOWE
Clerk of the Board

APPROVED AS TO FORM:

MICHAEL ESTRADA
General Counsel

APPROVED AS TO CONTENT:

HABIB F. BALIAN
Chief Executive Officer

EXHIBIT A

FINDINGS

I. INTRODUCTION, PROJECT DESCRIPTION, AND PROJECT OBJECTIVES

This Statement is not a new assessment of the environmental effects that will result from the implementation of the proposed project, nor does it replace or supersede any provisions of the "Gold Line Phase II Pasadena to Montclair Foothill Extension 2A Final Supplemental Environmental Impact Report No. 2" ("Final SEIR No. 2"). This Statement summarizes data and information contained in the Final SEIR No. 2 and the administrative record, regarding the environmental impacts and mitigation measures for those impacts as applied to the Additional Project Refinements ("Additional Project Refinements"). The purpose of this Statement, in part, is to bridge the analytic gap between the mass of data and information contained in the administrative record and the Final SEIR No. 2, and the decision to approve the proposed Additional Project Refinements to Phase 2A.

This Statement includes the environmental effects, including any significant effects, of the Additional Project Refinements, mitigation measures, findings with respect to environmental effects, the rationale for the findings, and incorporates by reference the mitigation monitoring and reporting program (MMRP) attached as Exhibit B to this Resolution.

Since the Gold Line Phase II Pasadena to Montclair-Foothill Extension Final Environmental Impact Report (2007 Final EIR) was certified in 2007 for Phase 2A, certain elements of the project have been refined and revised. Project refinements to Phase 2A have been approved since initial project approval, after review in addenda prepared in accordance with CEQA in both August 2009 and June 2010. Further project refinements were also considered in January of 2011 which required the preparation of a Supplemental Environmental Impact Report ("SEIR No. 1") to the certified 2007 Final EIR which was certified by the Authority in January of 2011. Additional Project Refinements are now proposed.

According to the CEQA Guidelines, a Supplemental Environmental Impact Report (SEIR) is required when "substantial changes are proposed in the project which will require major revisions of the environmental impact report" (Section 15162), and "only minor additions of changes would be necessary to make the previous EIR adequately apply to the project in the changed situation" (Section 15163(a)). Accordingly, an SEIR was prepared to evaluate the Additional Project Refinements, which are more fully discussed in the Final SEIR No. 2.

Specific objectives of the Additional Project Refinements include the following:

- Maintaining traction voltage in compliance with Metro Design Criteria.
- Supporting pedestrian accessibility needs and safety, alleviating circulation impacts on surrounding businesses, and minimizing impacts to residential uses.
- Eliminating an unnecessary sound barrier.
- Mitigating vibration impacts for a single-family residence.

II. ENVIRONMENTAL DOCUMENTATION

The SEIR No. 2 was prepared following opportunities for input from affected agencies and members of the public. The Draft SEIR No. 2 was distributed directly to numerous agencies, organizations, and interested groups and persons for formal comment during the review period. The Draft SEIR No. 2 was also available for review online on the Authority's website. The Draft SEIR No. 2 was circulated for public review and comment for a period of 45 days from November 7, 2011 through December 21, 2011. Reponses to the comments received were prepared, and are included in the Final SEIR No. 2.

The Draft SEIR evaluated in detail the potential effects of the elements of the proposed Additional Project Refinements. It also evaluated a No-Action Alternative that analyzed the effects of none of the Additional Project Refinements being implemented.

The Final SEIR No. 2 was prepared and consists of the full text of the Draft SEIR No. 2, with changes indicated by underline for new text and strikeout for deleted text, and written responses to the written comments provided during the public review period.

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

III. ENVIRONMENTAL EFFECTS FOUND TO BE LESS THAN SIGNIFICANT

Through the preparation of the SEIR No. 2, it was determined that the Additional Project Refinements would not have the potential to cause significant impacts in the following areas:

- Cultural Resources
- Traffic and Transportation

No potentially significant impacts to these topical areas are anticipated as a result of the Additional Project Refinements. However, all related mitigation measures from the 2007 Final EIR and the SEIR No. 1 would still apply to the project as a whole, and to these Additional Project Refinements as applicable.

The Authority Board hereby finds that the Additional Project Refinements will not have any significant impacts related to Cultural Resources, and Traffic and Transportation, for the reasons set forth in the Final SEIR No. 2.

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

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

A. NOISE AND VIBRATION

The Additional Project Refinements are not anticipated to cause any noise level impacts as more fully described in the SEIR No. 2. However, vibrations could cause a potentially significant impact on a single-family residence in the City of Azusa. With the implementation of mitigation, this impact would be reduced to less than significant as further described below.

a. Findings

Changes or alterations have been required in, or incorporated into the project that avoid or substantially lessen the potentially significant vibration impact on the single-family residence identified in the SEIR No. 2. More specifically, the following mitigation will ensure than any vibration impact on the single-family residence is reduced to a less than significant level.

> **N-10** Because the single-family residence is located so close to the proposed track alignment, the Authority shall construct a floating slab, acquire the property, or negotiate a vibration easement to create a "buffer zone" between the track and any vibration-sensitive receivers adjacent to the impacted residence. The first two proposed mitigation approaches meet the same performance standard of reducing the projected vibration level at the single-family residence to 72 VdB or less. The third proposed mitigation approach mitigates the impact because the Authority would gain the right to impact the property. Subsequently, all three approaches would mitigate the vibration impact.

b. Facts in Support of Findings

The proposed Additional Project Refinements, which include adding Traction Power Supply Substations (TPSS) in various cities within Phase 2A would not cause any potentially significant noise impacts. Likewise, relocating the Duarte Station Parking facility in the City of Duarte as shown in Alternative A would not cause any significant noise impacts. Finally, eliminating the sound barrier in the City of Duarte as proposed with the Additional Project Refinements would not cause any potentially significant noise impacts because further study has determined the project would not cause impacts in this area. However, vibration impacts could result to the single-family residence in the City of Azusa due to the home's distance from the proposed track alignment.

Per the 2007 Final EIR, there is the potential for 88 residual vibration impacts. As stated in the 2007 Final EIR, more detailed site specific testing would occur during final design for vibration impact analysis. A detailed discussion of changes to the vibration analysis as a result of design refinements is presented in the technical memorandum "Updated Vibration Predictions for Metro Gold Line Phase 2A, Pasadena to Azusa" dated November 17, 2010. During follow-up analysis, the Authority determined that residual vibration impacts would be reduced to less-than-significant levels with implementation of the approved mitigation measures at all but one residence. The proposed vibration mitigation measure for the majority of the Project is a 12-inch layer of tire-derived aggregate under the ballast. Vibration impact analysis showed that predicted vibration levels with mitigation would still exceed Federal Transit Administration (FTA) impact criteria at one single-family residence in the City of Azusa. Table 3.1-7 in the

SEIR No. 2 lists the predicted vibration levels at this residence with and without the mitigation included in the 2007 Final EIR.

Without vibration mitigation, vibration levels are predicted to reach 88 vibration decibels (VdB), which is higher than the vibration levels predicted in the 2007 Final EIR. As shown, even with implementation of 2007 mitigation measures, vibration levels at this residence would still exceed the FTA impact criteria by 7 VdB. Therefore, further vibration mitigation must be considered. A floating slab trackway will provide substantially more vibration mitigation than tire derived aggregate. However, floating slabs are much more expensive and generally require greater on-going maintenance. Table 3.1-8 lists the predicted vibration levels without mitigation, with tire derived aggregate, and with a floating slab. The predicted vibration level with a floating slab is below the FTA vibration threshold for impact. Alternative mitigation measures to a floating slab are the acquisition of the property or to purchase or negotiate a vibration easement with the current landowner, and these alternative measures would comply with the FTA limits on vibration levels. The property acquisition or the easement would create a "buffer zone" between the trackway and any vibration-sensitive receivers adjacent to the impacted residence. With implementation of mitigation measure N-10, requiring one of the three methods of mitigation and all other mitigation in the 2007 Final EIR and the SEIR No. 1, any potential Project impact to noise and vibration would be reduced to less than significant levels.

B. GEOLOGICAL AND HAZARDOUS MATERIALS

The Additional Project Refinements are not anticipated to cause geological and hazardous impacts, with the exception of a potential impact with regard to the single-family residence in the City of Azusa that is subject to potential vibration impacts. However, with the implementation of mitigation from the 2007 Final EIR, any potential impact would be reduced to a less than significant level.

a. Findings

Changes or alterations have been required in, or incorporated into the project that avoid or substantially lessen the potentially significant geological and hazardous materials impact with regard to the single-family residence subject to potential vibration impacts identified in the SEIR No. 2. More specifically, the following mitigation will ensure than any geological and hazardous materials impact on the single-family residence is reduced to a less than significant level.

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

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

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

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

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

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

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

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

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

• Recycling–treat and/or recycle materials at regulated recycling facilities

• Reuse of uncontaminated or treated materials on project lands.

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

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

• Segregate and stockpile the material on visqueen

• Spray the stockpile with water or a South Coast Air Quality Management District (SCAQMD) approved vapor suppressant and cover the stockpile with visqueen to prevent exposure to soil

• Provide qualified and trained personnel and personal protective equipment to perform operations including, but not limited to excavation, segregation, stockpiling, loading, and hauling that require the disturbance of hazardous substances including, but not limited to excavation, segregation, stockpiling, loading, and hauling.

b. Facts in Support of Findings

The Additional Project Refinements, which include adding Traction Power Supply Substations (TPSS) in various cities within Phase 2A, the relocation of the Duarte Station Parking Facility, and the removal of the sound barrier in the City of Duarte would not cause any potential geological and hazardous waste impacts. However, the mitigation for the vibration impacts for the single-family residence in the City of Azusa has the potential to cause significant geological and hazardous waste impacts.

Based on site topography and surface observations, it appears that no significant earthwork (grading cuts or fills) likely occurred at this site during the original house construction, which is underlain by Quaternary alluvium. The site falls within a liquefaction hazard zone as defined by the California Geological Survey, which would require specific geotechnical studies for any proposed construction at this site. However, the site does not fall within a seismic slope hazard zone or within an earthquake fault rupture zone. There were also no significant variations to the geologic site conditions as described in the 2007 Final EIR, Addendum No. 1 and Addendum No. 2, and the SEIR No. 1.

A record search of potential properties of concern at or around the Additional Project Refinements, including the single-family residence, revealed one property within approximately 500 feet of the site that has a leaking underground storage tank with some gasoline release. While the Phase 1 Environmental Site Assessment did not address the site of the single-family residence, it did report a leaking underground storage tank between 500 to 700 feet from that site. The Phase 2 Environmental Site Assessment noted soil samples and borings that were conducted along the proposed rail alignment just south and east of the site of the single-family residence, where somewhat elevated concentrations of heavy petroleum hydrocarbons (typical near railways) were found in shallow soils along with somewhat elevated concentrations of barium. However, both hydrocarbons and barium would be remediated at the time of construction.

As for the actual site of the single-family residence, the use, storage, or disposal of hazardous material was not observed, and areas of staining or stressed vegetation were not observed. Other issues of concern regarding hazardous materials were not identified at the single-family residence.

Therefore, any potential impacts on the single-family residence would be reduced to less-than significant levels by applying mitigation measures HZ-1 through HZ-10 originally provided for in the 2007 Final EIR.

With implementation of mitigation measures HZ-1 through HZ-10 and compliance with federal, state, and other applicable regulatory requirements, potential geological and hazardous materials impacts would be reduced to less than significant levels.

V. ALTERNATIVES

The SEIR No. 2 discusses both the Additional Project Refinements that require specific alternatives analysis and the Additional Project Refinements that are defined as being within the scope of the previous 2007 Final EIR and SEIR No. 1. The Additional Project Refinements that are considered to be within the scope of the previous 2007 Final EIR and the SEIR No. 1 include the elimination of the sound barrier in the City of Duarte, the mitigation of vibration for the single-family residence in the City of Azusa. However, a specific alternatives analysis was completed in the SEIR No. 2 for the addition of the Michillinda TPSS and for the relocation of the Duarte Station Parking Facility in the City of Duarte. No alternatives for the Soldano TPSS unit were evaluated since this unit was previously approved and would be required in addition to the Citrus TPSS unit as described in Addendum No. 2 adopted in June of 2010.

A. NO-ACTION ALTERNATIVE

i. Summary of Alternative

The No-Action Alternative is a no-project alternative that is required by Section 15126(e) of the CEQA Guidelines and assumes that none of the applicable Additional Project Refinements would be implemented, although it does not mean that development will be prohibited. The No-Action Alternative allows decision makers to compare the impacts of approving the Additional Project Refinements with the impacts of not approving the Additional Project Refinements as analyzed. With respect to the Additional Project Refinements, analysis of the No-Action Alternative includes existing environmental impacts that would result from planned and programmed projects in the region, including but not limited to Phase 2A.

The No-Action Alternative represents the baseline conditions, consisting of existing and committed elements of the region's transportation plan in addition to all highway and transit projects and operations that the region and the Authority expect to be in place by the year 2035. The No-Action Alternative assumes that Phase 2A would be built as described in the 2007 Final EIR, Addendum No. 1 and Addendum No. 2, and the SEIR No. 1. However, neither TPSS units would be built, or the Duarte Station Parking Facility in the City of Duarte.

ii. Reason for Rejecting Alternative; Infeasibility

The No-Action Alternative would not meet any of the Project Objectives. Further, the No-Action Alternative would not provide the additional traction power needed to support the Metro Gold Line operations and adhere to Metro Design Criteria. Metro's June 10, 2011, "Traction Power Load-Flow Study Report" report concluded that even with all the substations previously proposed in service, the system cannot maintain traction voltage in compliance with Metro Design Criteria. Therefore, without the two additional TPSS units, adequate power to support the anticipated "worst-case" service pattern could not be provided.

Furthermore, the No-Action Alternative would not reduce walking distances and related safety concerns for pedestrians at the Duarte Station. As currently proposed and designed, the walking distance from the center of the parking lot to the end of the Duarte Station would be over 2,000 feet. The City of Duarte and the Authority concluded that this distance would adversely affect accessibility and potential pedestrian safety between the parking facility and the Station.

While the No-Action Alternative would avoid all impacts associated with the Additional Project Refinements, it could also undermine the feasibility of Phase 2A because some of the Additional Project Refinements, such as adding the needed TPSS units are proposed in response to design constraints of the as-approved Phase 2A, and relocating the Duarte Station Parking Lot would improve access to the Station, as compared to the previously approved property, although neither locations would result in significant adverse impacts.

The Authority hereby finds that each of the reasons set forth above would be an independent ground for rejecting the No-Action Alternative as infeasible, and each reason by itself, independent of any other reason, would justify the rejection of the No-Action Alternative as infeasible. Nonetheless it is the Authority's intent to retain the previously approved Duarte Station Parking Lot location as an option because it remains potentially feasible and does not have significant environmental impacts, even though from an operational perspective Alternate A is preferable.

B. TRACTION POWER SUBSTATION (TPSS) UNIT ALTERNATIVES

i. Summary of Alternatives

The SEIR No. 2 analyzes three alternative site locations for the Michillinda TPSS. Alternatives for the Soldano TPSS unit are not evaluated because this unit was previously analyzed and would now be required in addition to the Citrus TPSS unit, as described in Addendum No. 2.

Alternative site locations for the Michillinda TPSS unit include Alternatives A through C. Alternative A site is currently occupied by a single-family residence adjacent to residential properties on Arboleda Avenue, just north of Interstate 210 Rosemead Boulevard westbound on and off ramps. Alternative B site is a paved parking lot located on the northwest corner of Michillinda Avenue and Arboleda Avenue intersection and just north of Interstate 210. Finally, Alternative C is located south of Interstate 210 at the intersection of three freeway ramps, the North Colorado Boulevard eastbound on-ramp to the east, the North Colorado Boulevard eastbound off-ramp to the west, and the Rosemead Boulevard eastbound on-ramp to the north. Alternative C is located within the Caltrans right-of-way.

ii. Reason for Retaining Alternatives

There would no significant impacts associated with noise and vibration, cultural resources, geological and hazardous materials, or traffic and transportation for any of the three Michillinda TPSS alternatives. Furthermore, no additions or changes to the 2007 Final EIR or the SEIR No. 1 mitigation recommendations are necessary as a result of any of the Michillinda TPSS alternatives. Not implementing one of these three alternatives could undermine the feasibility of Phase 2A because the TPSS unit is being proposed in response to traction voltage constraints of the as-approved Phase 2A.

Given that all three sites meet Project objectives, comparison of the three alternatives is based on feasibility of implementation associated with construction and operation of each of the alternatives. Alternative A would require additional discussions with the current home owner to obtain the property for construction of a TPSS unit. Similar to Alternative A, Alternative B would require additional discussion with the current commercial property owner to obtain the property for construction of a TPSS unit. Alternative C could be problematic because Caltrans could not expand the surrounding freeway on- or off-ramps should there be a future need, and there are a number of access issues associated with the on- and off-ramps surrounding the site.

Because each of the Alternative sites is potentially feasible, and because none of the Alternative sites would result in any significant environmental impacts, the sites are found to be approximately equivalent from a CCOA perspective and each is retained for potential construction, pending acquisition of the property, to provide flexibility on project implementation.

C. DUARTE STATION PARKING FACILITY ALTERNATIVES

i. Summary of Alternatives

Two alternative site locations for the Duarte Station parking facility were analyzed in SEIR No. 2. The two alternatives include Alternatives A and B. Alternative A would be located at the corner of Business Center Drive and Highland Avenue in an east-west orientation, approximately 1000 feet east of the location proposed in the 2007 Final EIR. Compared to the location proposed in the 2007 Final EIR, Alternative A is located east of the GE Aviation building.

Similar to Alternative A, Alternative B would be located at the corner of Business Center Drive and Highland Avenue, approximately 1000 feet east of the location proposed in the 2007 Final EIR. The main difference between the two alternatives is the orientations of the parking facilities; Alternative B is oriented in a north-south direction compared to Alternative A's east-west orientation. Compared to the location proposed in the 2007 Final EIR, Alternative B is also located east of the GE Aviation building.

ii. Reason for Rejecting Alternative B; Infeasibility

As with the previously approved parking lot location, there would no significant impacts associated with noise and vibration, cultural resources, geological and hazardous materials, or traffic and transportation for either Duarte Station Parking Facility Alternative A or Alternative B. Furthermore, no additions or changes to the 2007 Final EIR or the SEIR No. 1 mitigation measures are necessary as a result of either alternative. Not implementing one of the two alternatives would result in longer walking distances between the parking facility and the Duarte Station.

Given that both Alternatives meet Project objectives, comparison of the two alternatives is based on feasibility of implementation and business parking impact considerations associated with construction and operation of Alternative A (east-west orientation) and Alternative B (north-south orientation). Alternative B would have more impacts on local businesses by taking parking from a number of nearby businesses, instead of Alternative A's impact on just GE Aviation parking. Furthermore, using the site originally considered for the Duarte Station

Parking Facility in the 2007 Final EIR would not compensate for the parking needs of the multiple businesses as it would for GE Aviation. Therefore, Alternative A is the more feasible alternative, and Alternative B is inferior.

The Authority hereby finds that each of the reasons set forth above would be an independent ground for rejecting Alternative B as inferior to both Alternative A and the previously approved location infeasible, and each reason by itself, independent of any other reason, would justify the rejection of Alternative B as infeasible.

Alternative A as compared to the previously approved location would reduce walking distances between the parking facility and the Station, thus increasing patron convenience, safety, and the overall ease of accessibility. Alternative A is approximately 600 feet from the center of the parking lot to the Duarte Station platform. Since the proposed parking facility would be closer to the Duarte Station, there would also be potentially less impact on surrounding residential uses to the west and north of the 2007 Final-EIR approved site because of the difference in the parking facility's hours of operation. If the 2007 Final EIR-approved site was used for GE Aviation parking, it is expected that use would occur during normal business hours and primarily on weekdays. This would cause less of an impact than Metro's use of the same site for seven days a week during a majority of the day, even though Metro's use would not result in significant impacts.

D. ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Section 15126.6 (e)(2) of the CEQA Guidelines requires that an Environmentally Superior Alternative be identified among the selected alternatives (excluding the No-Action Alternative). The Environmentally Superior Alternative as discussed in the SEIR No. 2 is the implementation of the Additional Project Refinements, which includes construction of the five Additional Project Refinements.

As noted above, the three Alternatives for the Michillinda TPSS are considered equivalent, because of the lack of environmental impacts and similar feasibility considerations. Alternative A and the 2007 Final EIR site for the Duarte Station Parking Facility are considered equivalent from an environmental perspective, however, Alternative A is superior from an operational perspective due to its proximity to the Duarte Station. Both of these options are superior to Alternative B, which is hereby rejected.

E. THE PROJECT AS PROPOSED

i. Summary of Project

The Project is described in detail in the SEIR No. 2.

ii. Reasons for Selecting Project as Proposed

The Authority has carefully reviewed the attributes and environmental impacts of all the alternatives analyzed in the SEIR No. 2 for the Michillinda TPSS and the Duarte Station Parking Facility. The Authority finds that Alternative B to the Duarte Station Parking Facility is infeasible for various environmental, economic, technical, social or other reasons set forth above.

The Authority further finds that all the Additional Project Refinements as proposed including any of the three alternatives for the Michillinda TPSS, and either Alternative A or the previously approved location for the Duarte Station Parking Facility, would serve the interest of the public and achieve the project goals and objectives.

EXHIBIT B

MITIGATION MONITORING PLAN

Mitigation Monitoring and Reporting Program for the Build LRT to Azusa Alternative of the Gold Line Phase II Pasadena to Montclair Foothill Extension

Mitigation Measure		Timing	Implementing Entity	Monitoring Entity
Aesthetics				
V-1	Landscaping of the rail right-of-way will be provided in available right-of-way in a manner consistent with the landscape treatments used in Phase I of the Gold Line. These treatments will consist of hardscape and/or landscape treatments that can be physically accommodated within available right of way, plant materials that are indigenous or adaptable to the Southern California environment, and plant materials that can survive with limited maintenance and without introducing safety concerns. All hardscape and landscape treatments must avoid current or future encroachment into the safety envelope required for operation of an LRT system.	During Construction	Contractor	Construction Authority
V-2	In Claremont, the Construction Authority will provide replacement on a one to one basis for each tree removed. Replacement trees will be container grown specimens of native species, at least 36" boxed in size, to be planted at locations to be selected by the City of Claremont. Once planted, the trees will be maintained by the Construction Authority for a period of one-year. At the end of one year, a certified arborist will warrant that the trees are in good health, and if so determined, will be transferred to the City for their ongoing maintenance.	During Construction	Contractor	Construction Authority
V-3	As stated in the 2007 Final EIR, the proposed mitigation for the removal of the hedgerow in the Authority's right-of-way along Duarte would be to provide landscaping in a manner consistent with the landscape treatments used in Phase I of the Project. These treatments could consist of hardscape and or landscape treatments that could be physically accommodated within the available right of way, plant materials that are indigenous or adaptable to the Southern California environment, and plant materials that could survive with limited maintenance and without introducing safety concerns. Metro Environmental Policy & Water Use and Conservation Policy provisions would be considered in selecting and maintaining plant materials. All hardscape and landscape treatments must avoid current or future encroachment into the safety envelope required for operation of an LRT system.	During Construction	Contractor	Construction Authority
V-4	The proposed dual track bridge, which will replace the existing single-track bridge at the North Colorado Boulevard overcrossing, shall conform to all applicable Metro design criteria and include aesthetic treatment to be determined by the Authority in coordination with the City of Arcadia and a qualified bridge architect and/or architectural historian during final design. The aesthetic treatments may include replication of the existing bridge's art deco detailing on the new bridge and retaining walls.	Prior to Construction	Construction Authority	Construction Authority

Mitigation Measure		Timing	Implementing Entity	Monitoring Entity
Transportation and Traffic				
T-1	Bus lines that would be affected by lane closures due to construction activities shall continue to operate where feasible in the remaining traffic lanes. During the night hours when temporary lane closures are anticipated, bus lines shall be re-routed to adjacent streets in a manner that minimizes the inconvenience to bus passengers. If a block is closed that includes a bus stop, the bus stop shall be temporarily relocated to the portion of the street segment that is still open to bus service. Before any significant re-routing changes are made as result of the construction of the Gold Line Foothill Extension corridor project, fliers shall be provided on buses at least two (2) weeks in advance notifying riders of route modifications. In addition, hoods shall be placed over bus-stop signs, also notifying riders of what modifications have been made to the bus route.	During Construction	Contractor	Construction Authority
T-2	A community affairs program will shall be established to administer a construction impact mitigation program for the benefit of the community. The objective of the program shall be to keep the community informed of all construction activities, with special emphasis for activities that affect the public. The program shall also create a hotline number for a direct connection to staff familiar with the community and the Project. This entity shall offer individual consultation for residents, facilities, and businesses for remedies appropriate to the impacts. It shall also identify community/business needs prior to and during the construction period through the use of surveys and community meetings. In addition, field offices shall be opened at particular locations and will contain information regarding recent construction activities.	During Construction	Contractor	Construction Authority
T-3	During Final Design, site and street specific Worksite Traffic Control Plans shall be developed in cooperation with the appropriate departments of transportation in each city and with Los Angeles County to accommodate required pedestrian and traffic movements. To the extent practical, traffic lanes shall be maintained in both directions, particularly during periods of peak traffic operations. Access to homes and businesses shall be maintained throughout the construction period. To the extent feasible, lane closures shall take place during the night hours.	Prior to Construction	Construction Authority	Construction Authority
T-4	Designated haul routes for trucks shall be identified during final design. These routes shall be situated to minimize noise, vibration, and other possible impacts. Following completion of the Gold Line Foothill Extension, if slight physical damage to the haul route roads is found, the roads shall be treated as deemed necessary.	Prior to Construction	Construction Authority	Construction Authority
T-5	System-wide operational improvements will be made on intersections in progression. The following arterials will be set up for system-wide coordination and synchronization: • Myrtle Avenue - Monrovia • Duarte Road - Monrovia and Duarte.	During Construction	Contractor	Construction Authority

Mitigation Measure	Requirements	Timing	Implementing Party	Monitoring Entity
T-6	A total of thirteen (13) intersections are subject to significant impact. Based upon mitigation measures considered to be feasible, the following improvements would be made, subject to concurrence of each city. Figures 3-15.34 to 3-15.38 in the Final EIR show the locations of proposed mitigation measures.	During Construction	Contractor	Construction Authority
	Arcadia			
	• Santa Anita Avenue and Colorado Boulevard - Add a second left turn lane to the southbound approach on Santa Anita Avenue. This will provide two exclusive left turn lanes, two through lanes and one exclusive right turn lane.			
	• Santa Anita Avenue and Santa Clara Street - Reconfigure the eastbound approach on Santa Clara Street to provide two exclusive left turn lanes and one shared through/right turn lane. In addition, convert the east/west signal operation from a split phase to a protected left turn phase.			
	Monrovia			
	• Myrtle Avenue and Evergreen Avenue (210 EB) - Add a new exclusive left turn lane to the southbound approach by removing the north leg median barrier and re-striping the southbound approach to provide two exclusive left turn lanes and two through lanes.			
	• Myrtle Avenue and Duarte Road - Add a new exclusive right turn lane to the southbound approach by removing the north leg median barrier and re-striping the southbound approach to provide one exclusive left turn lane, two through lanes, and one exclusive right turn lane.			
	• Myrtle Avenue and Pomona Avenue - Signalize.			
	Duarte			
	• Highland Avenue and Central Avenue - Signalize.			
	• Highland Avenue and Business Center Drive - Signalize.			
	• Irwindale Avenue and Gladstone Street - Reconfigure the eastbound approach to convert the exclusive left turn lane to a shared left turn/through lane. Also, convert the eastbound shared right turn/through lane to an exclusive right turn lane. These will provide one shared left turn/through lane, one through lane, and one exclusive right turn lane on the eastbound approach. Within the existing right of way, realign the departure leg to match the shift in through lanes.			
	Azusa			
	• Azusa Avenue and Ninth Street – Signalization of this intersection is proposed.			

Mitigation Measure		Timing	Implementing Entity	Monitoring Entity
T-7	Significant traffic impacts, per City of Monrovia guidelines, were identified at the study intersections of California Avenue/Evergreen Avenue and Shamrock Avenue/Evergreen Avenue. The impact at the intersection of California Avenue/Evergreen Avenue would be removed, once additional capacity is restored at completion of current I-210 freeway construction. In order to mitigate the construction-period impact at the intersection of Shamrock Avenue/Evergreen Avenue, truck routes that use this intersection be restricted to off-peak periods only (outside of the 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. periods on weekdays).	During Construction	Contractor	Construction Authority
Cultural Resources				
CR-1	If buried cultural resources are uncovered during construction, all work shall be halted in the vicinity of the archaeological discovery until a qualified archaeologist can visit the site of discovery and assess the significance of the archaeological resource. • In the event of an accidental discovery of any human remains in a location other than a dedicated cemetery, the steps and procedures specified in Health and Safety Code 7050.5, CEQA 15064.5(e), and the Public Resources Code 5097.98 shall be implemented. • If buried cultural resources appear to be eligible for the National Register of Historic Places, Section 106 consultation shall be initiated with the State Historic Preservation Officer. If required, a Memorandum of Agreement will be developed. • Provisions for the disposition of recovered prehistoric artifacts shall be made in consultation with culturally affiliated Native Americans.	During Construction	Contractor	Construction Authority
CR-2	If paleontological materials are encountered, a qualified paleontologist will monitor all remaining excavation work that would extend ten (10) feet in depth, or more into the ground. The monitor shall be empowered to temporarily halt or divert excavation equipment to allow removal of abundant or large specimens. Monitoring may be reduced if the potentially fossiliferous units, previously described, are not found to be present or, if present, are determined by qualified paleontologic personnel to have a low potential to contain fossil resources. • Recovered specimens shall be prepared to a point of identification and permanent preservation, including washing of sediments to recover small invertebrates and vertebrates. • Recovered specimens shall be curated into a professional, accredited scientific institution with permanent retrievable storage. • A report of findings, with an appended itemized inventory of specimens, shall be prepared. The report and inventory would signify completion of the program to mitigate impacts to paleontologic resources.	During Construction	Contractor	Construction Authority

Mitigation Measure		Timing	Implementing Entity	Monitoring Entity
CR-3	Parking structures that are built within or adjacent to historic districts will be designed in a manner that is sympathetic to the characteristics of the historic district and consistent with the Secretary of the Interiors' Standards for the Treatment of Historic Properties.	Prior to Construction	Construction Authority	Construction Authority
CR-4	A comprehensive documentation program shall be completed on the existing bridge prior to the commencement of the proposed project. Due to the local nature and limited level of the bridge's significance, procedures comparable to the Historic American Buildings Survey (HABS)/Historic American Engineering Record (HAER), which are often applied in similar documentation of historical buildings and structures, do not appear to be an appropriate approach in this case. Instead, the recommended scope of work consists of detailed architectural description, photographic recordation, scaled mapping, and compilation of historical background. The results of the documentation program should be curated at the appropriate local cultural resources information repositories for easy public access, such as the City of Arcadia and the South Central Costal Information Center of the California Historical Resources Information System.	Prior to Construction	Construction Authority	Construction Authority
CR-5	The replacement bridge to be constructed at the site during this project shall incorporate, as appropriate, the Art Deco-style motifs on the existing bridge, such as the concrete towers at the edges of the abutments and the decorative relieves near the top of the concrete sidewalls, while clearly distinguishing itself from similar bridges of historic origin to avoid any future confusion. The work shall be coordinated with the Authority and the City of Arcadia, as well as with a qualified bridge architect or architectural historian.	During Construction	Contractor	Construction Authority
Hazards and Hazardous Materials				
HZ-1	All soil believed to be contaminated would be sampled and analyzed in accordance with Test Methods for Evaluating Solid Waste, Physical/Chemical Methods, EPA Publication SW-846 or California required SW-846 sampling protocols. Elimination or reduction of construction period impacts would occur through the following two step: (1) compliance with local, state or federal regulations or permits that have been developed by agencies to manage construction impacts, to meet legally established environmental impact criteria or thresholds, and/or to ensure that actions occurring under agency approvals or permits are in compliance with laws and policies and (2) implementation of the proposed alternative with additional construction period mitigation measures. The Project will be implemented in accordance with all federal and state requirements and permits during the construction process, as well as Best Management Practices. Based on the information gathered to date, the following regulatory compliance requirements will be implemented:	During Construction	Contractor	Construction Authority
HZ-2	When final construction plans are prepared showing the lateral and vertical extent of the soil to be disturbed during construction, a soil mitigation plan will be prepared. The plan will establish soil reuse criteria, establish a sampling plan for stockpiled materials, describe the disposition of materials that do not satisfy the reuse criteria, and specify criteria for imported materials.	Prior to Construction	Construction Authority	Construction Authority

Mitigation Measure		Timing	Implementing Entity	Monitoring Entity
HZ-3	Any soil that is removed from the site that contains soluble concentrations of metals in excess of the STLC is considered a California-hazardous waste and will be handled and disposed of in accordance with California regulations.	During Construction	Contractor	Construction Authority
HZ-4	If groundwater is expected to be encountered during construction activities, testing of the groundwater will be performed in order to characterize the groundwater where dewatering is required.	During Construction	Contractor	Construction Authority
HZ-5	All hazardous materials, drums, trash, and debris will be removed and disposed of in accordance with regulatory guidelines.	During Construction	Contractor	Construction Authority
HZ-6	A health and safety plan will be developed for persons with the potential for exposure to the constituents of concern identified in this report.	Prior to Construction	Construction Authority	Construction Authority
HZ-7	When ground disturbing activities begin, contractors shall be responsible for general observations of sites to identify to the Construction Authority potential contamination such as, but not limited to, the presence of underground facilities, buried debris, waste drums, tanks, staining soil, or odorous soils. Should such materials be encountered, further investigation and analysis will be conducted.	During Construction	Contractor	Construction Authority
HZ-8	Depending upon the amount of affected material encountered, the concentrations of hazardous constituents, and the type of hazardous constituents encountered during construction activities, the following measures would typically apply: • Removal and Disposal - identify, remove, and haul and dispose of materials in the appropriate, licensed Class I, II, or III disposal facility. • Recycling - treat and/or recycle materials at regulated recycling facilities • Reuse of uncontaminated or treated materials on Project lands.	During Construction	Contractor	Construction Authority
HZ-9	Operations involving the segregation, handling, transportation, and disposal of contaminated soil, hazardous substances, solid waste, USTs, oil and gas wells, and other environmentally related issues encountered during earthwork operations must comply with federal and state regulations.	During Construction	Contractor	Construction Authority
HZ-10	Excavated soil will be sampled for the purpose of classifying material and determining disposal requirements. If excavated soil is suspected or found to be contaminated, the contractor will conduct the following: • Segregate and stockpile the material on visqueen; • Spray the stockpile with water or a SCAQMD approved vapor suppressant and cover the stockpile with visqueen to prevent exposure to soil; • Provide qualified and trained personnel and personal protective equipment to perform operations including, but not limited to excavation, segregation, stockpiling, loading, and hauling that require the disturbance of hazardous substances including, but not limited to excavation, segregation, stockpiling, loading, and hauling.	During Construction	Contractor	Construction Authority

Mitigation Measure		Timing	Implementing Entity	Monitoring Entity
HZ-11	Soil Mitigation. Prior to grading the Monrovia LRT Station Parking and Monrovia M&O Facility sites, the Phase II ESA prepared by Leighton & Associates, the Removal Action Completion Reports currently under review by regulatory agencies, and environmental assessments being managed by the City of Monrovia shall be implemented, along with any additional recommendations for remedial action contained in these reports. Remedial work shall be conducted under regulatory agency oversight, and conform to all applicable environmental/health and safety regulations. Upon completion of the removal action(s), the Responsible Party(ies) for the work shall seek and obtain site closure from the regulatory agency overseeing the case.	During Construction	Contractor	Construction Authority
HZ-12	Health and Safety Plan. Prior to grading the M&O Facility in Monrovia and Monrovia LRT Station Parking Structure sites, a health and safety plan shall be developed for persons with a potential for exposure to the constituents of concern. The plan shall be consistent with federal, state, and local regulations and shall encompass all subsurface soil disturbances. For the M&O Facility site, the plan shall also incorporate the recommendations of the Phase II ESA. The health and safety plan shall include the following components: • A summary of potential risks to construction workers, monitoring programs, maximum exposure limits for all site chemicals, and emergency procedures • Identification of a site health and safety officer • Methods of contact, phone number, office location, and responsibilities of the site health and safety officer • Emergency response plan • Specification that the site health and safety officer will be contacted immediately by the construction contractor if evidence of soil or groundwater contamination is encountered during construction activities • Specification that the appropriate local authority will be notified if evidence of soil or groundwater contamination is encountered during construction activities	Prior to Construction	Construction Authority	Construction Authority
HZ-13	Unknown Substances. During construction activities, the contractor shall immediately notify the appropriate local authority if any unknown substances, subsurface tank/piping or potentially hazardous materials are encountered. The handling and disposal of the materials shall be in accordance with federal, state, and other applicable regulations.	During Construction	Contractor	Construction Authority
Utilities/Service Systems				
U-1	The Construction Authority, LACMTA, and SANBAG, or their agents, shall work with utility providers to minimize any potential service interruptions and shall conserve resources by:	Prior to Construction	Construction Authority	Construction Authority
U-2	Complying with applicable utility policies and strategies as specified in the adopted operational comprehensive plans of the corridor cities and the County of Los Angeles, including those provisions related to levels of service, conservation strategies, and coordination of service provisions.	During Construction	Contractor	Construction Authority

Mitigation Measure		Timing	Implementing Entity	Monitoring Entity
U-3	Incorporating County of Los Angeles and California State Energy Code, Building Code, Fire Code, LACMTA Design Criteria and Standards (Volume I through IV) and other application requirements for all design aspects of the system, stations, maintenance facility, and parking areas.	During Construction	Contractor	Construction Authority
U-4	Developing methods including cathodic protection to reduce the effects of stray currents. Where necessary and possible, install devices to reduce the impact of stray current between the traction power system and the utility facilities, or replaced particularly metallic utility infrastructure with nonmetallic materials.	During Construction	Contractor	Construction Authority
U-5	Coordinating with affected water utilities and local fire departments to ensure that water use does not compromise flows required for fire protection.	Prior to Construction	Construction Authority	Construction Authority
U-6	Locating tracks and other elements such that access to utilities for maintenance and repair can be provided. Where necessary, relocate manholes, pipes, vaults, and other access points.	During Construction	Contractor	Construction Authority
U-7	Construction Period Solid Waste Impacts. The Authority shall consult with the County or private waste management companies to reduce construction waste through construction and demolition reuse and recycling programs. The Authority will also minimize solid waste generated during construction through the recycling of building materials.	Prior to Construction	Construction Authority	Construction Authority
U-8	The Authority shall consult with the County, cities, and regional agencies related to water supply and the Urban Water Management Plan to ensure that operation of the proposed Project refinements will not conflict with water supply agreements and conditions, or result in the need for construction of expanded or new water supply facilities.	Prior to Construction	Construction Authority	Construction Authority
Air Quality				
A-1	All land clearing/earth-moving activity areas shall be watered to control dust as necessary to remain visibly moist during active operations.	During Construction	Contractor	Construction Authority
A-2	All construction roads internal to the construction site that have a traffic volume of more than fifty (50) daily trips by construction equipment, or one hundred fifty (150) total daily trips for all vehicles, shall be surfaced with base material or decomposed granite.	During Construction	Contractor	Construction Authority
A-3	Streets shall be swept as needed during construction, but not more frequently than hourly, if visible soil material has been carried onto adjacent public paved roads.	During Construction	Contractor	Construction Authority
A-4	Construction equipment shall be visually inspected prior to leaving the site, and loose dirt shall be washed off with wheel washers as necessary.	During Construction	Contractor	Construction Authority

Mitigation Measure		Timing	Implementing Entity	Monitoring Entity
A-5	Water three (3) times daily or non-toxic soil stabilizers shall be applied, according to manufacturers' specifications, as needed to reduce off-site transport of fugitive dust from all unpaved staging areas and unpaved road surfaces.	During Construction	Contractor	Construction Authority
A-6	Traffic speeds on all unpaved roads shall not exceed fifteen miles per hour (15 mph).	During Construction	Contractor	Construction Authority
A-7	All equipment shall be properly tuned and maintained in accordance with manufacturer's specifications.	During Construction	Contractor	Construction Authority
A-8	General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading and unloading queues would have their engines turned off when not in use, to reduce vehicle emissions. Construction emissions should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.	During Construction	Contractor	Construction Authority
A-9	Establish an on-site construction equipment staging area and construction worker parking lots, located on either paved surfaces or unpaved surfaces subject to soil stabilization.	During Construction	Contractor	Construction Authority
A-10	Use electricity from power poles, rather than temporary diesel or gasoline powered generators if or where feasible.	During Construction	Contractor	Construction Authority
A-11	Use on-site mobile equipment powered by alternative fuel sources (i.e., methanol, natural gas, propane, or butane) as feasible.	During Construction	Contractor	Construction Authority
A-12	Develop a construction traffic management plan that includes, but is not limited to: (1) consolidating truck deliveries; (2) providing a rideshare or shuttle service for construction workers; and (3) providing dedicated turn lanes for movement of construction trucks and equipment on- and off-site.	During Construction	Contractor	Construction Authority
A-13	Painting restrictions for the M&O Facility shall include: • Limit the amount of painting each day, spreading the amount being painted evenly over a one month period (or longer). • No painting of the exterior surfaces would occur. Exterior surfaces would utilize pre-coated, pre-colored, naturally colored, factory painted materials. • Low-VOC paints would be used for all painted surfaces • Up to 75% of Building B-02 would be painted, and up to 10% of the interior surfaces in total would be painted for the remaining building.	During Construction	Contractor	Construction Authority
A-14	Watering of exposed areas shall occur a minimum of three times daily during grading operations in a manner consistent with the SCAQMD Rules and Regulations.	During Construction	Contractor	Construction Authority

Mitigation Measure		Timing	Implementing Entity	Monitoring Entity
Geology and Soils				
GS-1	California Building Code Compliance and Seismic Standards. Prior to grading or building, the Authority, with consultation from MTA Construction staff, shall obtain a soils engineering report(s) prepared by a qualified soils engineer. The report shall conform to appropriate sections of the 2007 California Building Code and/or the applicable standards prescribed by the appropriate jurisdictional agency. The report shall provide seismic parameters for use in design, analyses of settlement under both static and seismic conditions, and address the potential for liquefaction. Structures shall be designed in accordance with the seismic parameters presented in the soils engineering report and the applicable sections of the California Building Code. The recommendations presented in the soils engineering report shall be implemented during construction.	Prior to Construction	Construction Authority	Construction Authority
GS-2	Erosion Control. Prior to grading the San Gabriel Bridge Replacement site, erosion control plans should be prepared, with consultation from MTA construction staff, for any areas where grading on or near significant slopes is planned. The plan should address erosion control during all phases of grading. Potential erosion control measures could include, but are not limited to, control of surface runoff, vegetation, brow ditches, V-ditches, berms, erosion matting, or other drainage diversion features. During construction, erosion measures should be implemented and remain in place throughout grading until all disturbed areas are permanently stabilized through vegetation or other means.	Prior to Construction	Construction Authority	Construction Authority
GS-3	Expansive Soils. Prior to grading or building, the applicant shall submit a soils engineering report(s), with consultation from MTA construction staff, prepared by a qualified soils engineer. The report shall conform to appropriate sections of the 2007 California Building Code and/or the applicable standards prescribed by the appropriate jurisdictional agency. The soils reports shall address expansion potential and, if determined to be warranted, provide appropriate recommendations for expansive soil mitigation. Such measures may include, but are not limited to: the replacement of expansive native soils with non-expansive engineered fill, continuous and spread footing foundation systems designed to accommodate the expansive soil, post-tensioned foundation systems, or mat foundations systems. The recommendations presented in the soils engineering report shall be implemented during construction.	Prior to Construction	Construction Authority	Construction Authority
Hydrology and Water Quality				
WQ 1	The proposed project will result in the disturbance of five (5) or more acres of land. Prior to the issuance of preliminary or precise grading permits, the Construction Authority or its contractors shall provide the city engineers of the affected cities with evidence that a Notice of Intent (NOI) has been filed with the SWRCB. Such evidence shall consist of a copy of the NOI stamped by the SWRCB or the RWQCB, or a letter from either agency stating that the NOI has been filed.	Prior to Construction	Construction Authority/ Contractors	Construction Authority

Mitigation Measure		Timing	Implementing Entity	Monitoring Entity
WQ 2	Prior to the commencement of soil disturbing activities, the Construction Authority or its contractors shall submit for approval to the SWRCB, a NOI to be covered under the Storm Water Permit. Additionally, the Construction Authority or its contractors shall prepare a Storm Water Pollution Prevention Plan (SWPPP) which will: (1) require implementation of BMPs so as to prevent a net increase in sediment load in storm water discharges relative to the preconstruction levels; (2) prohibit discharges of storm water or non-storm water at levels which would cause or contribute to an exceedance of any applicable water quality standard contained in the relevant basin plans; (3) discuss in detail the BMPS to be used for project-related control of the sediment and erosion, non-sediment pollutants, and potential pollutants in non-storm water discharges; (4) describe post-construction BMPs for the project; (5) explain the monitoring and maintenance program for the project's BMPs; (6) require reporting violations to the Regional Board; and (7) list the parties responsible for SWPPP implementation and BMP maintenance both during and after construction. Upon acceptance of the NOI by the SWRCB, the project proponent shall implement the SWPPP and will modify the SWPPP as directed by the Storm Water Permit.	Prior to Construction	Construction Authority/ Contractors	Construction Authority
WQ 3	The Construction Authority or its contractors shall develop a Water Quality Management Plan (WQMP) and shall submit the WQMP for review to each respective city within the study area. The cities shall approve the WQMP prior to the issuance of precise grading permits for project facility development. The WQMP shall: (1) describe the routine and special post-construction BMPs to be used, including both structural and non-structural measures; (2) describe responsibility for the initial implementation and long-term maintenance of the BMPs; (3) provide narrative with the graphic materials as necessary to specify the locations of the structural BMPs; and (4) certify that the project proponent will strive to have the WQMP carried out by any future successors of the project facilities.	Prior to Construction	Construction Authority/ Contractors	Construction Authority
WQ 4	Should the Project contribute to off-site drainage deficiencies, the Construction Authority or its contractors shall participate on a fair-share basis in the construction of improvements necessary to address these deficiencies, as determined through consultation with the cities affected by the project, to address these deficiencies in conjunction with the approval of the first final map for the project.	During Construction	Construction Authority/ Contractors	Construction Authority
WQ 5	Prior to construction, coordination with Army Corps of Engineers ("ACOE"), CDFG, and the appropriate RWQCB shall be sought to determine the requirements for the respective permits for any blue-line streams affected by project construction.	Prior to Construction	Construction Authority	Construction Authority
WQ 6	During Final Design, a Standard Urban Storm Water Mitigation Plan (SUSMP) will be prepared.	Prior to Construction	Construction Authority	Construction Authority
WQ 7	A General Industrial Storm Water Permit will be required for the Irwindale maintenance facility. The SWPPP for this permit will contain or identify pollutant sources, source controls, material inventory, preventive maintenance program, spill prevention and response program, employee training, facility inspections, record keeping and elimination of non-storm water discharges. The SWPPPs will be developed in coordination with the RWQCB.	Prior to Construction	Construction Authority	Construction Authority

Mitigation Measure		Timing	Implementing Entity	Monitoring Entity
WQ 8	In the event of surface water contamination during the operation of the proposed corridor, appropriate emergency procedures would be followed to ensure a minimum of damage to surface water resources. An emergency response plan will be developed and approved prior to operation of the proposed project. This plan will include information on the nature of materials likely to be transported along the corridor, the types of remedial actions required in the event of a spill of such materials and an emergency notification and evacuation plan, if required. The plan will be developed in cooperation with adjoining jurisdictions and appropriate state agencies.	Prior to Construction	Construction Authority	Construction Authority
WQ-9	As discussed in impact section of 4.8 Utilities, the Authority shall consult with the County, cities, and regional agencies related to stormwater runoff and groundwater and the Urban Water Management Plan to ensure that operation of the proposed Project refinements will not substantially interfere with groundwater recharge or result in a lowering of the groundwater table.	Prior to Construction	Construction Authority	Construction Authority
Noise and Vibration				
N-1	The Construction Authority shall develop specific residential property line noise limits to be included in the construction specifications for this project and require that contractors perform noise monitoring during construction to verify compliance with the limits.	Prior to Construction	Construction Authority	Construction Authority
N-2	The Construction Authority shall implement a complaint resolution procedure, including a contact person and telephone number, to rapidly resolve any documented or verified construction noise problems.	Prior to Construction	Construction Authority	Construction Authority
N-3	The Construction Authority shall employ noise reduction strategies to further reduce noise abatement achieved through voluntary regulatory compliance. The Authority shall erect noise barriers, employ building sound insulation, and modify at-grade audible warning devices and operations (subject to CPUC approval). Final design, locations, and extent of implementation of each of these noise-reducing strategies shall be determined during Final Design of the Project such that the Federal Transit Administration ("FTA") noise abatement criteria is most effectively achieved.	Prior to Construction	Construction Authority	Construction Authority
N-4	The Construction Authority shall employ vibration reduction strategies to further reduce vibration abatement achieved through voluntary regulatory compliance. The Authority shall employ strategies such as ballast mats, shredded tire or recycled rubber chip underlay, relocation of crossovers, and special trackwork. Final design, locations, and extent of implementation of each of these vibration-reducing strategies shall be determined during Final Design of the project such that the FTA criteria are most effectively achieved.	Prior to Construction	Construction Authority	Construction Authority
N-5	Construction activities within 500 feet of any residences shall be restricted to between the hours of 7:00 AM and 6:00 PM on weekdays and Saturdays with no construction on Sundays and holidays.	During Construction	Contractor	Construction Authority

Mitigation Measure		Timing	Implementation Entity	Monitoring Entity
N-6	All noise-producing project equipment and vehicles using internal combustion engines shall be equipped, where appropriate, with exhaust mufflers and air-inlet silencers in good operating condition that meet or exceed original factory specifications.	During Construction	Contractor	Construction Authority
N-7	Electrically powered equipment shall be used instead of pneumatic or internal combustion powered equipment, where practicable.	During Construction	Contractor	Construction Authority
N-8	Material stockpiles, mobile equipment staging, construction vehicle parking, and maintenance areas shall be located as far as practicable from noise sensitive land uses.	During Construction	Contractor	Construction Authority
N-9	The erection of temporary noise barriers shall be considered where project activity is unavoidably close to noise sensitive receivers.	During Construction	Contractor	Construction Authority
N-10	Because the single-family residence is located so close to the proposed track alignment, the Authority shall construct a floating slab, acquire the property, or negotiate a vibration easement to create a "buffer zone" between the track and any vibration-sensitive receivers adjacent to the impacted residence. The first two proposed mitigation approaches meet the same performance standard of reducing the projected vibration level at the single-family residence to 72 VdB or less. The third proposed mitigation approach mitigates the impact because the Authority would gain the right to impact the property. Subsequently, all three approaches would mitigate the vibration impact. *(Mitigation Measure N-10 was added as part of Supplemental EIR No. 2 for Additional Project Refinements and would only apply to the single-family residence located at 736 North Angeleno Avenue, Azusa, California.)*	During Construction	Contractor	Construction Authority
Recreational Facilities and Parks				
R-1	Temporary closures of the San Gabriel River Trail shall require the development of a detailed detour plan by the design/builder in coordination with the owner/operator of the pathway prior to demolition or construction to minimize impacts to pedestrian and bicycle users of the pathway. The detour plan shall be included in the construction management plan.	Prior to Construction	Construction Authority	Construction Authority
Biological Resources				
B-1	Construction limits shall be fenced or flagged prior to issuance of any construction permits to avoid disturbance to preserved areas. Disturbance to the vegetation outside of the project scope shall be avoided.	During Construction	Contractor	Construction Authority
B-2	Vegetation clearing and tree removal activities shall be conducted during the non-breeding season (September 1 through February 14) to limit impacts to nesting birds.	During Construction	Contractor	Construction Authority

Mitigation Measure		Timing	Implementing Entity	Monitoring Entity
B-3	In the event that vegetation clearing is necessary during the raptor breeding season (February 15 through August 31), a qualified biologist shall conduct a preconstruction survey to identify the locations of raptors within the areas that will be affected by the clearing. If the biologist finds an active nest within or adjacent to the areas requiring clearing, the biologist shall delineate a five hundred (500) foot-wide buffer zone around the nest. This zone shall be marked with flagging, and construction or clearing shall not be conducted within this buffer zone until the biologist determines that the nest is no longer active. If a five hundred (500) foot-wide buffer zone is not possible, noise barriers must be utilized. In addition, a qualified biologist shall be present at all preconstruction and pregrade meetings and will be on-site during all vegetation/tree removal and subsequent removal. The biological monitor shall be hired and trained prior to construction to monitor construction activities at the proposed project site where sensitive resources for protection and preservation have been identified.	During Construction	Contractor	Construction Authority
B-4	Any equipment operated within or adjacent to drainage (i.e., storm drain) shall be checked and maintained daily to prevent leaks of materials that, if introduced to water, could be detrimental to plant and wildlife species. Cement/concrete, asphalt, paint, petroleum products, or other substances that could be hazardous, resulting from project-related activities, shall be prevented from entering the soil or waters. Any of these materials placed in an area that may result in the material entering the drainage shall be removed and disposed of at an appropriate site.	During Construction	Contractor	Construction Authority
B-5	Prior to completion of project activities each day, all trash and debris related to the Project will be removed from the site to avoid attracting wildlife to the work site.	During Construction	Contractor	Construction Authority
B-6	A biological monitor shall be present during clearing of any riparian or alluvial fan sage scrub habitats. If any listed species are found, the biological monitor shall stop construction and the United States Fish and Wildlife Service ("USFWS") will be notified immediately. Construction will not resume until the USFWS has been contacted and has given direction regarding subsequent actions to be taken. The biological monitor has the authority to stop work temporarily in order to search for and remove any sensitive species found within the proposed project area.	During Construction	Construction Authority	Construction Authority
B-7	Prior to obtaining grading permits, a restoration plan for restoring riparian habitat and alluvial fan sage scrub subject to impact by the proposed project shall be developed. This plan would include compensatory mitigation through funding programs or off-site restoration. The level of mitigation would be determined via coordination with California Department of Fish and Game ("CDFG").	Prior to Construction	Construction Authority	Construction Authority
B-8	Construction limits shall be fenced or flagged prior to issuance of any construction permits to avoid disturbance preserved areas adjacent to the San Gabriel River and Santa Fe Dam Recreation area. Disturbance to the vegetation outside of the project scope shall be avoided.	During Construction	Construction Authority	Construction Authority

RICHARDS | WATSON | GERSHON
ATTORNEYS AT LAW – A PROFESSIONAL CORPORATION
355 South Grand Avenue, 40th Floor, Los Angeles, California 90071-3101
Telephone 213.626.8484 Facsimile 213.626.0078

January 26, 2012

VIA FEDEX

TO: Chris Lowe
Secretary to the Board
Metro Gold Line Foothill Extension Construction Authority
406 E. Huntington Drive
Suite 202
Monrovia, CA 91016

FROM: Patricia Noriega, Assistant Michael Estrada

SUBJECT: SEIR No. 2 Certification Resolution

ENCLOSED PLEASE FIND: Executed SEIR No. 2

- ☐ FOR YOUR FILES
- ☐ FOR YOUR INFORMATION
- ☐ FOR YOUR USE
- ☐ FOR REVIEW AND/OR COMMENTS
- ☒ IN ACCORDANCE WITH YOUR REQUEST
- ☐ PLEASE SIGN AND RETURN
- ☐ PLEASE TELEPHONE ME
- ☐ PLEASE ADVISE ME HOW TO REPLY
- ☐ PLEASE ADVISE ME HOW YOU WISH TO PROCEED
- ☐ PLEASE SIGN, DATE AND RETURN COPY TO ACKNOWLEDGE RECEIPT

REMARKS: