

From: [Mel Boynton](#)
To: [Lisa Levy Buch](#)
Subject: Gold Line Extension
Date: Wednesday, February 02, 2011 9:43:50 PM

Dear Lisa Levy Buch,

I am a resident of Claremont and hope the Gold Line Extension will be completed soon to provide travel accommodations to the many (some 30%) of the population that do not have a driver's license.

With the massive expansion of population expected in the next decades, it is impracticable and harmful to the environment to just rely on freeway transport.

I hope the Gold Line and similar rail alternatives will be built as soon as practicable.

Sincerely,

Mel Boynton
1145 Baughman Dr
Claremont, CA 91711

From: [michael klein](#)
To: [Lisa Levy Buch](#)
Subject: gold line extension from Azusa to Montclair and later to ONT
Date: Tuesday, January 18, 2011 5:25:18 PM

Hi Linda,

It's great to create ?4000? jobs, but let's be serious. No one is going to ride this extension. Mass transit depends upon large population density. Mass transit depends upon many daily riders to work or to school. We do not have this. We already have mass transit, Metro-link, to Cal State LA and to downtown LA. No one is going to ride on a daily basis to Pasadena, especially when you consider the fact that you will still need a car to get to from your house to the Gold line station and from the Gold Line station to your job in Pasadena. I suppose my wife and her friends could take the Gold Line once a month to have lunch in Pasadena in return for some Pasadena society lady taking the Gold Line once a month to have lunch in Claremont (how likely is that?), but that is a truly expensive ride for no net gain in business. Aren't there some schools or highways or hospitals to repair with this tax money? Surely we are not stupid enough to believe that tax money we get from the federal government is "free". If we have to pay taxes, lets buy something useful.

Mike Klein

From: [Barlow, Charlotte](#)
To: [Lisa Levy Buch](#)
Cc: [Eskandari, Ati](#); [Cisneros, Cindy](#)
Subject: Gold Line Extension Scoping Comments from the City of Pomona
Date: Wednesday, February 02, 2011 4:32:13 PM
Attachments: [Goldline Extension 1.pdf](#)

Lisa,

Please find attached a letter with scoping comments from the City of Pomona regarding the Metro Gold Line Foothill Extension Project.

If you have any questions or concerns, please contact Ati Eskandari, City Engineer at (909) 620-2440 or by e-mail at ati_eskandari@ci.pomona.ca.us.

<<Goldline Extension 1.pdf>>

Charlotte Barlow
Administrative Assistant III
Public Works Administration
(909) 620-2267
charlotte_barlow@ci.pomona.ca.us

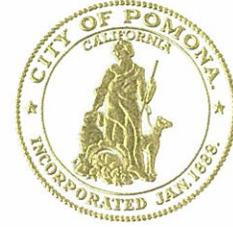
Providing essential services and infrastructure to enhance our community's life every day

THE CITY OF POMONA

Office of the City Manager

LINDA C. LOWRY
City Manager

February 1, 2011



Ms. Lisa Levy Buch
Director of Public Affairs
Metro Gold Line Foothill Extension Construction Authority
406 E. Huntington Drive, Suite 202
Monrovia, CA 91016

SUBJECT: GOLD LINE FOOTHILL EXTENSION / POMONA STATION

Dear Ms. Levy Buch:

The City of Pomona would like to take this opportunity to support preparation of a new focus EIS/EIR for this leg of the project to identify and mitigate project impacts to local communities as result of proposed rail operation and alignment. The following comments illustrate Pomona's concerns regarding the project's environmental impact and suggest further analysis and consideration in order to build a balanced project for the community.

Traffic Analysis (Station and Rail)

The following comments are based on the review of Metro Gold Line Phase II Traffic and Transportation Section of the FEIR document dated February 2007, and proposed design modifications currently under consideration:

1. The FEIR did not state how many trains/day currently block crossings in Pomona. The FEIR should describe the maximum vehicle queue length caused by these blockages including the average duration of the blockages and estimated number of affected vehicles/day.
2. Impacts of the potential elimination of Fulton Road ingress/egress at the existing/future Metrolink parking lot need to be addressed.
3. Impacts to Garey Avenue as a result of the potential Fulton Road cul-de-sacs need analysis and mitigation or a revised proposal. The local preferred alternative is to consider a grade separation at the Garey Avenue crossing.
4. The potential Fulton Road closure and cul-de-sacs need police, fire, and City of La Verne's review with any comments being addressed.
5. The SCAG travel demand model should be used to adjust existing counts for future traffic scenarios based on growth rates from each city.

6. The FEIR traffic volume forecast does not appear to have considered the cumulative projects to determine an accurate traffic forecast.
7. It is not clear that the study considered increases in BNSF freight traffic and Metrolink service in the evaluation of build-out intersection delay analysis. The new traffic analysis should address this issue clearly.
8. The new study should provide expected queue length and delays for traffic stopped at all crossings.
9. The new study should consider and analyze potential traffic diversion to other arterials as a result of an at-grade crossing blockage. Diverted traffic from Garey Avenue could potentially trigger impacts at Fulton Road/Arrow Hwy and Towne Avenue/Arrow Hwy.
10. The proposed Pomona Light Rail Station is about ½ mile from the Pomona Fairplex. Currently, Metrolink operates special train service to this station during the LA County Fair. Discussion about the traffic impact to and from the Fairplex and a future Pomona Gold Line station is recommended.
11. The current study does not consider potential traffic impacts of shuttles that would likely be used to link the Gold Line Station near Garey Avenue to various activity centers.
12. The study should evaluate the impact to police, fire, and ambulance response times at proposed crossings. There is a fire station on Bonita Avenue about ¼ mile east of Garey Avenue. Response times of emergency vehicles from the fire station would be affected by blockages of Garey Avenue resulting from at-grade crossing.
13. The study should evaluate the safety and impact to pedestrians at proposed crossings.
14. Impacts to Garey Avenue, Bonita Avenue, Towne Avenue, and Santa Fe Street need further analysis and potential modifications to proposed improvements.

Visual Quality/Aesthetics (Station and Rail)

1. Project impacts to visual resources by obstructing views along the portion near Towne Avenue where elevated grade separation is being proposed should be addressed. The local alternative is to consider a below grade rail separation at this location.
2. Poles for power, communications, and similar installations need to be painted in green, brown, or a similar City approved color to minimize visual impact.
3. Proposed landscaping in City approved palette (drought-tolerant, native, etc.) should be illustrated.
4. Walls and screening should be incorporated.

Station Design Alternative

1. Preliminary design of the Pomona Station location does not appear to accommodate pedestrians within the track. Also the platform location does not appear to provide free and

unobstructed accessibility. The local alternative is to construct a station/platform on the north side of the outside rail.

2. The long-narrow parking structure in the middle of the tracks appears to be a practical/possible alternative.
3. Pedestrian crossings of tracks should be avoided, reduced and/or improved.
4. Access: ingress, egress and movement on site appears overly restrictive for this area.
5. Identify access and rights to the property for the north parking structure

Rail and Related Transit Operation

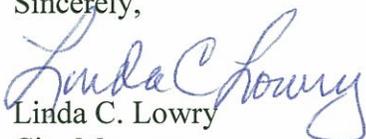
1. Considering the projected frequency of rail traffic at the proposed crossings, the City of Pomona would strongly recommend a joint agreement between Metrolink, Gold Line, and the applicable Freight Operators to establish acceptable train daily minimum and maximum separation at crossings, thereby limiting the long-term impact to the community.
2. Bus and similar transit connectivity (on-site bus access and turn-around) is needed.

General Design

1. If any electrical sub-station (transformer bank or similar power installation) is needed, then the proposed site of the electrical installation needs to be provided with the design to address aesthetics, noise, and related matters.
2. Please see the attached exhibit of residential areas in Pomona relative to the above comments.
3. Further analysis of noise considerations and mitigation measures is needed.

Thank you for your consideration of our comments in this matter.

Sincerely,


Linda C. Lowry
City Manager

Attachment: Exhibit of Residential Areas in Pomona

cc: Jennifer Flores, Project Administrator
Mark Lazzaretto, Community Development Director
Daryl Grigsby, Public Works Director

From: BFrame@GalardiGroup.com
To: [Lisa Levy Buch](#)
Subject: Gold Line Extension...
Date: Tuesday, February 01, 2011 5:38:08 PM

Hello - I just wanted to comment that I am in full favor of the Gold Line Extension to Montclair.

I live in Rancho Cucamonga and commute daily to Irvine. To use the Metrolink I have to travel 15 miles to the nearest station. With the Gold line extension I could transfer through LA with many other service time options. Not only would the Gold Line be good for commuting but it would allow later night access to and from Los Angeles that Metrolink does not provide. I look forward to the project getting underway.

Thanks



Be eco-friendly. Please consider the environment before printing this e-mail.

From: [Betsey Coffman](#)
To: [Lisa Levy Buch](#)
Subject: Gold Line Extension
Date: Friday, January 28, 2011 4:28:32 PM
Attachments: [Letter in favor of the Goldline Extension to Montclair.doc](#)

Dear Ms. Levy Buch: I am attaching a letter in support of extending the Gold Line from Azuza to Montclair. Sincerely, Elizabeth W. Coffman

Elizabeth W. Coffman
760 W. 9th St.
Claremont, CA 91711

January 28, 2011

Metro Gold Line Foothill Extension Construction Authority
406 E. Huntington Drive, Suite 202
Monrovia, CA 91016

ATTENTION: Lisa Levy Buch

I am a resident of Claremont, growing older, and probably will be unable to drive in a few years. The extension of the Gold Line from Azusa to Montclair would be wonderful for us older folks who are anticipating a real need for public transportation. I have many contacts in Pasadena, and hate to give up my activities there. I live within walking distance of our Depot, and if the Gold Line stopped at the Claremont Depot, I would be able to be without a car and still get to Pasadena.

Not only would the Gold Line extension be a blessing for me, it would be a blessing for our environment. My friends from the east coast tell me that many residents in and near the larger cities have such convenient public transportation that they have no need for an automobile. Anything we can do to lessen the amount of motor vehicle pollutants in our air is progress we should be making.

Sincerely,

Elizabeth W. Coffman

From: [David S](#)
To: [Lisa Levy Buch](#)
Subject: Gold Line Extensions
Date: Wednesday, January 19, 2011 1:38:40 PM

Parking, Parking, and Parking.

All stations need a large parking structure or parking lot. The only way to encourage people to use the Gold Line, is to have plenty of parking at the stations.

Oh, the parking lot/structure should open, when the station opens!!! Unlike that Atlantic Station parking structure, that opened up about six months after the Atlantic Station/Gold Line east side extension opened up.

David Saw

From: [Lisa Levy Buch](#)
To: [Lisa Levy Buch](#)
Subject: Gold Line Foothill Extension
Date: Tuesday, February 01, 2011 1:28:57 PM

Ms. Buch,

I participated in the recent Scoping Meeting held in Claremont. First a quick thank you to you and the team that is working so diligently to make this extension come to fruition. I know that you have received considerable public discussion regarding this project, and I wanted to drop you a quick note prior to the end of the comment period.

This extension cannot come quickly enough. There is a considerable number of commuters that drive the 210 freeway everyday between Montclair and Pasadena. As a Claremont resident, I am certainly concerned about historical preservation, sight lines, and public safety. I also see the huge benefit of this project to the alleviation of congestion and to the environment in general. In addition, I certainly hope that the extension effort will eventually complete to the Ontario Airport - tying together the main transportation arteries throughout Southern California and enabling access via those arteries to International destinations.

Again, thank you for your efforts.

Sincerely,

Dan Tubbs
714-488-2964
Dan.tubbs@boeing.com

From: [Michael Hudson](#)
To: [Lisa Levy Buch](#)
Cc: [Marilyn Staats](#); [Edward C. Starr](#); [Steve Lustro](#); [Michael Diaz](#); [John Skoury](#); [Jenkins@infraconsultllc.com](#); [Bramen, Robert H.](#)
Subject: Gold Line Meeting Comments
Date: Monday, March 14, 2011 3:45:21 PM

Hi Lisa

Following our meeting last week, I've ask various City staff for any comments or concerns regarding the proposed work in Montclair. We don't have many, but we want to make certain that those we do have get addressed. I'm addressing my comments to you, but if you'd prefer a different point of contact in the future, let me know who that should be.

Platform

The location of the center loaded platform is acceptable, but requires a crossing of the westbound tracks to access the platform. When the second platform was added to the Metrolink tracks, the track crossing was an issue with the CPUC, and was only allowed temporarily until a pedestrian grade separation could be constructed. The tunnel that was ultimately constructed was not well accepted by City staff, but was constructed nonetheless. I've seen center loaded platforms at other stations and assume that at-grade ped crossings are acceptable to the CPUC for light rail. If that is the case, we have no objection to the proposal. We don't want see the same situation occur with the Gold Line as happened with Metrolink: first, a temporary at-grade crossing, then a permanent grade separation.

The platform and track alignment as currently shown encroach into the bus area and will require significant modifications to the bus loading areas. I've heard that the bus companies have never been thrilled with the existing layout and would prefer to have the bus loading areas on Richton Street. I don't think that is a good idea because it would likely increase the number of ped crossings on Richton Street. Since modifications will obviously be necessary, I think it would be a good idea to arrange a meeting with Omnitrans, Foothill Transit, Riverside Transit, the City and the Gold Line Construction Authority to see how to best redesign this.

TPSS

We've had some discussions previously regarding traction power sub stations and the location of one such unit required in Montclair. The size of the unit and its proximity to the tracks make it an obvious target for graffiti. Ideally, we would like to see the TPSS located outside our City limits, but also recognize that right-of-way availability and required spacing of the units will play an important part as to where they actually get built. As much attention will need to be given to aesthetics and maintenance as is given to function. We know this issue isn't unique to Montclair, but also think it highly unlikely that MTA will come out every Monday morning to paint over the weekend tagging.

Vehicular Grade Separations

The only Gold Line Phase 2B grade crossing within Montclair is at Monte Vista

Avenue. In our meeting last week you indicated that it was the Construction Authority's intent to construct a grade separation between the two sets of Gold Line tracks and Monte Vista Avenue. Maintaining an alignment parallel to and north of the existing Metrolink tracks will likely require some adjustments to the Monte Vista Avenue profile, already in excess of 7%. It's generally accepted that 6% should be the maximum grade on an arterial such as Monte Vista Avenue.

Right-of-way Acquisition

It was noted in our meeting that as the Gold Line alignment moves into Montclair from Claremont and crosses the San Antonio Channel alignment, it will be necessary to acquire additional right-of-way beyond that already owned by Metrolink. Between the channel and Monte Vista Avenue, the area to the north of the Metrolink right-of-way is currently owned by the City of Montclair Redevelopment Agency. The paved area of this ownership is currently being used as a parking lot, and construction will soon begin on converting a portion of the parking lot into a Police Department Impound Yard. The unpaved portion immediately north of the Metrolink property and south of the parking lot is dedicated to water quality management issues and is part of the City's WQMP for the parking lot. Assuming the area is still owned by the Redevelopment Agency when right-of-way is being acquired for the Gold Line, it would be our intent to work with you. However, whatever increase in impermeable surface that you create with the Gold Line construction encroachment in this area will have to be somehow offset in order to maintain the intent of the WQMP for the parking lot.

The additional right-of-way through the station area, as previously noted, impacts the bus area and property owned by the state.

Parking

In our meeting we discussed the existing parking and whether it would be adequate for the Gold Line. The general consensus was that, as a terminal station, at least temporarily, the existing 1,600 spaces currently available at the Transcenter were probably adequate, but not necessarily convenient as most of the currently vacant spaces are on the north side of Richton Street. We discussed a possibility of sometime in the future building one or more parking structures. As part of the environmental study, perhaps this concept needs to be addressed now.

Station Maintenance

To date we have not discussed whether or not there is any need for or expectation of City involvement for maintenance of the station. Under a multi agency agreement involving the City, the City Redevelopment Agency, SCRRA (Metrolink), and SANBAG, the City is responsible for landscape maintenance within the existing Metrolink operating right-of-way, trash pickup on the platforms, station lighting, security (parking lot and platform), tunnel, sweeping the parking lot, and graffiti abatement within the platform and bus areas. What are the Construction Authority's and MTA's expectation of the City with respect to maintenance of any new facilities that are to be constructed? If a parking structure were to be built, as some are at other stations, what are your expectations regarding ownership and maintenance of the structure?

I think that's about it for now. After the workshop next month, more issues may arise.

Mike

From: [Philip Wray](#)
To: [Lisa Levy Buch](#); [Chris Burner](#)
Cc: [Jason Kruckeberg](#); [Linda Hui](#)
Subject: Gold Line Phase 2B EIR NOP
Date: Friday, February 04, 2011 2:23:04 PM
Attachments: [SKMBT_C36011020415030.pdf](#)

Hi Lisa,

I am embarrassed to say that I missed the due date on comment period for the Notice of Preparation of the EIR for Phase 2B. I somehow wrote 2/4 on my to-do list but I see it was 2/2. We did want to make one comment on the NOP, which I have attached in our letter. If you are still able to accept this, that would be wonderful, if not, I fully understand.

Thanks for your consideration.

Phil Wray



City of Arcadia

Development Services Department

Jason Kruckeberg
*Assistant City Manager/
Development Services
Director*

February 4, 2011

Ms. Lisa Levy Buch, Director of Public Affairs
Metro Gold Line Foothill Extension Construction Authority
406 East Huntington Drive, Suite 202
Monrovia CA 91016

SUBJECT: Notice of Preparation of Environmental Impact Report

Dear Ms. Buch:

Thank you for this opportunity to review and comment on the Notice of Preparation of the Environmental impact report for Metro Gold Line Foothill Extension Phase 2B. We support the project and your efforts to environmentally clear this important extension.

We have some comments to be considered. The impacts on the operational capabilities of the stations and parking structures in the Phase 2A segment should be given serious consideration when developing the Phase 2B project scope. How will the Phase 2B project address impacts on Phase 2A facilities? As part of the Phase 2B project, will a new ridership forecast be done? If the new forecast is significantly different from the one that was done as part of Phase 2A project, some mechanisms need to be put in place to remedy any impact on the Phase 2A segment (station, parking, etc.).

Again, we thank you for this opportunity and look forward to the continued progress on the project.

Sincerely,

Philip A. Wray
Deputy Director of Development Services/City Engineer

PAW:pa

cc: Jason Kruckeberg, Assistant City Manager/Development Services
Director
Linda Hui, Transportation Services Manager

From: BHealy1070@aol.com
To: [Lisa Levy Buch](#)
Subject: Gold Line
Date: Friday, January 21, 2011 7:45:41 AM

I write to express my enthusiastic and whole-hearted support of the Gold Line extension through Glendora, San Dimas, La Verne, Pomona, Claremont and Montclair.

I express this support as a 33 year Claremont resident, retired Assistant City Manger, League of Women Voters Board Member and frequent visitor to the Pasadena area. Even though I drive a hybrid, I would much rather ride the Gold Line than fight the traffic on the 210 freeway!

Thank you.

Bridget Healy
640 Marshall Court
Claremont, CA 91711

From: [The Schencks](#)
To: [Lisa Levy Buch](#)
Subject: Goldline Extension in Claremont: College Ave
Date: Wednesday, February 23, 2011 1:22:26 PM

Hello Lisa,

The impact of adding two new rail lines in Claremont will be profound and even difficult to gauge. In particular, the College Avenue grade crossing represents the main pedestrian artery between south Claremont, the Village, colleges and beyond. It currently serves a large and growing population of young families with babies and young children, college students, bike riders, walkers (with and without dogs) plus a transient population of Claremont Dog Park users, Claremont Little Leaguers and their families, and the students of Oakmont Elementary School. Soon to be added to this mix are the new residents of the "Courier Place" housing development, being built immediately adjacent to the tracks.

Additionally, the vehicular traffic at College Avenue, at peak hours, with current train scheduling, can back up as far as Arrow Highway to the south and Bonita to the north. The "Courier Place" traffic levels will add to the safety concerns of the street. The intersection at College and First Street, for example, is unusually wide due to the divided street and even without extra cars can be difficult to cross, both for cars and pedestrians. Because First Street is used by both Amtrak and Foothill Transit buses, the area is often congested with frustrated drivers. This traffic spills south to the grade crossing at College Avenue and causes confusion at First Street as drivers attempt to travel east-west while being blocked by the north-south overflow.

In any analysis of adding two train tracks and trains every 6 minutes (at peak time), the real impact on the citizens, both as pedestrians and drivers, must be assessed. Because the Little League fields, Dog Park users, elementary school (and now new housing development) already impacts the entire population of south Claremont which uses the College Avenue grade crossing multiple times a day, the resulting and attendant impact of adding significantly to this two lane street must be addressed carefully and thoroughly. To do so by "plugging-in" an engineering software program which purports to analyze and extract a real life answer should be viewed with caution. Walking and seeing how the street currently handles the volume of traffic (which often travels at unsafe speeds through this residential neighborhood) would assist in imagining and developing the best design for this area.

I encourage those in charge of this plan to consider carefully how the benefit of more trains can be balanced with the safety, needs and lives of all concerned. As a longtime resident of south Claremont who bikes, walks and traverses the tracks many times a day, I know a creative solution will be needed to bring about the best possible plan for our town.

Thank you.
Sincerely,

Barbara Schenck
410 Elder Drive
Claremont, CA 91711
909-624-3963

From: [Margaux Vogel](#)
To: [Lisa Levy Buch](#); [John Skoury](#); [Jennifer Flores](#)
Subject: Incoming Letters - Citizens comments on P2B Public Scoping Mtg
Date: Wednesday, January 26, 2011 10:15:46 AM
Attachments: [1-20-11 Ctz Carol Treacy Comments from Azusa to Montclair Public Scoping Mtg.pdf](#)
[1-20-11 Ctz Mark Johnston Comments from Azusa to Montclair Public Scoping Mtg.pdf](#)

Enclosed are incoming letters from: Citizens Carol Treacy and Mark Johnston

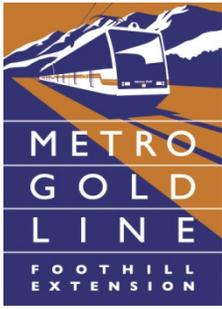
Subject: Comments on Phase 2B Public Scoping Meeting

Please advise if you would like a hard copy or of any additional requests.

Margaux Vogel
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Metro Gold Line Foothill Extension

406 E. Huntington Drive, Suite 202
Monrovia, CA 91016
626.305.7027 Direct
626.471.9049 Fax



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Date:	1/20/2011	Incoming	
CIN#:		Company Code:	CTZ
File Code(s):		Ltr. No:	
Description:	Ltr; Citizen Carol T. Treacy's comments on Gold Line Foothill Ext – Azusa to Montclair Public Scoping Meeting		

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Jue, Crandal					
Levy Buch, Lisa			X		
Lowe, Chris					
Manning, Linda					
Purcell, Mitch					
Sims, Jerry					
CEO Tracking					
Counsel:					
Danner, Regina					
Estrada, Mike					
Snow, David					
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JAN 20 2011

MGL FOOTHILL EXT
CONST. AUTHORITY

Metro Gold Line Foothill Extension – Azusa to Montclair Public Scoping Meeting

COMMENTS

Your comments are important to us! The scoping period runs from December 27, 2010 through February 2, 2011. Please return this sheet to the comment box, any staff member or by mail to the Metro Gold Line Foothill Extension Construction Authority, 406 E. Huntington Drive, Suite 202, Monrovia, CA 91016, ATTN: Lisa Levy Buch. You can also submit a comment via email to llevybuch@foothillextension.org. Comments must be postmarked on or before February 2, 2011.

1. What topic(s) related to the proposed Azusa to Montclair extension to be reviewed in the Environmental Impact Statement/Environmental Impact Report do your comments pertain to? (check all topics that are applicable)

- | | |
|--|---|
| <input type="checkbox"/> Air quality | <input type="checkbox"/> Noise and vibration |
| <input type="checkbox"/> Communities and neighborhoods | <input type="checkbox"/> Real estate and acquisitions |
| <input type="checkbox"/> Construction impacts | <input checked="" type="checkbox"/> Traffic and circulation |
| <input type="checkbox"/> Economic development | <input type="checkbox"/> Other _____ |

2. Comments/feedback (continue on other side, if needed):

My concern is with traffic at Grand & Foothill, Glendora, where the tracks cross both streets at an angle, already "an accident about to happen!" With more trains crossing that intersection, and when there's a problem on the freeways, and traffic heads north

Please fill out the contact information below:

Name: Treacy

Organization/Company (if any): _____

Address: 570 E. Sierra Madre Glendora, Ca. 91741

City/State/Zip Code: _____

Phone: _____ E-Mail: _____

to avoid freeway problems
we will have ^{even} more complex
problems at that intersection,
of two ^{intersecting} roads plus a ^{diagonal} railroad
tracks. Is an elevated
area needed there? Probably.



Ms Carol T Treacy
570 E Sierra Madre Ave
Glendora, CA 91741

INDUSTRY CA 917

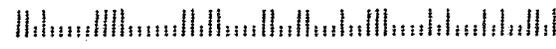
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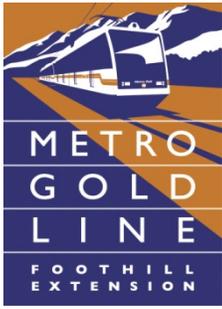


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Metro Gold Line Foothill Construction
406 E. Huntington Dr. Suite 202 Authority
Monrovia, Ca. 91016

Attn: Lisa Levy ~~Buch~~





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Date:	1/20/2011	Incoming	
CIN#:		Company Code:	CTZ
File Code(s):		Ltr. No:	
Description:	Ltr; Citizen Mark R. Johnston's comments on Gold Line Foothill Ext – Azusa to Montclair Public Scoping Meeting		

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Levy Buch, Lisa			X		
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Metro Gold Line Foothill Extension – Azusa to Montclair Public Scoping Meeting

COMMENTS

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- | | |
|--|--|
| <input type="checkbox"/> Air quality | <input type="checkbox"/> Noise and vibration |
| <input type="checkbox"/> Communities and neighborhoods | <input type="checkbox"/> Real estate and acquisitions |
| <input type="checkbox"/> Construction impacts | <input type="checkbox"/> Traffic and circulation |
| <input type="checkbox"/> Economic development | <input checked="" type="checkbox"/> Other <u>Station</u> |

2. Comments/feedback (continue on other side, if needed):

✓ THERE SHOULD BE A STATION at Lone Hill. 2 very large malls, Auto Plaza and commercial to the south. NOT just for "shoppers", but for all the people who work at these places.
Design the station into the Bidge like on the ExpoLine.

✓ IF you can't do this now, design this location so that station can be added in the future.

(OVER)

Please fill out the contact information below:

Name: MARK R. JOHNSTON

Organization/Company (if any): TRAC-NARP PRS

Address: 4185 Van Buren Street

City/State/Zip Code: Chino, CA. 91710

Phone: 909-591-6691 E-Mail: Canammj@Yahoo.com

- ✓ Design Mantelalu station so the IR Rail IS ever put Back on the "BE Row" (that is now the Bike Path) They can connect. This northern Route (upland, Rancho Plaza) while would be a San Bernardino county project, could be yet Another feeder to gold line and metrolink
- ✓ AS a Cost Saving Idea at Mantelalu, "cut" the Light Rail into the existing huge concrete Plaza Area - why Tear All up only to Put Down Again.
- ✓ I would situate the Light Rail platform at Mantelalu closer to the existing Ped Tunnel to facilitate transfer (or Build a second tunnel)
- ✓ That Ped Tunnel needs to open to the south towards Arrow Highway to facilitate PEdestrian flow towards the mall and planned Housing
- ✓ Claremont IS going to - need Better Pedestrian Access Across all 4 Tracks. Probably a Tunnel from the Seniors Housing Project south of the Tracks to the north side New station Building
- ✓ Pomona will also probably be Another Big metrolink to gold line transfer point like Mantelalu The Light Rail platform needs to be closer to the metrolink platform and connected by a Pedestrian Plaza.
- ✓ Really Too Bad metrolink Maintenance facility could not move out of the old ATSF station and develop that as a waiting Room and Ticket office like Claremont did.



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| <input type="checkbox"/> Economic development | <input type="checkbox"/> Other _____ |

2. Comments/feedback (continue on other side, if needed):

Please work smartly & aggressively to get ^{more} funding to complete the project to Montclair. Even though I live next door to SB County, I think one reason why SB County's real estate market fell was not only the housing house prices fell, but a double whammy is the rising price of gas has affected the local economy. Better transportation alternatives would improve the economy & this would be it. Also would be interested in how much add'l parking could be added to the Pomona station.

Please fill out the contact information below:

Name: Cher Ham
 Organization/Company (if any): _____
 Address: 723 San Felipe St.
 City/State/Zip Code: Pomona, CA 91767
 Phone: (909) 623-4176 E-Mail: Penguinblue@verizon.net



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| <input checked="" type="checkbox"/> Economic development | <input type="checkbox"/> Other _____ |

2. Comments/feedback (continue on other side, if needed):

As The Project Progresses And The Construction Starts How Will The Unemployed Residents of Pomona Take Advantage of the Job Opportunities the Foothill Extension Will Provide, and How Can L.A.U.L. Pomona Workforce Help Foothill with that connection.

Please fill out the contact information below:

Name: Deeann Harchy
 Organization/Company (if any): L.A.U.L. Pomona Workforce Center
 Address: 269 S. Monterey Ave.
 City/State/Zip Code: Pomona / CA / 91767
 Phone: 951-623-9791 Ext 130 E-Mail: deeann.harchy@L.A.U.L.O.C.G



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<input type="checkbox"/> Real estate and acquisitions
<input checked="" type="checkbox"/> Traffic and circulation
<input type="checkbox"/> Other _____ |
|--|--|

2. Comments/feedback (continue on other side, if needed):

Construction of the Gold Line Extension would seem to be a unique opportunity to incorporate improvements that benefit bicycle transportation. I would like to see bicycle paths considered as part of the project where there is adequate room in the right-of-way. Even if a continuous path is not feasible, there are many parts of the route where a bike path would be a very useful alternative to otherwise difficult cycling on streets.

Please fill out the contact information below:

Name: Brian Bennett

Organization/Company (if any): _____

Address: 2235 Pattiglen Ave.

City/State/Zip Code: La Verne, CA 91750

Phone: 909-477-7416 E-Mail: bkbennett@earthlink.net



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| <input type="checkbox"/> Economic development | <input type="checkbox"/> Other _____ |
- GRADE SEPARATED CROSSINGS*

2. Comments/feedback (continue on other side, if needed):

During the L.A. Fair, Garey Ave is extremely congested, especially when included with the 210 So. bound Freeway traffic, thereby making it an issue with the Metrolink (+ then the Gold Line) CROSS traffic. Are you planning to put an "under grade" there, like you are planning

Please fill out the contact information below: *FOR TOWNE AVE.*

Name: CAROL Schlaepfer

Organization/Company (if any): Retired Aerospace Designer

Address: 1882 WEST WOOD PL

City/State/Zip Code: N. Pomona, Calif. 91768

Phone: 909-865-2737 E-Mail: CAJOYOUSSEONG@AOL.COM



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<input type="checkbox"/> Real estate and acquisitions
<input type="checkbox"/> Traffic and circulation
<input checked="" type="checkbox"/> Other <u>presentation</u> |
|--|--|

2. Comments/feedback (continue on other side, if needed):

For those that are unable to make the meeting in time to see the "formal" presentation, will ~~it~~ one of the presentations be recorded + able for viewing on the website?

Will/Has any of the presentations for the Pasadena-Azusa phase be avail for view on the website?

Please fill out the contact information below:

Name: Dominic Osmena

Organization/Company (if any): _____

Address: 613 Park View Ter

City/State/Zip Code: Glendora, CA 91741

Phone: 676-914-4682 E-Mail: dosmena@hotmail.com



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<input type="checkbox"/> Real estate and acquisitions
<input type="checkbox"/> Traffic and circulation
<input checked="" type="checkbox"/> Other _____ |
|--|--|

2. Comments/feedback (continue on other side, if needed):

Bicycles - Please make sure Rail Cars can accommodate bicycles
 Additionally, place bike lockers at all stations.
 Make sure all road at-grade crossings are bicycle safe, esp
 ones where the trees are at an angle to the road.
 Lastly... Bring it to Ontario Airport!!!!

Please fill out the contact information below:

Name: CRAIG WEBB
 Organization/Company (if any): _____
 Address: 231 W Whitcomb Ave.
 City/State/Zip Code: Glendora CA 91741
 Phone: 626 857-1898 E-Mail: veloman@earthlink.net



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Air quality



Noise and vibration



Communities and neighborhoods



Real estate and acquisitions



Construction impacts



Traffic and circulation



Economic development



Other _____

2. Comments/feedback (continue on other side, if needed):

In Glendora, ~~ARE~~ there going to be 2 trains?
(ie Southern Pacific and Metro?)

Hours of operation of metro?

Southern Pacific runs all hours of the night? Why?

Please fill out the contact information below:

Name: Ann Johnson

Organization/Company (if any): Foothill Pres. Hosp. employee

Address: 720 E. Lemon Ave.

City/State/Zip Code: Glendora, CA 91741

Phone: 909) 730-0975 E-Mail: goldenledyxd@msn.com



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2. Comments/feedback (continue on other side, if needed):

*GET IT BUILT!
MAKE THE CASE FOR TRAFFIC & POLLUTION REDUCTION!*

Please fill out the contact information below:

Name: STEVE SNAKEY

Organization/Company (if any): _____

Address: 1149 E. STEFFEN ST

City/State/Zip Code: GENDRA CA 91741

Phone: 626/914-3294 E-Mail: sakey@haverne.edu



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| <input checked="" type="checkbox"/> Construction impacts | <input type="checkbox"/> Traffic and circulation |
| <input type="checkbox"/> Economic development | <input type="checkbox"/> Other <i>rail bridge? sound from wheels on concrete wall?</i> |

2. Comments/feedback (continue on other side, if needed):

In glendora across Rt 66 is a railroad bridge. It is in our back yard, it curves at this section and has only one set of tracks. What is going to happen at this section of track and how wide will it get? and on sound wall? will one be put up in our yard?

Please fill out the contact information below:

Name: Iliff

Organization/Company (if any): _____

Address: 1552 Compromise line Rd

City/State/Zip Code: Glendora CA 91741

Phone: 626 852 5314 E-Mail: _____



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| <input type="checkbox"/> Economic development | <input type="checkbox"/> Other _____ |

2. Comments/feedback (continue on other side, if needed):

Should this extension proceed, the local population will greatly gain - in time spent commuting, in accessibility to both business & entertainment, & in reduction of travel stress.

Please fill out the contact information below:

Name: TOM MAACKER

Organization/Company (if any): _____

Address: 1631 CALLE GRANADA

City/State/Zip Code: DUARTE, CA. 91010

Phone: _____ E-Mail: _____



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Air quality

Noise and vibration

Communities and neighborhoods

Real estate and acquisitions

Construction impacts

Traffic and circulation

Economic development

Other _____

2. Comments/feedback (continue on other side, if needed):

I think the station for Henderson should be located downtown in the vacant lot across from the post office. The marketplace is already too crowded.

Please fill out the contact information below:

Name: _____

Organization/Company (if any): _____

Address: _____

City/State/Zip Code: _____

Phone: _____ E-Mail: _____



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Noise and vibration

Communities and neighborhoods

Real estate and acquisitions

Construction impacts

Traffic and circulation

Economic development

Other *Social/Cultural implications*

2. Comments/feedback (continue on other side, if needed):

Big Thing

GOOTA Have a Pedestrian Tunnel

From S. Side to N. Side in Vicinity of Chnd. Train Station

The "1923" Station (Low Rail) Needs People to be able to cross from S. to N. Side & V. Versa

Please fill out the contact information below:

Name: Howard N. Bunte

Organization/Company (if any): _____

Address: 244 Guenther Rd

City/State/Zip Code: Upland - 91786

Phone: 919-921-8552 E-Mail: HNBunte@Verizon.net



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| <input type="checkbox"/> Construction impacts | <input checked="" type="checkbox"/> Traffic and circulation |
| <input checked="" type="checkbox"/> Economic development | <input type="checkbox"/> Other _____ |

2. Comments/feedback (continue on other side, if needed):

Addition of Goldline to Claremont will be a boon to business in town + will help bad traffic get "de-congested". In addition light rail is a wonderful asset to a community + its residents

Please fill out the contact information below:

Name: Ellen Taylor

Organization/Company (if any): _____

Address: 612 W. 12th St

City/State/Zip Code: Claremont CA 91711

Phone: _____ E-Mail: Ellentaylor@yahoo.com



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<input type="checkbox"/> Construction impacts
<input type="checkbox"/> Economic development | <input type="checkbox"/> Noise and vibration
<input type="checkbox"/> Real estate and acquisitions
<input type="checkbox"/> Traffic and circulation
<input checked="" type="checkbox"/> Other <u>Track routing</u> |
|--|---|

2. Comments/feedback (continue on other side, if needed):

Claremont station area: locate one (not two) Gold Line track south (not north) of the Metrolink tracks.

Please fill out the contact information below:

Name: Charles Heppert

Organization/Company (if any): _____

Address: 490 Cinderella Dr,

City/State/Zip Code: Claremont, CA 91711

Phone: _____ E-Mail: _____



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| <input type="checkbox"/> Construction impacts | <input type="checkbox"/> Traffic and circulation |
| <input type="checkbox"/> Economic development | <input checked="" type="checkbox"/> Other <u>environmental benefits of Build Alternative.</u> |

2. Comments/feedback (continue on other side, if needed):

1. Whenever "relieving congestion on I-210 freeway" is stated, must include "relieving" "I-10" and relevant other roads.

2. Take all feasible actions to mitigate (a) all public safety hazards that might attend the Build Alternative, ~~and~~ and (b) ~~with~~ respect to property intrusions in the vicinity of the Claremont Depot.

Please fill out the contact information below:

Name: Bob Tener

Organization/Company (if any): Chair, Planning Commission, City of Claremont

Address: _____

City/State/Zip Code: _____

Phone: _____ E-Mail: _____

sign-in register



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| <input type="checkbox"/> Construction impacts | <input type="checkbox"/> Traffic and circulation |
| <input type="checkbox"/> Economic development | <input checked="" type="checkbox"/> Other <u>schedules</u> |

2. Comments/feedback (continue on other side, if needed):

I work at Huntington Hospital in Pasadena, and can't wait to ride the train, it is truly needed!

My main concern: My shift is 7 a.m. - 7:30 p.m. I need to be on my unit by 6:45 a.m. and will need to walk a bit from the Fillmore station.

Please make sure trains run early enough so that we can make it (there are many nurses from Huntington who live out this way) AND that the trains run regularly after 7:30 for us to get home in a timely manner!!

Please fill out the contact information below:

Name: Margra Tubbs

Organization/Company (if any): _____

Address: 2173 Bonnie Brae Ave.

City/State/Zip Code: Claremont, CA. 91711

Phone: 909-621-7789 E-Mail: margra.tubbs@gmail.com



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<input checked="" type="checkbox"/> Real estate and acquisitions
<input type="checkbox"/> Traffic and circulation
<input type="checkbox"/> Other _____ |
|--|---|

2. Comments/feedback (continue on other side, if needed):

I am a resident on the north side of Elder Dr, just south of the existing Metrolink tracks, east of College Ave. One concern I have is the acquisition of a portion of my property to complete this project. I am also concerned about noise and vibration produced by the trains. I would like sound walls or other structures constructed to control noise, vibration and lights from trains.

Please fill out the contact information below:

Name: Newman Bellis

Organization/Company (if any): _____

Address: 429 Elder Dr.

City/State/Zip Code: Claremont, CA 91711

Phone: 951-201-5833 E-Mail: nhbellis@yahoo.com



Metro Gold Line Foothill Extension – Azusa to Montclair Public Scoping Meeting

COMMENTS

Your comments are important to us! The scoping period runs from December 27, 2010 through February 2, 2011. Please return this sheet to the comment box, any staff member or by mail to the Metro Gold Line Foothill Extension Construction Authority, 406 E. Huntington Drive, Suite 202, Monrovia, CA 91016, ATTN: Lisa Levy Buch. You can also submit a comment via email to llevybuch@foothillextension.org. Comments must be postmarked on or before February 2, 2011.

1. What topic(s) related to the proposed Azusa to Montclair extension to be reviewed in the Environmental Impact Statement/Environmental Impact Report do your comments pertain to? (check all topics that are applicable)

- | | |
|--|---|
| <input type="checkbox"/> Air quality | <input type="checkbox"/> Noise and vibration |
| <input type="checkbox"/> Communities and neighborhoods | <input type="checkbox"/> Real estate and acquisitions |
| <input type="checkbox"/> Construction impacts | <input type="checkbox"/> Traffic and circulation |
| <input type="checkbox"/> Economic development | <input type="checkbox"/> Other _____ |

2. Comments/feedback (continue on other side, if needed):

You need to have a way to get to the Metrolink from the Village instead of just walking in from college. Lots of people walk + ride bikes from village.

Please fill out the contact information below:

Name: Jennifer Mawhorter

Organization/Company (if any): _____

Address: _____

City/State/Zip Code: _____

Phone: _____ E-Mail: _____



Metro Gold Line Foothill Extension – Azusa to Montclair Public Scoping Meeting

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- | | |
|---|---|
| <input checked="" type="checkbox"/> Air quality
<input type="checkbox"/> Communities and neighborhoods
<input type="checkbox"/> Construction impacts
<input type="checkbox"/> Economic development | <input type="checkbox"/> Noise and vibration
<input type="checkbox"/> Real estate and acquisitions
<input type="checkbox"/> Traffic and circulation
<input type="checkbox"/> Other _____ |
|---|---|

2. Comments/feedback (continue on other side, if needed):

You have my blessing 100% just get this Done Sooner rather than Later Please! Your theme should be 'Progress is what we do!' or perhaps that's a little much hahaha good luck! everyone that is looking to make my life easier in the future. 😊

Please fill out the contact information below:

Name: Mark Rodriguez

Organization/Company (if any): _____

Address: 815 El Paso Ct

City/State/Zip Code: Stu Dimas CA 91773

Phone: _____ E-Mail: _____



Metro Gold Line Foothill Extension – Azusa to Montclair Public Scoping Meeting

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|---|---|
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| <input type="checkbox"/> Construction impacts | <input type="checkbox"/> Traffic and circulation |
| <input type="checkbox"/> Economic development | <input checked="" type="checkbox"/> Other _____ |

2. Comments/feedback (continue on other side, if needed):

At the Laverne station - if you are to have the parking lot across from the station - must have ~~an~~ bridge overpass pedestrian crossing. Arrow Hwy is too busy for pedestrian crossing.

Please fill out the contact information below:

Name: Graciela Schubert

Organization/Company (if any): _____

Address: 3434 Camero Ave

City/State/Zip Code: Laverne CA 91750

Phone: 909 596 5910 E-Mail: MomSchubert73@aol.com



Metro Gold Line Foothill Extension – Azusa to Montclair Public Scoping Meeting

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|---|---|
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| <input checked="" type="checkbox"/> Communities and neighborhoods | <input type="checkbox"/> Real estate and acquisitions |
| <input type="checkbox"/> Construction impacts | <input type="checkbox"/> Traffic and circulation |
| <input type="checkbox"/> Economic development | <input type="checkbox"/> Other _____ |

2. Comments/feedback (continue on other side, if needed):

I can only see positive impacts on communities and neighborhoods by extending Gold Line to the East. The ease of congestion and easy access to commuter rail will be enjoyed by many future generations.

Please fill out the contact information below:

Name: Chris Schubert

Organization/Company (if any): _____

Address: 3434 Camero Ave.

City/State/Zip Code: La Verne, CA 91750

Phone: 909-596-5910 E-Mail: cschuberte@encorefruit.com



Metro Gold Line Foothill Extension – Azusa to Montclair Public Scoping Meeting

COMMENTS

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- | | |
|---|--|
| <input type="checkbox"/> Air quality
<input checked="" type="checkbox"/> Communities and neighborhoods
<input type="checkbox"/> Construction impacts
<input type="checkbox"/> Economic development | <input checked="" type="checkbox"/> Noise and vibration
<input type="checkbox"/> Real estate and acquisitions
<input type="checkbox"/> Traffic and circulation
<input type="checkbox"/> Other _____ |
|---|--|

2. Comments/feedback (continue on other side, if needed):

Not happy w/ noise of trains
already on freight lines next to
Sunnyside Apts. on Walnut,

Please fill out the contact information below:

Name: Shelley Sloan
 Organization/Company (if any): (Sunnyside Apts)
 Address: 251 S. Walnut Ave. #98
 City/State/Zip Code: San Dimas
 Phone: (909) 592-5942 E-Mail: osagescribe@hotmail.com



Metro Gold Line Foothill Extension – Azusa to Montclair Public Scoping Meeting

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|---|---|
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<input checked="" type="checkbox"/> Economic development | <input type="checkbox"/> Noise and vibration
<input type="checkbox"/> Real estate and acquisitions
<input type="checkbox"/> Traffic and circulation
<input type="checkbox"/> Other _____ |
|---|---|

2. Comments/feedback (continue on other side, if needed):

I am very excited. Please build as soon as possible! Looking forward to Phase I already! It will improve the quality of life for many, reduce congestion, and bring lots of jobs. Please build now asap, thanks! I will use it daily to get to/from work

Please fill out the contact information below:

Name: Tony Diaz
 Organization/Company (if any): _____
 Address: 444 N. Amelia Ave. # 17-A
 City/State/Zip Code: San Dimas CA 91773
 Phone: 909-267-9159 E-Mail: 470fossil@hotmail.com



Metro Gold Line Foothill Extension – Azusa to Montclair Public Scoping Meeting

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- | | |
|--|--|
| <input type="checkbox"/> Air quality | <input type="checkbox"/> Noise and vibration |
| <input type="checkbox"/> Communities and neighborhoods | <input type="checkbox"/> Real estate and acquisitions |
| <input type="checkbox"/> Construction impacts | <input type="checkbox"/> Traffic and circulation |
| <input type="checkbox"/> Economic development | <input checked="" type="checkbox"/> Other <u>RAIL CARS</u> |

2. Comments/feedback (continue on other side, if needed):

THE RAIL CAR (GOLD LINE) I RODE FROM PASADENA TO UNION STATION DID NOT HAVE A RESTROOM.
WILL THE "NEW" CARS HAVE RESTROOMS ???
PLEASE RESPOND.

Please fill out the contact information below:

Name: JEFFERSON E. HILL

Organization/Company (if any): _____

Address: 3820 N. BRADFORD ST. # 35

City/State/Zip Code: LA VERNE, CA. 91750

Phone: _____ E-Mail: EVANISHILL@AOL.COM



Metro Gold Line Foothill Extension – Azusa to Montclair Public Scoping Meeting

COMMENTS

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- | | |
|--|--|
| <input type="checkbox"/> Air quality
<input type="checkbox"/> Communities and neighborhoods
<input type="checkbox"/> Construction impacts
<input type="checkbox"/> Economic development | <input type="checkbox"/> Noise and vibration
<input type="checkbox"/> Real estate and acquisitions
<input type="checkbox"/> Traffic and circulation
<input checked="" type="checkbox"/> Other <u>"PARKING STRUCTURE @ LA VERNE STATION"</u> |
|--|--|

2. Comments/feedback (continue on other side, if needed):

AFTER RIDING METROLINK FOR OVER 14 MONTHS TO WORK IT IS VERY IMPORTANT FOR THE "STATION AND PARKING STRUCTURE BE CONNECTED @ LA VERNE." WE ARE PLANNING FOR LONG TIME USE. PLEASE, REDESIGN AND PLACE THE PARKING STRUCTURE BESIDE/NEAR/ON ACROSS THE STREET IN THE FAIRPLEX PARKING WITH AN OVERPASS TO THE STATION. GO SEE THE METROLINK STATION AT WHITTIER, CA.

Please fill out the contact information below:

Name: JEFFERSON E. HILL

Organization/Company (if any): _____

Address: 3800 N. BRADFORD STREET. #35

City/State/Zip Code: LA VERNE, CA. 91750

Phone: _____ E-Mail: EJAMESHILL@AOL.COM

From: [Claremont Heritage](#)
To: [Lisa Levy Buch](#)
Subject: Metro Gold Line Foothill Extension EIS/EIR
Date: Friday, January 28, 2011 11:00:17 AM

January 28, 2011

Lisa Levy Buch
Director of Public Affairs
Metro Gold Line Foothill Extension Construction Authority
406 E. Huntington Drive, Suite 202
Monrovia, CA 91016

Dear Ms. Levy Buch,

On behalf and at the direction of the Board of Directors of Claremont Heritage I respectfully submit the following comments and questions for use in the development of an Environmental Impact Statement/Environmental Impact Report for the proposed 12.6-mile extension of the Metro Gold Line Foothill Extension light rail project from Azusa to Montclair. Claremont Heritage strongly supports the completion of the extension to provide an alternative for commuters currently using the 210 and to reduce air pollution and greenhouse gas emissions; we also support the use of our city's historic 1927 Atchison, Topeka and Santa Fe Depot to serve both Metrolink and Gold Line passengers. However, we have several concerns that need to be studied and addressed in the EIS/EIR.

Claremont Heritage is very concerned about the impact that the proposed track configuration will have on the Depot, which is listed on the National Register of Historic Places and faces the original roadbed of the 1887 Santa Fe tracks. The insertion of the new set of tracks between the Metrolink tracks and the Depot, possibly requiring the removal of 6 to 11 feet of the Depot's original platform, would have a significant negative effect on the Depot's historic integrity and aesthetics; the platform is specifically included in the Depot's Register listing. Can the new tracks be located to the south of the existing tracks, to avoid the historic platform? Locating the new tracks to the north of the existing ones will also impede access from the Depot to the Metrolink lines; how will this be addressed and access provided?

We are also concerned about the impact the proposed extension will have upon the Claremont neighborhoods through which it will pass, specifically relating to crossing safety, noise and views. How will these impacts be mitigated for adjacent property owners and residents? Finally, the proposed parking structure for Light Rail Transit and Metrolink passengers will have a significant impact on the surrounding streets and neighborhoods, specifically relating to traffic, aesthetics and views to and from the historic Depot. How will the parking structure be designed to mitigate these impacts?

Thank you for addressing these issues and concerns in the development of the EIS/EIR. Claremont Heritage looks forward to the successful completion of the Foothill Extension.

Sincerely,

John LoCascio
Executive Director
Claremont Heritage
P.O. Box 742
Claremont, CA 91711
909-621-0848

From: Kija.Cooksey@sce.com on behalf of Ben.Wong@sce.com
To: [Lisa Levy Buch](mailto:Lisa.Levy.Buch)
Cc: Gabrielle.Degange@sce.com
Subject: Metro Gold Line Foothill Extension
Date: Wednesday, February 02, 2011 2:51:10 PM
Attachments: [RD Letter MetroGold Line Foothill Extension, Azusa to Montclair Project.pdf](#)

Good afternoon,

Attached is the Foothill Extension EIR Comment Letter. Please feel free to contact me with any questions.

Thank you,
Ben Wong
Director
Local Public Affairs
Southern California Edison
2244 Walnut Grove Ave.
Rosemead, CA 91770
(626) 302-1942 Office
(626) 476-0363 Mobile
(626) 302-1977 Fax
21942 PAX



January 31, 2011

Ms. Lisa Levy Buch, Director of Public Affairs
Metro Gold Line Foothill Extension Construction Authority
406 E. Huntington Drive, Suite 202
Monrovia, CA 91016-3633

RE: Notice of Intent (NOI) to Prepare an Environmental Impact Statement (EIS) for the
Metro Gold Line Foothill Extension, Azusa to Montclair in Los Angeles and San
Bernardino Counties, California

Dear Ms. Levy Buch:

Southern California Edison (SCE) appreciates the opportunity to review and provide comment on the NOI to prepare an EIS for the Metro Gold Line Foothill Extension, Azusa to Montclair in Los Angeles and San Bernardino Counties. The NOI indicates three project alternatives are proposed: No-Build, Transportation System Management, and the Build Alternative. As described, the Build Alternative proposes to extend the Metro Gold Line light rail transit (LRT) system from the eastern boundary of Azusa to the Montclair TransCenter located in Montclair. Six new stations are proposed in each of the cities along the corridor: Glendora, San Dimas, La Verne, Pomona, Claremont and Montclair. Eight traction power substations are proposed to be constructed along the route in order to provide electrical power to the line. The Alternative is to include two LRT tracks throughout, and one freight track between the eastern boundary of Azusa and Pomona. It's anticipated there will be a total of 26 at-grade crossings and 3 grade separated crossings.

The project as described has the potential to impact SCE's existing transmission, distribution and communication facilities as well as SCE's easements and land rights. In order to provide a more thorough review of the project's potential to impact SCE facilities and land rights, SCE will require more detailed project information for the proposed LRT alignment and all supporting infrastructure, appurtenant facilities, and for the six proposed transit stations, including location maps and surveyed drawings illustrating all LRT structure elevations and profiles. Where LRT elements cross existing SCE transmission, distribution, and telecommunication facilities, surveyed drawings must include SCE structure locations and profiles. In addition, the location and highest elevation of the LRT's electric power system crossing under each of SCE's lines would need to be indicated. For all LRT alignments and electric power elements adjacent to our overhead lines, we will require power line conductor elevations, plans and profiles, grading and drainage plans, and transmission line access information.

Similarly, for each line crossing, we will need to look in detail at transmission line access, conductor heights, grading and drainage, and proximity to towers.

Without this detailed information, SCE can only provide general comments on how the proposed project potentially impacts SCE facilities and land rights, and what SCE would like the DEIS to address as indicated below.

1. Please note there is a significant cost associated with modifying and/or relocating 220 and 500 kilovolt (kV) transmission lines. Costs could be as much as \$1 million or more per SCE transmission structure that is required to be modified or moved. The cost associated with lower voltage lines may also be quite significant.
2. If the project as proposed requires the undergrounding of sub-transmission lines, the cost and timeframes associated with undergrounding facilities are significantly larger and prohibitive over moving or modifying overhead lines at these same voltages.
3. SCE prefers not to relocate transmission lines and instead would like to work with the Construction Authority to determine feasible LRT project design alternatives and/or alterations to existing SCE transmission lines that allows SCE's facilities to operate in place. Please be advised if 500kV tower heights are required to be increased to accommodate LRT alignments and line crossings, the following potential project issues/concerns may exist:
 - a. Technical feasibility of increasing 500kV tower heights at some or all locations;
 - b. All SCE lines must adhere to CPUC General Order (GO) 95 minimum requirements for vertical clearances from ground and other structures, which may impact LRT alignments;
 - c. Alterations to the transmission, distribution and communication facilities may impact SCE's transmission line access roads and/or may require the access roads to be relocated;
 - d. Increasing SCE structure heights may increase environmental impacts to visual resources and air traffic circulation.

Ms. Lisa Levy Buch, Director of Public Affairs
Page Three

4. SCE prefers to maintain existing and future transmission lines in place with design adaptations, provided it is technically feasible and all operations and maintenance requirements can be met.

Please include in the DEIS discussion and figures the location of any SCE facilities or land rights relative to the proposed LRT alignments, structures, equipment, facilities, train stations, temporary construction areas, construction activity, etc., associated with the proposed project. Please also address any environmental impacts associated with raising, relocating or modifying any existing SCE transmission lines.

SCE looks forward to working with the Metro Gold Line Foothill Extension Construction Authority and the Federal Transportation Administration where proposed LRT project elements potentially impact or cross SCE facilities, easements or impose upon SCE land rights, so that together design solutions can be developed meeting both the project's objectives and SCE's requirements to operate and maintain a safe and reliable electricity system serving the community. If you have any questions regarding this letter, please feel free to call me at (626) 302-1942.

Sincerely,



Ben Wong
Local Public Affairs Region Director
Southern California Edison Company

From: chuckrose58@cs.com
To: [Lisa Levy Buch](#)
Subject: Metro Gold Line from Azusa to Montclair
Date: Tuesday, February 01, 2011 8:59:56 AM

My wife and I have concerns regarding the proposed extension of the Metro Gold Line from Azusa to Montclair. As we understand the present plan, this line will run in close proximity to our home at 654 Pearlanna Drive in San Dimas.

Our concerns chiefly regard excessive noise. Rather than have a rail line run through our neighborhood we would prefer to see any public monies be used to erect sound walls on the nearby 57 Freeway because we are already subjected to the steady din of automobile and truck traffic from that highway.

I am also recently diagnosed with the hearing loss ailment known as "tinnitus" so I am keenly aware of and seek to prevent noise pollution as matter of personal health. Further, my wife often works graveyard shifts and her sleep will undoubtedly be negatively impacted by the constant running of trains throughout each weekday.

Thank you for your consideration.

Chuck & Cathy Rose
654 Pearlanna Drive
San Dimas, CA 91773

From: rkehr1@gmail.com
To: [Lisa Levy Buch](mailto:Lisa.Levy.Buch)
Cc: rkehr2@gmail.com
Subject: Metro Gold Line San Dimas Station Parking Lot Proposal and Storage Centers
Date: Wednesday, February 02, 2011 2:59:35 PM

February 2, 2011

Re: Metro Gold Line San Dimas Station Parking Lot Proposal

Dear Ms. Buch,

Our storage center business falls within the proposed area for the Light Rail Transit parking for the Metro Gold Line Foothill Extension San Dimas Station. We are writing to state our objection to our valuable business being considered as a proposed site for a parking structure.

My name is Susan Kehr and my partner, Carol Graves, and I own and co-manage Storage Centers at 195 E. Arrow Highway in San Dimas. Our fathers built the business in 1977 and it has been family owned and run for 33 years. The hometown feel of our office and staff combined with the pride we take in keeping our facility clean and well run has kept our customer base steady over the years.

We have made a contribution to the community through the services we provide and the taxes we pay. We employ San Dimas residents and use San Dimas businesses as vendor suppliers and service providers to help run our business. We have loyal tenants who have been with us since we opened and are now referring their children and grandchildren to us because they trust us and see a good value in the way we run our business. San Dimas is a great place to be.

We have invested substantial capital in this business over the years. A recent consultation from professionals in our industry reported that around 90% of our business is coming from the drive-by volume we have at this location. Our location on Arrow Highway is crucial to sustaining our customer base. There is substantial competition in the self storage industry today with small family-owned operations, like us, facing competition from larger, nationally owned companies. Relocation would crush our business and ruin the investment we have built for the last 33 years. Most of our investors have been with us from the beginning, are retired, and depend on the stream of income from this investment for their livelihood.

We are committed to protecting our investment and continuing to provide the type of business that represents what San Dimas is all about-small community hometown service and value. We feel very strongly that the parcels on which our business is located should be excluded from consideration within the proposed Light Rail Transit parking plan.

Sincerely,

Susan Kehr and Carol Graves
General Partners and Co-managers
Storage Centers

195 E. Arrow Highway
San Dimas
rkehr2@gmail.com

From: [Mondragon, RoseMarie](#)
To: [Lisa Levy Buch](#)
Subject: metro line
Date: Friday, January 14, 2011 12:24:58 PM

Hello when are the projected dates of opening station Azusa San Dimas and La Verne . Can the La Verne station be on Wheeler as this is a more convient location .
Also where does a person apply for employment? A lot of people are interested in applying.

Thank you

RoseMarie Mondragon

SECURITY/CONFIDENTIALITY WARNING:

This message and any attachments are intended solely for the individual or entity to which they are addressed. This communication may contain information that is privileged, confidential, or exempt from disclosure under applicable law (e.g., personal health information, research data, financial information). Because this e-mail has been sent without encryption, individuals other than the intended recipient may be able to view the information, forward it to others or tamper with the information without the knowledge or consent of the sender. If you are not the intended recipient, or the employee or person responsible for delivering the message to the intended recipient, any dissemination, distribution or copying of the communication is strictly prohibited. If you received the communication in error, please notify the sender immediately by replying to this message and deleting the message and any accompanying files from your system. If, due to the security risks, you do not wish to receive further communications via e-mail, please reply to this message and inform the sender that you do not wish to receive further e-mail from the sender.

From: [Marilee Scaff](#)
To: [Lisa Levy Buch](#)
Subject: Public comment re Gold Line Extension
Date: Sunday, January 30, 2011 10:25:27 PM

Metro Gold Line Foothill Extension Construction Authority
Attn: Lisa Levy Buch

Comments from Marilee Scaff, 640 Alden Road Apt 2 Claremont, CA 91711

I have lived in Claremont for more than 50 years.
I have been active in many different community organizations:
President of local League of Women Voters and LA County League of Women Voters; elected member of Board of Trustees of Claremont Unified School District; officer in United Nations Association, Parent Teachers Assn; Community Friends of International Students; Clinebell Institute; Pilgrim Place Board of Directors; others.

Personal statement: Improved public transportation is essential to economic and environmental sustainability in all of Southern California. Extension of the Gold Line through the Eastern part of Los Angeles Metropolitan area is a necessary element of long range planning. We need it to be built as soon as possible.
I personally always use Metrolink if going to downtown Los Angeles: for Board of Supervisors, other government offices. It is fast and convenient, but expensive. Bus connections to other parts of the City are sometimes slow and require too much walking. There is no good public transportation from Claremont to Pasadena or many points farther west.

STATEMENT OF PURPOSE AND NEED as provided is quite appropriate.
Add; Provide workers a more economical, fast and convenient mode of transportation to eastern areas of LA County.

Alternative which best meets stated needs: BUILD METRO GOLD LINE FOOTHILL EXTENSION AZUSA TO MONTCLAIR.
IMPORTANT ENVIRONMENTAL ISSUES:
Plan NOW for future connection to Ontario Airport and to City of San Bernardino and/or Redlands, Riverside. In the future, this whole Inland Valley Area should be connected by rapid rail transit, to minimize environmental pollution and pressure of autos on freeways. Don't just plan for this segment. Plan ahead!

Mitigate harm: Plan carefully how to extend Gold Line tracks through Claremont in ways that do NOT disturb the Village Center beside the railroad tracks. For example, (1) consider building the second set of tracks underground; or (2) move route southward and run tracks parallel to and in the right-of-way of the I 10 Freeway.

Mitigate hazards to local communities, especially at crossings.

Thank you for your consideration of these points.
Sincerely,
Marilee Scaff

From: [Elizabeth Davis](#)
To: [Lisa Levy Buch](#)
Cc: [Rebecca Gifford](#)
Subject: Public Comments
Date: Monday, January 31, 2011 10:16:08 AM

We are writing to support the extension of the Metro Gold Line from Azusa to Montclair. We, Nathaniel and Elizabeth Davis, live at 1783 Longwood Avenue in Claremont, telephone 909-624-5293.

We are longtime supporters of mass transit, hoping to diminish the use of cars and end the paving over of our communities for highways. I (Liz) commuted to school by train in the suburbs of Philadelphia, and my father commuted to work in the city on the train. In fact, my father was on a city commission and fought for continuation and strengthening of the commuter train system. Philadelphia had a network of commuter trains that could take people all over the metropolitan area.

Los Angeles needs to have such a network, also. Our dependence on cars has turned into an impossible tangle of stalled traffic, costing time and money for everyone. As the trains become better and more popular, the traffic and pollution will ease, and, in fact, people will spend less money on transportation, and arrive at their destinations more relaxed and ready to work.

In Claremont and our neighboring communities, the trains would also benefit the economy. Access to businesses and commerce would be enhanced, and shoppers and business people would be better able to reach a variety of destinations.

In our own personal lives though we are retired, the Metro Gold Line would be wonderful for increasing our access to such places as Pasadena, and would end the necessity of dealing with freeway traffic.

Sincerely,

Elizabeth and Nathaniel Davis

From: [Rebecca Gifford](#)
To: [Lisa Levy Buch](#)
Subject: Public Scoping Comments
Date: Tuesday, February 01, 2011 11:05:44 PM

TO:
Lisa Levy Buch
Metro Gold Line Foothill Extension Construction Authority

FROM:
Rebecca Jane Gifford
1120 1/2 Harvard Avenue
Claremont, CA 91711
Email: rebgifford@gmail.com

DATE:
February 1, 2011

**METRO GOLD LINE AZUSA-MONTCLAIR EXTENSION
PUBLIC SCOPING COMMENTS FOR THE RECORD:**

My name is Rebecca Jane Gifford. I have been a resident of Claremont, CA for the past 3 1/2 years.

Purpose/Need:

I believe it is imperative that high-efficiency, low-cost, environmentally-effective public transportation options be expanded to relieve growing congestion on the 210 Freeway and other major surface streets that span the foothills of eastern Los Angeles County and points further east. Improved public transportation is also critical to the economic stability and growth of the region between Azusa and the Ontario Airport. Each of the communities along the route has assets which could become magnets for outside visitors. For example, Glendora, San Dimas, La Verne, Pomona and Claremont all have charming village atmospheres with numerous local small businesses, artists and other attractions that could benefit substantially from increased patronage. The Claremont Colleges, Pomona Art District and Pomona Health Corridor are hubs of innovation and learning to which more outsiders could be attracted through more conducive public transportation. Improved access to Ontario Airport would provide greater incentive to fly in/out of this hub. Sales tax revenue could increase through higher foot traffic.

Recommended Alternative:

Extending the Metro Gold Line is by far the most sensible option for meeting the stated purpose/needs. This includes the current proposal to offer service between Azusa and Montclair and eventually from Montclair to Ontario Airport.

Issues to Consider:

In order to maximize public benefit, I recommend the following issues be studied in greater detail:

Lateral transportation to/from proposed train stops: The proposed Gold Line will be of little use to persons who find it difficult or impossible to reach their ultimate destination proximate to proposed train stops in either Glendora, San Dimas, La Verne, Pomona, Claremont or Montclair. A comprehensive study needs to be conducted in order to determine the lateral transportation options most needed to maximize ridership to/from favored destinations within each of the impacted communities named. Particular attention needs to be directed to those constituencies w/limited or no capacity to drive personal vehicles, i.e. seniors, youth, college students, and disabled persons.

Interagency transport passes: Passengers need a one-stop option for purchasing tickets that cover travel via public transport throughout the areas through which the extended Gold Line will traverse. In many cases, local transport may be provided under the jurisdiction of distinct public entities. Do not expect passengers to navigate the complexity of multiple transportation authorities. Day passes, multi-day passes, monthly passes need to

provide rider-friendly “one pass fits all” access to local buses, trolleys, and other intermediate transportation that could move passengers efficiently from Gold Line stops to other popular local destinations such as schools, shopping districts, medical providers, major employers and retirement communities.

Keep fares reasonable: The Metro Transportation Authority needs to cooperate by adopting fair and reasonable fare structures for the new portions of the Gold Line extension. Focus on maximizing ridership will enable more train cars to run closer to full capacity thereby generating fare revenue through developing and maintaining a high volume of patrons. Poor experiences will decrease ridership and drive up cost per passenger thus perpetuating spiraling fares that could ultimately contribute to even lower passenger volume. Riders relegated to buses will continue to face interminable commutes already known to have negative impact on worker productivity and decrease the amount of time parents and other caring adults can be present to children and youth who may be home alone unsupervised.

Work to create new “transportation culture”: Angelinos are car-centric and need multiple incentives to be coaxed from using automobiles. Consider creative marketing options including discounts by local retailers and services to those who show a Metro day pass, multi-day pass, monthly pass. Consider tax deductions or car insurance discounts for passengers that can prove purchase of monthly passes for a minimum number of months per year.

Focus on Ontario Airport as the ultimate destination: Do not make the mistake of ending the Metro Line at Montclair. Pushing through to Ontario Airport will add benefit to the whole Metro System and especially the communities along the Metro Gold Line route. Passengers destined for Ontario Airport could contribute significantly to overall ridership. Those working at the airport as well as secondary businesses (such as catering, parking) could also benefit greatly especially since these low-wage jobs make it difficult to purchase and maintain personal automobiles.

From: [Lisa Levy Buch](#)
To: [Harriet Rapista](#)
Subject: RE: Glendora Station - City Ventures
Date: Monday, January 24, 2011 10:30:00 AM
Attachments: [Station Concept Glendora.pdf](#)

Harriet,

It was very nice meeting you last week. Thank you for taking the time to attend the San Dimas meeting. Below are the answers to your questions and requests:

1. PDF of the Proposed Glendora Station showing the potential pedestrian access from the north property to the station. Attached for your use (please remember that it is a proposal and not set in stone).
2. I mentioned that we need to connect the sewer to a mainline on the south side of the Monrovia Nursery property which requires a jack and bore permit under the existing railroad. Can you give me the contact information for the person who handles these permits?

According to our 3rd Party Manager, Reky Hiramoto, you will be required to get a permit from SCRRA (Metrolink). As part of their permit process, you will also need to get a license agreement from Metro (the Los Angeles County Metropolitan Transportation Authority). Metro will then contact us for our technical review and approval. Metro owns the right of way and Metrolink maintains it.

You can Reky with any questions: Reky C Hiramoto, 3rd Party Manager, Metro Gold Line Foothill Extension Construction Authority, 626.305.7006 (office), 949.400.8409 (cell), or rhiramoto@foothillextension.org.

3. Can you please give me the contact information for Eugene, the engineer who did the presentation last night? See below:



Let me know if we can be of further assistance.

Best,

Lisa

Lisa Levy Buch
Director of Public Affairs
Metro Gold Line Foothill Extension Construction Authority
406 E. Huntington Drive, Suite 202
Monrovia, CA 91016
626-305-7004 (office)
626-471-9049 (fax)

From: Harriet Rapista [mailto:harriet@cityventures.com]
Sent: Friday, January 21, 2011 8:40 AM
To: Lisa Levy Buch
Subject: Glendora Station - City Ventures

Hi Lisa,

It was nice to meet you last night at the Scoping meeting for the Azusa to Montclair Foothill Extension. As I mentioned briefly, City Ventures has purchased the property adjacent to the north of the proposed Glendora Station. They also own the property south of the tracks at Glendora Avenue and Route 66 and are scheduled to close on 95 Acres known as Monrovia Nursery south of Sierra Madre Blvd and north of the BNSF railroad easement. Can you please send me the following information when you have a chance.

1. PDF of the Proposed Glendora Station showing the potential pedestrian access from the north property to the station.
2. I mentioned that we need to connect the sewer to a mainline on the south side of the Monrovia Nursery property which requires a jack and bore permit under the existing railroad. Can you give me the contact information for the person who handles these permits?
3. Can you please give me the contact information for Eugene, the engineer who did the presentation last night?

Thank you,
Harriet Rapista
City Ventures Consultant
2850 Redhill Avenue, Suite 210
Santa Ana, CA 92705
310-947-2416 mobile

From: [Lee Harlan](#)
To: [Lisa Levy Buch](#)
Subject: Re: Gold Line extension
Date: Tuesday, January 25, 2011 10:17:35 AM

On 1/25/2011 10:15 AM, Lee Harlan wrote:

Without a doubt, the Gold Line extension needs to come east to the North Pomona Station. Without a doubt, the Gold Line should not go east beyond the North Pomona Station. East of that point, the service just is a pure duplication of Metrolink service, at a multi-tens of million dollar expense and an inconvenience to much of the proposed service area because of the at-grade crossings. Imagine Indian Hill Blvd. with 15 crossings per hour (Metrolink plus Metrorail in both directions) at a minute or so each of down crossing gates during rush hours and the picture of what will happen at all 6 crossings between Gary Ave. and Claremont Blvd. begins to become clear.

The situation say ten years down the track in 2021 or whenever the Gold Line reaches our area is that Metrolink probably will have increased late evening trains to at least hourly service to midnight, and by the time those trains reach North Pomona, they will have excess capacity having discharged about half of their loads at more westerly stations. So people coming from Pasadena simply either change from Metrorail to Metrolink or will have parked their cars at the North Pomona Station anyway. Westerly riders can be accommodated by simply posting ticketing booths at the Claremont and easterly stations allowing them to buy a combined ticket to Pasadena. Should Metrolink not have expanded, it would be far cheaper for Metrorail to buy one diesel engine and one car to shuttle passengers east on existing non-electrified lines than to add two more sets of tracks.

The idea of Metrorail going to Ontario Airport is simply a red herring. To get to Ontario Airport, the Metrorail tracks would have to fly over both the parallel Metrolink tracks in Claremont or Montclair and the Union Pacific tracks near the

airport, a huge expense. If we want to provide rail access to Ontario airport, we could simply use the existing Metrolink Riverside line which touches the airport property now and extend a spur for a mile to the terminals. Pasadena riders would simply ride the Gold Line to LA and then take the much more comfortable and rapid Metrolink trains to Ontario Airport.

I love trains, and have ridden almost all the Metrorail lines (The gold Line extension will come next week). The transfer plan outlined above is no more than the one used by San Diego Trolley at its Old Town Station, and though it supposes only one train per hour east of North Pomona except during rush hours, demand could easily increase the frequency to one every half hour.

Please build the Gold Line to the North Pomona Station and plan for other less expensive and less intrusive alternatives east of there.

- - - Lee Harlan
(909) 624-4493

From: [Lisa Levy Buch](#)
To: [The Schencks](#)
Subject: RE: Goldline in Claremont
Date: Wednesday, February 16, 2011 11:29:00 AM

Barbara,

I am a bit confused by the train of e-mails. I believe you are asking for answers to the following two questions:

- 1) Is it legal for pedestrians to cross 4 sets of tracks at a grade crossing?
- 2) Are there examples of similar grade crossings in the state that would mimic the College Ave crossing with four tracks?

Regarding the first question, it sounds like you got an answer. Please let me know if you are still needing details.

Regarding the second question, I think the best source of a broad question like that would be the California Public Utilities Commission (CPUC). They are the agency responsible for approving all grade crossings in the state of California and would know about other lines and systems.

The Metro Gold Line Foothill Extension Construction Authority is a sole purpose agency responsible for building only one line - the Gold Line from Union Station to the county line along the foothills of the San Gabriel Valley. We are not engaged in other lines around the state and not privy to specifics on other lines. We are responsible for meeting CPUC's guidelines and will work with CPUC as design progresses on each of the crossings between Azusa to Montclair, to receive approval for preliminary crossing designs. This segment is currently undergoing environmental review, and detailed engineering is not yet available. As part of the environmental review process, we will be conducting a comprehensive grade crossing analysis. The results of the analysis will be made part of the Draft Environmental Impact Report/Environmental Impact Statement. We anticipate the draft document will be out for public review in the summer.

If you have a concern that you would like added to the scoping record, for use in developing the scope of the environmental document, I will be happy to submit your comments to the technical team. The end of the comment period was February 2, but we seem to be having trouble with connections between our e-mails. Your concern about safety at the crossing seems like an important one for the team to review.

Please let me know if I have addressed your questions and if you would like to submit a comment for the formal record.

Also, if you would like me to add you to our database for future updates, please provide your complete contact information.

I hope this was helpful.

Best,

Lisa

Lisa Levy Buch
Director of Public Affairs
Metro Gold Line Foothill Extension Construction Authority
406 E. Huntington Drive, Suite 202
Monrovia, CA 91016
626-305-7004 (office)
626-267-0161 (cell)
llevybuch@foothillextension.org

www.foothillextension.org

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

From: The Schencks [<mailto:schenckimages@iinet.com>]

Sent: Thursday, February 10, 2011 6:49 PM

To: Lisa Levy Buch

Subject: Goldline in Claremont

There were two letters, sent Feb. 2 and Feb 4, 2011:

Feb 2, 2011

Hi Lisa,

I got your email from the Claremont Courier and hope you are the right person to ask:

Is it legal for pedestrians to cross 4 parallel sets of train tracks at a grade crossing?

Thank you very much,

Barbara Schenck

Feb 4, 2011

Hi Lisa,

Since emailing you the other day, I have gotten more information from the California PUC and understand that I need to address my concerns to you in these initial stages of Goldline planning.

It is legal to build four parallel train tracks where pedestrians will cross. The risks associated with this are reviewed by the PUC and their recommendations are given to the agencies charged with planning and building (Goldline and Metrolink). As I understand it, there is no legal requirement that the agencies strictly adhere to the PUC recommendations.

My concern is that there can be no mitigating plan which changes the fact that the College Avenue railroad crossing is heavily used by the community. This crossing is adjacent to the Little League fields, the new "low income" housing development, plus the entire community of South Claremont whose members include large numbers of families with small children, students, and older people. The College Avenue crossing is in constant use, as so many of us walk and ride bikes.

Adding two more sets of train tracks to an already crowded crossing, stopping cars (every few minutes at rush hour) who are already backed up as far south as Arrow Highway and north to Second Street during the peak hours, is simply not sustainable for this two lane street. The impact of building the Courier Place housing development has been dismissed by the city engineer, Craig Bradshaw, who told me personally that his computer modeling shows that there will be no significant impact to the traffic flow on College Avenue. Upon his advice on this matter, the City Council approved the development.

I would like to know if there are other currently built RR crossings in Southern California where the confluence of street size, volume of pedestrian and vehicular traffic mimics what is planned for College Avenue?

Thank you for your thoughts. I look forward to your reply.

Sincerely,

Barbara Schenck

From: [Lisa Levy Buch](#)
To: [Donah, Olga](#)
Subject: RE: Questions & concerns!
Date: Thursday, January 20, 2011 11:00:35 AM

Olga,

Thank you very much for providing your questions and comments. I will be forwarding them to the technical team for use in the development of the scope of the environmental review. Although we do not have all of the answers at this time, here is some information to help you understand our current timing and plans:

The Construction Authority is developing a preliminary concept with the light rail (Gold Line) tracks on the north side of the BNSF (freight) tracks through Glendora. In the concept, the freight track is to be moved to the south side of the approximately 100-foot-wide right-of-way, to make room for the two light rail tracks. Nothing yet has been decided though.

Over the next several months, we will be refining the alignment concepts as part of the environmental review process, which will look at areas affected by the project and ways to mitigate impacts (including locations of needed soundwalls, visual impact mitigation, etc.).

I would ask that you provide your full contact information so that the team can be aware of the exact location of your concerns. We will also be able to add you to our database for future notifications about the project.

Let me know if you have any additional questions at this time. We will certainly know more in the coming months, as the environmental review progresses.

Thank you for taking the time to provide your comments.

Best,

Lisa

Lisa Levy Buch
Director of Public Affairs
Metro Gold Line Foothill Extension Construction Authority
406 E. Huntington Drive, Suite 202
Monrovia, CA 91016
626-305-7004 (office)
626-471-9049 (fax)

From: Donah, Olga [mailto:Olga.Donah@caltech.edu]
Sent: Friday, January 14, 2011 2:46 PM

To: Lisa Levy Buch
Subject: Questions & concerns!
Importance: High

Hello Lisa,

We are glad to hear from somebody who is interested in our questions & concerns. We live very next to the existing rail road of Barranca st. in Glendora. We have a lot of worries so far, but now a lot more are added.

Our first concern is about the side Foothill extension will take from existing tracks. Is it going to be two rail tracks & on the North or South from existing? Makes a big difference for us, since our house's fence is right next to them already.

2) Is the sound wall going to be built & how tall? If there will be a wall, we won't be able to see nothing but the walls.

Question: where we can look up the drawing & get answers from??? We can't make to the meeting do to work schedule.

Please let us know,

Thanks a lot,

The Donah family.

From: [Donah, Olga](#)
To: [Lisa Levy Buch](#)
Subject: RE: Questions & concerns!
Date: Thursday, January 20, 2011 2:30:01 PM

Thank you very much dear Lisa for a prompt answer. Our address is: 147 Winderemere Lane, Glendora, CA 91741. It is Foothill Village community right of Barranca. Please keep us posted via e-mail or reg. mail. Our contact ph. 626-857-9387.

Respectfully,

Olga & Dave Donah.

From: Lisa Levy Buch [mailto:LLevyBuch@foothillextension.org]
Sent: Thursday, January 20, 2011 11:00 AM
To: Donah, Olga
Subject: RE: Questions & concerns!

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Thank you for taking the time to provide your comments.

Best,

Lisa

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Please let us know,

Thanks a lot,

The Donah family.

From: [TINA GOMEZ](#)
To: [Lisa Levy Buch](#)
Subject: RE: questions and comments
Date: Thursday, January 20, 2011 6:34:42 AM

Thanks Lisa I really appreciate you responding back.I have three concerns.

1.Safety-I live right by the tracks .Will some kind of retaining wall be built to help protect the houses? I know it won't stop a ,but it will slow it down.

2. The noise of the train and crossing arms.I'm not sure how much this train runs,but I know the noise will be terrible.As it is when the other train goes by its loud especially because the crossing arms sometimes gets stuck.My house is old and it doesn't have the sound proof windows and I know that this will be a all day long ,half the night ,weekends and holidays .Right now the train goes by once or twice a day and once in a great while on the weekends. My quality of life will be changed.

3.Traffic- I only have one access way to my house. As it is it is a big safety issue every time I turn into my driveway because people are impatient and want to hurry on by.With the train coming by I will be even more stressed getting into my driveway.I am worried that people will begin to speed when the know that the train will be by,so that they will miss being stuck.We have had 2 major accidents with people speeding and losing control going over the tracks,The last accident someone lost their life.Will the speed limit be changed going to and from the tracks?

--- On Tue, 1/18/11, Lisa Levy Buch <LLevyBuch@foothillextension.org> wrote:

From: Lisa Levy Buch <LLevyBuch@foothillextension.org>
Subject: RE: questions and comments
To: "TINA GOMEZ" <tinabopper@verizon.net>
Date: Tuesday, January 18, 2011, 4:20 PM

Hi Tina,

Depending on the question, I may be able to answer or it may have to wait until the draft environmental document is prepared. I will try and answer any questions I can.

Best,

Lisa

Lisa Levy Buch

Director of Public Affairs

Metro Gold Line Foothill Extension Construction Authority

406 E. Huntington Drive, Suite 202

Monrovia, CA 91016

626-305-7004 (office)

626-471-9049 (fax)

From: TINA GOMEZ [<mailto:tinabopper@verizon.net>]

Sent: Tuesday, January 18, 2011 4:02 PM
To: Lisa Levy Buch
Subject: Fw: questions and comments

--- On Tue, 1/18/11, TINA GOMEZ <*tinabopper@verizon.net*> wrote:

From: TINA GOMEZ <tinabopper@verizon.net>
Subject: questions and comments
To: llevybuch@foothillextensions.org
Date: Tuesday, January 18, 2011, 6:39 AM

Hello ,I was wondering if I submitt questions and comments to you will you be able to answer back ? I am hoping to go to the upcoming scoping meeting ,but if not I would like my questions answered if possible.

Thank You ,

Tina Gomez

my property runs right along the train tracks in San Dimas

From: [Lisa Levy Buch](#)
To: [TINA GOMEZ](#)
Subject: RE: questions and comments
Date: Thursday, January 20, 2011 10:29:27 AM

Tina,

I appreciate your providing more details that I can send to the technical team as they develop the scope of the environmental review. It would be helpful for me to have your full contact information, so we can keep you updated on the project, and so the technical team can know where exactly you are referring to in your comments.

Regarding noise, please remember that the light rail trains are very different than the heavy freight trains. Light rail is much quieter, as they are lighter and run by electricity. They also don't blow the loud horns that freight trains blow. Light rail trains have a "quacker," which provides a short, low quack sound to warn pedestrians and cars at a crossing. We will be conducting a full noise analysis though, to see where along the route soundwalls and other mitigation is needed.

Also note that the light rail trains go through most crossings in about 40 seconds, so the stoppage of traffic is significantly shorter than the freight trains. As with noise, traffic impacts at each crossing will be a big part of the environmental review.

I truly appreciate you taking the time to provide your comments. If you can please send your full contact information, I would appreciate it.

Best,

Lisa

Lisa Levy Buch
Director of Public Affairs
Metro Gold Line Foothill Extension Construction Authority
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From: [TINA GOMEZ](#)
To: [Lisa Levy Buch](#)
Subject: RE: questions and comments
Date: Friday, January 21, 2011 6:17:58 AM

Thank You Lisa, Here is my contact info .

Tina Gomez
1009 W. Gladstone st San Dimas , Ca 91773
909-720-0023

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To: llevybuch@foothillextensions.org

Date: Tuesday, January 18, 2011, 6:39 AM

Hello ,I was wondering if I submitt questions and comments to you will you be able to answer back ? I am hoping to go to the upcoming scoping meeting ,but if not I would like my questions answered if possible.

Thank You ,

Tina Gomez

my property runs right along the train tracks in San Dimas

From: [Jui Ing Chien](#)
To: [Lisa Levy Buch](#)
Cc: [Dave Campbell](#); [Sandra Salazar](#); [Kathy Avina](#); [Norma E. Garcia](#); [Larry Hensley](#); [Joan Rupert](#); [Kandy Hays](#); [Roy Williams](#)
Subject: Response - Environmental Impact Statement for the Metro Gold Line - Azusa to Montclair
Date: Wednesday, February 02, 2011 11:35:49 AM
Attachments: [Response to Metro Gold Line - Azusa to Montclair.pdf](#)

Dear Ms. Buch,

Attached is the Response Letter for the subject project.
Please let me know if you have any questions.

Jui Ing Chien | County of Los Angeles Department of Parks and Recreation - Planning and Development
Agency | 510 South Vermont Avenue, Los Angeles, CA 90020 | ph# 213.351.5129 fax#
213.639.3959 | Business Hours 6:30 A.M. to 5:00 P.M. Monday through Thursday



COUNTY OF LOS ANGELES

DEPARTMENT OF PARKS AND RECREATION

"Creating Community Through People, Parks and Programs"

Russ Guiney, Director

February 2, 2011

Sent via email:llevybuch@foothillextension.org

Lisa Levy Buch
Director of Public Affairs
Metro Gold Line Foothill Extension Construction Authority
406 E. Huntington Drive, Suite 202
Monrovia, CA 91016

Dear Ms. Buch,

**INTENT TO PREPARE AN ENVIRONMENTAL IMPACT STATEMENT (EIS) FOR THE
METRO GOLD LINE FOOTHILL EXTENTSION, AZUSA TO MONTCLAIR
IN LOS ANGELES AND SAN BERNARDINO COUNTIES, CA**

The Notice of Intent to prepare an EIS for the proposed project has been reviewed for potential impacts on the facilities of this Department. The proposed San Dimas Station for the Gold Line is approximately one half mile north of Frank G. Bonelli Park (Park) which is located at 120 Via Verde, San Dimas, California, 91773. One of the Park's concessions is a water park known as, "Raging Waters, California's Largest Waterpark". This specific facility is located at 111 Raging Waters Drive, San Dimas, California, 91773. Raging Waters is located at the northwest corner of the park and it is the closest part of the park to the proposed San Dimas station.

Since one of the purposes of the park is to protect its natural resources, parking capacity is limited within the Park. The proposed project could help reduce the parking needs as park patrons and especially guests to Raging Waters will be able to take public transportation to San Dimas and then possibly walk to the park. The project could also potentially alleviate traffic loads at the park's main entrance (Via Verde exit off the 57 freeway) on peak attendance days during summer weekends.

Thank you for including this Department in the review process. If we may be of further assistance, please contact me at (213) 351-5129 or jchien@parks.lacounty.gov.

Sincerely,

Jui Ing Chien
Park Planner

JIC:JR:: Response to Metro Gold Line- Azusa to Montclair

c: Parks and Recreation (N. E. Garcia, L. Hensley, J. Rupert, K.Hayes, R. Williams)

From: [Amy Altomare](#)
To: [Lisa Levy Buch](#)
Subject: Response to Gold Line Scoping Session
Date: Monday, January 31, 2011 10:31:28 AM
Attachments: [GoldLineResponsetoScopingSession.pdf](#)

Hi Lisa,

Attached are the comments the City of La Verne would like to submit based on our meeting and the Scoping Sessions. A hard copy was sent to you via mail this morning.

Thank you,

--

Amy Altomare, AICP, CGBP, LEED AP
Associate Planner
City of La Verne
3660 D Street
La Verne, CA 91750
phone: (909) 596-8706
fax: (909) 596-8737
aaltomare@ci.la-verne.ca.us



CITY OF LA VERNE CITY HALL

3660 "D" Street, La Verne, California 91750-3599

www.ci.la-verne.ca.us

January 31, 2011

Lisa Levy Buch
Director of Public Affairs
Metro Gold Line Foothill Extension Construction Authority
406 East Huntington Drive, Suite 202
Monrovia, CA 91016

RE: City of La Verne Response to Scoping Sessions for Phase IIB Metro Gold Line Foothill Environmental

To Whom It May Concern:

City of La Verne representatives attended the Intergovernmental agency scoping session in Glendora, CA, as well as the public scoping session in Pomona, CA for the Metro Gold Line Foothill Extension Azusa to Montclair project. Based on the current project and previous City review, the City of La Verne has the following comments:

A. At-Grade Crossings

The City of La Verne is aware of the potential of CPUC closing several at-grade crossings along the Gold Line Corridor in La Verne. The City strongly disagrees with these recommendations. A, D, and E Streets in La Verne and Fulton Road at the La Verne/Pomona border should all remain open and continue to be through streets. To close these crossings presents significant safety concerns and potentially disenfranchises whole neighborhoods. Below are more detailed comments:

1. Emergency Services – With the City Public Safety headquarters located on 3rd Street between C and D Streets, both A Street and D Streets are primary routes for response to emergencies in the area south of the railroad tracks. E Street is also a primary route for emergency service to Fairplex, Brackett Field and the large industrial complex south of Arrow Highway. Closure of any of these streets could severely affect response times. The Fire Department estimates that closure of A Street would



General Administration 909/596-8726 • Water Customer Service 909/596-8744 • Parks & Community Services 909/596-8700
Public Works 909/596-8741 • Finance 909/596-8716 • Community Development 909/596-8706 • Building 909/596-8713
Police Department 909/596-1913 • Fire Department 909/596-5991 • General Fax 909/596-8737

increase response times to areas south of Arrow Highway between Wheeler Avenue and E Street by approximately 1 minute and closure of D and E would increase response times up to 3 minutes. Not only does this compromise the Fire Department's ability to provide fire and emergency medical services in a timely fashion, it would also compromise the safety of first responders due to rerouting through numerous intersections. The difference of even 1 – 3 minutes is particularly critical for medical aid response to heart attacks, strokes, drownings, etc. and eliminates alternative routes if at-grade crossings were blocked.

2. Pedestrian Diversion – There is significant pedestrian activity at each crossing given the interaction of the housing and employment centers south of the tracks and the University of La Verne and the downtown commercial area north of the tracks. We understand the rail right-of-way will be fenced to prevent trespassing. However, experience has shown that openings get cut in fences and pedestrians cross at locations where they do not have the protection afforded by gates, warning lights, etc. at established crossings.
3. Vehicular Diversion – Information presented in the Gold Line Extension February 2007 Final Environmental Impact Report (FEIR) shows that the current daily traffic volumes are 1150, 6346, 5813 and 2162 on A Street, D Street, E Street and Fulton Road, respectively. Closure of these streets would cause diversion through residential areas to Wheeler Avenue and White Avenue, which is unacceptable from a neighborhood preservation perspective and unnecessary environmental impacts. Closure of either D Street or E Street would cause a diversion to the other that would cause a near-capacity condition on the street that is left open. E Street is particularly important due to the Gold Line Station being located at E Street and Arrow Highway. To potentially close the at-grade crossing at E Street and Arrow Highway would serve as barricade to the station and preclude parking for any La Verne residents traveling from north of the station.
4. Downtown Viability – The downtown commercial area and the University of La Verne are the primary traffic generators in the area affected by the proposed closures. They rely on Arrow Highway for east-west access for their students/patrons. D Street provides the primary connection to this major route for both entities.
5. Unusable Property – The property currently occupied by the streets would be of little value because the existing underground and overhead infrastructure would preclude building on it. It would become another maintenance burden for the City. Utility companies probably would block any attempt to vacate the property.

6. Fulton Road – Fulton Road, shared by the Cities of Pomona and La Verne, is a designated truck route. Closure would force trucks to travel through residential areas to reach areas in east La Verne and west Pomona. Fulton is also the primary access route for La Verne residents to the Garey Avenue Metrolink Station. The importance of Fulton is demonstrated in the DEIS as it identifies signalization at the Bonita Avenue and Arrow Highway intersections as a mitigation measure for the project.

B. Signalization

There should be additional studies undertaken to investigate which signals would be warranted at White Avenue between First Street and Bonita Avenue. The City would ask that only the appropriate intersections be signaled and not have excessive traffic signals along White Avenue. While one signal in this three block stretch is needed, more than one signal is evaluated as excessive.

C. Parking

The City of La Verne would like to have additional parking studies undertaken to investigate the parking needed for the La Verne station and possible funding that will be made available to the City, particularly if the La Verne Station becomes a temporary terminus on the Gold Line route. More research is needed and should be conducted on parking obligations researching different scenarios with the completion of the Phase IIB extension.

D. Noise

The City requests noise studies to be conducted to investigate the noise that comes from the alarm systems at the Gold Line at-grade crossings. The Gold Line extension travels along residential areas and noise disturbance should be minimized to these residential areas.

Should you have any questions, please contact me at (909) 596-8706.

Sincerely,



Bob Russi
City Manager

C: Hal G. Fredericksen, Community Development Director
Amy Altomare, Associate Planner

From: [Ballona Institute](#)
To: [Lisa Levy Buch](#)
Subject: Scoping Azuza - Montclair
Date: Wednesday, February 02, 2011 11:56:58 PM

John Ulloth
10609 Columbus Avenue
Mission Hills, CA 91345
(818) 380-1252

Dear Ms. Levy,

These are my comments on environmental issues for Phase 2B Azuza - Montclair segment of the Gold Line Foothill extension:

1) NO CAR PARKING STRUCTURES at any MetroRail station! They never "pay for themselves" in benefits, are an eyesore out of scale with most every city in the San Gabriel Valley, and a huge waste of time that unnecessarily holds up the project & waste of money the authority does not have. NO CAR PARKING LOTS AT ALL except for the minimum Handicap dropoff spaces required, those for staff, maintenance vehicles, & supervisor's vehicles (and keep these furthest from the station). Prioritize Cross-Platform Transfer from train to buses- YES AND RIGHT IN FRONT! Car parking far away and in the community just like most Metra (Chicago area commuter stations) in the past; not doing so undercuts the transit we need to prioritize! Now think how much more transit use we could get for the money if that "last mile" of the ride was provided by local fixed route buses, instead of easy parking lots will improve the environment at the stations, and the budget to build more of the light rail network we need recreated yesterday!

2) No Flyovers for light rail at Lone Hill, North Towne Avenue or anywhere else! Flyovers and their ramps are blight, graffiti magnets, and hack neighborhoods to pieces. Light rail trains are short, carrying a couple hundred people per vehicle. (there are no 100-car coal drags or local freight switching moves on light rail tracks). The scale of most business district buildings in the San Gabriel Valley is not sufficiently high to dominate a flyover, and the reverse is not acceptable. to communities Use an existing bridge? FINE. Double its capacity by building a new one in the same style next to it? No problem.

3) Make Phase 2C a Formal, Official, Actual part of the overall Gold Line Foothill Extension ASAP! Yes it will involve county supervisors from the next county, but the train must go through! Ontario Airport is a far more logical end-of-track for now than the Montclair Station (bus bays in the middle of nowhere); as you've explained it takes a 10 year long process- far too long to return a real light rail network to the Los Angeles basin.

Thank you for your consideration,

John Jay Ulloth, "I Will Ride" pledger for LAUS- San Dimas trips (member Pacific Railroad Society that runs the museum in the historic station there)

From: [Tony Witt](#)
To: [Lisa Levy Buch](#)
Subject: Scoping Comment - Metro Gold Line Extension Azusa to Montclair
Date: Sunday, January 16, 2011 11:23:37 AM

Dear Lisa Levy Buch,

Thank you for the opportunity to comment on the scope of the environmental review for the Metro Gold Line Extension. I am very supportive of the Gold Line Extension to Montclair as it will provide needed public transit. I hope that the project will be constructed in a manner that minimizes environmental impacts. I have a couple specific issues that I would like to see addressed in the environmental documents.

First, the impact of the Gold Line Light Rail trains on traffic flow on local streets should be analyzed. I am particularly concerned about the impact on Indian Hill Boulevard when the Gold Line trains are combined with an increasing number of Metrolink trains. I hope that this impact can be lessened through cutting edge smart gate technology that minimizes the amount of time the gates are down. Now the gates are sometimes down on Indian Hill even when the train is at the nearby station and is not approaching Indian Hill.

Second, I am concerned about the aesthetic impact of the necessary wires and support posts to electrify the trains. The environmental documents should model the aesthetics at key intersections such as Indian Hill, College Avenue and Cambridge Avenue in Claremont. Photosimulations should be included in the environmental documents. The support structures should be designed to be as unobtrusive as possible and spaces as far apart as feasible.

Third, I would like to see this project have a connection to Ontario Airport. The environmental document should include analysis of the alternatives to provide this important connection.

The traffic and visual impacts should be understood by the public and decision makers and minimized to the extent possible. The ways that this project can connect to Ontario Airport should be analyzed. I look forward to seeing this project become a reality.

Sincerely yours,

Anthony Witt
443 West Tenth Street
Claremont, CA 91711

From: [Darrell Vance](#)
To: [Lisa Levy Buch](#)
Subject: Scoping Comments Regarding Gold Line: Azusa to Montclair
Date: Thursday, January 20, 2011 7:57:18 PM

Hello Ms. Levy Buch,

I am strongly in support of the completion of this phase of the Gold Line! Current traffic patterns on the 210 (west in the am, east in the pm) are ridiculous. Even the 'early bird' traffic (~5am) is starting to get congested. That being said, I do have some points for local analysis in San Dimas:

- I have concerns regarding cumulative effects to traffic on San Dimas Ave - there is a Metro Line crossing just south of Arrow Highway, and now there will be this at-grade crossing just north of Arrow Highway. Conceivably, one could get caught in traffic patterns where both crossings are occupied sequentially.
- I would caution against proposing the bus alternative down Bonita Ave - the old Western part of downtown would be impacted (may be some NRHP issues for historical buildings?). Also there are several pedestrian crosswalks - better to look at Arrow Highway, from San Dimas Ave westwards.
- We would hope that any parking would include free spaces (pay parking scares off ridership).
- As a heads up for the archaeological analysis: a few blocks to the east of the proposed San Dimas station there is a prehistoric Native American village site (Mud Springs) - any ground disturbance in the San Dimas station vicinity (including the corridor to the east) has a reasonable chance of discovery. Please keep that in mind for Native American consultation as well (many of the local groups are aware of it) - there could even be NAGPRA issues. **[If possible, please remove this last bullet from the official public record]**

Sincerely,

Darrell Vance

1712 Paseo Jardin

San Dimas

From: [Jessica Cohen](#)
To: ["ray.tellis."@dot.gov](#); [Lisa Levy Buch](#)
Cc: [Robert Silverstein](#)
Subject: Scoping Objections
Date: Wednesday, February 02, 2011 3:01:55 PM
Attachments: [Untitled.PDF](#)

Ms. Buch and Mr. Tellis,
Please see the attached. Thank you.

Jessica Cohen
The Silverstein Law Firm, APC
215 North Marengo Avenue, 3rd Floor
Pasadena, CA 91101-1504
Telephone: (626) 449-4200
Facsimile: (626) 449-4205
Email: Jessica@RobertSilversteinLaw.com
Website: www.RobertSilversteinLaw.com

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February 2, 2011

VIA FIRST CLASS MAIL AND EMAIL

Ms. Lisa Levy Buch
Director of Public Affairs
Metro Gold Line Foothill Extension
Construction Authority
406 E. Huntington Drive, Suite 202
Monrovia, CA 91016-3633
llevybuch@foothillextension.org

Mr. Ray Tellis
Team Leader
Los Angeles Metropolitan Office
Federal Transit Administration
888 S. Figueroa Street, Suite 1850
Los Angeles, CA 90017
ray.tellis@dot.gov

Re: Scoping Comments Pursuant to a Notice of Intent to Prepare an
Environmental Impact Statement/Notice of Preparation of an
Environmental Impact Report for the Metro Gold Line Foothill
Extension, Azusa to Montclair

Dear Ms. Buch and Mr. Tellis:

I. INTRODUCTION AND PRELIMINARY COMMENTS.

This firm and the undersigned represent George Brokate and Excalibur Property Holdings, LLC, owners of property in the City of Monrovia affected by the Metro Gold Line Foothill Extension – Phase II, Pasadena to Azusa project. That project has sometimes been referred to as “Phase 2A” of the Metro Gold Line Foothill Extension, to distinguish it from the above-mentioned project (“Project”), which has previously been referred to as “Phase 2B.”

This letter responds to a December 27, 2010 Notice of Intent to Prepare an Environmental Impact Statement (“EIS”) and also applies to any related Notice of Preparation of an Environmental Impact Report (“EIR”). It sets forth our initial comments concerning the Project.

Ms. Lisa Levy Buch
Mr. Ray Tellis
February 2, 2011
Page 2

II. REQUEST FOR NOTICE UNDER CEQA AND NEPA.

Pursuant to Public Resources Code § 21104(a) and § 21153, and 40 C.F.R § 1506.6, we hereby request that all notices related to the Project, including but not limited to the Draft EIR, Draft EIS, and all other documents required under the California Environmental Quality Act (“CEQA”) and the National Environmental Policy Act (“NEPA”), be forwarded to us.

III. SPECIFIC COMMENTS REGARDING THE PROJECT.

As noted in Section I, this firm represents property owners in Monrovia whose interests are adversely affected by Phase 2A of the Metro Gold Line Foothill Extension. In particular, their property is sought for a maintenance and operations facility (“M&O Facility”) approved as part of the Supplemental EIR certified by the Metro Gold Line Foothill Extension Construction Authority (“Authority”) for Phase 2A on January 18, 2011. These owners oppose Phase 2A in its current configuration and intend to litigate, including to prevent proposed illegal actions of the Authority.

We have previously submitted evidence highlighting deficiencies in the Supplemental EIR. That evidence included documentation that a smaller M&O Facility footprint is feasible at the Monrovia site, and that there are feasible alternative locations for both an M&O Facility and complimentary storage yards within the geographic reaches of both Phase 2A and the Project that are environmentally and economically superior to the Monrovia site.

We note that the Project description and analysis must include both Phase 2A (Pasadena to Azusa) and Phase 2B (Azusa to Montclair). The Supplemental EIR for Phase 2A has impermissibly piecemealed the Project, “chopping a large project into many [smaller] ones, each with a potential impact on the environment, which cumulatively may have disastrous consequences.” Burbank-Glendale-Pasadena Airport Authority v. Hensler (1991) 233 Cal.App.3d 577, 592. The response of the Authority to our comment that Phase 2A had been piecemealed from the entire Gold Line Foothill Extension was that this Project is, to paraphrase, speculative and uncertain; unlike Phase 2A, funding for the Project is not yet available for construction. Funding sources, however, are not a sufficient rationale to justify piecemealing. We have no quarrel with the Gold Line Foothill Extension being constructed in segments, but it must be analyzed as a whole, as it was in the 2007 Final EIR referenced in the Notice of Intent.

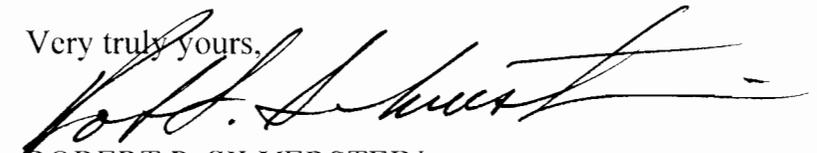
Ms. Lisa Levy Buch
Mr. Ray Tellis
February 2, 2011
Page 3

Second, the EIR/EIS for the Project must identify and analyze a reasonable range of alternatives sites for the M&O Facility and/or storage yards complimentary to the M&O facility. CEQA Guideline § 15126.6(c); 40 C.F.R. § 1502.14(a). The piecemealing of Phase 2A from the remainder of the Gold Line Foothill Extension has arbitrarily precluded analysis of alternative sites within the geographic reach of the Project. In comments to the Supplemental EIR for Phase 2A, over a dozen potentially feasible and environmentally superior sites were identified, including sites that had previously been identified in Authority and LACMTA documents.

IV. CONCLUSION.

We request that these comments on the Notice of Intent/Notice of Preparation be considered and incorporated for analysis into the Draft EIR/EIS. Again, please ensure that I am put on the notice list for all events and actions related to this matter.

Very truly yours,



ROBERT P. SILVERSTEIN
FOR
THE SILVERSTEIN LAW FIRM

RPS:aa

cc: George and Diana Brokate
Jay D. Fullman, Esq.
Christopher Sutton, Esq.
Hon. Doug Tessitor, Metro Gold Line Chair
Hon. Sam Pedroza, Metro Gold Line First Vice Chair
Hon. Ed Reyes, Metro Gold Line Second Vice Chair
Hon. Keith Hanks
Hon. John Fasana
Hon. Bill Bogaard
Hon. Lara Larramendi
Hon. Daniel M. Evans
Habib F. Balian, Metro Gold Line Chief Executive Officer
Hon. Don Knabe, Metro Chair
Hon. Antonio R. Villaraigosa, Metro First Vice Chair
Hon. Michael D. Antonovich, Metro Second Vice Chair