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1 San Dimas, California, Wednesday, January 19, 2011

2 6:00 p.m.

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5 MR. BALIAN: Good evening, everyone. My name is

6 Habib Balian and I'm the CEO of the Construction Authority.

7 I would like to welcome you all to this very important

8 meeting, our scoping meeting. It's good to see a good

9 crowd. We've been very happy with crowd that we've had at

10 all four, this is the fourth of the series of scoping

11 meetings.

12 There are many staff here from the Construction

13 Authority. If you would raise your hand, so you can be

14 identified. They're all around. They'll be available to

15 you throughout the evening to answer questions.

16 I want to first start by introducing some of the

17 folks who have been supportive of the project. It's very

18 important for us to have these. We are working jointly with

19 the FTA. The FTA is a partner, the Federal Transit

20 Administration, along with the Construction Authority as we

21 clear this project, environmentally clear the project. We

22 will be clearing it both under the federal standard and the

23 state standard.

24 And it is important to have all of your input, all

25 of your comments as we move forward with the project. I

1 want to introduce -- Charlene Lee is here from the FTA.
2 Charlene is supporting the project with the regional office,
3 and we appreciate all of their help and support. We also
4 have some staff of elected officials. Gary Neely was here
5 from Senator Huff. I think he had to go to another
6 engagement, but he was here. We appreciate that.

7 Phil Hawkey is here from the University of
8 La Verne. Phil is an old friend from Pasadena, who was
9 instrumental in making sure that the first phase of the
10 project got built. And he moved out here to make sure the
11 next phase of the project got built. So thank you very
12 much, Phil.

13 Elected officials, we have John Ebiner here from
14 city council. John, thank you for being here, and for
15 supporting it and making the facility available. As well as
16 Denis Bertone, thank you Denis for being here. And Denis is
17 a member of our JPA and he's, you know, always there when he
18 need him. We really appreciate your help, Denis.

19 And, of course, the city council is only as good as
20 the city manager, and Blaine Michaelis is here. Blaine,
21 thank you very much. And Krishna Patel. Where is Krishna?

22 I know he's here. There he is. Thank you, Krishna.

23 Larry Stevens is here as well. And that's all the people

24 that I have. Is anybody else important here that I haven't

25 mentioned?

1 UNIDENTIFIED SPEAKER: Marco, stand up.

2 MR. BALIAN: Marco, please stand up.

3 Who is Marco?

4 UNIDENTIFIED SPEAKER: He's in our planning department.

5 MR. BALIAN: Oh, he is important then. Thank you for

6 coming, Marco. Just going to quickly go through what we

7 would like to get you in touch with this evening. There

8 will be a technical presentation in a few minutes.

9 Eugene Kim is here and he'll be making that presentation.

10 But I want to walk you through the project

11 overview, talk about the process that we're going to go

12 through to clear this project and make sure we understand

13 the ramifications of the project, understand what the

14 scoping process is all about. And then make sure that we

15 get your comments on record. This project is only going to

16 be as good as the comments we take in to make sure we're

17 building what the community wants. We go through all of

18 these cities along the alignment, and we only can build what

19 the cities want to be built. And that's what tonight is

20 about.

21 So we'll have many opportunities for you to give us

22 your comments, and I'll talk about that in a second. We
23 started at promptly at 6:15 as promised. We would like to
24 go to about 7:00 through this presentation, and then we'll
25 go from 7:00 to about 8:00 where we'll have available

1 project staff, we'll walk around the room, you'll have
2 specific questions answered. If we don't know the answer to
3 a specific question, it's important for us to hear what the
4 question is. And it's important for us to log the comment
5 in.

6 As far as getting your comments on the record,
7 following the technical presentation, Lisa Levy Buch, who is
8 in the back of the room, will take the microphone and she
9 will officiate over taking comments. You can take comments,
10 the court reporter is here. And the court reporter will
11 take your comments as you step up to the mic. If you would
12 like to present your comments and not come to the
13 microphone, but you would like to present your comments, you
14 can do so in a couple different ways.

15 You can fill out a comment card, which is in the
16 back, and that will be part of the official record. Or at
17 7:00, you can come to the court reporter and speak privately
18 with the court reporter and make your comments, and she will
19 take them into the official record.

20 As far as speaking tonight after the technical
21 presentation, on your seats there is a speaker card. Please

22 fill it out and hold it up and someone will pick it up from
23 you while the technical presentation is going on. So if you
24 have a comment card already filled out, please raise your
25 hand, and we'll give you an opportunity to speak as part of

1 the program.

2 As far as the project overview goes, it's about a
3 12.5-mile project. It goes through six stations, six cities
4 and six stations along the alignment. It's the historic
5 railroad alignment, we're mostly at-grade system, but for
6 two grade separations. One in Pomona, one in Glendora, and
7 we'll talk about why there's grade separations at those two
8 locations in a bit.

9 We have a shared corridor. We have a 100-foot
10 railroad right-of-way in most parts. We will not share
11 track. We will have dedicated track for the light rail. It
12 will be east-and-westbound tracks dedicated to passenger
13 light rail service. Then there will also be another set of
14 tracks that will be used for freight or for Metrolink.

15 This project is not fully funded. I tell people
16 that before you get in line for funding, before you get a
17 hunting license, you have to go through this very important
18 process that identifies what the impacts are, talks about
19 the project itself and make sure that we're building what
20 the community wants.

21 We are consisting this project with Metro's

22 long-range transportation plan. In 2009, they adopted a plan.

23 It incorporates a lot of different elements of the overall

24 county system, and our project is within the county system.

25 It's funded mostly through Measure R., at least the phase

1 from Pasadena to Azusa, which is under construction. And
2 we'll have some residual funding available for the next
3 stage of the project.

4 Our project history really begins in 1999, when the
5 state legislature took the project from Metro and created a
6 separate, sole purpose entity, which we are, the
7 Construction Authority. This used to be a Metro project.
8 We have now the rights and responsibilities to build a
9 project independent of Metro. Once a project is built, we
10 turn it over to Metro to operate it. So as we go through
11 this planning phase and construction phase, we have Metro
12 looking over our shoulder to make sure that they, as the
13 ultimate owner, are able to operate the system most
14 efficiently.

15 With regard to the work that we've done, we began
16 the Alternative Analysis, understanding what the project is
17 going to be in 2003. And then we went through the steps
18 through 2003, 2004, 2005. And then, finally, in 2007,
19 identifying the project and having it environmentally
20 cleared to a point where we understood what the project
21 was going to be.

22 And then in 2008, the county sales tax
23 measure, Measure R., was passed. And it set aside about
24 735 million dollars for the project from Pasadena to
25 Claremont. That's the good news.

1 The bad news is the project from Pasadena to
2 Claremont, is about 1.2 billion dollars. So we have a
3 funding shortfall. But the Board took the 735 million
4 dollars and set aside enough funding to build from Pasadena
5 to Azusa. And that's under construction now.

6 So as we go through this process and we identify
7 the project, and understand the impacts of the project and
8 the mitigations of the project, we'll then be able to
9 estimate the project and then we will have that hunting
10 license, after we go through this process, and be able to go
11 to Washington and lobby our congressional representatives to
12 make sure that we get the funding that's necessary to build
13 the project.

14 As I mentioned, we were freshening up this -- the
15 project at the environmental stage, both at the federal, the
16 NEPA standard and the CEQA state standard. That process
17 started in 2010 and will continue through this year and the
18 early part of next year. Ultimately having this cleared at
19 both levels so we can go after funding both at the state and
20 the federal, as if the state has any money.

21 I'm now going to introduce you Eugene Kim, and Gene

22 will be walked you through the environmental stage of the
23 project. And after he's done, Lisa will take over; we'll
24 take questions and comments. I also wanted to mention that
25 Diane Williams is here. There she is -- from

1 Rancho Cucamonga -- Diane, thank you -- from city council.

2 Thank you.

3 MS. WILLIAMS: And representing Sandbag.

4 MR. BALIAN: And representing Sandbag. Great. We need
5 some money from Sandbag.

6 MR. KIM: Thank you, Mr. Balian. I like to talk a
7 little bit about what it takes to actually to build a
8 project. It involves five steps. The first is called the
9 Alternative Analysis process. And that is the process for
10 trying to figure out what alternatives make the most sense,
11 and why do we want to build it. After you get to a project
12 that really you want to commit to, the next step is called
13 the environmental process.

14 And the environmental process is important,
15 because it is required to state and federal law. This
16 scoping meeting is the beginning that environmental process
17 for this project the Azusa to Montclair extension of the
18 Gold Line. After that process is completed and that project
19 is environmentally cleared, the next phase is going into
20 more detailed engineering, so that we know what exactly
21 we're going to build.

22 The fourth stage is actually construction building
23 a project. That takes about three, sometimes four years to
24 build, depending of the length and the scope of the project.
25 And then the final is opening the system for services. So

1 we're in step 2 right now. We have got quite a bit of work
2 ahead of us. But as Habib said, there's been quite a bit of
3 thinking that's gone into these alternatives. A lot of you
4 have seen some concepts before, and we'll welcome
5 opportunity to kind of talk to you about the stations and
6 the alignments and particulars of the project.

7 So that's second step is called the environmental
8 process. You see word up there. It says, "EIS/EIR." That
9 stands for Environmental Impact Statement/Environmental
10 Impact Report. The Environmental Impact Statement is the
11 Federal Environmental Impact Report. It's Environmental
12 Impact Statement that's prepared to meet the federal
13 environmental law. It's called NEPA, National Environmental
14 Policy Act. The EIR, the Environmental Impact Report, is
15 what has to prepared in accordance with California law. And
16 the California environmental law is called the California
17 Environmental Quality Act or CEQA.

18 In our case, we're preparing both as a combined
19 document, although, they will be reviewed separately. The
20 thing to point out, is that for the Federal Environmental
21 Document, the EIS, the certifying agency of that document is

22 the Federal Transit Administration, representing here today,

23 and the certifying agency for the state document, the EIR,

24 is Foothill Construction Authority.

25 So there are really two steps in the environmental

1 process. We kind of break them out as the draft
2 environmental and the final environmental. And, really, with
3 the draft environmental process, what we're doing is, we're
4 talking a look at our alternatives and we're refining them
5 and defining them in more detail. And we need to do that
6 because what we have to measure the impacts of the
7 project. And we can't really do that until we know exactly
8 what we're looking at.

9 We also want to be able to clearly identify what
10 the project benefits are and what the impacts of the project
11 are. So the scoping meeting tonight is very important,
12 because this is an opportunity for the Authority, for us to
13 hear from you, about what you -- what you believe are the
14 impacts of the project. How should we focus or
15 environmental document on those areas of concern based on
16 what you know about the study area. Okay?

17 So then the conclusion of that draft environmental
18 process is something called draft environmental document.
19 And that's going to be publicly circulated. It's going to
20 be published and then you're going to have a chance to look
21 at it. And there's a public comments period, where you get

22 to read it and you get to look at all of the analysis and
23 you to do everything -- everything you want in terms of
24 commenting on that document. We're required by law to
25 incorporate those comments, and then fold that back into a

1 final environmental document. Now, in between the draft and
2 the final Environmental, there is an important step. The
3 Authority is actually going to select something called a
4 "Locally Preferred Alternative."

5 And so the Locally Preferred Alternative is
6 actually the project that is going to end up being
7 environmentally cleared. In some cases, it's possible to
8 take some options or a few variations into that draft
9 environmental process, but at point in this process, we have
10 to commit to one project, to clear one project. And that
11 has to happen before we commence into the final
12 environmental document. Okay.

13 We are looking to conclude the environmental
14 process really by early 2012. And we're looking forward to
15 our next meeting with you guys, when we have more
16 information to share about the progress of our environmental
17 study.

18 Tonight is the initiation of the environmental
19 process I just talked about. It's called "public scoping."
20 And, really, the point of the public scoping is for us to sort
21 of present to you guys what the proposed action is. What is

22 the proposed project. We want to talk about the project

23 Purpose and Need. The Purpose and Need is a very important

24 document. It's kind of like a framing document for the

25 alternatives -- I mean for the Environmental report. It

1 sort of says, Why do we need the project? What purpose is
2 it the project going to serve? Do those match up really up
3 well?

4 We're going to talk about the alternatives under
5 consideration momentarily. And as I said, what's really
6 important for us to know is how we should focus our
7 environmental study. We are going to show you a little bit
8 later on all the environmental topics that we're required by
9 law to take look at, but which of those are the ones of most
10 concern to you. We want to hear from you. So fill out a
11 comment card, fill out a speaker card. Let us know.

12 So let's talk about the alternatives that we're
13 studying in this environmental process. There are three.
14 The first is called "No Build." It's pretty
15 self-explanatory. The No Build is what if we didn't do
16 anything? What would things be like in 2035, if no action
17 were taken? Would this alternative fulfill the Purpose and
18 Need? That's what I want you guys to think about.

19 The next alternative is called the "Transportation
20 System Management" or TSM alternative. And you can think of
21 the TSM alternative as what is the best that we can do

- 22 without actually building something new. Okay? What is the
- 23 best we can do without building something new? To meet that
- 24 Purpose and Need for the project.
- 25 In our cases, the TSM that we're looking as part of

1 the environmental document, we call a "best bus alternative."

2 And the best bus alternative is a high frequency bus service

3 that has stations -- stop locations that are similar to the

4 ones that are shown, but it operates on existing streets.

5 We're not building any new roads, we're not taking any

6 traffic lanes away for a dedicated bus line. But it will be

7 enhanced by some operational strategies, like traffic signal

8 priority, queue jumping, ways to get buses through the

9 network as fast as possible.

10 The final alternative is called the Build

11 Alternative. And for this environmental document, we're

12 looking really only at one Build Alternative. And it's the

13 one that we've mentioned. It's the extension of Gold Line

14 from Azusa to Montclair. There are six proposed stations as

15 part of this extension from west to east from Glendora,

16 San Dimas; where we were today, La Verne, Pomona, Claremont

17 and Montclair.

18 This is a map of the first two alternatives I

19 talked about. I'm not going to really explain the No Build.

20 I think that's pretty self-explanatory. I kind of want to

21 focus on the TSM alternative. The TSM alternative, as I

22 said, it's a bus. It's a high-frequency bus service that
23 operates along existing streets. The configuration that you
24 see there basically runs along Foothill Boulevard, down
25 Lone Hill, across Bonita and then on the eastern end, it

1 just goes along Arrow Highway.

2 You can see that it does resemble the corridor.

3 The stop locations are pretty close to ones that are

4 proposed for the Build Alternative. There are six locations

5 that are proposed. And as I said before, there's nothing

6 being built with this alternative, but we would be looking

7 at ways to enhance the service.

8 The thing about this alternative is that it is a

9 bus that goes from end to end, Montclair all the way to

10 Azusa. A passenger who boarded at Montclair, took it once,

11 would get off at the end of the line and have to transfer on

12 a Gold Line train in order to continue west, if they wanted

13 to go to Pasadena, for example.

14 Now, we want to talk about the Build Alternative.

15 As we mentioned, the Build Alternative is an extension of

16 the existing Gold Line. It would operate on its own tracks,

17 not shared with freight service or with Metrolink. Okay? A

18 couple things about it. It, basically, will run within the

19 existing freight corridor for the whole 12.5 miles from

20 Azusa to Montclair. It is, generally speaking, an at-grade

21 running system.

22 However, there are two locations where the
23 Gold Line tracks actually have to switch sides with the
24 sub-tracks. Those two locations are at Lone Hill in
25 Glendora and at Towne Avenue in Pomona. The only way to do

1 that is really take the tracks and fly them up and over the
2 freight track and land on the other side. So at those two
3 locations, there are what we call "grade separations," where
4 the tracks will actually kind of go up and over the freight
5 track and the tracks won't go through the existing streets,
6 Lone Hill or Towne. Okay?

7 I mentioned that there are six stations. I'll
8 mention them again, the locations: Glendora, San Dimas,
9 La Verne, Pomona, Claremont and Montclair. The other thing
10 I wanted to mention is that basically right around La Verne,
11 east of La Verne, comes four track, four tracks that
12 generally fit within the right-of-way. Two tracks for
13 Gold Line and then two tracks that are actually shared by
14 freight trains and Metrolink. Okay?

15 There's a picture of the Build Alternative, the one
16 Build Alternative we're talking about. This is a picture of
17 a Gold Line train currently in operation between Union
18 Station, Eastside in Pasadena. The characteristics of the
19 trains, I want to talk about. These trains are light rail
20 trains that are powered by electrical overhead wires. This
21 is the light rail technology. There would be a set of wires

22 and poles that support the wires through the length of the
23 actual track, above the track. The vehicles can be linked
24 together into three-car sets. And they can accommodate up
25 to 500 passengers per three-car set per hour. That's a lot

1 of capacity.

2 It will require traction power substations that
3 sited about a mile, mile and a half apart. For the most
4 part, these substations can fit within the right-of-way.
5 Typically, when agencies build light rail systems, that's
6 their strategy. Put them in the right-of-way, put them in
7 part of the station envelope. And this is the train that's
8 currently in operation in Southern California. Metro
9 operates three lines: The Gold Line, the Green Line and the
10 Blue Line using this technology.

11 From Montclair to Azusa, the travel time based on
12 our Operations Analysis is about 18 minutes. Okay? The
13 trip from Montclair to Pasadena is a little over 40 minutes.
14 In terms of standard service, we're talking a traditional
15 schedule, a little before 6:00 a.m., 5:45 a.m., to a little
16 bit after midnight. The service is not like Metrolink.
17 There is frequent peak and off-peak service. During the
18 peak period, we're talking six trains per hour. So every
19 ten minutes, if you're arriving at the station, a train will
20 come and pick you up and take you where you want go. At the
21 off-peak, we're talking about four or five trains an hour.

22 This is a long list of the environmental topics
23 that we are required to study by federal and state law. I'm
24 not going to go through the entire list. I think the point
25 here is, we want to receive comments from you about which of

1 these environmental topics you think are most relevant for
2 this study based on the alternatives that I've talked about.
3 And did we miss anything? Let's us know.

4 There are several ways that you can provide
5 comments to the Authority. You can comment tonight by
6 filling out a comment card. We'll be happy to give you one,
7 if you don't have one already. Fill one out, at your
8 leisure, and stuff it the comment box, which is located over
9 there, right over there. You can also make a comment. If
10 you would like, there are speaker cards on your chairs.
11 What you say goes on the record. We have a court reporter
12 that's typing it in. And what you say becomes part of the
13 administrative record of the environmental document. Your
14 words get into the environmental document. Okay?

15 You can also send a comment by mail. So if you
16 don't quite know what you want to say, you have some
17 concerns, take a comment card, think about it, and mail
18 that comment card to this address. You can also this
19 E-mail your comment to this E-mail right here,
20 llevybuch@foothillexension.org.

21 This is the last of four scoping meetings.

22 However, the scoping-comment period continues until
23 February 7th. So if you do decide to mail a comment, make
24 sure it's postmarked on or before February 2nd, the end of
25 the comment period. Your feedback is very important to us.

1 So with that, I would like to be hand it over to Lisa.

2 MS. LEVY BUCH: You skipped over the Purpose and Need.

3 MR. KIM: Oh, did I? I thought there was something

4 that was missing. There it is. I'm so sorry. Purpose and

5 Need. I told you I was going to talk about it and I forgot

6 all about it. The need for the project, let's talk about

7 the 210; it's congested right now. It's not going to be

8 able to accommodate the peak future traffic. It's a big

9 problem.

10 We have some limited bus and commuter rail service,

11 so there's an opportunity here, perhaps, to expand

12 transportation capacity. The arterial network, it's very

13 congested. And then, finally, we've looked at projections

14 of population and employment. It's going to grow in our

15 study area, which means more trips and more congestion.

16 So the purpose of the project, and I talked about

17 the alternatives -- this is how I want you to think about

18 the alternatives. How well do meet the purpose and ability

19 to service the need we've identified here?

20 Improved transit access. That's actually being

21 able to get to places within the study area, activities

22 centers, better, faster than you can today. Reliability of
23 transit service. We're talking shorter travel times, more
24 reliable travel times, a better schedule that you can count
25 on. An alternative to the 210 -- there's a lot of folks who

1 just don't have a lot of choices for the types of trips they
2 have to make out there.

3 So they get in the car, they get on the
4 congested 210. There's not an alternative. Is there a way
5 that we can make a convenient alternative available?
6 Enhancing connections to Metrolink, regional and local
7 buses. Metrolink takes a lot people from the San Gabriel
8 Valley in to Downtown, but what if a lot of those folks
9 wanted to go to Pasadena?

10 Now, we have the ability with the alternative that
11 we've been talking about to transfer at Montclair and be
12 able to take a Gold Line train in to the west part of the
13 San Gabriel Valley or to Pasadena. And then, finally, to
14 encourage load shift. Most of the trips in the study area
15 in the region are by car. And we have the heavily burdened
16 highway and road network. What can we do to encourage a
17 more balanced system, and to put some service out there that
18 gives people more choice? What that results in is reduced
19 air emissions and reduced greenhouse gas emissions.

20 So the Purpose and Need is important. We want to
21 hear your thoughts about that. We want to hear what you

22 think are the alternatives that best meet the Purpose and

23 Need Statement that you just heard.

24 With that, I'm going to hand it over to Lisa.

25 MS. LEVY BUCH: Do we have any speaker cards handed in

1 yet? If you have a speaker card that you would like to

2 speak, raise your hand and I'll pick them up.

3 We'll do our best to answer questions either at

4 this point or afterwards. Some of the information we'll

5 know after we do more of the environmental review.

6 Raise your voice, so the court reporter can hear

7 you.

8 MS. GRAVES: My name is Carol Graves. We all have our

9 own personal agenda concerns with this. I'm general partner

10 of the Storage Center over on 195 East Arrow Highway. And

11 this beautiful fuchsia color that includes our proposed

12 area of the station and our business is in there.

13 Well, it's an aging business and we were looking

14 forward to making some repairs and some upgrades. And, of

15 course, we don't want to spend money if it's going to be --

16 have the eminent domain taken. So that is my concern, that

17 we would like to see ahead of time. And there are a lot of

18 people who have, I'm sure, homes in the area that have the

19 same concern.

20 MS. LEVY BUCH: Do you want to talk about the

21 right-of-way and what, when they're looking at the maps, the

22 of concepts where the parking and this process we're going

23 to go through to really select where the sites are going to

24 be?

25 MR. KIM: The fuchsia that you're referring to, you use

1 the language "proposed." I'd say, maybe, a better word

2 would be "potential sites."

3 MS. GRAVES: What's the difference?

4 MR. KIM: I'll explain the difference.

5 MS. GRAVES: Okay.

6 MR. KIM: There is a desire to have parking for every

7 station. There are locations, for example, like the

8 Claremont station, where there are -- there's an activity

9 center in the downtown that close by. But, really, the market

10 for the Green Line is going to be folks who are going to be

11 able to use it and their mode of access is going to be

12 automobile.

13 So for every station, we would like to identify

14 potential sites for some type of parking. But we have some

15 work ahead of us. And identifying a site will involve a lot

16 of factors and variables at this point. So as part of the

17 project, we will be clearing parking. But it's going be a

18 very deliberate process at this point. We build a

19 determination about specific sites at this location. At any

20 other station locations, we have identified sites that we

21 think will work in order to provide the type of access for

22 parking and the platform that's going to be necessary, but

23 that's ahead of us over the next several months.

24 MS. GRAVES: So it will be something that possibly we

25 will be notified the type --

1 MS. LEVY BUCH: I just need the court reporter to be
2 able to hear.

3 MS. GRAVES: So the question is: Will we have plenty of
4 time to know before property is going to be purchased for
5 the exact -- we're probably years away from project actually
6 being fully funded and completed?

7 MS. LEVY BUCH: With regard to -- I'm not sure we said
8 that, but for all of the 12.6 miles of corridor, the vast --
9 the 100-foot width of right-of-way is actually owned by
10 Metro. And so there won't be a need to purchase a lot of
11 properties, but the parking areas are probably some of the
12 locations where we would have to do that.

13 Philip Hawkey from the University of La Verne?

14 MR. HAWKEY: Thank you. I took a moment to write
15 comments, but this question came up earlier than I thought.
16 I'm from the University of La Verne. My name is
17 Phil Hawkey. And I've worked closely with City of La Verne
18 as well as with Fairplex in anticipation of the light rail
19 station, the extension of Gold Line, and it's supported by
20 the community and by the University and by the Fairplex.

21 And there's a great opportunity for many

22 substantial developments to happen in that area generated
23 and supported by the Gold Line. The Fairplex has 500 acres,
24 the University of La Verne has a 50-acre vacant parcel about
25 a mile and a half from the site. And the University of

1 La Verne where our main campus has about 38 acres. And the
2 city is already talking about redeveloping the neighborhood
3 immediately adjacent.

4 I wanted to ask about -- one possibility is
5 incorporating a Metrolink site in the same area adjacent to
6 the Gold Line station, and, maybe, even adding to that a bus
7 transit center, a transfer station. So it would be a
8 multi-mode kind of transit center that would substantially
9 encourage private investment development, dense development,
10 commercial retail development. They asked something -- the
11 Metrolink, I know, is not in your jurisdiction, but the
12 Gold Line certainly would be affected and it would increase
13 the benefits that come from the Gold Line.

14 MR. KIM: There are some great opportunities in the City
15 of La Verne for a transit station like the one you proposed.
16 Metrolink is an agency that the Authority is coordinating
17 with very closely for a number of reasons. One being the
18 consolidation of sort of needs, station needs for both
19 Metrolink and in the Gold Line, and particularly in the
20 area of parking.

21 So going forward, they will be a partner of ours,

22 particularly as we get to the stage of more detailed

23 engineering and design review. So those things, we hope

24 to have happen.

25 MS. LEVY BUCH: The Authority is also looking at buses

1 and how they interact with our future stations, so we're
2 doing a study on that right now.

3 MR. EBINER: I'm John Ebiner. I'm on the city council
4 in San Dimas. And I certainly support the Gold Line. I
5 just want to suggest, one, aspect to make sure is included
6 in the EIS/EIR and that's a realistic estimate of how many
7 cars are going to be coming and going in San Dimas. And
8 also, maybe, a percentage of the mode of arrival, you know,
9 like, bicycle, bus transfers, that kind of thing. That's
10 just something to make sure is covered.

11 And then can you elaborate any on how a decision
12 is made about where parking might be, where land might be
13 used for that? We, obviously, have a city yard in that
14 area. We have public storage and some other spots.

15 MR. KIM: As Lisa mentioned, the Authority is investing
16 time in, I guess, what I would call a multi-mode circulation
17 plan for each station. So mode of access to the station is
18 a very important consideration in how it functions, how it
19 worked, and, particularly, related to parking, scale in
20 parking. How much parking you actually need, based on
21 characteristics of travel, mode of travel for that

22 particular station location. And every station location is

23 different.

24 So we have a ridership model. It does provide

25 output that is helping us understand that. And that's kind

1 of one of our starting points really is, how much parking is
2 actually going to be needed at that station. After we know
3 how much parking is going to be needed, then we go into the
4 process of actually looking at potential locations where
5 that does make sense. It doesn't happen in a vacuum.

6 I can assure you that the Authority is working very
7 closely with each city. For this particular scoping meeting,
8 we're in the City of San Dimas. I can tell you firsthand
9 that we've been in close coordination with Krishna and
10 Blaine sharing some concepts with them. And the City of
11 San Dimas, representatives of the city, have done a great
12 job letting us know the issues that important to the city.
13 We have talked about maintenance year quite a bit.

14 And in my opinion, there is plan out there that can
15 kind of integrate the needs of the city and requirements,
16 parking requirements for the Gold Line, but it's going to
17 take being creative. It is a partnership with the city, and
18 the city helps us understand what really can work and what
19 can't work at all. So those conversations will intensify
20 over the next couple of months, because we are under
21 pressure on the schedule to be able to put a zero in on the

22 footprint around each station location. And it does include

23 parking.

24 MS. LEVY BUCH: I'm out of cards. Does anybody want to

25 say anything in front of everyone? We have after this

1 portion, we would invite you to stay and ask questions of
2 the staff. We'll be here until 8:00 or as long as you would
3 like us to be here. The court reporter will be here, so if
4 you're more comfortable speaking directly to her without a
5 public watching and listening, you can do that, and the
6 comment sheets are also available.

7 Please state your name.

8 MS. SLOAN: Shelley Sloan. Do I understand correctly
9 that you don't have the financing for this yet?

10 MS. LEVY BUCH: If you can finish your comments, then
11 we'll answer them.

12 MS. SLOAN: If you don't have the money for it, what
13 good is it at this point? And where are you getting your
14 money from for what we're doing?

15 MS. LEVY BUCH: Do you want to talk about the process of
16 how the project is funded and where this phase is within
17 that process?

18 MR. BALIAN: We're at the very early stages. We have
19 funding that provides for this phase of the study through
20 federal grant. Once we get through this phase of study, we
21 then can get in line for construction dollars, and that's

22 down the road several years.

23 MS. SLOAN: Uh-huh.

24 MR. BALIAN: You can't get a hunting license until you

25 do the homework.

1 MS. LEVY BUCH: Would anybody else would like to make a
2 comment?

3 State your name for the court reporter.

4 MR. KETCHUM: My name is Ron Ketchum. Based on three
5 years of operation all the way up to Pasadena, what kind of
6 feedback have you gotten from communities within the
7 500-mile -- 500-foot radius regarding noise?

8 MS. LEVY BUCH: Can you start -- I'm sorry.

9 MR. KETCHUM: What kind of feedback have you received
10 from your existing neighborhoods that are being served by
11 the Gold Line regarding noise?

12 MR. BALIAN: Usually one -- you know, I encourage
13 everyone and we will be doing some of this in the months
14 ahead to come to Pasadena, come to South Pasadena, come to
15 Highland Park and experience the system for yourself. In
16 the old days, we used to ask people to go to Portland or go
17 to San Diego.

18 We've have had very positive feedback in Pasadena
19 and those cities that I just mentioned. This system is
20 very quiet. It's surprising how well it's been received,
21 so I don't -- you have to see for yourself to understand it,

22 and we will encourage you to do that.

23 MR. KIM: Compared to a Metrolink train, which is a

24 diesel locomotive engine, it's kind of loud. You know what

25 the noise signature is for that. The electric train is

1 considerably quieter than that. It's powered by overhead
2 wires, as I said, so there's no engine, there's no rumbling
3 that there would be with an engine, that contributes to the
4 noise. It's really -- as it comes through a fixed location,
5 it's really kind of the whiz of the vehicle as it goes by.
6 It's just a lot quieter than a Metrolink vehicle.

7 MS. LEVY BUCH: We have one more comment.

8 MR. DUVALL: Randy Duvall. I've lived here in San Dimas
9 now for 27 years. My family goes back over a hundred years
10 in this town. I mean, when they moved here, lemon groves
11 were everywhere and avocados. We're obviously growing; we
12 need the Gold Line. I've used it before where it goes into
13 Pasadena; it doesn't stretch far enough.

14 You know, I get on the 210, I'm a commuter, on
15 even a Saturday or Sunday and it's bumper to bumper. All
16 the other major cities in the United States have wonderful
17 infrastructures, except for California. We need the
18 Gold Line. And I don't know -- I don't understand why it
19 takes so long.

20 MS. LEVY BUCH: Thank you. Anyone else?

21 MR. DIAZ: Tony Diaz. I live in San Dimas. Basically,

22 everything that he said, I totally agree with him. I fully
23 support the project. And I just urge you to, please, you
24 know, work as fast as you possibly can to get this built.
25 Again, I don't understand why it takes such a long time.

1 But now I have a better understanding. So, again,
2 I fully support your project. And it will fulfill a need,
3 as you mentioned. And go for it, please.

4 MS. LEVY BUCH: Anyone -- anyone else? One more.

5 MR. AWAD: My name is John Awad. I had a question about
6 the F-grade crossings. Do they -- are they have safety
7 gates that come down automatically or are they just light
8 controlled like an intersection, because we've got a number
9 of F-grade crossings?

10 MS. LEVY BUCH: They are. There's two arms that come
11 down. It's secure --

12 MR. AWAD: Like a regular train?

13 MS. LEVY BUCH: -- the intersection. I don't know if
14 you want to give a more detailed answer?

15 MR. KIM: I don't know if it's more detail, but, yes,
16 there are gates that come down, physically block vehicles
17 from entering the intersection. In some locations on the
18 Gold Line, there are pedestrian gates also, if there are
19 a lot of pedestrian crossing as well, in order to enhance
20 pedestrian safety at that location.

21 We're going to go case by case with the grade

22 process of the project and take a good, hard look at the
23 amount of traffic and amount of movement at that location
24 and come up with a design that makes sense.
25 MS. LEVY BUCH: Thank you.

1 MR. RHINEHART: Hi. Ken Rhinehart from San Dimas.

2 Will this project be self-supporting financially through
3 generation of peers or will it be like Amtrak, where it's
4 always running in the red and heavily dependent on taxpayer
5 subsidy?

6 MS. LEVY BUCH: I don't think there's any train system
7 in the country or the world that actually pays for itself.
8 It's public funding.

9 Gene, do you want to say something?

10 GENE KIM: Yes. The short answer is that this is public
11 transport. Every passenger transportation system in the
12 United States is subsidized, because the fare just does not
13 cover the operating cost. That's the reality today. But
14 there are sources of revenue to help pay for the cost to
15 operate and maintain the service. And that's part of the
16 operating plan that the Authority is required to put
17 together, part of the financial plan for this project.
18 The FTA takes a good hard look at that as well.

19 MS. LEVY BUCH: Anyone else? Well, again, we have a
20 little under an hour. Again, we'll stay as long as we need
21 to answer your questions. You have until February 2nd to

22 get your comments in writing. On your handout, it has my
23 address and my E-mail address, so I'll be the one receiving
24 them.

25 If you have questions after tonight, we'll do our

1 best to respond to those as well. So please take the time
2 to make sure you get a comment, if you do have one on the
3 project or the Environmental Analysis. Thank you very, very
4 much.

5 (Proceedings concluded at 8:00 p.m.)

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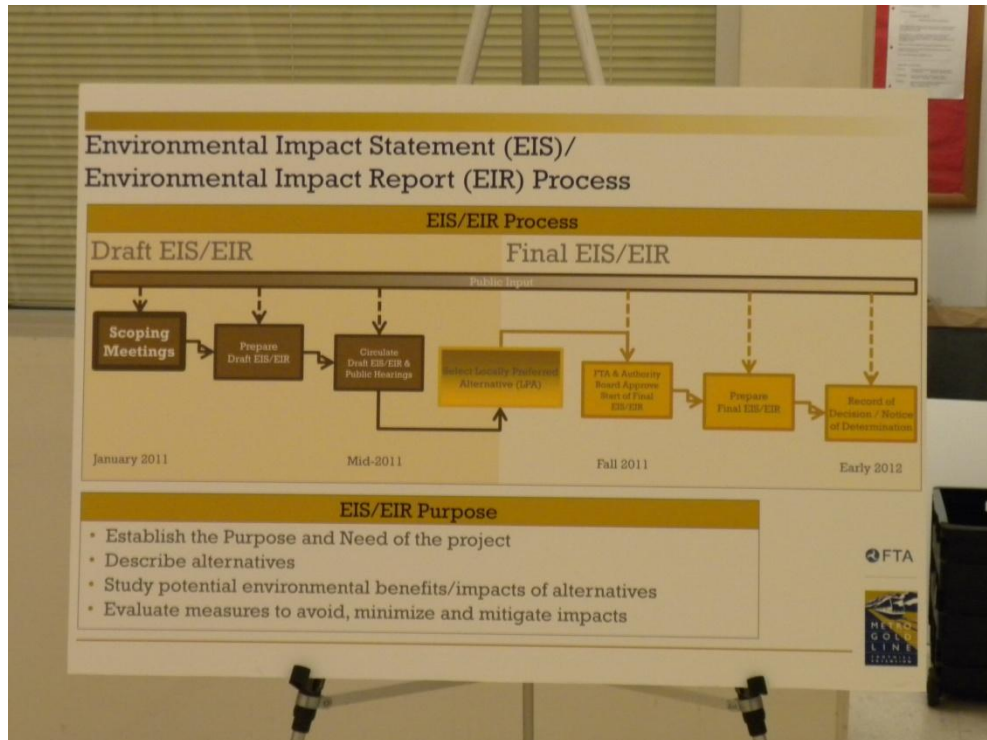
21

Appendix L

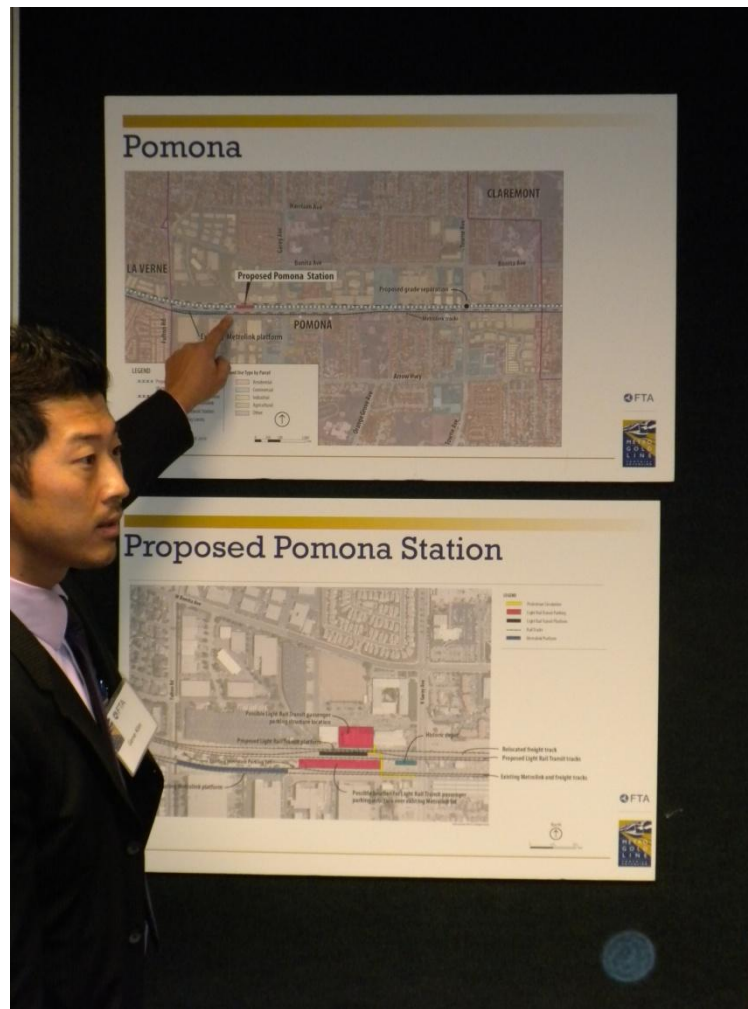
Scoping Meeting Photos

January 12 – Pomona





January 13 – Glendora





January 19 – Claremont





January 20 – San Dimas



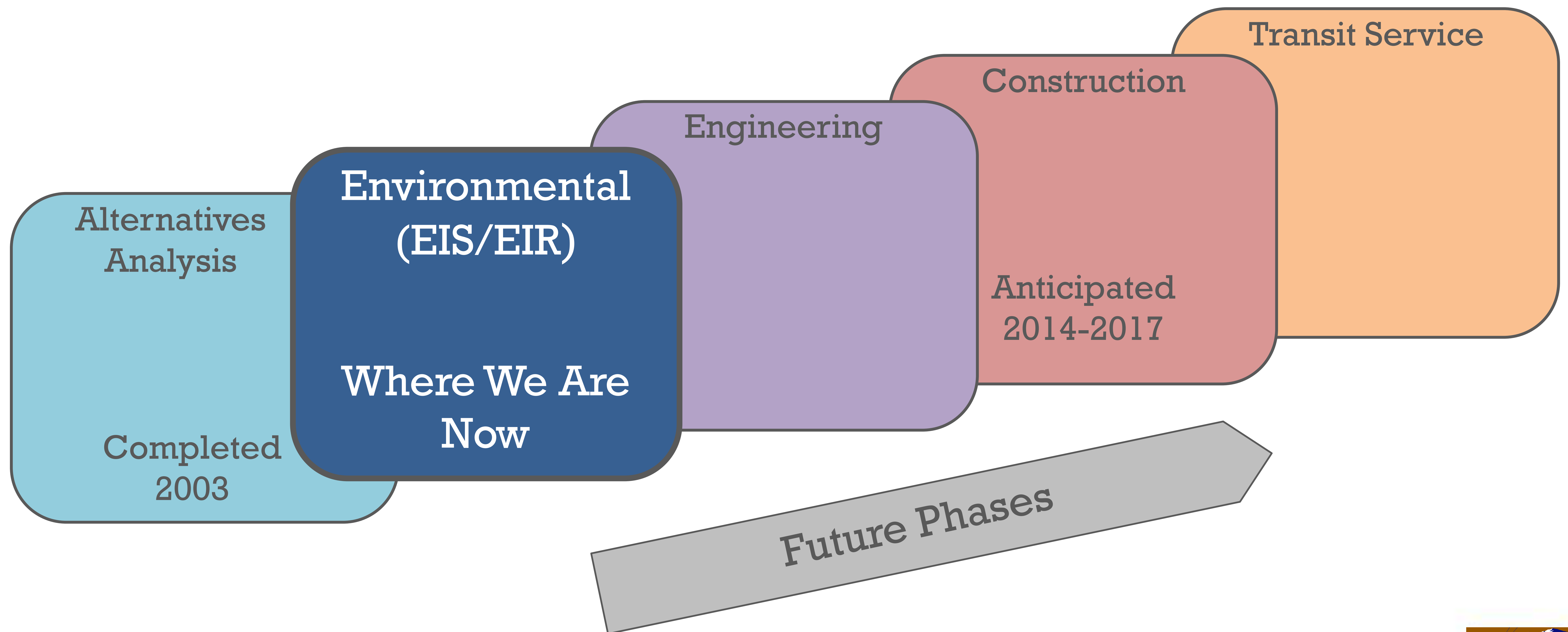


Appendix M

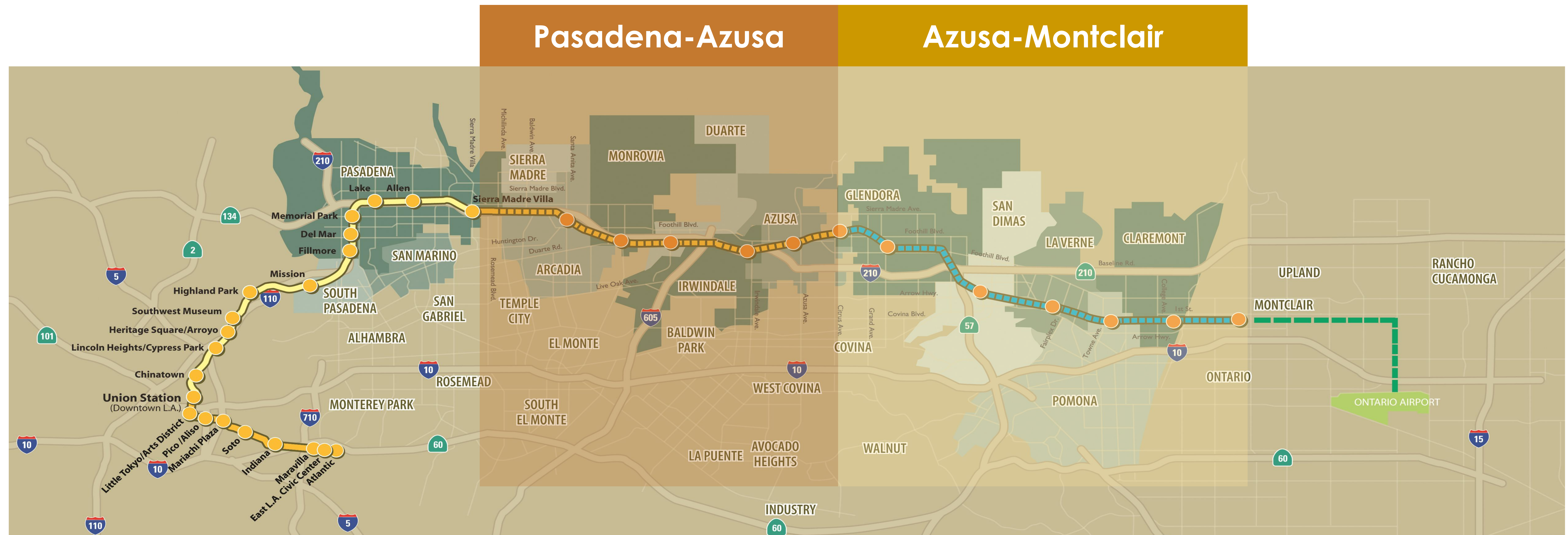
Scoping Meeting Display Boards

Project Development Process

5 Main Stages of Project Development

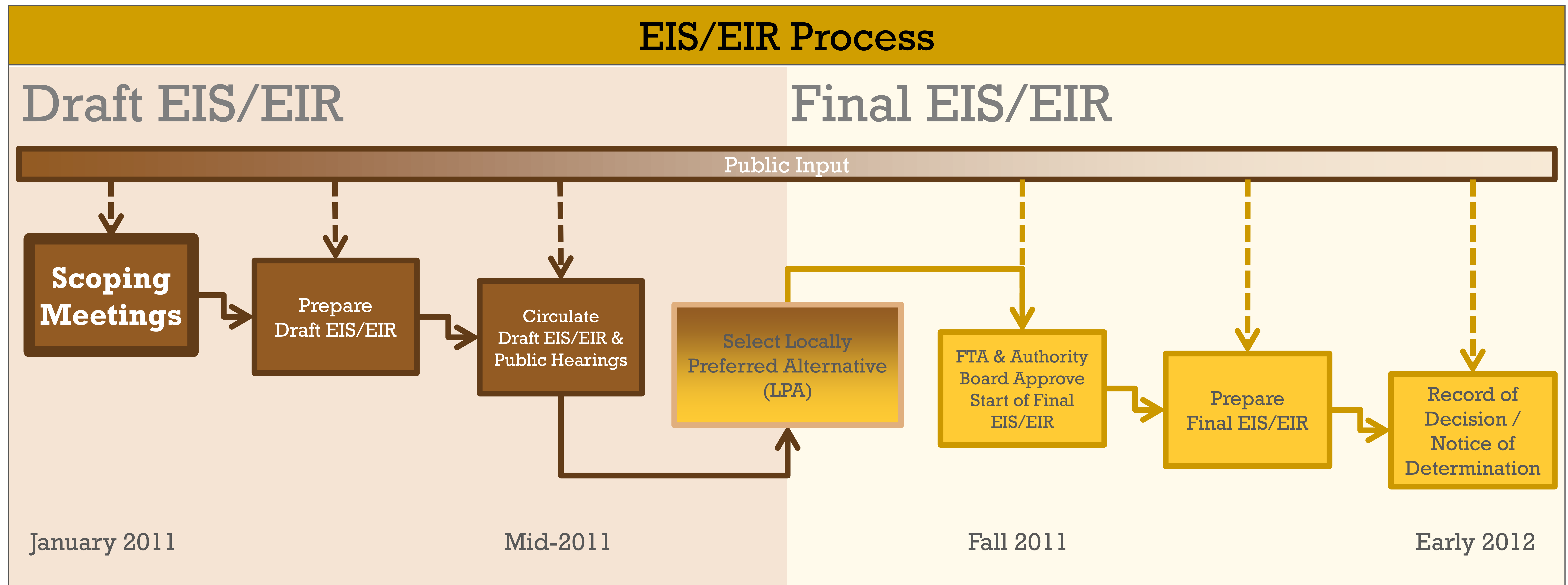


Project Timeline



- **1999:** Creation of the Metro Gold Line Foothill Extension Construction Authority
- **2003:** Initiation of Foothill Extension from Pasadena to Montclair Alternatives Analysis (AA) and Board Selection of Locally Preferred Alternative (LPA)
- **2004:** Circulation of Pasadena to Montclair Draft Environmental Impact Report/Environmental Impact Statement
- **2005:** Board selection of revised LPA
- **2007:** Board decision not to pursue federal funds for Pasadena to Azusa Extension; completion of Final Environmental Impact Report (FEIR)
- **2008:** Measure R approved, partial funding for Azusa to Montclair Extension
- **2009:** Reactivation of Azusa to Montclair Extension Environmental Clearance
- **2010-11:** 'Fresh' Environmental Impact Statement/Environmental Impact Review Process for Azusa to Montclair Extension

Environmental Impact Statement (EIS)/ Environmental Impact Report (EIR) Process



EIS/EIR Purpose

- Establish the Purpose and Need of the project
- Describe alternatives
- Study potential environmental benefits/impacts of alternatives
- Evaluate measures to avoid, minimize and mitigate impacts

Environmental Topics

Environmental Topics to be Reviewed in the Environmental Impact Statement/Environmental Impact Report

- Traffic & Circulation
- Land Use & Development
- Real Estate & Acquisitions
- Communities & Neighborhoods
- Visual & Aesthetics
- Air Quality
- Noise & Vibration
- Ecosystems & Biological Resources
- Geotechnical / Subsurface / Seismic / Hazardous Materials
- Water Resources
- Energy
- Historical, Archaeological & Paleontological Resources
- Parklands & Community Facilities
- Economic Development & Fiscal
- Safety & Security
- Construction Impacts
- Growth Inducing Impacts
- Environmental Justice
- Climate Change
- Cumulative Impacts

Purpose and Need

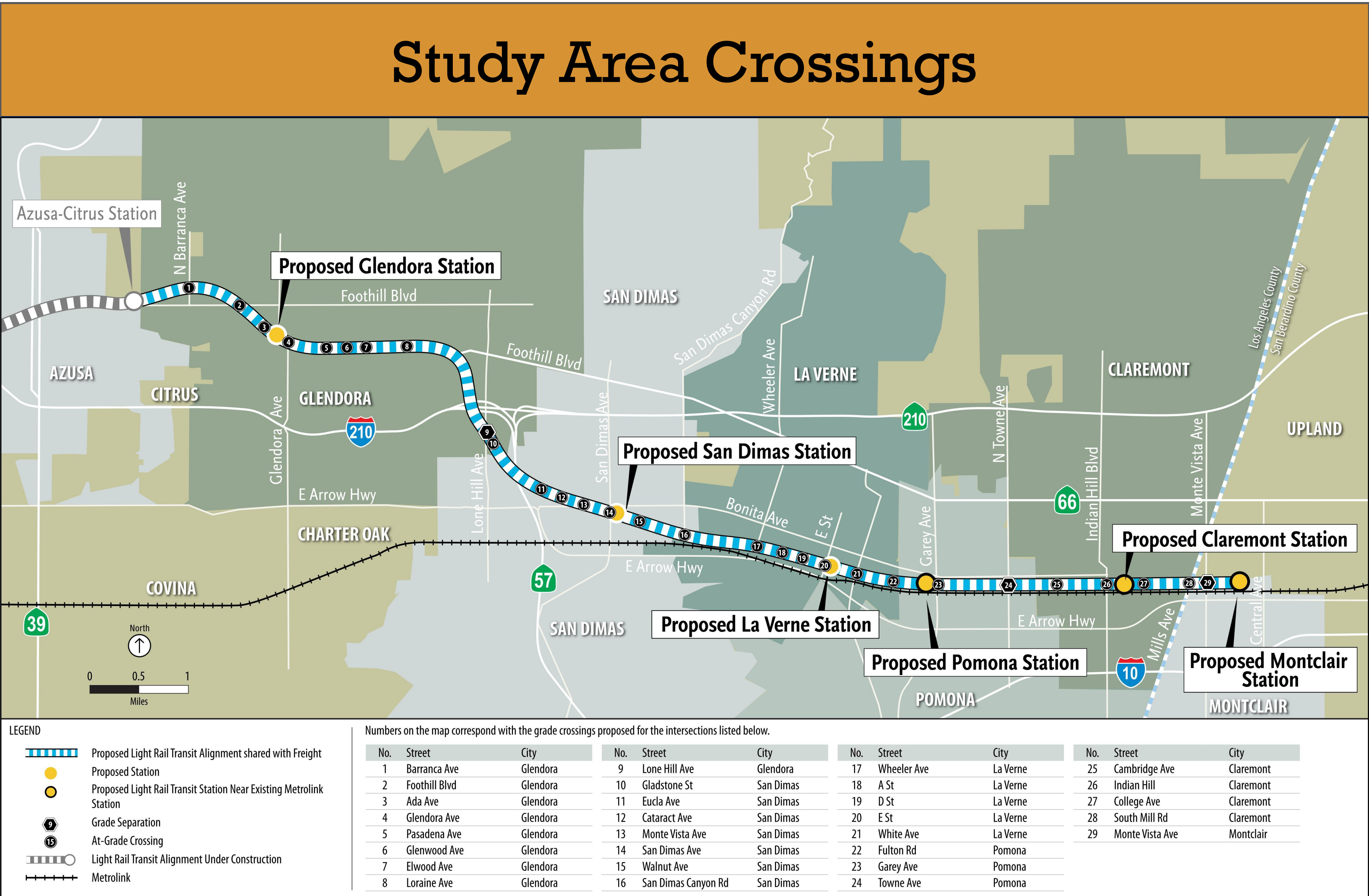
Purpose

- Improve transit accessibility to major activity centers along the Gold Line
- Introduce more reliable transit service that shortens travel times
- Provide an alternative mode for commuters currently using I-210
- Enhance connections to Metrolink, and regional and local buses
- Encourage mode shifts to transit, reducing air pollution and greenhouse gas emissions

Need

- I-210 cannot accommodate current and forecasted peak-hour travel demand
- Bus and commuter rail service is limited in the corridor
- The corridor's arterial network is congested
- Area population and employment are forecasted to increase, worsening traffic

Grade Crossings

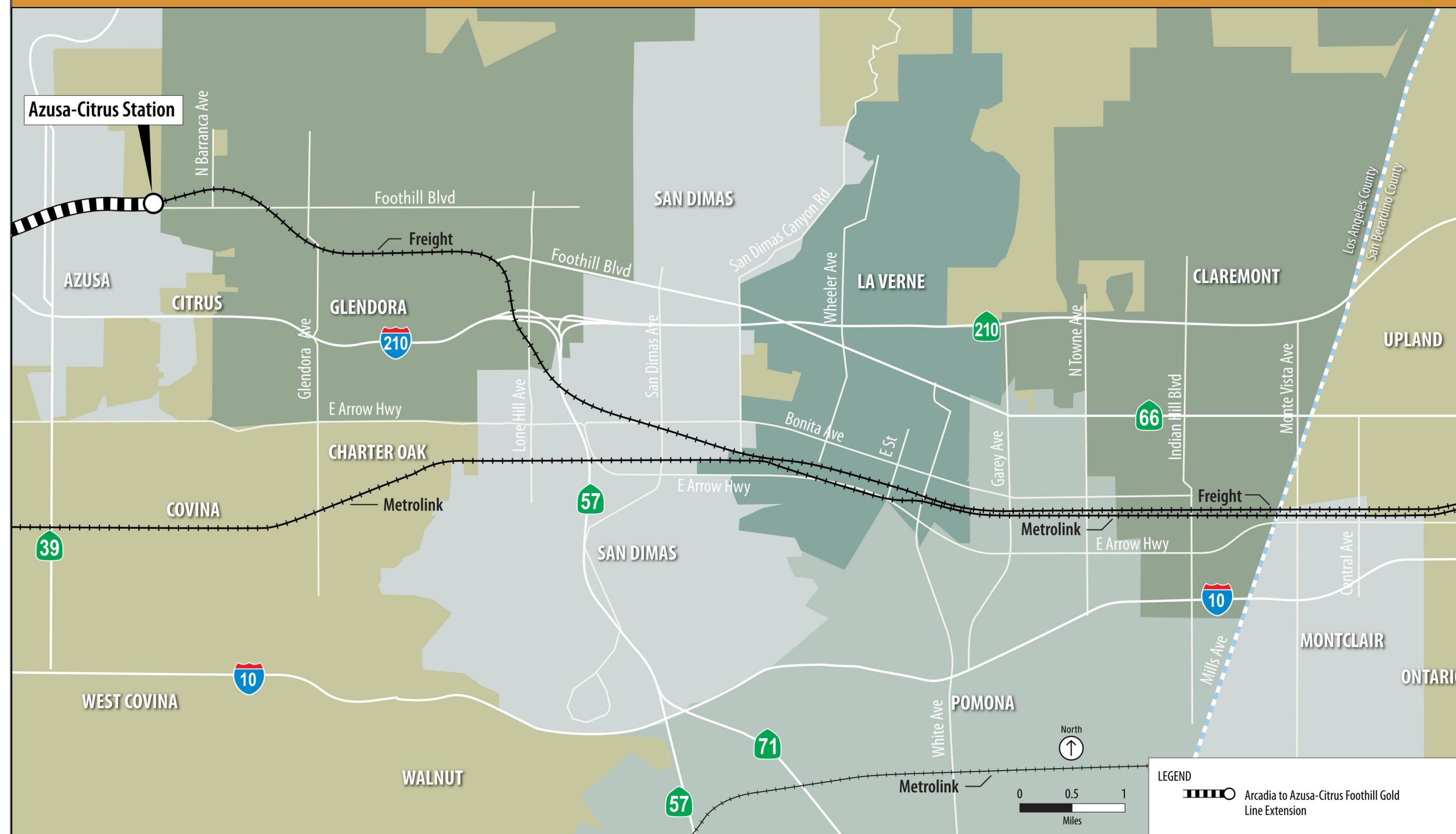


- 26 total at-grade crossings between Azusa and Montclair (18 exist currently)
- 3 grade separations at Lone Hill Boulevard (Glendora), Towne Avenue (Pomona), and Monte Vista Avenue (Montclair)
- Detailed grade crossing analysis to be performed during the Draft EIS/EIR



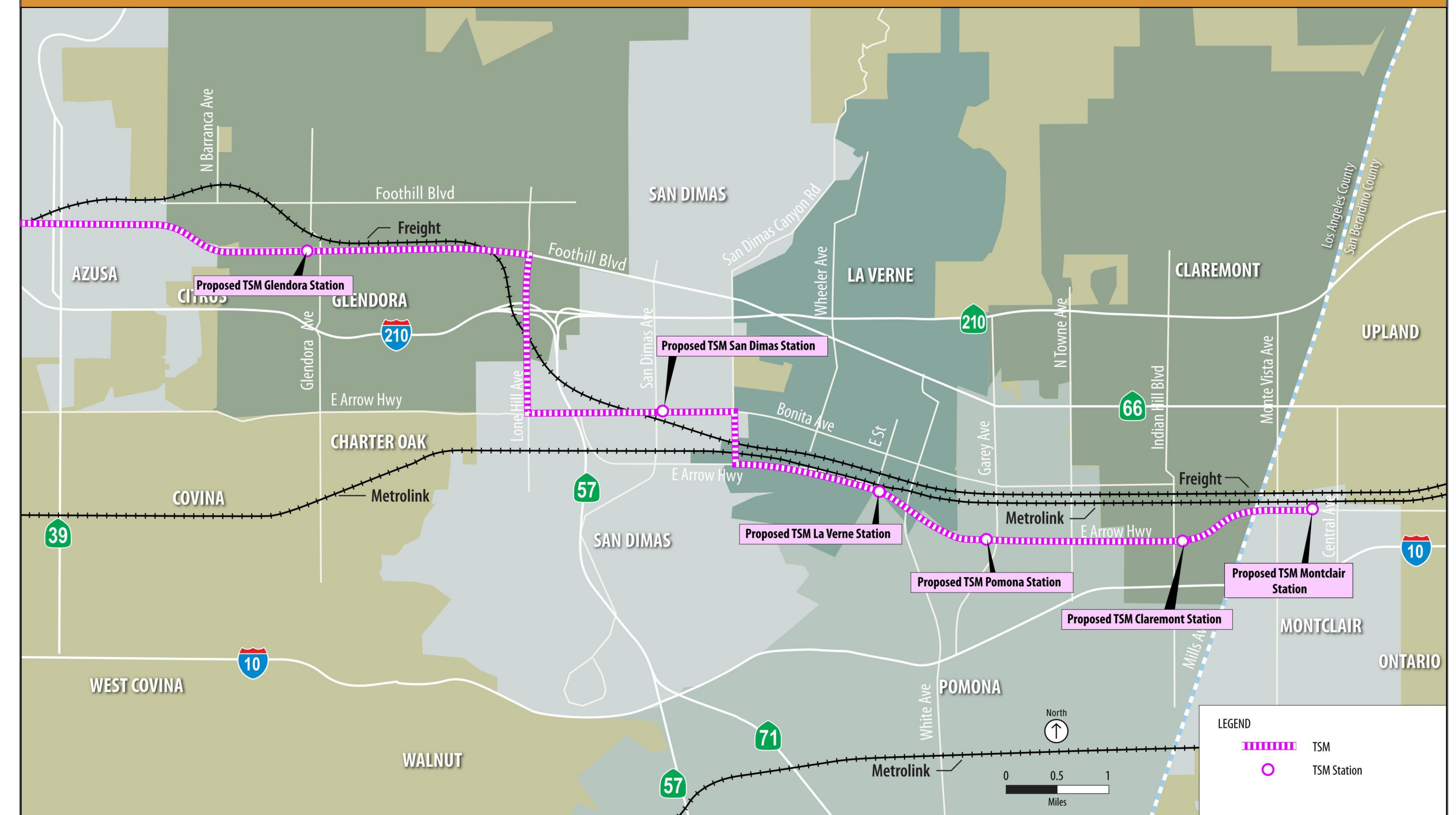
“No Build” and “Transportation Systems Management (TSM)” Alternatives

“No Build” Alternative



- Represents the Study Area in 2035, if the Project is not built
- Includes all existing highway and transit route facilities, and the committed highway and transit projects specified in:
 - Southern California Association of Governments (SCAG) 2008 Regional Transportation Plan (RTP)
 - Metro 2009 Long Range Transportation Plan (LRTP)
- Includes the Pasadena – Azusa Extension, currently under construction (completion anticipated late 2014)

“TSM” Alternative



- Includes:
 - Intersection improvements
 - Signal synchronization
 - Rapid bus line that resembles service of the Build Alternatives

Build Alternative

Proposed Metro Gold Line Foothill Extension — Azusa to Montclair



- Extends Metro Gold Line 12.6 miles from Azusa to Montclair
- Operates on two light rail tracks next to freight track along the existing Metro-owned right-of-way, also currently used by Metrolink
- Serves up to six new stations in Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair

Transportation Systems Management (TSM) & Build Alternative Technologies



TSM - Rapid Bus

- Powered by diesel, hybrid/electric, CNG, or fuel cell
- Capacity of 60-65 passengers per vehicle
- Requires minimal infrastructure, and can operate on existing roadways
- Operational strategies include transit signal priority (TSP) and signal synchronization
- Examples: Foothill Transit Silver Streak (bus), Metro Rapid (bus)

Build - Light Rail Transit (LRT) Vehicle

- Electrically powered by overhead wires
- Vehicles can be linked together to accommodate up to 500 passengers per 3-car train
- Requires traction power substations every mile along tracks
- Example: Metro Gold Line between East Los Angeles and Pasadena



Ways to Provide Comments

Tonight

- Ask a Question during Q&A
- Complete Comment Card
- Speak to a Court Reporter

After Tonight

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

Comments must be postmarked on or before February 2, 2011

Appendix N

PowerPoint Presentation

GOLD LINE

IMAGINE THE CONNECTIONS

**Metro Gold Line Foothill
Extension -
Azusa to Montclair
Scoping Meetings**

FOOTHILL EXTENSION

METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY

January 2011

Purpose of Tonight's Meeting

- Present a Project Overview
- Explain the Environmental Review Process and Purpose of Public Scoping Phase
- Provide an Opportunity for the Public to Ask Questions and Submit Comments

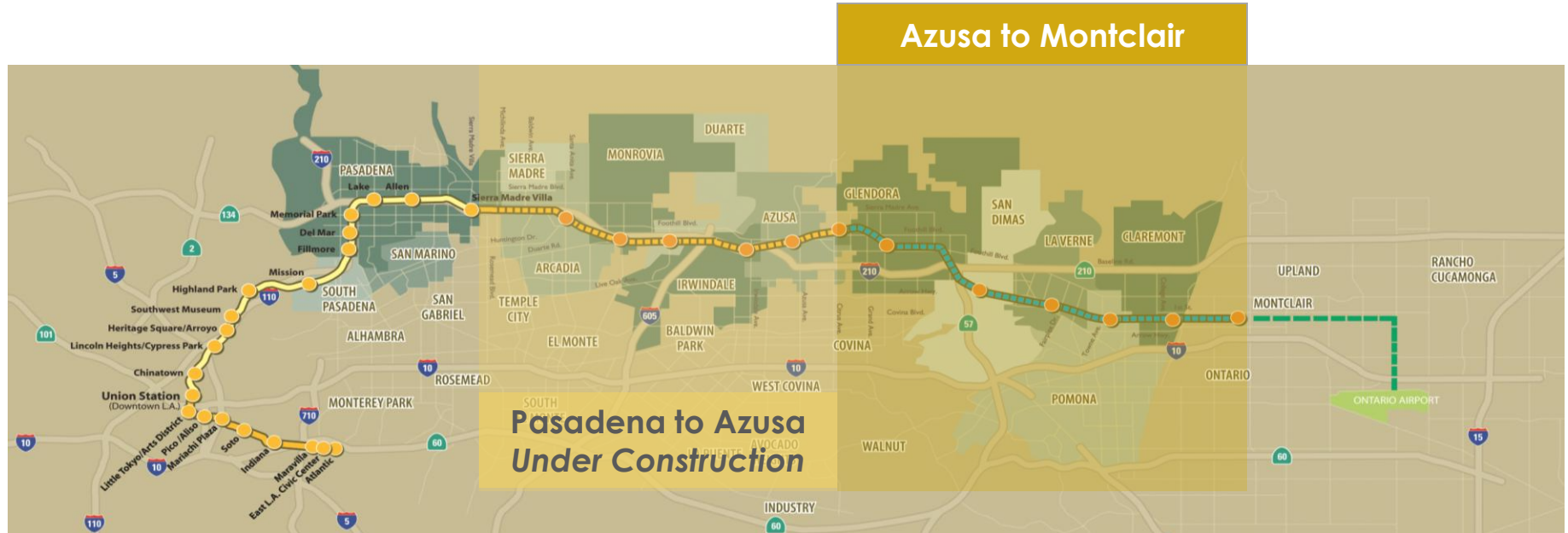
Meeting Schedule

- **6:15 - 7:00 p.m.** – Presentation and Opportunity for Comments/Questions
- **7:00 – 8:00 p.m.** – Open House (talk one-on-one with project staff)

3 Ways to Provide Comments for the Record:

- Fill out a speaker card and speak during Q&A
- Complete a comment sheet
- Provide your comments to the court reporter

Project Overview



Metro Gold Line Foothill Extension - Azusa to Montclair

- 12.6 miles, 6 cities, 6 stations
- Two new grade-separated crossings to align light rail and freight tracks (at Lone Hill Ave - Glendora and Towne Ave - Pomona)
- Shared corridor (freight throughout, Metrolink from La Verne east)
- Partially funded through Measure R/needs additional funding

Proposed Project

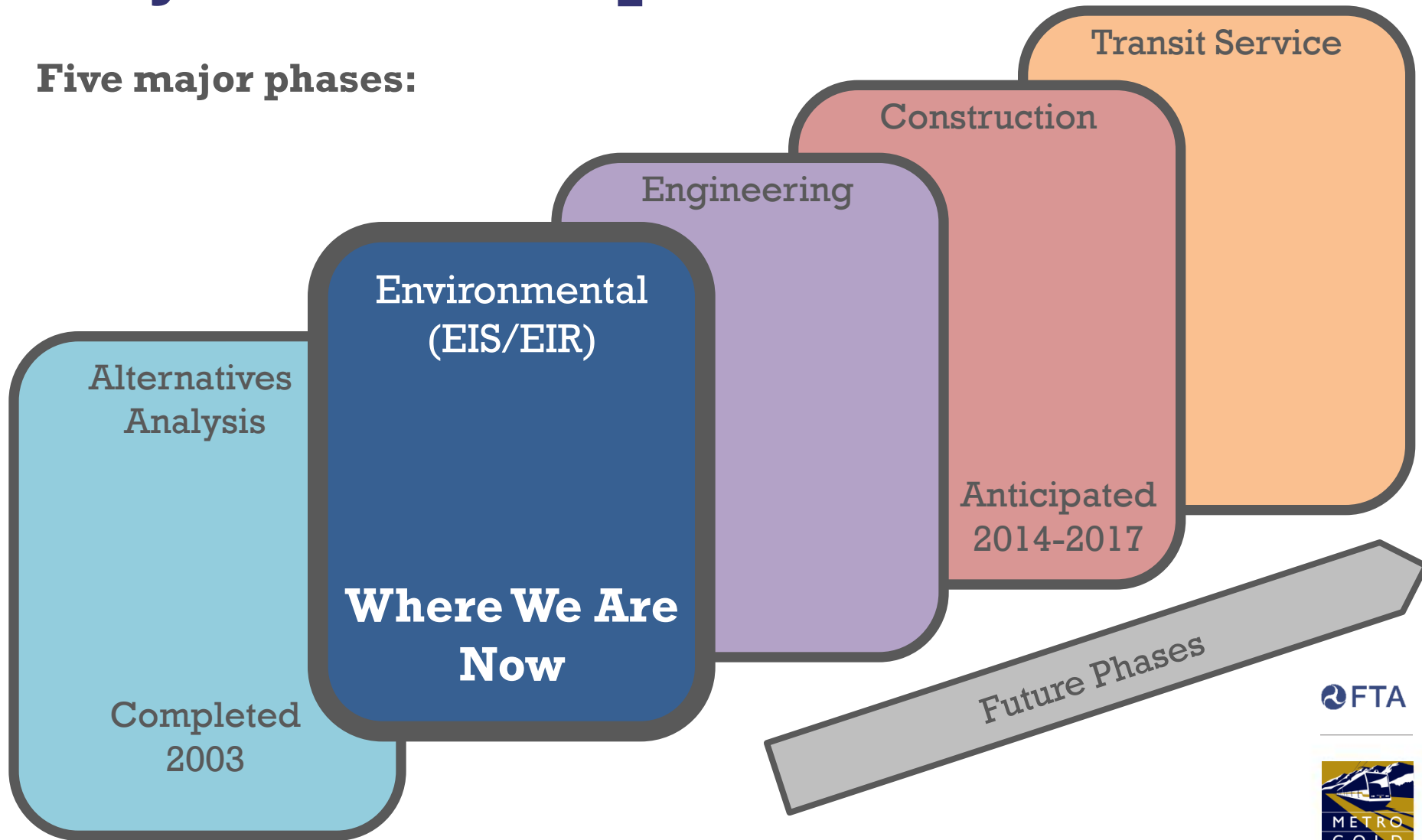


Project History

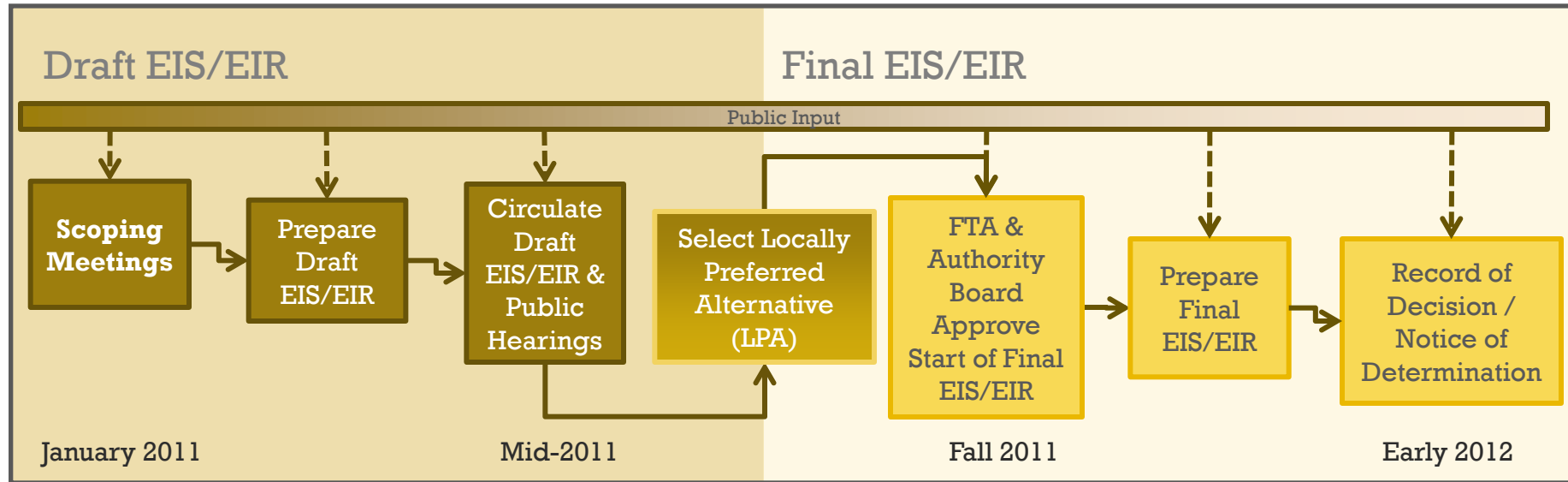
- **1999:** Metro Gold Line Foothill Extension Construction Authority created
 - SB1847 provided necessary powers to complete the project from Union Station to the LA County line
- **2003:** Alternatives Analysis initiated for Pasadena to Montclair segments
- **2004:** Circulated Pasadena to Montclair Draft EIS/EIR (selected LPA)
- **2005:** Board selected revised LPA
- **2007:** Pasadena to Montclair Final EIR completed/FEIR certified for Pasadena to Azusa only
- **2008:** Measure R approved, fully funding Pasadena to Azusa
- **2010:** 'Fresh' environmental review (EIS/EIR) for Azusa to Montclair initiated
 - NEPA – National Environmental Policy Act
Federal Transit Administration (Lead Agency)
 - CEQA – California Environmental Quality Act
Construction Authority (Lead Agency)

Project Development Process

Five major phases:



EIS/EIR Process



- **Draft EIS/EIR**
 - Define/refine alternatives
 - Study potential benefits/impacts of alternatives
 - Evaluate measures to avoid, minimize and mitigate impacts
 - Select a Locally Preferred Alternative (LPA)
- **Final EIS/EIR**
 - Respond to comments received during circulation of Draft EIS/EIR
 - Respond to potential engineering issues

Purpose of Public Scoping

- Initiates NEPA and CEQA environmental clearance process
- Helps refine scope of environmental review by including public feedback on:
 - Proposed Project
 - Project Purpose and Need
 - Alternatives Under Consideration
 - Environmental Issues to be Studied in EIS/EIR

Project Purpose and Need

Need

- I-210 cannot accommodate current and forecasted peak-hour travel demand
- Bus and commuter rail service is limited in the corridor
- The corridor's arterial network is congested
- Area population and employment are forecasted to increase, worsening traffic

Purpose

- Improve transit accessibility to major activity centers along the Gold Line
- Introduce more reliable transit service that shortens travel times
- Provide an alternative mode for commuters currently using I-210
- Enhance connections to Metrolink, and regional and local buses
- Encourage mode shifts to transit, reducing air pollution and greenhouse gas emissions

Alternatives to be Studied

- No Build:
 - Study Area in 2035 if Project is not built
- Transportation Systems Management (TSM)
 - Improvement to the No Build featuring a 'best bus' alternative, signal synchronization and other non-capital improvements
- Build :
 - Light Rail extension of the planned Gold Line from Azusa (Citrus Ave) to Montclair (Central Ave) and serves six (6) new stations:
 - **Glendora**
 - **San Dimas**
 - **La Verne**
 - **Pomona**
 - **Claremont**
 - **Montclair**