



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.

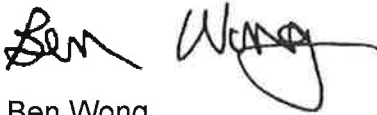
Ms. Lisa Levy Buch, Director of Public Affairs
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4. SCE prefers to maintain existing and future transmission lines in place with design adaptations, provided it is technically feasible and all operations and maintenance requirements can be met.

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,

A handwritten signature in black ink, appearing to read "Ben Wong". The signature is written in a cursive, somewhat stylized font.

Ben Wong
Local Public Affairs Region Director
Southern California Edison Company

Appendix K

Verbal Comments - Transcripts

1 BEFORE THE METRO GOLD LINE FOOTHILL EXTENSION

2 CONSTRUCTION AUTHORITY PROJECT TEAM

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6 Public Agency Coordination)
Meeting re:)

7)
METRO GOLD LINE FOOTHILL EXTENSION)

8 AZUSA TO MONTCLAIR)
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15 TRANSCRIPT OF PROCEEDINGS

16 Pomona, California

17 Wednesday, January 12, 2011

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20

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22 Reported by:

23 MELISSA TRESSEN
CSR No. 13367

24

Job No.:

25 B6291NCO

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13 TRANSCRIPT OF PROCEEDINGS, taken at

14 1575 North White Avenue, Pomona, California,

15 commencing at 6:00 p.m. on Wednesday,

16 January 12, 2011, heard before the METRO GOLD

17 LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY

18 PROJECT TEAM, reported by MELISSA TRESSEN,

19 CSR No. 13367, a Certified Shorthand Reporter

20 in and for the State of California.

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1 APPEARANCES:

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3 METRO GOLD LINE Habib Balian
MEMBERS: Eugene Kim
4 Lisa Levy Buch
 John Skoury

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6 FACILITATOR: Naomi Goldman
 Consensus Inc.

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1 Pomona, California, Wednesday, January 12, 2011

2 6:00 p.m.

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5 MR. HABIB: Let me introduce myself. My name is
6 Habib Balian, and I'm the C.E.O. of the Construction
7 Authority, and I'm joined by many authority staff and
8 consultants who are here tonight. We'll introduce them
9 as we go, but most of you have been around the project,
10 I hope, and understand a little bit about the project,
11 and that's what tonight is all about, is making sure
12 you're familiar with the project itself and what is
13 being proposed for the future of the project.

14 I wanted to introduce a few elected officials
15 that are here tonight. Bill Ruh from the City of
16 Montclair. Thank you, Bill, for coming. Robin Carter
17 from the City of La Verne. Thank you for being here,
18 Robin. And Robin's also on our board. Thank you for
19 your participation and for being available tonight.

20 Steve Ashley is also here from Pomona. Steve,
21 there you are. Steve is also on our J.P. board and host

22 city, and we appreciate you taking time and making

23 facilities available to us. We have field

24 representatives Refido Batista (phonetic) from -- there

25 you are -- from (inaudible) office, Brad Johnson from

1 the City of Pomona. Brad, thank you for coming. And
2 Candice Boak (phonetic) from the City of La Verne.
3 We wanted to just go through some of the
4 basics of the project. We can go to the next slide just
5 to make sure that everyone follows what our plan is for
6 the evening and the way we're going to approach tonight.

7 We're going to present a project overview,
8 familiarize everyone with the project itself. I'll be
9 making some opening remarks. I'll introduce Gene Kim.
10 He will walk through some of the technical aspects of
11 the project. Then I'll introduce Lisa Levy Buch, who is
12 our public outreach coordinator, and she is -- will talk
13 about the public participation aspect of the project.

14 Why don't I have the authority staff, if
15 you're not standing, please stand and wave your hand.
16 We've got John Skoury right over here. Program
17 management consultant Jerry Simms. Who else can I pick
18 on? Silvia Beltran from outreach. Dave Bancraft
19 (phonetic) is in charge of the technical P.U.C.
20 application process. Chris Burner is the chief project
21 officer.

22 Naomi Campbell -- I'm sorry -- Naomi Goldman

23 is also helping us with outreach. Who else?

24 Bob Braiden (phonetic) is here. And John, I don't know

25 your last name, and Tom Jenkins is here. And who else

1 are we missing? Steve Wolf and who else? Is that it?

2 Other outreach staff from Consensus. Wave. All right.

3 Thank you very much.

4 We're going to talk about the environmental

5 process, how this is going to proceed over the next six,

6 seven, eight months. We're also going talk about what's

7 the best way for you to provide -- ask questions or

8 provide comments about the project. That's what this

9 is all about.

10 The scoping process is to get comments, get

11 feedback from the community that we can document, that

12 we've done our job being out in the community and making

13 sure that our planning and our proposals for the project

14 are making sense to the community and are accepted, not

15 only within the cities, but also the community at large.

16 With regard to the program itself, we'll

17 probably have -- this presentation will take about a half

18 hour or so. That could take us almost to 7:00 o'clock

19 depending on questions which will come up as soon as we

20 get through the technical presentation. Then we'll have

21 the open house for those of you who want to stick

22 around.

23 You can walk around the room. You can look

24 at boards, look at what we're presenting. There'll be

25 project specialists or engineers at each of the boards

1 or around the room at least, and you can ask specific
2 questions.

3 It is important for to you ask questions.

4 There are three different ways for you to provide your
5 questions or comments tonight. The first one is to fill
6 out a speaker card. It's on your seat. If you wish to
7 speak as part of the record tonight, you can do so at
8 the appropriate time at this part of the presentation.

9 We'll invite you up.

10 Once you fill out your card, just hand it to
11 someone in the aisle. We'll call you up. Please state
12 your name and your address, and then you'll be able to
13 speak or make your comment for the record. We do have a
14 court reporter her in the corner, and she will take down
15 your comments.

16 If you want to simply fill out a comment card,
17 there are comment cards in the back of the room. Those
18 will be part of the record. You won't have to speak to
19 the court reporter or speak to the group necessarily.
20 You can just fill out the comment card itself. Or you
21 can go at the end of the presentation directly to the

22 court reporter and take a seat, and you can make your

23 comments directly to the court reporter.

24 And then the forth way, of course, is by

25 February 2nd, you can E-mail or send to us your comments

1 in writing, and those will all be part of the public
2 record for this scoping phase of the project.

3 Any questions about that? And we're going to
4 go over that instruction again probably two times more
5 to make everyone has it and participates.

6 Most of you know about the project. It is an
7 extension from Azusa to Montclair. It's just over
8 twelve-and-a-half miles. It goes through six cities,
9 six stations. We have a couple grade separations in
10 Pomona and Glendora that will be part of this project.

11 We have a shared corridor between Metrolink
12 and B.N.S.F. and the light rail and it varies.
13 Everything that is east of Pomona will have all three
14 within the railroad right-of-way. They do not share
15 track. It is simply within the 100 foot railroad
16 right-of-way, and we will have the operation of B.N.S.F.
17 Metrolink as well as the light rail.

18 And this project itself is funded through
19 residual dollars from Measure R. Measure R was passed
20 by the voters in 2008; \$690 million is attributed to the
21 to the phase from Pasadena to Azusa. There should be

22 about \$100 million residual left available for the next

23 phase of the project. We will have to seek state and

24 federal dollars to complete the gap.

25 This is all about what we're proposing and

1 looking at for the project. We don't have definite
2 numbers, but we're looking at something of the project
3 being on the scale of about \$500 million, and we'll have
4 to seek other dollars.

5 This project is consistent with the Measure R
6 map, what is contained in Metro's long range
7 transportation plan along with the other rail lines that
8 are proposed. By virtue of Measure R, many of these
9 projects got a jump start, which is a great gift to our
10 grandchildren by the voters of L.A. County raising about
11 \$30 or \$40 billion over the next 30 years for light rail
12 improvements, (inaudible) improvements, as well as
13 highway improvements and road improvements that are all
14 part of the Measure R package.

15 So we're very fortunate in the
16 San Gabriel Valley to have \$810 million set aside for
17 this project, and we intend on using it very wisely and
18 getting the most we can for the San Gabriel Valley. We
19 won't be able to build the entire project, but we know
20 we can build some of it and get through this planning
21 process, which is very important to get through

22 something that we can get the proposal on the table and

23 get by and from the community and elected officials and

24 the cities.

25 As far as project history goes, it started in

1 1999 with the creation of the Construction Authority.
2 We're a separate special purpose entity that was created
3 by the legislature. We have a dedicated board. We are
4 separate from Metro. We are not Metro. We operate
5 under our own steam. We do the planning, design, and
6 construction. Then we turn it over to Metro to operate.

7 We have done work on this project since about
8 late 2002, early 2003, where we initiated the original
9 environmental work in 2003. We've had circulation of
10 the documents since then on a couple different
11 occasions. The construction authority board selected a
12 locally preferred alternative in 2005.

13 And then we've moved on to have a board
14 decision to go after local funds for the project, not to
15 seek federal funds, for the initial phase from Pasadena
16 to Azusa and then look to Measure R once it was passed
17 for additional funds aside from the residual funds, to
18 look for other funds at the state and federal level to
19 build the project itself.

20 Now we're in 2010 where were taking a fresh
21 look at the environmental. We're going to build off of

- 22 the work that was done in 2003 and 2007, freshening it
- 23 up, understanding what's changed in the community,
- 24 making sure that we have the project in focus, and
- 25 taking input and comment from the community itself to

1 make sure that we can clear it.

2 And when we do clear the project, we're
3 looking at clearing under C.E.Q.A., under the state
4 certification process. We should be complete by the end
5 of this year. And then under N.E.P.A., the federal
6 process, which takes a little bit longer. It should be
7 about six or eight months into the next year.

8 Then the project will be ready for federal or
9 state funds, which we think is the best strategy to have
10 the project available for funds, and hopefully, with
11 some luck and good planning, we'll have a project that's
12 fully funded that ultimately can be in construction by
13 2015 or so. I'm probably saying more than our congress
14 want me to say, but that's basically our goal.

15 Now here's Gene Kim, and Gene is going to walk
16 through the project development process. Again, happy
17 to take questions afterwards, and if it's something
18 that's pressing, we're happy to take your questions
19 since it's a smaller group during the presentation
20 itself.

21 By them moving the timer, it reminds me that

22 we are going to give everybody two minutes to speak
23 during the comment period, and we invite you to make
24 your comments. Fill them out, the cards, so we know you
25 want to speak as part of the record tonight. Or fill

1 out a comment card, and it will be deposited into the
2 record, or speak to the court reporter at the end.

3 MR. KIM: Great. Thank you. What I'd like to do
4 is to talk about the environmental process about and
5 explain a little bit about why we're here. Then I'm
6 going to provide some details about the project itself
7 so you understand the type of feedback and input that
8 we're asking all of you for.

9 Habib, you provided some milestones that
10 really are sort of covered in this project development
11 slide. And I think the thing that I call out is that
12 there are sort of five steps in this process. The first
13 step is called the alternative analysis, and that's
14 really kind of led to this point, which is the
15 environmental spoken meetings, essentially, the
16 initiation of the environmental process, as Habib
17 mentioned.

18 There are basically two parallel processes
19 moving forward. The state process called C.E.Q.A. and
20 then the federal process as well. After we get through
21 that environmental process, there's really three more

22 stages before we get to opening day of the system. The

23 next stage is more detailed engineering. We call it

24 preliminary engineering after final design.

25 And then the forth stage is the construction

1 of the project that takes about two or three years.
2 That's probably a little bit of an aggressive schedule,
3 and then transit service opening date. I'm not going to
4 put a date out there right now, but I think Habib
5 provided some milestones to give you a sense of when
6 that opening day might be. Next slide.

7 I want to talk a little bit about the
8 E.I.R./E.I.S. process. Really, we think of it in two
9 phases. We're here for the public scoping meetings, and
10 it's the initiation of what we call a draft
11 E.I.R./E.I.S. phase. And what we do in this phase is
12 four things, really.

13 The first thing is to define the alternative.
14 And what that means is to advance a level of design and
15 project definition to be able to understand what the
16 impacts of the project are, and I'm going to talk about
17 what those alternatives are in a minute.

18 The next thing we do is to take the various
19 alternatives that we're looking at as part of this
20 environmental process and compare them to each other so
21 there is some evaluation criteria that's a part of that.

22 We look at things like transportation system
23 performance. We look at things like cost effectiveness
24 of the project, consistency with community standards,
25 community acceptability, and of course, which is the

1 heart of the environmental document, all of the various
2 environmental impacts, which we're required by state and
3 federal law to document.

4 At the end of that process, we get to a locally
5 preferred alternative, and this an alternative that will
6 emerge from the environmental process, and it's
7 recommended to the board. The board will actually
8 select a locally preferred alternative, and that is the
9 alternative that will be carried forward into the final
10 environmental process.

11 In the final E.I.R./E.I.S., we're responsible
12 for responding to comments that we receive on the
13 publicly circulated draft environmental document. The
14 timing for that document is around mid-2011. We've got
15 a lot of work to do between now and the release of that
16 draft environmental document, but we feel that we're in
17 really good shape. We're making a lot of good progress.

18 So it will incorporate comments that are
19 received on that draft environmental document, and then
20 what we'll do is we'll take a look at those comments and
21 then fold that back into refinements to the engineering

22 of that locally preferred alternative that I talked

23 about. Next slide.

24 So the purpose of the public scoping meeting

25 today is to invite members of the community to a meeting

1 to talk about the project in the initiation of the
2 environmental clearance process. And really what we
3 want to do is to receive input from you about four
4 things.

5 You're going to hear about the alternatives.
6 We want to hear from you what your thoughts are about
7 the alternatives with respect to the purpose and need
8 that I'm going to be talking about in a minute, how well
9 do you think it meets the purpose and need for the
10 project.

11 We're also going to talk about the specifics
12 of the alternative. So what we're talking about is one
13 of our build alternatives, but we're required as part of
14 this process to prepare the build alternative to two
15 other alternatives. One is called the no build and the
16 other is called the transportation system management or
17 T.S.M. alternative, and we'll talk about why we need
18 those.

19 And then finally, what we want to hear are
20 issues, areas that you think need to be studied as part
21 of the environmental process. That's really important.

22 I just mentioned a couple things right now that we know

23 are areas of focus. Traffic is going to be one thing

24 certainly. Also, the freight corridor does traverse

25 some residential areas. So we know that noise and

1 visual impacts are going to be other things that we'll
2 be asked to study. Those sort of things.
3 So based on what you know about your
4 neighborhoods, what you know about the corridor, we want
5 you to help tell us where we should focus our
6 environmental studies, and this is why we're here today.
7 Next slide.

8 I talked about the purpose and need for the
9 project. This is a foundational piece of the
10 environmental document and what we do, and we're
11 required to by state law, is to be able to articulate the
12 need for the project. So I'd like to talk about what
13 those are. Why do we need the project? One reason:
14 The 210. It's very congested. What we know is that it
15 could -- it has a hard time accommodating the traffic
16 there right now. We know that the future traffic demand
17 is going to be quite significant.

18 The second item is the limited amount of bus
19 and commuter service in this particular area. There is
20 an opportunity to add transportation capacity.

21 The third is the arterial network. We've

22 looked at a lot of the streets and just completed an
23 initial traffic assessment. The arterial network is
24 congested. Local buses have to operate within those
25 congested environments. So there an upper limit beyond

1 which buses can really carry people to where they want
2 to go.

3 And finally, we know that population and
4 employment is going to grow. That's going to add more
5 trips and bring more congestion to the network.

6 So the purpose of the project -- really, we've
7 outlined this with five areas. This first is to improve
8 transit accessibility. Accessibility really means
9 connection to places, places, activities centers within
10 the Gold Line corridor.

11 The second is more transit reliability,
12 shortening travel times, making schedules more reliable.

13 The third is to provide an alternative mode to
14 having to drive on the 210, to be able to move through
15 locations within the study area.

16 Better connections to Metrolink and buses is
17 the fourth.

18 And the final one is really about balance.
19 It's to encourage a motion to transit right now. We
20 have a lot of automobile traffic and traffic within the
21 study area. We're looking for ways to introduce new

22 service to make transit more appealing to people. Next

23 slide.

24 So you've had a chance to look at some of the

25 boards. What at this stage we're looking at are three

1 alternatives. The first is called the no build
2 alternative, and it's basically what would things look
3 like it 2035 if we did not build the project? It seems
4 a little counterintuitive, but that actually is an
5 alternative, which is not to do anything.

6 The second alternative, and I referred to this
7 earlier, is called the transportation system management.
8 I'll call it the T.S.M. alternative. And it's -- think
9 of it this way: It's the best that we can do without
10 building a capital investment of some kind. So we often
11 refer to that as a best bus system where we're not
12 building anything new, but we're operating buses and
13 taking advantage of things like traffic signal priority,
14 signal synchronization in order to be able to get buses
15 through existing streets much faster.

16 And then finally, the last alternative is
17 called of the build alternative. That's really why
18 we're here. The build alternative is a light rail
19 extension of the planned Gold Line. Twelve point six
20 miles, as Habib said, with proposed stations at each of
21 the corridor cities inner study area. So from west to

22 east: Glendora, San Dimas, La Verne, Pomona, Claremont

23 and Montclair. Next slide.

24 What you see here are maps of the

25 alternatives. I'm not really going to focus on the no

1 build. I think you kind of get that concept. I'm going
2 to focus a little bit more on the T.S.M. alternative.
3 As mentioned earlier, I described it as a best bus
4 alternative. I think the best way to think about that
5 is something like Foothill transits Silver Street or
6 Metro rapid service.

7 It's branded a little bit differently than a
8 local bus. You can think of it as a bus that is meant
9 to go higher speeds. It doesn't stop every block. The
10 station stops for the T.S.M. alternative roughly
11 coincide side with the proposed stations for the build
12 alternative that I talked about in Glendora, San Dimas,
13 La Verne, Pomona, Claremont and Montclair.

14 In terms of the routes from west to east, it
15 kind of hits Lorraine, Bonita, and then on the east end
16 it kind of moves along Arrow Highway until it gets to
17 the terminal at Montclair. Next slide.

18 I'd like to focus now on the build
19 alternative. The build alternative, as I said, is
20 12.6 miles from Azusa to Montclair. I mentioned the
21 station locations, and we invite you to look at some

22 preliminary concepts for proposed stations for each of
23 the cities. The thing to note about this is that it
24 operates within the existing freight corridor, which
25 is owned by Metro.

1 It wouldn't operate, however, on the existing
2 freight track. What we're talking about are two new
3 tracks that are dedicated for the Gold Line that would
4 be next to a third track, that freight track.

5 I've talked about the six new stations. I
6 think there are two things to really keep in mind about
7 the way this project is. The first thing is that this
8 is, for the most part, an at-grade running system. If
9 you've taken a look at the maps, you will note that
10 there are two locations where grade separations are
11 planned.

12 They're at -- as Habib said, one location is
13 Lone Hill in Glendora, and the other is at Towne in
14 Pomona. And the reason why those grade separations are
15 needed is because those are locations where we actually
16 have to switch the sides of the tracks, and the only way
17 to do that is to be able to take the light rail tracks
18 and fly them over the existing freight track. So that's
19 where the two grade separations are planned.

20 The environmental study will take a very
21 comprehensive look at traffic impacts related to all of

22 the grade crossing locations, and we invite you

23 afterwards to come to our boards and ask us questions

24 about the overall configuration of the build

25 alternative.

1 The other thing to keep in mind, as I said
2 earlier, this is an extension of the Gold Line. These
3 are two new tracks. They will be located next to a
4 freight track, and sometimes in order to get that within
5 the right-of-way, the freight track has to be relocated,
6 shifted a little bit in some places, and there might
7 also be some relocation of Metrolink platforms as well
8 to be able to take the Gold Line platforms and the
9 Metrolink platforms, and to the best of our ability, put
10 them within the existing right-of-way. Next slide.

11 This is a picture of a Gold Line train. It's
12 a light rail technology. It does involve overhead wires
13 to power the trains. In terms of the capacity, the
14 actual cars can be linked into three-car trains with the
15 maximum carrying capacity of about 500 passengers per
16 hour.

17 It does require the siting of traction power
18 substations, roughly about a mile, mile-and-a-half
19 apart. So part of what we'll be doing in this study is
20 looking at sites for traction power substations in order
21 to power up the overhead wires for the service, and this

22 is a technology that is currently in operation in the

23 Metro system.

24 This a picture of the Gold Line, which

25 currently goes between Union Station and the

1 Sierra Madre Villa Station. It's the same technology

2 that Metro uses for the Green Line and Blue Line.

3 Next slide.

4 At this point, I'd like to invite

5 Lisa Levy Buch up to talk about the environmental topics

6 that we'll be studying and a little bit about the

7 process in terms of getting questions and providing

8 answers.

9 MR. HABIB: Just before Lisa comes in, I wanted to

10 mention one other thing I didn't mention before. We

11 have a partner in this project, and it is the F.T.A.,

12 and Mary Nugen (phonetic) is here tonight, and I

13 appreciate you being here supporting us tonight.

14 And the F.T.A. is supporting agency. As we go

15 through the process at the federal level, we'll be

16 looking and deferring to the F.T.A. We're looking

17 forward to your support. So thank you for coming out

18 tonight.

19 I also wanted to mention Jon Blickenstaff, the

20 former mayor of the City of La Verne is here. Thank you

21 very much, John. Big supporter of the project and

22 appreciate you being here tonight.

23 Lisa.

24 MS. LEVY BUCH: These are the topics that we know

25 we're going to study in the environmental review. If --

1 why it says, "Did we miss anything," is that that's an
2 important part of the comments that we'd love to
3 receive. If there are things that you think are
4 important to be addressed in the environmental review
5 and they don't fit into one of these categories or they
6 may fit into one of these categories, but there is
7 something specific you want us to study, it's important
8 that you let us know about that through one of the three
9 ways that you can provide comments. Next slide.

10 So this just kind of overviews how you can
11 provide comments. Again, you have until February 2nd to
12 provide your comments in order to be on the record and
13 have them included in the environmental review. So we
14 really encourage you to make sure to get your comments
15 in either tonight or after tonight.

16 And we also have three additional public
17 scoping meetings over the next two weeks. We have one
18 tomorrow in Glendora, one next Wednesday in Claremont,
19 and then the last one next Thursday in San Dimas.

20 With that, we're finally to the point of the
21 most important thing, and that is to hear from you. If

22 you do want to speak, if you'd like to ask a question,
23 or provide us a comment, please turn in a speaker card
24 to some of the staff that will be walking around. Just
25 raise your hand if you filled one out in the middle.

1 We'll collect them and just call them in order.

2 Like we said, we'd appreciate it if you could

3 keep this section to about two minutes to comment. If

4 you do have other things you'd like to comment on, you

5 can write them down, you can go and talk to the court

6 reporter after, and that way we can make sure to get

7 through everybody's comments.

8 Councilman Ruh, would you like to come up?

9 MR. RUH: Thank you for the opportunity for

10 allowing people to comment tonight. I'm Bill Ruh,

11 council member for the City of Montclair, California.

12 And although Montclair is in San Bernardino County, I

13 know my city stands firmly committed to doing whatever

14 we need to do to make the Gold Line a reality.

15 We have two developers who are coming into

16 town who are going to be doing blocked and mixed use in

17 housing based on the reality of the Gold Line coming

18 through. Our residents also realize this is an

19 excellent opportunity to avoid freeways, avoid surface

20 streets to be able to get to points in the

21 San Gabriel Valley and indeed to Los Angeles.

22 Many of our residents have students who go to
23 Claremont colleges, University of La Verne, my alma
24 mater. They go to Pasadena City College. They go to
25 other entities that are out in the area. This is a

1 great opportunity. We want to make the reality that we

2 it will be.

3 Although recently we are aware of some
4 challenges that may be ahead of us, some obstacles that
5 may be put in our way, I know that the residents of
6 Montclair will stand committed to doing this. And to
7 our partners in the San Gabriel Valley, we thank them
8 for their commitment and just tenacity making sure that
9 this happens. Thank you.

10 MS. LEVY BUCH: Craig Thompson. He's a senior
11 member at the Citizens for a Better Mobility.

12 MR. THOMPSON: Good evening. I'm Craig Thompson
13 from the Citizens for Better Mobility, and one thing our
14 organization has a little bit of trouble with here is
15 the section from Pomona to Montclair.

16 Now, just east of the Pomona station, it looks
17 like there's enough space to squeeze in for tracks, but
18 between Claremont and Montclair, I've been through there
19 many times, and it barely looks like it's able to handle
20 two unless you want to grade separate or elevate the two
21 light rail tracks.

22 I'm just wondering exactly how is that going
23 to be done? How will you squeeze four tracks into a
24 space meant for two? Does anyone have any ideas on
25 that?

1 MS. LEVY BUCH: Do you want to finish your
2 comments, and then we can try to address them?

3 MR. THOMPSON: Okay. Well, the second comment is
4 the La Verne station. There's a business there where
5 one of our partners has a space rented, which of course
6 means that once that building is gone for some
7 alternative park and ride, what's going to happen?

8 And furthermore, is the siting of these
9 traction power substations. Now, on the preexisting
10 Gold Line, they're usually sited right next to the
11 passenger stations themselves; but looking at the map,
12 I see that there will be a whole hell of a lot more of
13 those things needed.

14 So how will that be figured out since, you
15 know, D.C. voltage, D.C. power doesn't travel very
16 far without a boost, which means a station, a
17 substation, and that's my comments.

18 MS. LEVY BUCH: Thank you very much. So maybe we
19 can try to answer -- I got two real questions out of
20 that and a couple comments. How are we going to fit the
21 four tracks in the right-of-way east of Pomona? And

22 then when will we know the locations of the proposed

23 traction power substations? Do you want to answer those

24 two?

25 MR. KIM: Sure. The requirement for Gold Line is

1 two tracks and then we're also talking about two
2 additional tracks per Metrolink to be shared with
3 freight. So a total of four. Based on some concepts
4 that we have developed, our initial assessment is that
5 those number of tracks generally will fit within the
6 right-of-way. It's not a significant problem.
7 Although, we have to continue to study this and then do
8 some alignment refinements just to make sure that that
9 is the case.

10 With respect to the second question, we don't
11 necessarily show traction power substations sited on any
12 of our materials, but that doesn't mean that we're not
13 ruling out the possibility of siting traction
14 substations where it might make sense at stations.
15 That's a little bit ahead of us.

16 Over the next couple of months, we'll really be
17 kind of getting down into the weeds in terms of
18 screening and looking at potential sites for the number
19 of substations we need. At this point, we're not ruling
20 out that that might be the case. It's worked for other
21 segments of the system, and it's certainly one of the

22 areas where we'll start.

23 MS. LEVY BUCH: I just wanted to remind everybody

24 that we are taking down all the comments and questions

25 with the court reporter. So we are taking them all

1 down.

2 Ron Vander Molen.

3 If anyone wants us to pick up a speaker card,

4 just raise your hand, and we'll come and get it.

5 MR. VANDER MOLEN: Yeah, I'm just a local guy. I

6 live about a half mile from here right on Hill actually,

7 and I've been in Pomona 24 years. As I look at this and

8 I look at all the different stations and all this stuff,

9 and I've been following this over the years, and very

10 much in the civic-minded -- let's find out what's going

11 on in the Southern California area.

12 I also look at practicality, and I look at

13 what's happening with government, with lack of funds,

14 the federal government, which is the next crisis that is

15 coming on. And I'm not hearing anything of the -- I'd

16 like to know more about the T.S.M. because I haven't

17 heard about that before, but if this is not feasible

18 because of no funds -- it's not feasible because if they

19 dry up, which is a good possibility in the current plan,

20 they might put it off for 10 years, what are we looking

21 at in alternative math? I mean, what's going to happen?

22 I drive that 210 to my shop in Pasadena. So I
23 know what the traffic is like, and I've been watching
24 this for years, thinking -- because I've got a station
25 literally six blocks away that I could get off and I

1 could go down to my shop, but it's like, you know, by
2 the time I'm retired and the time it gets done -- but
3 I'm more concerned about fixing the traffic in
4 Southern California, especially along the 210 and those
5 things.

6 And I don't see it possibly happening, and I'm
7 concerned about that. And I don't see enough planning
8 that if the funding dries up -- and they already talked
9 about drying up all the re-development funds in the
10 cities in the current government -- and I don't see
11 anything in the near future that's going to change that
12 as far as what's going to turn this state around. And
13 so I'm worried about all these funds and anticipating
14 all this stuff without any alternatives being looked at.

15 So that's kind of what my concern is. I think
16 it's a great idea. I think rail is probably a little
17 inefficient though in today's -- with the amount of
18 money put out and the amount of traffic that goes on it.
19 You know, if you think about how many people ride that
20 train, how do we get more people on that train?

21 How many -- I'd like to know the question,

- 22 how many an hour can actually -- at full capacity,
- 23 what's the best case scenario, how many people are going
- 24 to be riding that train if it does get built? And how
- 25 does that impact the freeway if there is not enough

1 people to really make a difference?

2 So those are my questions. So thank you.

3 MS. LEVY BUCH: Thank you. I think some questions

4 that I heard is, how long does this process typically

5 take and from the political perspective, and are we

6 doing anything, or do we know what's being done to plan

7 if the funds aren't available for the project? And so

8 maybe we can answer that one first.

9 MR. HABIB: I'll take the first part of it with

10 regard to the funding. These projects -- you have to

11 get in line for funding, and you don't know that you

12 don't have a success until you get in line and you get

13 denied funding.

14 In order to get in line, you have to go through

15 some requisite planning, and you have to have a project

16 that you can actually propose that you can get an

17 estimate to. And that's really where we're at now.

18 We're still at a very early stage. But before you can

19 get in line for funding, like I said, you have to know

20 about the project. It has to be defined.

21 You have to go through a scoping process, an

22 alternatives analysis, a locally preferred alternative,

23 all these steps to understand what it is you're going to

24 build, and that's what we're doing. We're very

25 cognizant of that. We know what the obstacles are with

1 regard to the earlier phase. Measure R came through,

2 provided the funding for us.

3 Will there be another bottom measure like

4 that? Will there be an opportunity for federal funds?

5 We don't know the answer to those questions. You're

6 absolutely correct. We don't know. But we'll never be

7 able to get in line or go after those -- have a hunting

8 license to go after dollars unless we do the homework

9 that we have to do, and that's what that is about. Part

10 of the homework is the T.S.M., and I'll have Gene answer

11 that.

12 MR. KIM: Thank you. So the T.S.M. stands for the

13 Transportation System Management Alternative. Maybe one

14 way to think about that is a base line. So it's a base

15 line that you would compare your build alternatives to.

16 And the one that we're really focusing on is the light

17 rail extension of the Gold Line.

18 In terms of criteria, I mentioned that before,

19 we're really looking at what we believe is to be the

20 project that best meets the purpose in the (coughing),

21 and that's a really important part of the environmental

22 document.

23 And the criteria that we also look at is

24 system benefits: Which project is best able to shorten

25 commute times, travel times; which project is best able

1 to provide the type of schedule reliability that people
2 really want when they're traveling to their place of
3 work and other places.

4 Another thing we're thinking about is cost
5 effectiveness, and what that really means is what the
6 cost to build and operate the project in relation to the
7 actual travel time savings that that project generates.
8 So we'll be comparing the T.S.M. and the build
9 alternative in those ways.

10 I'll remind people, again, kind of the purpose
11 of the project. What we know is there's a lot of
12 traffic congestion on the 210. There's a need for more
13 transportation capacity, not just for local trips, but
14 for regional trips to get from kind of the east end of
15 our study area in Claremont and Montclair to the rest of
16 the San Gabriel Valley.

17 There are opportunities for connections
18 between Metrolink and a Gold Line system that will now
19 take you to Pasadena, those parts of the western
20 San Gabriel Valley, and there's an issue of balance as
21 well. There's a high share -- automobile share, and

22 what can we do to restore balance in order to get us to

23 the type of system where people are still traveling a

24 lot, but, you know, our carbon footprint greenhouse gas

25 submissions is lower.

1 MS. LEVY BUCH: Do you want to talk about the
2 capacity numbers and how that fits into the analysis as
3 well?

4 MR. KIM: Sure. One of the things we'll be doing
5 is looking at how many riders we'll be carrying. I
6 guess the thing I put out there right now is that there
7 are different characteristics for a T.S.M. best bus
8 option versus a light rail extension.

9 I think the most obvious thing is the issue
10 of the a force transfer. Best bus will get you from
11 Montclair to the Azusa station, but an individual will
12 have to transfer to get further west and vice versa.
13 With the build alternative, it's a continuous trip.

14 The other difference is that the T.S.M.
15 alternative are buses. So in order to get the carrying
16 capacity of a three-car train, you've got to run a lot
17 more buses, and those buses are operating in a mixed
18 traffic environment operating on (inaudible) streets.
19 So the average speed of those buses will be a lot lower
20 than a Gold Line that would be operating on a dedicated
21 fixed guideway system.

22 So those are some things that are different

23 between the build alternative and the base line that I

24 talked about.

25 MS. LEVY BUCH: William Korthof.

1 MR. KORTHOF: How much time do I have?

2 MS. LEVY BUCH: Two minutes.

3 MR. KORTHOF: Hi. My name is William Korthof. I'm
4 a Pomona homeowner, small business owner. I've been in
5 the Pomona area for over 10 years. I regularly drive
6 the 210 freeway. I take transit when I can. There's no
7 transit option at the 210 corridor. It's a terrible
8 parking lot. We need some more growth in this region.
9 I'm very excited. I've been excited about the Gold Line
10 extension to Pomona since I first heard about the
11 possibility over 10 years ago.

12 We need to accelerate. It would be great to
13 accelerate the construction schedule. I'd like to hear
14 what options are considered for that.

15 The cost of this project is a major concern in
16 terms of funding. Have you looked at deferring the
17 construction of parking facilities and deferring the
18 construction of maintenance facilities, deferring the
19 acquisition of deferring of additional rail vehicles
20 until the full build out of the track so that you're
21 fully utilizing the existing hardware that you have to

22 get the construction built, have a guideway, and then

23 have the maintenance facility -- or I should say the

24 parking facilities at a later (inaudible).

25 And I just wanted to mention as well as a

1 resident of the eastern L.A. County, we contribute to the
2 sales tax -- transit sales tax components, which are a
3 key part of the funding for this project. And this part
4 of the region is under served by all transit
5 investments, in particular, rail. So I think that
6 building this is just part of the equitable distribution
7 of the transit investments that need to happen.

8 And I am excited about seeing a light rail
9 train in contrast with, say, a Metrolink train. You can
10 have 10 trains per hour like the Blue Line provides. So
11 if the ridership grows, you can figure 10 trains per
12 hour with 5,000 people, which is equivalent to about
13 three lanes -- two or three lanes of traffic on the
14 210 Freeway. There's no way we can ever imagine
15 expanding that freeway by that.

16 So it's very exciting, and I just wanted to
17 hear if there is ways that you've looked at accelerating
18 the construction.

19 MR. HABIB: With regard to the acceleration, it's
20 really a four year, three-and-a-half year construction
21 project. That's pretty compressed. It comes down to

22 how quickly we can get into the ground and get

23 construction going, and we don't know that until we get

24 through this process. This is a couple year process.

25 Getting funding in place is another process you have to

1 go through, but ideally, we would like to be in

2 construction in 2014, 2015.

3 MR. KORTHOFF: I guess my other question was about

4 if you looked at ways to economize the project to

5 minimize the barriers.

6 MR. HABIB: Really, the infrastructure of the

7 project, the maintenance facility, which is a huge cost

8 to this, is burdened by the previous phase. So it's not

9 part of this budget. With regard to rail cars, Metro

10 doesn't have a fleet of additional or extra rail cars.

11 They're going to be ordered in conjunction with the

12 implementation of this project itself.

13 So they are going to be bringing them in.

14 They're in the middle of (inaudible) right now, and that

15 is scheduled based on the need -- the availability of

16 the project's schedule and in-going online.

17 So from what we've looked at so far, we've

18 squeezed it pretty much down to the infrastructure

19 required for the project itself. Parking, you know, you

20 don't get the ridership if you don't have the parking.

21 So you've got to do it, and I have to tell you, the

22 parking is such a small part of our overall budget.

23 It's maybe \$30 million, and the phase were

24 under construction right now, I think our parking

25 facility is \$30 million of a \$500 million project.

1 It's just not that substantial.

2 And you know, our project is very unique.

3 Phase 1 of the project, its common canopies that we

4 use -- I hate to call it cookie cutter, but we use a

5 standard canopy for each of the stations. We will allow

6 the community to come in and select an artist, the

7 palate, the colors for the station landscaping to make

8 it unique, but we really economize everything we do

9 about the project with the design.

10 And we think it's very efficient and cost

11 effective given what projects cost across the country.

12 And, again, I may worry some of our project people, but

13 this project, phase 1, phase 2 of the project is going

14 to be built somewhere in the \$38 to \$42 million a mile

15 range, which is pretty unique in a country that you

16 don't see a lot of construction of light rail at that

17 cost. So it's pretty darn efficient, and we're proud

18 of that.

19 UNIDENTIFIED SPEAKER: What were those numbers

20 again?

21 MR. HABIB: About \$38 to \$42 million a mile.

22 MS. LEVY BUCH: I have two more cards, Gerald Pass

23 and Olympia Tveter. So if Gerald wants to come up.

24 MR. PASS: One comment and one question, just my

25 opinion and some other people's, too. This is way

1 overdo. This should have been done maybe a dozen years
2 ago, and the fact that it's getting done now at all is
3 almost amazing. So I just want to add that in.

4 The other thing is what kind of coordination
5 do you expect to have schedule-wise with Metrolink
6 because you'll be meeting up with Metrolink? And
7 eventually into Union Station meet up with Metrolink
8 again. So what kind of coordination do you expect to
9 schedule in terms of schedules? It's two different
10 systems, I know.

11 MR. SKOURY: We've already had some meetings with
12 Metrolink talking about some of the shared corridor in
13 the Claremont area as well as Pomona, but we're going to
14 continue having meetings with them, I would say, on a
15 quarterly basis to work out the concepts and, you know,
16 where they fit in and where we fit in.

17 MS. LEVY BUCH: Olympia Tveter.

18 MS. TVETER: Sort of a question. I would say you
19 dramatically need to alter the routes that you currently
20 taking. You already have one major route for the
21 Metrolink. It would be fantastic if you took

- 22 alternative routes to other areas to facilitate rail
- 23 transit in those -- in other areas besides ones already
- 24 pretty well served by Metrolink in many ways.
- 25 Areas that overwhelmingly that could use light

1 rail far better than the locations you already use --
2 offer -- have offered are Cal Poly Pomona, the
3 university in Pomona, which is -- or one of the
4 universities, which is a major commuter university.
5 There's over 20,000 students going there, and
6 they are expanding their parking like crazy, and I know
7 so many people commute from the Pasadena -- out -- in
8 the Pasadena direction to go to school there, and I
9 think you're really missing something by not going
10 south.

11 Also, Downtown Pomona is presently
12 experiencing a renaissance, I would say, that would
13 phenomenally connect to Downtown Pomona to Downtown
14 Pasadena. I've often talked with others about how
15 incredibly popular an underground station rising up in
16 the Cal Poly Pomona would be. I know that may sound
17 costly, but I would say you're missing a giant piece of
18 the puzzle in so far as capping the Inland Empire.

19 Also, I've often spoken with one friend about
20 how Pomona is the new Pasadena, the Pasadena of the
21 Inland Empire. And anyway, this line really needs to

- 22 dip further south to help out these major areas, not
- 23 simply to those areas already relatively well-served by
- 24 rail such as through using Metrolink.
- 25 I would ask if you have considered these

1 alternatives and urge you, if you have not, to please

2 consider them.

3 MS. LEVY BUCH: Thank you for your comments.

4 Appreciate it.

5 I think we had a lot of good examples of the

6 different types of comments that are helpful to us about

7 the environmental review, about the project itself, and

8 so for the rest of the evening, we really do invite you

9 to talk one-on-one. There's a lot of our project staff

10 here tonight. Ask your questions. It's uncomfortable

11 sometimes to get up in front of a lot of people and

12 speak. We want to make it comfortable for you.

13 You can, again, come and speak to the court

14 reporter if you have any questions or comments you want

15 on the record. You can fill out a comment sheet and

16 hand it to one of us or put it in the box. And again,

17 you have until February 2nd if you have any other

18 comments that you want to make sure we have on the

19 record through this environmental process. So thank you

20 very much.

21 MR. STAFFORD: My name is Matthew Stafford. I am

22 in student government at Cal Poly Pomona and represent

23 the College of Environmental Design. I've -- I really

24 want this project the way that they are planning it.

25 What I'd like them to see in the future when

1 it finally does get built is maybe more pedestrian and
2 bicycle accommodations to make sure that sidewalks and
3 bicycle -- like, parking and bike racks and stuff like
4 that at each of the stations, and to make sure that it's
5 protected from the weather, and it's not going to get
6 stolen, and stuff like that to make sure they
7 concentrate on the fact that people are trying to get to
8 the stations not just by their cars, but by walking and
9 biking as well.

10 And I think that's really it. I just want to
11 see it go faster. If there's any way that I could help
12 with advocacy to make sure that this project does get
13 built and not 20 years down the line -- the sooner the
14 better. That's something I'm very interested in.

15 MR. KORTHOF: My name is William Korthof. The last
16 name is spelled K-o-r-t-h-o-f. I'm a Pomona resident,
17 and I wanted to know if provisions have been made or if
18 considerations have been made for bicycle access
19 potentially along the right-of-way.

20 Many cities along the right-of-way have -- the
21 right-of-way's wide enough where there could be a bike

22 trail in parallel with train tracks. I don't know if

23 that would be in the budget now, but it seems that the

24 design criteria for the alignment could provide space

25 for future construction for a bicycle right-of-way.

1 MR. SIMS: Aaron Sims. I have questions about if
2 there will be increased bus service to correspond with
3 the new stations and if there will be, number one,
4 bicycle lanes put in close to the stations so that I can
5 take by bicycle on the train and ride it either north or
6 south along whichever place I need to go to, and number
7 three, if there would be a bike lane that runs parallel
8 to the tracks so that I could ride my bicycle along the
9 tracks if I need to.

10 (Proceedings concluded at 7:45 p.m.)

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1 BEFORE THE METRO GOLD LINE FOOTHILL EXTENSION

2 CONSTRUCTION AUTHORITY PROJECT TEAM

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6 Public Scoping Meeting re:)
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7 METRO GOLD LINE FOOTHILL EXTENSION)
 AZUSA TO MONTCLAIR)

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15 TRANSCRIPT OF PROCEEDINGS

16 Glendora, California

17 Thursday, January 13, 2011

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22 Reported by:

23 MARCENA M. MUNGUIA,
CSR No. 10420

24

Job No.:

25 B6300NCO

1 BEFORE THE METRO GOLD LINE FOOTHILL EXTENSION

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15 TRANSCRIPT OF PROCEEDINGS, taken at

16 Timothy Daniel Crowther Teen and Family Center,

17 241 West Dawson Avenue, Glendora, California,

18 commencing at 6:15 p.m. on Thursday,

19 January 13, 2011, heard before the METRO GOLD

20 LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY

21 PROJECT TEAM, reported by MARCENA M. MUNGUIA,

22 CSR No. 10420, a Certified Shorthand Reporter

23 in and for the State of California.

24

25

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4 Metro Gold Line Foothill Extension
5 Construction Authority

6 EUGENE KIM
7 Parsons Brinckerhoff

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9 Director of Public Affairs
10 Metro Gold Line Foothill Extension
11 Construction Authority

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