



**Metro**

Los Angeles County  
Metropolitan Transportation Authority

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**REVISED**

**PLANNING AND PROGRAMMING COMMITTEE  
SEPTEMBER 14, 2011**

**SUBJECT: STATE ROUTE 710 GAP ENVIRONMENTAL DOCUMENT**

**ACTION: AWARD EIR/EIS CONTRACT**

**RECOMMENDATION**

Authorize the Chief Executive Officer to award the following:

- A. A cost plus fixed fee contract, Contract No. PS 4710-2755, to CH2M Hill Inc. in the amount of \$37,300,000 for a professional services contract to prepare an EIR/EIS that includes alternatives analyses, technical assessments, conceptual and preliminary engineering, and a project report, for the State Route 710 Gap Project (Project) from Interstate 10 to State Route 134/Interstate 210. (Refer to Attachment A.) This contract will be supported by another community outreach contract.
  
- B. Contract modification authority for up to 15% of the contract value to cover the cost of any potentially unforeseen issues that may arise during the environmental, engineering and community participation phases.

**ISSUE**

The gap in the State Route 710 freeway, between the Cities of Alhambra and Pasadena, contributes to significant congestion on nearby freeways and arterials, on a daily basis. Recently, planning studies have focused on the feasibility of constructing a tunnel in lieu of extending the freeway **on a surface alignment** as an alternative to addressing this longstanding problem and related impacts. **In June 2006, the Los Angeles County Metropolitan Transportation Authority (Metro) completed the SR 710 Tunnel Technical Feasibility Assessment, and in April 2010, Caltrans completed the Final Geotechnical Summary Report for the SR 710 Gap to further evaluate the physical and environmental nature of a route neutral study area – five zones bordered by Routes 2, 10, 210 and 605.** The geotechnical study concluded that tunneling would be a viable option. At the June 2010 meeting, the Metro Board of Directors adopted motions to broaden the search for multi-modal solutions and to move forward with the environmental review phase for the State Route 710 Gap (SR 710). In response, a robust public education and outreach program was

implemented in partnership with Caltrans that culminated in a formal Scoping effort in March/April 2011.

A Request for Proposals (RFP) was released on June 2, 2011 to procure **the professional services to conduct alternatives analyses, technical assessments, modeling, conceptual and preliminary engineering, and environmental studies to prepare a project report and appropriate environmental documents for the SR 710 Gap ~~prepare the appropriate environmental document and supporting data/analyses for the Project.~~** A separate public involvement and community outreach RFP was also released in June 2011 to support the technical contract for the Project.

**This contract will be divided into three parts:**

- 1) Alternatives Analyses;**
- 2) Project Report Preparation and Supporting Data; and**
- 3) Environmental Studies and Documentation**

## **DISCUSSION**

Metro's public education and outreach program for the Project included facilitating a three-part series of SR 710 Conversations and Community Meetings between February and April 2011. A total of 20 face-to-face conversations/ meetings were held over a seven week period in the Cities of San Gabriel, Alhambra, Pasadena, South Pasadena, Los Angeles, Glendale and La Canada Flintridge.

The Series 1 conversations, entitled "*Transportation-Where have we been? Where are we going?*", were designed to provide context for the upcoming planning activities and to solicit input on community concerns. Scoping and the environmental planning processes were described in the Series 2 conversations entitled, "*Protecting Communities through an Environmental Process – CEQA/NEPA*". Formal Scoping occurred during the Series 3 conversations entitled "*Scoping – Going on the Record*". In addition, a governmental agency Scoping meeting was held at Caltrans on March 14, 2011 and an online virtual Scoping meeting was established on March 21, 2011 and made available on demand throughout the Scoping period. The Executive Summary of the SR 710 Gap Closure Project Draft Scoping Summary Report, prepared by Caltrans, is shown in Attachment B.

**It has been determined that the recommended contractors have the technical expertise and qualifications to conduct this work.**

## **FINANCIAL IMPACT**

Funding in the amount of \$8,000,000 is included in the FY12 budget under Cost Center No. 4710, Highway Program, under Project No. 460315, State Route 710 North Gap Closure. Since this is a multi-year project, it will be the responsibility of the Cost Center Manager and the Highway Program, Executive Director to budget the appropriate expenditures in future years.

### **Impact to Budget**

The funding for this project will come from Measure R Highway Funds (20%) and will have no impact on bus and rail operating and capital budgets as these funds have been identified for this project.

## **ALTERNATIVES CONSIDERED**

- A. Conduct the work in-house. This was rejected because Metro does not have the staffing availability or environmental and design expertise to conduct a study of this magnitude.
- B. Not authorizing the Chief Executive Officer to award and execute the contract. Staff is not recommending this because this would not be consistent with the voter approved Measure R program, and the Board priority to provide congestion relief in Los Angeles County.

## **NEXT STEPS**

Upon Board approval, staff will issue the Notice to Proceed and return to the Board with periodic updates on the progress of the Project.

## **ATTACHMENTS**

- A. Procurement Summary
- B. State Route 710 Gap Closure Project Draft Scoping Summary Report – Executive Summary

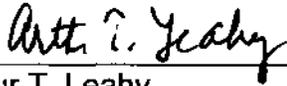
Prepared by:

Michelle E. Smith, P.E., Project Manager, Highway Program



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Douglas R. Failing, P.E.  
Executive Director, Highway Program



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Arthur T. Leahy  
Chief Executive Officer

**PROCUREMENT SUMMARY**

**STATE ROUTE 710 GAP ENVIRONMENTAL DOCUMENT**

1.	Contract Number: PS4710-2755	
2.	Recommended Vendor: CH2MHILL	
3.	Type of Procurement (check one) : <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP – A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: June 2, 2011	
	B. Advertised/Publicized: June 7th & 8th 2011	
	C. Pre-proposal/Pre-Bid Conference: June 15, 2011	
	D. Proposals/Bids Due: July 18, 2011	
	E. Pre-Qualification <u>Prime contractor Completed: In-process</u> Two subcontractors outstanding	
	F. Conflict of Interest Form Submitted to Ethics: July 21, 2011	
	G. Protest Period End Date: September 20, 2011	
5.	Solicitations Picked up/Downloaded: 181	Bids/Proposals Received: 4
6.	Contract Administrator: Calvin Rascoe	Telephone Number: (213) 922-7326
7.	Project Manager: Michelle Smith	Telephone Number: (213) 922-3057

**A. Procurement Background**

The Request for Proposal (RFP) is a standard Architect & Engineering (A&E) qualifications based negotiated competitive procurement; pursuant to the Brooks Act, where by law, the firm is selected based on technical qualifications, followed by price negotiations. California government codes 4525 through 4529 provide detailed instructions on the selection and negotiation process for A&E contracts.

The RFP was issued in accordance with Metro’s Acquisition Policy and the contract type is a Cost Plus Fixed Fee (CPFF), completion form.

~~A total of four proposals were received on July 18, 2011.~~ Two amendments were issued during the solicitation phase of this RFP; amendment No. 1 issued on June 3, 2011 deleted Exhibit A Statement of Work dated May 6, 2011 and replaced in its entirety a revised Exhibit A Statement of Work dated May 31, 2011; amendment 2 issued June 30, 2011 corrected grammatical errors in Exhibit B- Insurance Requirements and the Contract Compliance Manual. In addition, amendment 2 provided copies of the pre-proposal conference minutes with questions (26) and answers to 26 questions asked during the pre-proposal meeting the pre-proposal sign-in sheets, and the plan holders list.

A total of four proposals were received on July 18, 2011. We have held three fact finding sessions with the recommended contractor. In the event we cannot reach an agreement with the recommended proposer regarding the established price, we will proceed to the next highest evaluated proposer and continue the process until an agreement is reached. Three fact-finding sessions have been held with the recommended contractor to clarify cost elements, schedule, and price.

## **B. Background on Recommended Contractor**

CH2M Hill Inc., 9191 S. Jamaica St., Englewood, CO 80112 has been in business 65 years since 1946. The corporation has combined innovative technology with responsive, professional service to meet the needs of public agencies and private industry. They have completed hundreds of transportation projects –from major investment studies, to planning efforts, to large-scale multi-modal corridor programs.

CH2M Hill offers a broad range of traffic data collection and traffic analysis capabilities with experience in developing and evaluating complex simulation models pertaining to transit systems, highway tunnels, freeway and arterial roadway networks, freight operations, interchanges, and tolling and queue priority systems. The full range of services includes providing financial, procurement, and delivery consultation services for Public Private Partnerships (P3) projects across North America.

Recognized as a leader in the management of major programs around the world, CH2M Hill held a #1 rank for program management for a period of 8 consecutive years (2003 through 2011) by Engineering News Record. CH2M Hill is currently involved in major projects such as the Crossrail Program Management Services in London, UK; the Program Manager for the Strategic Tunnel Enhancement Program (STEP) in Abu Dhabi, UAE; Virginia DOT Mega Projects; and the Wekiva Parkway Corridor Design Review and Oversight in Orlando, Florida, and is the program manager for the Deep Tunnel Sewerage System (DTSS)/Changi Water Reclamation Plant, Singapore.

CH2M Hill has been involved in multiple Metro Traffic Planning tasks in support of Metro's Countywide Planning Bench contract. These projects include alternative analysis, modeling, complex stakeholder issues, fast-track schedules, and agency coordination to develop workable solutions. CH2M Hill is currently finishing the Metro Soundwall Package 11 for the design of Soundwall improvements and widening of eight bridges along SR-170 and I-405 freeways in Los Angeles, CA. Other Metro projects included the SR-57/SR-60 Interchange Feasibility Study and the I-5/Carmenita Interchange Feasibility Study. CH2M Hill's performance against these all Metro projects has been satisfactory. CH2M Hill completed the Caltrans SR710 (North) Gap Closure Tunnel Technical Studies in 2010. In addition, CH2M Hill has two Caltrans District 7 on-call contracts for Engineering Design Services and for Best Management Practices. CH2M Hill also received a Caltrans contract for the I-10 Freeway widening.

CH2M Hill's tunnel experience spans from small (1 foot) diameter auger boring, horizontal directional drilling and micro-tunneling to large diameter (over 30 feet) tunnel boring machine (TBM) driven tunnels in soil and rock. CH2M Hill has experience in pressurized face tunneling with precast concrete segments, TBM, hand mine and rotary

milling-head tunneling with cast-in-place concrete linings. CH2M Hill has also designed numerous large chambers in rock with linings ranging from rock bolts with minimal shotcrete to cast-in-place concrete. CH2M Hill has added subcontractors Jacobs Associates and ILF Consultants as part of the team for their tunneling expertise.

CH2M Hill's project manager Yoga Chandran is an accomplished leader with 26 years of experience in a broad range of transportation projects, with 13 of those years at CH2M Hill. His credentials include a PhD degree, an MS degree, and a BS degree, all in Civil Engineering. He is a registered Professional Engineer, Civil in California (No. C51253) and a registered Geotechnical Engineer in California (No. GE2405). Mr. Chandran was the CH2M Hill project manager for the SR-710 (North) Gap Closure Tunnel Technical Study, Caltrans District 7, Los Angeles County completed in 2010.

### **C. Evaluation of Proposals/Bids**

Proposals were received on July 18, 2011. A total of four proposers responded to the RFP. The solicitation was issued in accordance with the Acquisition Policy and Procedure. A Selection Committee was convened and conducted a comprehensive technical evaluation of the proposals received and held oral discussions with all four contractors. Based on the evaluation criteria stipulated within the RFP solicitation, CH2M HILL received the highest ranking of the four responsive proposals received. Reference checks are currently in process. The evaluation team consisted of five members: two Caltrans employees and three Metro employees. The combined experience of the team members is in excess of 100 years experience in roadway design, engineering, environmental planning and project management. These employees were selected because they have previous experience managing the environmental process for technically complex highway projects.

#### **Evaluation Criteria**

- Management Approach
  - Management Organization
  - Management Method (cost, schedule and quality control)
  - Firm Resources reflective of a multi-disciplined, professional and experienced staff:
    - Resumes including:
      - Similar highly complex and politically sensitive projects worked on in large metropolitan areas, and years performed;
      - Education of staff members indicating expertise in various specialty areas including engineering, environmental planning, transportation planning, cultural resources, socio-economics, computer graphics, social media platforms, etc; and,
      - Availability for this Project as a percentage of each staff members' available time.
- Firm Experience and Past Performance

- Demonstrates sufficient breadth and depth of experience with the following:
    - Multi-modal Transportation Planning including involvement with Federal, State, Regional, and local planning agencies;
    - Civil/Transportation Engineering expertise in transportation and structural design, geotechnical evaluation, and subsurface feasibility evaluations;
    - Environmental planning to include knowledge of environmental laws, regulations and processes;
    - Traffic Engineering with expertise in modeling and forecasting, tolling, and congestion relief methodology;
    - Document Preparation (engineering reports, traffic reports, environmental documents, technical studies, etc.); and
    - Local, state and federal agencies, councils of government, regional planning agencies, community groups, etc.
  - Demonstrates results on past projects with a track record of successfully completing projects on time and within budget.
  - Demonstrates capable, effective, and efficient past performance on complex transportation projects in an urban setting.
  - Demonstrates a good understanding of how a project's history and local issues can influence the political environment.
  - Possesses the ability to articulate technical terms, processes and procedures to laypersons.
- Adaptability to Changes in the Work Environment
    - Demonstrates knowledge skills and abilities in the following areas:
      - Innovation-solving problems through the use of non-traditional methods
      - Project delivery techniques-including use of management tools to expedite project delivery.
      - Conflict management-the ability to resolve conflicts among staff, agencies and/or stakeholders as they arise.
      - Emerging technologies-applications of new technologies to address concerns or make some alternatives more feasible.

	<b>Bidder/Proposer Name</b>	<b>Bid/Proposal Amount</b>	<b>Price</b>	<b>Note those that were disqualified as explained above:</b>
	CH2M Hill	\$49,610,823	\$37,300,000	N/A
	Parsons Transportation Group	A&E		N/A
	Chambers Group	A&E		N/A
	Parsons Brinckerhoff	A&E		N/A

**D. Cost/Price Analysis Explanation of Variances**

During fact finding, the Program Office established a price of \$37,300,000 with a work content that is more consistent with the requirements of Metro’s in-house estimate of \$35,000,000. CH2M Hill has agreed to the price established by Metro. After review of fact-finding results, the independent cost estimate, MAS audits, technical evaluation, and a cost analysis, a comparison will be made to determine the fair and reasonableness of the established price. If the established price does not meet the test for reasonableness, Metro will resume negotiations with the Contractor to resolve any issues.

**E. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) recommended a Small Business Enterprise (SBE) goal of 18% for this procurement. CH2M Hill made a pre-negotiated commitment of 18.33%. Final SBE commitment will be determined and listed in the conformed contract.

<b>SMALL BUSINESS GOAL</b>	18% SBE	<b>SMALL BUSINESS COMMITMENT</b>	18.33% SBE PRE-NEGOTIATED
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	<b>SBE Subcontractors</b>	<b>% Committed</b>
1	AFSHA Consulting, Inc.	0.30%
2	Barrio Planners	0.59%
3	Dean Ryan Consultants and Designers	2.30%
4	D'Leon Consulting Engineers	2.81%
5	Earth Consultants International	1.12%
6	Epic Land Solutions, Inc.	2.70%
7	Intueor Consulting, Inc.	0.21%
8	JMDiaz, Inc.	4.81%
9	Sapphos Environmental, Inc.	1.17%
10	Tatsumi and Partners	0.88%
11	Wagner Engineer and Survey	0.79%
12	AP Engineering & Testing, Inc.	0.13%
13	JET Drilling, Inc.	0.11%
14	Wiltec	0.41%

	<b>Total Commitment</b>	<b>18.33%</b>
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**F. All Sub-Contractors**

	<b><u>Subcontractor</u></b>	<b><u>Services Provided</u></b>
1	<u>AECOM</u>	<u>AA &amp; Transit Lead; frwy, LRT, and BRT alternatives</u>
2	<u>AFSHA Consulting</u>	<u>Freight mobility modeling</u>
3	<u>AP Engineering &amp; Testing</u>	<u>Geotech Lab Testing</u>
4	<u>Barrio Planners</u>	<u>Portal &amp; station aesthetics</u>
5	<u>Belshire</u>	<u>Transportation and disposal of non-hazardous soil cuttings contained in drums</u>
6	<u>Cascade Drilling</u>	<u>Deep boring drilling</u>
7	<u>D'Leon Consulting Engineers</u>	<u>Utilities support, coordination</u>
8	<u>Dean Ryan Consultants and Designers</u>	<u>Arterial street improvement, tunnel design support</u>
9	<u>Earth Consultants International</u>	<u>Geology and Fault Studies</u>
10	<u>Epic Land Solutions Inc.</u>	<u>ROW (AA, PR, ED)</u>
11	<u>ILF Consulting Engineers</u>	<u>Tunnel Ventilation and Air Quality Lead</u>
12	<u>Intueor Consulting Inc.</u>	<u>Traffic Support(Engrg,TMP)</u>
13	<u>Jacobs Associates</u>	<u>Tunnel Design Lead</u>
14	<u>Jet Drilling</u>	<u>Shallow boring drilling</u>
15	<u>JM Diaz Inc.</u>	<u>Heavy Rail and freight mobility, arterial street</u>
16	<u>LSA Associates Inc.</u>	<u>Environmental Studies and Documentation (CEQA/NEPA)</u>
17	<u>Resource Systems Group (RSG)</u>	<u>Independent Traffic, Forecasting, Modal Analysis</u>
18	<u>Sapphos Environmental Inc.</u>	<u>Biological, archeological support for cultural resources</u>
19	<u>Sheppard Mullin Law Firm</u>	<u>CEQA/NEPA Legal Consultation</u>
20	<u>Statewide Traffic Control</u>	<u>Traffic control services, traffic plans w/PE stamp</u>
21	<u>Summit Consulting and Engineering, Inc.</u>	<u>Coordination for Power</u>
22	<u>Tatsumi and Partners Inc.</u>	<u>Landscaping, visual impact analysis</u>
23	<u>TRC Solutions Inc.</u>	<u>Structure and Roadway Support</u>
24	<u>Urban Design Center</u>	<u>Agency Coordination with Community Leaders and Organizations</u>
25	<u>Wagner Engineering and Survey</u>	<u>Survey and aerial mapping</u>
26	<u>Wilson Ihrig and Associates</u>	<u>Transportation Noise and Vibration control</u>
27	<u>Wiltec</u>	<u>Data Collection</u>

# State Route 710 Gap Closure Project

Draft Scoping Summary Report – Executive Summary

8/9/2011

California Department of Transportation

Division of Environmental Planning (MS-16A)

100 S. Main St. Los Angeles, CA 90012

SCH No.: 1982092310

Caltrans Project No.: 0700000191 (EA: 187900)



# Executive Summary

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## **Introduction**

The State Route 710 North Gap Closure Project is being undertaken by the California Department of Transportation (Caltrans) in coordination with the Los Angeles County Metropolitan Transportation Authority (Metro) and other partner agencies.

The proposed project, depending on the results of a thorough environmental analysis of all possible transportation improvements during the NEPA/CEQA process, may include, but not be limited to: surface and subsurface highway/freeway construction, heavy rail and bus/light rail systems, local street upgrades, traffic management systems and a no build alternative. There currently is a gap in the I-710 corridor, for a distance of approximately 4.5 miles (7.2km), which extends between Valley Boulevard to the south and Del Mar Boulevard to the north. As originally identified in the April 13, 1998 Record of Decision for the Meridian Variation alignment, this gap contributes to congestion on local streets and the regional freeway system. The objective of this project is to relieve congestion and improve mobility within the study area.

To comply with the requirements of the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), an environmental impact report/statement (EIR/EIS) is being prepared. CEQA and NEPA both encourage public participation throughout the development of an EIR/EIS. Scoping is a means of soliciting input, early in the development process, concerning the project purpose and need, the range of alternatives to be analyzed, and the scope of the analysis to be included in the environmental document.

This Scoping Summary Report (SSR) has been prepared to document the Scoping activities conducted to solicit input from the public and government agencies, to identify public and agency concerns and to define the environmental issues and alternatives to be examined in the EIR/EIS. This report covers public outreach conducted during the formal Scoping period of March 4, 2011 to April 14, 2011. Public and agency outreach efforts will continue throughout the project development process.

## **Pre-Scoping and Formal Scoping Activities**

Extensive efforts have been made to encourage public and agency participation in the Scoping process. These efforts included:

✚ Two (2) series of Community Meetings designed to educate the public on the project development and approval process. These series of meetings consisted of:

- ❖ Series 1: Transportation – *Where have we been? Where are we going?* – Consisted of 6 meetings held February 15-26, 2011, in the cities of San Gabriel, Alhambra, Pasadena, South Pasadena, El Sereno, and Glendale.
- ❖ Series 2: *Protecting Communities through an Environmental Process* – CEQA/NEPA – Consisted of 6 meetings held March 1-17, 2011, in the cities of Pasadena, San Gabriel, Alhambra, South Pasadena, Glendale, and El Sereno.

✚ Eight (8) formal Scoping meetings (Series 3: *Going on the Record*) were held at the following locations from 6pm to 8pm:

- ❖ San Gabriel, March 15, 2011, Jefferson Middle School, 1372 East Las Tunas Drive, CA 91776
- ❖ Alhambra, March 16, 2011, Civic Center Library, 101 S. First Street, CA 91801
- ❖ Glendale, March 22, 2011, Glendale Community College, 1500 North Verdugo Road, California 91208
- ❖ South Pasadena, March 23, 2011, South Pasadena High School, 1401 Fremont Ave., 91030
- ❖ El Sereno, March 29, 2011, LA Christian Presbyterian Church, 2241 N. Eastern Ave., 90032
- ❖ Pasadena, March 30, 2011, Lake Avenue Church, 393 N. Lake Ave., 91101
- ❖ La Canada, April 5, 2011, La Canada High School, La Canada Flintridge.
- ❖ Los Angeles, April 6, 2011, Ramona Hall Community Center, Los Angeles, CA.

✚ A Virtual Scoping meeting was webcast on March 21, 2011 and on-demand at [www.metro.net/sr710conversations](http://www.metro.net/sr710conversations) through April 14, 2011.

✚ Mailing notification to appropriate local, state and federal agencies and elected officials.

✚ Website developed at [www.metro.net/sr710conversations](http://www.metro.net/sr710conversations).

✚ Posted Scoping Notices at public libraries.

✚ Published Scoping Notices in 39 different newspapers in the project study area.

- One formal Agency Scoping meeting was held on March 14, 2011 at Caltrans District 7 Headquarters, 100 S. Main Street.

## Comments

109 written comment letters were received during the formal Scoping period. A total of 114 verbal comments and 29 comment cards were received during the formal Scoping meetings. These comments are summarized in the Comment Matrix and all written comments are also included in the entirety in Volume II.

Public comments covered a wide range of issues. Primary areas of concern included the project’s purpose and need, the alternatives to be included in the EIR/EIS, health and safety concerns with any and all possible tunnel options, potential placement of tunnel ventilation shafts, project cost, and general statements for and against the project.

Agency comments focused on the jurisdictional responsibilities of the particular commenting agency and included issues such as potential project alternatives, traffic impacts, and potential permitting requirements. All agencies requested that all future project information be provided as it becomes available.

The Scoping process provided a wide array of public comments and has provided invaluable guidance that will help the development of the project and preparation of the environmental document. Caltrans’ goal is to ensure that all relevant CEQA/NEPA resource issues are fully analyzed and documented in the EIR/EIS.

Caltrans and its partner agencies will continue with their outreach efforts in an attempt to fully engage the public and agencies in the development of the project.

<i>Predominant Scoping Comment Themes</i>		
<i>Comment theme</i>	<i># of Comments</i>	<i>Sub-theme</i>
<b>Support for Project</b>	66	
<b>Project Opposition</b>	78	
<b>Items to be included in EIR/EIS analysis</b>	40	Wide range of technical study recommendations to be included in Environmental Document.
<b>Air Quality</b>	20	Health Impact Analysis/Health Risk Assessment, Tunnel ventilation concerns, Mobile Source Air Toxins, Hot Spot Analysis
<b>Tunnel Concerns</b>	10	Safety, Constructability, Cost, groundwater quality

<i>Predominant Scoping Comment Themes</i>		
<i>Comment theme</i>	<i># of Comments</i>	<i>Sub-theme</i>
Information requests	6	Project alternatives/Costs/Tolling
Project Definition	6	More specific alternative discussion
Rail Alternative advocacy	6	
Request for Cost/Benefit Analysis	5	
Historic Resources	3	
Other Transportation Recommendations	2	Rail/Transit
GRID solutions	1	San Gabriel River Infrastructure Development (GRID)

**\* Due to the wide-range of comment letters with multiple topics, there is some overlap. For instance many of the support/opposition letters also included requests for items to be included in EIR/EIS analysis.**

The above table summarizes the predominant comment themes received during Scoping. These comments include all submittal methods (oral, written, electronic). In summary, we received a wide range of comments with the majority of themes revolving around the importance of completing a thorough EIR/EIS.

Geographically, project support and opposition was roughly split with the study area's southern cities expressing support and the northern cities expressing opposition. Support was expressed strongest in the southernmost cities of Alhambra, San Gabriel, Monterey Park, Rosemead, El Monte and San Marino. The northern cities of La Canada, Glendale, Pasadena, and South Pasadena expressed opposition.