

1 Los Angeles, California, Thursday, January 13, 2011

2 6:15 p.m.

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5 MR. BALIAN: Good evening, ladies and gentlemen, if

6 I could invite everyone to take a seat. I'm sorry there

7 are not enough seats, but at a meeting like this it's

8 actually a great thing to see a full house and to see

9 every seat filled. So I appreciate very much you coming

10 tonight.

11 My name is Habib Balian. I am the CEO of the

12 Construction Authority. I welcome you all tonight.

13 Being here, it's very important for this project to have

14 many -- as many people in the community involved as

15 possible. So by virtue of your appearance tonight, it's

16 testimony to how important this project is to the

17 community. We had another successful meeting like this

18 last night in Pomona and we have two more coming up next

19 week.

20 I'm going to first begin by asking all the

21 Authority employees and Authority staff consultants to

22 raise their hands. Just to let you know, we've got a lot

23 of Authority specialists here that are happy to answer

24 any questions for you this evening.

25 As far as the program goes tonight, we're really

1 looking at a couple of different things. First, it's
2 presenting an overview of the project to familiarize you
3 with the project itself, what you don't know about the
4 project and the things that we are still looking at about
5 the project.

6 We're also going to talk about the process that
7 we're going to go through to environmentally clear this
8 project. It's important to know that we will be clearing
9 this project under the State certification process and
10 the Federal certification process. That's CEQA, the
11 California, and the NEPA, the National Environmental
12 Quality (sic) Act. So we will be clearing them under
13 both.

14 They both have different time frames. The CEQA,
15 the California, the State, should be done in about half
16 the time than the Federal, but it will allow us to get in
17 line for Federal funds sooner, so that's the reason why
18 we're clearing it under both certification processes.

19 We're also going to be asking the public for
20 their comments. You will have until February 2nd to
21 comment on the project. You can comment on the project

22 in a couple of different ways. You can comment on the
23 project by filling out a comment form, which is located
24 around the room. You can participate during the
25 discussion tonight after the presentation by filling out

1 a speaker card and coming forward and making your
2 comment, and we'll be collecting those throughout the
3 presentation tonight. There is a court reporter here and
4 the court reporter will take down all the comments that
5 are made tonight.

6 And then following the presentation, about
7 7:00 o'clock, there will be an open house. You can walk
8 around the room and you can look at the boards, you can
9 speak to a project specialist specifically about your
10 concerns; and if you have a comment that you want entered
11 into the record, you can come over to the court reporter
12 and you can make the comment to the court reporter. So
13 there's various ways of making your comments known. And
14 then of course you have until February 2nd to have your
15 comments logged into the official record of the project.

16 With regard to tonight, we'll be starting up now
17 and we want to be respectful of your time and getting you
18 in and out as quickly as possible tonight.

19 This presentation should take until about
20 7:00 o'clock with questions and you'll have that
21 opportunity, again, to be on the record and speak to the

22 project. Then we're going to have the open house and
23 then we're going to go through anything we need to to
24 extract comments out of the public to make sure that
25 they're recorded.

1 I do want to mention we do have some elected
2 officials from the City. Gene Murabito is here from the
3 City Council. Gene, I know you're back here somewhere.

4 And Doug Tessitor is here. Doug, thank you very
5 much, and Mrs. Tessitor, thank you very much for coming.

6 We have Cliff Hamlow is here, former elected
7 official. Thank you, Cliff, for coming out tonight.

8 With regard to the project, many of you know the
9 extension, but I want to remind you it's about 12 and a
10 half miles, it goes through six cities, six stations
11 along the alignment through the historic core of many of
12 these cities.

13 We have a pretty simple alignment. It's all
14 mostly at grade. There will be two additional grade
15 separations, one in Pomona and one in the city of
16 Glendora that are planned for the project itself. They
17 are required because of a relocation, a shifting of the
18 track, not because of any other reason, but just to move
19 the track from one side, from the north to the south, and
20 that's the reason for that. And we'll talk about that in
21 some detail later on.

22 Then, we're going to talk about the -- how the
23 project is funded, that we're very fortunate that
24 phase -- the earlier phase of the project from Pasadena
25 through Azusa is fully funded from Measure R. This phase

1 of the project, Azusa to Montclair, is not funded. We
2 will be seeking Federal funds. This process is about
3 going after funding. We have to get through this process
4 to get buy-in from the Federal government, who's our
5 partner. The FTA is a co-sponsor of this process and
6 with their help we will go after Federal funds and we go
7 through this process, we get understanding of the
8 project, the impacts of the process, the costs of the
9 project, and then we can go down the road of going after
10 Federal funding for the project.

11 Many of you know the Countywide map, the rail
12 system that's been built since the '80s. This was
13 adopted in 2009. This is the long-range plan, the Metro
14 long-range plan map. It includes this project and it
15 is the planning guide that's used throughout the County
16 for building all of the future lines, those that are
17 funded through Measure R, which is raising about
18 \$40 billion over the next 30 years.

19 The history of the project: It really started
20 in the late '90s with the creation of the Construction
21 Authority. We are not Metro. We are a separate

22 special-purpose entity that was created by the State
23 Legislature in 1999. It gave us the rights and the
24 powers and responsibility to build the project separate
25 from Metro. We will turn it over to Metro once it's

1 completed and they will operate the system. This is the
2 way we built Phase 1 of the project from downtown to --
3 Downtown Los Angeles to Pasadena and that's how we'll
4 proceed from Pasadena to Azusa and Azusa to Montclair.
5 It's the same method. We build it and turn it over to
6 them for operation.

7 We've gone through several steps of this
8 process. Beginning in about 2002, we cleared the
9 Alternatives Analysis the next year for the project
10 itself. We've circulated the draft document. We've
11 selected a Locally Preferred Alternative for a project
12 and we've proceeded in 2007 to get the project cleared
13 and then we're taking the documentation that we have so
14 far, building on that to the document that we would like
15 to clear later this year that incorporates everything we
16 know about the project, all of the impacts about the
17 project, all the concerns, and answers all of the
18 questions about the project itself. And then ultimately
19 we'll clear the project under CEQA and NEPA this year and
20 the following year so that we can get in line for Federal
21 and State funding.

22 I'm going to introduce Gene Kim, who is here.

23 He will present the process and get into some of the

24 technical details. And once again, thank you very much

25 for coming, and there will be opportunities for questions

1 and comments and we're going to review that once again at
2 the end of Gene's presentation.

3 MS. LEVY BUCH: Before Gene starts, there are like
4 four chairs up here, maybe if you could just raise your
5 hand if there is a chair next to you that is available.

6 MR. BALIAN: We've got a couple chairs up here if you
7 want more chairs.

8 MR. KIM: Don't be shy.

9 MR. BALIAN: It's a really long presentation.

10 MR. KIM: Okay. No takers. All right.

11 I want to talk a little bit about the stages in
12 the project development process. Where we are right now
13 is kicking off Environmental --

14 UNIDENTIFIED SPEAKER: Can you speak up?

15 MR. KIM: Sure. Where we are right now is kicking
16 off the Environmental phase, which is the second of a
17 five-phase process. What preceded the Environmental
18 phase was something called an Alternatives Analysis Study
19 and it was the study to take a look at all of the
20 potential alternatives that were worth carrying forward
21 into the Environmental, and I'm going to talk about those

22 alternatives in a minute.

23 The Environmental phase lasts a little over a

24 year and then after that Environmental phase is concluded

25 with a certification of the Environmental document in our

1 case by two agencies, the Foothill Construction Agency
2 for the CEQA document, that is the EIR, and the Federal
3 Transit Administration for the Federal document, the EIS,
4 then we go into the third phase which is more detailed
5 engineering. And the goal really is to get to
6 construction and groundbreaking sometime around the 2014
7 time frame. Construction usually takes about three
8 years, sometimes a little more, and that'll give you an
9 idea of an opening day. So I'm not telling you an
10 opening day, but you can kind of put the numbers together
11 and look into the future and see when that might happen.

12 I want to talk now about the EIR/EIS process.
13 The first thing, as I said before, is that -- and this is
14 what Habib mentioned as well, is there is a parallel
15 process going on. There's a Federal NEPA process and a
16 State process called CEQA, so it will actually be a
17 combined Environmental document.

18 And the process, you can think about it in two
19 phases, the draft phase and the final Environmental
20 phase; and in the draft phase, we do carry forward more
21 than one alternative. We're actually going to be taking

22 a look at a couple. And then at the conclusion of that

23 phase, what will happen is the draft Environmental

24 document which will look at a whole number of

25 Environmental areas of concern will be publicly

1 circulated and the public will have a chance to look at

2 all of the -- look at and comment on that draft

3 Environmental document.

4 The next phase is the final Environmental

5 document, and I guess the thing to say about that is that

6 we can't proceed into a final Environmental document

7 until we get to something called a Locally Preferred

8 Alternative, and that is the alternative that the final

9 Environmental document will environmentally clear,

10 concluding with a -- something called a Record of

11 Decision, which is a certification that the

12 Environmental -- that the project has been cleared from

13 an environmental standpoint.

14 Okay. The reason why we're here today is to

15 initiate the Environmental process and the official

16 kickoff of that process is called Public Scoping. I

17 talked about the two concurrent Environmental processes

18 that are taking place.

19 The point of scoping is to invite members of the

20 public together in one place to really present on what

21 the proposed alternatives are. So we want to give you a

22 very clear idea of what's being studied as part of this

23 Environmental document. We also want to talk about

24 something called the Purpose and Needs Statement.

25 Now, the Purpose and Needs Statement is a very

1 important statement because it sort of lays the
2 foundation for why do we need the project? So we're
3 going to talk about the alternatives under consideration
4 and then we also want to hear -- you know, based on all
5 this information we throw at you about the project, we
6 want you to absorb all that information and then tell us,
7 the Authority, what you think about the project and if
8 there are particular areas that you think we ought to
9 focus on in the Environmental document.

10 The reason we're here is to hear your comments
11 and your questions about the project. We are here to
12 convey information about the project so you totally
13 understand what this project is about and where it's
14 going, and then we want to hear from you about how we
15 should focus our Environmental study. Okay?

16 So the purpose and need for the project, this is
17 really kind of self-explanatory. What is the need for
18 the project? And then what is the purpose that the
19 project is meant to serve in order to address those
20 needs?

21 So I'll kind of run through them box by box.

22 In terms of need, let's talk about the market. This
23 really is a market that is very parallel to the
24 210 Freeway, which is very congested. We know that going
25 into the future, the amount of traffic on the 210 is just

1 going to get more and more. It's going to get much more
2 congested. There is a limited amount of commuter and bus
3 transit service in the corridor, so one of the things
4 we're looking at is a way to add transportation capacity
5 overall to this east-west corridor that we know really as
6 the 210.

7 The corridor's arterial network, all the streets
8 that connect up to the 210, are also very congested and
9 we know looking into the future our population
10 projections tell us that employment populations are going
11 to increase. That's going to mean more trips and it's
12 going to mean more traffic.

13 So the purpose of the Project, there are really
14 five. The first is about transit accessibility and
15 that's about connecting people to places and making it a
16 lot easier for people to get to major activity centers in
17 the Gold Line.

18 The next is reliability of transit services. We
19 want to make -- we want to come up with an alternative
20 that is reliable. It shortens travel times. There's a
21 schedule that you know when you show up, it's going to

22 show up and take you where you want to go. We want to

23 provide some alternative to having to get on to the 210.

24 We want to enhance connections to existing transit

25 services like Metrolink so that you can get to a station,

1 get off at a Metrolink station, hop on this service and
2 get to a different part of L.A. County that you couldn't
3 before.

4 And then finally, we're looking to introduce
5 more balance into the system and one way to characterize
6 that is to come up with a mode share where transit
7 carries more and more of where people are going, and it's
8 not just all about automobiles, which we know are really
9 clogging up the network.

10 So now I'd like to talk about the alternatives,
11 and there are three at this stage that we're looking at
12 as part of this Environmental process.

13 The first is called the No Build and it's kind
14 of self-explanatory. What it is is what would things be
15 like in 2035, 25 years from now, if we didn't build a
16 project at all? Would that help us solve the purpose and
17 need that I talked about earlier?

18 We also have an alternative called the
19 Transportation Systems Management Alternative. Going
20 forward, I'm going to call it the TSM, and the TSM is
21 this. Think about it this way. What's the best that you

22 could do if you didn't actually build something new?

23 Okay? We often call it a "best bus," so think of it as

24 a -- like a Metro Rapid service for Foothill Transit

25 Silver Streak. It would operate on existing streets in

1 mixed-flow traffic, but we would add as part of it some
2 operational improvements like signal priority and signal
3 synchronization. But the thing about the TSM is that
4 we're not building anything new. We are buying vehicles
5 and running them on existing streets.

6 Okay. The final alternative is called the Build
7 Alternative, and in this Environmental process, we're
8 really focusing on one Build Alternative and it's a light
9 rail extension of the planned Gold Line from Azusa at
10 Citrus Avenue to Montclair. There are six proposed
11 stations and I'll identify them from west to east. They
12 are Glendora, San Dimas, La Verne, Pomona, Claremont, and
13 Montclair.

14 A lot of you guys were able to come before we
15 started this presentation and you saw some of the station
16 concepts that we developed. We also have maps of each
17 city, so we invite you to come take a look at those and
18 kind of understand the way the alignment moves through
19 each of the cities.

20 I want to talk a little bit now about those
21 first two alternatives I talked about. I'm not going to

- 22 focus on the No Build. I think that's pretty
- 23 self-explanatory, but I would like to talk a little bit
- 24 more about the TSM Alternative. It's meant as much as
- 25 possible to resemble the Build Alternative. So you can

1 see that from west to east, it kind of goes along
2 foothill, it goes down Bonita, across Lorraine, connects
3 up with Arrow Highway and then terminates in Montclair.
4 All of the stations as part of the TSM are
5 basically in close proximity to the stations that I
6 talked about as part of the Build Alternative. I guess
7 the thing to emphasize again is that this is a "best bus"
8 solution. It's the best that you can do without building
9 anything new, but there would be -- there would be some
10 amenities added to the service in order to make the buses
11 be able to traverse the streets as fast as possible so
12 that you can get end-to-end times that are as close to
13 the Build Alternative as possible.
14 Now I want to focus on the Build Alternative
15 here. It's a 12-and-a-half-mile system. I guess the
16 thing to note about this particular alternative as far as
17 the route goes is that it runs along the existing freight
18 corridor that's already there, and there's a freight
19 track along this freight corridor. It doesn't serve that
20 many customers, but there are a few trains every week
21 that do. I think it's a local brewery that it serves.

22 Two things to note about it, the concept is as
23 an at-grade running system. Okay? There are two
24 locations, as Habib mentioned, that the light rail tracks
25 are going to have to switch sides with that freight track

1 and those locations are at Lone Hill in Glendora and at
2 Town Avenue in Pomona, and the only way to do that is to
3 basically take the light rail tracks and fly them over
4 the at-grade freight track. So those are the two
5 locations where there are grade separations that are
6 proposed, but the rest of the corridor generally speaking
7 is an at-grade running system.

8 In this Environmental document, one of the
9 things we are going to be focusing on are traffic
10 impacts. So we will be doing analysis, taking a look at
11 the impact of introducing the service at crossing
12 locations.

13 The other thing to note about it is that the
14 plan, the concept for this service, is to keep it within
15 the existing freight corridor to the extent possible, and
16 so what that will require is taking that existing freight
17 track and actually relocating it so that there's room for
18 the two tracks for LRT.

19 Keep in mind that the two tracks for the Gold
20 Line are dedicated just for the Gold Line. At no point
21 do Gold Line trains move off of Gold Line tracks and onto

22 the freight track or at no point does Metrolink or

23 freight line tracks come and use the Gold Line tracks.

24 The Gold Line tracks are dedicated only for the Gold

25 Line, so in order to make room for that corridor, you

1 actually have to relocate the freight track, but in the
2 preliminary concept that we've developed, for the most
3 part throughout the entire study area it fits within the
4 existing right-of-way.

5 I want to talk a little bit about the
6 characteristics of the light rail transit mode. It is
7 the same technology, the same vehicles that are currently
8 in operation for the Gold Line; not only the Gold Line
9 but the Blue Line and the Green Line as well. The
10 vehicles themselves are powered by overhead wires.
11 Vehicles can be linked up into three-car train sets. The
12 vehicles can be linked up into three-car train sets and
13 they can carry up to 500 passengers per hour.

14 In terms of the operations of this service,
15 we're talking about during the peak period six trains per
16 hour. I think you guys can do the math in terms of
17 understanding what the headways are. They're roughly ten
18 minutes in the peak period. This is in each direction;
19 and there will have to be the siting of something called
20 traction power substations. These are basically the
21 facilities that supply the power to the wires that power

22 the trains. The traction power substations are roughly
23 spaced about a mile, mile and a half apart. In general,
24 they fit within an existing right-of-way when a system is
25 introduced and then if they don't fit in the

1 right-of-away, they can be placed where the station
2 locations are as well.
3 So I want to, I guess, bring this all back to
4 the Environmental topics. This is a long list. I'm not
5 going to go through this entire list, but the list is
6 meant to give you an idea of all of the areas that we are
7 required under both Environmental processes, NEPA and
8 CEQA, to study. The reason why this is up here is
9 because it's meant to give you sort of an idea of what it
10 is the Environmental document will look at; but more than
11 that, it's meant to give you an idea of the things that
12 you think are important to study as part of the
13 Environmental document based on all the information I
14 presented today and the information that you'll get when
15 you come circulate and take a look at the rest of the
16 boards and talk to us.

17 Okay. We want to know, Did we miss anything
18 here? Perhaps you can suggest something that's also of
19 concern but please, please, before you leave, take time
20 to fill out a comment card or go talk to the court
21 reporter and let us know which of these topics are topics

22 of concern for you. That's why we're here. We welcome

23 your comments.

24 I'd like at this point to introduce Lisa and

25 she's going to talk again about the ways that you can

1 provide us with comment cards and at that point the
2 presentation will basically come to a conclusion and
3 we'll start with an opportunity to have comment,
4 questions and answers.

5 MS. LEVY BUCH: The only thing you didn't mention is
6 the Metrolink shared -- where should we share the
7 right-of-way with Metrolink as well?

8 MR. KIM: Yes. One thing to note is that there --
9 the way you can think about the alignment is there's an
10 east part of it and a west part of it and on the west
11 part of it, which is basically at more or less
12 Town Avenue in Pomona, the Gold Line is in the freight
13 corridor right next to the relocated freight track. So
14 west of this point (indicating), there are two services
15 that basically operate in the freight corridor. East of
16 town, Metrolink tracks actually converge with the freight
17 corridor. So there are three services that are shared
18 within that corridor: Metrolink, the Gold Line, and
19 freight. However, having said that, the point that I
20 made earlier is that at no point does Metrolink or
21 freight use the Gold Line tracks. The Gold Line is the

22 only service that is allowed on the Gold Line tracks; and

23 east of town, the freight train and Metrolink operate on

24 a shared track on that freight track.

25 MS. LEVY BUCH: So we want to turn it over to you now

1 and we want to take about a half an hour to hear your
2 comments. Like we said earlier, tonight there are a
3 number of ways that you can provide comments and you
4 actually have until February 2nd, the close of the
5 comment period, to get comments in to us for the record
6 so we can use them in the Environmental review.

7 But tonight you can take a moment, fill out a
8 speaker card, and we'll call you in the order that we
9 receive them from you. You have -- we have a lot of
10 people here tonight. We're so happy to see you all here,
11 but if you can keep your comments as close to a minute to
12 two minutes at the most so we can get through everybody,
13 we would appreciate that.

14 We will have a comment table -- this will turn
15 into a comment table when we're done with the
16 presentation, so you can fill out comment sheets and hand
17 them in to one of us. Lastly, we have a court reporter
18 that if you're not comfortable with putting a mike in
19 your hand, you can go and talk to her privately following
20 the Q and A session.

21 So with that, let's open it up to -- I have a

22 few cards right now.

23 Mark Smith? And we're going to hand you a mike

24 so everybody can hear.

25 MS. GOLDMAN: Can you raise your hand.

1 MR. SMITH: Is this live? Thank you.

2 Mark Smith, Glendora resident. I was fortunate
3 to see 20-plus years ago the Arcadia old flyover taken
4 down off the 210 Freeway and I was hoping that was taken
5 care of. I'm glad that's moving through the process.

6 I want to let you know that I've been a
7 supporter of all this from the beginning of that and a
8 supporter of Measure R in detracting comments that were
9 flying around different cities at the time, but I saw the
10 future in this. I've seen the trail systems -- rail
11 systems -- excuse me -- used in Europe and in Asia and in
12 Canada. We have no -- it took us, what, 50 years to get
13 our freeway systems up. It's going to take us time to
14 get the rail systems up and so, henceforth, we're going
15 to have to put up with the inconveniences and this is
16 going to be for our children and grandchildren.

17 So I'm a supporter in all this and I'd hope that
18 the stations would expand their parking for transitory
19 vehicle traffic with people coming and going from there
20 and people think about the fact that they're going to
21 need boulevards actually in some cases and shuttle buses

22 and so forth. Unfortunately, we saw the demise of the

23 fact that they didn't extend to the LAX Airport and if

24 you go to other countries, they do the same thing. They

25 bring the light rail or Metro system right up to. Try

1 Chicago. You've got to use that during the winter. Too

2 much snow on the ground. Thank you.

3 MS. LEVY BUCH: Thanks, Mark. Richard Carpenter.

4 MR. CARPENTER: I have nothing at this time.

5 MS. LEVY BUCH: Thank you.

6 Mike Lee?

7 MR. LEE: Yeah.

8 MS. LEVY BUCH: Hold on one second, Mike.

9 MR. LEE: Yes. Mike Lee from the great city of
10 Azusa. I'm just kind of wondering how long it would take

11 from -- say will it ever come from L.A. Airport to

12 Ontario? And I think this is a very good project when --

13 considering we have probably the lousiest mass

14 transportation of any big city. They used to have the

15 red cars. That's before my time and everything, but they

16 got rid of them for the tires, for the automobiles, so I

17 hope that it will be 2014 and eventually I hope we'll

18 have a great system where people will use the transit.

19 I used to go from Azusa to Commerce on a bus

20 once in a while and it took me three and a half hours one

21 way. They wanted us to try -- I would never do that, but

22 I did take a bus from Citrus College to L.A. and that
23 only took me about an hour, 55 minutes. So it has to be
24 efficient and economic and it has to be, like you said,
25 running every ten minutes.

1 So good luck and thank you very much for the
2 meeting tonight. Thank you very much. Nice turnout.

3 MS. LEVY BUCH: Ed Brubaker and then Chiquita Bell is
4 next.

5 MR. BRUBAKER: I and most of my friends are
6 supporters of the Gold Line extension passing to Azusa
7 and Azusa to Montclair even though our City Council
8 wanted everybody to vote no on Measure R that got the
9 Gold Line out here. There are a few on our City Council
10 that are now trying to take credit for bringing the Gold
11 Line out here when that's a little bit hypocritical.

12 I think that the proposal for the Gold Line
13 station should be out at the marketplace where they have
14 parking, restaurants, and stores. Having it downtown on
15 Glendora Avenue is the most ridiculous thing in the
16 world. If you go to any store, you have to go at least
17 four blocks. That's ridiculous. Thank you.

18 MS. LEVY BUCH: Thank you. Chiquita Bell?

19 MS. BELL: Hi. I'm just concerned about the noise.
20 I live adjacent to the tracks. How's that going to
21 affect our quality of living?

22 MS. LEVY BUCH: Do you want to talk at all about the

23 noise of a light rail system at all?

24 MR. POISTER: Can I answer that? I used to work on

25 the train.

1 MS. LEVY BUCH: Oh, I think it would be better if we
2 did it. I'm sorry.

3 MR. WOLF: As part of the Environmental studies that
4 will be conducted for this project, there is a Noise
5 Study --

6 MR. POISTER: Speak up.

7 MR. WOLF: How about now? Can you hear me? Okay.
8 Great.

9 As part of the Environmental document that will
10 be prepared for this project, there will be a Noise Study
11 done and the Noise Study will be done in accordance with
12 the FTA procedures which basically documents what the
13 existing noise levels are along the corridor, which
14 basically means along the homes that are adjacent to the
15 corridor, 24-hour noise measurements will be taken.

16 So that will document what the baseline -- too
17 close to the speaker -- that will document what the
18 baseline conditions that you're presently exposed to now
19 are and then the -- the noise -- the operational noise of
20 the light rail trains will be determined based upon the
21 number of trains over the 24-hour period, the speed of

22 the train, and that will be compared to your ambient

23 background noise level to determine if there will be an

24 impact that requires mitigation.

25 If that's the case, then the Authority will

1 consider designing sound walls between your property and
2 the light rail right-of-way, but that's the process that
3 will be followed. We will have more definitive
4 information once the studies are done, and the next time
5 we get together when we have public comment on the draft
6 Environmental document when it's circulated, probably
7 about seven, seven months from now, we'll be able to give
8 you the results.

9 MS. LEVY BUCH: Ann Johnson and then Donna Lee.

10 MS. JOHNSON: I live pretty close to the track as
11 well and my concern is that if you're traveling six times
12 per hour, each direction, that's 12 -- is that correct --
13 per hour and it runs from 5:00 in the morning until
14 probably close to midnight every single day, especially
15 on the weekends. You have babies. You have noise. You
16 have pollution. You have people; they can't sleep.
17 Sleep deprivation causes a lot more problems, so I
18 certainly hope that they really take into account the
19 noise, 'cause you're talking 12 -- plus you're talking a
20 freight train, plus you're talking the Metro, plus you're
21 talking these two trains that are going -- you live in

22 Glendora? That's four trains.

23 MS. LEVY BUCH: And you live in Glendora? Which city

24 do you live in?

25 MS. JOHNSON: Glendora.

1 MS. LEVY BUCH: In Glendora, it's just the freight

2 and the light rail, not the Metrolink.

3 MS. JOHNSON: But sometimes the freight train comes

4 at like 4:00 in the morning and beeps every two seconds.

5 That is absolutely ridiculous.

6 But that's my comment. Really, consider babies

7 sleeping, elderly people that can't sleep. The noise and

8 the sleep is going to be intense.

9 MS. LEVY BUCH: Thank you. Did you need me to go

10 through everybody and then we can come back to him?

11 Donna Lee?

12 MS. LEE: Hello. I'm Donna Lee, Southern California

13 Edison, Local Public Affairs Regional Manager. I just

14 wanted to say thank you to Metro Gold Line Foothill

15 Extension for having the perseverance and patience of

16 getting us this far.

17 Southern California Edison has been supportive

18 of Measure R. We've publicly sent a letter in support

19 and we are also, as a stakeholder, looking at the impacts

20 the project has on our facilities as well as working with

21 Metro in many different areas on projects throughout our

22 service territory to provide them service requirements

23 that they need.

24 We appreciate this opportunity to comment and we

25 will continue to work with Metro in a timely and

1 cost-effective manner. Thank you.

2 MS. LEVY BUCH: Mark Poister?

3 MR. POISTER: Just to answer the questions about the
4 noise, on the train's wheels, they actually put rubber in
5 between the steel and the actual car to lower the noise,
6 so it does not have the same effect as an actual freight
7 train. And also, the noisiest part on the train is the
8 air conditioner. Without the air conditioner, when I was
9 in the yard and stuff like that, the train can sneak up
10 on you and you wouldn't even know it. You always had to
11 look both ways. So it's very, very quiet.

12 UNIDENTIFIED SPEAKER: All except the horn.

13 MS. LEVY BUCH: And just with regards to the horn,
14 what you guys experience today with the freight trains,
15 they have very loud horns; and with the light rail
16 trains, they use something that's -- I think it's
17 referred to like as a quacker because it just sort of is
18 a soft quack sound as it gets close to the intersections.

19 So we really try to find ways to minimize the
20 noise just to make sure that it's safe for pedestrians
21 that are at the intersection as well as the cars that are

22 at the intersection. But, again, all of that analysis

23 will be done through the Environmental review.

24 MR. POISTER: And we have the option of a bell, too.

25 MS. LEVY BUCH: There's an option for a bell.

1 If -- I don't have any cards.

2 MS. GOLDMAN: We just got one, one more. This is
3 Colin Santiago.

4 MR. SANTIAGO: Just a couple of things. I was at
5 King Taco last night in East L.A. I didn't even realize
6 the train went right behind me. It's pretty quiet. It's
7 not like the freight trains, but there is, I think, a
8 legitimate concern about property values going down and
9 just like, you know, just slumpy people coming through
10 town all of a sudden with that. So -- I don't care,
11 though. I'm irrational about this. I like trains so I
12 support it even though I think it's probably very
13 expensive and I think there's other things we can do.

14 Along those lines, what are the construction
15 time lines? Are they realistic or are we really looking
16 at probably like 2020 or something like that?

17 MR. BALIAN: You know, we're speaking about the
18 project a little bit in a vacuum. It really comes down
19 to funding for the project. We can plan our hearts out,
20 but it really comes down to that and we get the project
21 to a certain point and then we'll go after funding. But

22 based on our schedule, what we know and what we need to

23 do on the Environmental side, on the planning and

24 engineering side in preparation for construction, we

25 could be in construction on this project in, you know,

1 2014, 2015 and have it completed to Montclair by 2020,
2 you know, something like that.

3 MS. LEVY BUCH: Colin? I don't know how to say your
4 last name.

5 MS. GOLDMAN: That was Colin Santiago.

6 MR. SANTIAGO: You want me to take another comment?

7 MS. GOLDMAN: Sure.

8 MS. LEVY BUCH: Chet Woods?

9 MR. WOODS: Two quick questions: Are they going to
10 open this up after it's totally completed from end to end
11 or do they open it up along the way as it's completed,
12 first question?

13 MS. LEVY BUCH: Why don't you give us your second one
14 and then we can answer them both.

15 MR. WOODS: Okay. The second one, we're talking
16 about, what, 24 trains an hour, east and west?

17 MS. LEVY BUCH: During the peak periods, we assume
18 it's six in each direction, so 12 an hour.

19 MR. WOODS: So 12 total. Has any consideration been
20 given about how many times those guards -- guardrails are
21 going to be going up and down and the traffic that has to

- 22 be stopped all those different times as they're going
- 23 down -- you've got like downtown as an example there at
- 24 Foothill Boulevard there where it crosses diagonally. I
- 25 think that'll get really exciting, putting it mildly.

1 MR. BALIAN: With regard to the construction, it will
2 open only from end to end. Once it's completed, the
3 whole segment is open. It won't open --

4 MR. WOODS: That seems like a waste, but --

5 MR. BALIAN: Well, that's the only way you can
6 actually really functionally build the project.

7 With regard to the gates going down, it'll be
8 very similar to at an intersection when the light turns
9 red and traffic stops. In the diagonal crossings, you're
10 right. It will stop traffic in both directions, but
11 that's the way the train functions, and it functions in
12 other places and --

13 MR. WOODS: Yeah, every ten minutes.

14 MR. BALIAN: It'll be -- it'll be -- yes, every --
15 that's what happens. It's not the only place that's
16 going to happen that way.

17 I invite everybody to go -- it used to be we had
18 to send people to Portland or San Diego to go see a light
19 rail system. The best way for everyone to see it is go
20 to Pasadena, go to South Pas. Much of what you will have
21 on this segment of the project you will experience in

22 Phase 1 of the project. Diagonal crossings like you
23 mentioned, the configuration, the proximity to homes,
24 it's all there. And we'll be -- as time goes on, we'll
25 be inviting people to go out there and you can go out on

1 your own and go see it, but it's less impactable than I

2 think what people have experienced with the freight.

3 MS. LEVY BUCH: Jesse?

4 MR. TOMOTY: I have a question regarding facilities

5 for repairs and so forth called car barns. Where will

6 they be? Is there going to be any in Glendora?

7 MS. LEVY BUCH: We call it a maintenance facility,

8 and actually, the maintenance facility is being planned

9 and built during the phase that's under construction

10 right now, and it's going to be in two -- we're finishing

11 the Environmental Analysis on it. So it'll either be in

12 Monrovia or Irwindale. Those are the two locations we're

13 looking at right now.

14 Diane Walter?

15 MS. WALTER: Yes. Diane Walter. I'm with the City

16 of Glendora and I want to thank everybody and Habib and

17 all of you for giving us this opportunity and I wondered,

18 Habib, if you could talk a little bit more about the

19 funding since everything hinges on that. Can you give us

20 an idea of what you're doing?

21 MR. BALIAN: Well, we're going to pass around a

22 basket in a little while.

23 UNIDENTIFIED SPEAKER: And it snows in a warm place.

24 MR. BALIAN: It's a big basket.

25 The first -- you know, the gentleman made a

1 comment about Measure R earlier. I did want to address
2 that. Measure R only sets aside enough funding to get
3 the project from Pasadena to Azusa. It does not fully
4 fund this project and that's very important.

5 Parenthetic to that is not everybody supported
6 Measure R and that is true and it is for that basic
7 reason it did not fully fund this project, so I'd just
8 like to get that on the record, too. There was a lot of
9 support for a transit and I think people do generally
10 support it. We've done our own polling. Folks do want
11 to see these projects happen.

12 But with regard to how we're going to fund this
13 project, first we have to determine what the project is,
14 and that's what this Scoping Meeting is about and all the
15 Environmental work and planning and engineering that's
16 going to happen. Once we do that, we'll get a handle on
17 the estimate for the project. Then we can go after
18 Federal funding.

19 Diane, you know the funding is not as readily
20 available as obviously we'd like, but we will have some
21 residual dollars from Measure R. If we play our cards

22 right, we'll have been a hundred million dollars of

23 Measure R funds that we can contribute to this segment of

24 the project and then we will have to go after another

25 \$450 million of State or Federal dollars. We'll have to

1 compete for that and we think we'll have a very
2 competitive project and just have to keep going at it.
3 If we give up and do nothing, it's not going to
4 happen. So we have to just keep it up, have the meetings
5 that we're having. We have a very supportive Board who
6 wants to see this project happen. We have a very
7 supportive Council along the entire line who do want to
8 see the project happen and they're making sure that their
9 voices are heard and that we get through a process that
10 gets us in the best possible position for Federal funds.

11 MS. LEVY BUCH: You said last night about how much
12 per mile our line is likely to cost, thousands --

13 MR. BALIAN: Yeah. There's really no other project
14 in the country that's going to get built for what we're
15 building this for on a cost-per-mile basis. There are
16 projects in L.A. County that cost much, much more. This
17 is costing between 38 and 42 million dollars per mile to
18 build this project.

19 Across the country, you're not going to see a
20 project that is that cost efficient as what we're going
21 to be building here and we had very good success on

22 Phase 1. The Pasadena to Azusa segment is coming in
23 right around that budget and we would expect this to be
24 about the same.
25 There are subway systems. There are other

1 aerial systems that are all very, very complicated. This
2 is not a complicated system, should the light rail be
3 built. We think it's the most cost-effective system that
4 can come out here and it's something we're very proud
5 about, and that's why we think we'll compete very well
6 Federally, because we will be put against other projects.

7 MS. LEVY BUCH: Chiquita, did you want to --

8 MS. BELL: You didn't answer the question about
9 property values.

10 MR. BALIAN: Well, I'm going to take a shot at that
11 one. You know, there's no evidence that property values
12 decline around light rail. We did the analysis during
13 Phase 1 because of the same kinds of concerns by
14 homeowners. There's no evidence of that. So, you know,
15 I -- you know, I encourage you -- given the current
16 economic climate and housing industry and what's happened,
17 you have to set that aside, but we never found any
18 evidence that that was the case and there have been many
19 studies. We did our own study back in -- it's been ten
20 years, but we found that people will move next to transit
21 because there's transit and it does not really decline

22 property values, but we encourage you to, you know, do

23 your own investigation and do what you have to do.

24 MS. LEVY BUCH: Is that part of the Environmental

25 analysis, though, is looking at economics and all that?

1 So part of the analysis will look at economics

2 and property values.

3 MR. WOODS: Could I have just a little --

4 MS. LEVY BUCH: Sure. State your name in so --

5 repeat your name, please.

6 MR. WOODS: Yeah. Chet Woods again.

7 Just a real quick statement. Are you guys aware

8 that the crossing over there that goes over 66th is a

9 shortcut for the high school students? Yeah, the bridge

10 is a shortcut for the high school and I don't know about

11 middle school and that, but I know definitely

12 high school, there's a lot of students that use that. So

13 that's -- as a shortcut, so they really need --

14 MR. TOMOTY: That's trespassing.

15 MR. WOODS: Trespassing. Since when does that bother

16 a high school student?

17 MR. TOMOTY: It's a Federal crime.

18 MR. WOODS: Yeah, a Federal crime. Well, a lot of

19 things are Federal crimes, but I think that area as far

20 as being used for that should be addressed because that

21 could be a definite safety hazard. So I think maybe you

22 guys should make a little notation of that, whatever you

23 have to do.

24 MS. LEVY BUCH: She got it on the record, so that was

25 good. Thank you.

1 Richard -- and I think we're going to be -- does
2 anybody else have any comments that they'd like to make
3 at this point?

4 MR. SANTIAGO: I had just one more question.

5 MS. LEVY BUCH: Okay. Hold on one second. Richard
6 is next and then we can --

7 MR. CARPENTER: I was wondering if you plan on
8 building mostly brand-new depots along the way or how are
9 you going to handle that?

10 MR. KIM: Each of the proposed stations would be new
11 stations. There are a few locations, like in Pomona, for
12 example, where there is a historic depot. That would be
13 preserved in place, but in terms of the way the stations
14 will be designed, they will be designed very consistent
15 with the stations that are currently in operation on the
16 Gold Line, consistent with Metro design criteria for
17 stations, and it will consider access, safety,
18 pedestrian, ease of access, all those sorts of things.

19 MS. LEVY BUCH: He can fill that out afterwards.

20 Just one second. We're just going to try to
21 stay in order with people filling out speaker cards.

22 Go ahead. Darryl Gaslan.

23 MR. GASLAN: Thank you very much. My name is

24 Darryl Gaslan. Sorry for the last minute. I'm rattled

25 here, still trying to catch my breath.

1 Anyway, there's a couple things that I'd like to
2 see, and of course I am a very strong proponent of mass
3 transit. I'm glad that this extension is going to be
4 happening and I used to work for the California Air
5 Resources Board, now retired, in the enforcement area for
6 heavy diesel operations, so I'm a little bit familiar
7 with air pollution and I guess the one thing that I'm
8 getting at is that I think it would be a great idea --
9 and of course it costs money -- to have grade separations
10 as much as possible along the remaining route that still
11 has to be planned and developed and built, of course.

12 And I look at this this way, that the grade
13 separations will be -- enable a freer flow of traffic for
14 road vehicular vehicles -- vehicles on the road and then
15 also it can allow for faster trains to move along the
16 tracks and that of course enables to have time savings,
17 good scheduling for its passengers, and then I think we
18 can all remember that time is money and I think that over
19 the amount of decades that this system will be in use,
20 whatever it's going to be, one minute to wait for a light
21 or five minutes or whatever it takes, all that adds up.

22 And the other thing is that the cost of such
23 grade separations can be mitigated over the decades just
24 by the productivity I think of what can be gained, given
25 that there are grade separations.

1 The other thing is that there is the
2 environmental aspect of it. With vehicles that
3 are stopped less because of grade separation, you of
4 course have reduced emissions coming out of the tailpipes
5 that of course affects the air here in Glendora.

6 There's one other thing: The sheer transit
7 aspect of the proposed alignment, and I guess there is a
8 strong discussion to bring it into Ontario Airport, and
9 of course I'm addressing this to the officials, that if
10 that's at all possible to take it right into the airport.
11 There are certain airports right now that the lines are
12 going in. Like in BART in San Francisco, the line goes
13 right into the International Terminal, I guess, probably
14 within 100 feet or so; very, very easy access. And let
15 me tell you I think that would be good for transportation
16 and for businesses.

17 The other thing, if it's at all possible -- and
18 of course this is going to be in the future, but if there
19 is a possibility of connecting a future Metrolink line at
20 the airport along with the Gold Line and if there's ever
21 a connection that could be made to the high-speed rail

22 system that is now being planned, I think that would be
23 an excellent advantage for this area, for Ontario of
24 course, for Glendora, and for the businesses of Glendora.
25 Thanks.

1 MS. LEVY BUCH: Thanks, Darryl. And I think we
2 touched on it earlier, but there will be a complete
3 grade-crossing analysis done in the environmental review,
4 so we will be looking at every place where the track
5 crosses an intersection and there will be more details
6 when the draft Environmental document comes out.

7 Okay. We have one last comment and then we're
8 going to --

9 MR. SANTIAGO: Well, it's actually a couple. I don't
10 need that. I think everybody can hear me.

11 I think that's a good point that yes, you have
12 to balance. You have to be really competitive on your
13 cost-per-mile metric (sic) when you go compete for those
14 funds, but think of it like you do in Europe, how old
15 those lines are and how long this is going. So yeah,
16 you've got to -- you're trying to scramble for dollars
17 and get that so you're making it as cheap as possible,
18 but I think he's absolutely right that you need to commit
19 to these -- just 'cause you're trying to cross tracks,
20 that's good, but I'm glad there's going to be a flyover
21 right there because that means there's going to be no

22 horns honking and things like that.

23 But I think that guy is right that you should

24 just go for it everywhere possible and just crank up that

25 cost per metric. Metro could think about the longer

1 term.

2 UNIDENTIFIED SPEAKER: We can't hear his comments.

3 MS. LEVY BUCH: I'll repeat. I'll repeat them.

4 MR. SANTIAGO: Okay. She'll repeat them.

5 The other thing is how did you decide -- I like
6 it in the downtown, but my wife said the same thing as
7 that guy. "Those guys are total idiots for putting it in
8 downtown Glendora, that it should be over at the
9 marketplace." I personally like it where it's at, but
10 who made that decision and is that fixed in stone or is
11 that all flexible still?

12 MS. LEVY BUCH: Okay. So his two comments are that
13 we should be looking long-term and when we're looking at
14 the grade crossings that it may make sense. Maybe in the
15 short term the cost-effectiveness may seem less, but in
16 the long term, it would be worth it to have a system that
17 has grade-separated crossings.

18 And then the second point was why are we putting
19 the station where we are in the city of Glendora versus
20 near the marketplace and who made that decision?

21 MR. KIM: So siting stations, there's a lot of

22 factors that go into it. There's no one formula and

23 there's a lot of things to consider. One of the things

24 to consider is whether there are any places that you can

25 add parking in close proximity to the station.

1 All six stations are being planned as Park and
2 Ride stations. I think that is really critical to make
3 the stations successful, make it easy for people to
4 attend. So that's one factor that goes into it. I'm not
5 saying that's the reason why this particular location in
6 Glendora was sited.

7 We're also looking at, as you said, its
8 proximity to places by multiple modes. It would be great
9 to be able to site a station where you could walk to a
10 bunch of different activity sites. I think that's the
11 ideal station location, but there are a number of
12 different modes that you can use to get to activity
13 centers, not just walking; biking, taking transit or a
14 transfer, a lot of different ways to do it.

15 So we've got to consider all those factors in
16 where we site stations, but that's the type of thing that
17 we want to hear about.

18 So, listen, fill out a comment card. Let us
19 know. These are proposed station locations and, listen,
20 if there are any ideas that you have, we'd like to hear
21 them. Fill out a comment card and let us know.

22 MS. LEVY BUCH: So just to repeat, some of the
23 comments that would be the most helpful to us as we move
24 into the Environmental phase are comments about the
25 project, comments about the alternatives that are being

1 evaluated. That's why we spent some time talking about
2 them. And comments about issues that need to be
3 addressed in the Environmental review. If there's
4 something that you care about that you think we need to
5 make sure we're addressing in our review, whether it's a
6 general topic or something specific within a specific
7 topic, that is all very helpful to us.

8 So for now, what we're going to do is try to
9 take a quick few minutes to remove some of those back
10 chairs that we had to add so that we can have a little
11 bit of space. We're going to be here for an hour or
12 however long you guys would like us to be here to answer
13 your questions, give you time to submit your comments
14 tonight.

15 We'll open this (indicating) up as a comment
16 table. The court reporter will be here to take any
17 private comments that you have. And, again, you have
18 until February 2nd to submit your comments in writing to
19 us. We really appreciate everyone being here.

20 Thank you for your wonderful comments and
21 questions.

22 (Recess)

23 MS. HOLMES: My name is Ruth Holmes, H-o-l-m-e-s.

24 I'm a resident of Glendora and here is my

25 question: The bottom line is how much will it cost the

1 City of Glendora and us taxpayers?

2 MR. HACKER: Hi. My name is Tom Hacker, H-a-c-k-e-r.

3 I'm a resident of Duarte, California, and

4 although this isn't my part of the extension, I

5 understand mine is happening. I note that a lot of the

6 comments tonight were from people who have not tried the

7 system. It is very effective.

8 Personally, I've used it to go to jury duty in

9 East Los Angeles and to go from Pasadena to two blocks

10 from the courthouse without having to worry about parking

11 or gasoline or traffic in less than an hour each way

12 bodes well for this extension. I'll leave it at that.

13 MR. BOLTON: My name is Bruce Bolton, B-o-l-t-o-n.

14 What I wanted to comment is that downtown

15 Glendora on Glendora Avenue is the best place because

16 it's in the middle in between the two other stations,

17 San Dimas and Azusa. If it were to be put in the

18 marketplace, it's so close to San Dimas itself, it

19 doesn't -- it kind of bypasses the whole Glendora.

20 That's my comment.

21 (Proceedings concluded at 8:00 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 Agency Coordination)
Meeting re:)

7)
METRO GOLD LINE FOOTHILL EXTENSION)

8 AZUSA TO MONTCLAIR)

9 _____)

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15 TRANSCRIPT OF PROCEEDINGS

16 Claremont, California

17 Wednesday, January 19, 2011

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22 Reported by:

23 EILEEN ELDRIDGE
Hearing Reporter

24

Job No.:

25 B6331NCO

1 BEFORE THE METRO GOLD LINE FOOTHILL EXTENSION

2 CONSTRUCTION AUTHORITY PROJECT TEAM

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15 TRANSCRIPT OF PROCEEDINGS, taken at

16 Oakmont Elementary School, 120 West Green Street,

17 Claremont, California, commencing at 6:00 p.m.

18 on Wednesday, January 19, 2011, heard before

19 the METRO GOLD LINE FOOTHILL EXTENSION

20 CONSTRUCTION AUTHORITY PROJECT TEAM,

21 reported by EILEEN ELDRIDGE, Hearing Reporter.

22

23

24

25

1 APPEARANCES:

2 Project Presenters: HABIB F. BALIAN
3 Chief Executive Officer
4 Metro Gold Line Foothill Extension
5 Construction Authority

6 EUGENE KIM
7 Parsons Brinckerhoff

8 LISA LEVY BUCH
9 Director of Public Affairs
10 Metro Gold Line Foothill Extension
11 Construction Authority

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1 Claremont, California, Wednesday, January 19, 2011

2 6:00 p.m.

3

4

5 MR. BALIAN: Hello. Good evening. Good evening,
6 ladies and gentlemen. Welcome. If I could encourage you
7 to take your seats.

8 Is this loud enough? Does this sound okay?

9 MS. LEVY BUCH: There are a bunch of seats up in the
10 front.

11 MR. BALIAN: There are seats up in the front, if you
12 would like that. Welcome. My name is Habib Balian. I'm
13 the CEO of the Construction Authority. I welcome you to
14 this very important scoping meeting. It's wonderful to see
15 a standing room only crowd. We've had great success with
16 these meetings. This is our third meeting in a series. We
17 have one more tomorrow evening. We want to be respectful
18 of your time. It's 6:15, we've advertised we are going to
19 start at 6:00, so I would like to do that.

20 To begin, I want to introduce some of the Authority
21 staff. I have Gene Kim, who will be presenting the

22 technical part of the presentation. I have Lisa Levy Buch,
23 and Lisa is here, and she's a Claremont resident. And we
24 also have the other Authority staff, if you could raise your
25 hands if you're standing around the room. They'll be

1 available to you later to answer any particular questions
2 that you might have.

3 We're very pleased tonight to have a lot of people
4 from the City of Claremont. Of course, we have Claremont
5 city staff, Jeff Parker is here. Jeff is partner in this.
6 And we appreciate all your help, Jeff. Colin Tudor is here.
7 Craig Bradshaw, I think, Craig, I saw you out here earlier.
8 Of course, we have Sam Padroza, who is a member of the
9 Construction Authority board. He is the vice chairman of
10 the Construction Authority.

11 And, Sam, thank you very much for being here.
12 Also, a member of the city council, of course. And I know
13 you're, Sam, you're going to be leaving early, you have
14 other commitments. But thank you for being here tonight,
15 and thank you for everything you've done. We appreciate
16 that.

17 We also have some former mayors here, two former
18 mayors: Karen Rosenthal and Ellen Taylor. Karen, there you
19 are, and Ellen. Ellen, of course, is a good friend of the
20 project. She's been a member of the JPA and a very
21 important person, who helped get us here today.

22 Am I missing --

23 MS. WRIGHT: Yes.

24 MR. BALIAN: Judy Wright, I'm sorry. Judy Wright, of

25 course. Judy Wright, for everything that she's done and

1 historically -- when Judy walked in she said, "I remember
2 you." And I said, "Yeah, it's been a while." It's been
3 about 20 years that we have been working on these projects
4 together and several different generations.

5 We have also Planning Commissioner here,
6 Marie Williamson. Marie, there you are. Thank you for
7 coming. Bob Tener is also Planning Commissioner from the
8 City of Claremont. Thank you, Bob. Larry Schroeder,
9 Council member. Larry, where are you? Thank you, Larry.
10 Larry is also going to be appointed to the
11 Joint Powers Authority board. So we look forward to working
12 with you, Larry. Of course, Jon Blickenstaff.
13 Jon Blickenstaff is here, former mayor, City of La Verne,
14 Chairman of Construction Authority Board. Thank you, Jon,
15 for coming out tonight. Always a pleasure to have you here.

16 Also, Sue Keith, Trustee, from Citrus College
17 board. Sue, thank you very much for being here. And if
18 there's anybody in the room who hasn't been introduced,
19 please raise your hand. Al Mugabe just walked in. Al,
20 thank you. Also, former official from the
21 City of Claremont.