MR. BALIAN: Good evening, ladies and gentlemen, if I could invite everyone to take a seat. I'm sorry there are not enough seats, but at a meeting like this it's actually a great thing to see a full house and to see every seat filled. So I appreciate very much you coming tonight.

My name is Habib Balian. I am the CEO of the Construction Authority. I welcome you all tonight. Being here, it's very important for this project to have many -- as many people in the community involved as possible. So by virtue of your appearance tonight, it's testimony to how important this project is to the community. We had another successful meeting like this last night in Pomona and we have two more coming up next week.

I'm going to first begin by asking all the Authority employees and Authority staff consultants to
raise their hands. Just to let you know, we've got a lot of Authority specialists here that are happy to answer any questions for you this evening.

As far as the program goes tonight, we're really
looking at a couple of different things. First, it's
presenting an overview of the project to familiarize you
with the project itself, what you don't know about the
project and the things that we are still looking at about
the project.

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

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

We're also going to be asking the public for
their comments. You will have until February 2nd to
comment on the project. You can comment on the project
in a couple of different ways. You can comment on the project by filling out a comment form, which is located around the room. You can participate during the discussion tonight after the presentation by filling out
a speaker card and coming forward and making your
comment, and we'll be collecting those throughout the
presentation tonight. There is a court reporter here and
the court reporter will take down all the comments that
are made tonight.

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

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

This presentation should take until about
7:00 o'clock with questions and you'll have that
opportunity, again, to be on the record and speak to the
project. Then we're going to have the open house and then we're going to go through anything we need to to extract comments out of the public to make sure that they're recorded.
I do want to mention we do have some elected officials from the City. Gene Murabito is here from the City Council. Gene, I know you're back here somewhere. And Doug Tessitor is here. Doug, thank you very much, and Mrs. Tessitor, thank you very much for coming.

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

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

We have a pretty simple alignment. It's all mostly at grade. There will be two additional grade separations, one in Pomona and one in the city of Glendora that are planned for the project itself. They are required because of a relocation, a shifting of the track, not because of any other reason, but just to move the track from one side, from the north to the south, and that's the reason for that. And we'll talk about that in some detail later on.
Then, we're going to talk about the -- how the project is funded, that we're very fortunate that phase -- the earlier phase of the project from Pasadena through Azusa is fully funded from Measure R. This phase
of the project, Azusa to Montclair, is not funded. We will be seeking Federal funds. This process is about going after funding. We have to get through this process to get buy-in from the Federal government, who's our partner. The FTA is a co-sponsor of this process and with their help we will go after Federal funds and we go through this process, we get understanding of the project, the impacts of the process, the costs of the project, and then we can go down the road of going after Federal funding for the project.

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

The history of the project: It really started in the late '90s with the creation of the Construction Authority. We are not Metro. We are a separate
special-purpose entity that was created by the State Legislature in 1999. It gave us the rights and the powers and responsibility to build the project separate from Metro. We will turn it over to Metro once it's
completed and they will operate the system. This is the way we built Phase 1 of the project from downtown to Downtown Los Angeles to Pasadena and that's how we'll proceed from Pasadena to Azusa and Azusa to Montclair. It's the same method. We build it and turn it over to them for operation.

We've gone through several steps of this process. Beginning in about 2002, we cleared the Alternatives Analysis the next year for the project itself. We've circulated the draft document. We've selected a Locally Preferred Alternative for a project and we've proceeded in 2007 to get the project cleared and then we're taking the documentation that we have so far, building on that to the document that we would like to clear later this year that incorporates everything we know about the project, all of the impacts about the project, all the concerns, and answers all of the questions about the project itself. And then ultimately we'll clear the project under CEQA and NEPA this year and the following year so that we can get in line for Federal 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 technical details. And once again, thank you very much for coming, and there will be opportunities for questions.
and comments and we're going to review that once again at the end of Gene's presentation.

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

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

MR. KIM: Don't be shy.

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

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

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

UNIDENTIFIED SPEAKER: Can you speak up?

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

The Environmental phase lasts a little over a year and then after that Environmental phase is concluded with a certification of the Environmental document in our
case by two agencies, the Foothill Construction Agency
for the CEQA document, that is the EIR, and the Federal
Transit Administration for the Federal document, the EIS,
then we go into the third phase which is more detailed
engineering. And the goal really is to get to
construction and groundbreaking sometime around the 2014
time frame. Construction usually takes about three
years, sometimes a little more, and that'll give you an
idea of an opening day. So I'm not telling you an
opening day, but you can kind of put the numbers together
and look into the future and see when that might happen.
I want to talk now about the EIR/EIS process.
The first thing, as I said before, is that -- and this is
what Habib mentioned as well, is there is a parallel
process going on. There's a Federal NEPA process and a
State process called CEQA, so it will actually be a
combined Environmental document.
And the process, you can think about it in two
phases, the draft phase and the final Environmental
phase; and in the draft phase, we do carry forward more
than one alternative. We're actually going to be taking
a look at a couple. And then at the conclusion of that phase, what will happen is the draft Environmental document which will look at a whole number of Environmental areas of concern will be publicly
circulated and the public will have a chance to look at
all of the -- look at and comment on that draft
Environmental document.
The next phase is the final Environmental
document, and I guess the thing to say about that is that
we can't proceed into a final Environmental document
until we get to something called a Locally Preferred
Alternative, and that is the alternative that the final
Environmental document will environmentally clear,
concluding with a -- something called a Record of
Decision, which is a certification that the
Environmental -- that the project has been cleared from
an environmental standpoint.
Okay. The reason why we're here today is to
initiate the Environmental process and the official
kickoff of that process is called Public Scoping. I
talked about the two concurrent Environmental processes
that are taking place.
The point of scoping is to invite members of the
public together in one place to really present on what
the proposed alternatives are. So we want to give you a
very clear idea of what's being studied as part of this Environmental document. We also want to talk about something called the Purpose and Needs Statement. Now, the Purpose and Needs Statement is a very
important statement because it sort of lays the foundation for why do we need the project? So we're going to talk about the alternatives under consideration and then we also want to hear -- you know, based on all this information we throw at you about the project, we want you to absorb all that information and then tell us, the Authority, what you think about the project and if there are particular areas that you think we ought to focus on in the Environmental document.

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

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

So I'll kind of run through them box by box.
In terms of need, let's talk about the market. This really is a market that is very parallel to the 210 Freeway, which is very congested. We know that going into the future, the amount of traffic on the 210 is just
going to get more and more. It's going to get much more congested. There is a limited amount of commuter and bus transit service in the corridor, so one of the things we're looking at is a way to add transportation capacity overall to this east-west corridor that we know really as the 210.

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

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

The next is reliability of transit services. We want to make -- we want to come up with an alternative that is reliable. It shortens travel times. There's a schedule that you know when you show up, it's going to
show up and take you where you want to go. We want to provide some alternative to having to get on to the 210. We want to enhance connections to existing transit services like Metrolink so that you can get to a station,
get off at a Metrolink station, hop on this service and
get to a different part of L.A. County that you couldn't
before.

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

So now I'd like to talk about the alternatives,
and there are three at this stage that we're looking at
as part of this Environmental process.
The first is called the No Build and it's kind
of self-explanatory. What it is is what would things be
like in 2035, 25 years from now, if we didn't build a
project at all? Would that help us solve the purpose and
need that I talked about earlier?

We also have an alternative called the
Transportation Systems Management Alternative. Going
forward, I'm going to call it the TSM, and the TSM is
this. Think about it this way. What's the best that you
could do if you didn't actually build something new?

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

-- like a Metro Rapid service for Foothill Transit

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

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

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

I want to talk a little bit now about those first two alternatives I talked about. I'm not going to
focus on the No Build. I think that's pretty self-explanatory, but I would like to talk a little bit more about the TSM Alternative. It's meant as much as possible to resemble the Build Alternative. So you can
see that from west to east, it kind of goes along 
foothill, it goes down Bonita, across Lorraine, connects 
up with Arrow Highway and then terminates in Montclair.
All of the stations as part of the TSM are basically in close proximity to the stations that I talked about as part of the Build Alternative. I guess the thing to emphasize again is that this is a "best bus" solution. It's the best that you can do without building anything new, but there would be -- there would be some amenities added to the service in order to make the buses be able to traverse the streets as fast as possible so that you can get end-to-end times that are as close to the Build Alternative as possible.

Now I want to focus on the Build Alternative here. It's a 12-and-a-half-mile system. I guess the thing to note about this particular alternative as far as the route goes is that it runs along the existing freight corridor that's already there, and there's a freight track along this freight corridor. It doesn't serve that many customers, but there are a few trains every week that do. I think it's a local brewery that it serves.
Two things to note about it, the concept is as an at-grade running system. Okay? There are two locations, as Habib mentioned, that the light rail tracks are going to have to switch sides with that freight track.
and those locations are at Lone Hill in Glendora and at Town Avenue in Pomona, and the only way to do that is to basically take the light rail tracks and fly them over the at-grade freight track. So those are the two locations where there are grade separations that are proposed, but the rest of the corridor generally speaking is an at-grade running system.

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

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

Keep in mind that the two tracks for the Gold Line are dedicated just for the Gold Line. At no point do Gold Line trains move off of Gold Line tracks and onto
the freight track or at no point does Metrolink or freight line tracks come and use the Gold Line tracks.

The Gold Line tracks are dedicated only for the Gold Line, so in order to make room for that corridor, you
actually have to relocate the freight track, but in the preliminary concept that we've developed, for the most part throughout the entire study area it fits within the existing right-of-way.

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

In terms of the operations of this service, we're talking about during the peak period six trains per hour. I think you guys can do the math in terms of understanding what the headways are. They're roughly ten minutes in the peak period. This is in each direction; and there will have to be the siting of something called traction power substations. These are basically the facilities that supply the power to the wires that power
the trains. The traction power substations are roughly spaced about a mile, mile and a half apart. In general, they fit within an existing right-of-way when a system is introduced and then if they don't fit in the
right-of-away, they can be placed where the station locations are as well.

So I want to, I guess, bring this all back to the Environmental topics. This is a long list. I'm not going to go through this entire list, but the list is meant to give you an idea of all of the areas that we are required under both Environmental processes, NEPA and CEQA, to study. The reason why this is up here is because it's meant to give you sort of an idea of what it is the Environmental document will look at; but more than that, it's meant to give you an idea of the things that you think are important to study as part of the Environmental document based on all the information I presented today and the information that you'll get when you come circulate and take a look at the rest of the boards and talk to us.

Okay. We want to know, Did we miss anything here? Perhaps you can suggest something that's also of concern but please, please, before you leave, take time to fill out a comment card or go talk to the court reporter and let us know which of these topics are topics
of concern for you. That's why we're here. We welcome
your comments.
I'd like at this point to introduce Lisa and
she's going to talk again about the ways that you can
provide us with comment cards and at that point the
presentation will basically come to a conclusion and
we'll start with an opportunity to have comment,
questions and answers.

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

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

east of town, the freight train and Metrolink operate on

a shared track on that freight track.

MS. LEVY BUCH: So we want to turn it over to you now
and we want to take about a half an hour to hear your comments. Like we said earlier, tonight there are a number of ways that you can provide comments and you actually have until February 2nd, the close of the comment period, to get comments in to us for the record so we can use them in the Environmental review. But tonight you can take a moment, fill out a speaker card, and we'll call you in the order that we receive them from you. You have -- we have a lot of people here tonight. We're so happy to see you all here, but if you can keep your comments as close to a minute to two minutes at the most so we can get through everybody, we would appreciate that.

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

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

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

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

So I'm a supporter in all this and I'd hope that the stations would expand their parking for transitory vehicle traffic with people coming and going from there and people think about the fact that they're going to need boulevards actually in some cases and shuttle buses.
and so forth. Unfortunately, we saw the demise of the fact that they didn't extend to the LAX Airport and if you go to other countries, they do the same thing. They bring the light rail or Metro system right up to. Try
Chicago. You've got to use that during the winter. Too much snow on the ground. Thank you.

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

MR. CARPENTER: I have nothing at this time.

MS. LEVY BUCH: Thank you.

Mike Lee?

MR. LEE: Yeah.

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

MR. LEE: Yes. Mike Lee from the great city of Azusa. I'm just kind of wondering how long it would take from -- say will it ever come from L.A. Airport to Ontario? And I think this is a very good project when -- considering we have probably the lousiest mass transportation of any big city. They used to have the red cars. That's before my time and everything, but they got rid of them for the tires, for the automobiles, so I hope that it will be 2014 and eventually I hope we'll have a great system where people will use the transit. I used to go from Azusa to Commerce on a bus once in a while and it took me three and a half hours one 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.
So good luck and thank you very much for the meeting tonight. Thank you very much. Nice turnout.

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

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

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

MS. LEVY BUCH: Thank you. Chiquita Bell?

MS. BELL: Hi. I'm just concerned about the noise.

I live adjacent to the tracks. How's that going to affect our quality of living?
MS. LEVY BUCH: Do you want to talk at all about the noise of a light rail system at all?

MR. POISTER: Can I answer that? I used to work on the train.
MS. LEVY BUCH: Oh, I think it would be better if we did it. I'm sorry.

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

MR. POISTER: Speak up.


As part of the Environmental document that will be prepared for this project, there will be a Noise Study done and the Noise Study will be done in accordance with the FTA procedures which basically documents what the existing noise levels are along the corridor, which basically means along the homes that are adjacent to the corridor, 24-hour noise measurements will be taken. So that will document what the baseline -- too close to the speaker -- that will document what the baseline conditions that you're presently exposed to now are and then the -- the noise -- the operational noise of the light rail trains will be determined based upon the number of trains over the 24-hour period, the speed of
the train, and that will be compared to your ambient
background noise level to determine if there will be an
impact that requires mitigation.
If that's the case, then the Authority will
consider designing sound walls between your property and the light rail right-of-way, but that's the process that will be followed. We will have more definitive information once the studies are done, and the next time we get together when we have public comment on the draft Environmental document when it's circulated, probably about seven, seven months from now, we'll be able to give you the results.

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

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

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

MS. JOHNSON: Glendora.
MS. LEVY BUCH: In Glendora, it's just the freight
and the light rail, not the Metrolink.

MS. JOHNSON: But sometimes the freight train comes
at like 4:00 in the morning and beeps every two seconds.
That is absolutely ridiculous.

But that's my comment. Really, consider babies
sleeping, elderly people that can't sleep. The noise and
the sleep is going to be intense.

MS. LEVY BUCH: Thank you. Did you need me to go
through everybody and then we can come back to him?

Donna Lee?

MS. LEE: Hello. I'm Donna Lee, Southern California
Edison, Local Public Affairs Regional Manager. I just
wanted to say thank you to Metro Gold Line Foothill
Extension for having the perseverance and patience of
going us this far.

Southern California Edison has been supportive
of Measure R. We've publicly sent a letter in support
and we are also, as a stakeholder, looking at the impacts
the project has on our facilities as well as working with
Metro in many different areas on projects throughout our
We appreciate this opportunity to comment and we will continue to work with Metro in a timely and
cost-effective manner. Thank you.

MS. LEVY BUCH: Mark Poister?

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

UNIDENTIFIED SPEAKER: All except the horn.

MS. LEVY BUCH: And just with regards to the horn, what you guys experience today with the freight trains, they have very loud horns; and with the light rail trains, they use something that's -- I think it's referred to like as a quacker because it just sort of is a soft quack sound as it gets close to the intersections. So we really try to find ways to minimize the noise just to make sure that it's safe for pedestrians that are at the intersection as well as the cars that are
at the intersection. But, again, all of that analysis will be done through the Environmental review.

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

MS. LEVY BUCH: There's an option for a bell.
If -- I don't have any cards.

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

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

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

MR. BALIAN: You know, we're speaking about the project a little bit in a vacuum. It really comes down to funding for the project. We can plan our hearts out, but it really comes down to that and we get the project to a certain point and then we'll go after funding. But
based on our schedule, what we know and what we need to do on the Environmental side, on the planning and engineering side in preparation for construction, we could be in construction on this project in, you know,
2014, 2015 and have it completed to Montclair by 2020, you know, something like that.

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

MS. GOLDMAN: That was Colin Santiago.

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

MS. GOLDMAN: Sure.

MS. LEVY BUCH: Chet Woods?

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

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

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

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

MR. WOODS: So 12 total. Has any consideration been given about how many times those guards -- guardrails are going to be going up and down and the traffic that has to
be stopped all those different times as they're going
down -- you've got like downtown as an example there at
Foothill Boulevard there where it crosses diagonally. I
think that'll get really exciting, putting it mildly.
MR. BALIAN: With regard to the construction, it will open only from end to end. Once it's completed, the whole segment is open. It won't open --

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

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

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

MR. WOODS: Yeah, every ten minutes.

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

I invite everybody to go -- it used to be we had to send people to Portland or San Diego to go see a light rail system. The best way for everyone to see it is go to Pasadena, go to South Pas. Much of what you will have on this segment of the project you will experience in
Phase 1 of the project. Diagonal crossings like you mentioned, the configuration, the proximity to homes, it's all there. And we'll be -- as time goes on, we'll be inviting people to go out there and you can go out on
your own and go see it, but it's less impactable than I think what people have experienced with the freight.

MS. LEVY BUCH: Jesse?

MR. TOMOTY: I have a question regarding facilities for repairs and so forth called car barns. Where will they be? Is there going to be any in Glendora?

MS. LEVY BUCH: We call it a maintenance facility, and actually, the maintenance facility is being planned and built during the phase that's under construction right now, and it's going to be in two -- we're finishing the Environmental Analysis on it. So it'll either be in Monrovia or Irwindale. Those are the two locations we're looking at right now.

Diane Walter?

MS. WALTER: Yes. Diane Walter. I'm with the City of Glendora and I want to thank everybody and Habib and all of you for giving us this opportunity and I wondered, Habib, if you could talk a little bit more about the funding since everything hinges on that. Can you give us an idea of what you're doing?

MR. BALIAN: Well, we're going to pass around a
b Basket in a little while.

UNIDENTIFIED SPEAKER: And it snows in a warm place.

MR. BALIAN: It's a big basket.

The first -- you know, the gentleman made a
comment about Measure R earlier. I did want to address that. Measure R only sets aside enough funding to get the project from Pasadena to Azusa. It does not fully fund this project and that's very important.

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

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

Diane, you know the funding is not as readily available as obviously we'd like, but we will have some residual dollars from Measure R. If we play our cards
right, we'll have been a hundred million dollars of Measure R funds that we can contribute to this segment of the project and then we will have to go after another $450 million of State or Federal dollars. We'll have to
compete for that and we think we'll have a very competitive project and just have to keep going at it. If we give up and do nothing, it's not going to happen. So we have to just keep it up, have the meetings that we're having. We have a very supportive Board who wants to see this project happen. We have a very supportive Council along the entire line who do want to see the project happen and they're making sure that their voices are heard and that we get through a process that gets us in the best possible position for Federal funds. 

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

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

Across the country, you're not going to see a project that is that cost efficient as what we're going to be building here and we had very good success on
Phase 1. The Pasadena to Azusa segment is coming in right around that budget and we would expect this to be about the same. There are subway systems. There are other
aerial systems that are all very, very complicated. This
is not a complicated system, should the light rail be
built. We think it's the most cost-effective system that
can come out here and it's something we're very proud
about, and that's why we think we'll compete very well
Federally, because we will be put against other projects.

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

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

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

MS. LEVY BUCH: Is that part of the Environmental analysis, though, is looking at economics and all that?
So part of the analysis will look at economics and property values.

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

MS. LEVY BUCH: Sure. State your name in so -- repeat your name, please.


Just a real quick statement. Are you guys aware that the crossing over there that goes over 66th is a shortcut for the high school students? Yeah, the bridge is a shortcut for the high school and I don't know about middle school and that, but I know definitely high school, there's a lot of students that use that. So that's -- as a shortcut, so they really need --

MR. TOMOTY: That's trespassing.

MR. WOODS: Trespassing. Since when does that bother a high school student?

MR. TOMOTY: It's a Federal crime.

MR. WOODS: Yeah, a Federal crime. Well, a lot of things are Federal crimes, but I think that area as far as being used for that should be addressed because that could be a definite safety hazard. So I think maybe you
guys should make a little notation of that, whatever you have to do.

MS. LEVY BUCH: She got it on the record, so that was good. Thank you.
Richard -- and I think we're going to be -- does anybody else have any comments that they'd like to make at this point?

MR. SANTIAGO: I had just one more question.

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

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

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

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

Just one second. We're just going to try to stay in order with people filling out speaker cards.
Go ahead. Darryl Gaslan.

MR. GASLAN: Thank you very much. My name is Darryl Gaslan. Sorry for the last minute. I'm rattled here, still trying to catch my breath.
Anyway, there's a couple things that I'd like to see, and of course I am a very strong proponent of mass transit. I'm glad that this extension is going to be happening and I used to work for the California Air Resources Board, now retired, in the enforcement area for heavy diesel operations, so I'm a little bit familiar with air pollution and I guess the one thing that I'm getting at is that I think it would be a great idea -- and of course it costs money -- to have grade separations as much as possible along the remaining route that still has to be planned and developed and built, of course.

And I look at this this way, that the grade separations will be -- enable a freer flow of traffic for road vehicular vehicles -- vehicles on the road and then also it can allow for faster trains to move along the tracks and that of course enables to have time savings, good scheduling for its passengers, and then I think we can all remember that time is money and I think that over the amount of decades that this system will be in use, whatever it's going to be, one minute to wait for a light or five minutes or whatever it takes, all that adds up.
And the other thing is that the cost of such grade separations can be mitigated over the decades just by the productivity I think of what can be gained, given that there are grade separations.
The other thing is that there is the environmental aspect of it. With vehicles that are stopped less because of grade separation, you of course have reduced emissions coming out of the tailpipes that of course affects the air here in Glendora.

There's one other thing: The sheer transit aspect of the proposed alignment, and I guess there is a strong discussion to bring it into Ontario Airport, and of course I'm addressing this to the officials, that if that's at all possible to take it right into the airport.

There are certain airports right now that the lines are going in. Like in BART in San Francisco, the line goes right into the International Terminal, I guess, probably within 100 feet or so; very, very easy access. And let me tell you I think that would be good for transportation and for businesses.

The other thing, if it's at all possible -- and of course this is going to be in the future, but if there is a possibility of connecting a future Metrolink line at the airport along with the Gold Line and if there's ever a connection that could be made to the high-speed rail
system that is now being planned, I think that would be
an excellent advantage for this area, for Ontario of
course, for Glendora, and for the businesses of Glendora.
Thanks.
MS. LEVY BUCH: Thanks, Darryl. And I think we touched on it earlier, but there will be a complete grade-crossing analysis done in the environmental review, so we will be looking at every place where the track crosses an intersection and there will be more details when the draft Environmental document comes out.

Okay. We have one last comment and then we’re going to --

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

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

But I think that guy is right that you should just go for it everywhere possible and just crank up that cost per metric. Metro could think about the longer
UNIDENTIFIED SPEAKER: We can't hear his comments.

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

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

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

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

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

MR. KIM: So siting stations, there's a lot of
factors that go into it. There's no one formula and

there's a lot of things to consider. One of the things
to consider is whether there are any places that you can
add parking in close proximity to the station.
All six stations are being planned as Park and Ride stations. I think that is really critical to make the stations successful, make it easy for people to attend. So that's one factor that goes into it. I'm not saying that's the reason why this particular location in Glendora was sited.

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

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

So, listen, fill out a comment card. Let us know. These are proposed station locations and, listen, if there are any ideas that you have, we'd like to hear them. Fill out a comment card and let us know.
MS. LEVY BUCH: So just to repeat, some of the
comments that would be the most helpful to us as we move
into the Environmental phase are comments about the
project, comments about the alternatives that are being
evaluated. That's why we spent some time talking about them. And comments about issues that need to be addressed in the Environmental review. If there's something that you care about that you think we need to make sure we're addressing in our review, whether it's a general topic or something specific within a specific topic, that is all very helpful to us.

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

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

Thank you for your wonderful comments and questions.
(Recess)

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

I'm a resident of Glendora and here is my question: The bottom line is how much will it cost the
City of Glendora and us taxpayers?

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

I'm a resident of Duarte, California, and although this isn't my part of the extension, I understand mine is happening. I note that a lot of the comments tonight were from people who have not tried the system. It is very effective.

Personally, I've used it to go to jury duty in East Los Angeles and to go from Pasadena to two blocks from the courthouse without having to worry about parking or gasoline or traffic in less than an hour each way bodes well for this extension. I'll leave it at that.

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

What I wanted to comment is that downtown Glendora on Glendora Avenue is the best place because it's in the middle in between the two other stations, San Dimas and Azusa. If it were to be put in the marketplace, it's so close to San Dimas itself, it doesn't -- it kind of bypasses the whole Glendora.

That's my comment.

(Proceedings concluded at 8:00 p.m.)
BEFORE THE METRO GOLD LINE FOOTHILL EXTENSION
CONSTRUCTION AUTHORITY PROJECT TEAM

Public Agency Coordination  )
Meeting re:  )
METRO GOLD LINE FOOTHILL EXTENSION  )
AZUSA TO MONTCLAIR  )

______________________________

TRANSCRIPT OF PROCEEDINGS
Claremont, California

Wednesday, January 19, 2011
BEFORE THE METRO GOLD LINE FOOTHILL EXTENSION
CONSTRUCTION AUTHORITY PROJECT TEAM

Public Agency Coordination  )
Meeting re:  )
   )
METRO GOLD LINE FOOTHILL EXTENSION  )
AZUSA TO MONTCLAIR  )
______________________________)

TRANSCRIPT OF PROCEEDINGS, taken at
Oakmont Elementary School, 120 West Green Street,
Claremont, California, commencing at 6:00 p.m.
on Wednesday, January 19, 2011, heard before
the METRO GOLD LINE FOOTHILL EXTENSION
CONSTRUCTION AUTHORITY PROJECT TEAM,
reported by EILEEN ELDRIDGE, Hearing Reporter.
APPEARANCES:

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

EUGENE KIM
Parsons Brinckerhoff

LISA LEVY BUCH
Director of Public Affairs
Metro Gold Line Foothill Extension
Construction Authority
| 1  |   INDEX  |
| 2  | PAGE |
| 3  | Project Overview | 5 |
| 4  | Comments/Questions |
| 5  | Deborah Page | 24 |
| 6  | Jennifer Mawhorter | 28 |
| 7  | Ginger Elliott | 29 |
| 8  | Judy Wright | 33 |
| 9  | Mark Von Wootke | 36 |
| 10 | Bob Tener | 38 |
| 11 | Paul Wheeler | 42 |
| 12 | Danny Halznecht | 43 |
| 13 | Joel Covarrubias | 45 |
| 14 | Thomas Bleakney | 47 |
| 15 | Duane Jackman | 48 |
| 16 | Kent Hughes | 49 |
| 17 | Katherine Irvine | 52 |
| 18 | Newman Bellis | 53 |
| 19 |   |
| 20 |   |
| 21 |   |
MR. BALIAN: Hello. Good evening. Good evening, ladies and gentlemen. Welcome. If I could encourage you to take your seats.

Is this loud enough? Does this sound okay?

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

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

To begin, I want to introduce some of the Authority staff. I have Gene Kim, who will be presenting the
technical part of the presentation. I have Lisa Levy Buch,

and Lisa is here, and she's a Claremont resident. And we

also have the other Authority staff, if you could raise your

hands if you're standing around the room. They'll be
available to you later to answer any particular questions that you might have.

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

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

We also have some former mayors here, two former mayors: Karen Rosenthal and Ellen Taylor. Karen, there you are, and Ellen. Ellen, of course, is a good friend of the project. She's been a member of the JPA and a very 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 course. Judy Wright, for everything that she's done and
historically -- when Judy walked in she said, "I remember you." And I said, "Yeah, it's been a while." It's been about 20 years that we have been working on these projects together and several different generations.

We have also Planning Commissioner here, Marie Williamson. Marie, there you are. Thank you for coming. Bob Tener is also Planning Commissioner from the City of Claremont. Thank you, Bob. Larry Schroeder, Council member. Larry, where are you? Thank you, Larry.

Larry is also going to be appointed to the Joint Powers Authority board. So we look forward to working with you, Larry. Of course, Jon Blickenstaff.

Jon Blickenstaff is here, former mayor, City of La Verne, Chairman of Construction Authority Board. Thank you, Jon, for coming out tonight. Always a pleasure to have you here. Also, Sue Keith, Trustee, from Citrus College board. Sue, thank you very much for being here. And if there's anybody in the room who hasn't been introduced, please raise your hand. Al Mugabe just walked in. Al, thank you. Also, former official from the City of Claremont.