

## **Support Material Agenda Item No. 12**

### **Transit Committee Meeting**

**August 14, 2025  
9:00 AM**

#### **Location**

San Bernardino County Transportation Authority  
First Floor Lobby Board Room  
1170 W. 3<sup>rd</sup> Street, San Bernardino, CA 92410

#### **Discussion Transit**

##### **12. Gold Line to Montclair Project Cost Increase and Funding Request**

That the Transit Committee recommend the Board, acting as the San Bernardino County Transportation Authority:

A. Receive an update on the Gold Line to Montclair Project

B. Provide direction on what the recommendation should be in response to the recent funding request from the Metro Gold Line Foothill Extension Construction Authority.

*Letters of Support were received after the posting of the agenda and are being provided as Support Material.*

NORMA J. TORRES  
35TH DISTRICT, CALIFORNIA  
2227 RAYBURN HOUSE OFFICE BLDG  
WASHINGTON, DC 20515  
PHONE: (202) 225-6161  
FAX: (202) 225-8671  
3200 INLAND EMPIRE, SUITE 200B  
ONTARIO, CA 91764  
PHONE: (909) 481-6474  
FAX: (909) 941-1362

**Congress of the United States**  
**House of Representatives**  
**Washington, DC 20515**

August 14, 2025

The Honorable John Dutrey  
Chair, Transit Committee  
San Bernardino County Transportation Authority  
1170 West 3<sup>rd</sup> Street, 1<sup>st</sup> Floor  
San Bernardino, CA 92410

Dear Chair Dutrey and Members of the SBCTA Transit Committee,

As the Representative for California's 35th Congressional District, which includes the City of Montclair, I write to express my support for the Gold Line extension to the Montclair Transit Center. The decision before you regarding Agenda Item No. 12 represents a critical moment for regional transportation and economic development. In Fiscal Year 2023, Congress appropriated \$1 million for the Montclair Transit Center to support anticipated increases in ridership on the Foothill Gold Line and to enhance connections with other federally funded transit initiatives. I believe that this investment reflects federal interest in this effort and demonstrates that the extension advances both regional mobility and national transit objectives.

It is my understanding that in 2004 the voters of San Bernardino County approved Measure I, dedicating a half-cent sales tax to fund critical transportation projects. The Gold Line extension to the Montclair Transit Center was explicitly designated as a priority project under this voter-approved mandate. For decades, the City of Montclair has planned, invested, and developed its Transit Oriented District based on this promise, spurring more than \$3.5 billion in economic activity. My understanding is that the City expects the project to add an additional \$10 to \$15 billion in future development for the City of Montclair and our neighboring communities.

I believe the Gold Line extension represents more than a transportation project; it signifies a fundamental shift in regional mobility. It will provide 8-minute peak and 15-minute off-peak service from 4 a.m. to midnight. As the eastern terminus, the Montclair Transit Center is strategically positioned to serve as a regional hub, with projections of up to 7,200 daily riders, a figure that could potentially double with the introduction of Brightline service to Las Vegas. Planned improvements, including a multi-level parking structure and shuttle services to Ontario International Airport and the Brightline terminal, will further solidify the Transit Center's role as a critical connection point for the region.


It is my understanding that cost increases for this extension have been identified. The projected funding gap is currently unknown, with estimates ranging from \$67 million to \$166 million. However, it is important to recognize that cost increases are not unique to this project. Recent SBCTA projects, such as the I-10 Freeway Phase I Widening, the West Valley Connector, and the ONT Connector, have all experienced similar significant cost escalations. These challenges, while substantial, are part of the reality of large-scale infrastructure development.

Therefore, I respectfully urge you to take the following actions:

1. Retain all existing project funding for the Gold Line extension.
2. Allocate the requested \$15.2 million for project design from the currently available non-TIRCP funds.
3. Commit to a strategic plan for identifying and securing additional funding once the CMAR bid process has determined the final cost in 2026.

Regional transportation infrastructure plays a crucial role in fostering strong, sustainable, and inclusive communities. The Gold Line extension is a promise of enhanced regional mobility and a higher quality of life for our constituents. For these reasons, I respectfully request that you give Agenda No. 12 your full and fair consideration pursuant to all applicable rules and regulations.

Sincerely,

  
Norma J. Torres  
Member of Congress (CA-35)

STATE CAPITOL  
P.O. BOX 942849  
SACRAMENTO, CA 94249-0053  
(916) 319-2053  
FAX (916) 319-2153

DISTRICT OFFICE  
13160 7TH STREET  
CHINO, CA 91710  
909-902-9606  
909-902-9761

EMAIL

ASSEMBLYMEMBER.MICHELLE.RODRIGUEZ@ASSEMBLY.CA.GOV

Assembly  
California Legislature



MICHELLE RODRIGUEZ  
ASSEMBLYMEMBER, FIFTY-THIRD DISTRICT

COMMITTEES  
BANKING & FINANCE  
GOVERNMENTAL ORGANIZATION  
INSURANCE  
MILITARY AND VETERANS AFFAIRS  
RULES

August 12, 2025

San Bernardino County Transportation Authority Transit Committee (SBCTA)  
1170 W. Third Street, 2nd Floor  
San Bernardino, CA 92410

**RE: Letter of Support for the Gold Line Extension to the Montclair Transit Center**

Dear Members of the SBCTA Transit Committee,

The decision before you regarding Agenda Item No. 12 on the Gold Line extension is a pivotal moment for our city and for the entire region. It is a decision that must honor the commitments made to our constituents and protect the immense investments already made in our communities.

In 2004, the voters of San Bernardino County overwhelmingly approved **Measure I** with over 80 percent of the vote, dedicating a half-cent sales tax to fund critical transportation projects. The Gold Line extension to the Montclair Transit Center was designated as a priority project under this voter-approved mandate. For decades, the City of Montclair has planned, invested, and developed its Transit Oriented District (TOD) based on this promise. This commitment has spurred **more than \$3.5 billion in economic activity** from a wide range of new retail, entertainment, housing, and office projects. The project's completion is not just a hope—it is a promise that will lead to an additional **\$10 to \$15 billion in future development** for Montclair and our neighboring communities. Abandoning this project would undermine the foundation of the city's economic future, jeopardizing billions of dollars in private investment.

I understand the fiscal challenges and cost increases that happen with inflation and policies put in place that are out of your control. However, as an elected body, it is our responsibility to find solutions and adapt to these challenges. It is important to recognize that cost increases are not unique to this project. Recent SBCTA projects, such as the I-10 Freeway Phase I Widening, the West Valley Connector, and the ONT Connector, have all experienced similar significant cost escalations. These challenges, while substantial, are part of the reality of large-scale infrastructure development. The projected funding gap is currently an unknown, with estimates ranging from \$67 million to \$166 million. Rather than taking action based on an estimate, we must allow the CMAR bid process to conclude to determine the actual funding needs. The most responsible path forward is to honor our commitments while actively seeking the means to overcome these obstacles. We must work collaboratively with our partners to secure the necessary funding and bring this vital project to fruition.

The Gold Line extension is more than just a transportation project; it is a fundamental shift in regional mobility. Unlike Metrolink, which plans for 30-minute headways, the Gold Line will offer frequent and reliable service with 8-minute headways during peak hours and 15-minute off-peak service from 4 a.m. to midnight. This level of service is what truly attracts development and changes ridership patterns. Furthermore, the Montclair Transit Center, as the eastern terminus, is strategically positioned to become a regional hub. This project could bring up to 7,200 daily riders, with that number potentially doubling with the upcoming Brightline service to Las Vegas. The city is already planning for a multi-level parking structure and shuttle services to Ontario International Airport and the Brightline terminal, which will make the Montclair Transit Center a critical connection point for the entire region.

Therefore, I respectfully urge you to consider the following actions:

1. **Retain all existing project funding** for the Gold Line extension. These funds are an essential part of our commitment to the public and must be protected from being reallocated to other projects.
2. **Allocate the requested \$15.2 million** for project design from the currently available non-TIRCP funds. This is a critical next step that must be taken now to keep the project on its current timeline and demonstrate a continued commitment to its completion.
3. **Commit to a strategic plan** for identifying and securing additional funding once the CMAR bid process has determined the final cost in 2026. This is the only responsible way to proceed with a clear understanding of the project's financial needs.

The Gold Line extension is a promise of enhanced regional mobility, economic opportunity, and a higher quality of life for our residents. We must honor this commitment and secure a prosperous future for all of San Bernardino County.

Sincerely,



Michelle Rodriguez

MR: rg



9916 Central Ave, Montclair, CA 91763

909-985-5104 phone

E-mail [exec@montclairchamber.com](mailto:exec@montclairchamber.com)

[www.montclairchamber.com](http://www.montclairchamber.com)

#### Board of Directors

##### Chair

Steve Hammit  
Hammit Benefits Group  
909-625-7851

##### Past Chair

Tim Walborn  
Ontario-Montclair YMCA  
909/988-6847

##### Treasurer

Virgel Mabini  
Wells Fargo Bank  
909-621-2900

##### Directors

Barbara Johnson  
The Body Shop  
909-624-0867

Bill Ruh  
City of Montclair  
909-625-9401

Elizabeth Willis  
CBWCD

Josette Luffey  
I-10 Towing

Manny Martinez  
MVWD

Rosa Rangel  
Montclair Florist  
909-228-0950

Virginia Riley  
Soroptimist  
951-317-9010

Donald Rucker  
Christian Development  
909-367-9093

Ethel Rucker  
Christian Development  
909-319-2240

Tenice Johnson  
Executive Director  
909-985-5104

## Letter of Support for the Gold Line Extension to the Montclair Transit Center

August 11, 2025

To: San Bernardino County Transportation Authority Transit Committee

Subject: The Gold Line Extension: A Vital Investment in Our Local Economy

Dear Members of the SBCTA Transit Committee,

I am writing to you today on behalf of the Montclair Chamber of Commerce and its valued members, representing a diverse range of local businesses and professionals. The upcoming consideration of Agenda Item No. 12 is of paramount importance to our business community, as the Gold Line extension to the Montclair Transit Center is a critical driver for our economic growth and long-term vitality.

The promise of this project has already been a catalyst for business development. Our members have made strategic investments in anticipation of the increased foot traffic, new customer base, and enhanced regional accessibility that the Gold Line will bring. This vision, first solidified by the voters through Measure I and consistently championed by SBCTA leadership, has enabled over \$3.5 billion in local economic activity. The completion of this project is expected to generate an additional \$10 to \$15 billion in economic improvements, creating a robust and prosperous environment for businesses both large and small.

Terminating this project now would be a significant setback, not just for the City of Montclair's master plan but for every local business that has planned for this future. It would jeopardize the investments made by our entrepreneurs and entrepreneurs-to-be, and it would send a negative signal that could deter future business growth. The economic stability and job creation that this project promises are simply too valuable to abandon.

We understand the challenges related to cost increases in major infrastructure projects. However, these challenges are best met with collaboration and determination, not by retreating from a long-standing commitment. To protect our local economy and secure the promised economic returns for our community, we strongly urge the committee to:

1. **Retain all existing project funding** for the Gold Line extension.
2. **Immediately allocate the \$15.2 million** needed for project design to ensure the project remains on schedule.
3. **Commit to a plan for addressing the final funding needs** once the construction manager at risk bid process is complete in early 2026, and actively pursue additional state and federal grants.

The Gold Line's frequent and reliable service will not only attract new customers from across the region but will also create new job opportunities and provide a vital transportation link for our employees. Completing the Gold Line extension to the Montclair Transit Center is the single most important action SBCTA can take to demonstrate its commitment to the economic prosperity of our region's business community. Please honor your commitments and secure a prosperous future for all of our members and residents.

Sincerely,

A handwritten signature in black ink, appearing to read "Donna Jo", with a long horizontal flourish extending to the right.

The Montclair Chamber of Commerce

# TRAMMELL CROW RESIDENTIAL

A CROW HOLDINGS COMPANY

## **Letter of Support for the Gold Line Extension to the Montclair Transit Center**

**Date:** August 11, 2025

**To:** San Bernardino County Transportation Authority Transit Committee

**Subject:** Protecting Investments and Securing Future Growth Through Gold Line Extension Funding

Dear Members of the SBCTA Transit Committee,

I am writing to you today on behalf of the development community that has invested and continues to invest in Montclair's Transit Oriented District (TOD). Our significant capital commitments in this region are directly predicated on the long-standing promise of the Gold Line extension to the Montclair Transit Center. The decision facing your committee regarding Agenda Item No. 12 is not just about a single transit project; it is about the financial viability of billions of dollars in private investment and the economic future of this region.

Our commitment to Montclair's North Montclair Downtown Specific Plan (NMDSP) is rooted in the TOD concept, which is made possible by the development of the Montclair Transit Center into a world-class transit hub. This vision, supported by Measure I and reiterated by past SBCTA leadership, has already spurred over \$3.5 billion in new development and economic activity. We are actively working on projects that, with the Gold Line as their anchor, are projected to generate an additional \$10 to \$15 billion in economic improvements for the city and surrounding communities.

Terminating this project by divesting its funding would have catastrophic consequences for our investments. The value of our current and planned properties, which are priced and marketed with the expectation of a major transit terminus, would be severely diminished. This action would not only undermine the city's master plan but would also erode developer confidence, bringing future growth and job-creating projects to a halt.

We urge the committee to take a financially responsible and forward-thinking position. As the provided memo illustrates, cost increases are a reality of major infrastructure projects, and they should be addressed through collaborative problem-solving, not project abandonment. To protect existing investments and ensure the promised economic returns for San Bernardino County, we ask that you:

1. **Retain all existing project funding** for the Gold Line extension.
2. **Immediately allocate the \$15.2 million** needed for project design to keep the current procurement process on track.
3. **Commit to assessing the final funding needs** once the construction manager at risk bid process is complete in early 2026, and actively seek additional funding from state and federal sources.

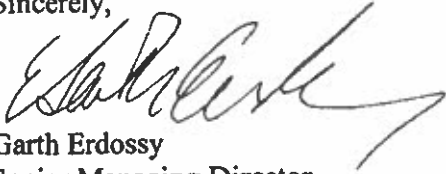
The Gold Line provides the frequent, reliable service necessary to attract residents and businesses to transit-adjacent developments. Its connection to Los Angeles and the Brightline to Las Vegas creates an unparalleled market opportunity that cannot be replaced by alternative, less-frequent transit options.

# TRAMMELL CROW RESIDENTIAL

A CROW HOLDINGS COMPANY

We believe that completing the Gold Line extension to Montclair is the single most important action SBCTA can take to demonstrate its commitment to the economic prosperity and mobility of the region. Please honor your long-standing commitments and secure the return on investment for all stakeholders involved.

Sincerely,

A handwritten signature in black ink, appearing to read 'Garth Erdossy', written over a light blue horizontal line.

Garth Erdossy  
Senior Managing Director





## **Letter of Support for the Gold Line Extension to the Montclair Transit Center**

**Date:** August 11, 2025

**To:** San Bernardino County Transportation Authority Transit Committee

**Subject:** Protecting Investments and Securing Future Growth Through Gold Line Extension Funding

Dear Members of the SBCTA Transit Committee,

I am writing to you today on behalf of the development community that has invested and continues to invest in Montclair's Transit Oriented District (TOD). Our significant capital commitments in this region are directly predicated on the long-standing promise of the Gold Line extension to the Montclair Transit Center. The decision facing your committee regarding Agenda Item No. 12 is not just about a single transit project; it is about the financial viability of billions of dollars in private investment and the economic future of this region.

Our commitment to Montclair's North Montclair Downtown Specific Plan (NMDSP) is rooted in the TOD concept, which is made possible by the development of the Montclair Transit Center into a world-class transit hub. This vision, supported by Measure I and reiterated by past SBCTA leadership, has already spurred over \$3.5 billion in new development and economic activity. We are actively working on projects that, with the Gold Line as their anchor, are projected to generate an additional \$10 to \$15 billion in economic improvements for the city and surrounding communities.

Terminating this project by divesting its funding would have catastrophic consequences for our investments. The value of our current and planned properties, which are priced and marketed with the expectation of a major transit terminus, would be severely diminished. This action would not only undermine the city's master plan but would also erode developer confidence, bringing future growth and job-creating projects to a halt.

We urge the committee to take a financially responsible and forward-thinking position. As the provided memo illustrates, cost increases are a reality of major infrastructure projects, and they should be addressed through collaborative problem-solving, not project abandonment. To protect existing investments and ensure the promised economic returns for San Bernardino County, we ask that you:

1. **Retain all existing project funding** for the Gold Line extension.
2. **Immediately allocate the \$15.2 million** needed for project design to keep the current procurement process on track.
3. **Commit to assessing the final funding needs** once the construction manager at risk bid process is complete in early 2026, and actively seek additional funding from state and federal sources.



The Gold Line provides the frequent, reliable service necessary to attract residents and businesses to transit-adjacent developments. Its connection to Los Angeles and the Brightline to Las Vegas creates an unparalleled market opportunity that cannot be replaced by alternative, less frequent transit options.

We believe that completing the Gold Line extension to Montclair is the single most important action SBCTA can take to demonstrate its commitment to the economic prosperity and mobility of the region. Please honor your long-standing commitments and secure the return on investment for all stakeholders involved.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Donald Henry", with a long horizontal line extending to the right.

J. Donald Henry

Founding Partner  
Village Partners, Inc.

# Moule&Polyzoides

ARCHITECTS & URBANISTS

August 11, 2025

San Bernardino County Transportation Authority Transit Committee

SUBJECT: The Gold Line Extension: A Cornerstone of Sustainable Urban Planning and Regional Mobility

Dear Members of the SBCTA Transit Committee,

I am writing to you today from the perspective of sound urban planning and sustainable development, urging your continued support for the Gold Line extension to the Montclair Transit Center. This project is not merely a transportation endeavor; it is the lynchpin of a comprehensive urban strategy that will define the future of Montclair and the broader West End region.

The City of Montclair has strategically invested in and planned its Transit Oriented District (TOD) around the firm commitment to this light rail extension. This vision, outlined in the Amended North Montclair Downtown Specific Plan (NMDSP), is designed to create a vibrant, walkable, and high-density community. This approach aligns with modern planning principles that prioritize public transit to reduce traffic congestion, improve air quality, and foster a more resilient urban form. By concentrating development at a major transit hub, we are maximizing land use and creating a more efficient and equitable city.

The economic activity already generated—over \$3.5 billion in private investment—is a direct result of this forward-thinking planning. Halting the project now would not only destabilize these investments but also cripple our ability to realize the projected \$10 to \$15 billion in future economic improvements. This is a rare opportunity to leverage public infrastructure to drive substantial private-sector growth and create a sustainable development pattern for decades to come.

We recognize the fiscal challenges and cost increases associated with a project of this scale. However, these issues must be addressed through strategic collaboration, not by sacrificing a foundational element of regional planning. Therefore, we respectfully request that the committee take the following actions:

1. **Retain all existing project funding** for the Gold Line extension, as divesting these funds would signal a retreat from long-held planning commitments.
2. **Allocate the requested \$15.2 million** for project design to ensure the procurement process remains on track and critical planning work can continue.
3. **Commit to a strategic plan** for closing the final funding gap once the CMAR bid process yields a definitive cost in early 2026, including the aggressive pursuit of state and federal funding opportunities.

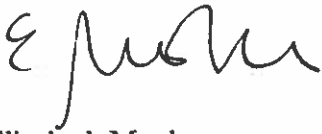
180 EAST CALIFORNIA BOULEVARD at Picher Alley PASADENA, CALIFORNIA 91105

phone (626) 844-2400 email info@mparchitects.com web mparchitects.com

The Gold Line's service frequency and schedule, combined with planned multi-modal connections to Ontario International Airport and the Brightline service, will establish the Montclair Transit Center as a critical regional hub. This connectivity is essential for the mobility of our workforce, the accessibility of our communities, and the economic integration of the region.

Completing the Gold Line extension is a fundamental step toward achieving a more sustainable and prosperous future for San Bernardino County. We urge you to honor this commitment to long-term planning and urban development.

Sincerely,

A handwritten signature in black ink, appearing to read 'E. Moule', written in a cursive style.

Elizabeth Moule  
Chairperson and Partner  
Moule & Polyzoides, Architects and Urbanists  
180 E. California Blvd.  
Pasadena, CA 91105

# Moule & Polyzoides

ARCHITECTS & URBANISTS

August 11, 2025

San Bernardino County Transportation Authority Transit Committee

SUBJECT: The Gold Line Extension: A Cornerstone of Sustainable Urban Planning and Regional Mobility

Dear Members of the SBCTA Transit Committee,

I am writing to you today from the perspective of sound urban planning and sustainable development, urging your continued support for the Gold Line extension to the Montclair Transit Center. This project is not merely a transportation endeavor; it is the lynchpin of a comprehensive urban strategy that will define the future of Montclair and the broader West End region.

The City of Montclair has strategically invested in and planned its Transit Oriented District (TOD) around the firm commitment to this light rail extension. This vision, outlined in the Amended North Montclair Downtown Specific Plan (NMDSP), is designed to create a vibrant, walkable, and high-density community. This approach aligns with modern planning principles that prioritize public transit to reduce traffic congestion, improve air quality, and foster a more resilient urban form. By concentrating development at a major transit hub, we are maximizing land use and creating a more efficient and equitable city.

The economic activity already generated—over \$3.5 billion in private investment—is a direct result of this forward-thinking planning. Halting the project now would not only destabilize these investments but also cripple our ability to realize the projected \$10 to \$15 billion in future economic improvements. This is a rare opportunity to leverage public infrastructure to drive substantial private-sector growth and create a sustainable development pattern for decades to come.

We recognize the fiscal challenges and cost increases associated with a project of this scale. However, these issues must be addressed through strategic collaboration, not by sacrificing a foundational element of regional planning. Therefore, we respectfully request that the committee take the following actions:

1. **Retain all existing project funding** for the Gold Line extension, as divesting these funds would signal a retreat from long-held planning commitments.
2. **Allocate the requested \$15.2 million** for project design to ensure the procurement process remains on track and critical planning work can continue.
3. **Commit to a strategic plan** for closing the final funding gap once the CMAR bid process yields a definitive cost in early 2026, including the aggressive pursuit of state and federal funding opportunities.


180 EAST CALIFORNIA BOULEVARD at Picher Alley PASADENA, CALIFORNIA 91105

phone (626) 841-2400 email info@mparchitects.com web mparchitects.com

The Gold Line's service frequency and schedule, combined with planned multi-modal connections to Ontario International Airport and the Brightline service, will establish the Montclair Transit Center as a critical regional hub. This connectivity is essential for the mobility of our workforce, the accessibility of our communities, and the economic integration of the region.

Completing the Gold Line extension is a fundamental step toward achieving a more sustainable and prosperous future for San Bernardino County. We urge you to honor this commitment to long-term planning and urban development.

Sincerely,

A handwritten signature in black ink, appearing to read 'Stefan Polyzoides', with a large, stylized initial 'S'.

Stefanos Polyzoides  
Partner and Executive Vice President  
Moule & Polyzoides, Architects and Urbanists  
180 E. California Blvd.  
Pasadena, CA 91105



**RANGWALA ASSOCIATES**  
Planning, Design, Economic Development

San Bernardino County Transportation Authority Transit Committee

08/11/2025

Subject: Gold Line Extension: A Cornerstone of Sustainable Urban Planning and Regional Mobility

Dear Members of the SBCTA Transit Committee

The Gold Line extension to the Montclair Transit Center is the single most important project for our region's future. I am writing to you today to urge your continued support for this vital transportation and urban development initiative.

The City of Montclair has strategically planned its future around the Gold Line extension. Our Transit Oriented District (TOD), as outlined in the amended North Montclair Downtown Specific Plan, is designed to create a vibrant, walkable community with a high-density urban core. This vision isn't just about growth; it's about building a more equitable and resilient city. By concentrating development at a major transit hub, we are making a firm commitment to reducing traffic, improving air quality, and creating an equitable community for all.

The initial public investment has already spurred over \$3.5 billion in private-sector activity. The Gold Line extension offers an unparalleled return on investment, with projections showing it will generate an additional \$10 to \$15 billion in economic benefits. Halting the project would not only risk these existing investments but would also be a missed opportunity to create a productive and resilient development pattern that will drive our region's prosperity for decades.

We recognize the fiscal challenges and cost increases associated with a project of this scale. However, these issues must be addressed through strategic collaboration, not by sacrificing a foundational element of regional planning. Therefore, we respectfully request that the committee take the following actions:

1. Retain all existing project funding for the Gold Line extension, as divesting these funds would signal a retreat from long-held planning commitments.
2. Allocate the requested \$15.2 million for project design to ensure the procurement process remains on track and critical planning work can continue.
3. Commit to a strategic plan for closing the final funding gap once the CMAR bid process yields a definitive cost in early 2026, including the aggressive pursuit of state and federal funding opportunities.

The Gold Line's frequent service and its connections to Ontario International Airport and Brightline will make the Montclair Transit Center a major regional hub. This will not only improve the mobility of our workforce but also strengthen the economic ties across our communities.

Completing the Gold Line extension is a fundamental step toward achieving a more resilient and prosperous future for San Bernardino County. We urge you to honor this commitment to long-term planning and urban development.

Sincerely,

Kaizer Rangwala, AICP, CEC, CNU-a  
Principal, Rangwala Associates

(805) 850 9779  
23361 Aetna Street, Woodland Hills, CA 91367

[www.rangwalaassoc.com](http://www.rangwalaassoc.com)