

MINUTES OF THE ADJOURNED MEETING OF THE MONTCLAIR
CITY COUNCIL HELD ON MONDAY, NOVEMBER 4, 2019, AT
5:45 P.M. IN THE SOUTH CONFERENCE/THEATER ROOM, 9955
FREMONT AVENUE, MONTCLAIR, CALIFORNIA

I. CALL TO ORDER

Mayor Dutrey called the meeting to order at 5:45 p.m.

II. ROLL CALL

Present: Mayor Dutrey, Mayor Pro Tem Raft; Council Members Ruh and Johnson

City Manager Starr; Director of Administrative Services and Human Resources Hamilton; Finance Director Parker; Public Works Director/City Engineer Castillo; Director of Community Development Diaz; Assistant Director of Housing/Planning Manager Caldwell; City Attorney Robbins; City Clerk Phillips

III. PUBLIC COMMENT — None

IV. COUNCIL WORKSHOP

A. Gold Line Project Update

Mr. Habib Balian, Chief Executive Officer, **Metro Gold Line Foothill Extension Construction Authority (Gold Line Construction Authority)**, reviewed the three main phases of construction for the **Gold Line** Foothill Extension project: Los Angeles to Pasadena, which was completed in 2003; Pasadena to Azusa, which was completed in 2015; and Glendora to Montclair, which broke ground in December 2017 and will likely be completed in two phases. He noted the design-build contract was just signed on October 4, 2019, and includes an option to include the Montclair segment if additional funding is secured by October 2021. If the project proceeds without the Montclair segment, the extension will terminate in Claremont and construction will be completed in 2025. If Montclair is included, the project will be completed in 2028. He reported the current project's funding shortfalls of \$450 million for Pomona to Claremont, and \$15 million for Claremont to Montclair.

Mr. Balian discussed recent actions of the **Los Angeles Metropolitan Transportation Authority (Metro) Board**, the transportation authority for Los Angeles County, relating to the Gold Line Extension project:

- December 2018 — Reaffirmed its commitment to complete the Foothill Extension to Claremont as a first priority project in;
- January 2019 — Authorized a commitment of \$97 million for the Pomona Station
- July 2019 — Recommended finalizing negotiations with **Metro Gold Line** to commit \$126 million from San Gabriel Valley (SGV) Subregional Equity Funds to ensure the Pomona station is included as part of the base contract, and reaffirmed its commitment to seek additional funding to complete the project to Claremont.

Mr. Balian noted that at its upcoming meeting, the **Metro Board** will consider directing its CEO to finalize negotiations with the **Gold Line Construction Authority** and apply the SGV Subregional Equity funds to ensure the extension's construction to Pomona. He advised the staff report emphasizes **Metro's** commitment to continue exploring funding options for Phase 2 of the project to Claremont, and coordinating with the **San Bernardino County Transportation**

Authority (SBCTA) to support development of funding for the option to Montclair.

Mr. Balian advised that **SBCTA's** Transit Committee is researching the viability of an alternative proposal to use Diesel Multiple Units (DMUs) that would run on 30-minute headways to serve transit users between Montclair and Pomona, and is recommending the **SBCTA Board** approve the development of a proposal.

Council Member Ruh noted **Congresswoman Norma Torres**, back when she was a member of the California State Assembly, helped to pass legislation that defines Montclair as the terminus of the Gold Line Foothill extension, and asked if **Metro**, the **Gold Line Construction Authority**, and **SBCTA** are attempting to skirt the law through these alternatives.

Mr. Balian advised several issues such as timing and funding allow for arguments to be made that would delay or complicate the project.

Council Member Ruh argued 30-minute headways are unacceptable to commuters, compared to the Gold Line's 7-minute headways. He emphasized the great deal of support there was at the Gold Line Phase 2B contract signing ceremony to build the Gold Line to the **Ontario International Airport**.

Mr. Bruce Culp, resident, stated he has lived in Montclair since 2013 and moved here initially due to the region's commitment to build the Gold Line to Montclair. He stated there has been recent news of steel prices dropping since the project went to bid, and he feels the project could be re-bid to save costs. He stated his frustration with **SBCTA** not supporting the Gold Line's extension to Montclair, and its lack of a commitment to clean energy in favor of these alternative diesel-powered "Gold Link" trains.

Mayor Dutrey stated that \$467 million is needed to address the funding gap and asked how this will be funded.

Mr. Balian advised funds could be sought from state and local legislatures, as well as a variety of other state funding sources intended for transportation and clean energy. He noted the project may need to be re-procured in separate phases, and may also need to seek federal funding which would require additional environmental clearances—adding more time and cost to the project.

Mayor Dutrey asked what agency would lead on requesting funding this project.

Mr. Balian stated **Metro** as the lead agency, jointly with the **Gold Line Construction Authority** and **SBCTA**, received \$300 million for a prior application on this project.

Council Member Ruh stated **SBCTA's** proposed alternative would mean DMUs moving through Los Angeles County, which will not bode well with those residents. He emphasized this decision would not be solely up to **SBCTA** and there would be no desire from Los Angeles County or its residents to allow DMUs. He noted straying from the promises of the law may expose the **Gold Line Construction Authority** and both Counties to lawsuits from residents and developers who invested in areas slated for Gold Line service.

Council Member Johnson added people prefer to take a single train to get from point A to point B.

Council member Ruh credited the Gold Line as the most popular mass transit project in the state and has received universal support.

Mayor Dutrey stated he feels **SBCTA** is being short-sighted by focusing efforts on the Arrow passenger rail line from San Bernardino to Redlands, when it could use its Gold Link proposal to connect the

Gold Line in Montclair to Redlands. He noted the Gold Link has no current studies to back it up, and the first report on the Gold Link was presented in October, whereas the idea has been promoted by **SBCTA Executive Director Ray Wolfe** since January. He added future **Metro** projects would make the Gold Line a one-stop trip to Long Beach and Santa Monica.

Mayor Dutrey noted **SBCTA** is proposing to return the state funding received for the Montclair segment of the Gold Line, reallocate remaining funds to other projects, and apply for \$55 million from the state for DMU trains to run from Claremont to Rancho Cucamonga; however, as a Board Member of **SBCTA**, he intends to fight to ensure the funds remain with the Gold Line project in Montclair.

Mayor Pro Tem Raft stated the Gold Line has been promised to the residents of Montclair for over a decade, and this “maybe/maybe not” attitude is not acceptable.

Council Member Ruh emphasized the Gold Line’s importance to the region as a whole, noting the economies of each county in the region are connected.

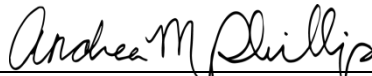
Mayor Dutrey advised his colleagues on the **SBCTA Transit Committee** support the Gold Line coming to Montclair if it gets to Claremont.

Mayor Dutrey thanked **Mr. Balian** for his presentation.

V. ADJOURNMENT

At 6:28 p.m., Mayor Dutrey adjourned the City Council.

Submitted for City Council approval,



Andrea M. Phillips
City Clerk