

RESOLUTION NO. 19-3253

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MONTCLAIR SUPPORTING THE METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY'S PLANNED OPTIONAL DESIGN-BUILD 2 EXTENSION OF GOLD LINE LIGHT RAIL SERVICE FROM THE CITY OF POMONA TO THE CITY OF MONTCLAIR, AND FURTHER SUPPORTING RETENTION OF THE MONTCLAIR TRANSCENTER AS THE PRESENT EASTERN TERMINUS OF GOLD LINE LIGHT RAIL SERVICE

WHEREAS, public transit service has emerged as vital to the nation's goal to confront transportation and environmental challenges by improving air quality, reducing greenhouse gas emissions, facilitating compact development, conserving land, decreasing driving demand and roadway congestion, saving energy, and improving public access to centers of culture, education, health, entertainment and jobs; and

WHEREAS, the voters and executive and legislative leaders in the State of California have made extraordinary commitments to public transit improvements statewide, including through Senate Bill 1 (SB 1) – the Road Repair and Accountability Act of 2017 – and the California Air Resources Board's Cap-and-Trade Auction Program; and

WHEREAS, within the Los Angeles-Long Beach-Anaheim and Riverside-San Bernardino-Ontario Metropolitan Statistical Areas the commitment to improve and promote public transit services is reflected in voter approved initiatives, including Measure M in Los Angeles County and Measure I in San Bernardino County; and

WHEREAS, the extension of Gold Line light rail service between Los Angeles County and San Bernardino County is considered an important regional project that will link together the vast opportunities available in each respective county and concurrently promote positive environmental impacts central to the purpose and intent of public transit; and

WHEREAS, the support and commitment of State and Federal legislators, county and municipal leaders, and transit, transportation, construction and rail agencies/authorities has brought, and is bringing, to fruition the various phases of the eastern extension of the Gold Line light rail system, and through that support and commitment has allowed the Gold Line to overcome the many challenges it has faced as demonstrated by the efforts and milestones enumerated herein:

WHEREAS, Senate Bill No. 1847 (1998), sponsored by State Senator Adam Schiff, established the Pasadena Metro Blue Line Construction Authority for the purpose of awarding and overseeing all design and construction contracts for completion of the Los Angeles-Pasadena Metro Blue Line light rail project from Union Station in the City of Los Angeles to Sierra Madre Villa Boulevard in the City of Pasadena (Phase 1), and any mass transit guideway that may be planned east of Sierra Madre Villa Boulevard along the rail right-of-way extending to the City of Claremont (Phase 2); and

WHEREAS, Assembly Bill 706 (2011), sponsored by Assembly Member Norma Torres, redefined the Pasadena Metro Blue Line Construction Authority as the Metro Gold Line Foothill Extension Construction Authority (the Construction Authority); and

WHEREAS, Assembly Bill 1600 (2012), sponsored by Assembly Member Norma Torres, designates the City of Montclair as the eastern terminus for Gold Line light rail service, authorizes the Construction Authority to accept the transfer of funds from federal sources, requires the Los Angeles County Metropolitan Transportation Authority (Metro) to assume responsibility for operation of each phase of the project as completed, and grants Metro the authority to operate the Gold Line in San Bernardino County; and

WHEREAS, the Metro Gold Line Foothill Extension from Pasadena to Montclair [as completed, in development, and as planned] is considered a critical transit connection for the Los Angeles, San Gabriel Valley and Inland Empire areas that, when fully completed, would (1) provide a safe, reliable transit alternative to driving the heavily congested Interstate 10 and Interstate 210 Freeways; and (2) offer a direct connection with Metrolink's San Bernardino Line at Los Angeles' Union Station and at

the future Pomona North, Claremont and Montclair Metrolink San Bernardino Line/Gold Line stations; and

WHEREAS, Phase 2B of the Gold Line Foothill Extension from Glendora to Pomona as Design-Build 2 and Pomona to Montclair as Design-Build 2 OPTIONAL, has been approved by the Construction Authority Board of Directors and, upon completion, will be integrated into the Los Angeles County Metro Rail system; and

WHEREAS, when fully completed, the eastern extension of the Metro Gold Line light rail corridor would extend through Los Angeles County from Los Angeles's Union Station through the cities of Pasadena, South Pasadena Arcadia, Monrovia, Duarte, Azusa, Glendora, San Dimas, La Verne, Pomona and Claremont, and ultimately into San Bernardino County to its designated eastern terminus at the Montclair Transcenter; and

WHEREAS, the initial Draft Environmental Impact Report (DEIR) for the Foothill Gold Line Extension out of Pasadena was completed in April 2006 and covered the entire corridor between the Sierra Madre Villa station in Pasadena and the Montclair Transcenter in Montclair; and

WHEREAS, the Final Environmental Impact Report (FEIR) study assessed two different construction options:

1. A long range transportation (LRT) Full Build alternative which would complete the entire extension to Montclair, and
2. A LRT Build To Azusa alternative, which would extend only to Azusa and dubbed Phase 2A, with the Glendora to Montclair Segment dubbed Phase 2B; and

WHEREAS, in February 2007, the Construction Authority certified the FEIR and decided to complete the "LRT Build to Azusa" (Phase 2A) alternative using funds dedicated by Los Angeles County's Measure R and construct Phase 2B at a future date when funds for construction are developed; and

WHEREAS, in October 2009, the Metro Board of Directors unanimously voted to include the Foothill Gold Line in its Long-Range Plan and approved funding for construction and operation of Phase 2A; and

WHEREAS, Phase 2A broke ground on June 26, 2010, started construction in the summer of 2011, was completed on September 23, 2015, and added six new stations, one each in the cities of Arcadia, Monrovia, Duarte and Irwindale and two stations in Azusa — one in downtown Azusa and one near Citrus College and Azusa Pacific University; and

WHEREAS, the Gold Line Phase 2A Foothill Extension opened to the public on March 5, 2016; and

WHEREAS, the FEIR for Phase 2B (Glendora to Montclair), the second stage of the Gold Line Foothill Extension, was certified by the Construction Authority Board in March 2013, and advanced conceptual engineering began in 2014 and was completed in September 2016; and

WHEREAS, Phase 2B from the Azusa Citrus/APU station to the Montclair Transcenter is 12.3 miles long (within Los Angeles County, 11.5 miles from the Azusa Citrus/APU to the existing Claremont Metrolink Station and within San Bernardino County, 0.8 miles from the Los Angeles-San Bernardino County line between Claremont and Montclair to the existing Montclair Transcenter/Metrolink Station) and the alignment will have six stations: Glendora, San Dimas, La Verne, Pomona at the Pomona North Metrolink Station with a connection to the Metrolink San Bernardino Line, Claremont at the Claremont Metrolink Station with a connection to the Metrolink San Bernardino Line, and Montclair at the Montclair Transcenter with a connection to the Metrolink San Bernardino Line, Foothill Transit Silver Streak, and Omnitrans and Riverside Transportation Agency bus services; and

WHEREAS, the Foothill Gold Line Extension is projected to carry 17,800 daily riders by 2035, and once completed a trip on the Gold Line from Montclair to downtown Pasadena's Sierra Madre Villa Station will take just over 40 minutes, and from Montclair to Los Angeles' Union Station will take approximately 75 minutes; and

WHEREAS, in 2017 the Construction Authority completed an updated Project cost estimate for building the Foothill Gold Line from Glendora to Montclair, basing the revised estimate on the draft advanced conceptual engineering (completed in September 2016) and subsequent constructability reviews that incorporated several constraints on construction required by Metrolink and corridor cities; and

WHEREAS, following the update to the Phase 2B Project cost estimate, the Construction Authority concluded that Phase 2B would be built in two major construction phases, the first being the relocation and rebuilding of the freight and Metrolink tracks (the latter between Pomona and Montclair) and relocation of the Claremont Metrolink station, followed by construction of the light rail system; and

WHEREAS, the updated Phase 2B Project estimate was increased from approximately \$1.2 billion to approximately \$1.52 billion, including \$1.456 billion from Los Angeles County for the Glendora to Claremont Segment and \$78 million from the San Bernardino County Transportation Authority (SBCTA), sometimes referred to herein as the San Bernardino Associated Governments (SanBAG), for the Montclair Segment; and

WHEREAS, the detailed constructability review also concluded that the Phase 2B Project would take an additional two years to build with completion in 2028 rather than 2026 — the additional construction time due to the complicated nature of the work and the two-project nature of the Project (relocation of freight and Metrolink tracks, followed by construction of the light rail system), adding significantly to the cost of construction; and

WHEREAS, the majority of the Phase 2B Project is being built in Los Angeles County, with less than 6 percent in San Bernardino County (from the Los Angeles–San Bernardino County line between Claremont and Montclair, east to the Montclair Transcenter); and

WHEREAS, Metro’s Measure M Traffic Improvement Plan is a half-cent sales tax projected to raise \$120 billion over 40 years for transportation improvements in Los Angeles County, adding on to Measure R’s half-cent sales tax passed by Los Angeles County voters in 2008 and, when Measure R expires in 2039, Measure M will convert to a one-cent tax, thereby avoiding a loss of revenue for transportation projects for Los Angeles County — Measure M has no sunset, allowing a constant inflow of revenue for ongoing maintenance and expansion of Los Angeles County’s transportation systems; and

WHEREAS, on November 8, 2016, Metro’s Measure M was approved by voters, receiving 69.82 percent of the vote and authorizing more than 40 major highway and transit projects in the coming decades, including extension of the Foothill Gold Line from Glendora to the Los Angeles–San Bernardino County line between Claremont and Montclair; and

WHEREAS, on June 23, 2017, following the successful passage of Measure M, the Metro Board approved a \$1.4 billion Funding Agreement and Master Cooperative Agreement with the Construction Authority to extend the Metro Gold Line 11.5 miles from Azusa, east to Claremont, with partial funding from the San Bernardino County Transportation Authority (SBCTA) to complete the project to Montclair; and

WHEREAS, the Metro Gold Line extension from Glendora to Claremont was the first project approved by Metro to receive Measure M funding; and

WHEREAS, the Metro Gold Line Phase 2B Project broke ground in December 2017; and

WHEREAS, SB 1, the Road Repair and Accountability Act of 2017, was signed into law by Governor Jerry Brown in April 2017, and approved by voters in a statewide ballot initiative in November 2018; and

WHEREAS, SB 1 represents landmark transportation investment legislation that promises to invest \$54 billion over ten years, with funds split equally between state and local investment to rebuild California by fixing neighborhood streets, freeways and bridges in communities across California, and by targeting funds toward transit and congested trade- and commute-corridor improvements; and

WHEREAS, funds generated from SB 1 are protected by Assembly Constitutional Amendment No. 5, approved by California voters statewide in June 2018 for transportation and transit projects, only; and

WHEREAS, Assembly Bill (AB) 32 establishes 2020 as a target date for California to reduce statewide Greenhouse Gas (GHG) emissions to 1990 levels, and SB 32 builds onto AB 32 by requiring a reduction in GHG emissions to 40 percent below the 1990 levels by 2030; and

WHEREAS, under SB 32, the California Air Resources Board (CARB) is given responsibility to adopt appropriate regulations to “*achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions*”; and

WHEREAS, the Cap-and-Trade Auction Program was created by CARB as a market mechanism to achieve GHG emission reduction targets established under AB 32 and SB 32; and

WHEREAS, California Climate Investments (CCI) is a statewide initiative that puts billions of Cap-and-Trade Auction dollars to work reducing GHG emissions, strengthening the economy, and improving public health and the environment particularly in disadvantaged and low-income communities, and funding for the CCI Program comes from Cap-and-Trade Auction proceeds deposited into the Greenhouse Gas Reduction Fund (GGRF); and

WHEREAS, the State Legislature appropriates money from the GGRF to state agencies, including the California State Transportation Administration (CalSTA); and

WHEREAS, in 2017 Metro, the Construction Authority and SBCTA jointly agreed to apply to CalSTA for a \$280± million Transit and Intercity Rail Capital Program (TIRCP) grant to complete “life-of-project” budget requirements for the Phase 2B Project; and

WHEREAS, Metro also agreed to utilize approximately \$100 million of residual Measure R funds dedicated for the Phase 2A Project from Pasadena to Azusa for the Phase 2B Project from Glendora to Claremont; and

WHEREAS, on April 26, 2018, CalSTA awarded the Foothill Gold Line light rail project from Glendora to Montclair approximately \$280± million from CalSTA’s TIRCP for transformative transit and rail projects; and

WHEREAS, the TIRCP grant award was designated to be used to (1) fill the estimated funding gap for the approximately \$1.5 billion Phase 2B six station light rail extension that would connect Los Angeles and San Bernardino Counties; and (2) support Project construction in both counties; and

WHEREAS, the Phase 2B Project’s first contractor, W.A. Rasic Construction, has completed the strategic utility relocation effort that began in October 2018; and

WHEREAS, in May 2018, the Construction Authority released the Alignment Design Build Request for Proposals (RFP) to the four pre-qualified design-build teams competing to build the 12.3 mile Phase 2B Project from Glendora to Montclair, with the four short-listed teams including:

1. AECOM | Stacy and Witbeck, a Joint Venture
2. Herzog Rados Lane, a Joint Venture
3. Kiewit-Parsons, a Joint Venture
4. San Gabriel Valley Transit Partners (STP), a Joint Venture of Fluor and Ames; and

WHEREAS, in September 2018 the Construction Authority received RFP bid responses that reflected unknowns and risks within the construction industry and significant and unfavorable shifts in market conditions since the Construction Authority completed the project estimate in 2016, resulting in bids that brought the revised estimated cost of the Project to an estimated \$2.1 billion; and

WHEREAS, in response to the projected increase in construction-related costs, the Construction Authority proposed revising the phasing of the Phase 2B Project to deliver the first eight miles of the 12.3 mile light rail extension [an estimated 70 percent of the Phase 2B Project that includes 80 percent of the freight relocation, 72 percent of the structures, 65 percent of the grade crossings and three of the light rail stations—Glendora, San Dimas and La Verne] two years ahead of schedule (in 2024 instead of 2028) and avoid tens of millions of dollars annually in market escalation and risk-related impacts identified by the four design-build teams competing for the Glendora to Montclair Alignment contract, while concurrently working to secure the additional funding necessary to complete the project to Montclair by 2028; and

WHEREAS, as a result of the funding shortfall, the Construction Authority Board of Directors initially proposed to have the two design-build teams with the lowest bids for the Phase 2B Project, Kiewit-Parsons, a Joint Venture and AECOM | Stacy and Witbeck, a Joint Venture, submit revised proposals for a four phased Project from Glendora to La Verne, Glendora to Pomona, Pomona to Claremont and Pomona to Montclair (later changed to a two-phased Design-Build Project); and

WHEREAS, the two-phased Project was designed to allow the Construction Authority to deliver the Phase 2B Project within the ongoing design-build procurement by asking bidders to provide separate bids, one for the first eight miles of the project and a second bid for a contract option that would allow the winning team to complete the Project to Montclair if funding is secured within two years of the Notice to Proceed; and

WHEREAS, in December 2018 the Construction Authority initiated the preparation of a Supplemental Environmental Impact Report (SEIR) to evaluate the environmental impacts related to phasing the construction and operation of the Phase 2B Project; and

WHEREAS, the Draft SEIR was published on March 22, 2019, and released for a 45-day review and comment period; and

WHEREAS, the Draft SEIR evaluated potential impacts associated with the La Verne and/or Pomona Station becoming a possible temporary terminus, while the agency sought additional funding to complete the Phase 2B Project to Pomona, Claremont and Montclair; and

WHEREAS, the Draft SEIR included the anticipated timing of each possible construction phase, and evaluated the impact of relocating the future parking facility for the Pomona Station from the north side of the station to the south side of the Metrolink tracks and the impact of implementing new mitigation measures; and

WHEREAS, the Draft SEIR was approved and certified by the Construction Authority Board of Directors in July 2019; and

WHEREAS, at its August 2019 meeting, the Construction Authority Board awarded an \$805,634,000 Alignment Design-Build contract, which includes completion of the base project from the Azusa Pacific University/Citrus College Gold Line Station to the Pomona North Metrolink Station (DB-2), with an option for the winning team, Kiewit-Parsons, a Joint Venture to complete the entire project to Montclair as Design-Build 2 (DB-2) Optional if sufficient funds are secured within the first two years following issuance of the Notice to Proceed, with the cost to construct DB-2 Optional estimated at \$381,226,000, for a total construction cost of \$1,186,860,000 for both segments; and

WHEREAS, including all Project-related costs (management and administration, right-of-way acquisition, parking facilities, construction costs, planning, equipment and train cars), the total cost for DB-2 is approximately \$1.522 billion, and the total cost for DB-2 Optional is approximately \$550 million, for a total Project cost of \$2.077 billion, down from September 2018's bid of \$2.097 billion, for an overall decrease of approximately \$20 million to total Project costs; and

WHEREAS, the Gold Line Phase 2B Project has been repeatedly challenged with funding obstacles, however, a variety of elected leaders worked together to overcome the many hurdles and difficulties associated with the Project — leaders that include:

- Members of Congress: Representatives Norma Torres, Adam Schiff, Judy Chu, and Grace Napolitano;

- California State Senators: Connie Leyva and Anthony Portantino;
- California State Assembly Members: Freddie Rodriguez, Chris Holden and Blanca Rubio;
- Los Angeles County Supervisors: Hilda Solis, Kathryn Barger, Mark Ridley-Thomas and Janice Hahn;
- Mayors and Council Members of the Gold Line corridor cities, and Los Angeles Mayor Eric Garcetti;
- Regional governing bodies, including the San Gabriel Valley Council of Governments (SGVCOG) and San Bernardino County Transportation Authority (SBCTA);
- The Phase 2B corridor cities (Glendora, San Dimas, La Verne, Pomona, Claremont and Montclair); and

WHEREAS, the Project’s most significant funding challenge came last year when the design-build bids came in at approximately \$500 million above the estimated \$1.52 billion price tag, however, by phasing the project into two separate design-build projects (DB-2 and DB-2 Optional), the Construction Authority was able to use existing funding (\$1.52 billion), plus an additional \$126 million dedicated from the SGVCOG’s \$199 million Measure M Subregional Equity Fund to build the DB-2 to Pomona; and

WHEREAS, at a special meeting in July 2019, the SGVCOG unanimously approved a Metro request to use approximately \$126 million of its Measure M Subregional Equity Fund to close the funding gap for the Foothill Gold Line project to Pomona (DB-2); and

WHEREAS, Measure M established Equity Funds for each subregion in Los Angeles County to be used for transportation projects after 2043, and the SGVCOG was allocated approximately \$199 million; and

WHEREAS, after two hours of discussion, all 27 members of the SGVCOG’s Governing Board selflessly voted to support the Metro request at the expense of transportation projects in their respective communities and, by their action, highlighted the vast importance of completing the Phase 2B project to the San Gabriel Valley communities and on to Pomona, Claremont and Montclair; and

WHEREAS, going forward, the Construction Authority needs to generate an estimated \$450 million to build the project from Pomona to Claremont and requires approximately \$95 million to build the project from Claremont to Montclair; and

WHEREAS, to date, the estimated \$450 million funding for the Pomona to Claremont segment has not been developed; however, the Montclair Segment has \$41 million to \$49 million allocated to it from the \$280 million TIRCP grant awarded to the Phase 2B Project in April 2018 by CalSTA, and approximately \$39 million to \$45 million in construction funds developed by SBCTA for a total of approximately \$80 million to \$94 million; and

WHEREAS, the Construction Authority and its partner agencies have until October 2021 to develop approximately \$450 million in funding if the Pomona to Montclair Segment is to be included in the current design-build procurement as DB-2 Optional; and

WHEREAS, major construction on DB-2 from Glendora to Pomona is expected to start in 2020 and be completed to Pomona by 2025-26; and

WHEREAS, construction on DB-2 Optional from Pomona to Montclair is projected to begin in 2022 and be completed by 2028 if \$450 million in funding is secured by October 2021; and

WHEREAS, the Gold Line Extension Project has regional “transit significance” and is opening transit access between Los Angeles, Pasadena, San Gabriel and Pomona Valley cities, and the Inland Empire; and

WHEREAS, the Regional Connector Transit Corridor (also known as the Regional Connector, Downtown Connector, and Downtown Light-Rail Connector) is a light rail tunnel connection currently being built through Downtown Los Angeles to connect the current Metro Rail Blue and Expo Lines to the current Gold Line and Union Station and provide a “one-ticket” ride into the core of Downtown Los Angeles for passengers on these lines, thereby improving convenience, accessibility and the overall transit experience; and

WHEREAS, the Phase 2B Project is considered a vital component of the Regional Connector Transit Corridor and is designated a priority project by Metro and a project Metro wants in place in time for the 2028 Olympics and Paralympic Games in the Los Angeles area; and

WHEREAS, to ensure the Phase 2B Project is maintained and completed as a designated priority project and to demonstrate its continuing commitment to the Phase 2B Project including a commitment to build the Project to Pomona as part of DB-2, at its meeting of December 6, 2018, the Metro Board of Directors took the following actions:

1. Authorized the Chief Executive Officer (CEO) to (a) establish a Transit Line Operational Naming Convention to change the current naming convention to a color and letter designation for rail line and bus rapid transit lines; (b) pursue a phased implementation plan that takes advantage of planned capital projects and a phased transition through the completion of the Regional Connector Project; (c) provide for letter assignments that will follow the chronology of line openings; and (d) when the Regional Connector Project is completed, the Gold Line Segment from Union Station in Los Angeles to Montclair would become the “A” Line and blue color on the Metro transit map;
2. Approved a motion that (a) reaffirmed Metro’s commitment to build the Foothill Gold Line to Claremont and Montclair as a first priority project in accordance with the 2009 Long Range Transportation Plan and pursuant to promises made to Los Angeles County voters in 2008 and 2016 when voters overwhelmingly supported Measures R and M, respectively; (b) opposes any action or proposals that would reduce or eliminate already committed funding secured on behalf of the Foothill Gold Line Extension Project and/or that could disrupt the ability of the Construction Authority to complete the project to Claremont with availability to Montclair including, but not limited to, proposals designed to introduce new rail service within the future Gold Line corridor that could make it more difficult or costly to complete the Project to Claremont and ultimately Montclair; and (c) directs the Chief Executive Officer to work closely with the Construction Authority to identify possible funding sources and approaches that could be used to fill the remaining funding gap to build the Phase 2B Project all the way to Pomona and Claremont, with availability to Montclair through the SBCTA and TIRCP funds, and to report back to the Metro Board with options to extend the first phase beyond La Verne to Pomona, with the second phase consisting of Claremont and Montclair;
3. Received and filed an update on the development of a \$42.9 billion financial plan for the 28 by 28 Initiative (approved at the January 2018 Metro Board of Directors meeting) to build 28 major transportation projects in time for the 2028 Summer Olympics and Paralympics in Los Angeles and surrounding areas, including the Gold Line Foothill Extension to Claremont (with ability to extend to Montclair) as the number ten listed project. Further, the update recognizes that (a) the 2028 Games present an opportunity to advocate for accelerated resources, particularly from the state and federal governments; (b) with over 70 percent of transportation investments derived from local sales tax revenues, the region has aggressively accelerated the growth of its public transportation system as a means to address the environmental woes resulting from the freight and car complex; (c) with the focus of the entire world on the Los Angeles area for the 2028 Summer Olympics, it is imperative that Metro’s commitment remains on the delivery of the list of 28 transportation projects; (d) the Metro Board has repeatedly affirmed these 28 projects as a way to elevate the Los Angeles area as the best world destination with a new transit infrastructure that will connect the region’s widely dispersed cities, with each city offering unique

experiences; and (e) Metro has the ability to demonstrate itself as a leader to trail blaze innovative paths to accomplish these 28 projects;

4. Directed the CEO to report back in February 2019 with a funding financial plan to (a) fill the estimated \$570 million funding gap identified by the Construction Authority to complete the Phase 2B Project from Glendora to Montclair, and (b) complete the \$26.2 billion funding gap to accomplish the Twenty-Eight by 28 Initiative project, and that among the revenue sources to be considered are the imposition of fees on ride hailing vehicles (e.g., Uber and Lyft) and congestion pricing; and

WHEREAS, in January 2019, the Metro board agreed to ensure sufficient funding so the base project within the design-build contract from Glendora to La Verne can also include the Pomona North Station, thereby reducing the Los Angeles County shortfall to construct the Project from Pomona to Claremont by an estimated \$230 million, plus an estimated \$100 million to construct the Project to Montclair; and

WHEREAS, the Gold Line is enhancing mobility, connectivity and access by integrating light rail service into a regional rail system that provides interconnectivity with other transit systems, including Metrolink commuter rail service and regional bus service; and

WHEREAS, in addition to enhancing mobility in one of the most congested metropolitan areas in the United States, the 23.9-mile Phase 2A and Phase 2B projects are regarded as economic catalysts for the region, generating an estimated 6,900 jobs during the respective construction phases; and

WHEREAS, access to centers of employment, education, health, culture and entertainment for all peoples of the region is one of the significant benefits of the Gold Line and its current and planned expansion; and

WHEREAS, development of Gold Line light rail service has spawned major Transit-Oriented Development (TOD) activity up and down the corridor, including the corridor along the planned extension into San Bernardino County; and

WHEREAS, within the Amended North Montclair Downtown Specific Plan (NMDSP) area in and around the Montclair Transcenter, the future delivery of Gold Line light rail service has triggered significant TOD development and interest; and

WHEREAS, based on the belief that Gold Line light rail service would be extended to the Montclair Transcenter commercial, office, entertainment, housing, and high-density mixed-use developers have identified Montclair's commitment to the future extension of Gold Line light rail service to North Montclair as central to their respective decisions to invest tens of millions of dollars in various development projects; and

WHEREAS, Montclair has already seen the addition of more than 500 residential units, current construction of approximately 220 residential units, and near-term planned construction of more than 500 units, all within its TOD, with a total economic impact in excess of \$500 million; and

WHEREAS, the City of Montclair and CIM Group, the owner of the Montclair Place regional shopping center, are preparing a Montclair Place District Specific Plan to further capitalize on future Gold Line light rail service by planning for development of a concentrated mix of housing, entertainment, office, restaurant, civic, and educational uses, including up to 6,300 residential units, for a total economic impact projected to exceed \$3 billion; and

WHEREAS, Montclair Place has already realized a number of improvements to its mix of food, retail and entertainment options — economic improvements and acquisition costs that exceed \$300 million — that are leading to greater improvement within the Montclair's Transit District, and all driven by the promise of future Gold Line light rail service; and

WHEREAS, in pursuing high-density, transit-oriented housing development in North Montclair, Montclair is working to meet housing goal objectives established by the California Department of Housing and Community Development (HCD) and by the Southern California Association of Governments (SCAG) through that agency's Draft

Regional Housing Needs Assessment (RHNA) Methodology as developed by the SCAG RHNA Subcommittee; and

WHEREAS, by developing high-density and affordable housing in North Montclair and by extending the Gold Line to the Montclair Transcenter, Montclair and the west end of San Bernardino County achieve a high-quality multi-modal transit center that will facilitate attracting state funding for affordable housing; and

WHEREAS, employment centers offering significant regional job opportunities are not presently locating in San Bernardino County, creating a jobs/housing imbalance, and San Bernardino County cities need to develop a mix of housing that achieves three objectives:

1. Attract higher-income residents who will live in transit districts in San Bernardino County and who may use transit as a means to commute to employment centers outside of San Bernardino County, but spend their wage dollars in San Bernardino County;
2. Attract higher-income residents who will live in San Bernardino County and function as catalysts to attract employment centers to San Bernardino County, thereby reversing the jobs/housing imbalance;
3. Develop a mix of housing units in transit districts as a means to reduce Vehicle Miles Travelled (VMT) and achieve GHG emissions reductions; and

WHEREAS, extending the Gold Line to the Montclair Transcenter where it, along with Metrolink commuter rail, would provide one-ticket/one-seat access to Pomona and San Gabriel Valley cities, Pasadena and Los Angeles via the Gold Line, and one-ticket/one-seat access to cities along the San Bernardino Metrolink corridor and Los Angeles via Metrolink; and

WHEREAS, one-ticket/one-seat access and the frequency of improved headways available through Gold Line light rail service would promote transit accessibility, connectivity and mobility; and

WHEREAS, one-ticket/one-seat access and the frequency of improved headways available through Gold Line light rail service would promote reductions to VMT and GHG emissions; and

WHEREAS, with the passage of SB 743, the California Legislature is emphasizing the need to reduce VMT as a major contributing factor to GHG emissions and climate change — a reduction that would be difficult to achieve in San Bernardino County if proposed RHNA housing numbers for San Bernardino County are approved; and

WHEREAS, while proposed RHNA Methodology Option 2 provides modest consideration for the provision of housing within High Quality Transit Areas (HQTA), the SBCTA/SBCOG Board President, in her letter of September 13, 2019 to the SCAG RHNA Subcommittee, opines that there should be an increased percentage consideration in order to prioritize housing near rail and other alternative modes of transportation that would more significantly reduce VMT and GHG emissions; and

WHEREAS, by Montclair building a mix of quality high-density housing in its emerging transit district and Metro, the Construction Authority and SBCTA working to extend Gold Line light rail service to the Montclair Transcenter, the Montclair Transcenter would be classified as an HQTA, and Montclair and San Bernardino County would move closer toward achieving RHNA targets and SB 743 reductions in VMT and GHG emissions; and

WHEREAS, the Montclair Transcenter has a parking field for 1,600 vehicles and Montclair is planning the development of a 400± vehicle parking facility on the south side of the Metrolink tracks, allowing Montclair to (1) further qualify as an HQTA; (2) serve as one of the largest transit hubs along both the Gold Line and Metrolink corridors; and (3) have the capacity to significantly address the requirements of SB 743 and achieve reductions in VMT and GHG emissions; and

WHEREAS, central to the transit district related development that is occurring in cities throughout the Gold Line corridor is the promise to extend the Gold Line through the San Gabriel and Pomona Valley cities and on to Montclair; and

WHEREAS, extension of the Gold Line to Montclair would open transit access to the west end of San Bernardino County, bringing residents from Los Angeles and the San Gabriel and Pomona Valleys into San Bernardino County to take advantage of the many opportunities available in the Inland Empire; and

WHEREAS, extension of the Gold Line to Montclair furthers the long-term opportunity to create transit access directly to Ontario International Airport (ONT); and

WHEREAS, construction, operation and maintenance of the Montclair Segment of the Gold Line Extension is fully dependent on the cooperation of SBCTA with Metro, the Construction Authority and state officials; and

WHEREAS, successive elected and appointed members of the San Bernardino County Associated Governments (SanBAG) and its successor, the San Bernardino Council of Governments (SBCOG) and its transportation authority, SBCTA, have supported extension of the Gold Line to Montclair; and

WHEREAS, the voters of San Bernardino County approved the Gold Line extension to Montclair when, in 2004, they re-authorized Measure I – San Bernardino County’s half-cent transportation-related sales tax; and

WHEREAS, the current Executive Director of SBCTA has made past statements of support for the Montclair Segment in official session before the Montclair City Council – statements that were used by, and demonstrated to, prospective developers of the intent of SBCTA to work with the Construction Authority and Metro to build the Montclair Segment of the Gold Line, including statements made at a May 20, 2013, meeting of the Montclair City Council where the Executive Director stated and clarified the following:

- That he fully supports extension of the Gold Line across the County line to Montclair, and that the project is in the San Bernardino County Transportation Authority’s Measure I half-cent transportation sales tax expenditure plan, approved by San Bernardino County voters in 2004;
- Rail projects receive an 8 percent set-aside from Measure I revenue, which amounts to \$8 million to \$9 million annually;
- Los Angeles/Ontario International Airport (LA/ONT) – now Ontario International Airport (ONT) – is a vastly underutilized asset in the County that could create much more revenue and jobs, and that a rail connection to LA/ONT should be established, including with the California High Speed Rail Authority;
- The Gold Line should arrive at LA/ONT, but the current expenditure plan has no funds to continue the line from Montclair to LA/ONT;
- SanBAG is in support of the project, and when Los Angeles County pushes east from Azusa and gets to the County line, SanBAG will take the action necessary to construct the last stretch to the Montclair Transcenter;
- SanBAG will support this project, and made that commitment to voters in 2004’s Measure I re-authorization;
- Passengers are attracted to the “one-ticket/one-seat” concept, and may not be interested in transferring from one mode of transportation to another and would prefer to continue on the Gold Line or Metrolink to the Los Angeles/Ontario International Airport or other destination;
- Then San Bernardino County Board of Supervisors President Janice Rutherford, in an op-ed piece published on May 20, 2013, made clear her support and the support of the Board for the Gold Line extension to Montclair; and

WHEREAS, SBCTA has also demonstrated actions of support for the Montclair Segment of the Gold Line that include, but are not limited to, (1) a joint application with Metro (as lead agency) and the Construction Authority to apply to CalSTA for approximately \$280± million in TIRCP funds; and (2) an agreement (San Bernardino County Transportation Authority Agreement No.15-1001309) between the Authority

and the City of Montclair to reimburse Montclair for advancing up to \$3 million for SBCTA's share of the cost for the advanced engineering and environmental work for the Gold Line Phase 2B Extension Project; and

WHEREAS, despite the above demonstrated statements and actions of support for the Montclair Segment by the people of San Bernardino County through their ratification of Measure I (2004) and by the Executive Director for the San Bernardino County Transportation Authority, the SanBAG Board of Directors and the San Bernardino County Board of Supervisors, the SBCTA Executive Director, at the SBCTA Board meeting of September 4, 2019, commented on "*the Gold Line and their efforts to build into our [San Bernardino] County, [and that] an important [Gold Line/MetroLink] connection is being made [at the Pomona North MetroLink Station]*"; and

WHEREAS, the Executive Director, at the September 4, 2019, SBCTA Board meeting then went on record that he would bring to the [SBCTA] Board, at its meeting in November 2019, a "*recommendation to throw in the towel [on the Gold Line light rail extension to Montclair]*", and would "*propose another alternative [Diesel Multiple Unit trains—DMUs, or the "Gold Link"]*" — a train service previously discussed by the SBCTA Executive Director that is proposed to travel between Rancho Cucamonga, Upland and Montclair in San Bernardino County and Claremont and Pomona in Los Angeles County; and

WHEREAS, Montclair Mayor/SBCTA Director John Dutrey, at the SBCTA Board meeting of September 4, 2019, responded to the SBCTA Executive Director's comments by stating and alluding to the following:

1. The Montclair community supports the Gold Line coming to Montclair;
2. Of the estimated \$550 million cost for DB-2 Optional (Pomona to Montclair), the cost of the Project from Pomona to Claremont is approximately \$450 million and will be sought from state sources; and the cost of the Project from Claremont to Montclair is approximately \$95 million, of which an estimated \$39 million to \$45 million is allocated by SBCTA, primarily through state and Measure I programmed sources, and an estimated \$41 million to \$49 million has been allocated to the Montclair Segment by the California State Transportation Administration (CalSTA) through the Transit and Intercity Rail Capital Program (TIRCP), with no additional, significant commitment of funds required from SBCTA for construction of the Gold Line to Montclair.

The \$15 million discrepancy (\$80 million to \$95 million) in projected available funding for the Montclair Segment relates to the perceived difference in fund-development scenarios reported by SBCTA (\$80 million) and the Construction Authority (\$95 million). Any additional funding that may be required, including the \$15 million SBCTA says the Project is short on for the Montclair Segment, is likely to be developed jointly between SBCTA, Metro and the Construction Authority through state sources;

3. Of the Gold Line's \$2.077 billion Phase 2B project cost, approximately \$1.2 billion has been allocated by Metro through Measure R and Measure M; approximately \$280 million has been allocated by CalSTA through a TIRCP grant; approximately \$126 million has been allocated by the San Gabriel Valley Council of Governments; and approximately \$39 million to \$45 million has been directly allocated by SBCTA from state and Measure I programmed dollars. An estimated \$450 million deficit remains to be closed, and that funding will be requested from state sources; or, after October 2021, when the current Design-Build Contract Procurement period ends, through federal and state sources;
4. Montclair holds the position that the SBCTA Board should take no action regarding the Montclair Segment until the current Design-Build Contract Procurement period ends in October 2021, at which time extension of the Gold Line east of Pomona to Montclair can be re-assessed to determine if federal funding is an option, or if other alternatives should be considered;
5. If current economic conditions worsen and/or the nation enters in recessionary period, rebidding the DB-2 Optional could result in lower overall construction costs and reduce the funding requirement from SBCTA; and

WHEREAS, in San Bernardino County, construction, operation and maintenance of the Montclair Segment of the Gold Line is supported by Measure I; and

WHEREAS, Measure I is the half-cent sales tax collected throughout San Bernardino County for transportation and transit improvements and was first approved by San Bernardino County voters in November 1989 to ensure that needed transportation and transit projects were implemented countywide through 2010; and

WHEREAS, in 2004, San Bernardino County voters overwhelmingly approved the extension of the Measure I sales tax, with 80.03 percent voting to extend Measure I through 2040; and

WHEREAS, Measure I's half-cent sales tax is statutorily dedicated for projects and activities in San Bernardino County only, including transportation planning, design, construction, and operation and maintenance and cannot be used for other governmental purposes or programs; and

WHEREAS, pursuant to SBCTA's Ordinance No. 04-01 (Measure I), the specific projects and programs included in the Measure I Expenditure Plan will be funded, in part, by revenue raised by Measure I, and the transportation Expenditure Plan can be changed only upon approval by the San Bernardino County Board of Supervisors and a majority of all cities in the County representing a majority of the incorporated population of the County; and

WHEREAS, "Section VII. Return to Source" in Ordinance No. 04-01 stipulates that, "After deduction of required Board of Equalization fees and authorized administrative costs, revenues generated from each specified subarea within San Bernardino County as outlined in the Expenditure Plan will be expended on projects of direct benefit to that subarea, and revenues will be accounted for separately for each subarea and then allocated to specified project categories in each subarea, and decisions on how revenues are expended within the subareas will be made by the Board of Directors, based upon recommendations of local representatives"; and

WHEREAS, the San Bernardino Valley Subarea includes the cities of Chino, Chino Hills, Colton, Fontana, Grand Terrace, Highland, Loma Linda, Montclair, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Upland and Yucaipa and unincorporated areas in the east and west portions of the San Bernardino Valley urbanized area; and

WHEREAS, "Section XIV. Expenditure Plan Amendments" of Ordinance No. 04-01 stipulates that the Expenditure Plan may only be amended by the following process:

1. Beginning in 2015, and at least every ten years thereafter, the Authority [SBCTA] shall review and, where necessary, propose revision to the Expenditure Plan. Such review shall consider recommendations from local governments, transportation agencies and interest groups, and the general public;
2. The Authority shall notify the cities/towns and Board of Supervisors of the proposed revision and initiation of an amendment, reciting findings of necessity;
3. Actions of the city/town councils and Board of Supervisors to approve or to oppose the amendment shall be formally communicated to the Authority within 60 days of notice of initiation of amendment;
4. The boundaries of subareas shall be amended only by unanimous approval of all the jurisdictions in the subareas where an amendment is proposed to include or exclude territory;
5. Approval of the amendment by a majority of the cities/towns constituting a majority of the incorporated population provided, however, that any amendment of the Victor Valley Expenditure Plan (Schedule E) shall also require a two-thirds vote of the jurisdictions within the Victor Valley subarea;
6. Approval of the amendment by the Board of Supervisors;
7. Approval of the amendment by the Authority; and

WHEREAS, Exhibit A of the Transportation Expenditure Plan establishes the San Bernardino Valley Subarea Expenditure Plan and in that area described as the Valley Subarea, project categories are established in the San Bernardino Valley Subarea Expenditure Plan as illustrated in Schedule D of the Transportation Expenditure Plan; and

WHEREAS, Project Category G in Schedule D of the Transportation Expenditure Plan is established for Metrolink/Rail Service, specifying that 8 percent of revenue collected in the Valley Subarea shall fund Metrolink/Rail Service and that eligible expenditures of Metrolink/Rail Service funds include the following:

1. Purchase of additional commuter rail passenger cars and locomotives for use on Metrolink lines serving San Bernardino County;
2. Construction of additional track capacity necessary to operate more passenger trains on Metrolink lines serving San Bernardino County;
3. Construction of additional parking spaces at Metrolink stations in San Bernardino County;
4. Provision of funds to match State and Federal funds used to maintain the railroad track, signal systems, and road crossings for passenger rail service in San Bernardino County;
5. Construction and operation of a new passenger rail service between the cities of San Bernardino and Redlands;
6. Construction and operation of an extension of the Gold Line to the Montclair Transit Center for San Bernardino County passengers traveling to San Gabriel Valley cities, Pasadena, and Los Angeles; and

WHEREAS, Projects to be specifically funded by Metrolink/Rail Service funds are listed in Schedule D5 of the Transportation Expenditure Plan as follows:

SCHEDULE D5

San Bernardino Valley Expenditure Plan Metrolink/Rail Service Detail Metrolink/Rail Service Amount

Contributions to the following projects:

*Metrolink
Redlands Extension
Gold Line Extension*

**Metrolink/Rail Service Measure "1" Revenue \$362 Million
State and Federal Revenues \$ 330 Million
Total Metrolink/Rail Service Revenues \$ 692 Million**

WHEREAS, on January 16, 2014, the SanBAG's Commuter Rail and Transit Committee approved a staff recommendation to recommend to the Board of Directors the following top three public transit priorities for the Valley Subarea of San Bernardino County:

- No. 1. The Redlands Passenger Rail Project — funding requirements include \$240,400,000 for capital, and \$158,118,923 for operation and maintenance;
- No. 2. Metrolink Double-Tracking Project — funding requirements include \$64,000,000 for capital, and \$10 million for operation and maintenance;
- No. 3. Phase 2B Gold Line Extension from Claremont to Montclair — funding requirements include \$55 million for capital, \$2.16 million for environmental clearance and advanced engineering consulting work, and \$90 million for operation and maintenance; and

WHEREAS, on February 5, 2014, upon motion by SanBAG Director Montclair Mayor Paul Eaton, the Board of Directors voted 16 to 12 (on item 16. Set Rail Implementation Priorities) to return the transit funding/priority list to the Commuter

Rail and Transit Committee with direction to strip prioritization from the three transit projects (Redlands Passenger Rail, Metrolink Double-Tracking, and Gold Line Extension to Montclair) and treat each project with equal weight, and

WHEREAS, on February 13, 2014, the Commuter Rail and Transit Committee recommended the Board of Directors approve a funding agreement with Montclair for the Transportation Authority's portion of advanced engineering and environmental work for the Gold Line Extension to Montclair; and

WHEREAS, on February 18, 2014, the Montclair City Council approved Agreement No. 14-17 with the Metro Gold Line Foothill Extension Construction Authority for the cost of advanced conceptual engineering and environmental clearance work for that portion of Phase 2B of the Metro Gold Line Foothill Extension from Claremont to Montclair, with the City advancing approximately \$2.16 million from the Economic Development Fund for SanBAG's portion of the cost of the clearance work; and

WHEREAS, on September 2, 2015, SanBAG entered into Agreement No. 15-1001309 with Montclair (Montclair Agreement No. 15-42) to reimburse Montclair for advancing the Authority's share of the cost for advanced conceptual engineering and environmental consulting work (approximately \$2.16 million) and SanBAG's oversight work (approximately \$840,000) for that portion of Phase 2B of the Metro Gold Line Foothill Extension from Claremont to the Montclair; and

WHEREAS, Agreement No. 15-1001309 stipulates that the Transportation Authority intends to contribute to the project cost of the Montclair Segment at such time when construction of Phase 2B to Claremont secures funding and when the Transportation Authority Board approves the advanced conceptual engineering of the Montclair Segment; and

WHEREAS, Los Angeles County's Measure M is a half-cent sales tax projected to raise \$120 billion over 40 years for transportation and transit improvements in Los Angeles County, adding on to Measure R's half-cent sales tax passed by Los Angeles County voters in 2008 and, when Measure R expires in 2039, Measure M will convert to a one-cent tax, thereby avoiding a loss of revenue for transportation projects; and

WHEREAS, Measure M has no sunset, allowing a constant inflow of revenue for ongoing maintenance and expansion of Los Angeles County's transportation and transit systems; and

WHEREAS, on November 8, 2016, with 100 percent of precincts reporting, Measure M, Metro's traffic improvement plan was approved by voters, receiving 69.82 percent of the vote and authorizing more than 40 major highway and transit projects in the coming decades, including extension of the Foothill Gold Line from Glendora to the county line in Claremont; and

WHEREAS, with the passage of Measure M in Los Angeles County and with the SanBAG Board's approval of the advanced conceptual engineering of the Montclair Segment in June 2017, SanBAG was required to comply with the Reimbursement Conditions contained in Agreement No. 15-1001309; and

WHEREAS, environmental and growing traffic congestion issues represent major reasons why transit, including Gold Line light rail service, should be extended east to Montclair; and

WHEREAS, over the past 50 years, starting with the landmark 1970 Clean Air Act, California declared war on dirty air and achieved one of the nation's greatest environmental successes; however, two recent studies, one published by New York University and the American Thoracic Society and the other by the American Lung Association, suggest air quality throughout the nation is decreasing, with the Southern California region, particularly the Inland Empire, seeing a return to dirty air days; and

WHEREAS, the American Lung Association report also found that 2015, 2016 and 2017 saw the largest increases in unhealthy air days; and

WHEREAS, the most notable setback in air quality has been with ozone, the lung-damaging gas in smog that builds up in warm weather and triggers asthma attacks and other health problems, particularly in children and elderly adults, and research confirms a 10 percent increase in deaths attributable to ozone pollution over

the last decade, with the inland regions of Southern California seeing the worst air quality; and

WHEREAS, the state's battle against unhealthy levels of ozone pollution has not been unsuccessful; but much of that success depends on where you live, with the more notable positive gains in areas closer to coastal regions; however, in the Inland Empire elevated smog levels have re-emerged as a persistent problem, with the area suffering some of the highest asthma levels in the California; and

WHEREAS, in 2018, the San Bernardino area had 102 unhealthy air days — more unhealthy air days than the area has logged since the 1990s — compared to four unhealthy air days for downtown Los Angeles; and

WHEREAS, adding to the state's air quality concerns is the Clean Air Act, which requires that by the end of 2019 California air regulators present the federal government with a plan for demonstrating the state is on track to slash ozone pollution — a task made all the harder by current federal policies designed to undermine California's regulatory control, particularly in the area of auto emissions; and

WHEREAS, if California regulators fail to submit an adequate smog-reduction plan by 2020, the U.S. Environmental Protection Agency (EPA) could impose a series of escalating sanctions, including the loss of federal highway funds, or more draconian measures such as no-drive days and gas rationing; and

WHEREAS, the looming federal deadlines require air regulators to slash emissions by more than half in the next several years, a requirement that may only be achieved by a rapid migration to public transit, electric vehicles and other cleaner technologies; and

WHEREAS, public transit plays an important role in confronting environmental challenges by helping regions meet air quality standards by reducing overall vehicle emissions and the pollutants that create smog; and

WHEREAS, air quality is often the poorest in urban and suburban areas where traffic congestion is the worst, meaning that residents of these areas, especially those living in close proximity to major freeway, thoroughfares or highways confront much higher health risks due to poor air quality; and

WHEREAS, public transit can reduce the need for many separate trips by private vehicles in populated areas, replacing many separate emissions-producing vehicles with fewer transit vehicles that generally emit less pollution on a per person basis; and

WHEREAS, Gold Line light rail service emits little or no pollution, as the trains are powered by electricity; and

WHEREAS, the Federal Transit Administration supports improvement of air quality through the Congestion Mitigation and Air Quality (CMAQ) Improvement Program, which is jointly administered with the Federal Highway Administration, and recognizes the important role that public transit can play in improving local air quality; and

WHEREAS, transportation accounts for an estimated 29± percent of greenhouse gas emissions in the United States, and by moving more people with fewer vehicles, public transit can reduce greenhouse gas emissions; and

WHEREAS, national averages demonstrate that public transit produces significantly lower greenhouse gas emissions per passenger mile than private vehicles, with various transit systems producing collectively up to 76 percent lower greenhouse gas emissions per passenger mile than an average single-occupancy vehicle (SOV); and

WHEREAS, transit can minimize its own greenhouse gas emissions by using efficient vehicles, alternative fuels, and decreasing the impact of project construction and service operations.

WHEREAS, public transportation can support higher density land development, which reduces the distance and time people need to travel to reach their destinations, meaning fewer emissions from transportation and, furthermore, compact development leaves more land for parks, wildlife preserves, forests and other uses such as

agriculture, and it reduces the need for pavement, meaning less run-off that degrades the water supply; and

WHEREAS, transit-oriented development is compact, mixed-use development near transit stations; and a report entitled *Transit-Oriented Development in the United States: Experiences, Challenges, and Prospects*, by the Transit Cooperative Research Program (TCRP) found that by encouraging in-fill and accommodating small lot projects, transit oriented districts (TODs) can reduce pressures to convert farmland and environmentally sensitive areas into housing and commercial development; and another TCRP report, *Costs of Sprawl - 2000*, concluded that compact development could save the United States nearly 2.5 million acres of land, thereby improving water quality through reducing the amount of impermeable surface runoff and preserve biodiversity through reducing fragmentation of natural habitat; and

WHEREAS, sharing rides through public transit can save fuel, decreases the need for constructing more transportation infrastructure, manufacturing new vehicles, and extracting more fossil fuels, meaning further energy savings and fewer environmental impacts; and

WHEREAS, congestion relief through the use of transit also saves fuel as vehicles stuck in gridlock waste fuel and generate emissions; and

WHEREAS, the Texas A&M Transportation Institute's 2019 Urban Mobility Report finds the following concerning trends:

- Traffic congestion is on a significant growth pattern: Over the past ten years, the growing economy has brought traffic congestion to the highest measured levels throughout the nation;
- In 2017, congestion caused urban Americans to travel an extra 8.8 billion hours (in that time, 124 million couples could binge-watch all eight seasons of *Game of Thrones*) and purchase an extra 3.3 billion gallons of fuel (equal to a line of 18-wheel fuel trucks from Los Angeles to Boston) for a congestion cost of \$166 billion — in 1982, the cost was \$14 billion. Trucks account for \$21 billion (12 percent) of the cost, much more than their 7 percent of traffic;
- The average auto commuter spends 54 hours in congestion (up from 20 hours in 1982) and wastes 21 gallons of fuel due to congestion (up from 5 gallons in 1982) at a cost of \$1,010 in wasted time and fuel (an inflation adjusted \$550 in 1982);
- In urban areas, 2017 auto commuters experienced an average of 71 hours of extra travel time, a road network that was congested for about 6 hours of the average weekday, and had a congestion tax of \$1,330;
- Congestion requires travelers and freight shippers to add nearly 70 percent more travel time to trips compared with light traffic conditions. The negative effect of uncertain or longer delivery times, missed meetings, business relocations and other congestion-related effects are not included;
- Severe and extreme congestion levels affected only 1 in 9 trips in 1982, but 1 in 4 trips in 2017;
- Nationally, congestion costs will grow from \$166 billion in 2017 to \$200 billion in 2025 (2017 dollars), representing a 20 percent increase;
- Congestion delay will grow to 10 billion hours in 2025, representing a 14 percent increase;
- Wasted fuel will increase to 3.6 billion gallons in 2025, representing a 9 percent increase;
- The average commuter's congestion cost will grow from \$1,019 in 2017 to \$1,140 in 2025 (2017 dollars), representing a 13 percent increase;

- The average commuter will waste 62 hours and 23 gallons of fuel in 2025, representing a 15 percent increase in wasted time; and

WHEREAS, the transportation sector is one of the primary users of energy in the United States, and petroleum use in private vehicles and growth in vehicle miles traveled are among the main drivers of the growth in energy usage in the United States; and

WHEREAS, public transportation encourages energy conservation, as the average number of passengers on a transit vehicle (10 for bus, 25 for a rail car) far exceeds that of a private automobile (1.6), and even as a single transit vehicle consumes more energy than a private vehicle, the average amount of energy utilized per passenger is far less; and

WHEREAS, in addition to its environmental benefits, transit serves several other public purposes including affordable mobility, congestion relief, and economic development; and

WHEREAS, by this Resolution, the Montclair City Council traces, recites and demonstrates the milestones, evolutionary path, and positive environmental and congestion-relief impacts related to the Gold Line Extension, including the following:

1. The Construction Authority and its Gold Line Extension Project partners have overcome repeated and significant political, technological and economic challenges and hurdles;
2. The Project continues to be regarded as one of the region's most significant transit projects in scope because it promotes and expands on mobility, accessibility and inter-transit connectivity; creates economic opportunities; contributes greatly to improving the environment; and promotes significant reductions in vehicle miles travelled and improvements to congestion relief;
3. The Project has garnered widespread support from transit and legislative leaders throughout the state and at the federal level;
4. The Project receives widespread support from citizens throughout the region, current transit riders, the development community, and cities along the Gold Line Extension corridor;
5. The Project is mandated by state law (AB 1600) to extend to its eastern terminus at the Montclair Transcenter;
6. In 2004, San Bernardino County voters approved re-authorization of Measure I and its inclusion of the Gold Line light rail extension to Montclair, and the SanBAG Board of Directors has named the Gold Line Extension to Montclair as a priority transit project for San Bernardino County;
7. Metro is firmly committed to the Gold Line Extension as a priority project vital to its 28-by-28 transit objectives;
8. Through their support of Measure R and Measure M, Los Angeles County voters overwhelmingly demonstrated their commitment to the Gold Line and the expansion of other transit and transportation projects that will serve the people of Southern California;
9. The 27 cities of the SGVCOG demonstrated selfless commitment to the greater regional need for the Gold Line Extension as a vital transit link between Los Angeles, the San Gabriel and Pomona Valleys, and the Inland Empire;
10. The state, through one of the largest TIRCP grants awarded to date, recognizes that the Gold Line Extension Project would positively impact environmental pollution by reducing Greenhouse gas emissions and traffic congestion on streets, roads and highway;

11. The Gold Line Extension Project would improve access to the region's airports and centers of employment, education, health, culture and entertainment;
12. The Gold Line Extension Project offers economic opportunities to communities throughout the region;
13. The Gold Line Extension Project directly offers opportunities of expansion in housing and other development opportunities to transit districts in and around Gold Line stations, as demonstrated by the current, ongoing and future economic activity in and around the Montclair Transcenter; and
14. The development of housing in and around Gold Line corridor cities, including Montclair, help to address the state's housing shortage.

NOW, THEREFORE, BE IT RESOLVED that by this Resolution, the City Council of the City of Montclair reaffirms unwavering commitment to extension of Gold Line light rail service to the Montclair Transcenter.

BE IT FURTHER RESOLVED that the Montclair City Council will make every effort to meet with State Legislators and California Governor Gavin Newsom, and work with our municipal and Gold Line partners to secure the necessary funding to complete the Gold Line Phase 2B Project to the Montclair Transcenter.

BE IT FURTHER RESOLVED that if it becomes necessary to secure federal transit funds to complete the Phase 2B Project to the Montclair Transcenter, the Montclair City Council will work with the Montclair's Federal Legislative Advocate, Federal Legislators and municipal and Gold Line partners to secure federal funding.

BE IT FURTHER RESOLVED that the Montclair City Council does hereby opine that the San Bernardino County Transportation Authority (SBCTA), the Transportation Authority for San Bernardino County, is legally duty-bound to comply with the provisions of Ordinance No. 04-01 (Measure I) including Project Category G in Schedule D of the Transportation Expenditure Plan established for Metrolink/Rail Service, specifying that 8 percent of revenue collected in the Valley Subarea shall fund Metrolink/Rail Service and that eligible expenditures of Metrolink/Rail Service funds shall include construction and operation of an extension of the Gold Line to the Montclair Transcenter for San Bernardino County residents traveling to San Gabriel Valley cities, Pasadena, and Los Angeles, and for residents from the Los Angeles County area to travel to San Bernardino County, including to Ontario International Airport.

BE IT FURTHER RESOLVED that pursuant to AB 1600, the Montclair Transcenter is the designated terminus of the Gold Line.

BE IT FURTHER RESOLVED that under direction of the SBCTA Board of Directors, the Gold Line Extension to Montclair is a Board mandated priority project that shall receive equal eligibility for Measure I revenues and funding from other available sources.

BE IT FURTHER RESOLVED that in compliance with Schedule D5 of the SBCTA Transportation Expenditure Plan, the Gold Line Extension to the Montclair Transcenter is eligible as a top-tier equal priority project eligible for funding from Measure I revenues and other funding sources available to SBCTA for transit projects.

BE IT FURTHER RESOLVED that SBCTA has already developed an estimated \$39 million to \$45 million in funding for construction of the Montclair Segment and, together with Metro and the Construction Authority, is projected to receive up to \$41 million to \$49 million in TIRCP funding for the Montclair Segment, for a combined total of approximately \$80 million to \$94 million, substantially meeting the estimated \$95 million in funding necessary for construction of the Montclair Segment and SBCTA is, therefore, not required to secure additional significant funding beyond the potential closure of a maximum \$15 million funding gap that would likely be addressed through state sources, making it unnecessary for the SBCTA Board of Directors to consider any recommendation to *"throwing in the towel"* on the Montclair Segment of the Gold Line light rail extension.

BE IT FURTHER RESOLVED that in compliance with "Section VII. Return to Source" in Ordinance No. 04-01 (Measure I), revenues generated from each specified

subarea within San Bernardino County as outlined in the Expenditure Plan shall be expended on projects of direct benefit to that subarea, including the Gold Line extension to Montclair.

BE IT FURTHER RESOLVED that development within North Montclair is based on, and defined by, the Amended North Montclair Downtown Specific Plan (NMDSP) as a Transit Oriented District (TOD); and that the NMDSP TOD concept is further based on promises contained in San Bernardino County Transportation Authority Ordinance No. 04-01 to construct light rail service to the Montclair Transcenter, thereby augmenting and enhancing existing public transit options and constituting and defining the Montclair Transcenter as one of the very few major transit hubs outside, and east of, Los Angeles' Union Station.

BE IT FURTHER RESOLVED that based on identification of the Montclair Transcenter as a primary public transit hub served by multiple bus companies, Metrolink commuter rail service and future Gold Line light rail service, the development community has expended hundreds of millions of dollars on development activity in North Montclair, with the promise of several billion dollars in future, planned development.

BE IT FURTHER RESOLVED that *"throwing in the towel"* on the Montclair Segment of the Gold Line light rail extension would undermine the billions of dollars in development activity planned for North Montclair through the addition of new retail, entertainment, housing, office, and other construction-related activity that is based on the promise of Gold Line light rail service to the Montclair Transcenter.

BE IT FURTHER RESOLVED that *"throwing in the towel"* on the Montclair Segment of the Gold Line light rail extension violates the intent of AB 1600, Ordinance No. 04-01, the direction of the SBCTA (SanBAG) Board of Directors, the purpose and intent of the NMDSP, and the commitment to developers and the people of the west end of San Bernardino County to bring light rail service to the Montclair Transcenter.

BE IT FURTHER RESOLVED that *"throwing in the towel"* on the Montclair Segment of the Gold Line light rail extension would undermine, override, and contradict the very spirit, purpose, intent, arguments and objectives made by SBCTA Board President Darcy McNaboe in her September 13, 2019, letter to the SCAG RHNA Subcommittee, including the need to develop high-quality transit services in San Bernardino County.

BE IT FURTHER RESOLVED that the proposed replacement of Gold Line light rail service with the "Gold Link" DMU passenger trains has garnered no commitment from Metro, Metrolink, the Southern California Regional Rail Authority (SCRRA), the Foothill Gold Line Extension Construction Authority, the State Legislature, members of Congress or any regional body that believes in, and stands behind, the need to regionalize and expand transit options to improve environmental quality, reduce traffic congestion and promote transit mobility, accessibility and connectivity.

BE IT FURTHER RESOLVED that SBCTA's proposed Gold Link is conceptual, and SBCTA has presented no studies, including environmental or engineering studies, that address the viability of the proposed Gold Link alternative.

BE IT FURTHER RESOLVED that as a conceptual proposal, the proposed Gold Link project lacks information and defined detail that addresses any aspect of construction, operation, maintenance, costs, boarding projections, and integration on the same tracks with Metrolink service.

BE IT FURTHER RESOLVED that as a conceptual proposal, the Gold Link project's purported advantage is to improve transit frequency at the target stations by producing half-hour headways between Metrolink's current hour headways; however, when Metrolink implements the California Transportation Commission's (CTC) \$875.7 million Southern California Regional Rail Expansion (SCORE) Program over the next few years, which is designed to improve headways to at least every half-hour, it is unlikely the DMU trains and Metrolink trains can operate using the same Metrolink tracks.

BE IT FURTHER RESOLVED that language in Ordinance No. 04-01 (Measure I) appears to preclude SBCTA from operating Gold Link trains outside of San Bernardino County due to the Ordinance's restriction on spending Measure I dollars outside of San Bernardino County.

BE IT FURTHER RESOLVED that *“throwing in the towel”* on the Montclair Segment of the Gold Line light rail extension would likely result in costly legal challenges from public agencies and private developers who have operated and invested on the promise of light rail service to the west end of San Bernardino County.

BE IT FURTHER RESOLVED that *“throwing in the towel”* on the Montclair Segment of the Gold Line light rail extension would represent a terminal loss to the extension of light rail service to Ontario International Airport (ONT), denying tens of thousands of future travelers from the San Gabriel Valley easy and affordable access to ONT.

BE IT FURTHER RESOLVED that *“throwing in the towel”* on the Montclair Segment of the Gold Line light rail extension would represent a repeat of the monumental failure in decision making by Los Angeles County transportation officials when they failed, in the 1970s, to recommend taking light rail service to Los Angeles International Airport (LAX) — a decision that would not be corrected until 2014 at a projected cost of nearly 2± billion dollars.

BE IT FURTHER RESOLVED that *“throwing in the towel”* on the Montclair Segment of the Gold Line light rail extension is unnecessary, and should await efforts being completed primarily by Los Angeles County transportation officials, state legislators and state transportation agencies to develop the necessary funding to complete extension of the Gold Line from Pomona to Montclair.

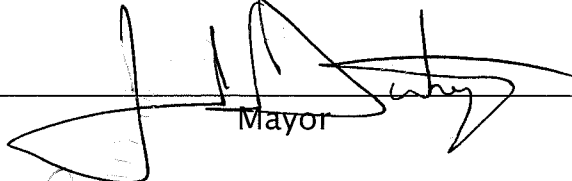
BE IT FURTHER RESOLVED that *“throwing in the towel”* on the Montclair Segment of the Gold Line light rail extension would contravene the will of the people, the significant expenditure of state and local tax dollars on the Gold Line Extension, and the decades long and massive undertaking by local, regional and state officials to extend Gold Line light rail service east from the City of Los Angeles and into San Bernardino County, at relatively little cost to the taxpayers of San Bernardino County.

BE IT FURTHER RESOLVED that, instead of *“throwing in the towel”* on the Montclair Segment of the Gold Line light rail extension SBCTA, Metro, Metrolink, SCRRRA and the Construction Authority should participate in an inter-agency and inter-county study process with partner agencies/stakeholders and legislators and transportation officials from the state and Los Angeles County and San Bernardino County to examine the following:

1. Alternatives for extending Gold Line light rail service to San Bernardino County;
2. Promotion of public transit as a means to decrease traffic congestion, reduce vehicle miles travelled, reduce greenhouse gas emissions, improve quality-of-life, and otherwise improve the region’s environmental quality;
3. Open and improve public transit access for all residents of the region to the wealth of educational, employment, health, entertainment, cultural, and other opportunities offered in Los Angeles County and San Bernardino County;
4. Reduce public transit costs;
5. Encourage development of TODs and associated high-density housing projects as a means to improve public transit access; and
6. Improve the convenience of public transit by expanding the rail system and integrating it into the larger mobility network by connecting with buses, microtransit, ride hailing services, bicycle and pedestrian corridors, and other mobility-related options.

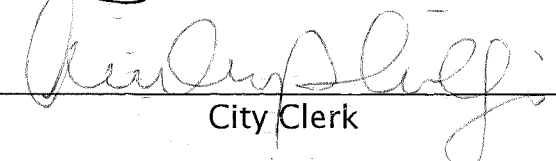
BE IT FINALLY RESOLVED that the City Council of the City of Montclair hereby directs comprehensive outreach to state and federal legislators, municipal representatives, legal representatives, transit operators, business interests and other stakeholders to oppose and resist any diversion of Gold Line light rail service away from the Montclair Transcenter, and that copies of this Resolution be transmitted to legislative representatives, Gold Line Phase 2B corridor cities, and other concerned stakeholders.

APPROVED AND ADOPTED this 7th day of October, 2019.



Mayor

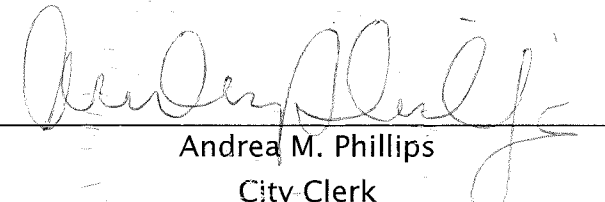
ATTEST:



City Clerk

I, Andrea M. Phillips, City Clerk of the City of Montclair, DO HEREBY CERTIFY that Resolution No. 19-3253 was duly adopted by the City Council of said city and was approved by the Mayor of said city at a regular meeting of said City Council held on the 7th day of October, 2019, and that it was adopted by the following vote, to-wit:

AYES: Johnson, Ruh, Raft, Dutrey
NOES: None
ABSTAIN: None
ABSENT: None



Andrea M. Phillips
City Clerk