

MINUTES OF THE REGULAR JOINT MEETING OF THE
MONTCLAIR CITY COUNCIL, SUCCESSOR AGENCY
AND MONTCLAIR HOUSING CORPORATION BOARDS,
AND MONTCLAIR HOUSING AUTHORITY COMMIS-
SIONERS HELD ON TUESDAY, FEBRUARY 19, 2013,
AT 7:00 P.M. IN THE CITY COUNCIL CHAMBERS,
5111 BENITO STREET, MONTCLAIR, CALIFORNIA

I. CALL TO ORDER

Mayor/Chairman Eaton called the meeting to order at 7:00 p.m. and asked that everyone please silence their electronic devices as a courtesy to others while the meeting is in session.

II. INVOCATION

Mayor Pro Tem/Vice Chairman Ruh gave the Invocation.

III. PLEDGE OF ALLEGIANCE

Council Member/Director Raft led those assembled in the Pledge.

IV. ROLL CALL

Present: Mayor/Chairman Eaton; Mayor Pro Tem/Vice Chairman Ruh; Council Members/Directors Paulitz, Raft, and Dutrey; City Manager/Executive Director Starr; Deputy City Manager/Executive Director of Economic Development Staats; Director of Community Development Lustro; Director of Public Works Hudson; Finance Director Parker; City Attorney Robbins; Deputy City Clerk Smith

V. PRESENTATIONS

A. **Presentation of Annual Donation by the Montclair Chamber of Commerce to the Chaffey College *Online to College* Program**

Mayor Eaton introduced **Montclair Chamber of Commerce** President/Chief Executive Officer **Darleen Curley**.

Ms. Curley thanked the City Council for the opportunity to make this presentation this evening. She noted the **Chamber** believes in business and that business comes first and is the basis for our economy. She stated that the **Chamber** is looking for future business leaders from the *Online to College* Program, adding, "I know we have seen some already."

Ms. Curley stated that the **Chamber of Commerce's** 2013 "Montclair Supports Chaffey College *Online to College*" banner program received enough support from the business community to send a number of **Montclair High School** graduates to **Chaffey College**.

Ms. Curley introduced **Chamber** Chair **Henry Anchondo** and Board Member **Sid Burks**, who serves as the **Chaffey College** Dean of Business and Applied Technology.

On behalf of the **Chamber** Board of Directors, **Mr. Anchondo** presented **Mr. Ciriaco "Cid" Piñedo**, Associate Superintendent of Business and Economic Development, **Chaffey College**, with an oversized \$2,300 check for the *Online to College* Program.

Mr. Piñedo accepted the check and thanked **Mr. Anchondo**.

Photographs were taken of **Mr. Piñedo**, **Mr. Burks**, **Chaffey College** Superintendent/President **Henry D. Shannon**, PhD, and *Online to College* Program participants.

Mr. Piñedo expressed his gratitude to the **Montclair Chamber of Commerce** for the generous donation to *Online to College*. Addressing the City Council, he stated, "Your leadership as a city along with the combined leadership of the **Chamber**, the **Montclair Community Collaborative**, and **Chaffey College** have contributed to the vision fostered many years ago that no child, no individual should be denied an education. Your leadership in stepping out and stepping forward to create the *Online to College* Program not only said to the community that we care but also that the City would commit the resources so that families' dreams of an education for their children could become a reality and they could move past their dreams. We thank you for your ongoing support. The **Chamber of Commerce** continually seeks different manners in which to support the program. Investing in your students results in an investment in your community. We thank you, and we look forward to continuing to work with you. *Online to College* is a model program—not only here in the City of Montclair but nationally as well."

Mr. Piñedo noted one of the program's students would like to say a few words regarding the impact of the *Online to College* Program.

The *Online to College* participant read a statement as follows: "As we all grow up, we start to develop goals for ourselves. When we accomplish our goals, they turn into achievements, which we have for the rest of our lives. One of my goals was to further my education after high school, but I did not have the financial means. I was ecstatic when the [*Online to College*] program opened up a door to me, a door that has made a positive impact on my life.

Thanks to this program, my goal of attending college has become an achievement. This dream of mine is a reality; and to everyone who had a hand in creating and sustaining the *Online to College* Program, I thank you."

Mayor Eaton thanked the student for his remarks. He stated, "We are so glad to see the program is alive and well. That is very good."

B. Presentation by San Bernardino Associated Governments on the I-10/I-15 Managed Lanes Projects

Mayor Eaton introduced **Mr. Timothy Watkins**, Public Information Analyst, **San Bernardino Associated Governments (SANBAG)** and extended a greeting.

Mr. Watkins stated, "Good evening, Mayor. It is good to see you again. I hope this means that I will see you back at **SANBAG** real soon."

Mayor Eaton responded, "Yes, indeed."

Mr. Watkins gave a Council briefing presentation on the I-10/I-15 managed lanes projects currently in development by **SANBAG**, in partnership with the **California Department of Transportation (Caltrans)** and **Federal Highway Administration (FHWA)**, as a means of addressing ever-increasing demands on our state highway system and to improve the movement of people and goods through the I-10 and I-15 corridors. He advised that similar presentations are being given in an effort to reach as much of the public and cities along the two corridors as possible.

Mr. Watkins advised that the proposed I-10 Corridor Project consists of adding lanes and providing improvements along all or a portion of the existing 35-mile stretch of the freeway from approximately two miles west of the Los Angeles/San Bernardino county line in the **City of Pomona** to Ford Street in the **City of Redlands**. As a major regional east-west freeway corridor, he noted the freeway is heavily used by travelers between Los Angeles and San Bernardino counties and is also a major truck route between Southern California and the rest of the nation. Currently, the corridor is at capacity for many hours of the day; and that condition is expected to worsen significantly during the coming years if capacity is not increased, he added. **Mr. Watkins** advised that two alternatives under consideration to address the traffic congestion on the I-10 Freeway include extension of the high-occupancy vehicle (HOV) lane from Haven Avenue, Ontario, to Ford Street, Redlands, or implementation of express lanes from the Los Angeles County line to Ford Street, Redlands. He noted many factors will be considered in selecting the preferred project alternative including whether the alternative meets the purpose and

need of the project, environmental and engineering constraints, practicability, community consensus, project cost, and financial feasibility. He stated that the I-10 Corridor Project Development Team comprised of representatives from **SANBAG**, **Caltrans**, and local cities will actively seek ongoing public opinion, prepare an environmental document, and consider other factors prior to selecting a preferred alternative and that after circulation of the draft environmental document, a preferred alternative would be selected.

Mr. Watkins stated that the proposed I-15 Corridor Project would add express lanes in each direction of the 33-mile stretch of the freeway from State Route 60 to US 395. He advised that the major regional north-south freeway corridor is heavily used by commuters and recreational travelers and is also a major goods-movement corridor that links the San Diego area to the rest of the nation. Currently at capacity for several hours of the day, he noted this condition is expected to worsen significantly during the coming years if more capacity is not added. He advised that express lanes would allow access to carpools and single-occupant vehicles under certain conditions. Typically, designated carpools use express lanes at a reduced or no toll and single-occupant vehicles also have access to express lanes by paying a toll, he added.

Mr. Watkins stated that part of **SANBAG's** effort in reaching out is ensuring that the public could stay involved and in contact with the proposed projects through project delivery by any of the following means: (1) **SANBAG** website—www.sanbag.ca.gov—contains (a) a page relative to both proposed projects that will continue to be updated as they move forward, and (b) a link to the **@SANBAGnews Twitter** account; and (2) by calling (877) SANBAG10 for more information and to receive direct answers to questions.

In closing, **Mr. Watkins** advised that one of his goals this evening was to provide information to the Council and residents about both proposed projects, and he reminded everyone that no decision has been made on either project. He noted his other goal is to ask for community involvement in a community advisory group (CAG) made up of volunteers who provide project staff with input and observations on interim technical findings throughout the development of the environmental document. He asked the Council to recommend volunteers for the Montclair CAG.

Mayor Eaton noted he has first-hand knowledge of these proposed projects as a member of the **SANBAG** Board. He asked Council Members to let him know their thoughts on the I-10/I-15 managed lanes projects and he would be pleased to forward them to the **SANBAG** Board.

Mayor Pro Tem Ruh noted he has a lot of concerns and questions that he will share with Mayor Eaton. He commented as follows:

- (1) He cautioned that these public information forums should be conducted in the evenings during the week and on the weekends so the average person could attend.
- (2) He suggested changing the parlance of "managed lane" to "toll lane."
- (3) He noted State Route 91 is a very well-used freeway and that the general purpose lanes are always congested because the average person cannot afford to use the toll lanes. He emphasized that had the **Southern California Association of Governments** Regional Transportation Plan Regional Network reported the actual cost to use the tolls lanes during peak hours in its study of the SR 91 toll lane project, the project would not have been implemented.
- (4) He questioned moving forward with the proposed projects instead of applying the funding to extension of the **Metro Gold Line** and asked, "Why is the hesitancy in San Bernardino County on mass transit?" He stated, "The **Gold Line** would be a far better solution when you look long term than trying to build our way out of it with toll lanes on a freeway."

Mr. Watkins replied that **SANBAG** is continuing its ongoing conversation on the Metro Gold Line Foothill Extension Construction Authority's extension of the **Gold Line** to Montclair. He clarified that the term "express lane" was coined by **FHWA**.

Mayor Pro Tem Ruh expressed his opinion that the term "toll lane" is more understandable to the public than "express" or "managed" lane.

Mr. Watkins clarified the term "managed lanes" refers to both HOV and express lanes because both have managed systems. He advised that toll lanes are being considered for the two corridors because they offer an opportunity to fund the improvements themselves through leveraging of advance revenues from the tolls collected. That said, he expressed his sincere belief that the transit option needs to be considered in the big picture of transportation in the Inland Empire and, specifically, in San Bernardino County; we need to find those systems that offer opportunities for all commuters. He stated, "Not everybody is a transit user; we do have a very active freeway system so we are looking at ways to include improvements that could be managed over time."

Mayor Pro Tem Ruh expressed his opinion that the issue of equity needs to be addressed because toll lanes are going to be very

expensive, "Lexus lanes," if you will. He stated, "For a casual freeway driver, someone who uses the lanes one or two times a month, perhaps it is not a big issue. For the working class person trying to get to and from work, it becomes a huge issue; and only time will tell if they are going to work in the L.A. area. I think one need only look at the SR 91 to see what a disaster it is for those who cannot afford to pay the tolls. You are creating more congestion and smog with these people sitting in traffic, and I think long term if we go out thirty-forty years, we are going to say, 'Why did we ever do this?' Thank you."

Council Member Paulitz inquired as follows:

- (1) Has a study shown an increase in the number of cars using HOV lanes when the number of passengers required for use of HOV lanes during peak hours was increased from two to three?

Mr. Watkins replied that he does not know of any specific studies showing those types of behavioral changes. He stated that staff would look into it and report to Mayor Eaton if any such studies have been conducted. He noted it has been expressed to **SANBAG** from other operators that the three-plus passenger scenario does result in a severe drop off of HOV lane use because three plus-passengers per vehicle are uncommon. He noted it showcases the challenge of HOV management because we only have the ability to manage through occupancy of the HOVs.

Council Member Paulitz concurred, noting if an HOV lane is congested with two passengers per vehicle it would obviously be less used with the three-passenger requirement.

- (2) Is a transponder required to use express lanes?

Mr. Watkins responded that the technology includes **FasTrak** transponders and, in some cases, vehicle plate recognition, noting the price upon entry of an express lane remains until exiting even if congestion increases after entering the system.

- (3) How are tolls collected without the technological devices?

Not being a system operator, **Mr. Watkins** noted he is unaware of how tolls are managed and collected, adding that he is unsure if **SANBAG** would become a system operator. He stated that **SANBAG** is largely concerned with development and would determine the operational elements as the projects move forward.

Council Member Paulitz noted he understands **SANBAG's** role in the projects but just wanted to determine the ease of using

express lanes. He noted the express lanes in Pennsylvania require motorists to pay tolls at certain intervals.

Mr. Watkins stated that if the express lanes were opened today, users would be required to have transponders.

- (4) What would be the approximately cost of traveling on an express lane from North San Diego County to the proposed terminus at US 395?

Mr. Watkins stated that he had no idea.

Council Member Dutrey commented as follows:

- (1) He noted residents have been very fortunate in San Bernardino County with the opening of the I-210 Freeway approximately five years ago, which has improved congestion on the I-10 Freeway, State Route 60, and surface streets.
- (2) He stated that, like it or not, the population in California is growing—according to the I-10 Corridor Project fact sheet, by 2040 there will be a 30 percent increase in the number of vehicles using the I-10 Freeway per day.
- (3) He noted it is unfortunate that there is no more room to build new freeway systems in Southern California, which requires residents to consider alternative means of transportation. He stated that he is not enthused about express lanes and would prefer they not be implemented, though realistically, the last thing we need is for our freeways to become parking lots. He noted it is important to seriously study the HOV and express lane concepts presented this evening because it will become more and more difficult to travel on roadways in Los Angeles and San Bernardino counties as the population continues to multiply, particularly during peak commuting hours.
- (4) He advised Mayor Eaton that **SANBAG** should seriously consider both alternatives and concurred with Council Member Paulitz concerning the ease of using express lanes. Overall, he noted that modes of transportation are ever-changing along with the ever-increasing cost of fuel, which will cause individuals to look at alternate modes of transportation including taking the bus, using mass transit systems, or perhaps driving a smaller more fuel-efficient vehicle. He added that motorists may be more amenable to using express lanes if pressed for time during peak hours.

Mayor Eaton thanked **Mr. Watkins** for his excellent presentation. He noted he is reserving his comments because the studies on all alternatives are ongoing, though a decision will need to be made at

some point. He indicated he is of the old school opinion of not paying twice for freeway use, advising that the arguments in favor of express lanes would need to be very convincing. He noted Mayor Pro Tem Ruh brought up an excellent point regarding drivers who cannot afford the cost of express lanes during peak hours. He noted he will keep the Council informed as **SANBAG** meetings continue on the subject.

Mr. Watkins thanked Mayor Eaton and the Council for their comments, stating that "it is the collective voice that we really want to hear because it is important that we understand both sides and receive the full perspective."

VI. PUBLIC COMMENT - None

VII. PUBLIC HEARINGS - None

VIII. CONSENT CALENDAR

Moved by Mayor Pro Tem/Vice Chairman Ruh, seconded by Council Member/Director Raft, and carried unanimously to approve the following Consent Items as presented:

A. Approval of Minutes

1. Minutes of the Regular Joint Council/Successor Agency Board/MHC Board/MHA Commission Meeting of February 4, 2013

The City Council, City Council acting as successor to the Redevelopment Agency Board of Directors, Montclair Housing Corporation Board of Directors, and Montclair Housing Authority Commissioners approved the minutes of the February 4, 2013 regular joint meeting.

B. Administrative Reports

1. Receiving and Filing of City Treasurer's Report

The City Council received and filed the City Treasurer's Report for the month ending January 31, 2013.

2. Approval of City Warrant Register and Payroll Documentation

The City Council approved the City Warrant Register dated February 19, 2013, totaling \$1,650,270.46 and the Payroll Documentation dated January 13, 2013, amounting to

\$906,482.93, with \$393,212.40 being the total cash disbursement.

3. Receiving and Filing of Successor Agency Treasurer's Report

The City Council acting as successor to the Redevelopment Agency Board received and filed the Agency Treasurer's Report for the month ending January 31, 2013.

4. Approval of Successor Agency Warrant Register

The City Council acting as successor to the Redevelopment Agency Board approved the Redevelopment Agency Warrant Register dated 1.01.13-1.31.13 in the amounts of \$1,592.58 for Project I; \$0.00 for Project II; \$1,018,211.12 for Project III; \$62,852.99 for Project IV; \$23,596.42 for Project V; \$0.00 for the Mission Boulevard Joint Redevelopment Project; and \$0.00 for the Redevelopment Obligation Retirement Funds.

5. Receiving and Filing of MHC Treasurer's Report

The MHC Board received and filed the MHC Treasurer's Report for the month ending January 31, 2013.

6. Approval of MHC Warrant Register

The MHC Board approved the MHC Warrant Register dated 1.01.13-1.31.13 in the amount of \$262,662.47.

7. Authorization for a \$21,538 Transfer From the Contingency Account to Purchase an Automated License Plate Reader System From 3M

The City Council authorized a \$21,538 transfer from the Contingency Account to purchase an automated license plate reader system from 3M.

8. Authorization to Receive \$2,811.40 From the FY2010 State Homeland Security Grant Program to Purchase Personal Electronic Dosimeters

Authorization of a \$2,811.40 Appropriation From the Contingency Account to Purchase Personal Electronic Dosimeters From Arrow Tech

The City Council authorized the following actions related to purchase of personal electronic dosimeters:

- (a) The Fire Department to receive \$2,811.40 from the FY2010 State Homeland Security Grant Program.
- (b) A \$2,811.40 appropriation from the Contingency Account.

9. Authorization to Receive \$3,281.04 From the FY2011 State Homeland Security Grant Program to Purchase Multisensor Point Chemical-Detection Meters

Authorization of a \$3,281.04 Appropriation From the Contingency Account to Purchase Multisensor Point Chemical-Detection Meters From TG Technical Services

The City Council authorized the following actions related to purchase of multisensor point chemical-detection meters from TG Technical Services:

- (a) The Fire Department to receive \$3,281.04 from the FY2011 State Homeland Security Grant Program.
- (b) A \$3,281.04 appropriation from the Contingency Account.

10. Authorizing Staff to Advertise for Bid Proposals for the Median Island, Parkway, and Park Landscape Maintenance Project

The City Council authorized staff to advertise for bid proposals for the Median Island, Parkway, and Park Landscape Maintenance Project.

11. Approval of the Filing of a *Notice of Completion*, Reduction of *Faithful Performance Bond* to 10 Percent, and Retention of *Payment Bond* for Six Months for the Northwest Montclair Street Rehabilitation Project

Release of Retention 30 Days After Recordation of *Notice of Completion*

The City Council took the following actions related to the Northwest Montclair Street Rehabilitation Project:

- (a) Approved the filing of a *Notice of Completion* with the Office of the San Bernardino County Recorder.
- (b) Reduction of the *Faithful Performance Bond* to 10 percent.
- (c) Retention of the *Payment Bond* for six months.
- (d) Release of retention 30 days after recordation of the *Notice of Completion*.

C. **Agreements - None**

D. **Resolutions**

1. **Adoption of Resolution No.13-03, a Resolution of the Montclair Housing Authority Approving *Agreement No. 13-13*, a *Disposition and Development Agreement* by and Between the Montclair Housing Authority and EMI Partners, L.P., and Making Certain Findings in Connection Therewith**

Approval of *Agreement No. 13-14*, a *Grant of Easement Agreement* by and Between the Montclair Housing Authority and Mills Family Housing Partners, L.P.

The Montclair Housing Authority Commissioners took the following actions:

- (a) Adopted Resolution No.13-03, a Resolution of the Montclair Housing Authority Approving *Agreement No. 13-13*, a *Disposition and Development Agreement* by and between the Montclair Housing Authority and EMI Partners, L.P., and making certain findings in connection therewith.
- (b) Approved *Agreement No. 13-14*, a *Grant of Easement Agreement* by and between the Montclair Housing Authority and Montclair Family Housing Partners, L.P.

IX. **PULLED CONSENT CALENDAR ITEMS - None**

X. **RESPONSE - None**

XI. **COMMUNICATIONS**

A. **City Attorney - No comments**

B. **City Manager/Executive Director**

1. City Manager/Executive Director Starr commented as follows:

- (a) He noted **Mr. Watkins**, who gave tonight's presentation on the I-10/I-15 managed lanes projects, addressed those issues at a recent **SANBAG** Technical Advisory Committee meeting of City Council Members and city managers. He stated, "I think the presentation was well received, but there is no decision being made at this point. In fact, it will likely be about a year before **SANBAG** and **Caltrans** make a final decision regarding the projects. All Council Members who commented on

this evening's presentation made some very good points related to the impact to the community and the cost to drivers who choose to use the tolls lanes. But if I put on my Montclair hat for a moment and speak from a financial perspective, while toll lanes do add a cost to drivers choosing to use the lanes, they do have a potentially positive effect for the City of Montclair related to the widening of Monte Vista Avenue. If toll lanes are constructed, it appears to us, at least at this time, that **Caltrans** and **SANBAG** will assume most of the cost related to the widening of the I-10 Freeway and Monte Vista Avenue. The cost projected for that particular project is about \$50 million, although I have heard that the cost could be as high as \$120 million based on property acquisition as well as rerouting parts of related on- and off-ramps. If the project proceeds with the addition of toll lanes, the majority of the cost of widening Monte Vista Avenue will be borne by **Caltrans** and **SANBAG**. Montclair's contributory cost would be approximately \$4 million, which is significantly less than a much larger contribution amount that could be as high as \$18 million to \$30 million if the toll lanes are not built; although if the high-occupancy vehicle lanes are maintained and the auxiliary lane is installed, there would be no reason to widen Monte Vista Avenue. Again, the potential cost of widening the thoroughfare would be substantially borne by the City. At least from that perspective, addition of the toll lanes would have a beneficial impact for the Montclair community. Other than that, it will be a year before a decision is made. Director of Public Works Hudson is organizing some groups that will meet with **SANBAG** representatives to discuss the Montclair perspective. A presentation similar to this evening's will be made to the **Montclair Chamber of Commerce** later in the month; we are also considering having the presentation made to other community groups so that Montclair will have adequate input regarding these projects."

- (b) He noted that sadly, **James P. Kidwell**, Ed.D, a former George C. and Hazel H. Reeder Heritage Foundation Board Member and educator for many years with the **Ontario-Montclair School District (OMSD)**, passed away unexpectedly on February 6, 2013. He stated that **Mr. Kidwell** was a strong and positive influence as a long-time executive officer with **OMSD** and served on the Reeder Foundation for about five years before retiring last year because of his wife's health issues. He noted **Mr. Kidwell** will be sorely missed.

C. Mayor/Chairman

1. Mayor/Chairman Eaton commented as follows:
 - (a) He reminded Council Members to let him know their feelings on the I-10/I-15 managed lanes projects and he would be pleased to forward them to the **SANBAG** Board.
 - (b) He thanked everyone for their concern about his health, noting he feels much better.
 - (c) He noted Mayor Pro Tem Ruh, Council Members Raft and Dutrey, staff, and he attended a field trip on Saturday to **San Bernardino County Fire Protection District** Station No. 71, Fontana, and the **California Department of Forestry and Fire Protection** Station No. 553, Yucaipa. He stated, "It was a nice trip. We learned a lot. No decision has been made related to outsourcing fire protection and emergency medical services."

D. City Council/SA Board/MHC Board/MHA Commission

1. Mayor Pro Tem/Vice Chairman Ruh congratulated **U.S. Representative Gloria McLeod** and **Assembly Member Norma Torres**, who represent Montclair, and **Assembly Member Mike Morrell**, who represents Rancho Cucamonga, for being named as Legislators of the Year by the **California Disability Service Providers Association**, a group of advocates for persons with disabilities, at the organization's annual Inland Empire Caucus breakfast on February 1, 2013. He noted the legislators were thanked for their work on behalf of persons with disabilities. He stated, "It is good to know that in an era when we hear a lot of negatives about many of our politicians, we do hear some positives. I think it is important to recognize those in public service about whom we hear a positive."
2. Council Member/Director Dutrey commented as follows:
 - (a) Noting spring is in the air and he has already heard loud music in his neighborhood, he suggested staff once again notify residents about the City's Loud and Unreasonable Noises and Disturbances Ordinance.
 - (b) He noted he is very pleased that staff was able to put together the 18-Unit Special Needs Housing Project for persons with developmental disabilities at the corner of Kingsley Street and Pradera Avenue, which the City Council approved this evening. He noted the project was

stalled for almost five years because of the dissolution of redevelopment, stating, "It is good to see that staff and National CORE were able to fill the funding gap with creative financing. This is going to be a very unique housing project in the City of Montclair in which residents with disabilities can find affordable independent living quarters."

- (c) He recalled the tragedy of the officers who were shot to death by ex-LAPD Officer **Christopher Dorner** last week. He noted the importance of respecting the memory of **San Bernardino County Sheriff's Detective Jeremiah MacKay**, who sadly was killed during a shootout with the fugitive on the final day of the six-day manhunt and asked that the City Council adjourn in **Mr. MacKay's** memory.
3. Council Member/Director Raft concurred with Council Member Dutrey regarding renotifying residents about the Noise Ordinance, noting she has received complaints about noise. She stated, "It is something that people need to be reminded of."
4. Council Member/Director Paulitz commented as follows:
- (a) Concerning this evening's **SANBAG** presentation, he expressed his understanding that the portion of the I-15 Freeway from San Diego to State Route 60 did not lose any HOV lanes because of available right-of-way in that area.
 - (b) He expressed his preference for the I-10 Corridor Project alternative of express lanes from the Los Angeles County line to Ford Street, Redlands, because, as mentioned by City Manager Starr, the project would have the positive consequence for Montclair in the widening of Monte Vista Avenue, paid for largely by **SANBAG** and **Caltrans**. He added that it would not make sense for the *Metro ExpressLanes* in Los Angeles County to end abruptly at the county line when they could be continued to Redlands if the proposed project is implemented. He asked Mayor Eaton to relay his preference to the **SANBAG** Board.
- Mayor Eaton stated that he would do so.
- (c) He noted his experience while a member of the **SANBAG** Board of similar discussion between the West Valley and East Valley factions related to extension of HOV lanes on the California 210 Freeway. He noted the West Valley

faction finally prevailed, though it was just a matter of time before the lanes extended to Fontana and Rialto.

E. Committee Meeting Minutes

1. Minutes of Personnel Committee Meeting of February 4, 2013

The City Council received and filed the Personnel Committee meeting minutes of February 4, 2013, for informational purposes.

XII. COUNCIL WORKSHOP

A. Montclair Plaza Renovation Project Update

Moved by Council Member Dutrey, seconded by Council Member Paulitz, and carried unanimously to continue this item to an adjourned meeting on Monday, March 4, 2013, at 5:45 p.m. in the City Council Chambers.

XIII. ADJOURNMENT OF CITY COUNCIL, SUCCESSOR AGENCY AND MONTCLAIR HOUSING CORPORATION BOARDS OF DIRECTORS, AND MONTCLAIR HOUSING AUTHORITY COMMISSIONERS

At 7:24 p.m., Mayor Eaton adjourned the City Council to Monday, March 4, 2013, at 5:45 p.m. in the City Council Chambers in memory of **San Bernardino County Sheriff's Detective Jeremiah MacKay** and former George C. and Hazel H. Reeder Heritage Foundation Board Member and long-time **OMSD** educator **James P. Kidwell**.

At 7:24 p.m., Chairman Eaton adjourned the Successor Agency and Montclair Housing Corporation Boards of Directors and Montclair Housing Authority Commissioners.

Submitted for City Council/Successor Agency Board/Montclair Housing Corporation Board/Montclair Housing Authority Commissioners approval,

Yvonne L. Smith
Deputy City Clerk