

Agenda Report

TO: City Council

December 16, 2002

FROM: City Manager

SUBJECT: Authorize the City of Pasadena to Approve the Conceptual Draft Agreement to form the Joint Powers Authority to Operate and Control the Construction of the Gold Line Phase II Extension

RECOMMENDATION

It is recommended that the City Council approve the conceptual draft Joint Powers Authority Agreement for purposes of negotiating the Agreement with the Blue Line Construction Authority.

BACKGROUND

On June 10, 2002, the City Council voted to support the Phase II Extension of the Metro Gold Line from Pasadena to Claremont. The extension of the Gold Line will serve the cities of Pasadena, Arcadia, Monrovia, Duarte, Irwindale, Azusa, Glendora, San Dimas, La Verne, Pomona and Claremont as well as some unincorporated areas of Los Angeles County. A Phase II Gold Line Steering Committee was formed to aid in the planning for the transition from Phase I to Phase II.

At their July 18, 2002 meeting, the Gold Line Phase II Steering Committee voted unanimously to support the formation of a Joint Powers Authority (JPA) that would operate and control the construction of the Phase II extension. The JPA would enter into a cooperative agreement with the Metro Blue Line Construction Authority to enable the JPA to coordinate and oversee the funding, planning, design and construction of Phase II.

The JPA will provide a way for the members to engage in cooperative planning, coordination and oversight of the funding, design and construction of the Gold Line Phase II. The JPA will be structured to work closely with the Blue Line Construction Authority to promote efficient management, achieve cost efficiencies, avoid overlapping activities, and to ensure the rapid

completion of Phase II. While the JPA will hire staff, it will work with the Blue Line Construction Authority to ensure staffing functions are not duplicated.

The key business points of the agreement are:

1. All eleven eligible cities along the route must approve and execute the agreement. The authority can begin with eight members.
2. Each city will be asked to appoint an elected official to serve on the Governing Board as a voting representative. The MTA would have a non-voting membership.
3. Annual dues per city are set at 1/11th of the needs for operating the JPA and related items. This amount is anticipated to be \$31,445 each year. Dues will begin on July 1, 2003.
4. The JPA shall continue in existence for a period of fifteen years from the effective date of this agreement. The agreement may be terminated early by an affirmative vote of not less than sixty percent plus one of the total voting membership of the Governing Board.

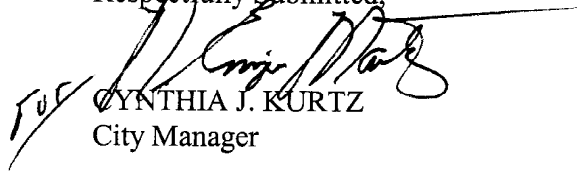
The Gold Line Steering Committee collaborated with various City Managers and City Attorneys in developing the draft JPA agreement. The Steering Committee request that the Draft Conceptual JPA agreement be approved in December 2002 for purposes of negotiating an agreement with the Blue Line Construction Authority. The final JPA agreement will be brought to City Councils in January 2003 for final approval. The Blue Line Construction Authority Board is made up of representatives from Pasadena, South Pasadena, Los Angeles, MTA and San Gabriel Valley Council of Governments. It is important to start negotiation with the Blue Line Construction Authority at this time because not all members of the Blue Line Construction Authority are in favor of entering into an agreement with the JPA. A resolution of the City of Los Angeles Council states that they support the existing structure of the Blue Line Construction Authority and would not be in favor of forming a JPA. It is likely that a majority vote will still be achieved without the City of Los Angeles's support.

Staff recommends joining the JPA because it provides the City of Pasadena with local oversight and control over the completion of Phase II. Implementation of this project is a crucial aspect of improving regional transportation options for Pasadenans, providing new transportation means to visitors, and continually decreasing air pollution, traffic congestion and other similar problems.

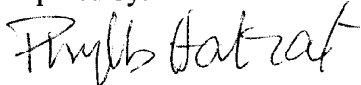
FISCAL IMPACT

As a member of the JPA, the City of Pasadena would be required to participate in funding of the Authority in the form of dues for the operation of the JPA and related items. Annual dues per City are set at 1/11th of the need which is anticipated to be \$31,445 per year. Funds will need to be appropriated as part of the Fiscal Year 2004 Operating Budget if the JPA is approved.

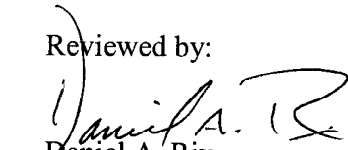
Respectfully Submitted,


CYNTHIA J. KURTZ
City Manager

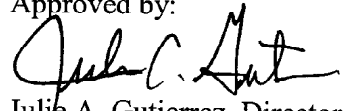
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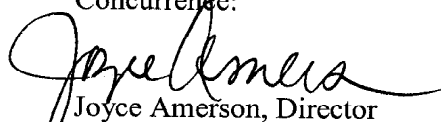
Reviewed by:


Daniel A. Rix
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Approved by:


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Department of Public Works

Concurrence:


Joyce Amerson, Director
Department of Transportation