

OFFICE OF THE CITY MANAGER

September 8, 2003

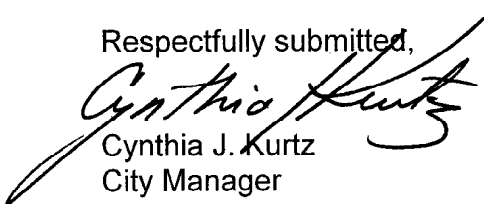
TO: City Council
FROM: Cynthia J. Kurtz
RE: Agreement and Memorandum of Understanding for the Gold Line Phase II Joint Powers Authority

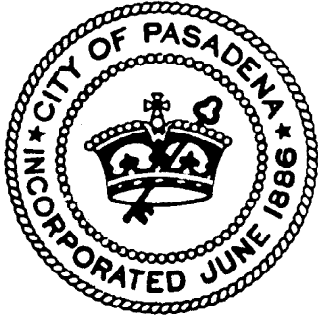
On August 18, 2003, City Council reviewed the attached report and asked that the following changes be made to the agreement:

- Delete the requirement for the City of Pasadena to be considered a dues-paying member and carry responsibility for the debts, liabilities and obligations of the Joint Powers Authority; other Phase I cities are not required to pay dues and only a small portion of Phase II is located within the City
- Delete the San Gabriel Valley Council of Governments and include the City of Montclair since the line is being extended into Montclair.
- Consider strengthening the conflict of interest provisions; the Council and asked to review the Administrative Code of the Los Angeles to Pasadena Metro Blue Line Authority, which includes conflict of interest provisions. A copy of that document is attached for review.

The City Attorney's Office has drafted a revised document reflecting these concerns. Any changes will require concurrence by the other parties to the agreement. The attached revised draft agreement reflects color-coded proposed changes suggested by the City Council (green), Councilmember Little (blue) and the City Attorney (orange).

Respectfully submitted,


Cynthia J. Kurtz
City Manager



Agenda Report

TO: CITY COUNCIL
Through: FINANCE COMMITTEE

DATE: August 18, 2003

FROM: CITY MANAGER

SUBJECT: Agreement and Memorandum of Understanding for Gold Line Phase II Joint Powers Authority

RECOMMENDATION:

It is recommended that the City Council:

1. Approve the draft Joint Powers Authority agreement with Arcadia, Azusa, Claremont, Duarte, Glendora, Irwindale, La Verne, Los Angeles County Metropolitan Transportation Authority, Los Angeles, Monrovia, Pomona, San Dimas, San Gabriel Valley Council of Governments, and South Pasadena and authorize the City Manager to enter into the final JPA if there are no substantive changes;
2. Approve a journal voucher to recognize and appropriate \$31,455 in Proposition A funds to operating budget account # 8124-208-775100;
3. Authorize the Mayor and Vice Mayor to participate in negotiations with the Blue Line Construction Authority to develop a Memorandum of Understanding.

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 eleven 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 creation of a Joint Powers Authority (JPA). The JPA will represent the local interests of the Phase II cities involved with the extension of the Gold Line as it is planned, funded, designed and constructed on the existing Burlington Northern Santa Fe rail right-of-way. The JPA would enter into a cooperative agreement

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with the Metro Blue Line Construction Authority to enable the two entities to form a government structure to oversee construction of Phase II.

It is envisioned that a fifteen (15) member Gold Line Phase II Construction Authority Governing Board composed of one elected official from each Phase II city, the cities of Los Angeles and South Pasadena, the Los Angeles County Metropolitan Transportation Authority, and San Gabriel Valley Council of Governments will be formed to engage in joint oversight efforts.

The legislative body of each Phase II city will be asked to designate a voting representative and an alternate voting representative (Governing Board Representative and Alternate Governing Board Representative) to the Governing Board.

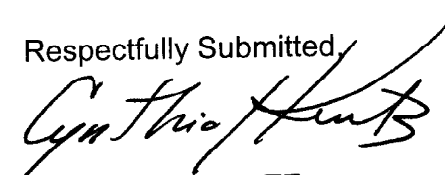
Each Phase II city that is a member of the JPA will have an obligation to participate in the funding of the Authority and shall be responsible for the payment to the Authority of dues. The initial dues will be \$31,445.00 for every Phase II city that is a member and will be due and payable to the Authority on October 1, 2003. In March of 2004, and in each March thereafter, the Phase II cities will determine the annual dues, which shall be the same for each Phase II city that is a member. The Phase II cities shall determine the annual dues based upon the estimated operating costs of the Authority and the projected costs of the Gold Line Phase II, both for the following year. Dues will be submitted to the Gold Line Phase II Construction Authority by July 31st each year.

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

FISCAL IMPACT:

The initial dues shall be \$31,445.00 for every Phase II city that is a member. Sufficient funding is available in the unencumbered balance of the Proposition-A Fund. The amount of the dues for future years is not known at this time. After appropriation of these funds, the value in the Proposition-A unappropriated fund balance will be \$1,515,285.00.

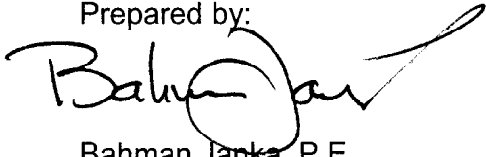
Respectfully Submitted,



CYNTHIA J. KURTZ
City Manager

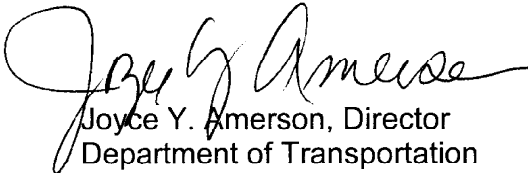
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Prepared by:



Bahman Janka, P.E.
Transportation Administrator
Department of Transportation

Approved by:



Joyce Y. Amerson, Director
Department of Transportation

Attachment:

Gold Line Phase II Construction Authority – a Joint Powers Authority, Joint
Exercise of Powers Agreement, re-draft dated 07/3/03