

# Agenda Report

TO: CITY COUNCIL April 20, 1998

FROM: City Manager

SUBJECT: SB 1847 (Schiff)  
Support of the Pasadena Metro Blue Line Construction Authority

## **RECOMMENDATION**

It is recommended that the City Council adopt the attached resolution and authorize the Mayor to send a letter to the appropriate officials *supporting* Senate Bill 1847 (Schiff - Transportation: Los Angeles County Metropolitan Transportation Authority: Pasadena Metro Blue Line Construction Authority), which would establish the Pasadena Metro Blue Line Construction Authority.

## **BACKGROUND**

Senator Schiff introduced Senate Bill 1847 which would establish the Pasadena Metro Blue Line Construction Authority for the purpose of awarding and overseeing all design and construction contracts for the 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, and any mass transit guideway that may be planned east of Sierra Madre Villa along the rail right-of-way extending to the City of Claremont).

Senate Bill 1847 would require the Pasadena Metro Blue Line Construction Authority to:

- a) conduct financial studies, planning and engineering needed to complete the project;
- b) adopt an administrative code within 60 days of establishing the Authority, including open meetings of public entities, contracting and procurement, contracting goals for minority and women business participation, and political reform;
- c) complete a detailed management, implementation, safety, and financial plan for the project and submit this plan to the Governor and the Legislature within 90 days of establishing the Authority;

- d) be governed by a 6 member board (five voting, one non-voting with 4-year terms), one appointment each by the City Councils of Los Angeles, South Pasadena and Pasadena, one appointment by the President of the Governing Board of the San Gabriel Valley Council of Governments, one appointment by the Los Angeles County MTA, and the non-voting member appointed by the Governor; and,
- e) appoint an executive director through the governing board to serve at the pleasure of the Authority.

Senate Bill 1847 would require the Los Angeles County Metropolitan Transportation Authority (MTA) to return the unencumbered balance of all state and local funds programmed for completion of the project to the state Controller. The funds would then be appropriated by the Legislature to the Pasadena Metro Blue Line Construction Authority for the purpose of completing the Blue Line light rail project.

Staff recommends supporting Senate Bill 1847 because it provides the City of Pasadena with local oversight and control over the completion of the Los Angeles - Pasadena Metro Blue Line light rail. Implementation of this project is a crucial aspect of improving transportation options for Pasadenans, providing new transportation means to visitors, and continually decreasing air pollution, traffic congestion and other similar problems. Completion of the Los Angeles - Pasadena light rail in a timely fashion appears unlikely if oversight and award of both design and construction contracts are not removed from the control of the Los Angeles County MTA.

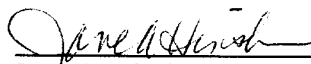
**FISCAL IMPACT**

Passage of Senate Bill 1847 would mean that the State and local funds that are currently programmed for completion of the Los Angeles - Pasadena Metro Blue Line light rail project with the Los Angeles County MTA would be returned to the state Controller and then appropriated to the newly formed Pasadena Metro Blue Line Construction Authority.

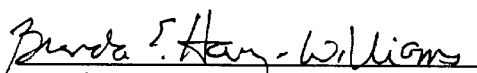
Respectfully submitted,

  
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