

WHEREAS, existing law establishes the Los Angeles to Pasadena Metro Blue Line Construction Authority, now known as the Metro Gold Line Foothill Extension Construction Authority (MGLFECA), and grants to that authority the rights to construct a light rail line to Pasadena, (Phase I), and the right to plan and construct Phase II to Claremont; and

WHEREAS, The MGLFECA is governed by a Board consisting of three voting members appointed by the jurisdictions through which Phase I passes (Cities of Los Angeles, South Pasadena, and Pasadena), one voting member appointed by the LACMTA, and one voting member appointed by the San Gabriel Valley Council of Governments; and

WHEREAS, Phase I has been completed and it is time now to give representation to those cities affected by Phase II right of way and station construction and recognize and protect LACMTA's responsibility to operate the system; and

WHEREAS, the LACMTA recognizes the importance of local governance and supports providing representation to those cities along the Phase II alignment; and

WHEREAS, support for legislation that would modify governance of the MGLFECA shall not affect priorities adopted by the LACMTA nor require LACMTA to allocate funds for this project; and

WHEREAS, the language in the enabling legislation for the Pasadena Metro Blue Line Construction Authority shall be revised to mirror the language in the enabling legislation for the Exposition Metro Construction Authority, excluding the need for the LACMTA to allocate federal and/or local funds; and

WHEREAS, this action replaces previous LACMTA adopted positions opposing legislation related to governance on the MGLFECA; and

WHEREAS, the MGLFECA approved Phase I mitigations as of June 30, 2005, will be completed as well as any actions related to subsequent Phase I settlements;

NOW THEREFORE BE IT RESOLVED that the Los Angeles County Metropolitan Transportation Authority (LACMTA) support legislation that would specifically provide that:

- The MGLFECA be governed by a Board consisting of seven voting members: five members appointed by the directly affected jurisdictions through which Phase 2 will pass and that will construct stations; two members of the LACMTA Board of Directors, appointed by the Chair of the LACMTA
- The directly affected jurisdictions along the Phase II alignment are recognized as the cities of Arcadia, Azusa, Claremont, Duarte, Glendora, Irwindale, La Verne, Monrovia, Pomona, San Dimas and the San Bernardino Association of Governments.
- The MGLFECA enter into a memorandum of understanding with the LACMTA that shall specifically address the ability of the LACMTA to review any significant changes in the scope of the design or construction of the Project that would adversely affect the safety or operating costs of the Gold Line.