



June 17, 2013

METRO Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: Comments on the Proposed Amendment to the Measure R Expenditure Plan

Chairman Antonovich and Directors,

On behalf of the Glendora City Council, I am writing to express our opposition to the proposed Measure R Expenditure Plan Amendment, provided to us by Metro CEO Art Leahy. The proposed Expenditure Plan Amendment is seriously out of date and inadequate. It must be updated to provide transparency to county taxpayers, as well as meet your full legal obligations.

As we review the proposed Amendment, it is clear that the information included is incomplete in some cases, and incorrect in others. The plan was put together in 2008, and since that time extensive study has been conducted on many of the transit projects. Surprisingly, none of the new information has been incorporated into the plan, and no information is provided about the additional cost associated with accelerating the selected projects.

As we review the transit section, there are a number of obvious examples of line items that are out of date:

- The board recently approved adding the Leimart Park station to the Crenshaw Corridor project. The \$120 million cost must be added to that project, and the funding sources identified.
- The proposed plan continues to show "TBD" for the cost estimates for the I-405/ Sepulveda Pass and Santa Ana Branch corridor, although your agency's financial plan for the accelerated projects shows the cost as \$2.5 billion and \$650 million respectively. Actual cost estimates for completing these two projects must be included in the expenditure plan amendment, as well as the additional cost to accelerate the I-405 project.
- The Foothill Extension project includes the incorrect total cost estimate of \$758 million, and 2017 completion year. This information reflects the initial segment of the project only, not completion of the project to Claremont as defined in statute. The updated expenditure plan must reflect the true "estimated total cost" of \$1.714 billion to complete

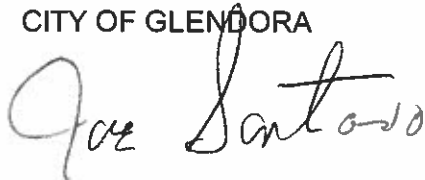
the project to Claremont, as well as an updated completion year. Although no additional Measure R funding is expected, the Expenditure Plan must be accurate in the amount needed to complete the voter-mandated project. Having the funding gap clearly identified is an important use of this document.

Bottom line, the latest information known from the agency's planning work over the last five years must be incorporated for all of the transit projects before your board should consider approving this important planning document. New information on the estimated total cost for each, the amount of Measure R funding assumed, and the timeline for completion should be updated for each. If additional funding is planned for accelerating select projects, that too must be identified.

You should not accept the current expenditure plan amendment. Rather, you should demand transparency from your staff and require them to provide an updated and accurate plan that reflects the latest information to complete the Measure R program.

Sincerely,

CITY OF GLENDORA

A handwritten signature in black ink that reads "Joe Santoro". The signature is written in a cursive, flowing style.

Joe Santoro, Mayor

C: Eric Garcetti, Mayor-elect, City of Los Angeles
Art Leahy, Metro CEO
Habib F. Balian, Metro Gold Line Foothill Extension Construction Authority CEO