



Office of the Mayor and the City Council

June 18, 2013

Michael D. Antonovich
Chairman, Metro Board of Directors
P.O. Box 531776
Los Angeles, CA 90053-1776

RE: COMMENTS ON THE PROPOSED AMENDMENT TO THE MEASURE R EXPENDITURE PLAN

Dear Chairman Antonovich:

As the Mayor of the City of Monrovia, I am writing to express my serious concerns regarding the proposed Measure R Expenditure Plan Amendment, as presented by Metro CEO Art Leahy. We share the concerns expressed by other San Gabriel Valley cities and with the Gold Line JPA regarding extension of the Gold Line to Claremont/Montclair, referred to in the Measure R Expenditure Plan as the Foothill Extension. The expenditure plan amendment fails to address the responsible treatment of this voter-approved project. Since Measure R is a tax payer approved plan, the proposed amendment is not reflecting the will of the voters. It is not transparent enough and does not fulfill your legal obligations.

The proposed amendment is incomplete in some cases, and incorrect in others. The expenditure plan was put together in 2008, and since that time, extensive study has been conducted on many of the transit projects. Regrettably, the proposed amendment does not contain the information from those studies. In addition the amendment does not provide information about the additional cost associated with accelerating selected projects.

In the transit section there are a number of obvious examples of line items that are out of date. The proposed plan continues to show the cost estimates for the I-405/Sepulveda Pass and Santa Ana Branch corridors as "TBD;" while Metro's own 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 amount of Measure R funding being allocated to each project, and the additional cost associated with project acceleration.

The Foothill Extension project is an important example of inaccurate information in the amendment. The current plan shows an 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 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 Measure R will not fully fund the project to Claremont, you must include information related to completing the entire project in the plan to meet your legal obligations. As you have done with all underfunded Measure R projects, you can include "TBD" in the "other funding" category for the Foothill Extension project to deal with the funding gap. No additional Measure R funding is expected.

The agency's planning work over the last five years must be incorporated for all projects in the expenditure plan. New information on the estimated total cost for each project, the assumed Measure R funding, and the timeline for completion should be updated for each project. If additional funding is planned for accelerating select projects, that too must be identified.

As elected leaders overseeing tens of billions of dollars in transportation funding, you must demand transparency from your staff. The expenditure plan is a legally-required planning document that must provide a full understanding of how and when Measure R funds are being spent. As the Board considers accelerating the projects, it must also explain how much acceleration of certain projects will cost the taxpayers. Furthermore the plan must show how the allocation of funds by Metro and the additional cost, will impact completion of other Measure R projects.

The Board must not accept the current expenditure plan amendment. Rather, the Board must require staff to provide an updated and accurate plan that reflects the full information currently available about each project.

With the Gold Line Operations Campus located in the City of Monrovia, we have a unique interest in wanting to see the completion of the entire Gold Line system—Monrovia stepped up to provide the site for the operations campus, allowing the Foothill Extension Project to move forward. The economic benefits from this action will only be fully realized when the rail line is extended to Ontario Airport, providing an easy, accessible transit option for the residents of the San Gabriel Valley and the Inland Empire. It's our desire that the Foothill Extension be realized as soon as possible so that our community continues to have confidence that the tradeoffs that were made in support of the project were worthwhile.

We hope the board will take appropriate action to rectify the deficiencies in the current expenditure plan amendment.

Sincerely,



Mary Ann Lutz
City of Monrovia

cc: Monrovia City Council
Metro Board of Director Members
Art Leahy, Metro CEO
Congresswoman Judy Chu
Congresswoman Grace Napolitano
Senator Carol Liu
Assemblyman Chris Holden
Eric Garcetti, Mayor-elect, City of Los Angeles
Habib F. Balian, Metro Gold Line Foothill Extension Construction Authority CEO