

October 22, 2013

*Via E-Mail*

Dianne DuBois, Chair  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012



Re: **Item 71B “Motion...that approves including the 710 North in Measure R Acceleration Financing Plan”**

Dear Chair DuBois and Members of the LA Metro Board,

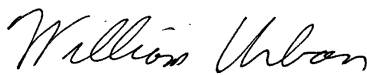
The West Pasadena Residents' Association, which represents about 7,000 households in Western Pasadena, urges you to deny motion 71B on the agenda for October 24, 2013.

SR-710 North must not be included in the Measure R Acceleration Financing Plan for the following reasons:

1. **The project is not defined.** Unlike the other projects in the acceleration financing plan, SR-710 North project does not even have a draft EIS/EIR or preferred approach.
2. **Avoid hurried planning and cost estimates**, especially for the EIS/EIR phase, which will be the basis for critical decisions. Do not repeat the experience of the downtown LA streetcar project, which was approved with a hurried cost estimate of \$125 million and is now in danger as new cost estimates are nearly double, as much as \$327.8 million.
3. **Do not rush into a very high-risk project.** The I-405 widening should have been a routine, low-risk project; we have widened lots of freeways. If one of the tunnel options is selected for SR-710 (which, many signs point to, despite the early stage of the process) it will be a high-risk project, and over 5 times the size of I-405 widening. Just imagine the mess that can make!
4. **Avoid hurried design and construction.** Again, consider the I-405 widening project, which was to be done using an accelerated process and is now a nightmare, years behind schedule and more than \$100 million over estimates.
5. **Avoid over-reliance on C2M Hill**, the prime contractor for SR-710 study, who is now engaged in extensive litigation regarding their performance on I-405 widening project and LAX runway construction.
6. **Use the time for two-way public outreach, e.g. Utah's TRAX system.** See article "*How Utah Turned Its Unpopular Public Transit System Into a Hit*" in The Atlantic magazine website [www.theatlanticcities.com](http://www.theatlanticcities.com).
7. **Use the money for essential projects with widespread-public support**, like the Gold Line Extension.

The 710 North project is undefined, contentious, complex, and risky. It should not be accelerated.

Thank you for your consideration.

  
WILLIAM URBAN  
WPRA President

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