

MOTION BY DIRECTOR ARA NAJARIAN

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Fiscal responsibility by elected leaders is a paramount theme across California and this great nation. The voting public wants wasteful spending to end and true job creation leading to economic recovery to begin. Despite headlines announcing that the recession is over, there are millions of Americans out of work and we are keenly aware of the devastation that has been wrought on the American worker and his family.

It has been years since costs were guesstimated for the 710 gap closure. These estimates, at best, were based not in reality, but more as an effort to make the project more palatable and saleable to the public, the tax payers. Cost ranges for the gap closure range from \$3 billion, by Parsons Brinckerhoff for construction alone, to SCAG's \$12 billion estimate in 2007. The exact same strategy was used in Massachusetts to promote a similar project; Boston's "Big Dig." The "Big Dig" was originally estimated at \$3 billion and has ended up costing close to \$20 billion.

The recent suspension by New Jersey Governor's Christie of a new transit tunnel from New Jersey to New York demonstrates the need to make, in the words of the governor, "a mathematical decision," based on the revised cost estimates with the possibility of \$1 billion or more in overruns. As Governor Christie stated, New Jersey is "broke, and we cannot afford to raise taxes on the people of this state anymore..." Well, California is broke, and in spite of the voters' support of Measure R, we should uphold and carry-forward the tax-funded fiscal responsibility of Los Angeles, California. Before we know it, the \$900 million earmarked in Measure R will be consumed by consultants right before our eyes, leaving the traffic-plagued residents of the San Gabriel Valley with no relief at all.

I THEREFORE MOVE that the CEO direct staff to update the 2006 funding estimates for the 710 gap closure based on sound methodology as demonstrated by the state of New Jersey and return to the board in February 2011 with the most accurate estimate of total costs associated with the 710 gap closure.

I FURTHER MOVE that based on this new estimate/methodology, the MTA board weigh the costs of this project against the flaws and benefits and vote to determine if it is fiscally responsible to move forward with this project.