

**Appendix C**  
**Resolutions, Statements and Important Letters Against**  
**the SR-710 North Gap Closure 2013-2014**

**WHO OPPOSES THE SR-710 NORTH EXTENSION?**

**Support Documents for Declarative Statements Made by the No 710 Action Committee**

Anthony Portantino Letter to Pasadena Weekly 1-1-13  
Congressman Adam Schiff to League of California Cities 1-14-13  
City of Pasadena to MTA 1-18-13  
La Cañada Flintridge City Council Member Donald Voss to Rosemead City Council 1-28-13  
Day One to Metro 2-5-13  
No 710 Action Committee Memo 2-11-13  
City of South Pasadena to MTA, City Selection 2-14-13  
State Senator Carol Liu, Assemblymember Chris Holden etal to Caltrans 3-1-13  
South Pasadena Chamber of Commerce 8-5-13  
State Senator Carol Liu to MTA 8-6-13  
San Rafael Neighborhoods Association to Monrovia City Council 9-3-13  
Pasadena City Council Member Margaret McAustin 9-5-13  
Linda Vista-Annandale Association  
Crescenta Valley Town Council Support Letter for 5 Cities Alliance 5-15-14  
Responsible Alhambrans Against 710 to Alhambra City Council 7-2-14  
City of South Pasadena Letter to Caltrans, Affordable Sales Program 7-28-14  
Historic Highland Park Neighborhood Council 11-6-14  
Downtown Pasadena Neighborhood Association 11-21-14

# Digging for answers

## The more folks know about the 710 tunnels, the more they oppose the proposal

01/01/2013

From Pasadena Weekly, on the Internet,  
[http://www.pasadenaweekly.com/cms/story/detail/digging\\_for\\_answers/11771/](http://www.pasadenaweekly.com/cms/story/detail/digging_for_answers/11771/)

Would you allow a contractor to construct an addition to your house without knowing how many square feet he or she intended to build, how much it would cost to build and how many family members were going to use the addition? Of course you wouldn't.

Unfortunately, when it comes to the Long beach (710) Freeway extension tunnels, one of the most controversial public works projects in the state, the Metropolitan Transportation Authority (MTA) and the California Department of Transportation (Caltrans) are spending millions of dollars on the 710 tunnels without first having acquired the same basic information. After 60 years, we do not have an accurate picture of cost vs. benefit vs. use. Policymakers are left with generalizations and promises of cleaner air and better commutes without any substantiating data made available to the public to justify those claims. The only environmental impact report completed was found deficient in 1999, and a 1973 federal injunction was renewed and is still in place, resulting in decertification by the federal government in 2003. That year, the Federal Highway Administration (FHWA) went so far as to suggest the need for the tunnels to be re-evaluated after the completion of the Gold Line, completion of a financial plan and implementation of local surface street improvements. Was that advice followed? Of course it wasn't.

Since the FHWA issued its letter in 2003, at presentation after presentation stakeholders have been told that pertinent information will be forthcoming, but it never arrives. Available information does confirm that the 710 tunnels will be instantly gridlocked on the day they open. It also confirms that most of the arterial circulation in the San Gabriel Valley will not be improved by building the tunnels. MTA recently canceled two public outreach meetings because the temperature at these meetings was getting too hot for them to handle. So much for wanting balanced public input.

So why would a region want something that doesn't help traffic on its local streets, doesn't help commuters and has no demonstrated benefit to air quality? The answer is simple — it wouldn't. The more folks are exposed to the facts surrounding the 710 tunnels, the greater the opposition to the project. I have been joined by Congressman Adam Schiff, D-Burbank, Sen. Carol Liu, D-La Cañada Flintridge, and a unanimous vote of the Los Angeles City Council in opposing the 710 tunnels. South Pasadena is no longer the lone voice in opposition, as Sierra Madre, La Crescenta, La Cañada Flintridge, Glendale and the mayor and neighborhood associations in West Pasadena have all taken strong positions against the tunnels. Thousands of residents throughout the San Gabriel Valley are lining up in strong opposition to this project. At the beginning of the environmental study, local officials were told the tunnels would only move forward if there was consensus; today, opposition continues to grow, and there is anything but consensus.

There are communities that need help with local traffic. There are goods that need to be moved. The answer lies with something other than the 710 tunnels. We should be using the Measure R money to solve these problems and not on a solution that makes them worse. If there were facts available that supported the need for the tunnel, they would be front and center in the debate. They are not. If the project was affordable, there would be a comprehensive financial plan available for review. There is not, even though the federal government requires such a plan be provided. Every effort to acquire accurate information before the project moves forward has been thwarted. Every effort to review air quality data has been denied. Cost estimates have been so widely variable (\$1 billion to \$14 billion) as to be invalid. Certainly given the enormous price tag of this project, fiscal questions should be welcomed. Ask MTA Board member Ara Najarian about what recently happened to him for pushing for a cost-benefit analysis — pro-tunnel advocates attempted to silence him by having him removed from the MTA board of directors.

As for costs: A 1.7-mile, single-bore tunnel project in another state has a budget of \$3 billion. How could the twin-bore, 4.5 mile-long (9 miles total) 710 tunnels cost the same? Of course, the answer is they can't. So why is this even an issue? MTA has \$780 million from a local sales tax earmarked for this project. Even though it's not enough to

build the tunnels, it is enough to keep an army of consultants, lawyers and planners working for the next decade. Wouldn't this money be better spent on projects that solve problems, are wanted by the public and can actually be financed? Of course it would.

It's time to stop the march toward the tunnels and embrace the light of non-highway alternatives, of fiscal responsibility and honest planning. When a project relies on misinformation, missing information, the silencing of critics and generalizations in order to move forward, reasonable people need to say, "Enough!" and continue to put pressure on MTA and Caltrans to consider alternatives that actually solve problems and create jobs.

*Anthony Portantino represented the San Gabriel Valley in the state Assembly until December. He is widely known for his efforts to bring more transparency and accountability to the Legislature. He is the former Mayor of La Cañada Flintridge, where he learned to appreciate local government. He has long been considered a friend to the foothill cities through his work on the Santa Monica Mountains Conservancy, League of California Cities and support for the Gold Line and redevelopment. A native of New Jersey, he is the proud father of two daughters and husband to Ellen Portantino. He is active in the PTA and AYSO.*

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January 14, 2013

Chairman William Koehler  
League of California Cities  
Los Angeles County Division  
Los Angeles County City Selection Committee

Dear Chairman Koehler,

I am writing in support of Ara Najarian's continued service on the Los Angeles Metro Board, where he has represented the interests of our region for several years and with great distinction. Not only has he been a thoughtful, hardworking and fiscally conscious representative of our region, he has also been careful to consider the interests of the entire County and eschewed a more parochial approach.

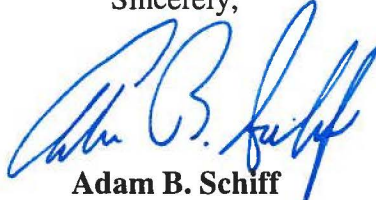
As Chairman of the Metro Board in 2010, he played a key role in ensuring that the funds for Phase 2A of the Gold Line were released on time so that the project's Construction Authority could meet its ambitious timeline for delivering completion of the project. As a result of his hard work, the Gold Line recently celebrated the on-time and on-budget completion of the iconic Gold Line Bridge, an important first step in bringing light rail service to new regions of the San Gabriel Valley. Now, many additional cities within the San Gabriel Valley will soon have a rail connection to downtown Los Angeles, reducing traffic congestion and improving local air quality.

Notwithstanding this superb record, it is my understanding that some city representatives are opposing the ratification of his nomination because he has raised concerns about the cost and feasibility of the 710 tunnel. This should not be a bar to his continued service -- instead, we should applaud his careful stewardship of taxpayer dollars. As many of you are aware, I share the concerns he has raised about the freeway, its cost to our budget and to the quality of life in the neighborhoods it would traverse. But even if you do not share these concerns, it would be a mistake to deny his continued service on this basis.

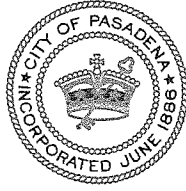
The Metro Board is well served by members with a diverse set of views, so that the County has the benefit of the cross-fertilization of ideas and the scrutiny that comes from a board that is not a rubber stamp for any particular point of view. Although Ara has served our region extremely well, he has not served in a parochial way; nor should individual voting members of the League of California Cities act parochially in attempting to reject his nomination.

When the matter comes before the Los Angeles County City Selection Committee again, I hope you will vote to ratify Ara Najarian's nomination for continuing service on the Los Angeles Metro Board. Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "Adam B. Schiff". The signature is stylized and fluid.

**Adam B. Schiff**  
Member of Congress



OFFICE OF THE MAYOR

January 18, 2013

The Honorable Michael D. Antonovich and Members of the Board  
Metro  
One Gateway Plaza  
Los Angeles, CA 90012-2952

RE: SR 710 Study Alternatives Analysis and Draft Environmental Impact Report/  
Environmental Impact Statement (EIR/EIS)

Dear Supervisor Antonovich and Board Members:

At a special meeting of the City Council on December 10, 2012, the Council directed that this letter be submitted to the Metro Board to convey its strong concerns regarding the alternatives proposed for the northern extension of State Route 710 through Pasadena, particularly the tunnel alternative.

We appreciate this opportunity to express our views. On behalf of the Council, I extend an offer to answer questions and to provide additional information regarding the City's position whenever that might be helpful.

At the outset, I want to point out that during Council deliberations on December 10, all Councilmembers individually expressed opposition to a tunnel alternative that would be used by trucks either upon completion of the project or at any time in the future. Councilmembers are seeking affirmative and enforceable assurances regarding no truck usage. Moreover, five individual members of the Council expressed unqualified opposition to the tunnel. The Council, however, did not adopt an opposed position, but instead, recognizing that analysis of SR 710 alternatives is ongoing through the EIR/EIS, and that some of the information we believe to be missing at this juncture might be forthcoming, the Council determined to convey its concerns in this letter and to continue to closely monitor the project.

The concerns that give rise to the Council's tentative and conditional opposition arise from several quarters, such as:

- Seeming disregard for Caltrans' prior assurances made over the last 10 years or more that trucks would be prohibited from using the freeway extension.

The Honorable Michael D. Antonovich and Members of the Board

January 18, 2012

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- The ambiguity of the existing Statement of Purpose and Need which leaves uncertain whether the project is intended to relieve regional traffic congestion or to accommodate transfer of the commodities arriving at the ports of Los Angeles and San Pedro to places in the Central Valley and the Inland Empire. If the project will accommodate goods transfer from the ports, one of the alternatives studied should be rail service.
- Lack of definitive information about traffic volume changes that would result from the freeway extension and the ability of adjacent/connecting freeways, local streets and interchanges to accommodate the changes.
- No substantiated information about the effects on traffic volumes and traffic diverted on local Pasadena streets as a result of implementing tolls for one or more categories of vehicles using the tunnel.
- No reliable information about construction costs of the tunnel and other alternatives.
- Lack of credible information about construction impacts of the tunnel and other alternatives on the adjacent areas of Pasadena.
- Lack of credible information about the public health impacts of the freeway extension, particularly those related to air quality, on Pasadena in general and specifically on sensitive receptors adjacent to the tunnel portal and along the connecting freeways. The Huntington Memorial Hospital is, for example, a sensitive receptor.
- No conceptual emergency response plan outlining the types of escape structures with ADA compliant routes, communications stations for breakdowns and accidents, the type of system planned to clean the air, and the role of the operations and maintenance company versus that of the local first responders
- No information whether implementation of a combination of non-freeway alternatives would satisfy the air quality and mobility goals deemed necessary to fulfill the goals of the Long Range Transportation Plan.
- An absence of information about the disposition of Caltrans-owned properties in Pasadena and unmarked State Highways (Pasadena and St. John Avenues).



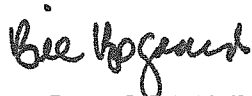
The Honorable Michael D. Antonovich and Members of the Board  
January 18, 2012  
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In addition to the foregoing information deficiencies, the City of Pasadena hereby reiterates the comments made during the EIR/EIS Scoping, as set forth in the attached scoping letter of April 14, 2011. To date, the majority of issues raised in our scoping letter, specifically those noted above, have not been adequately addressed.

Additional unresolved issues specifically related to the five alternatives announced for detailed analysis in the EIR/EIS were highlighted at the City Council meeting on December 10 and are also attached. Several of these issues which were unresolved at the end of 2012 were previously raised in our scoping letter and remain unaddressed.

We hope this statement is informative and helpful and, as noted, stand ready to respond to questions or requests for additional information.

Sincerely,

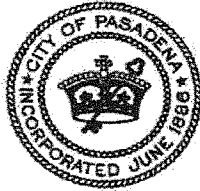


BILL BOGAARD  
Mayor

BB:jls

attachments: Scoping Letter of April 14, 2011  
Statement of Unresolved Issues of December 12, 2012

cc: Arthur T. Leahy, Metro CEO



## DEPARTMENT OF TRANSPORTATION

April 14, 2011

Via Email and US Mail

Ron Kosinsky, Deputy District Director  
Division of Environmental Planning  
Caltrans, District 7  
100 Main Street, MS 16A  
Los Angeles, CA 90012

Re: Scoping Comments for Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the 710 Gap Closure Project

Dear Mr. Kosinski:

The City's of Pasadena's formal scoping comments for the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the 710 Gap Closure Project are provided on the attachment to this letter.

We appreciate the opportunity to participate in this process. If you have any questions or would like additional information, please contact me directly at 626-744-6450.

Sincerely,

Frederick C. Dock  
Director of Transportation

c. Michael J. Beck, City Manager  
Vince Bertoni, Director of Planning and Development  
Jennifer Paige-Saeki, Senior Planner/CEQA Coordinator

enc. Attachment

## ATTACHMENT

### Process

- a. The role of closing the 710 Gap in the context of improving regional mobility and accessibility in relation to the defined study area is extremely unclear. Without a more precise definition of what aspects of regional mobility and accessibility are to be improved, alternatives cannot be effectively developed or considered. To that end, the lead agency should document what aspects of regional mobility and accessibility are limited and to what extent is that due to the gap in the 710. Documentation should include, but not be limited to the following:

- Analysis of freight flows on trucks with specifics about origin/destination that show how the gap on the 710 limits north-south or east-west goods movement
- Analysis of regional commute travel by mode, with origin-destination studies that show how the gap on the 710 limits regional commute travel
- Analysis of current users of the 710 Gap corridor (i.e., those exiting/entering the two stub ends of the 710) with origin-destination studies that show how these users would be affected by alternatives proposed for the corridor

If the above analyses indicate that the aspect of regional mobility that is compromised is the segment of I-5 between I-710 and SR 134, then the study area should be redefined to include the areas proximate to possible alternatives to the I-5 corridor rather than focusing on the 710 Gap.

- b. The EIR/EIS process should be structured so that the public is informed of findings at each milestone phase of the preparation of the EIR/EIS.
- c. Because of the complexity of the 710 gap project, an exhibition center(s) should be established during the EIR/EIS review and comment period in addition to use of electronic media in order to facilitate public awareness of project components analyses, design features, activities, and so forth. Because of the magnitude of impacts associated with tunnel alternatives, such exhibit center(s) should be located in communities where the tunnel portals are proposed.
- d. In order to facilitate public review and comment, EIR/EIS alternatives should be superimposed on aerial photographs showing the affected real estate. In addition, photorealistic visualization techniques should be used to provide images of the alternatives.

- e. Regional agencies should assess the potential of freight-to-rail considerations to inform assumptions and networks in the traffic modeling process used for the EIR/EIS.
- f. Regional agencies should provide detailed information on approved projects to improve truck activity on the regional network to inform the EIR/EIS process estimates of future truck volumes on the network in the defined study area.
- g. Multi-modal and system management policies and related improvements should be incorporated in each EIR/EIS alternative under consideration since they influence capacity and mode share estimates. In particular multi-modal provisions should be defined as part of the proposed project's overall congestion management provisions.
- h. For alternative(s) that include a tunnel, the multi-modal and system management aspects of the EIR/EIS should be comprehensive and specific in communities where portal locations are proposed. The multi-modal and system management aspects should address the City of Pasadena's adopted Mobility Element (part of the General Plan), which defines requirements that apply to specific streets throughout the community.
- i. The EIR/EIS should define performance requirements that would be included in any Public Private Partnership implementation program.
- j. The draft scoping document for the EIR/EIS should contain a glossary of terms so that all participants can be clear on the definition of terms.

#### **Traffic analysis and impact assessment**

- a. Absent significant re-engineering and reconstruction of the 710/210/134 interchange, Pasadena will likely experience substantial increases of traffic on City surface streets caused by drivers seeking ways to get around the already congested interchange, especially during peak hours. The EIR/EIS should thoroughly investigate measures to mitigate the impacts on surface streets of traffic bypassing the interchange.
- b. The EIR/EIS should fully analyze the changes in peak hour traffic on local streets in the vicinity of the proposed project. The EIR/EIS should prepare local area traffic modeling analyses for the following portions of the street system and use this information to define mitigation measures if necessary:
  - The EIR/EIS should analyze the impact on traffic conditions for major arterials in the City of Pasadena as well as the freeway network. Traffic volume issues will remain a concern throughout this study process and at a minimum, the analysis of traffic impacts on local streets should be fully analyzed and mitigation measures should be defined if necessary.

- The EIR/EIS should document the traffic impacts associated with the projected increase in traffic (both the number of cars and the percentage increase) on the 210 Freeway through northwest Pasadena and the 210 Freeway through East Pasadena and use this information to define mitigation measures if necessary.
  - The EIR/EIS should document the traffic impacts associated with projected traffic expected to exit the freeway and travel on City streets in northwest Pasadena and East Pasadena and use this information to define mitigation measures if necessary.
- c. To be consistent with regional plans, the EIR/EIS analysis should be based on the latest Southern California Association of Governments travel demand forecasting model and forecasts prepared for the most recent Regional Transportation Plan.
- d. The EIR/EIS should report on technical findings and traffic impacts or benefits of an interchange at Huntington Drive and define traffic mitigation measures if necessary.
- e. The EIR/EIS should include consideration of the closure of ramps leading to California Boulevard in Pasadena and identification of any alternate circulation routes or strategies.

#### **Impact on Sensitive Uses**

- a. The EIR/EIS should fully analyze the impact on historical structures and sensitive land uses adjacent to alternatives such as schools, parks, and hospitals.

#### **No-Build Alternative**

- a. The no-build alternative of the EIR/EIS should address the condition of the lands in the City of Pasadena that would be affected by not implementing the project and should include but not be limited to the following:
- Potential reversion of Pasadena Avenue and St John's Avenue to city streets
  - Potential closure of the ramps to California Boulevard and identification of any potential alternate circulation routes or strategies
  - Mitigation of the depressed portion of the freeway stub in Pasadena including installing a landscaped cap or deck over the depressed portion.
  - Disposition of the residential properties and vacant property owned by Caltrans in the corridor

#### **Alternatives That Involve Tunnels**

- a. The EIR/EIS should document case studies of similar tunnel projects around the world with an emphasis on a review of tunnel and highway construction projects in residential communities. Lessons learned from these types of programs should be

documented in the EIR/EIS and best practices should be incorporated into the project design and delivery.

- b. The EIR/EIS transportation modeling analysis should incorporate relevant traffic studies of peak and non-peak hour traffic in the vicinity of the portals and if necessary develop mitigation measures.
- c. The EIR/EIS should identify whether technology will be used to monitor the volume of traffic on the freeway and local street network and the composition of vehicle mix in the tunnel segment at any time.
- d. The EIR/EIS should identify a limit on the amount of vehicles and the composition of the vehicle stream allowed in the tunnel at any time for safe operating conditions.
- e. The EIR/EIS should define what traffic management and safety innovations are planned to minimize or eliminate congestion at tunnel toll collection locations, should toll collection be a part of an alternative.
- f. The EIR/EIS should identify if vehicle identification tracking and cargo tracking technologies are being incorporated as part of the project. If truck cargos will be actively monitored using identification tracking and cargo tracking technologies the EIR/EIS should define how this would be done to minimize impeding the flow of traffic.
- g. The EIR/EIS should investigate the feasibility of limiting or prohibiting truck traffic on 710, including but not limited to the following conditions:
  - The EIR/EIS should analyze the feasibility of prohibiting trucks during peak commute periods from 6 a.m. to 9:30 a.m. and from 3:30 p.m. to 7 p.m.
  - The EIR/EIS should analyze the feasibility of prohibiting trucks on the tunnel segment
  - The EIR/EIS should analyze the feasibility of limiting the numbers of trucks using the tunnel at any one time
  - The EIR/EIS should analyze the feasibility of limiting the length of vehicles or vehicle consists that use the tunnel
- h. The EIR/EIS should analyze the feasibility and impacts or benefits of providing access ramps in between portals, including a full interchange at Huntington Drive.

#### **Tunnel Portal Areas**

- a. The areas of tunnel entry, refuge, evacuation passages, and ventilation shafts are critical components of any tunnel alternative. Because these aspects are so important, the EIR/EIS should conduct a thorough analysis of proposed locations taking into account comprehensive design considerations. This review should

assess how the adjacent infrastructure, land use, or topography influences planning and design of the project, potential impacts on sensitive land uses, and define mitigation measures to address the impacts.

- b. The EIR/EIS should document and provide aerial photographs with alignment alternatives superimposed. Potential tunnel portals, areas of refuge within the tunnel, evacuation passages and ventilation shafts should also be identified.
- c. The EIR/EIS should document examples of Context Sensitive Portal Design as one of the most important design components of the overall project. We believe that there are opportunities to design the tunnel to include a portal design that is sensitive to its immediate environment and these issues should be addressed fully in the report and designs should be presented in public outreach meetings.
- d. The EIR/EIS should include measures that could be incorporated into the design to mitigate impacts at the portals. Such components should be considered at the outset as a necessary element of the project, not treated as an afterthought at a later date.
- e. As part of the portal mitigation review, consideration should be given in the EIR/EIS to the feasibility of installing a cap or deck over the depressed portion of the freeway to mitigate impacts at the I-710 stub portal site in Pasadena. Such considerations should be assessed during the design of alternatives in the event that particular tunnel engineering considerations are required.
- f. The EIR/EIS should provide information on other tunnels in residential areas that have undertaken measures to include sensitive portal design features. Objectives are (1) to provide assurance that such measures can inform the design from the outset, even during preliminary stages, and (2) to ensure that design features are not precluded unintentionally due to late consideration.
- g. The EIR/EIS should address whether technology will be installed at portal entries to screen for polluting vehicles and whether thermal detectors will be installed to identify unusual heat.
- h. The EIR/EIS should address how over-height vehicles will be detected before they enter the tunnel.

#### **Tunnel Ventilation**

- a. The EIR/EIS should document the general location of potential tunnel ventilation towers, their height, width, depth and the impact to any existing land uses where towers are proposed.
- b. Any ventilation tower proposed as part of a tunnel option for the project will likely be out of scale with the residential structures along the route. The EIR/EIS should

investigate use of a minimum number of towers interspersed along the alignment in order to minimize disruption to surrounding neighborhoods.

- c. The EIR/EIS should analyze the need for and frequency of ventilation towers should trucks be limited or not be allowed in the tunnel alternatives.
- d. The EIR/EIS should document how the exhaust that is emitted from the potential future ventilation towers will be treated and the resulting air quality impact assessments.
- e. The EIR/EIS should document potential advances in technology that are likely to occur during the next 10 to 20 years which might alter design and operation of a tunnel especially in relation to the need for ventilation towers.
- f. The EIR/EIS should document comparisons with other national and international tunnels that include exhaust towers documenting lessons learned and drawing from best practices.

#### **Noise**

- a. The EIR/EIS should document the projected increase in vehicle noise along sections of the 210 Freeway which do not have sound walls (northwest Pasadena and East Pasadena).
- b. The EIR/EIS should analyze the need for sound walls which can be constructed as mitigation measures to address noise impacts as well as reduce visual impacts of construction.

#### **Tolls and Related Technology**

- a. The EIR/EIS should thoroughly analyze the affects of any proposed tolls, whether they will be imposed on autos, trucks, or both, and an analysis of potential diversion of auto traffic or truck traffic to adjacent city of county arterials as a result of the toll charge. The analysis should also include an investigation of toll charges for all day versus only peak hours as well as incentive pricing for high occupancy vehicles.
- b. The EIR/EIS should analyze and document an "Order of Magnitude Toll Revenue and Level of Bonding Estimate" for an alternative that would impose tolls only on trucks.

#### **Visual Impacts**

- a. The EIR/EIS should include an assessment of the visual impacts of all related structures including the portals, ventilation shafts and other physical facilities related to the alternatives under consideration.



### **Landscaping**

- a. The EIR/EIS should document how mitigation measures such as landscaping and barriers could relieve many of the visual and noise impacts of the portal area from the surrounding residential and commercial areas. The cost of such mitigation measures and any sound walls should be included as part of the project.

### **Health Safety and Security**

- a. The EIR/EIS should include a review of the design, construction, and operation of comparable recently constructed tunnels in the United States and other countries and incorporate best practices in the areas of prevention, mitigation, response, and recovery from manmade and natural disasters.
- b. The EIR/EIS should define the design standards that are incorporated to address vulnerabilities to natural and man-made disasters
- c. If a performance based design is proposed, the EIR/EIS should define how issues such as life safety, acceptable risk, and fire safety are being addressed.
- d. The EIR/EIS should incorporate a Health Risk Analysis of the impact of constructing and operating a tunnel to address the I-710 gap.
- e. The EIR/EIS should address whether specialized technologies and standards for monitoring and inspecting structural elements of alternatives are incorporated into the alternatives.
- f. The EIR/EIS should address the range of surveillance equipment proposed for the alternatives.
- g. The EIR/EIS should address lighting provisions including transitioning lighting at the portals to aid driver vision and the use of in-pavement lighting for vehicle distance, lane definition and edge delineation that improve safety and prevent crashes.
- h. The EIR/EIS should define incident detection and deterrent technology for incorporation into the alternatives including sensors for heat, water intrusion, fire, explosion, etc.
- i. The EIR/EIS should address the feasibility of using cameras to identify vehicles that damage facilities for the purpose of collecting for damages.
- j. The EIR/EIS should identify all measures to for safe evacuation in the event of an emergency including a sound support in addition to lighted guidance signs, refuge areas, and evacuation passages.

- k. The EIR/EIS should define the role of law enforcement and laws/regulations to promote effective response and recovery operations. In this regard, the communication procedures, equipment, and jurisdictional issues among law enforcement emergency responders and operations control center should be defined.
- l. The EIR/EIS should evaluate the state of the art for fire, rescue, emergency medical and hazardous materials response technology and best practices for any alternative considered, especially if a tunnel alternative is considered. The EIR/EIS should address jurisdictional issues that may occur due to access limitations. The EIR/EIS should address training, procedures and equipment needed for the jurisdictions directly impacted *and their mutual aid departments and partners*. The evaluation of all equipment and procedures, with particular attention to communications technologies, should prioritize technologies and procedures that “future-proof” the recommended alternatives.”
- m. The EIR/EIS should evaluate the potential impact of limiting hazardous cargo within the project area. The EIR/EIS should also evaluate the state of the art for monitoring hazardous cargo within the project area to either support a limit, or to rapidly and automatically detect hazardous releases or other situations involving hazardous cargo.”

#### **Identify Utility Infrastructure Impacts**

- a. The EIR should identify any utility infrastructure (e.g., electrical generation, distribution and sub-transmission systems, water and sewer mains, pumping facilities, fiber optic lines, communications infrastructure, etc.) affected by the project.”
- b. "Pasadena Water and Power should be consulted, provided access to specific project information, and have input into the design process to minimize or mitigate impacts.”

#### **Construction Impacts**

- a. Construction impacts should be fully defined and should include identification of potential utility infrastructure displacement or access issues (e.g., ingress/egress from local power plant, substations, wells, etc) during construction.
- b. Measures to minimize construction impacts should be addressed in the EIR/EIS. Mitigation measures to screen visual and noise impacts should be implemented prior to construction and provisions to manage air borne dust due to excavation and/or construction should be included.
- c. The EIR/EIS should thoroughly investigate the visual and noise impacts throughout both the construction and operations phase of the project. Furthermore the EIR/EIS

should investigate how Craftsman design vernacular could be incorporated into walls that would screen residential neighborhoods in Pasadena from the freeway.

- d. The EIR/EIS should analyze the vibration impacts during construction. The EIR/EIS should document the considerable construction impacts related to the drilling and boring equipment used to construct tunnels proposed for this project.
- e. The EIR/EIS should document the construction impacts as a result of the lengthy period of time the portal area(s) will be used for staging of construction equipment and for hauling of excavated material.
- f. The EIR/EIS should define staging areas and construction truck routes for hauling of excavated material and delivery of materials.
- g. The EIR/EIS should define and document the total construction schedule for the project.
- h. The EIR/EIS should thoroughly evaluate the potential for contaminated soil to be encountered within the project and the potential hazards related to the management thereof, especially if a tunnel alternative is considered.
- i. The EIR/EIS should evaluate the state of the art for fire, rescue, emergency medical and hazardous materials response technology and best practices for the construction of any alternative considered, especially if a tunnel alternative is considered.
- j. The EIR/EIS should address jurisdictional issues that may occur due to access limitations. The EIR/EIS should address training, procedures and equipment needed for the jurisdictions directly impacted and their mutual aid departments and partners.

### **Maintenance**

- a. The EIR/EIS should address provisions and schedules for tunnel inspection and how maintenance and/or rehabilitation of project elements will be conducted under full closure and partial closure conditions.

### **Project Cost and Financing**

- a. The EIR/EIS should analyze financial projections about the cost revenues available for the tunnel and identify whether innovations have been identified to promote service life and reduce operating costs.
- b. The EIR/EIS should document any legislative efforts that the State of California, the Southern California Association of Governments, and the Los Angeles Metropolitan

Transportation Authority may undertake regarding the sale of related right-of-way property and the potential for applying any of the proceeds to the Route 710 project.

- c. The EIR/EIS should document a cost/benefit analysis for the best alternative that will balance the need for traffic flow and mobility with cost effectiveness. It must also balance the environmental impacts to local communities.
- d. The EIR/EIS should document the operating and maintenance costs associated with any alternative and define for each alternative the business plan for the upgrade or replacement of the equipment and information devices that are part of the project.
- e. All mitigation included in the final EIR/EIS should be incorporated into the provisions for any Public Private Partnership developed for the project and the City of Pasadena should be allowed to review the provisions of any such partnership agreement prior to its execution.
- f. The EIR should identify any utility infrastructure affected by the project and associated costs to relocate, replace, or repair. Pasadena's electrical distribution and sub-transmission systems may be affected by the construction of this project. To keep the City-owned utility whole throughout the project, Pasadena Water and Power needs to have access to specific project information and have input into the design process; that will ensure that adverse impacts are avoided, and that possible parallel projects or collocations are evaluated for potential cost savings that could accrue to either or both entities.

## **Additional Unresolved Issues for SR710 Alternatives Noted at December 10, 2012 City Council Meeting**

### **TSM/TDM Alternative**

- The impact of the proposed increased in bus transit service on transit stops, crossings and sidewalks on Colorado Boulevard and Fair Oaks Avenue and other streets where the collective headway already is below 10 minutes because of overlapping transit service patterns.
- What is the source of funding for the operating costs for the enhanced transit service?
- Would the north SR710 stub remain or be removed?
- Disposition of state-owned properties south of Del Mar
- Relinquishment of State right-of-way on Pasadena Avenue and St. John Avenue to the City with Pasadena Avenue returned to its original cross section

### **BRT Alternative**

- Loss of on-street parking on Fair Oaks, Colorado, Hill, Lake, California (not all Pasadena residences and businesses in these corridors have off-street parking options)
- Impacts on business/commercial districts from exclusive BRT lanes
- Impacts to Deemphasized Street (California Boulevard east of Lake) in Pasadena General Plan Mobility Element
- Impacts of bus signal priority on traffic flow on cross streets and surrounding intersections
- Would the north SR710 stub remain or be removed?
- Disposition of state-owned properties south of Del Mar
- Relinquishment of State right-of-way on Pasadena Avenue and St. John Avenue to the City with Pasadena Avenue returned to its original cross section

### **LRT Alternative**

- Impact of maintenance yard on South Fair Oaks Specific Plan area in terms of being a non-conforming land use, loss of local street connectivity, rail and truck access to the yard
- Construction impacts from tunneling under South Fair Oaks Avenue
- Impacts to the Gold Line during station construction
- Would the north SR710 stub remain or be removed?
- Disposition of state-owned properties south of Del Mar
- Relinquishment of State right-of-way on Pasadena Avenue and St. John Avenue to the City with Pasadena Avenue returned to its original cross section

### **Freeway Tunnel Alternative**

- Increased traffic impact on freeway access points remaining after the tunnel is constructed (SR 134 at San Rafael, Pasadena and St. John at Walnut, I-210 at Mountain and at Lake
- Specific impacts associated with truck traffic, should they be allowed
- Impact of extending St. John between Del Mar and California
- Disposition of air rights in cut/cover section south of Del Mar and north of California
- Disposition of state-owned properties south of Del Mar
- Relinquishment of State right-of-way on Pasadena Avenue and St. John Avenue to the City with Pasadena Avenue returned to its original cross section
- Details of the tunnel ventilation tower
- Potential to locate the tunnel ventilation tower in the I-210/SR 134 interchange area
- Impacts of the tunnel ventilation on air quality and visual aesthetics in Pasadena
- Noise and traffic impacts on I-210 north of SR 134

The following letter was sent via email on January 28 to Mayor Sandra Armenta of Rosemead by Donald Voss, City Councilmember and former Mayor of La Canada Flintridge. Councilmember Voss and Mayor Armenta are both members of the Executive Board of the California Contract Cities Association. Since Mayor Armenta was absent from the City Council meeting at which the Rosemead Council voted to join the 710 Coalition, Councilmember Voss decided to send this letter to her. The Schiff letter he references is Adam Schiff's letter to Mike Antonovich and the Metro Board dated 9/20/12.

Hi, Sandra –

I was disappointed to read that the Rosemead City Council had taken a “support” position to extend the 710 freeway northward, and had allocated Measure R dollars to manifest that support. I noticed that you were not present at the meeting during which that action was taken, so I wanted to send you this message with some information that I suspect was not presented to your colleagues.

Imagine a new highway proposal that if built would result in an additional 30,000 vehicles, 2,500 of them heavy trucks, passing daily right through the middle of the City of Rosemead – let's say on Rosemead Boulevard. Imagine that in Rosemead there are at least ten schools within 500 feet of Rosemead Boulevard (and maybe there are?). Consider that scientific study after scientific study shows that children living, playing, or going to school within 500 feet of a heavily travelled highway face permanent lung and respiratory impairment, and that as many as 24,000 deaths occur annually in California due to chronic exposure to fine particulate pollution. Now, imagine the Rosemead City Council supporting such a proposal.

Not very likely, is it?

Well, that's exactly the situation we have here in La Cañada Flintridge. Connecting the 710 freeway with the 210 freeway would produce that result. It would threaten the health of thousands of La Cañada Flintridge children who have yet to be born. As a city councilmember, one of my most important responsibilities is to protect the health of our city's children and to provide for a sustainably safe and healthy environment. Is it any wonder that the La Cañada Flintridge City Council opposes the extension of the 710 freeway?

But there's more at stake with this proposal than health alone. It's also a matter of appropriate use and stewardship of resources in the 21st century. Building yet another freeway might have been considered a good transportation solution in the previous century. But things have changed. We now know that:

Freeways are failing as the primary mode of transportation in the Los Angeles basin. This is obvious to anyone who drives the freeways.

Auto and truck pollution pose very serious health threats, especially to children.

Modern twenty-first century transportation modes and technologies are available to help solve regional transportation problems – modes and technologies that have significantly less environmental impact than urban freeways.

Transportation dollars are scarce and fiscal responsibility is critically important. Three viable alternatives to the freeway extension have been identified. ALL THREE OF THEM COMBINED could be developed for ONLY HALF of Metro's projected cost of the freeway.

We are all interested in relieving the traffic congestion problem at the northern terminus of the 710 freeway, but simply exporting that problem to other cities is not the right answer. The right solution will optimize the combination of transportation efficiency, cost efficiency, environmental impact, and sustainability. The problem is still being studied, and so none of this is yet known. Therefore, support of the freeway option at this time must be considered reckless, because by the proponents' own acknowledgment, the related studies have not yet been completed. How is it intellectually possible that the "solution" is known before the studies are finished? Suppose the completed studies show that the severity of the environmental impacts or the sheer magnitude of the cost renders the freeway option impossible to pursue – would the proponents still support it anyway?

There is no question that extension of the 710 would bring significant adverse effects to numerous cities and communities situated along the 210 freeway. Many of these have expressed their formal opposition, not only because of environmental impact, but for a variety of additional reasons related to cost, suitability, and process. These cities and communities are:

Los Angeles  
Glendale  
South Pasadena  
La Cañada Flintridge  
Sierra Madre  
La Crescenta

Other communities that would directly suffer adverse effects include Pasadena, Arcadia, Monrovia, and Duarte.

Elected officials, past and present, who have expressed their opposition to the project include US Congressman Adam Schiff, State Senator Carol Liu, Assemblymember Mike Gatto, and former Assemblymember Anthony Portantino. (Congressman Schiff's letter of opposition is particularly comprehensive, thoughtful and eloquent -- I have attached it and urge you to take a moment to review it.) Each of these individuals represents or has represented communities that would directly suffer the adverse effects of the 710 extension.

In contrast, none of the cities that support the 710 extension would directly suffer any adverse effects, other than the temporary inconvenience of construction. (However, each and every city in California

would likely experience diminished access to funding for worthy transportation projects, due to the enormity of the projected cost of the freeway extension.)

I submit that the action taken by the Rosemead City Council was premature and not fully informed. I believe the action must have been taken without all the available facts – the related staff report is certainly deficient in this regard. I just can't believe that your Council would have supported the project if it had known that it would bring such devastating impacts to the residents of my City and the cities along the 210 freeway. I honestly can't imagine my City supporting a proposal that would bring similar misery to Rosemead.

Again, Sandra, I realize you were not in attendance when this action was taken. I appeal to you to recommend that the Council reconsider its action, and defer any decision about the project until all the facts are available – at least until the conclusions of the Environmental Impact Report are released in 2015.

I'd be happy to discuss this with you, or try to answer any questions you may have. If you think it could be worthwhile, I'd also be pleased to address this with the Council.

Thank you for your consideration.

Regards,

Don





February 5, 2013

Metro Board Members  
One Gateway Plaza  
Los Angeles, CA 90012-2952

**Re: Support for Transportation Alternatives – 710-South and 710-North**

Dear Metro Board Members, staff and Caltrans Officials,

Day One is a Pasadena-based community-based organization with a 25-year history of providing effective, culturally sensitive public health education, policy development and environmental prevention strategies. As an agency committed to improving the health and well-being of residents of the communities we serve, Day One is deeply concerned by the detrimental health implications of the proposed 710-freeway tunnel and lane expansion north of the ports of LA.

In particular, Day One is concerned by the proposed expansion of the north and south 710 in the following areas:

- **Air Quality/Health** - Over a decade of scientific research has linked air pollution from freeways and busy roadways to poor health outcomes, including asthma, impaired lung development, cancer, cardiovascular disease, stroke, premature birth weight, and autism. Expanding any freeway project in southern California, an urban region with some of the worst air quality in the United States, will only hinder efforts to address these serious public health problems. This is particularly the case for freeways with heavy truck traffic such as the 710.
- **Public Safety** - With gross weights over 10,000 pounds and lengths of up to 75 feet, trucks pose a serious danger to smaller road users. In 2008 it was estimated that 1 in 9 traffic fatalities resulted from a collision involving a large truck (NHTSA, 2008). Of these



fatalities, 74% were the occupants of another vehicle, 10% were non-occupants, and 16% occupants of the truck itself. In short, reducing superfluous truck trips (e.g., non local trips for port cargo) by transporting cargo via rail would significantly benefit the safety of other road users, as well as alleviate wear and tear on the roadway itself.

- **Opportunity Cost of a \$5-15 billion dollar transportation project** - At a time when there is increasing public support and demand for transportation alternatives, the limited taxpayer dollars available for transportation infrastructure should be spent judiciously. Even in a best case scenario the tunnel option would require a massive investment of scarce transit dollars, dollars that could otherwise be used to expedite the development of projects that enjoy broad public support, including the Metro Gold Line Extensions to Ontario and Whittier, the “Subway to the Sea”, and the “[JEM](#)” line linking the Westside and San Fernando Valley. Funding saved from a “Big Dig” tunnel project could also be used to further expand and augment the region’s growing transit network via the implementation of Bus Rapid Transit lines connecting to Metro Rail. In short, the high price tag of a tunnel and freeway widening would inherently slow efforts to transform Southern California into a region composed of pedestrian-friendly communities linked by a convenient, multi-modal transit system.

### **Recommendations**

Rather than spend billions on a 4.5 mile toll tunnel and freeway expansion that will benefit few and burden many, Day One urges decision makers to acknowledge the many inherent community health and safety impacts and invest in 21st century solutions, such as:

- Investment in ship-to-rail technologies at the ports (e.g., [GRID Project](#))
- Electrification and expansion of the freight rail system in LA County
- Expansion of the Metro’s existing transit network:
  - Metro Gold Line Extensions to Ontario Airport and Whittier



- Light Rail connecting Metro Gold Line in Pasadena to Red Line in the San Fernando Valley
- Light Rail linking Fillmore Station in Pasadena to Atlantic Station in East Los Angeles
- Bus Rapid Transit (BRT) lines in the San Gabriel Valley

### **Supporting Healthier, More Active Communities**

Transportation planning decisions directly shape the form and function of our built environment, and thereby the health of our communities. For the past sixty years elected officials invested in projects that resulted in sedentary lifestyles and poor health outcomes. Fortunately we as a region have begun to (re)invest in multi-modal solutions that help integrate physical activity into the lives of County residents. Yet the question remains whether we will accelerate the transition to a more pedestrian, transit and bike-friendly Los Angeles County, or take a step backwards by funding an enormously expensive highway project that will more greatly benefit those able to afford its tolls. Day One urges local decision makers to focus limited resources on expanding public transit options, repairing existing infrastructure, and encouraging alternative, more sustainable forms of transportation. The time has come to make healthier choices and lifestyles easier for Southern Californians.

Sincerely,

Christy Zamani, Executive Director  
Day One, Inc.  
175 N. Euclid Ave.  
Pasadena, CA 91101  
[www.dayonepasadena.org](http://www.dayonepasadena.org)



CC:

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<b>Other:</b>	State Assembly Member Chris Holden State Senator Carol Liu Congressman Adam Schiff	



# No 710 ACTION COMMITTEE

LOS ANGELES  
NEIGHBORHOOD  
COUNCILS  
Arroyo Seco  
Cypress Park  
Eagle Rock  
El Sereno  
Glassell Park  
Highland Park  
Lincoln Heights  
Sunland-Tujunga

CITIES  
City of Glendale City of Sierra Madre  
City of Los Angeles City of South Pasadena  
City of La Cañada Flintridge

OPPOSITION GROUPS ( PARTIAL LIST )  
Caltrans Tenants of the 710 Corridor  
Natural Resources Defense Council  
East Yard Communities for Environmental Justice  
Glassell Park Improvement Association, Land Use Committee  
Far North Glendale Homeowners Association  
San Rafael Neighborhoods Association  
West Pasadena Residents' Association  
Highland Park Heritage Trust  
Glendale Home Owners Coordinating Council  
Crescenta Valley Town Council  
La Cañada Flintridge Unified School District  
LA RED, El Sereno  
Green Scissors 2011 Report Groups  
Friends of the Earth  
Taxpayers for Common Sense  
Heartland Institute  
Public Citizen

INJUNCTION PLAINTIFFS  
City of South Pasadena  
Sierra Club  
National Trust for Historic Preservation  
California Preservation Foundation  
Los Angeles Conservancy  
Pasadena Heritage  
South Pasadena Preservation Foundation  
South Pasadena Unified School District

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## M E M O R A N D U M

11 February 2013

**TO:** MTA Board of Directors  
SR-710 Technical Advisory Committee  
SR-710 Stakeholder Outreach Advisory Committee

**FROM:** Joanne Nuckols & Jan SooHoo for the No 710 Action Committee

**Copies to:** Malcolm Dougherty, Caltrans Director  
Governor Edmund G. Brown, Jr.  
California Transportation Commission  
Federal Highway Administration  
Congressman Adam Schiff, 28th District  
Senator Carol Liu, 25th District

**SUBJECT:**

### February 13 TAC Agenda Item 1: Public Outreach and Community Involvement Update

The No 710 Action Committee has been an advocate for responsible transportation planning for the entire Los Angeles County region since its inception in 2009. It is a grassroots organization comprised of residents, business owners, scientists, engineers, healthcare professionals, researchers, and transportation experts who are stakeholders in Los Angeles (El Sereno, Mt. Washington, Glassell Park, Cypress Park, Highland Park, Garvanza, Eagle Rock, Sunland-Tujunga, Hermon) South Pasadena, Pasadena, La Cañada Flintridge, La Crescenta, Montrose and Glendale. The goal of the Committee is to work with civic leaders and transportation officials to encourage modern transportation solutions that are environmentally and fiscally responsible. The No 710 Action Committee has played an active role in encouraging formal resolutions opposing the extension from the cities listed in our letterhead, which are comprised of over 500,000 residents, as well as the City of Los Angeles with a population of 3.7 million.

The No 710 Action Committee wants an EIR/EIS process that includes full transparency, public outreach and an intellectually rigorous technical analysis. We do not feel MTA, Caltrans and any of the contractors or subcontractors involved are fulfilling their responsibilities in this EIR/EIS process.

The purpose of this memorandum is to communicate our dissatisfaction with the Public Outreach and Community Involvement component of the SR 710 Study, and we ask that it be changed prior to the next phase of the study.

As a group, we and the communities we represent are angered with the public outreach overall for this project, but have chosen to focus on the key issues discussed below. We hope that this information will prove useful in your discussions at the TAC and SOAC meetings this week.

### **Alternatives Analysis Report:**

The Alternatives Analysis Report was released to the public on Friday, January 18th in the late afternoon, giving interested parties only five days to read and digest the 1,759 pages of the report to prepare questions before the first Open House was held in Pasadena on January 23rd.

Distribution of the Alternatives Analysis Report has been limited to files on the Caltrans website. No printed copies have been made available, and this limits review to those who have access to the internet. One resident, who does not have a computer, inquired about where he might find a printed version to review and was told that he would have to go to the Metro library. The burden of providing copies should lie with Metro, not the public. **Printed copies of the entire report should be made available in every public library in the study zone, and their availability needs to be announced to the population at large within the study zone.**

### **Engagement of non-English speakers has been insufficient:**

The Alternatives Analysis Report was provided in English only. No Spanish, nor any Asian language versions have been released despite the many Spanish-, Korean-, Japanese- and Chinese-speaking residents of the study zone. The same holds true for the Scoping Report.

The public outreach began in early 2011 with a series of "SR 710 Conversations" meetings. Throughout these, the subsequent meetings on the CEQA/NEPA process and the Scoping meetings, all presentations and handouts were distributed in English only with the exception of the Scoping Presentation, which does appear on the website in Spanish, but no other languages. However, other important documents such as the "CEQA/NEPA Study Guide" appear on the SR 710 pages of the Metro website in English only.

Only after criticism from the public was directed at Metro for not providing materials in other languages did Spanish (but not any Asian language) versions of materials begin to appear. This occurred well into the study process, around the time of the first set of Open Houses, held in spring, 2012. Fact sheets and Frequently Asked Questions are now provided in Spanish and Chinese on the Metro website, but reports remain issued in English only. None of the TAC or SOAC handouts or presentations provided as resources on the Metro website have been made available in languages other than English.

### **Collapse of the Community Liaison Council (CLC) component: See attached document**

In 2008, a series of meetings was organized and conducted by a public relations firm under contract to Caltrans to inform communities about the Geotechnical Feasibility Study. Penetrating questions and intelligent suggestions for tunnel alternatives were offered by members of the public but not answered. Those meetings left attendees frustrated and feeling patronized. In fact, it was the dissatisfaction with the process that caused members of multiple communities to unite to form the No 710 Action Committee. Dissatisfaction with the public participation process during the Geotechnical Feasibility Study prompted the No 710 Action Committee to submit a letter (attached) to Metro and other officials urging the MTA Board of Directors to work with the No 710 Action Committee to help formulate a plan for open, fair and direct public participation -- a plan that would give all stakeholders a voice in the process. We were led to believe by Metro's Michelle Smith that the CLC format was the agency's answer to our request.

Most people registered to serve on a CLC because they believed they would have the opportunity to influence the Alternatives Analysis process as stated on the Metro website. CLCs were organized meetings were held in multiple communities. Attendees asked questions that went unanswered, for the most part, because no technical people were available to respond, and the public relations consultants replied to virtually every question with the same response – that these questions would be addressed during the EIR/EIS process. It is telling that the same questions raised -- but not answered -- at the public meetings held in 2008 during the Geotechnical Feasibility Study were still being asked -- and still not answered -- four years later at the CLC meetings.

The CLC construct proved to be worth nothing to the public. Realizing that the expectations of the CLC members exceeded the willingness of Metro to conduct a two-way exchange of opinions and ideas, the role of the CLC was gradually diminished. Initially, the role of the CLC was described as “Tell us which alternatives you believe should further be evaluated”, “advising”, “providing feedback” and “helping shape improvements proposed for the study area”. However, possible alternatives were reduced in number from forty-two to approximately a dozen before any CLC meetings were even held!

After the CLC recruitment period, but shortly before any CLC meetings were held, this post appeared on the SR-710 Study Facebook page: “We would like to clarify the role and expectations of Community Liaison Councils (CLCs). CLC participants help with outreach efforts by serving as ambassadors within their communities who inform and engage as many stakeholders as possible regarding the SR-710 Study.” Note the very much diminished role of the CLCs as stated in this “clarification”. There is no mention of the CLCs helping shape the improvements or telling them which alternatives should be further evaluated, or advising them. This description really asks the CLC members to do, as unpaid volunteers, the job that the Metro Outreach Team (paid consultants) were hired to do.

CLC meetings were held in May and in August, 2012 and there have been no communications from Metro to CLC members specifically since that time, and no additional CLC meetings scheduled. The August CLC meetings in Pasadena and Highland Park, attended by over 300 people each, were particularly contentious. At the special Pasadena City Council meeting to address the SR 710, attended by 600 people, Project Manager Michelle Smith stated that the CLC process would be retooled. This has not happened.

### Postponements and cancellation of meetings:

Metro announced two Open Houses for October – one in Pasadena and one in El Sereno. These were postponed without notification of the new date. When the new dates were announced, three Open Houses were scheduled for January – one remained for Pasadena, one was added in San Marino at that City’s request, but the El Sereno Open House was changed from the originally-scheduled location at the El Sereno Senior Center to the campus of Cal State LA. No explanation was given for the change in venue of the El Sereno Open House. Neither was there an explanation as to why the Open Houses did not return to the communities in which the first series was held. Requests by the Cities of La Canada Flintridge and South Pasadena to host Open Houses in January were refused.

The reduction in the number of Open Houses made it more difficult for people to attend. Two were held on weekday evenings and the third, held on a Saturday morning. Unfortunately, the Saturday meeting was the one scheduled for Cal State LA. The Open House began at 9 a.m., and yet at that hour the designated parking lot was already full as classes were in session and many students were on campus. People arriving within the next hour had a very difficult time finding parking. Some were not able to find parking at all, and after driving around campus trying to find other lots in to park, gave up and left without ever attending the Open House. Others had a difficulty locating the building and the room. Still others were challenged by the climb up the many steps that led to the building. As a venue for a public meeting, the Cal State LA campus was a nightmare. Everyone, and particularly the residents of El Sereno, would have been better served had the meeting taken place at the El Sereno Senior Center as originally scheduled. Because of a history of lack of notification about important meetings pertaining to the 710, residents of El Sereno should have been sent an announcement via the USPS of the Open House in their community.



Another important meeting scheduled by Metro for September was the much-anticipated Goods Movement meeting. We were assured that this meeting would provide a public forum for a discussion, which we have been seeking since the beginning of the process, about the role of goods movement in making a decision on the 710 extension. However, this meeting was cancelled with no explanation and has never been rescheduled. The role of goods movement as a driving force for the project and the potential impact of increased truck traffic along the 210 corridor – whether due to trucks from the ports or trucks re-routed from other freeways – remains one of the most significant issues for the study. Metro continues to address the concerns about increased truck traffic by reiterating their claim that only 3% of trucks from the Ports of Los Angeles and Long Beach are still present on the 710 above the interchange with the 60 freeway. However, we believe that they are engaging in a game of semantics. **Our concerns are about increased truck traffic, and the accompanying noise and pollution, regardless of the origins of the trucks.** We believe that trucks will choose to use the eastbound 210 freeway as an alternate route for destinations to the east and that trucks now using the clogged northbound 5 freeway through central Los Angeles and those on other congested freeways will choose to use the 710 extension to reach the 210 freeway, connecting with the northbound 5 freeway in Sylmar. In fact, a 2011 truck origin and destination study focused on the segment of the 210 between the 57 and 134 freeways confirmed that 47% of the responding truck drivers (N=377) chose to use the eastbound 210 as an alternate route to other freeways. Additionally, 56% of the freight operators questioned reported that their use of trucks on the 210 freeway has increased over the last five years, with 66% expecting their use of the 210 to increase in the next five-year period.

### Format of Open Houses

The format of the Open Houses consists of display boards printed with information stationed around a room. Representatives of CH2MHill or the public relations firm are positioned at each display to answer questions, but only questions about that display. There has been no public question and answer forum at which the audience can ask questions, listen to the questions posed by others and then hear the responses of the technical team or Metro representatives. The only public comment mechanism has been feedback cards that people can choose fill in and deposit into the black hole of a suggestion box or comments written on post-it notes stuck to the display boards. We believe that this format was instituted to dilute the impact of the synergy that occurs when large groups are involved in a public forum, and also to shield Metro from being required to provide answers to a large audience and then being held accountable for those answers. The outreach activity our communities want is the opportunity for a face-to-face public forum, complete with questions and answers, with the decision-makers for this process. Why isn't this being provided?

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#### A partial list of committee members

##### ALHAMBRA

Teresa Lucky  
Lilia Aceves  
Gloria Valladolid  
James Rojas  
Janet Ervin

##### GLENDALE

Elise Kalfayan  
Gary Swanson

##### LA CAÑADA FLINTRIDGE

Jan SooHoo  
Anne Tryba

##### LA CRESCENTA

Susan Bolan  
Andee Nathanson  
Rick Nathanson

##### LOS ANGELES

Joe Cano  
Therese Cano  
Gretchen Knudsen  
Alejandro Trejo  
Gloria Castro-Trejo  
Don Jones  
Tom Williams, Ph.D.

##### PASADENA

Paula Shatsky  
Ellen Kawano Biasin  
Sarah Gavit  
Bill Urban

##### SAN MARINO

Raymond Nakamura, M.D.  
Miriam Nakamura

##### SOUTH PASADENA

Herb Barnes  
Sam Burgess  
Bill Sherman, M.D.  
Joanne Nuckols  
Jim Miller  
Mary Ann Parada





**CITY OF SOUTH PASADENA**

OFFICE OF THE MAYOR

1414 MISSION STREET, SOUTH PASADENA, CA 91030

TEL: 626.403.7230 FAX: 626.403.7211

February 14, 2013

The Hon. William D. Koehler  
Chair  
Los Angeles County City Selection Committee  
Kenneth Hahn Hall of Administration  
500 West Temple Street, Suite B-50  
Los Angeles, CA 90012-2713

-and-

The Hon. Michael D. Antonovich  
Chair  
Board of Directors  
Los Angeles County Metropolitan Transportation Authority (Metro)  
One Gateway Plaza  
Los Angeles, CA 90012-2952

Dear Hon. Chairs Koehler and Antonovich:

The City of South Pasadena strongly endorses Mr. Ara Najarian to continue as a METRO board member. Mr. Najarian has served with distinction and has represented his constituents with skill and dedication.

In the most recent ten years, the City Select Committee has never failed to approve a unanimously selected candidate for any board. We were troubled to learn that his nomination had been blocked and urge you to discourage this untoward interference.

Yours truly,

A handwritten signature in cursive script that reads "Richard D. Schneider, MD".

Richard D. Schneider, MD  
Mayor  
City of South Pasadena

Copies: Mr. Ara Najarian  
Members, City Selection Committee  
Members, Metro Board of Directors  
Congressman Adam Schiff  
Senator Carol Liu  
Assembly Member Mike Gatto

# California Legislature



STATE CAPITOL  
SACRAMENTO, CALIFORNIA

March 1, 2013

TO: Malcolm Dougherty, Director  
California Department of Transportation

Brian Kelly, Acting Secretary  
California Business, Transportation, and Housing Agency

Michael Miles, Director  
Caltrans District 7

RE: Proposed Rental Rate Increases on Tenants in Caltrans-Owned Homes in 710 ROW

As legislators who represent residents living in Caltrans-owned homes along the 710 Right of Way, we are writing to express serious concerns over the implementation of the proposed rental rate increases for these tenants.

In a letter dated December 28<sup>th</sup>, 2012, Caltrans informed tenants of their intention to move forward with a series of incremental rental rate increases up to within 25% of "fair market value", the first phase of which is to begin in March of this year. Along with this letter, Caltrans notified tenants of the availability of an "affordable rent program" they could apply for as well, ostensibly to minimize the increases on those tenants with limited incomes. These actions were taken as part of Caltrans' attempt to comply with recommendations of the State Bureau of Audits (BSA) report 2011-120 on Caltrans management of the homes, which was released in August of 2012.

Beyond citing recommendations made by the BSA, Caltrans has failed to: 1) provide any additional information to the tenants as a whole detailing the reasons for the change in rental rates or the methodology they used for determining "fair market rent;" 2) disclose what the fair market rent for each property has been determined to be; 3) conduct outreach meetings in the affected communities to explain the change in policy or the qualification criteria for the "affordable rent program;" or 4) provide information in any language other than English, which presents a challenge for those tenants whose primary language is not English. The apparent lack of appropriate outreach is troubling, especially given the significant increase in monthly rent over a relatively short time period these changes could represent for tenants on a limited and/or fixed income.

Caltrans is currently operating under emergency Affordable Rent Program regulations not subject to public review and approval by the Office of Administrative Law (OAL). This seems to be a counter-intuitive response to the BSA observation that “[b]ecause Caltrans did not comply with the APA when establishing its affordable rent program, the public has not had the opportunity to provide input on those regulations.” (pg.29)

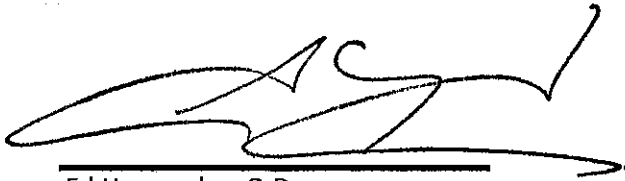
As we understand it, the department plans to initiate a permanent rulemaking in June of this year. Given that the Affordable Rent Program has existed without regulations for thirty years, the financial impact on tenants, and the potential for further depopulating the Caltrans homes and neighborhoods, we believe it is inappropriate for Caltrans to continue implementation of emergency regulations, which were neither recommended nor required to comply with the BSA report.

In light of the foregoing, we urge Caltrans to:

- Place a moratorium on any rental rate increases until a permanent rulemaking subject to public review and comment and OAL approval is completed. Any increases paid out before the moratorium is in place should be offset in the next rental payment.
- Hold properly noticed tenant meetings in Pasadena, South Pasadena, and El Sereno to explain the rationale for the proposed rulemaking and solicit tenant input.
- Provide tenants and their state legislators with a detailed methodology for how Caltrans determines fair market rent for properties in the 710 Right of Way, including assessors used, the selection of comparable rental properties, and the determination of whatever discounts are applied that take into account Caltrans role as a landlord vs. landlords operating in the private market.
- Provide each tenant with a written statement of fair market rental rate as determined for his or her property.
- Make reasonable accommodation for all tenants who have limited English skills, including having all notices and information disseminated to tenants available in their primary language and a person with bi-lingual skills available at all public meetings with tenants as needed.

We believe these requests are reasonable, equitable, and in full compliance with the BSA report and recommendations. We look forward to receiving your written response expeditiously. If you should have any questions, please feel free to contact Rob Charles with Senator Ed Hernandez office at (626) 430-2499.

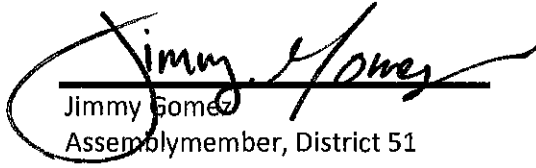
cc: Elaine M. Howle, CPA, State Auditor



Ed Hernandez, O.D.  
Senator, District 24



Carol Liu  
Senator, District 25



Jimmy Gomez  
Assemblymember, District 51



Chris Holden  
Assemblymember, District 41

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## Opposition to SR 710 Resolution

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### Board of Directors of the Chamber of Commerce

On August 5, 2013, the Board of Directors of the South Pasadena Chamber of Commerce voted overwhelmingly in support of City of South Pasadena Resolution #7172 re-affirming the City's official position on the State Route 710 Freeway Extension, supporting multi-modal alternative and rescinding Resolution 7171.

**Whereas**, a superior alternative to the flawed, proposed SR 710 Tunnel exists, known as the Multi-Modal alternative; and

**Whereas**, the resources required to complete the proposed freeway are not available given the status of the project as "constrained," while many other important transportation projects that rightly have a higher priority because they will improve mobility and healthy living standards and quality of life in the San Gabriel Valley are in need of those resources for completion; and

**Whereas**, the local economy and business district would be harmed substantially by the impacts of construction and subsequent increase on cut-through traffic upon freeway completion, as congestion on the 710 increases yet the drivers seek to avoid the proposed tolls; and

**Whereas**, the quality of life in South Pasadena and neighboring cities will be diminished by the pollution of our air and our emergency response teams will be overburdened by the responsibility of providing for public safety with the substantially increased risk of traffic collisions caused by the dangerous conditions inside one of the longest tunnels ever built, which is an untested design scheme resulting in the volatile combination of high speeds in restricted spaces with limited escape exits; and

**Whereas**, the City Council of South Pasadena unanimously voted to pass Resolution #7172 on July 20, 2011 listing many other reasons why the State Route 710 project, whether by surface route or bored tunnel, should forever be abandoned; therefore

**BE IT RESOLVED**, that the South Pasadena Chamber of Commerce supports the City of South Pasadena's official position opposing the completion of the State Route 710 Freeway, supports the adoption of the

Multi-modal transportation approach, and rescinds previous Resolution #7171,

**RESOLVED FURTHER;** That the Chamber of Commerce emphasize to the City Council that business is important to our community, and that this City enthusiastically support sensible transportation solutions that will protect our historic fabric while increasing access and mobility in an environmentally sensitive manner and a forward thinking, efficient and effective transportation strategy rather than the outdated mentality that building more and bigger highways will somehow reduce congestion instead of exacerbate it.

Respectfully Submitted,

Odom Stamps, Chairman

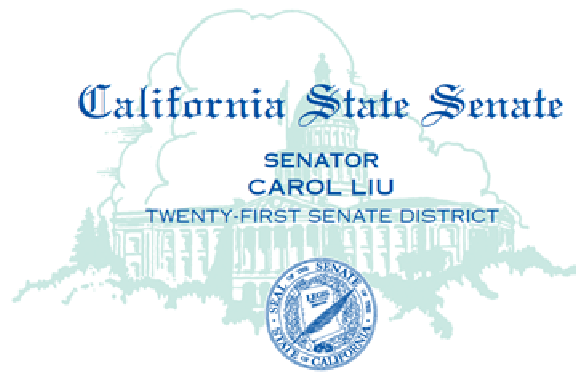
### **TALLY 08/05/2013**

#### **Chamber of Commerce Directors:**

<b>Odom Stamps, Chair</b>	<b>Yes</b>	<b>July 20</b>
<b>Michele Downing, Chair Elect</b>	<b>Yes</b>	<b>July 19</b>
<b>Richard Gerrish, Treasurer</b>	<b>Yes</b>	<b>July 20</b>
<b>Steve Dahl, Past Chair</b>	<b>Yes</b>	<b>July 19</b>
<b>Samuel Muir, Scty</b>	<b>Yes</b>	<b>July 19</b>
<b>Jeff Burke</b>	<b>Yes</b>	<b>August 5</b>
<b>Dennis Chiappetta</b>	<b>Yes</b>	<b>July 19</b>
<b>Tom Field</b>	<b>Yes</b>	<b>July 20</b>
<b>Jon Primuth</b>	<b>Yes</b>	<b>August 3</b>
<b>Jason Rubin</b>	<b>Yes</b>	<b>August 3</b>
<b>Rich Roche</b>	<b>Abstain</b>	<b>August 3</b>
<b>Tony Tartaglia</b>	<b>Abstain</b>	<b>July 21</b>
<b>Carol Zorn</b>	<b>Yes</b>	<b>July 20</b>

Recorded by Scott Feldmann, President & CEO on Monday, August 5<sup>th</sup>, 2013

South Pasadena Chamber of Commerce  
PO Box 3446  
South Pasadena CA 91031



August 6, 2013

Arthur T. Leahy, LACMTA CEO  
One Gateway Plaza  
Mail Stop: 99-25-1  
Los Angeles, CA 90012

Malcolm Dougherty, Caltrans Director  
1120 N Street MS 49  
Sacramento, CA 95814

Dear Sirs:

As you know, on December 10, 2012 I and several of my elected colleagues representing the San Gabriel Valley requested from you, clarification on the division of authority and responsibility between Caltrans and LACMTA regarding the SR-710 DEIR/EIS process and project. Yet, over the course of several meetings with various State and MTA officials and in spite of a recent County Counsel response to a Board request on this matter, we and our constituents remain confused.

We have been repeatedly told there is no Memorandum of Understanding (MOU) defining the division of authority and responsibility between Caltrans and MTA. However, a California Department of Transportation Memorandum dated, June 24, 2004 entitled "Department as CEQA Lead Agency for Projects on State Highway System" (see attached) states:

In certain limited cases, and only when it is in the best interests of the State, the Department may delegate CEQA lead agency status to a local agency. Such delegations can only be made by the District Director. **The District Director will provide a written justification for the delegation, which becomes the authorizing document for a cooperative agreement between the Department and the local agency. The delegation is then formalized through an executed written agreement, which outlines the roles and responsibilities of each party.** [*emphasis added*]

I am, therefore, modifying my request for an MOU to include a request for the "written justification" and the "cooperative agreement" referenced above or any other written materials representing or associated with the delegation of authority from Caltrans that enables LACMTA to prepare the EIR/EIS. Further, I request the LACMTA Board to release to the public, the County Counsel response to the Board's request for information on the division of authority and responsibility.

My overwhelming interest and that of my colleagues is for the transparency and integrity of a process designed to facilitate public participation and consideration of public comment. We consider an understanding of to whom our comments are directed and who the ultimate decision makers are to be fundamental to that process. Thank you for your prompt reply.

Sincerely,



CAROL LIU  
California State Senator  
25<sup>th</sup> District

cc: Brian Kelly, Acting Secretary, Department of Business, Transportation and Housing  
Bill Bogaard, Mayor, City of Pasadena  
Michael Cacciotti, former Mayor, City of South Pasadena  
Steven Del Guercio, former Mayor, City of La Cañada Flintridge  
Ara Najarian, Council Member, City of Glendale  
Frank Quintero, former Mayor, City of Glendale  
Laura Olhasso, Mayor, City of La Cañada Flintridge  
Marina Khubesrian, Mayor, City of South Pasadena  
Dave Weaver, Mayor, City of Glendale





SAN RAFAEL  
NEIGHBORHOODS ASSOCIATION

September 3, 2013

To: Monrovia City Council

The Honorable Mayor: Mary Ann Lutz [maryann@lutz-co.com](mailto:maryann@lutz-co.com)  
The Honorable Mayor Pro Tem: Becky Shevlin [beckyshevlin@gmail.com](mailto:beckyshevlin@gmail.com)  
The Honorable Councilmember: Alexander C. Blackburn [ablackburn@ci.monrovia.ca.us](mailto:ablackburn@ci.monrovia.ca.us)  
The Honorable Councilmember: Larry J Spicer [lspicer@ci.monrovia.ca.us](mailto:lspicer@ci.monrovia.ca.us)  
The Honorable Councilmember: Tom Adams [thomas.adams@century21.com](mailto:thomas.adams@century21.com)  
City Manager: Laurie Lile [llile@ci.monrovia.ca.us](mailto:llile@ci.monrovia.ca.us)  
City Clerk: Alice Atkins [aatkins@ci.monrovia.ca.us](mailto:aatkins@ci.monrovia.ca.us)

Re: Opposition to SR-710 Extension: Agenda Item AR-1, Resolution No. 89-48 and Resolution No. 2013-41

The San Rafael Neighborhoods Association (SRNA) of Pasadena, California hereby requests the City of Monrovia to OPPOSE the digging of multibillion dollar tunnel as the preferred alternative of the SR-710 project and oppose Resolution No. 2013-41 noted on the Monrovia City Council Agenda of 9/3/2013.

Beginning in the summer of 2012, the San Rafael Neighborhoods Association (SRNA) began an outreach campaign opposing the construction of the SR 710 tunnel(s). The reasons for our opposition are many and as neighboring communities we feel it is imperative that the City of Monrovia know the FACTS about the proposed completion of a multibillion dollar tunnel and the destructive impacts such a tunnel will have on neighboring communities.

Traffic on the 210 Fwy has increased tremendously since the extension of the 210 Fwy to Interstate 15. Although viewed by many as a helpful passageway to points East and West, traffic on the 210 is now typically bottlenecked for stretches starting in Pasadena headed East past the 605 Fwy and in the opposite direction in the morning for hours on end. Construction of a multibillion dollar SR-710 tunnel will likely dump HUNDREDS OF THOUSANDS **MORE** cars and trucks onto the 210 and result in TOTAL GRIDLOCK with concomitant traffic spillage onto side streets, including, but not limited to Huntington Drive, Foothill, Myrtle, Shamrock, and Ivy St in Monrovia. The quality of life for ALL communities along the 210 will be negatively impacted in a significant manner.

The San Rafael Neighborhoods Association prides itself on working with communities across city lines and thus we are reaching out to you as the Monrovia City Council. The SRNA was one of the first groups to actively garner support opposing the H2 and F5 SR-710 options in 2012 from residents of Pasadena, Los Angeles (including the communities of Eagle Rock/Highland Park/Garvanza/El Sereno) and South Pasadena. Thankfully METRO decided to drop those alternatives from the EIR after rancorous opposition. Now, however, we face an even bigger threat with the proposal to build an underground tunnel and the resultant damage to the environment in the form of carbon emissions, smog, traffic gridlock, and untold years of construction.

We realize the status quo of transportation within the Los Angeles metropolitan area is not acceptable. We urge the Monrovia City Council to avoid support of a car and probable truck tunnel when monies could be

P.O. Box 92617  
PASADENA, CA 91109  
[www.srnapasadena.org](http://www.srnapasadena.org)



SAN RAFAEL  
NEIGHBORHOODS ASSOCIATION

used for more cost-effective and green alternatives including the COMPLETION OF THE GOLD LINE TO/FROM CLAREMONT. Alternatives that promote light rail and subway construction are 21<sup>ST</sup> CENTURY SOLUTIONS. The golden age of freeway construction was in the middle of the last century and is no longer a viable alternative for Southern California. Whether it is the Gold Line or the Purple Line subway extension to the sea, the future of modern transportation is in SHARED, PUBLIC TRANSPORTATION—not in cars with one occupant. A look at other major metropolises such as Montreal, Canada, New York City, Chicago, Tokyo, London, and Paris confirms that public transportation is the wave of the future. Now is the time to continue our progress on rail and subway alternatives.

In summary, we urge the City of Monrovia to refrain from supporting Resolution No. 2013-41 and the completion of the SR-710 tunnel at this time.

Respectfully submitted,

Ron Paler, M.D.  
President-San Rafael Neighborhoods Association (SRNA)

P.O. Box 92617  
PASADENA, CA 91109  
[www.srnapasadena.org](http://www.srnapasadena.org)



## COUNCIL DISTRICT 2

September 5, 2013

Greetings All,

I would like to take a few moments of your time to talk about the possibility of the completion of the 710 Freeway.

Discussion of this possible Freeway connection has been on-going for over 40 years, with a Freeway, or above grade option through Pasadena now completely dead. However, a below grade tunnel option is still a possibility.

Historically, the City of Pasadena has opposed the Freeway, however in 2001 the question of completion of the Freeway was brought to a vote in Pasadena, and the voters declared " the Policy of the City of Pasadena favors completion of the 710 Freeway between the I-210 Freeway and the I-10 Freeway ".

Pasadena residents were misled when we were told the Freeway completion would alleviate congestion. We now know completion of the 710 will bring nothing but more traffic, more trucks, more noise, more pollution, and more gridlock to our City. I cannot, in good conscience support an underground Freeway, which would permanently change the character of Pasadena, and is contrary to the way of life we work to protect and preserve. Twin tunnels almost five miles long and five story venting smokestacks are not a solution for Pasadena; they are a solution for the Trucking Industry.

Four other alternatives to "Close the Gap" are under study right now, and we must work to influence other solutions to once and for all remove the possibility of a tunnel, Metro's underground Freeway from consideration.

I cannot and will not support a 710 Tunnel going through Pasadena, the impacts on our residents, our businesses and our children are too great. When people voted in support of the freeway, they were misled into thinking it would make life better; I firmly believe it won't. It would be a disaster for Pasadena.

In conclusion, in the best interests of Pasadena, I will oppose the 710 Tunnel.

Margaret McAustin



## **Metro SR-710 Freeway Alternatives - Linda Vista-Annandale Association**

The LVAA Board of Directors recently voted to join with many other groups and individuals in Pasadena in **opposing Metro's F-7 Alternative Tunnel Project option for the 710 Freeway Project.**

**Opposition to the tunnel is based on the project's negative impacts, including the potential for an increase in air pollution and traffic congestion on local streets and in our neighborhoods, and public safety concerns.**

The **F-7 Alternative Tunnel Project** is one of the five options currently being considered by Metro to close the 4.5 mile 710 Freeway "gap" between Alhambra and Pasadena. The five options are:

- **F-7 (freeway tunnel)** – twin, 60-foot perimeter tunnels, each with four lanes of traffic, stacked two-over-two, that will stretch underneath surrounding cities and neighborhoods for 4.5 miles between Alhambra and Pasadena. This would fall within the corridor already owned by the State, generally following Pasadena Avenue to the existing freeway stubs (area near Huntington Hospital in Pasadena on the north, and area near Fremont Avenue and Valley Blvd. in Alhambra on the south).
- **No build** – the existing freeway, arterial and transit system, plus a series of system improvements that are already programmed in the Regional Transportation Improvement Program. None of these projects involve Pasadena.
- **TSM/TDM** – the existing transportation system, plus enhanced operations management and demand management activities.
- **BRT 6** – a bus rapid transit alternative that in Pasadena would enter from the south on Fair Oaks, travel east on Colorado to Hill, south to California, west to Lake, and north to Colorado, and then retrace to Fair Oaks and exit at the City limit.
- **LRT 4** – a light rail transit alternative that would enter Pasadena from the south through a tunnel under Fair Oaks Avenue and to an underground station adjacent to the Gold Line's Fillmore Station near Arroyo Parkway and Fillmore Street.

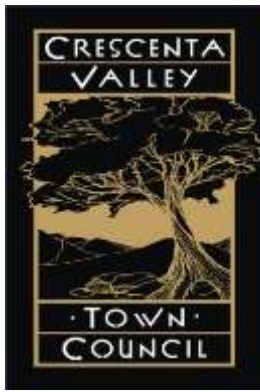
Metro plans to start a two-year environmental analysis of these options early next year. For opponents of any of these options, the fight continues.

Neighborhood concerns about these five alternatives include\*:

- A primary goal stated by Metro is “to help alleviate congestion and improve mobility,” but Metro won’t say if they are talking about moving people, freight in trucks, both; we think it matters.
- Is the real purpose to move container traffic on trucks from the LA and Long Beach ports? Wouldn’t rail be a better way?
- Is it really a good idea to have twin, 4.5-mile tunnels with no vehicle exits under our city? Metro says that the tunnels would be open to all vehicles without restrictions, except for a prohibition on hazardous materials. Where would all car and truck pollution go? What would happen in the event of a tunnel fire or collapse? An earthquake? What about ground water impacts? How much of Pasadena would be affected? Experts consulted have stated that only a portion of exhaust pollutants can be removed with existing technology, and the amount removed decreases quickly if traffic is not moving smoothly.
- Would shuttling people under Pasadena, with no exit into Pasadena, impact Pasadena businesses?
- Significant segments of deep cut-and-cover transitional "tunnels" would be used for tunnel entry and exit points at both the south and north ends of the primary tunnels. Construction of these cut-and-cover tunnel entry/exit points will require a major effort to dig and haul dirt via trucks over a long period of time, thus increasing the potential for pollution in our neighborhoods, and city-wide traffic and noise impacts from the dirt removal efforts.
- What impacts will result from large, heavy trucks moving North ("up") and South ("down") through the primary and cut-and-cover tunnels at a generally 4% grade? How much more pollution, noise, and public safety risks will result?
- Could the money be better spent? Metro estimates the cost at \$5 billion; other experts using comparisons from smaller tunnel projects (this project would be the largest in the U.S.) produce estimates of \$12 to \$25 billion.

\*Primary Source: <http://www.wpra.net>

Linda Vista-Annandale Association  
P.O. Box 94364 I Pasadena, CA 91109



# Crescenta Valley Town Council

May 15, 2014

City of Glendale City Manager 613 E. Broadway Ave. Glendale, CA 91206	City of La Cañada Flintridge City Manager 1327 Foothill Blvd. La Cañada Flintridge, CA 91011	
City of Pasadena City Manager 100 N. Garfield Ave. Pasadena, CA 91109	City of Sierra Madre City Manager 232 W. Sierra Madre Blvd. Sierra Madre, CA 91024	City of South Pasadena City Manager 1414 Mission St. South Pasadena, CA 91030

Robbyn Battles  
President

Harry Leon  
Vice President

Mike Claessens  
Recording Secretary

Danette Erickson  
Treasurer

Cheryl Davis  
Corresponding  
Secretary

## COUNCIL MEMBERS

Charles Beatty

Frank Beyt

Dr. Young Seok Suh

Robert Thomas

Kyle Studebaker, alternate

Leslie Dickson, alternate

Krista Smiley, alternate

### Re: 5-Cities Alliance

To the Members of the 5-Cities Alliance:

The Crescenta Valley Town Council ("CVTC") is pleased to offer support to the 5-Cities Alliance although no financial contribution can be made at this time. The CVTC represents the approximately 20,000 residents in the unincorporated community of La Crescenta-Montrose, adjacent to the cities of La Cañada Flintridge and Glendale.

The CVTC understands the importance and relevance of this Alliance which was set up for analyzing, evaluating and assessing the Draft EIR/EIS for the proposed SR-710 Tunnel Project. By bringing together resources, information and knowledge regarding the EIR/EIS from each of your cities, it may be the catalyst for an advocacy group taking a particular position regarding the options currently under study through the EIR/EIS.

Consequently, the CVTC offers to support the 5-Cities Alliance by providing input and feedback when requested and assisting in the dissemination of information and surveying of its constituents on behalf of the Alliance.

It is our understanding that any data or information provided may be confidential and cannot be published unless prior authorization is acquired in writing. The CVTC respectfully requests that the Alliance communicate and share the results of the analysis and evaluation with the CVTC.

We congratulate you on the formation of the 5-Cities Alliance and applaud your combining of resources to develop and implement a strategy relating to understanding the impacts on the Member Cities' respective communities and we look forward to working with you in the near future.

President

Robbyn Battles

"The Community that Cares"

Alhambrans Against 710  
P.O. Box 3071  
Alhambra, CA 91803

July 2, 2014

Dear City Council of Alhambra:

It is disappointing to many voters and residents of Alhambra to know that our city is one of the few around that still supports the 710 extension. Glendale, South Pasadena, La Canada-Flintridge, Pasadena, and Sierra Madre are all in support of finding other solutions. We, too, are **opposed to the 710 freeway tunnel extension because it will:**

- **result in poor air quality in our area.** According to Metro's Alternatives Analysis: "Three major categories of pollutants would increase... Concentrated exhaust from miles of tunnel would be expelled into Alhambra from the south portal." The health effects for residents and children will be irreversible: "Fine particulate matter (PM) in diesel exhaust, coming from trucks, [bypasses] the body's natural defenses penetrating deep into the lungs where it may cause or exacerbate respiratory and cardiovascular illnesses, and even premature death. California has identified diesel PM as a toxic air contaminant and estimates 70% of the cancer risk from the air we breathe is attributable to diesel PM" (source: Union of Concerned Scientists, California: Diesel Trucks, Air Pollution and Public Health). Air filtering technology only partially addresses the problem but does not address the problem of fine particulate matter in diesel exhaust.
- **increase traffic on the 710 north** by 180,000 more vehicles per day according to CalTrans/Metro, which is a 5-fold increase. Furthermore, it will increase truck traffic going north from the ports of Long Beach and Los Angeles (See: Iteris' Innovation for Better Mobility "I-710 Missing Link Truck Study, May 2009"); more trucks and diesel exhaust means worse air quality, especially around the tunnel portals.
- **increase traffic on our surface streets.** CalTrans/Metro reports there will be 60,000 additional cars per day on our surface streets due to people avoiding toll payments (\$6-15 per car one way) in the proposed 710 tunnel. The traffic will be exacerbated by the mega-construction projects planned on Fremont just north of Mission.
- **have no on- or off-ramps for local drivers to benefit from**, according to CalTrans/Metro.
- **lower property values in Alhambra.** Who will want to buy a home subject to continuous 24/7 of construction, trucks, dirt, noise and vibration estimated to last 10+ years?

For the City to promote closure of "the gap" and endorse a freeway tunnel, even before a final Environmental Impact Report (EIR) is adopted, is short-sighted and irresponsible. Instead of harking back to a 1950s solution, Alhambra must consider modern-day alternatives.



As described in an article published in the supplemental section of the LA Times on June 30, 2014, transportation trends favor public transit and walkable communities, which instead of freeway tunnel, would enhance our own community. We want our city to adopt policies and embrace practices that will improve the environment and traffic, not make it worse or simply mitigate them.

We invite you to look at our website [www.alhambransagainst710.com](http://www.alhambransagainst710.com) to separate the facts from fiction and to help you consider what your constituents really want.

Sincerely,

Responsible Alhambrans Against the 710

CC:

Pasadena City Council  
South Pasadena City Council  
San Marino City Council  
Glendale City Council  
Monrovia City Council  
Sierra Madre City Council  
Rosemead City Council  
San Gabriel City Council  
Monterey Park City Council



## CITY OF SOUTH PASADENA

1414 MISSION, SOUTH PASADENA, CA 91030

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[WWW.SOUTHPASADENACA.GOV](http://WWW.SOUTHPASADENACA.GOV)

July 28, 2014

Brent L. Green  
Chief, Division of Right of Way and Land Surveys  
ATTN: Affordable Sales Program  
California Department of Transportation  
1120 N Street, MS 37  
Sacramento, CA 95814

RE: Affordable Sales Program: Caltrans SR-710 Surplus Properties Sales

Dear Mr. Green:

The City of South Pasadena (City) appreciates the opportunity to review and comment on the proposed rules and regulations for the Affordable Sales Program and is anxious to see the release of so many properties under Caltrans control for multiple decades. Their release brings closure to the surface freeway route debate and a great opportunity for many to achieve a life-long dream of homeownership.

The City submitted a request for a 45-day extension of the public comment period on July 8, 2014. While the City appreciates that Caltrans has extended the public comment period from July 14, 2014 to July 31, 2014, the City would like to emphasize the need for adequate public comment in order to ensure the rules and regulations regarding the release of these properties are clear and appropriate for our community. Based upon our initial review and interactions with other stakeholders in the corridor, the City has concluded that the proposed regulations are more complex than Caltrans initially suspected, requiring additional review and analysis prior to the close of public comment. Furthermore, some of our constituents and consultants are now on summer vacation, restricting the opportunity to provide comprehensive public comments that sufficiently address the subject matter by the end of this month. The City again requests a minimum 45-day extension of the public comment period from the originally scheduled end date, to expire on September 1, 2014. Due to the complexity and importance of the subject, the City recommends that a further extension to October 1, 2014 be considered.

Given the importance of these properties, it is imperative that the regulations governing their release are equitable and effective. As such the City would like to request that Caltrans amend the proposed rules and regulations of the Affordable Sales Program with the following:

- I. Properties identified for Phase 1A are single family residences that Caltrans has determined are non-historic and would not result in any adverse community impact.
  - 1) The City requests that Caltrans provide a thorough analysis of the properties proposed for release in Phase 1A to ensure that there are no adverse impacts on historic properties.
  - 2) After reviewing the City's June 2014 Cultural Heritage Inventory (Inventory), it was determined that 3 of the 19 properties in Phase 1A were identified in the City's Inventory. The City requests that the following properties (and any subsequent properties identified to be historic) be moved from Phase 1A to Phase 1B:
    - i. 1707 Meridian Avenue
    - ii. 1101 Pine Street
    - iii. 852 Monterey Road
  - 3) The City requests that Caltrans work with the local historic preservation associations in the corridor to establish covenants that would ensure the preservation of these historic resources while providing flexibility to future owners.
  - 4) The City requests that the remaining surplus properties of the 54 surplus properties identified for sale in July 1995 be included in the list of available surplus properties.
  - 5) The City requests that the 110 properties identified as surplus in April 1995 be included to the list of available surplus properties.
- II. The City would like to ensure that the rules and regulations of the Affordable Sales Program maximize flexibility for local residents; including former- and present-owners and occupants. The overriding premise should specify that no existing tenants, regardless of the length of tenancy, be forced to vacate their premises against their will if financially qualified to purchase their property. The City understands that changes to the order of priority would require amendments to the legislation governing these rules and regulations. The City will contact Senator Carol Liu to incorporate these amendments. (At the moment, the changes necessary could be accommodated by reversing the priorities of subdivisions (d) and (e) of section 54237 of the Government Code.) The City believes it would be appropriate for Caltrans to work with the Senator, City, and other stakeholders to revise the order of priority of the Conditions of Conditional Offer Prior to Sale as follows:

<u>Original</u>	<u>Proposed Revisions</u>
1) All single-family residences presently occupied by their former owners who are tenants in good standing shall be offered to those former owners at the appraised fair market value.	1) All single-family residences shall be offered at an affordable price or fair market value to <b><u>present occupants</u></b> who are in good standing. <ol style="list-style-type: none"> <li>a. Tenants whose income does not exceed 150 percent of the area median income shall be offered the properties at an affordable price.</li> <li>b. Tenants whose income exceeds 150 percent of the area median income shall be offered the properties at the appraised fair market value.</li> <li>c. Former owners who are tenants shall</li> </ol>
2) All single-family residences shall be offered at an affordable price or fair market value at each buyer's option to the present occupants who are in good standing who have occupied the property two years or more, and who are persons and families of low or moderate income, if the present occupants have not had an ownership interest in real property in the last three years.	

<u>Original</u>	<u>Proposed Revisions</u>
3) All single-family residences shall be offered at an affordable price or fair market value at each buyer's option to the present occupants who are in good standing who have occupied the property five years or more, and whose household income does not exceed 150 percent of the area median income if the present occupants have not had an ownership interest in real property in the last three years.	be offered the properties at the appraised fair market value. d. Tenants who are heirs to the original owners or tenants shall be offered the properties at the appraised fair market value.
None.	2) All single-family residences shall be offered at an affordable price or fair market value <b>to former tenants</b> who were in good standing at the time they vacated the premises. a. Former tenants whose income does not exceed 150 percent of the area median income shall be offered the properties at an affordable price. b. Former tenants whose income exceeds 150 percent of the area median income shall be offered the properties at the appraised fair market value.
4) All other surplus residential properties and all properties described in paragraphs 1, 2, and 3 of this Subdivision that are not purchased by the former owners or the present occupants, shall then be offered to housing-related public and private entities at a reasonable price.	3) All other surplus residential properties and all properties described in paragraphs 1 and 2 of this Subdivision that are not purchased by the former owners or the present occupants, shall then be offered to <b>persons or families of low or moderate income</b> at a reasonable price.
None.	4) All other surplus residential properties and all properties described in paragraphs 1, 2, and 3 of this Subdivision that are not purchased by the present occupants, previous tenants, or persons or families of low or moderate income shall then be offered to <b>housing-related public entities</b> at a reasonable price. a. Reasonable price – should be calculated less the cost of repairing and rehabilitating the existing improvements to bring them to habitable and marketable standards
None.	5) All other surplus residential properties that are not purchased by the former owners, present occupants, previous tenants, persons or families of low or moderate income, or housing-related public entities shall then be offered to <b>housing-related private entities</b> .

- III. The proposed Director's Deed listed in the Conditions of Conditional Offer Prior to Sale places a restriction on the subsequent sale and rent of the property to an affordable rent for 30 years for properties that are sold below fair market value.
- 1) The City requests that Caltrans reduce the 30 year *stipulation* to 15 years.
  - 2) The City requests that Caltrans consider further reducing the Director's Deed for current and previous tenants for each year of their occupancy; in order to offer tenants who purchase the properties maximum flexibility and account for living under the restrictions imposed in the years of Caltrans ownership.


- IV. The proposed regulations are specific to residential properties; the City would like clarification regarding the release of Caltrans surplus non-residential properties.
  - 1) The City requests that Caltrans establish a reasonable price for the sale of unimproved properties, and for that reasonable price to be adjusted by the cost of developing on the property.
- V. The City requests that Caltrans provide an accurate list of all tenancies; and categorize the existing and previous tenants to establish their order of priority to purchase each individual property as originally provided and proposed.
- VI. The City would also like to bring to Caltrans attention that the following stakeholders were not taken into consideration in the proposed regulations: tenancies in common and co-operative ownership.

The City recommends that Caltrans assemble and summarize the comments received, and then engage the City and other corridor cities in discussions that would also include the participation of Agency staff and Senator Liu's office, toward the end of arriving by negotiation at a final consensus set of regulations.

We sincerely appreciate this opportunity to provide feedback on the Affordable Sales Program and look forward to working with Caltrans to preserve, upgrade, and expand the supply of housing within the City of South Pasadena. However, should the comment period be extended further, the City reserves the right to modify and provide additional comments.


If you have any questions or comments please feel free to contact Sergio Gonzalez, City Manager, at [sgonzalez@southpasadenaca.gov](mailto:sgonzalez@southpasadenaca.gov) or (626) 403-7210.


Sincerely,

  
Marina Khubesrian, M.D.  
Mayor

  
Robert S. Joe  
Mayor Pro Tem

  
Michael A. Cacciotti  
Councilmember

  
Diana Mahmud  
Councilmember

  
Richard D. Schneider, M.D.  
Councilmember

cc: The Honorable Carol Liu, Senator, 25<sup>th</sup> District  
The Honorable Chris Holden, Assembly Member, 41<sup>st</sup> District



# CITY OF LOS ANGELES

CALIFORNIA

## HISTORIC HIGHLAND PARK NEIGHBORHOOD COUNCIL

Post Office Box 50791  
Los Angeles, CA 90050  
<http://www.highlandparknc.com>  
Certified as NC #33 May 28, 2002

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Miguel Ramos, Miranda Rodriguez, Harvey Slater,  
Fernando Villa



## DEPARTMENT OF NEIGHBORHOOD EMPOWERMENT

200 N. Spring St. Ste. 2005  
Los Angeles, CA 90012  
Telephone: (213) 978-1551

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Diego Silva - OUTREACH  
Vacant - RULES  
Harvey Slater, Susanne Huerta - LAND USE  
Monica Alcaraz - PUBLIC SAFETY  
Aaron Salcido - BEAUTIFICATION  
Vacant - YOUTH SCHOOL ALLIANCE

November 6, 2014

The Historic Highland Park Neighborhood Council (HHPNC) represents over 60,000 stakeholders who reside, own property, or conduct business in the community of Highland Park. In 2010, the HHPNC (2010-2012) submitted a Resolution against the SR-710 North Gap Closure.

We are submitting this letter on behalf of the current HHPNC and our stakeholders, to state our continued opposition to the freeway and highway alternatives presented in the State Route 710 Study – Alternatives Analysis Report, dated December 2012. More specifically, these alternatives are outlined in Section ES.2.2.5 Freeway Alternatives (F2, F5, F6, F7) and Section ES.2.2.6 Highway Alternatives (H2, H5). Under these alternatives, the communities along the proposed routes would be impacted by permanent increases in traffic congestion and air pollution; along with permanent and irreversible changes to the immediate and surrounding communities.

The HHPNC, however, does support the following alternatives:

- ES.2.2.1 No Build Alternative
- ES.2.2.2 Transportation System Management/Transportation Demand Management Alternative
- ES.2.2.3 Bus Rapid Transit (BRT) Alternatives
- ES.2.2.4 Light Rail Transit (LRT) Alternatives

In particular, the transit-oriented alternatives would provide much-needed improvements and expansions to the region's public transportation systems.

In summary, the HHPNC formally opposes the Freeway and Highway Alternatives and supports the No Build and Transit-Oriented Alternatives, as proposed in the State Route 710 Study – Alternatives Analysis Report.

Sincerely,

  
Monica Alcaraz, President  
Historic Highland Park Neighborhood Council

DPNA OPPOSES SR-710 TUNNEL  
November 21, 2013



DOWNTOWN  
PASADENA  
NEIGHBORHOOD  
ASSOCIATION

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Vice President

Mark Smutny

Fried Wilson

Thursday, November 21, 2013

To Whom It May Concern,

In a Board of Directors Action at the regular monthly meeting of the Downtown Pasadena Neighborhood Association ("DPNA"), the Board officially registered opposition to the proposed SR-710 Freeway Tunnel Alternative.

The wording of the approved motion was as follows:

*The Downtown Pasadena Neighborhood Association (DPNA) is opposed to Metro's proposal to build a freeway tunnel extension of SR-710.*

*The DPNA believes that tax dollars and public effort should be primarily directed toward Greater Los Angeles' light and heavy rail, subway, bus, bike, & pedestrian transportation systems, not new highways.*

Thank you,

Downtown Pasadena Neighborhood Association