STATE ROUTE 710
NORTH EXTENSION PROJECT

Important Information
You Should Know

No 710 Action Committee 2012

No 710 ACTION COMMITTEE NOTEBOOK
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ABOUT US

Who We Are

The community opposition to the 710 North Extension has been strong since the first resolution against it in 1947. South Pasadena, Pasadena, and El Sereno led the early resistance as they were in the direct path of the proposed freeway and would be most affected by construction, operations, reduced air quality, and loss of homes. In more recent years, concerned citizens from neighboring communities have formed opposition groups and joined the fight.

When the scope of the project grew from a surface freeway connector to two massive underground tunnels with large ventilations structures, through five possible zones and multiple jurisdictions in northeast Los Angeles, the public was galvanized into action. In 2009, the original Freeway Fighters were joined by the new satellite groups and formed the No 710 Action Committee. This enabled the different groups to share resources and operate with one voice.

We maintain that education is key to understanding regional transportation issues and we have reached out to our neighbors to the south who are dealing with the I-710 Expansion and those to the north that will be getting the High Desert Corridor.

We are gaining in strength and numbers and are determined to permanently halt this project, not just push it into other neighborhoods. We respect the importance of preserving each of our communities and will work with all civic leaders to encourage responsible 21st century transportation development for the entire region. We want to be part of the solution, not just part of the problem.

To date, many of the city, town, and neighborhood councils as well as community groups within the area, have filed formal resolutions against the 710 North Extension (also known as the SR-710 North Gap Closure.) Our committee is supported by members in all of these areas and others listed below.

Los Angeles - El Sereno, Mt. Washington, Glassell Park, Cypress Park, Highland Park, Garvanza, Eagle Rock, Sunland-Tujunga, and Hermon, South Pasadena, Pasadena, La Cañada Flintridge, La Crescenta, Montrose and Glendale.

Goals

To oppose the extension of the 710 Freeway northward and to reject the expansion of the 710 Freeway in the south, by any means whether above or below ground.

Instead, to work with community leaders, elected officials, and transportation decision makers to promote environmentally and financially responsible transportation development within the Los Angeles County region.

Contact Us

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Connect on Facebook
No 710 Freeway Extension
https://www.facebook.com/groups/No710FreewayExtension

No 710 Freeway Tunnel
https://www.facebook.com/groups/204761550413/ -

Affiliated Partners

Neighborhood Connections and Information, Posters, Signs, Current info

Digale No al 710
https://www.facebook.com/groups/DigaleNoAl710/

No 710 on 64 on Facebook
https://www.facebook.com/groups/No710onAve64

No 710 on 64 on Yahoo
http://groups.yahoo.com/group/no710onAve64/

Caltrans Tenants Association
http://caltranstenants.com/index.html)

El Sereno United As One No 710!
http://www.facebook.com/pages/El-Sereno-United-As-One-No-710/280676981686)

Garvanza Improvement Association
http://www.facebook.com/pages/Garvanza-Improvement-Association/114102698649796

West Pasadena Residents Association
www.wpra.net/

San Rafael Neighborhood Association
http://srnapasadena.org/

Metro710PR
Satirical Twitter Account on Metro
https://twitter.com/Metro710PR

East Yard Communities for Environmental Justice
http://eycej.org

Green Scissors
Cutting Wasteful and Environmentally Harmful Spending
http://www.greenscissors.com

The Impact Project
Trade, Health & Environment Impact Project
http://www.theimpactproject.org

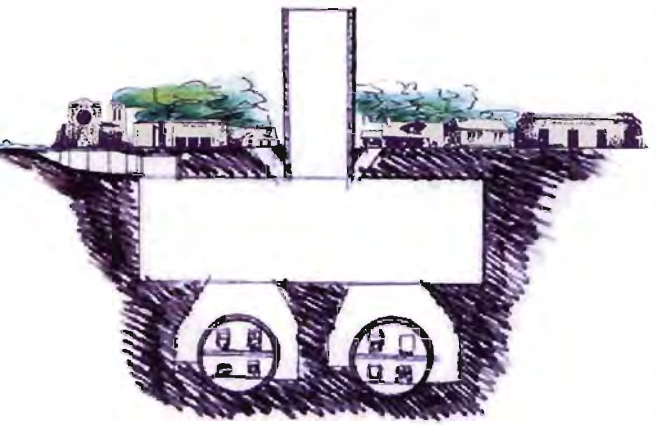
City of South Pasadena
http://www.ci.south-pasadena.ca.us

City of La Canada
http://www.lacanadaflintridge.com

The Tunnel Option

In December, 2003, FHWA informed Caltrans that a Supplemental Environmental Impact Statement for the 710 Extension must be completed and a new Record of Decision issued before the project could proceed.

Earlier in 2003, representatives from Caltrans, the LA County Metropolitan Transportation Authority (Metro), and the Southern California Association of Governments (SCAG) began proposing to extend the 710 through the use of two underground tunnels which they said would cost about $1 billion. SCAG later estimated the cost to be $11.8 billion.



Ventilation Tower w/Cross-Section Source:
"Metro Route 710 Tunnel Technical Feasibility Assessment Report"
Pages 7-99 (BUILDINGS ADDED TO ILLUSTRATE SCALE)

A Tunnel Feasibility Study conducted for Metro by Parsons Brinckerhoff in 2006 indicated it would be technically feasible to bore the tunnels, but did not adequately address questions about environmental impacts or financial viability.

The Study explained that emissions from cars and trucks using the tunnels would be concentrated and vented out through portals at each end and through 100-foot ventilation stacks proposed for intermediate points between the portals.

Under Consideration

A follow-up Geotechnical Study prepared for Caltrans and Metro in 2009 reviewed five potential route zones to extend the 710 to the 2, 210 and 605 freeways and determined it would be geotechnically feasible to drill in any of them.

However the study did not consider environmental impact or financial feasibility issues.

Taking the lead from Caltrans, the Metro Board voted in June, 2010, to begin the environmental review process for the 710 Extension "Gap Closure Project". It must consider alternatives including "no build", a surface freeway, the proposed Multi-Mode solution, along with the underground tunnels option.

Metro and Caltrans are also currently developing an Environmental Impact Report (EIR) for a proposed expansion of the "710 South" between the ports and the Pomona Freeway.

Primarily designed to facilitate truck traffic, this 710 South Expansion, combined with the proposed 710 North Extension would create a high-volume truck corridor from the ports to the 210 Freeway.

It has been proposed to provide an alternative route to the I-5 Freeway that would circumvent downtown Los Angeles and bring increased truck traffic, air pollution, and traffic congestion to residential neighborhoods in La Cañada-Flintridge, Glendale, Montrose, and La Crescenta, as well as El Sereno, Pasadena, and South Pasadena.

In his 1999 ruling against the proposed 710 extension, Federal Judge Harry Pregerson stated that the proposed Multi-Mode (non-freeway) transportation alternative had not been adequately considered. This remains true today, particularly to an update of the Multi-Mode alternative.

Separating Fact from Fiction about 710 Freeway Extension Claims

Brief History of the 710 Extension

During the "Freeway Era" of the 1940s and 1950s the State of California Department of Transportation (Caltrans) proposed building the Long Beach Freeway from the ports to Pasadena.

Eventually becoming the 710 Freeway, it was completed to Valley Boulevard near the border of Alhambra and Los Angeles in 1965.

However, Caltran's plan to extend the freeway north to Pasadena meant cutting a path through some of the oldest and most historic neighborhoods of El Sereno, Pasadena, and South Pasadena. It would have destroyed almost a thousand homes, disturbed historic districts, and cut down thousands of trees.

Despite years of opposition from the affected communities and many alterations to the proposed route, the Federal Highway Administration (FHWA) issued a Record of Decision (ROD) approving Caltrans' Final Environmental Impact Statement to construct the 710 extension in April, 1998.

In response, the City of South Pasadena, together with the National Trust for Historic Preservation, California Preservation Foundation, Los Angeles Conservancy, Pasadena Heritage, South Pasadena Preservation Foundation, Sierra Club, and the South Pasadena Unified School District filed suit in federal court to stop the freeway.

In 1999, a federal judge issued a preliminary injunction that prohibited FHWA and Caltrans from spending any federal or state funds on constructing the freeway without leave of court.

That injunction is still in effect today.

Today, Caltrans says they are looking at integrated strategies that use Multi-Mode options like expanded rail, mass transit, high-occupancy vehicle lanes, and ramp-metering to ease congestion and improve air quality.

However, at least one unbuilt freeway is still being proposed for construction in Los Angeles County: The 710 Extension.

Is an extension necessary?

Just because Caltrans wants to build it, doesn't mean it will hold up to public scrutiny.

TRAFFIC IMPACTS

Would it ease or worsen traffic congestion?

Do you care about increased truck traffic through the region?

Would you pay to use a tunnel or switch to local streets?

HOW MUCH AND WHO PAYS?

Tunnel Cost – 2007 SCAG estimate: $11.8 billion

Cost of tolls – Metro estimate: $5 to $10 each way

Public Liability – Would taxpayers be left holding the bag if a public-private partnership fails?

AIR POLLUTION IMPACTS

How would you and your school children near a 710 extension be affected?

How would drivers in tunnels be affected?

How would you be affected if you live or work near a ventilation stack or portal?

How would air quality be affected if truck volumes through the region substantially increase?

PROPERTY VALUE IMPACTS

How would a surface freeway or tunnel affect property values of nearby homes or located above tunnels or near ventilation stacks and portals?

PUBLIC SAFETY IN TUNNELS

How would smoke from vehicle fires be cleared to prevent death or injury to you if you drive in or live near the tunnels?

How would hazardous material spills from trucks be handled to protect you?

How will drivers and passengers be evacuated if an earthquake, fire, or explosion causes serious damage or tunnel collapse?

ALTERNATIVES

Could continued expansion of the Metro Rail system better meet regional commuter needs?

Could an electric freight rail system reduce truck traffic on our streets and highways?

Couldn't the Multi-Mode (non-freeway) alternative relieve traffic congestion at a fraction of the cost?

THE PROJECT

General Information
Quick Facts
1958 Master Plan of Freeways
1964 Map of Meridian Route
Zone Locations & Summaries
2006 Map of Meridian Route
Metro & Caltran's Alternatives

"Our long-standing desire to quickly get where we want to go,
is now destroying places worth going to.
Our communities and neighborhoods matter and are worth fighting for."

Joanne Nuckols, Preservationist
South Pasadena Design Advisory Group Member
Former Chairman, South Pasadena Preservation Foundation
Former Chairman, South Pasadena Transportation Commission

710 North Freeway Extension
General History Information

In 1958, a Master Plan of Freeways was adopted by the State of California. The Long Beach Freeway was outlined in that plan. In 1964, a 23 mile portion of the freeway was constructed, now called Interstate 710 (I-710). It runs from Ocean Boulevard west of downtown Long Beach and northward to Valley Boulevard in El Sereno (City of Los Angeles), near the Alhambra border. The unfinished corridor now called the State Route 710 (SR-710), was not built at that time but it was planned for the near future.

1960 - 2000
In the 1960s, in preparation for eventual excavation of the new SR-710 section, 500 houses were purchased to clear a surface route. They were located in El Sereno (220), South Pasadena (112), Pasadena (143) and Alhambra (25). At the time, it was estimated that a total of 976 houses would be needed for the project. The 500 houses are still owned by the California Department of Transportation (Caltrans) today. Some have been rented back to residents on a month to month basis for decades. Some are vacant. Most are in disrepair.

Over the course of the next forty years, the SR-710 portion of the freeway was not completed, largely due to intense community opposition and judicial injunctions which are still in place. Many freeway "gaps" remain in the region's original master plan as only 60% of the projects have ever been finished. One example is the SR-2 Freeway that terminates on the south at Glendale Boulevard near downtown Los Angeles, instead of connecting with the I-405 through Beverly Hills as planned.

First Decade of 2000's
Between 2003 and 2009, Caltrans and the Metropolitan Transit Authority (MTA or Metro) began to look at whether it was feasible to construct a bored tunnel rather than a surface route to extend the SR-710 Freeway and connect it to the I-210. Ultimately, five zones were examined through boring, seismic reflection, and surface wave testing in a geotechnical feasibility study. Upon completion of the study in the fall of 2009, Caltrans reported that it is "technically feasible" to construct a tunnel in any of the five zones which roughly spanned from the I-5 & SR-2 interchange to the I-210 & I-605 interchange. They added that no single route had been chosen. However, based on geologic and financial considerations and actions by the MTA Board and staff, many community members are speculating that Zone 3, the original Meridian route through El Sereno, South Pasadena, and Pasadena will eventually be chosen. The final geotechnical report presented in March 2010, indicated that no conditions exist that would stop, prohibit, or otherwise preclude tunneling through any of the five zones, even though seismic faults and contaminants exist throughout. To date, there have been no accurate project definitions (need & purpose), no true feasibility studies, no examination of alternative transportation modes, or cost-benefit analyses conducted. In spite of these shortcomings, this project is being pushed forward.

Tunnel Description
Regardless of location, the tunnel (comprised of two, 50-foot diameter holes, approximately 150 feet underground) would require 200-foot wide concrete portals for

entrances, exits, toll plazas and ramps. Ventilation towers and other structures would need to be built at surface level along the route. The plan is to build the south portal in the City of El Sereno, near Valley Boulevard where hundreds of Caltrans-owned homes would be destroyed. The north portal would be determined by route selection but would most likely surface next to Huntington Memorial Hospital in Pasadena. The tunnels themselves would measure between 4.4 - 5.4 miles in length and would be the longest ever built in the United States.

Tunnel Cost Makes the Tolls Exorbitant

The cost of the project has been estimated by various sources to range from $1 billion and $14 billion and is expected be funded through a public-private partnership (PPP) and $780 million in Measure R funds. MTA is currently using the figure of $5.6 billion in their projections. It is predicted that the tunnel toll would be between $5 and $20 to use each way—a prohibitive expense for most commuters but not necessarily for trucking companies who could pass the cost on to consumers through increased prices. The resulting jobs created by the expansion, would be for expert tunnel builders from outside the State or Country, not for local citizens.

A Toll Tunnel Increases Congestion

Building a new freeway will not relieve congestion problems in the region and could actually exacerbate current conditions. Commuters will, almost certainly, continue to use local surface roads to avoid paying tunnel tolls. An analysis by the City of La Cañada Flintridge of three separate highway studies indicates that traffic will increase by 25% and the tunnel will open with a Level of Service classification of “F”, meaning failure or gridlock. Clearly, this massive development would present issues of enormous costs, health consequences due to poor air quality, traffic congestion, noise, and years of disruption due to construction as well as introduce risk from earthquake, fire, flood, and terrorist attacks in the tunnel. Quality of life would change dramatically for all the communities surrounding this area, especially the small towns that would be in the crosshairs of “big city” developers who want to bring “progress” to the area.

Who is For and Who Opposes?

Completion of the SR-710 Extension is being moved forward by Caltrans, MTA, the San Gabriel Valley Council of Governments (SGVCOG), the Southern California Association of Governments (SCAG), and the Cities of Alhambra, El Monte, Duarte and more. It is opposed by the Cities of South Pasadena, Pasadena, Glendale, La Canada Flintridge and by countless community groups in El Sereno, Hermon, Mt. Washington, Glassell Park, Highland Park, Eagle Rock, La Crescenta, and Sunland-Tujunga. In addition, the Los Angeles City Council passed a resolution against portal construction in Zones 1 & 2, reflecting its opposition to building the tunnel within the boundary of the City of Los Angeles.

Who Benefits?

The SR-710 Extension, whether by surface route or tunnel, will primarily benefit freight-transport vehicles that cross through these communities. Per a report conducted by the Southern California Association of Governments (SCAG), there are currently 34,000 vehicles that leave the Ports of Los Angeles and Long Beach every day; 70% are trucks carrying cargo to locations outside the City. By 2020, it is estimated that the number will climb to 92,000

or more. Forty percent of those trucks could choose to take the new tunnel but considerably more would if the Ports remained open 24 hours a day. By 2030, shipment by containers is expected to triple and miles driven by trucks will almost double from the year 2005 levels.

Alternatives

Traffic congestion is a problem in Los Angeles County but there are many other alternatives to building more freeways. One potential 21st century solution being successfully implemented throughout the United States is the development of intermodal-distribution logistic centers. These "inland ports" use rail lines to move goods from sea ports to outlying areas where the cargo is then loaded on trucks for distribution across the country. This would dramatically reduce the number of container trucks on our local streets and highways. And—for the same price as building large tunnels, the State can do 1,000 neighborhood upgrades at $5 million each, with much shorter timelines. Updating the existing transportation system through "multi-mode, low build" projects, will create jobs for local workers and reduce long-term disruption in our communities. It's the smarter, more responsible way to go.

Please join us and say NO to the extension of the 710 Freeway. NO ONE'S back yard!

Compiled by Susan Bolan, La Crescenta and Jan SooHoo, La Cañada
Members of the No 710 Action Committee, no710extension@aol.com Updated 8-11-12

710 NORTH FREEWAY EXTENSION

QUICK FACTS

1947
South Pasadena passed the first resolution against extending the Freeway.

1958
Master Plan of Freeways was adopted showing the plan for Route 7, now the I-710 and SR-710.

1960s
Caltrans bought houses in El Sereno, South Pasadena, Pasadena and Alhambra to build the surface route.

1964
Section from Long Beach to El Sereno (Los Angeles) opened.

1973 through 1998
Injunction granted to prevent Caltrans from buying additional properties and proceeding with the project.

1999
Second injunction granted (still in place).

2002 through 2003
Bored tunnel proposed and presented as an option.

2003 through 2004
Federal Highway Administration (FHWA) rescinded their approval for the surface project. Following the FHWA, the State of California also rescinded their approval.

2006
First Route 710 Feasibility Assessment. Determined that more effective study was needed.

2007 through 2009
Second Route 710 Tunnel Technical Feasibility Study. Only geotechnical testing conducted. Five zones studied. $7 million spent.

2010
Final Geotechnical Report presented in March. Conclusion: All zones are viable options for tunneling. No zones eliminated. Surface route not eliminated. MTA Board voted $11.5 million to pursue Public Private Partnerships (PPP) contracts for 6 projects, including the SR-710 Extension. MTA Board voted to include the SR-710 “Gap Closure” in the Mayor’s 30/10 Initiative (America Fast Forward), 12 fast-tracked projects to be completed in 10 years. MTA Board voted to move to the next steps of the project, to include scoping (evaluation), alternative analyses, and environmental studies. InfraConsult completes Public-Private Partnership report, outlining concept to bundle three highway projects together as a freight corridor, to attract investors - I-710 Freight Corridor, SR-710 North Tunnel, and the High Desert Corridor.

2011

Scoping process begins. Metro holds a series of community outreach sessions. Study area defined. Work begins on Purpose & Needs statement that does not include port or goods movement considerations. Gloria Molina reveals in a Metro Board meeting the plan to use the original Meridian route in Zone 3 in spite of the supposed "route neutral" study that was conducted. Metro Executive Director of Highway Programs, Doug Failing, does interview for "Everything Long Beach" in March where he describes the 710 North Gap Closure as necessary to complete the natural goods corridor that was begun several decades ago. Stakeholders submit comments for initial DEIR and scoping closes April 14. Study area expanded to include La Canada and Glendale. Metro Board Chair, Ara Najarian, points out the vast differences in tunnel estimation costs. Requests a full cost-benefit analysis. Meetings begin with No 710 Action Committee representatives, Metro and InfraConsult to discuss a base-case scenario. CH2MHill awarded $37,300,000 contract for EIR/EIS.

2012

Metro and InfraConsult reveal that their tunnel cost estimates are based solely on the Alaskan Way Tunnel bid amount per linear foot, not a completed project such as the Big Dig that had cost overruns of over $12 billion ($20 billion if you consider full final costs.) It is also revealed that a cost amount over $8 billion would be too high for most investors. SCAG adopts Regional Transportation Plan (RTP) in April, that names the SR-710 as a tunnel in the amount of $5.636 billion with tolls included in revenue projections. Stakeholder cities ask to have the language revised and the project moved out of the constrained plan. Project enters Alternatives Analysis phase. Metro creates three types of committees for outreach purposes – Technical Advisory Committee (TAC), Stakeholders Outreach Advisory Committee (SOAC), and Community Liaison Councils (CLC). TAC presented in April with chart of 42 alternatives and the 11 selected choices at one session, prior to any CLC or SOAC meetings. Stakeholders very unhappy about the process. Metro holds a series of Open Houses in May with Technical Team from CH2MHill and Aecom and the Outreach Team from Metro and MBI. It is revealed that a tunnel is being designed along the Meridian route from north of Valley in El Sereno to Del Mar Blvd in Pasadena that could have a grade of up to 4%. InfraConsult awarded an additional $11 million and their PPP report is received and filed by the Metro Board in July. Glendale City Councilmember, Ara Najarian dismissed from Metrolink Board by new MTA Chair Michael Antonovich. Further TAC and SOAC meetings reveal a renewed consideration for a route in Zone 2 near Glassell Park and new routes in the northwest corner of Zone 3. Resident groups in West Pasadena, Garvanza, Highland Park, and Eagle Rock bring new energy to the cause by showing up to the CLC meetings in high numbers, placing posters around town, writing letters, signing petitions, and connecting with each other through social media. The press and our elected officials are watching.

Cost

Over the last two decades, public officials and government sources have quoted project cost ranges between $1 to $14 billion to build the tunnel. The current figure being used by the MTA and SCAG is $5.6 billion. The $780 million in Measure R funds may be allocated for the environmental process but it is expected that a PPP will pay for the Extension itself. A Measure R Extension (may be re-titled Measure J) will likely go before the voters in November 2012 to extend the _ cent sales tax from 2039 to 2069 which could be used to accelerate the project. The Metro Board and County Supervisors have already voted in support of the Measure but it still needs the Governor's signature to be put on the ballot. The list of projects includes both highway and transit.

Tunnel Use Toll

$5 to $20 one-way to be collected by a private company through congestion pricing transponders. Tolls are calculated on project cost.

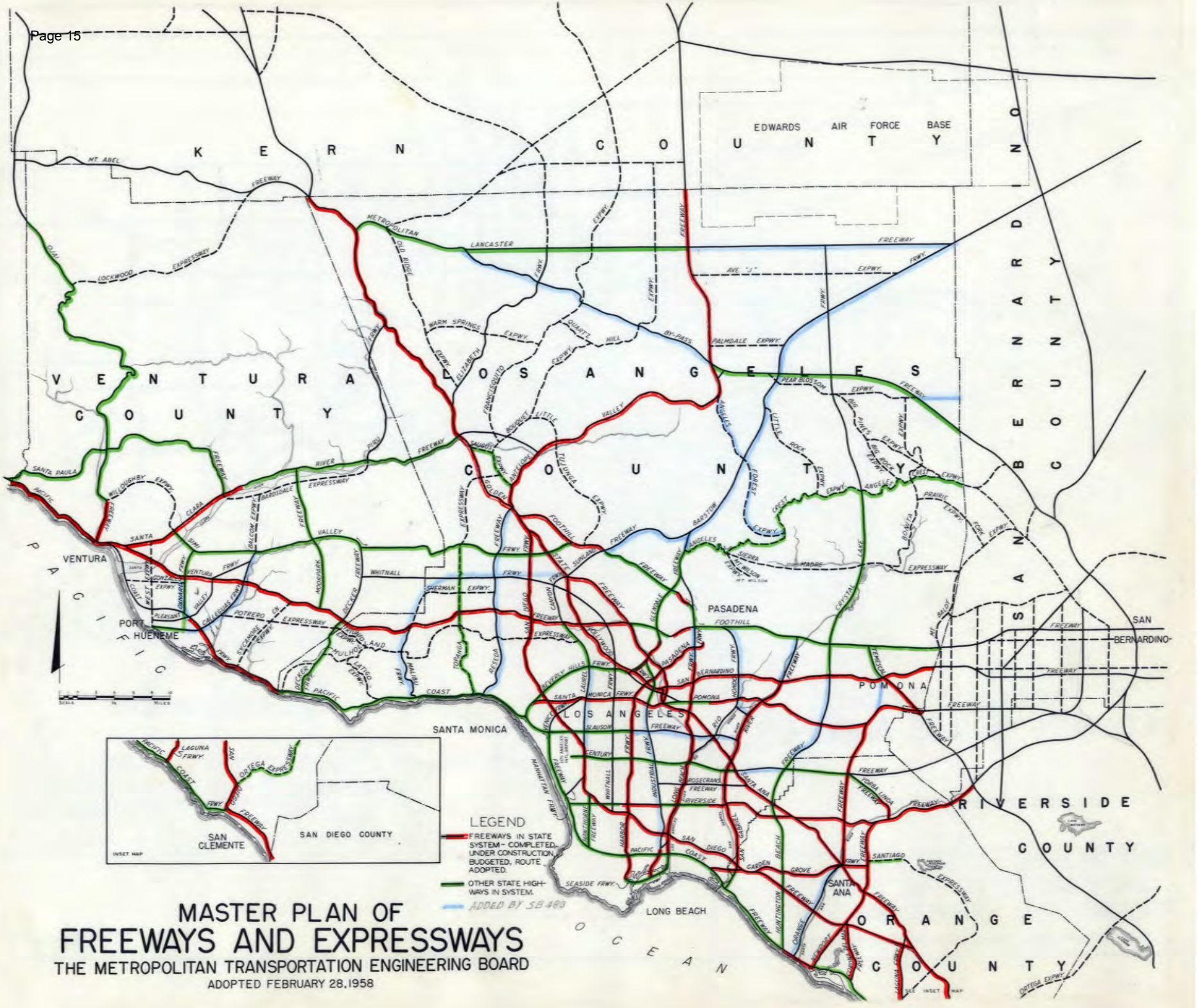
Shortest Route Determined

The shortest route is Zone 3 which is at least 4.4 miles long, the longest road tunnel ever built in the US. All zones involve change in grade from low to high (uphill.)

Zones

Zone 1 – Valley Blvd, El Sereno to I-5 & SR-2 Interchange, near Cypress Park
Zone 2 – Valley Blvd, El Sereno to SR-2, near Glassell Park & Eagle Rock
Zone 3 – Meridian Route from Valley Blvd, El Sereno to I-210 at California, Pasadena
Zone 4 – Valley Blvd, El Sereno to I-210, north of San Marino
Zone 5 – Valley Blvd, El Sereno to I-605, near Irwindale

Updated 8/21/12 sb



MASTER PLAN OF FREEWAYS AND EXPRESSWAYS

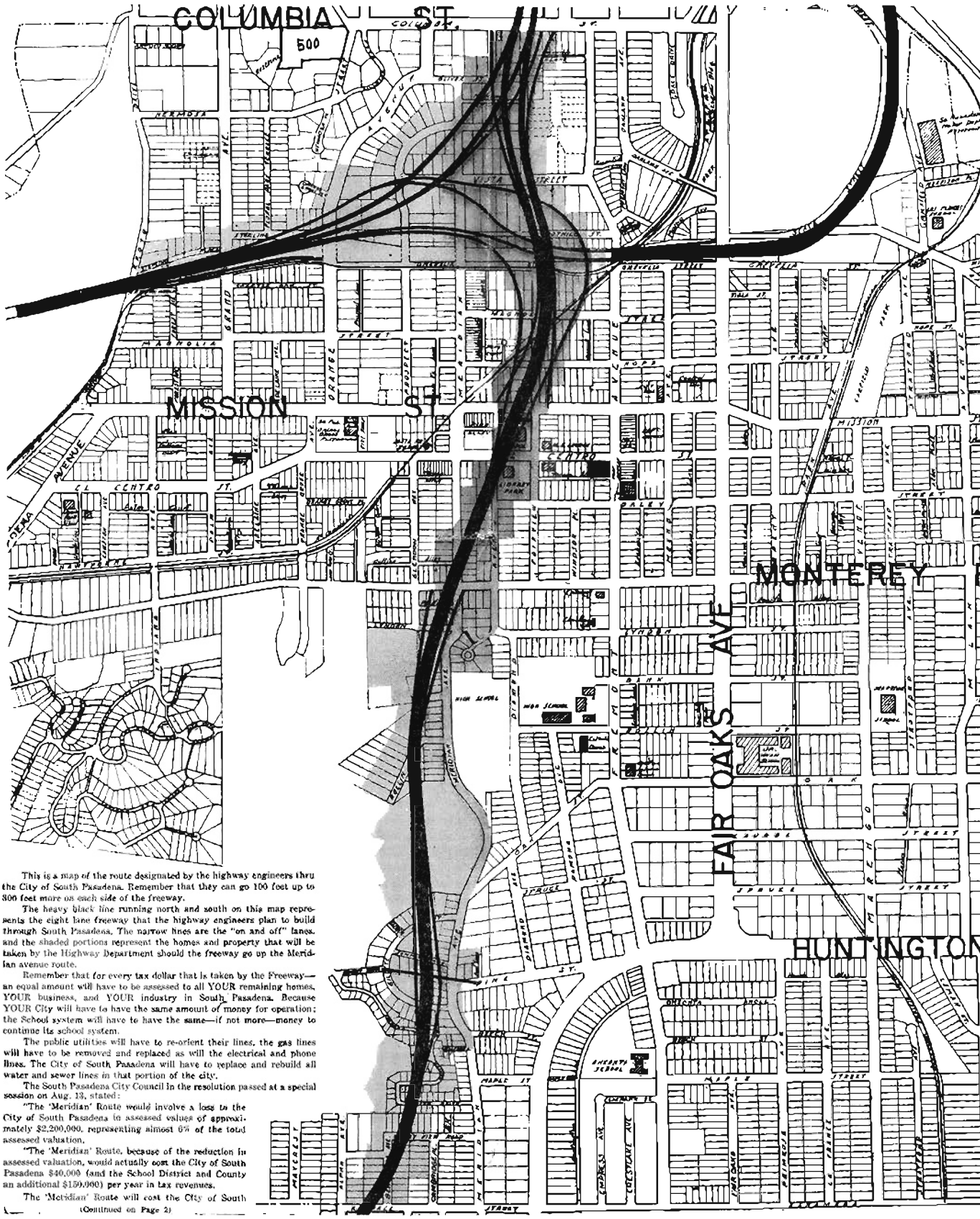
THE METROPOLITAN TRANSPORTATION ENGINEERING BOARD

ADOPTED FEBRUARY 28, 1958

South Pasadena Review

Published continuously since 1888. The only Newspaper published in the City of South Pasadena.

VOLUME 75—NUMBER 97 1108 Fair Oaks Avenue — $4.25 A Year CITY OF SOUTH PASADENA, CALIFORNIA, WEDNESDAY, AUGUST 19, 1964 SYcamore 9-1161 — MUrray 2-1412 SINGLE COPY TEN CENTS



This is a map of the route designated by the highway engineers thru the City of South Pasadena. Remember that they can go 100 feet up to 806 feet more on each side of the freeway.

The heavy black line running north and south on this map represents the eight lane freeway that the highway engineers plan to build through South Pasadena. The narrow lines are the "on and off" lanes, and the shaded portions represent the homes and property that will be taken by the Highway Department should the freeway go up the Meridian avenue route.

Remember that for every tax dollar that is taken by the Freeway—an equal amount will have to be assessed to all YOUR remaining homes, YOUR business, and YOUR industry in South Pasadena. Because YOUR City will have to have the same amount of money for operation; the School system will have to have the same—if not more—money to continue its school system.

The public utilities will have to re-orient their lines, the gas lines will have to be removed and replaced as will the electrical and phone lines. The City of South Pasadena will have to replace and rebuild all water and sewer lines in that portion of the city.

The South Pasadena City Council in the resolution passed at a special session on Aug. 13, stated:

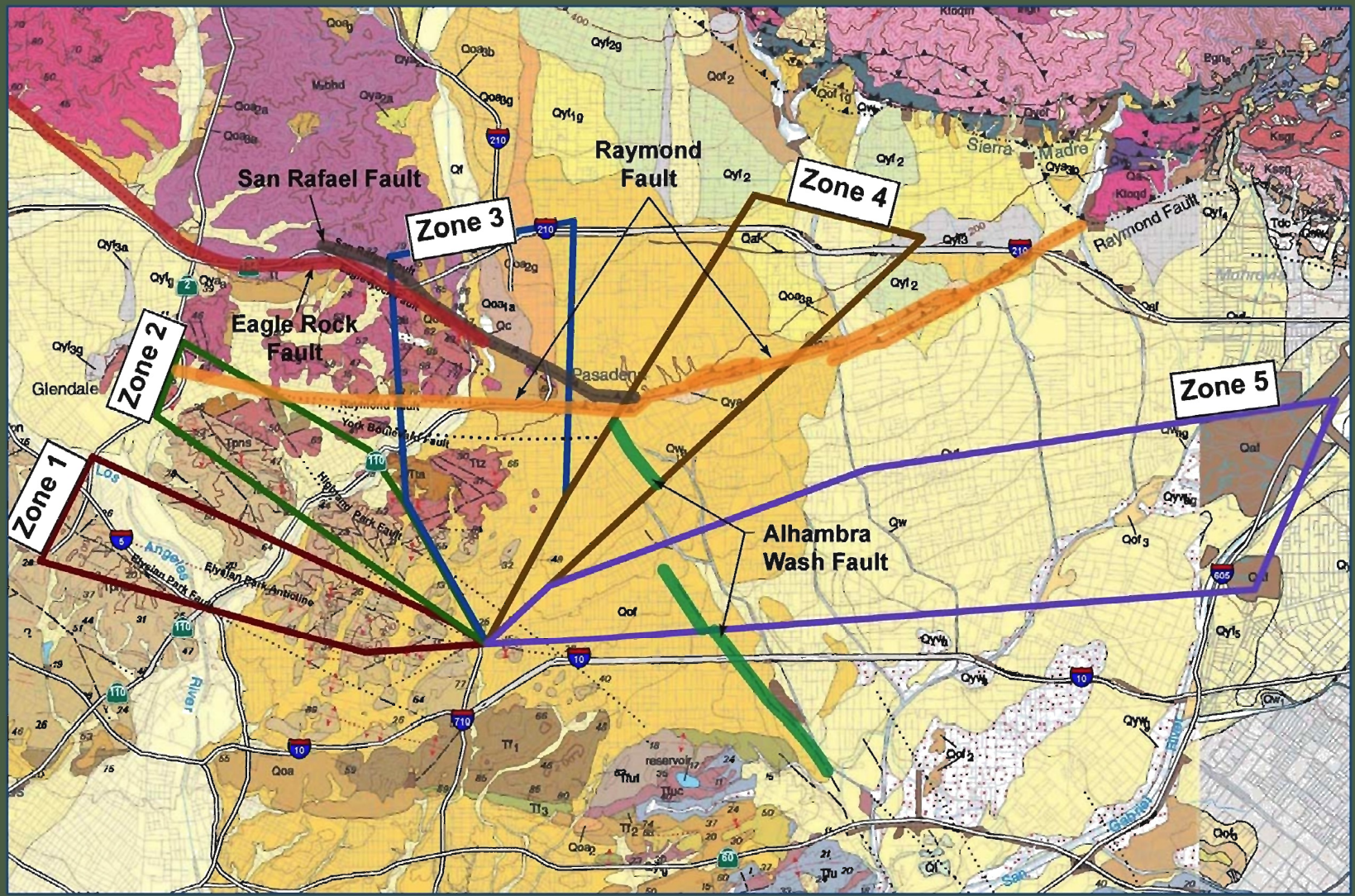
"The 'Meridian' Route would involve a loss to the City of South Pasadena in assessed values of approximately $2,200,000, representing almost 6% of the total assessed valuation.

"The 'Meridian' Route, because of the reduction in assessed valuation, would actually cost the City of South Pasadena $40,000 (and the School District and County an additional $150,000) per year in tax revenues.

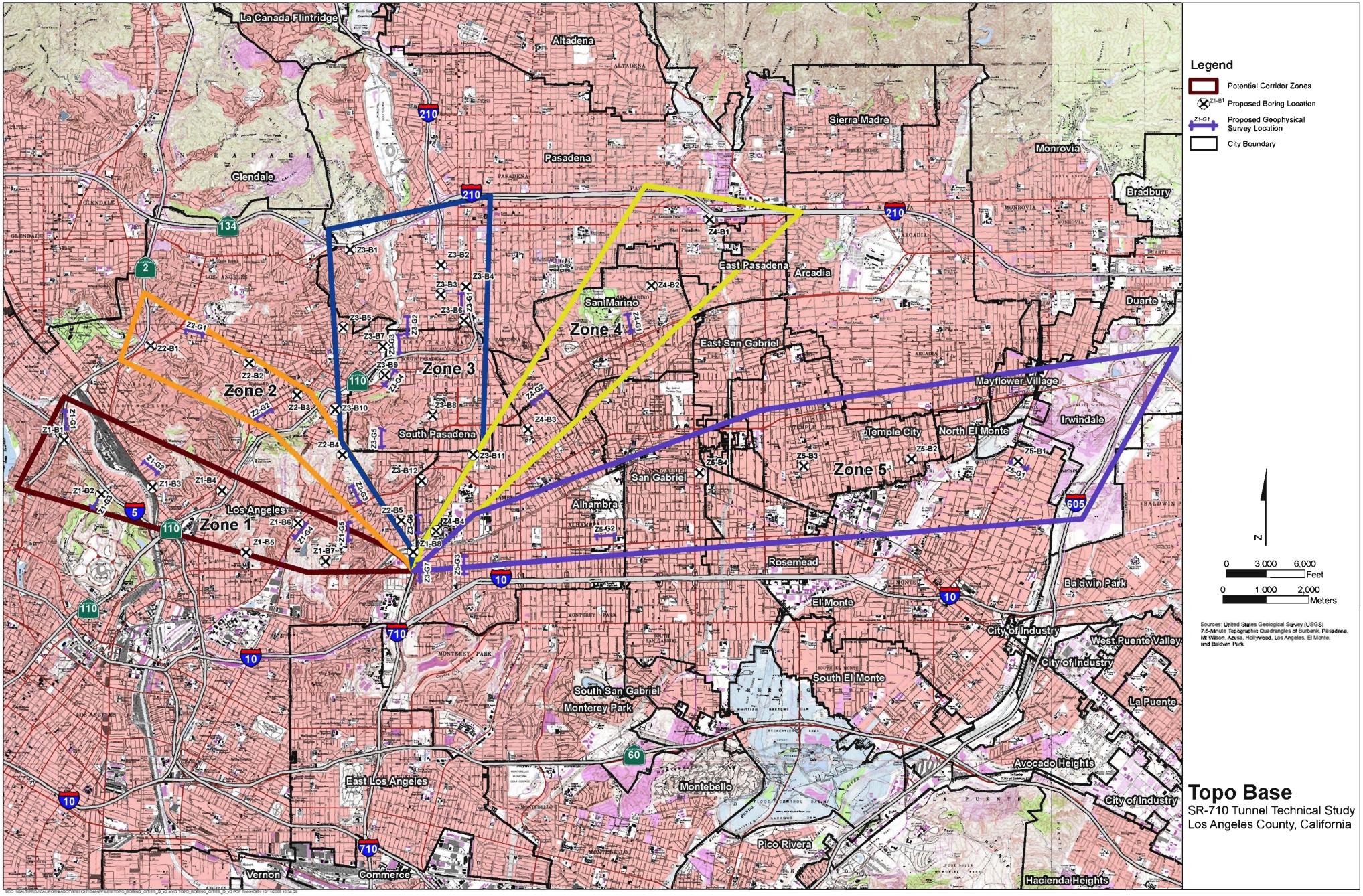
The 'Meridian' Route will cost the City of South

(Continued on Page 2)

Study Zone



Metro


Legend
Potential Corridor Zones
Z1-B1 Proposed Boring Location
Z1-G1 Proposed Geophysical Survey Location
City Boundary
Zone 1
Zone 2
Zone 3
Zone 4
Zone 5
N
0 3,000 6,000 Feet
0 1,000 2,000 Meters
Sources: United States Geological Survey (USGS) 7.5-Minute Topographic Quadrangles of Burbank, Pasadena, Mt Wilson, Azusa, Hollywood, Los Angeles, El Monte, and Baldwin Park.
La Canada Flintridge
Altadena
Sierra Madre
Monrovia
Bradbury
Glendale
Pasadena
Arcadia
East Pasadena
San Marino
Duarte
East San Gabriel
Mayflower Village
Irwindale
Temple City
North El Monte
South Pasadena
San Gabriel
Alhambra
Los Angeles
Rosemead
Baldwin Park
El Monte
City of Industry
West Puente Valley
South El Monte
La Puente
South San Gabriel
Monterey Park
Avocado Heights
East Los Angeles
Montebello
Pico Rivera
Vernon
Commerce
Hacienda Heights
Topo Base
SR-710 Tunnel Technical Study
Los Angeles County, California

Summary

Zones	# of Borings	Total Lineal feet (ft)	# of Geophysical Lines	Length of Tunnel (mi)
1	8	2,800	5	5.2 – 5.7
2	5	1,600	3	4.9 – 5.6
3	12	3,700	7	4.4 – 5.4
4	4	1,100	2	6.2 – 7.4
5	4	1,100	2	9.6 – 11.5

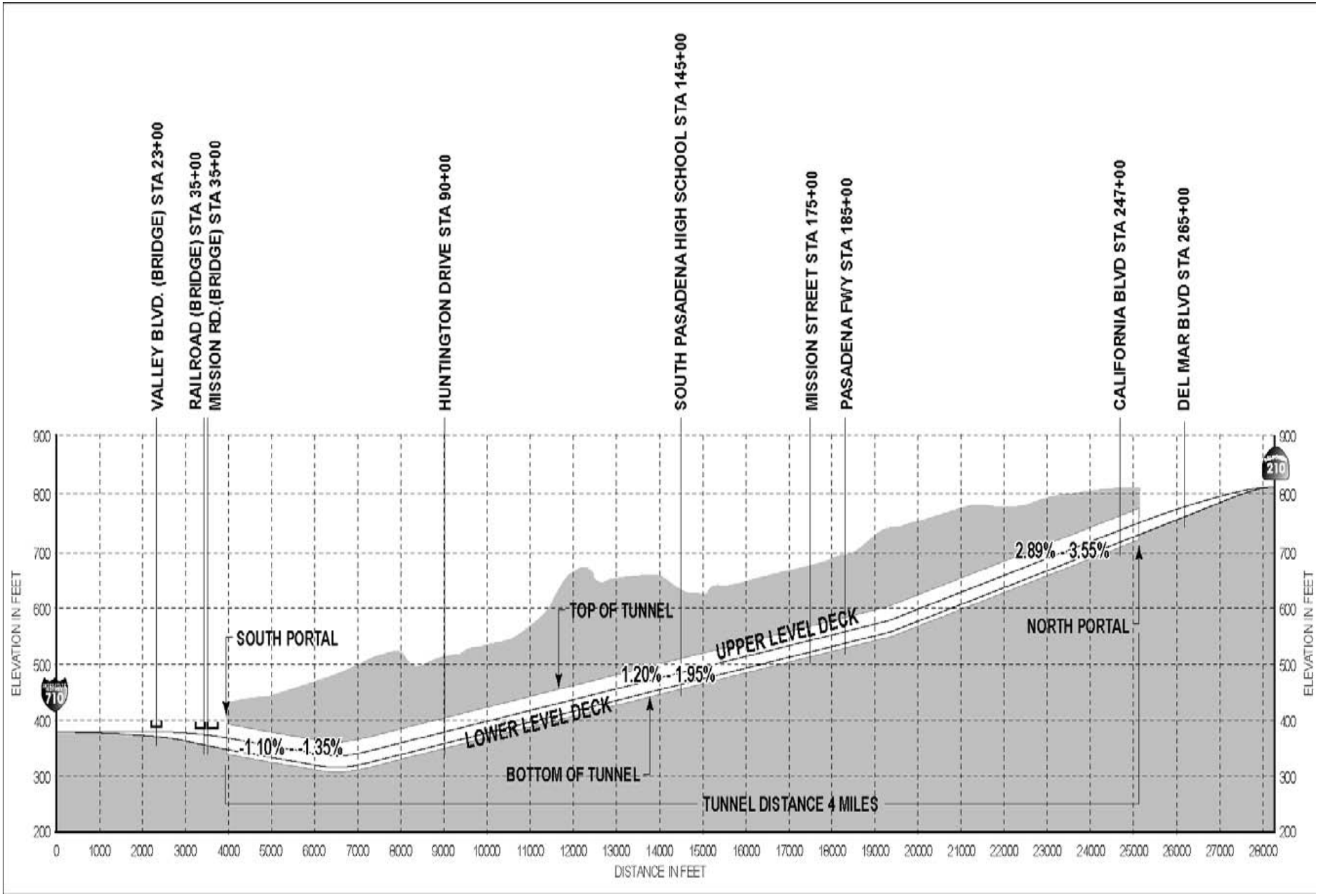
Results of Zone Comparison

Zone	Variable Ground Conditions	Unstable Soils	Active/ Potentially Active Fault Crossings	Groundwater Conditions	Gas Potential	Contaminated Soil and/or Groundwater
1	Low	Moderate	Low	Low	High	Low
2	Low	Low	Low	Low	High	Low
3	Moderate	Moderate	Low	Low	Moderate	Low
4	Moderate	High	Low	Moderate	Low	Moderate
5	Moderate	High	Low	High	Low	Moderate
Phase*	D, C	D, C	D, C, O	C, O	C, O	D, C

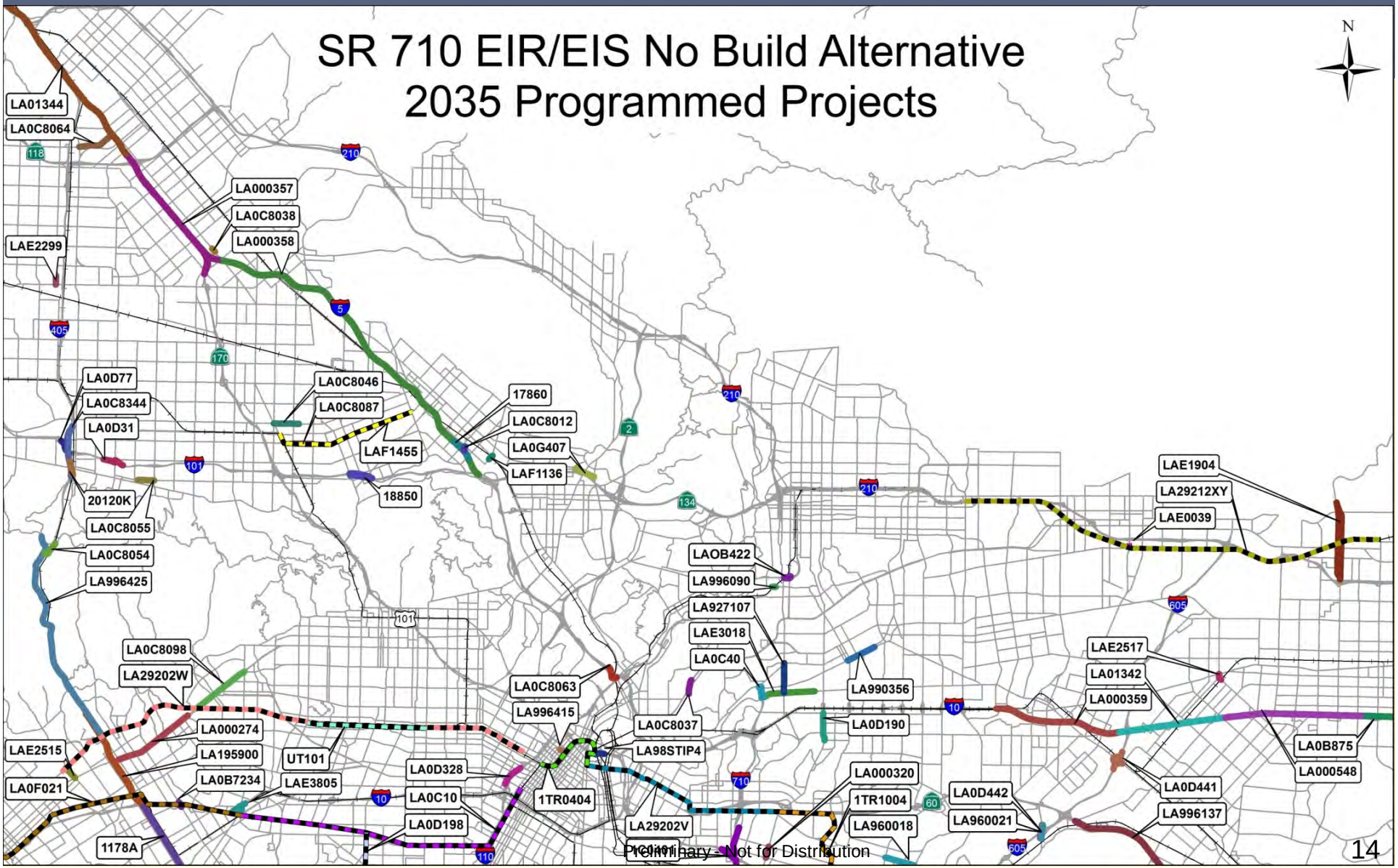
D - Design, C - Construction, O - Operation

Metro

MERIDIAN ROUTE (ZONE 3)
PARSONS BRINCKERHOFF REPORT 2006



No Build


SR 710 EIR/EIS No Build Alternative
2035 Programmed Projects
N
LA01344
LA0C8064
LA000357
LA0C8038
LA000358
LAE2299
LA0D77
LA0C8344
LA0D31
20120K
LA0C8055
LA0C8054
LA996425
LA0C8046
LA0C8087
LAF1455
18850
17860
LA0C8012
LA0G407
LAF1136
LAOB422
LA996090
LA927107
LAE3018
LA0C40
LA0C8037
LA98STIP4
LA0C8063
LA996415
1TR0404
LA0D328
LA0C10
LA0D198
LA29202V
LA0C8098
LA29202W
LA000274
LA195900
LA0B7234
LAE3805
UT101
LAE2515
LA0F021
1178A
LA990356
LA0D190
LA000320
1TR1004
LA960018
LA0D442
LA960021
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LAE2517
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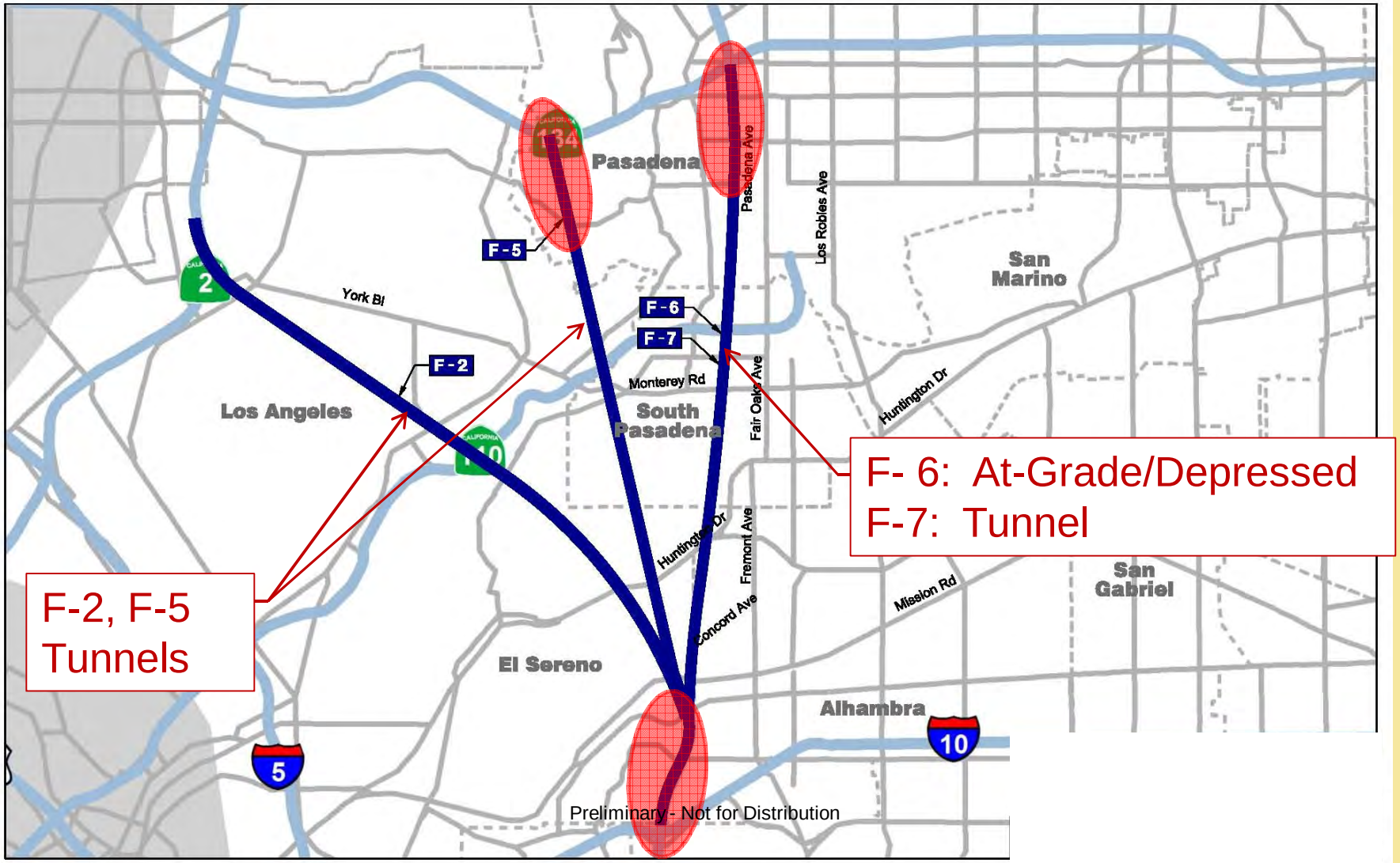
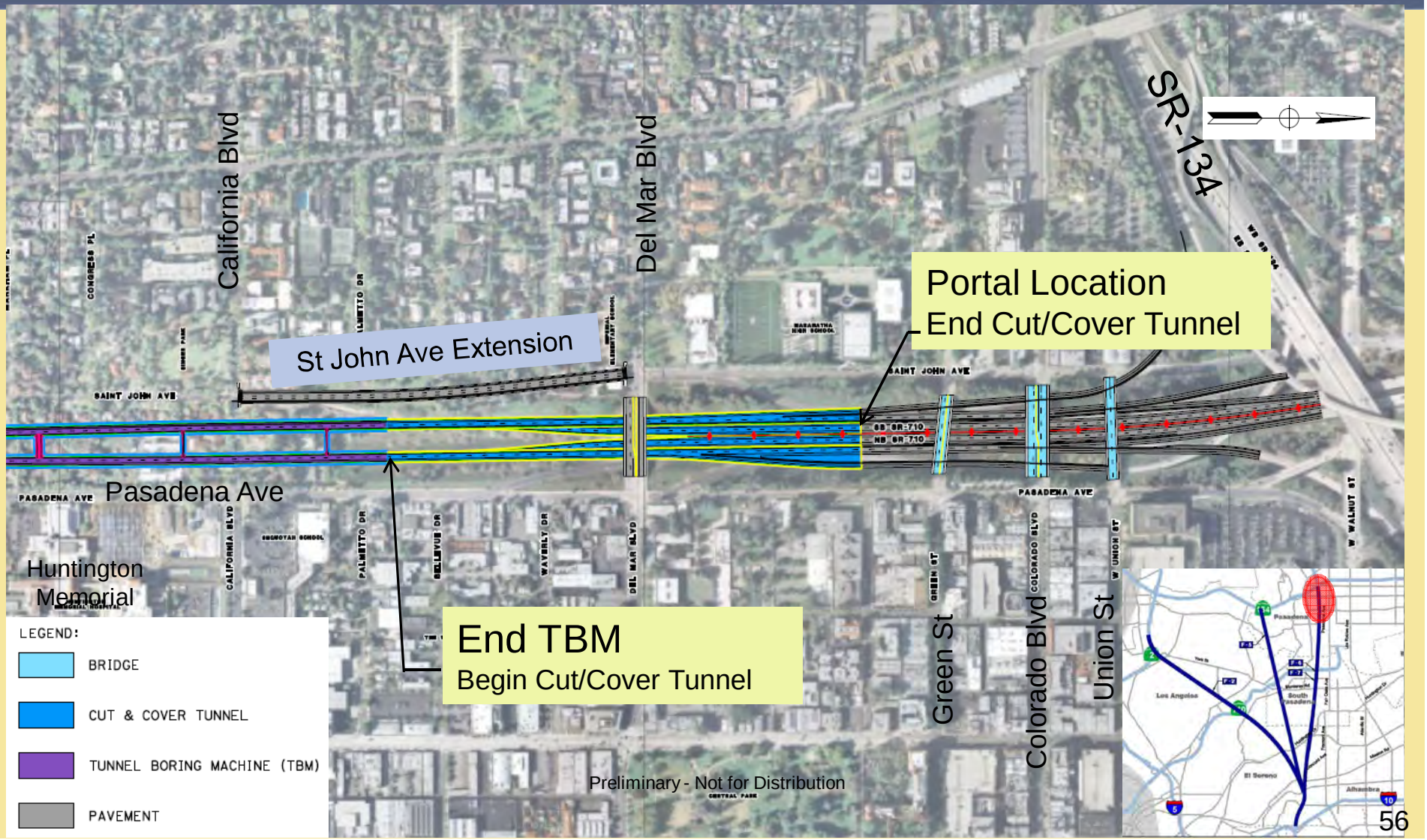
LA0D441
LA996137

Freeway Alternatives



F-7 North Portal



F-2,5,7 South Portal

PORTAL LOCATION

Begin Cut/Cover Tunnel

End Cut/Cover Tunnel
Begin TBM

I-10

Hellman Ave

Valley Blvd

A

A

B

B

C

C

LEGEND:

BRIDGE

CUT & COVER TUNNEL

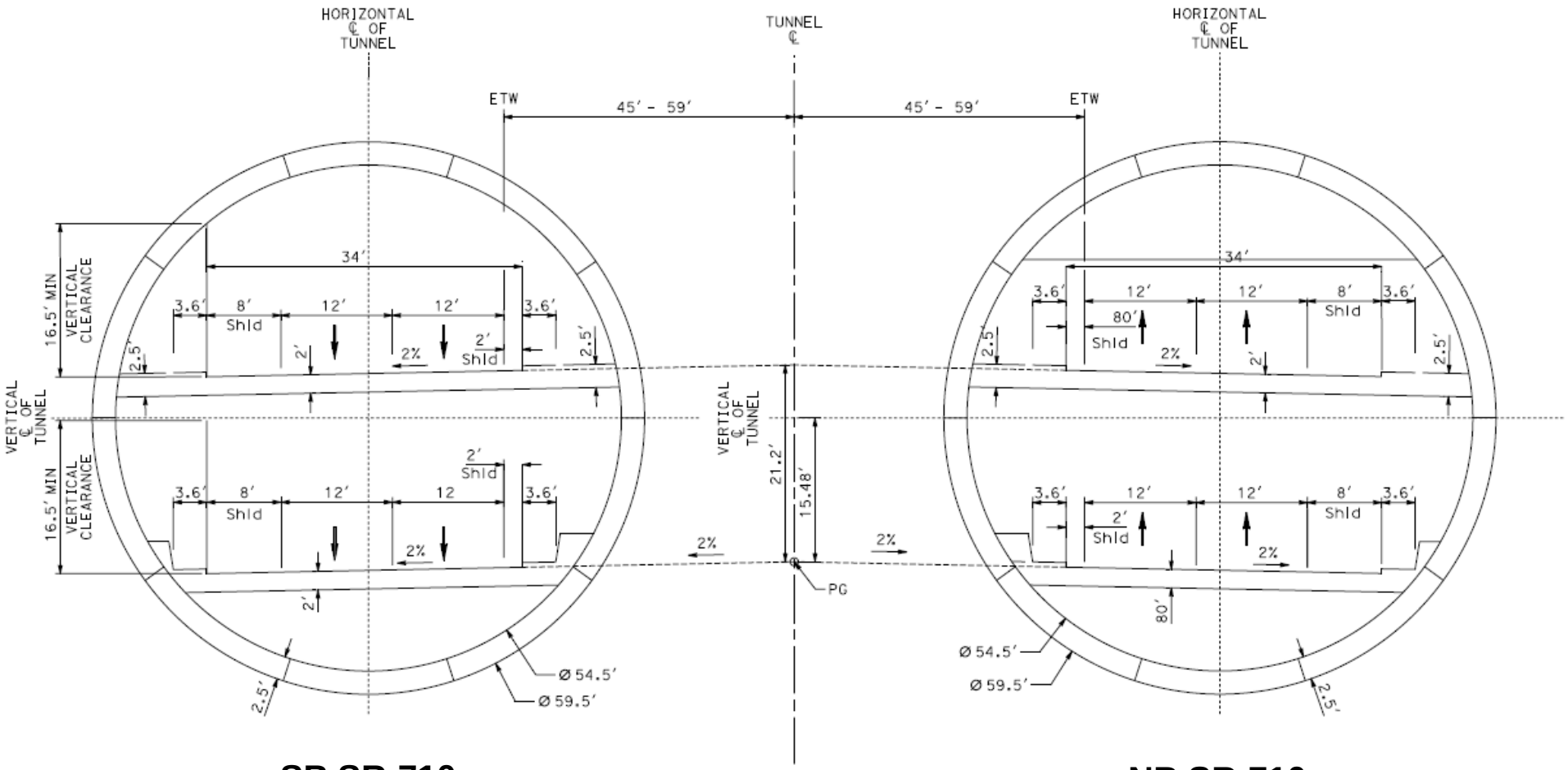
TUNNEL BORING MACHINE (TBM)

PAVEMENT

Preliminary - Not for Distribution

TBM Tunnel Section

TBM = Tunnel Boring Machine



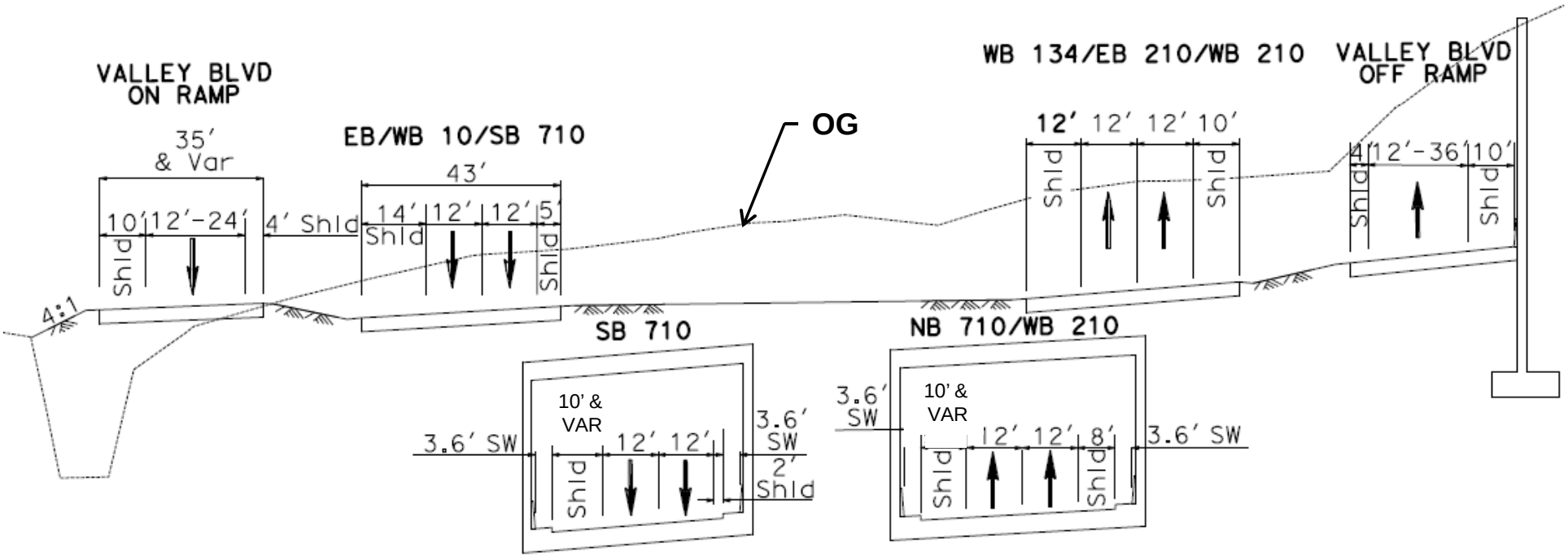
SB SR-710

NB SR-710

Section C-C

Preliminary - Not for Distribution

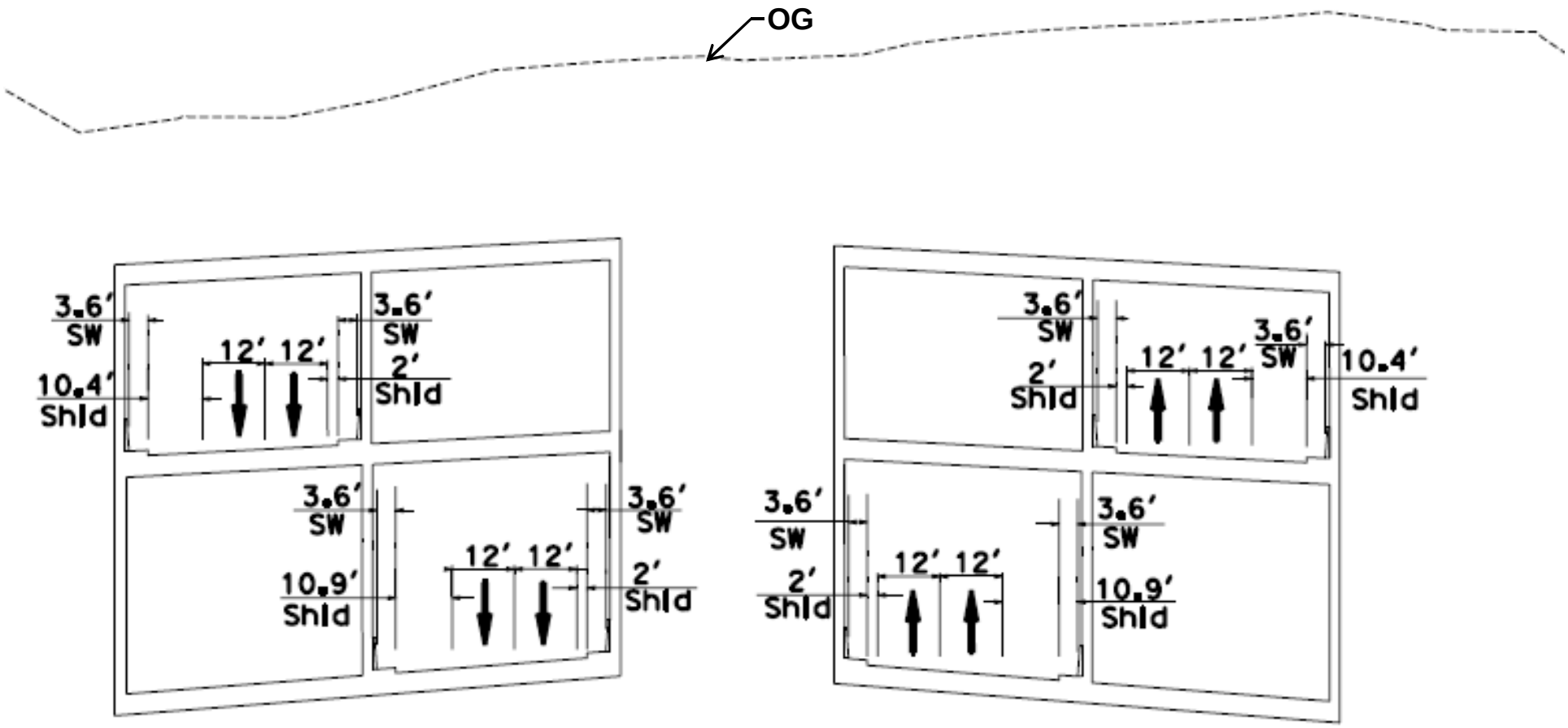
Cut and Cover Tunnel Section



Section A-A

Preliminary - Not for Distribution

Cut and Cover Tunnel Section



SB SR-710

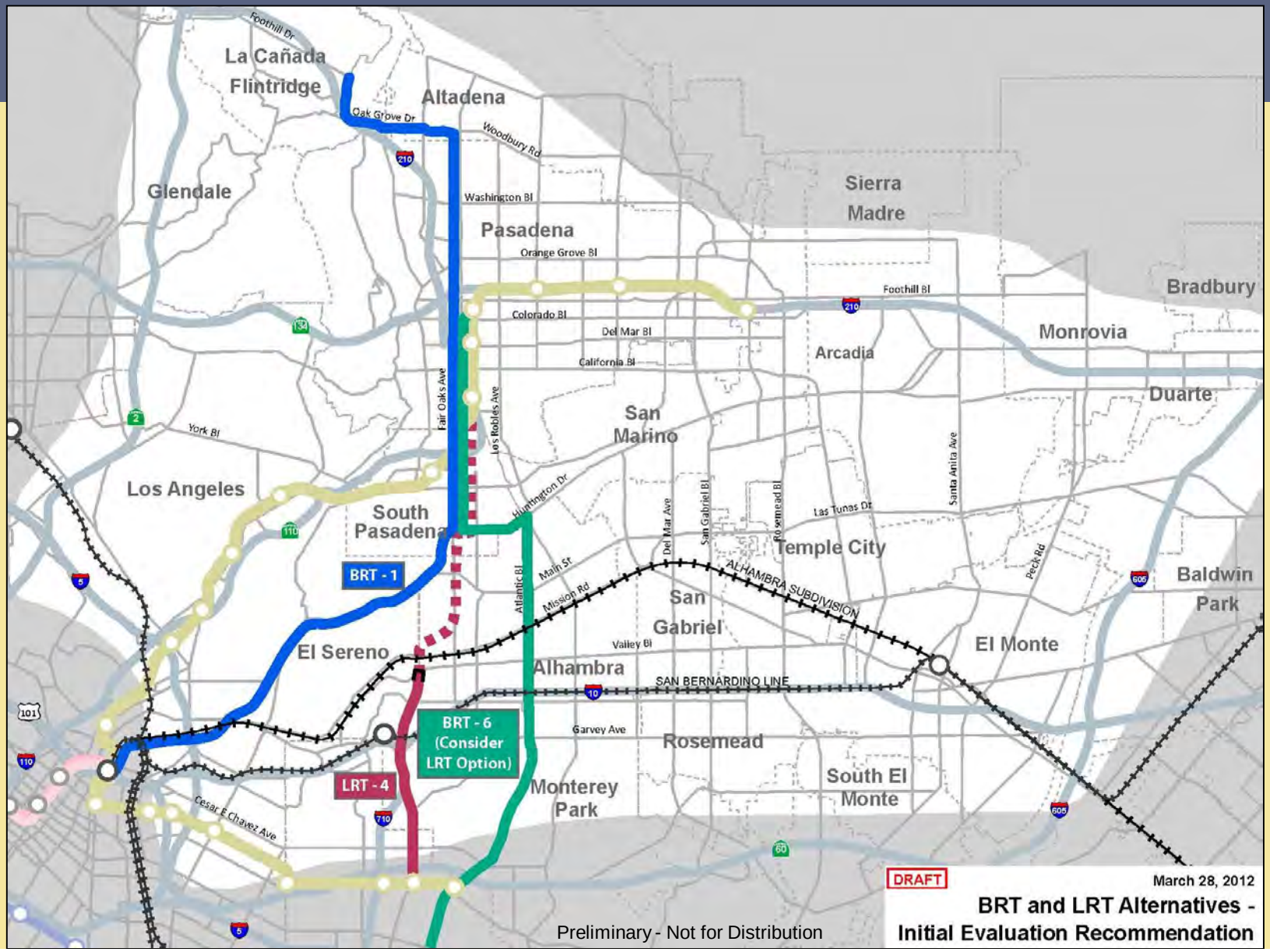
Section B-B

NB SR-710

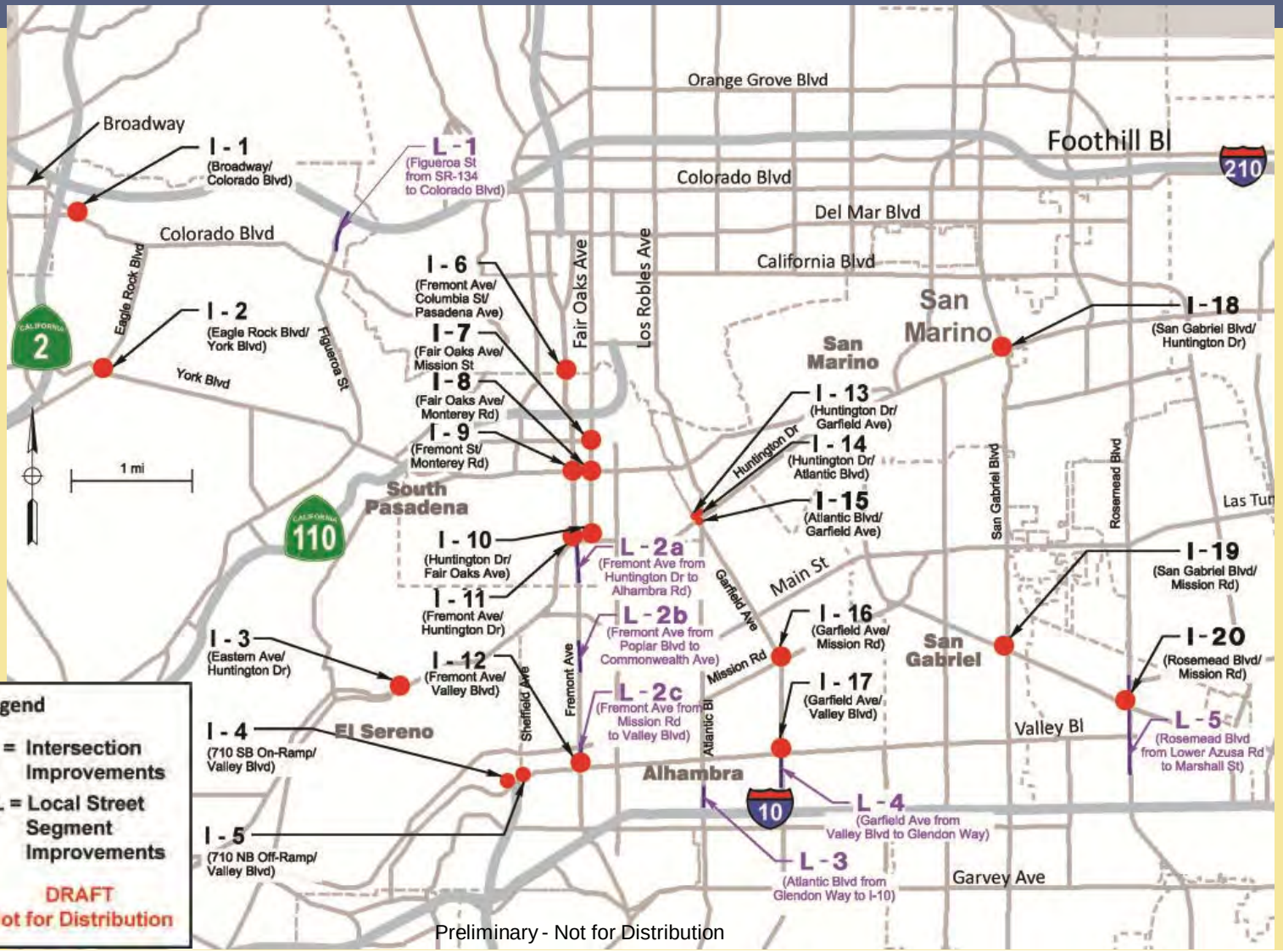
Preliminary - Not for Distribution

Highway/Arterial Alternatives

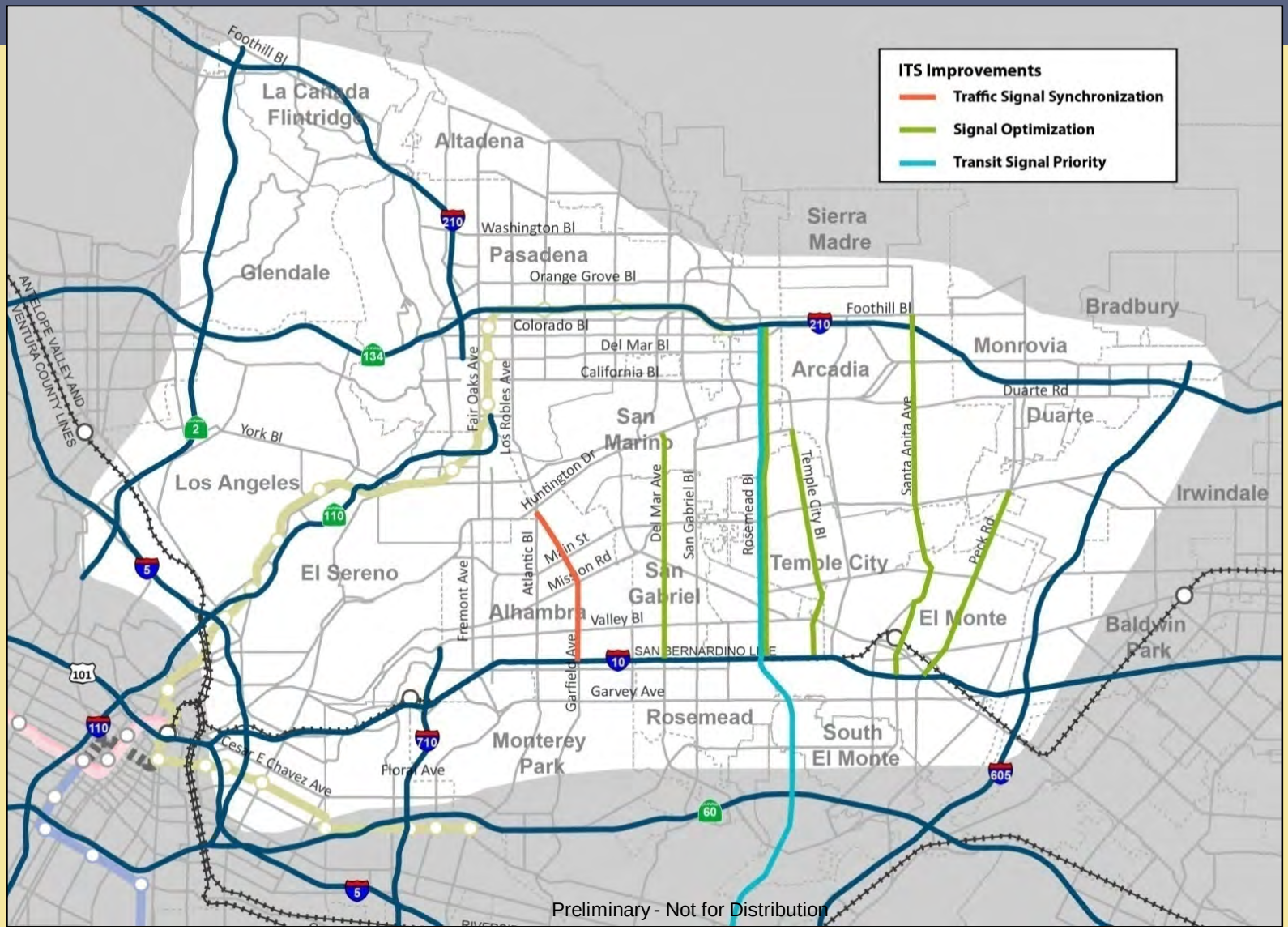
Transit Alternatives



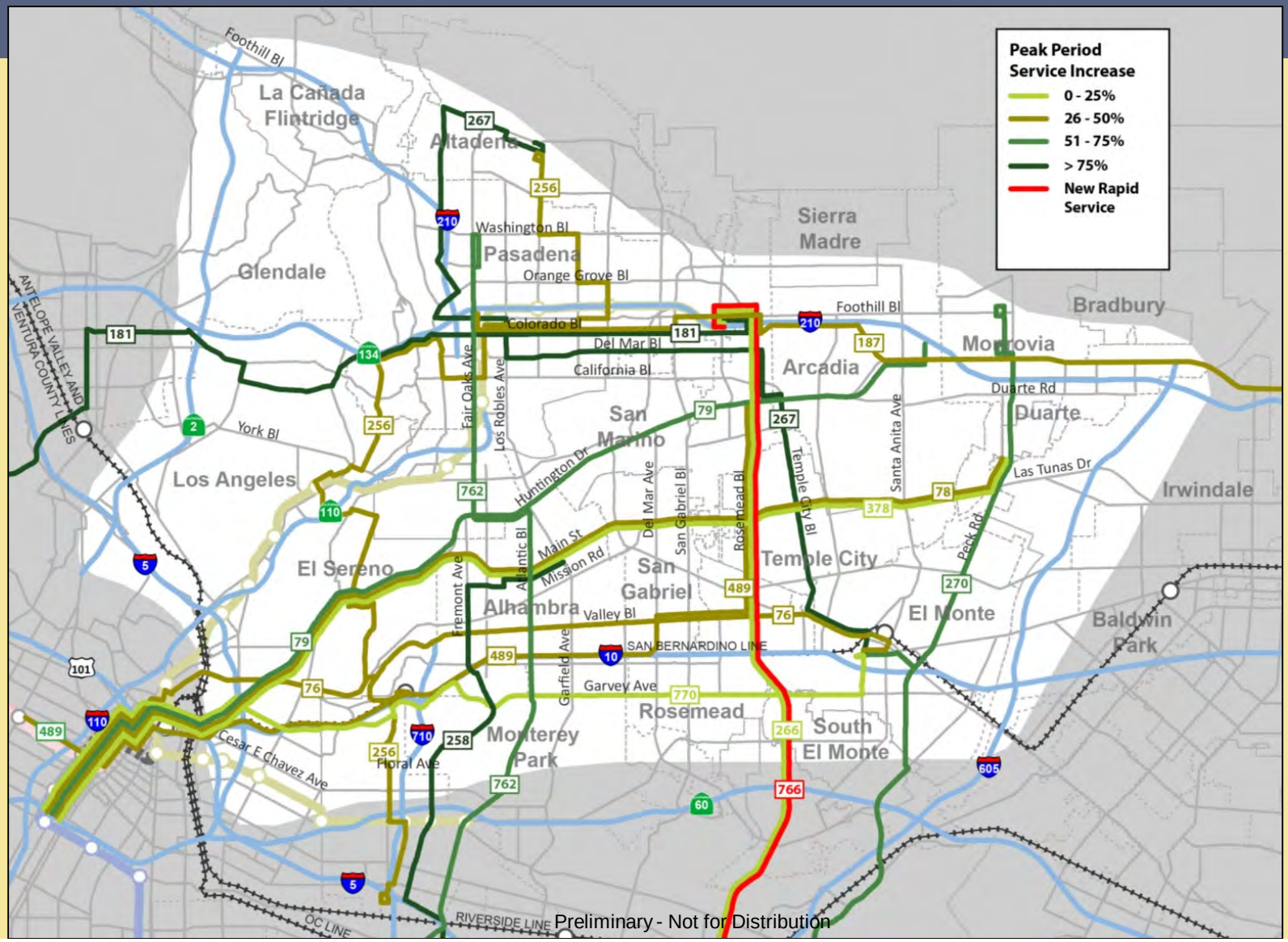
TSM/TDM Alternative – Intersection & Local Street Improvements



TSM/TDM Alternative – ITS Improvements



TSM/TDM Alternative – Bus Service Improvements



OUR CONCERNS

Caltrans Tenants
2012 Audit Report Summary
Cost Estimates
Tunnel Performance Information
Tunnel Ventilation
Tunnel Dangers
Tunnel Boring Machine
Health & Pollution
It's a Myth!
710 Would Funnel More Trucks
Port Growth
Doug Failing Interview

"Zero Port Trucks by 2035"

Dr. Tom Williams, Tunnel Engineer, International Planning, Design, Construction

CALTRANS HOUSING

Excerpt from

Welcome to Caltrans Tenants Association

PASADENA WEEKLY FEATURE ARTICLE

CORRIDOR OF SHAME

Week 2: The Untouchables—Corridor of Shame
Week 3: Tunnel Visions—Corridor of Shame
Week 4: Legislature Needs to Take Control of Caltrans
Week 5: No Place Like These Homes—Corridor of Shame

No Exit

Once stately properties that Caltrans bought 30 years ago to complete the still unfinished Long Beach Freeway stand as a testament of neglect by one of the most powerful agencies in California

By Chip Jacobs

Defying repeated calls to fix its properties, Caltrans has allowed many of its rental homes along the un-built Long Beach (710) Freeway extension to wither into perpetual neglect and battered, mothballed shells that draw crime and a slum-like aura to their neighborhoods.
People renting state-owned housing face pest infestations, corroded plumbing, leaky roofs, rotted floors, exposure to mold and, possibly, lead paint, among other defects. Many renters complain their houses are unsafe and blame it on either slapdash repairs or California

Department of Transportation claims it exhausted its maintenance budget.
Altogether, about a quarter of the parcels the departments owns along the corridor remain so dilapidated they can't be leased or languish as empty lots, depriving local government of several millions of dollars worth of yearly rental income, property taxes or badly needed affordable housing, records show.

Forty or more Caltrans dwellings stand vacant in Pasadena alone, the majority of them with landmark status within blocks of pricey Orange Grove Boulevard. Often poorly secured, the houses have been vandalized by indigents, would-be squatters, contractors, even devil worshippers, according to neighbors and police.
Meanwhile, some historic homes that have undergone $500,000-plus renovations are still faulty, so they are boarded up and left unoccupied.

From grand Victorians and Spanish-style bungalows to nondescript apartment buildings, the dwellings are part of 587 units the California Department of Transportation owns through Pasadena, South Pasadena and the northeastern Los Angeles enclave of El Sereno. Caltrans acquired the bulk of them from their original owners decades ago in anticipation that the extension between the Long Beach (710) and Foothill (210) freeways would be constructed, but fierce opposition, particularly from the city of South Pasadena, has stretched it out into a heavily litigated, 40-year fight. Trapped in limbo, all the state can do with the units is lease them.
Still in Caltrans' possession are 21 homes valued at $5.7 million that the agency formally declared outside the proposed spur's footprint in 1995 but have yet to sell, as state law requires. A number of groups, including Pasadena City Hall, contend the number of "surplus" houses or potentially unneeded ones may be dramatically higher.

John DeSoto, a Caltrans tenant from El Sereno and that community's former honorary mayor, believes legal action is long overdue.
"At my house, I have faulty electrical connections, plumbing that doesn't work, drains that spill out into the carpet and mold on my walls," he said. "You slide the windows and they fall out. Caltrans attitude is, 'If you don't like it, move!' Bitching won't make them fix it until we can get them into court as slumlords, and that's what they are."

A new look
A number of tenants praised their rental agents as hardworking, resourceful public servants who are often frustrated themselves by management decisions. the Weekly, for example, found one case where a renter evicted from her Caltrans home for allowing drug-dealing there was awarded nearly $200,000 in relocation benefits.
State upkeep of its real estate is etched into the law. The July 1999 federal injunction won by South Pasadena halting significant freeway work requires that Caltrans maintain their properties in "conditions of good repair." It also exhorts the

department to keep them rented to preserve “community standards” and deter vandalism.

The Federal Highway Administration’s “Record of Decision,” a capstone document that spells out the $1 billion extension’s exact 4.5-mile route and how it will be trenched to soften community damage, says the state must “properly maintain” its homes.
Eight years ago, after a Los Angeles Times expose on Caltrans property lapses, local elected officials and activists implored the department to tend to its shoddiest places or turn them over to someone who would. Since then, the state’s progress doing that has been spotty at best, a Weekly investigation has found. The biggest improvements appear to be some new paint jobs, locks and freshly mowed lawns.

Plenty have been critical. Caltrans executives have been ripped in two state audits, one that concluded they bumbled a $20-million renovation job of their historic houses that overhauled only 39 of 92 dwellings. An agency-issued survey of its own renters found 170 tenants responding they had maintenance issues, and 27 who didn’t.
Caltrans has also been tagged with health code violations in spite of the department’s staunch immunity assertions. Pasadena code inspectors, for example, cited eight Caltrans’ houses for problems that included leaks, vermin, inadequate water pressure, overgrown vegetation, missing smoke detectors and exposed basement asbestos, records show. The eight cases, five of them deemed major violations, have since been resolved.

Some critics, including Pasadena-based attorney Chris Sutton, believe the department would have “hundreds” of health and building-code violations if cities got aggressive about prosecuting them.
Just this spring the department was sued by a renter who claimed she developed acute asthma and other ailments as a result of being exposed to “extensive mold growth” and other toxins at her Pasadena Avenue rental. Lizz Wolf claims in her Los Angeles Superior Court suit that she pleaded with Caltrans to remove the growths in August 2001 but the agency responded weakly or not all. Caltrans officials say they don’t comment on pending litigation.

One South Pasadena tenant who previously won a judgment against the department for wrecking her possessions with dripping hot tar during a re-roofing job has been living for four months with improperly draining toilets and hot water and a hungry rat on the loose.
Tired of the agency’s excuses, she finally called the county Department of Health Services. It has issued Caltrans a notice of violation for plumbing, cracked surfaces and rodent abatement.
“We respond to all complaints concerning residential sanitation,” said Terrance Powell, the county’s chief environmental health specialist. “It doesn’t matter who the landlord is.”
Douglas Failing, Caltrans’ top official in the corridor, acknowledged improvements needed to be made when he took over the post about seven months ago. Under his guidance, he said, maintenance has been bolstered to ensure the houses are “safe and sanitary.”
“I think we are getting to be a better landlord,” Failing said. “There were predecessors before me that weren’t as focused, and didn’t have staff as focused. … That’s why we are spending as much as we can.”
The majority of the renters’ complaints, he said, do not involve habitability issues. His staff responded to about 4,500 repair orders last year.

Exit strategy
Newly obtained records are shedding light on Caltrans’ real estate finances. In 2001 and 2002 it took in $7.9 million in rent from its 710-extension tenants, plowing back $4.49 million on maintenance such as plumbing, carpentry and flooring. This year Caltrans is on track to earn a record amount of rent. The differential between revenues and expenditures is returned to state and local government coffers.
Historically, many longtime tenants have lived with the problems, spending as much as $10,000 of their own money on repairs, because their rents were priced in the affordable range. Some hoped to purchase the houses at steep discounts under state law giving them that option if their place was declared surplus or the entire project was scotched.
But when Caltrans decided to raise those rents to fair-market levels, in some cases increasing them 25 percent a year, howls of protest arose. Tenant activists accused the agency of employing a ham-handed eviction strategy to “depopulate” the area so the houses would command higher sales prices. Caltrans, they said, tried justifying their new rents by comparing them with housing costs from upscale neighborhoods without their chronic traffic, crime and upkeep issues.

Failing countered that the department was only doing along the corridor what it had done throughout California: charge market rates to achieve neighborhood parity. For reasons he wouldn’t elaborate on, Failing said his district “fell behind” in implementing that policy, and said even with the hike, more than half the houses would remain in the affordable category.
Ironically, tenants’ dreams of buying their houses — affectionately known as “the promise” in the tenants’ lexicon — may be closer to pay dirt than it ever has been.

Caltrans executives have drafted a document called the “exit strategy” that outlines abandoning the roadway for more feasible alternatives, be it the recently proposed tunnel concept under the same route or a series of street-level traffic-softening measures, multiple sources have told the Weekly. Agency managers are purportedly waiting for the green light from Gov. Gray Davis and Caltrans Director Jeff Morales to announce what would amount to a delirious liberation day for

many and a betrayal to others.
Why the change? Years of bitter wrangling, lawsuits, the prospect of having to acquire another 500-plus homes and the uncertainty of securing a huge amount of money for such a controversial spur in a lean, post 9-11 federal funding climate have congealed into a potent deterrent.

“I had a conversation with Jeff Morales and he said let’s either find a way to move forward or drop it …” said Mark Pisano, executive director of the Southern California Association of Governments. And “I have heard the rumor about the exit strategy. Have I been able to substantiate it? No.” Pisano cautioned that the 710-extension remains the number one unfinished transportation project in the SCAG clean-air plan, and doing nothing about north-south traffic and a resurgent smog problem is a nonstarter.
Whatever the catalyst, Pasadena officials have been maneuvering to buy some of the Caltrans properties within city boundaries.

Just shameful
Pasadena Mayor Bill Bogaard, City Manager Cynthia Kurtz, Planning and Development Director Richard Bruckner and the city’s lobbyist, Ken Emanuels, met in Sacramento in July with state housing officials and a lawyer from the advocate group, the Western Center on Law and Poverty, documents show.

The city was testing the waters about modifying the landmark 1979 Roberti Act, which governs the sale of state property no longer needed for highway construction projects to low- and moderate-income tenants. By amending that law so they moved ahead of other potential buyers, Pasadena officials hoped to purchase 41 homes from Caltrans at their original price, relocate tenants from any occupied dwellings in that batch, and then sell the houses at market rates. Proceeds estimated at $12 million would have then seeded an affordable-housing trust fund.

Notified of that bid, Assemblywoman Carol Liu, D-La Canada Flintridge, and tenants contested it. Pasadena officials have since promised not to undercut the rights of existing renters — unless they reside in large homes the city says would saddle new owners with burdensome upkeep payments.

Besides the 41 targeted homes, there was some nervousness that Pasadena actually coveted all 145 Caltrans homes, and there are indications that was in the city’s plans. The city last December, for instance, packaged a glossy binder with digital pictures and basic information for every Caltrans property within city limits. A city real estate agent has also been lurking about.
“I think Caltrans acknowledges they are a terrible landlord,” Bogaard said in an interview. “I’d hope something could be done to move the houses out from their ownership. Some will choose to buy. Some of those houses are suitable for affordable housing.” But, he said, “I’d be hesitant to offer a 5,000-square-feet house to someone of modest means.”

The tenants were so rattled by the city’s actions it hired the law’s author, former California Senate President Pro Tem David Roberti, to represent them. Roberti is now in private legal practice.
“A lot have suffered through Caltrans ownership,” Roberti said. “This problem has to be solved by the city as a whole, and not finding a group of victims and achieving affordable housing on their backs.”
Bird-dogged by Liu, Caltrans agreed to extend a rent freeze until July but haven’t participated in a rent task force because of disagreement over its mission. Since then, Liu and fellow Assembly member Jackie Goldberg, D-Los Angeles, have kept pushing on the rent issue.

In October they received an opinion from the state’s legislative counsel that concluded the agency has the discretion but not the obligation to charge market rent for the homes in question.
Liu, unable to extract property information from the agency, also introduced legislation, Assembly Bill 21, to put a moratorium on the rent increases and evictions until 2005 and establish a task force to hash out the situation.
“We wrote this bill out of frustration,” Liu said. “We ask Caltrans for information and they stonewall us. Regardless of where this bill goes, there is a movement to take these properties from Caltrans’ control and let the housing department or someone else manage them. I want to give them the benefit of the doubt, but they haven’t shown too much ability managing their property. It’s shameful.”

Down for the count
On an otherwise picturesque block of million-dollar homes, the deserted structures on the eastern flank of Pasadena’s Wigmore Drive have seen better days.

A vacuum cleaner extension hose serves as a makeshift downspout at one ranch-style house and a palm tree grows between the steps of a splintering porch with boot-sized holes in it. At least the front lawn has a purpose: a city garbage truck makes U-turns on it.
Next door another empty Caltrans house shows the scorch marks under the roofline from a 1997 fire — one of about a handful of blazes that started at 710-properties. Out back, the overgrown yard is peppered with old shoes and cast-off piping.

On the north side of Wigmore, a 1924-circa abode designed by respected architect Wallace Neff isn't the showpiece it once was. The windows are boarded up. The paint is chipped. Water is pooling on the floor. A former tenant says intruders have trashed the place repeatedly.

Nestled up against the Neff house is another empty Caltrans house. Years after the police staged a drug bust there, a vagrant once took up residence in a garden shed piled high with dank clothes and rubbish. Within reach were the carcass of an old BMW and some chemicals. (Caltrans cleaned up the yard between the Weekly's visits there.)

South Pasadena, where officials say they have forced Caltrans to better manage its homes, is hardly immune. A white Fairview Avenue house with boarded French windows and dangling wires features a wide-open back door. A Glendon Way house with peeling front steps has an easily accessible backyard and a pool whose bottom stagnates with brackish water.
The state-owned homes a few miles south in El Sereno are a mélange of contrasts. Most are densely packed Spanish-stucco homes that outwardly appear tidy. Drive around, though, and there are blue tarps covering damaged roofs, a soda machine propped on a lawn and the hulks of dead cars tamping down tawny weeds.

There are also seemingly habitable properties that sit idle. A ground-floor unit of a two-story apartment on Lowell Avenue has fresh paint, newer carpeting, yet no renter. A tenant at the complex there said it's been empty for years.
On nearby Maycrest Avenue, Caltrans' eight-bungalow complex has slid from being vacant to being brazenly vandalized in the years since the tenants left. Gang markings adorn the sides of the houses, and someone has sliced a hole in the chain-link fence. As with other Caltrans homes, the plywood boards nailed over the windows haven't repelled visitors.
One bungalow decimated by fallen stucco, a putrid toilet, reeking junk and heroin paraphernalia was someone's flophouse. A dazed homeless man with some of his family was recently living in another unit.

By Caltrans' tabulations, it owns 59 "non-rentable vacant properties" like these, a decrease from 133 uninhabitable units in late 2000, according to a report US District Judge Dean Pregerson requires the agency to submit every six months. (The department was late filing the last report.)

Asked to explain the drop in vacancies, Caltrans spokeswoman Deborah Harris said a number of historic houses and apartments have been fixed up and leased. The agency has a marketing program to get other homes rented, as well, she said.
'It's not safe'

From trespassing and drug-use to gang parties and religious rituals, unoccupied state-owned houses act as crime magnets. Some renters have grown so frustrated about it they have written fact-chalked letters, called the police themselves, shot videos and spoken at public hearings to get attention.

Pasadena Police responded to 296 incidents at agency houses during a 39-month stretch ending in December of last year, records show. Many of the calls were for false alarms or suspicious circumstances that never merited an arrest. Still, one empty house in the 600 block of St. John Avenue drew officers 24 times in 2001 alone.

Acting Police Chief Wayne Hiltz disputed some tenants' characterization of the properties as a "high crime area," but acknowledged empty houses invite troublemaking. "Any time you have vacant properties," he said, "they are potentially used for inappropriate activities, and it doesn't matter if it's a Caltrans property or another. The fact there are a number in a close proximity compounds it."

Where the Foothill Freeway dead-ends at California Boulevard has been a particular hotspot. Tenants have witnessed pie-eyed teenagers, prostitutes, runaways and homeless staying in the empty houses or garages. One pony-tailed indigent who locals call "Freeway Bob" because he panhandles near off-ramps was blatant about his comings and goings into one of the historic houses.
Pasadena police in January 2002 apprehended a man and his newlywed bride who had their own keys to a Caltrans duplex on the south side of California Boulevard. Neighbors said the couple had moved in their furniture, staying there unnoticed by authorities for months, under the belief they could attain squatter's rights.

When the police arrested them for trespassing, they turned up a shotgun, shotgun shells, ammunition for a .45-caliber handgun and a knife, said police Commander Marilyn Diaz. She said it appeared they were in legal possession of the weapons, adding that Caltrans gave the couple a week to move out.

John Kvammen, a leader in the tenant group and a Caltrans renter for 30 years, said one house near his dwelling on St. John had vagrants living there for two years despite his insistence the agency oust them. Before they left, they created waist-high trash, did hard drugs, shattered an antique mirror, among other damage.

Kvammen recalled stopping a homeless man in the late 1990s after the man had tossed a chair through the living room plate-glass window of the property, which has since been rehabbed and rented.

“My son and I told him we were calling the police and the guy dropped his pants and crapped on the sidewalk — it was an unexpected reaction,” he said. “There are all kinds of seedy characters around here. It’s not safe.”
Drive-thru pharmacy

Close to his rental is a vaulting, historic three-story Craftsman that has been vacant since March 1990. For years it was known among neighbors as the “devil house” because the nine in the street address had capsized to make it read “666.” Adding to its legend, a band of youths a few years ago gained entry. Inside they did drugs, lit candles and performed demonic rites, numerous people recall.
Caltrans officials could not confirm that report. The agency has spent $608,000 repairing that four-bedroom house and plans on trying to rent it this month.

“I remember being in there and being alarmed about the nature of the graffiti because there were satanic images,” said Sue Mossman, executive director of the preservationist group Pasadena Heritage.
“The intruders had [also] pulled out a bathtub and thrown it down the stairs. Our fear is that after millions of dollars have been spent in these historic houses, if they are vacant all that mayhem could happen again,” Mossman said.
Trespassers last fall snuck into the childhood home of famed chef Julia Child by crawling through a small entry. California Highway Patrol officers called to the scene never arrested anyone but believe the entrants were in the elegant brown manse for a while.
Caltrans officials say they have hired a private security to watch over the empty residences. Until recently, the agency did not prosecute trespassers.

On Pasadena’s Hurlbut Street, a two-bedroom Craftsman built in 1911 and unoccupied for years sports a tangled yard, paint-splattered hardwood floors and a dicey history. The woman who sold it to Caltrans later rented it back from the agency. By the late 1990s, Pasadena police knew it well. They responded four times for outstanding warrants, public intoxication and a domestic dispute.
In June 1998, armed with a search warrant, police launched a SWAT-style raid, arresting the mother, one of her sons and another person for selling methamphetamines, among other charges, Commander Diaz said. One source said residents there used to sell narcotics out the side window like a drive-thru fast-food restaurant until the arrests.

Citing that incident, Caltrans evicted the woman from the property. However, because she’d been renting prior to 1981, she was entitled to relocation benefits for homeowners displaced as a result of federal projects that benefit the public. The woman, whose name the Weekly agreed not to reveal, received $195,967 — the difference between what she originally sold her house for and what it would cost for her to buy a replacement in the market at the time of the eviction.

A neighbor who had previously complained to Caltrans about the drug pushing there, as well as an earlier shooting he claimed was “hush-hush,” said the state slapped a new roof on that house before the woman left. His house, meantime, has been bedeviled by poor water pressure, a multiple-layer roof cracking the walls and a wood-rotted back porch his wife’s foot recently fell through. In his years there, this tenant said he has stomped out two fires set by vagrants at nearby Caltrans properties, chased away scores of rats and witnessed a series of “Mickey-Moused” repairs, including one where rain-gutter downspouts were installed upside-down so they splashed anyone sitting on his back porch during rains.

“The problem is that Caltrans’ management is inept,” said the tenant, who spoke on the condition his name not be used because he feared possible retaliation by the agency. “It seems every time you get a decent right of way agent, they’re promoted or moved to another department and replaced by somebody who doesn’t know what they’re doing or doesn’t seem to care. Nothing that is important seems to get done. What can you do? The state is the landlord.”
A re-emerging issue is whether that landlord is sitting on property it doesn’t need anymore to build the extension. Selling unneeded land was supposed to be a priority. A May 9, 1995 directive from former Caltrans Director James W. Van Loben Sels obtained by the Weekly said: “It is imperative that Caltrans divest itself of any property not absolutely required. We should be looking at reasons to dispose, rather than retain property.”

But how many can be disposed? Caltrans itself has conflicting data depicting between 21 to 38 unneeded properties, including four houses on Pasadena Avenue that were supposed to be relocated during construction that are now up for sale, freshly released records show. A reason for the variation could be the compression and slight shifting of the freeway footprint that the agency agreed to in the Record of Decision. Unchanged by that, though, are three Caltrans houses north of California Boulevard in Pasadena that appear outside the pathway. The agency asserts those structures will be demolished for a realigned access road should the spur go through, but the maps don’t signal that.

State law requires that Caltrans offer properties for sale within a year of the time they are declared surplus; of the 56 parcels they announced in 1995 weren’t needed anymore,
35 have been sold. Assemblywoman Liu and others have grumbled agency officials have dragged their feet selling what they must.(Next week: Caltrans’ immunity.)

The Caltrans Tenants of the 710 Corridor

Email: caltranstenants@aol.com

The Caltrans Tenants Association, a registered 501(c3) non-profit organization, is comprised of all those living in Caltrans owned homes along the 710 Freeway corridor. There are almost 600 residential properties along the corridor including ninety- five "historic" homes. The tenants represent a diverse group of families who have an average tenancy of more than twenty years.

We came together as an association in response to Caltrans' shift in a variety of policies that directly affect our tenancies. We believe that our neighborhood and our ability to remain in our homes are continually threatened by Caltrans insensitivity to our unique situation. We are concerned about Caltrans blatant attempt to depopulate the corridor and their failure to follow their own policies, mission statement, and abide by state and local health and safety codes.

The purpose of our group is:

- **To educate and inform members and the community on issues affecting Caltrans Tenants.**
- **To insure Caltrans properties are compliant with state and local health and safety codes. To date, no Caltrans properties have occupancy permits.**
- **To protect Caltrans Tenants and their neighbors from the criminal element, a direct result of Caltrans policies of vacating properties. According to a Caltrans quarterly report, 3/5/2002, there are close to 142 homes now vacant, most of them in Pasadena.**
- **To inform the community about the "historic home" rehabilitation process. Almost $20 million taxpayer dollars was spent on 39 homes at an average of $500,000 per house. Some, if not all, of these rehabbed homes are non-code compliant and are in need of considerable additional repair. The State Auditor report (August 2000), initiated in part by the complaints of tenants, showed gross mismanagement of taxpayer funds with little or no accountability. Privately secured contractors inspected a number of rehabbed properties and, without exception, found the poorest quality of materials and workmanship, well below private sector standards. The scope of the audit was narrowly defined and criminal intent or neglect was not addressed. Many of the rehabbed homes remain vacant and are the targets of criminal activity. Caltrans requested another $22 million to finish the historical homes.**
- **To insure that the rights of the tenants are upheld, including any discrimination and illegal evictions to keep the fabric of the neighborhood intact and the properties occupied.**
- **To protect tenants from Caltrans policies of, unfair rental increases, unfair evaluation of fair market prices, and years of poor maintenance and repair.**
- **To protect the rights of all tenants as prescribed in Caltrans own Right of Way Manual.**
- **To protect the rights of all tenants to exercise their present and future options under government codes to purchase their homes, including the sale of surplus and excess properties. Many properties are in these categories and should be sold.**
- **To protect the intent of the Attorney General's opinion, Dec. 30, 2009 regarding fair market value for rents and future purchase of properties.**

Caltrans Tenants are dedicated to procuring just and fair treatment by Caltrans as we await the eventual possible purchase of our homes. We consider ourselves a vibrant and caring part of our community and wish to be a part of the American dream in pride of responsible ownership. Many of us have put considerable time, effort, and money into improving and maintaining our rented homes. We want these homes to be put back on the tax role to be able to enhance the fabric of our community. We pledge to use all available legal, political, and editorial means possible to have tenants' concerns addressed, their rights upheld and our goals met. We invite participation by all interested parties.

California
State Auditor
Bureau of State Audits

REPORT 2011-120 SUMMARY - AUGUST 2012

California Department of Transportation:

Its Poor Management of State Route 710 Extension Project Properties Costs the State Millions of Dollars Annually, Yet State Law Limits the Potential Income From Selling the Properties

HIGHLIGHTS

Our review of the State's management of state property along the proposed State Route 710 (SR 710) extension project highlighted the following:

- The California Department of Transportation (Caltrans) passed up roughly $22 million in rental income for these properties between July 1, 2007, and December 31, 2011, because of poor management.
- Caltrans failed to charge rents at the market rate for the majority of the 404 properties it rents.
    - It charged rents for 345 of these properties that were, on average, 57 percent of the rents in its market rent determinations that were prepared nearly four years ago.
    - Rental of these properties at below-market values constitutes a prohibited gift of public funds, unless such rentals serve a public purpose.
    - For state employees renting these properties, the difference between the market rental value of the properties and the rent paid by these employees should be included in their gross income.
- Caltrans' affordable rent program for certain low-income tenants—who in 1981 qualified for affordable rent—is costing the State more than $940,000 per year because the rent they pay is much lower than the fair market rental value.
    - Caltrans has not been verifying income eligibility annually for the tenants in this program as required.
    - For those tenants who no longer qualify, the difference between the fair market rental value of the property and the rent they pay would be considered a gift of public funds.
- Although Caltrans collected net rental income of $12.8 million, it spent $22.5 million to repair the properties from July 1, 2008, through December 31, 2011.

- It spent an average of $6.4 million per year on repairs to these properties, but could not demonstrate that repairs for 18 of the 30 projects we reviewed were reasonable or necessary.
- It did not always perform annual inspections and often authorized repairs that far exceeded the properties' potential rental income.

- Since fiscal year 2005-06, Caltrans has transferred an average of $4.7 million each year to the Department of General Services (General Services) to maintain the properties. However, the departments have operated without an interagency agreement for over a decade.
  - Caltrans has not monitored General Services to ensure funds are properly spent.
  - General Services has limited justification for the fees it charges clients such as Caltrans.
  - General Services' construction unit does not properly monitor its labor charges—we identified roughly 330 hours that may have been inappropriately charged to projects related to the SR 710 properties.
  - General Services did not follow state law and policies governing purchases from small businesses.
  - Caltrans has not sufficiently evaluated options to having General Services perform the repairs.
- Because of legislation enacted in 1979 known as the Roberti Bill, selling these properties may require the State to offer the properties at significantly reduced prices to any current tenants who have low or moderate incomes, and have not owned real property in the three years prior to the sale.

RESULTS IN BRIEF

The California Department of Transportation (Caltrans) is responsible for constructing, operating, administering, and maintaining the State's comprehensive transportation system. For decades, Caltrans has proposed the State Route 710 extension project (SR 710 extension project) to close a roughly 4.5-mile unconstructed gap in the freeway just north of State Route 10 in Los Angeles and State Route 210 in Pasadena. This gap affects the cities of Alhambra, Pasadena, South Pasadena, and a portion of Los Angeles. However, the project has been in the planning stage since 1953 for a variety of reasons related to the federal environmental review process. Caltrans is currently considering several options for moving forward, including either building a tunnel instead of a freeway or not building anything at all. By 2014 Caltrans hopes to have identified how it intends to proceed, but in the meantime the right-of-way division of Caltrans' District 7 office, which is located in the city of Los Angeles, is responsible for managing the hundreds of SR 710 extension project parcels and property units (SR 710 properties), ranging from residential to commercial properties to vacant land, that it purchased beginning in 1954 for use as land on which to build the project.

Because of Caltrans' poor management, we estimate that it missed the opportunity to generate roughly $22 million in rental income for the SR 710 properties between July 1, 2007, and December 31, 2011. In addition, the State spent millions of dollars more maintaining the SR 710 properties than it received in rental income. Although Caltrans collected net rental income of $12.8 million, it spent $22.5 million to repair the SR 710 properties from July 1, 2008, through December 31, 2011. A primary reason for this shortfall is that Caltrans failed to charge rents at the market rate for the majority of the 404 SR 710 properties it rents. Our review found that Caltrans charged rents for 345 of these properties that were, on

average, 57 percent of the rents it identified in its market rent determinations. Moreover, because Caltrans' market rent determinations for the 345 properties are, on average, nearly four years old, the discrepancy between the rents it is charging and current market rates is likely even larger. Caltrans asserted that it recently completed market rent determinations for all of the SR 710 properties; however, these determinations were completed subsequent to the end of our fieldwork.

Caltrans also stated that it does not charge market rates for many of the SR 710 properties because in 2002 the former Caltrans director instructed the District 7 office not to increase rents to market rates. However, our legal counsel advised us that Caltrans' rental of the SR 710 properties at below-market values constitutes a gift of public funds, which is prohibited by the California Constitution unless such rentals serve a public purpose. If it charged market rents for the 345 SR 710 properties, Caltrans could potentially generate as much as $3.8 million more per year in rental income.[1] These are public funds that Caltrans is, in effect, giving to its tenants. Moreover, in performing our analyses of the rent Caltrans charges its SR 710 property tenants, we identified 15 state employees to whom Caltrans was renting properties at below-market rates as of February 2012. The difference between the market rental value of the properties and the rent paid by these employees constitutes either income in the form of compensation from a fringe benefit or a gift of public funds. As such, the State should be including the difference in the employees' gross income that is reported for federal and state income tax purposes.

Caltrans also rents 58 of the SR 710 properties units under an affordable rent program for certain low-income tenants who originally qualified for affordable rent before March 3, 1981, in order not to impose hardship on them. Our review found that Caltrans charged rents for these 58 properties that were, on average, 26 percent of the rents it identified in its market rent determinations. Based on our comparison of Caltrans' market rates and the rates it actually charges these tenants, we estimate that this program is costing the State more than $940,000 per year. However, Caltrans has not been performing income eligibility verifications annually for the tenants in the affordable rent program, as its own policies require. Consequently, it cannot be sure that all of the tenants continue to qualify for the program. For those tenants who no longer qualify, the difference between the fair market rental value of the property and the rent they pay—an average of $16,200 per year per property—would be considered a gift of public funds.

Caltrans has spent an average of $6.4 million per year on repairs to SR 710 properties; however, it could not demonstrate that the repairs for 18 of the 30 projects we reviewed were reasonable or necessary. Caltrans maintains the SR 710 properties by either contracting directly with service providers or—more frequently—by requesting that the Department of General Services (General Services) complete specific repairs. However, Caltrans did not always perform annual inspections to determine whether repairs were necessary. Moreover, Caltrans often authorized repairs that far exceeded the properties' potential rental income. In fact, for 20 of the 30 properties we reviewed, Caltrans authorized repairs for which it will take more than three years' worth of rental income to recover the costs.

To maintain the SR 710 properties, Caltrans has transferred an average of $4.7 million each year to General Services since fiscal year 2005-06. However, Caltrans does not provide proper oversight of the repairs General Services performs. Caltrans and General Services had no interagency agreement in place for over a decade, and it has not monitored General Services to ensure that it spends the transferred funds properly. For example, in some instances Caltrans was unable to provide us with records to substantiate its approval of General Services' work either before or after the work was performed. Moreover, Caltrans has not sufficiently evaluated alternatives to having General Services perform the work, which might be resulting in Caltrans spending more state funds than needed to perform the repairs on these properties. For example, General Services has limited justification for the fees it charges clients such as Caltrans.

Specifically, General Services was unable to substantiate the $50 hourly rate it charges to clients for its Direct Construction Unit's (construction unit) operational costs that include the salaries and benefits for its permanent employees, known as its hourly burden rate, and its direct administration fees for each project.

Further, General Services exerts insufficient oversight over several project cost areas. In particular, General Services' construction unit does not properly monitor the labor charges of its temporary employees, known as casual trades or day laborers. For example, we identified roughly 330 hours that may have been inappropriately charged by the casual laborers to projects related to the SR 710 properties. General Services also did not follow state law and policies governing purchases from small businesses. Specifically, General Services made purchases for amounts under $5,000 without using competing bidders or justifying that the price was fair and reasonable. For the purchases for which General Services did solicit competitive bids, we found that the owner of a small business that does a large amount of business with General Services is related to the owners of two other small businesses that General Services made purchases from, and these companies with related owners bid against each other. Consequently, other qualified suppliers may not have had a fair opportunity to participate in the competitive solicitation process. We also reviewed invoices for five small businesses to which the construction unit paid a total of more than $300,000 between July 2011 and May 2012 and found in some instances that the businesses do not appear to serve a commercially useful function. For example, our review found that two of the small businesses obtained goods either from The Home Depot or online vendors at retail prices and charged the State an average markup of 35 percent for the goods, instead of the construction unit purchasing the goods directly from the suppliers.

Once Caltrans completes the necessary reviews and plans for the SR 710 extension project, it can determine if it requires all of the properties that it currently owns. It can then proceed with selling surplus properties. However, the sale of these properties will be restricted by legislation enacted in 1979 known as the Roberti Bill, which requires the State to offer the properties at significantly reduced prices to any current tenants who have low or moderate incomes and have not owned real property in the three years prior to the sale. As of March 1, 2012, Caltrans estimated that the market value of the SR 710 parcels was $279 million.[2] However, as a result of the Roberti Bill, the actual sale price for many or potentially all of the residential SR 710 parcels could be roughly 80 percent less than Caltrans' estimated market value. These discounted prices would have long-term ramifications because the properties would generate only a fraction of the property tax revenues that they would generate if sold at market price. Because state law requires Caltrans to restrict the use of these properties exclusively as affordable housing, and Caltrans plans to implement these restrictions for 45 to 55 years, the reduction in property tax revenues would likely exceed many millions of dollars.

While Caltrans is determining whether it will proceed with the SR 710 extension project, the State could consider certain alternatives that would allow it to retain access to the SR 710 properties for right-of-way purposes while eliminating its need to directly manage the properties. One possibility is that Caltrans could contract with one or more private contractors to provide property management services to maintain the SR 710 properties. Another option the Legislature could consider would be the establishment of a joint powers authority (JPA) that would include Caltrans and the cities of Pasadena, South Pasadena, and Los Angeles to manage the SR 710 properties. This option would allow the affected cities an opportunity to have an equal voice in the management of the properties.

RECOMMENDATIONS

To ensure that it collects fair market rents for the SR 710 properties on the State's behalf, Caltrans should do the following:

- Using the fair market rent determinations for all SR 710 properties it recently prepared, excluding those in its affordable rent program, adjust the tenants' rents to fair market after providing them with proper notice.
- Make only limited exceptions to charging fair market rent and document the specific public purpose that is served in any case where it does not charge fair market rent.

To ensure that all taxable fringe benefits or gifts state employees receive are appropriately included in their gross income, Caltrans should take the following actions:

- Establish procedures to notify state employees who rent SR 710 properties that they may be subject to tax implications.
- Work with the State Controller's Office (state controller) to identify the difference between the fair market rental value of the SR 710 housing and the rent the state employees paid for that housing during the applicable calendar years within the federal and state statute of limitations.
- Work with the state controller to identify the statute of limitations for employers to report adjustments to employee gross income to the federal Internal Revenue Service and the Franchise Tax Board.

To ensure that only eligible tenants receive the benefit of the affordable rent policy, Caltrans should annually review the tenants' household incomes and document their incomes using income certification forms. If tenants no longer qualify for the program because their income exceeds the income requirement or one of the income-producing tenants in the household has been replaced by a new tenant, it should increase their rent to fair market rates after giving proper notice.

To ensure that the repairs it makes to the SR 710 properties are necessary and reasonable, Caltrans should do the following:

- Conduct annual field inspections of the properties.
- Develop a written policy to ensure that it considers the cost-effectiveness of repair costs in relation to the potential rental income for a property.
- Establish a process to ensure that it evaluates the cost-effectiveness of any repair before authorizing it.
- Retain in its project files evidence to support the necessity and reasonableness of repairs, such as change orders, annual field inspections, and analyses of the cost-effectiveness.

To ensure that the State achieves cost savings for the repairs made to the SR 710 properties, Caltrans should periodically perform more comprehensive analyses of viable options for repairing the properties. If Caltrans determines that General Services is the best option, it should ensure that it properly executes an interagency agreement in accordance with the State Contracting Manual.

To ensure that it charges its clients appropriately for the work it performs, General Services should reassess its methodologies for determining the hourly burden rate and direct administration fees.

To ensure that the construction unit complies with the State's procurement laws and policies, General Services should do the following:

- Provide training to its construction unit employees regarding the State's procurement laws and policies.

- Conduct an investigation of the small businesses we discuss in this report to determine if they are performing a commercially useful function.

To ensure that casual laborers charge only for their actual hours worked on projects, General Services should ensure that the daily time reports for casual laborers contain the appropriate task codes, the laborer's signature, and the approval of a civil service supervisor.

To pursue alternatives to its management of the SR 710 properties, Caltrans should:

- Prepare a cost-benefit analysis to determine if the State would save money by hiring a private vendor to manage the properties.
- Perform an analysis to compare the cost of establishing a JPA to its current costs of managing the properties.

To pursue alternatives to the State's management of the SR 710 properties that would preserve its access to the right-of-way needed for the SR 710 extension project, to the extent that Caltrans has determined it to be cost-beneficial to do so, the Legislature should consider the establishment of a JPA that would allow Caltrans and the affected cities to jointly manage the SR 710 properties.

AGENCY COMMENTS

The Business, Transportation and Housing Agency (BTH) stated that it appreciates the identification of opportunities for improvement and recommendations for best practices that Caltrans can follow. In addition, Caltrans stated that it has implemented recommendations, is in the process of implementing recommendations, or will work with BTH to determine how best to address the issues raised in our report.

General Services stated that it agrees that additional actions need to be taken to improve the construction unit's administrative processes. General Services also stated that, in general, the recommendations have merit and that it will promptly address them.

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[1] One of the 404 SR 710 properties Caltrans rents did not have a market rent determination.

[2] A parcel is a plot of land that can contain more than one single-family or multifamily residential property unit.

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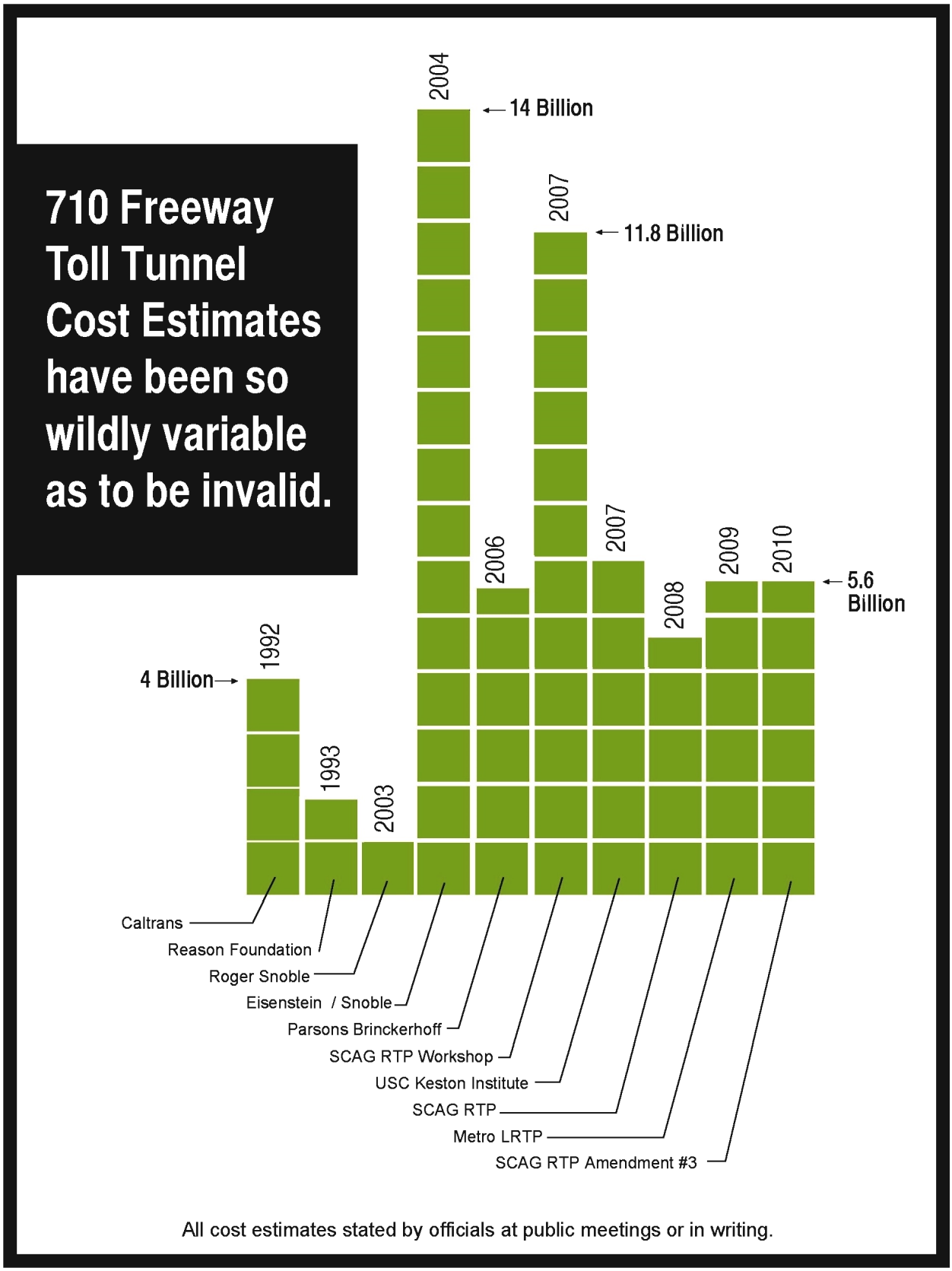

710 Freeway Toll Tunnel Cost Estimates have been so wildly variable as to be invalid.
2004
14 Billion
2007
11.8 Billion
2006
2007
2008
2009
2010
5.6 Billion
1992
4 Billion
1993
2003
Caltrans
Reason Foundation
Roger Snoble
Eisenstein / Snoble
Parsons Brinckerhoff
SCAG RTP Workshop
USC Keston Institute
SCAG RTP
Metro LRTP
SCAG RTP Amendment #3
All cost estimates stated by officials at public meetings or in writing.

SR-710 TUNNEL PERFORMANCE INFORMATION

SCAG, Metro and USC Studies - Analysis

IF THE TUNNEL IS COMPLETED, 75% OF LOCAL SURFACE STREETS WOULD STILL BE GRIDLOCKED.

1. Of the 80+ study segments that are currently operating over capacity (Level of Service (LOS) "F" – the lowest rating Caltrans can give and the point at which gridlock occurs, over 60 (75%) of these segments will remain over capacity after a tunnel is built.
    a. Many believe that streets such as Fair Oaks Blvd., Fremont Avenue, Los Robles Avenue and Atlantic Boulevard would begin to improve once a tunnel was built. However, these streets will still operate over capacity with severe congestion.
    b. At least 12 arterial streets…will experience higher traffic volumes solely due to the tunnel.

THE TUNNEL WOULD CAUSE SIGNIFICANT DETRIMENTAL TRAFFIC AND TRUCK IMPACTS ON THE I-210 FREEWAY THROUGH THE CITIES OF GLENDALE, PASADENA, LA CAÑADA FLINTRIDGE AND THE COMMUNITY OF LA CRESCENTA.

1. If the tunnel is completed by 2030, the following is projected to occur:
    a. More than a 25% increase in daily traffic volumes on I-210;
    b. An additional 30,000 vehicles per day on I-210;
    c. An additional 2,500 trucks per day on I-210;
    d. 850 additional trucks in the PM peak hour on I-210;
    e. Truck percentage on I-210 will increase from 11% to over 20%; and
    f. Since portions of the I-210 will operate at Level of Service (LOS) "F," traffic will be forced onto local streets..

THE TUNNEL CONNECTION WOULD MAKE OVERALL DRIVING CONDITIONS WORSE REGIONALLY.

1. The overall number of vehicle miles traveled would increase in the peak hour, bringing many environmental impacts;
2. The overall number of vehicle hours would increase (more delay, gas consumption and air pollution);
3. The system-wide, regional benefit would only be an increase in overall speed of .6 miles per hour; and
4. Motorists would be driving farther and spending more time on the road if the tunnel is built.

The previous information is an analysis by of the City of La Cañada Flintridge's Traffic Engineer of the SCAG (So. Ca. Assn. Of Gov'ts.)"SR-710 Missing Link Truck Study (Preliminary Draft Final Report)," conducted by Iteris, Inc., a consulting firm. This report studied traffic as it would be if the original tunnel route proposed by Caltrans/Metro was built (Route "3").

THE TUNNEL ITSELF WOULD BE GRIDLOCKED SOON AFTER COMPLETION.

1. "In the peak (northbound) direction, the gap closure is projected to operate at LOS F…"

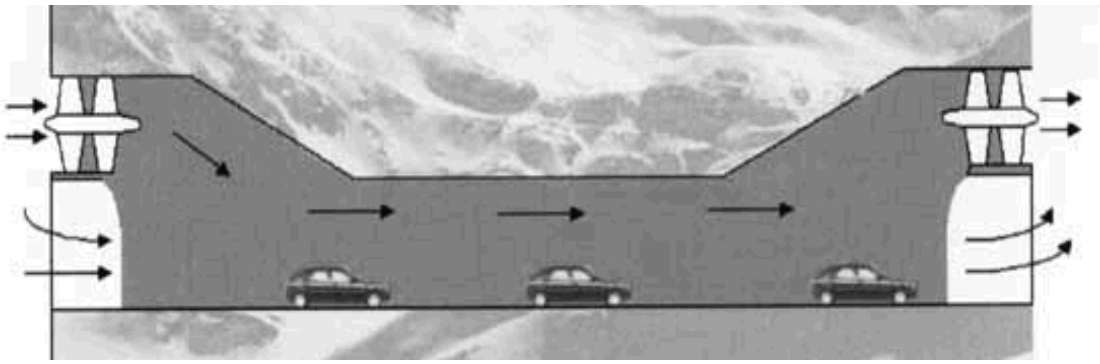
The previous information is from the Metro "Route 710 Tunnel Technical Feasibility Assessment Report" (2006), p. 5-55 (this report also studied "Route 3").

DUE TO A LACK OF SUBSTANTIVE REDUCTION OF GRIDLOCK (SEE ABOVE), MOST OF THE RESIDENTS SOUTH OF THE TUNNEL WOULD CONTINUE TO BE IMPACTED BY RESPIRATORY PROBLEMS ASSOCIATED WITH POLLUTION, AND THE RESIDENTS ALONG THE I-210 FREEWAY WOULD HAVE INCREASED GRIDLOCK. THOSE RESIDENTS WOULD THEREFORE SEE AN INCREASE IN RESPIRATORY PROBLEMS, PARTICULARLY AFFECTING CHILDREN AND OTHER RESIDENTS ALONG THE FREEWAY.

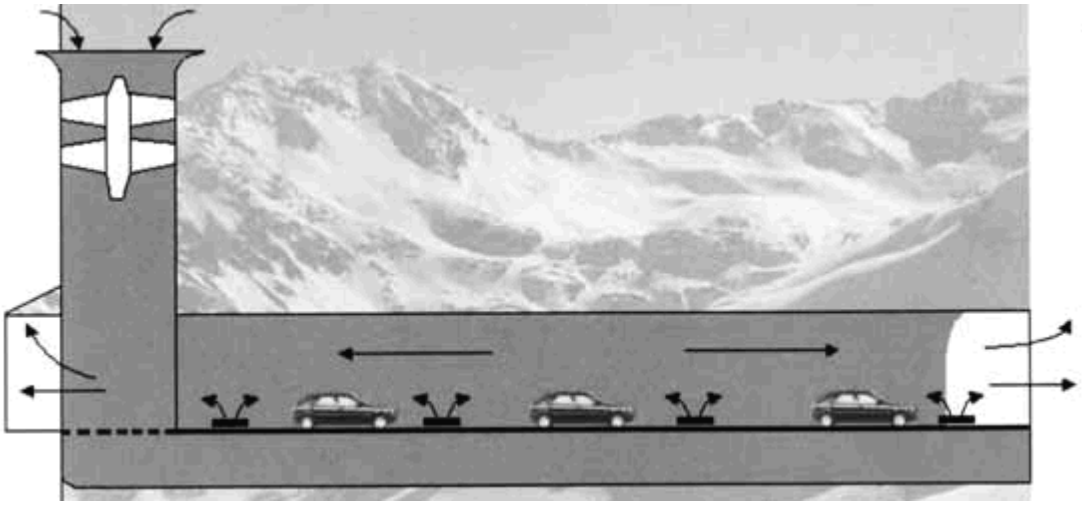
1. "The increase in truck and automobile traffic on the I-210 freeway resulting from the proposed SR-710 extension would increase the exposure of surrounding communities to vehicular pollutants that may cause asthma and other respiratory disease." Dr. Rob McConnell, USC Keck School of Medicine, Division of Environmental Health
2. There is "emerging scientific consensus that residential or school proximity to major traffic corridors is associated with respiratory impairment in children and in adults." USC California Children's Health Study
3. Residential proximity to freeways is associated with increased rates of asthma. A group of pollutants is associated with slower growth in lung function, which is a strong predictor of "debilitating lung disease and mortality in later life." USC California Children's Health Study

TUNNEL VENTILATION

NEXT TO YOUR HOUSE, HOSPITAL, OR SCHOOL?



Few short tunnels can rely on the piston-effect of moving vehicles and wind to force pollutants out into the air without treatment. Most tunnels add fans to push and/or pull air and exhaust through tunnels in the direction of vehicular movement.



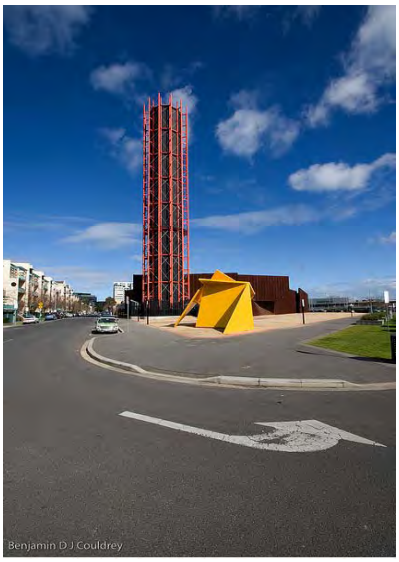
Some ventilation systems add special intake fans to distribute airflows – but with general discharge out each portal.

Wan Chai Portal _

Cross Harbour Tunnel Ventilation, Hong Kong Island, China _

Short stacks need small, short tunnels and lots of open space.

Citylink Exhaust Tower, Melbourne, Australia _

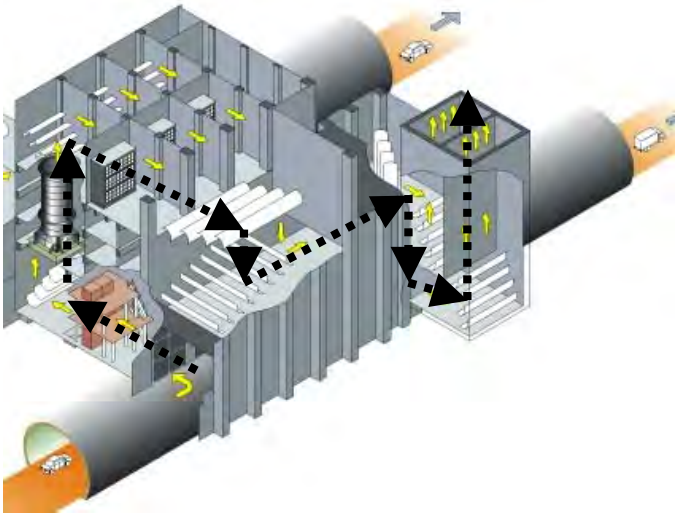


Lincoln Tunnel, New York _

Some ventilation systems use inflow and exhaust stacks.
Ventilation structures can be very large and high.

_ Clem Jones Tunnel Ventilation, Outlet 2 Brisbane, Australia

Any stack needs large emergency smoke fans for exhaust. Smoke Test, Branisko Tunnel, Slovakia _



Air cleaning systems are used in tunnels for removing emission contaminants but they do not clean ALL polluting elements. Some long tunnels in other parts of the world use Electrostatic Precipitators (ESPs) or NOx "Scrubbers" to reduce pollutants (PM2.5-10, NOx). However, they use tremendous power, take significant space and require treatment of wash solution contaminants.

Compiled by Tom Williams, El Sereno Resident
Updated 2-27-11

TUNNEL DANGERS

Concerns from the Beginning

From 1947 through the 1990s, communities opposing the extension of the 710 freeway were focused on preserving the character of their neighborhoods and solving their transportation issues through other projects. Carving up the beautiful historic homes and small town businesses to send more vehicles through the area just doesn't make sense. These communities already have more than one freeway. Why add more?

Feasibility of Using a Bored Tunnel

In 2002, after years of litigation with the City of South Pasadena and others, Caltrans and Metro shifted their plans and began to explore the feasibility of using a bored tunnel to extend the freeway. This concept raised new concerns for the communities: huge costs, concentrated pollution emissions, but more importantly, safety. Los Angeles is well known for its high incidence of earthquakes and other natural disasters. The public now had to consider the danger of being inside a 5-mile long tunnel during a substantial earthquake, rising flood waters, or a natural or man-made fire.

Dangers Come from within a Tunnel

Modern tunnels are built with safety features incorporated into their design. Some earth movement is expected and planned for so that the passageway is able to "flex" with a shifting environment. The amount of "flexing" that a tunnel is able to do without damage, depends on many factors. An earthquake will not collapse a well-built tunnel. The greatest risk comes from cars, trucks, and busses filled with passengers and gasoline, shaking inside the tunnel.

Tunnel Safety Measures

Every large tunnel has 24 hour monitoring of events inside, typically two, stationed control rooms, one at either end of the tunnel that are responsible for systems maintenance, observation of problems, and collection of tolls. Emergency escape exits and phones are located at intervals along the route. Most of these require a person to be "able bodied" to use. Emergency response time can vary greatly depending on the severity of the problem and level of communication between jurisdictions and training of first responders.

The Longest Road Tunnel in the United States

Los Angeles does not currently have any long road tunnels. There are some short tunnels intermittently on area freeways where the freeway meets a rise in elevation, such as the SR-110 freeway near Dodgers Stadium or through long underpasses. The closest modern road tunnel, the Caldecott Tunnel near Oakland California, consists of three tunnels, just about 4,000 feet long. If the 710 Extension was built underground, it would have two 60-foot diameter tunnels between 4.4 and 5.4 miles, the longest road tunnel in the United States. Even the Central Artery Tunnel in Boston, also known as the Big Dig, is only 3.5 miles long. Ours will be an even Bigger Dig.

Accidents

Big Rig Accident on I-5 Freeway

Locally, in 2007, an accident involving five big rigs in a small 550-foot long underpass tunnel on the I-5 freeway, just north of the SR-14 connector, resulted in a fireball so hot that the vehicles burned down to their cores and concrete exploded off the walls. The Los Angeles Times reported, that "fire, police and Caltrans officials spent the day trying to assess damage to the concrete but were hampered by a continuing blaze in the tunnel's center, and heavy smoke and high concentrations of carbon dioxide, particularly on the tunnel's north, or uphill, end. They could not get very far past the mouths of the tunnel." Sadly, 3 people lost their lives and 10 others were treated at area hospitals. It was estimated that 10 to 20 people were able to flee the short tunnel on foot. This accident is a very small example of the type of emergency that can happen in a road tunnel. A longer tunnel with a higher number of trucks carrying cargo, would increase the potential for fire and death exponentially.

Mont Blanc Tunnel, Margarine and Flour Fire

The Mont Blanc Tunnel between France and Italy became the focus of an investigation in 1999, when a truck carrying margarine and flour caught fire midway through the 7-mile tunnel. Apparently the driver did not notice the smoke coming from his vehicle for about a mile as opposing cars waved at him. When he finally stopped to inspect, the truck ignited, sending smoke and dangerous levels of carbon monoxide throughout the area. The drivers in the vehicles behind the truck became trapped, unable to turn around, as the smoke was drawn uphill from the grade and overcame them. The truck's cargo of margarine volatized and fed the fire that burned at about 1800 ^{o}F for 53 hours. A total of 38 people died within 15 minutes of the incident, although it was believed prior to that day that food cargo posed no transport risk; it was considered combustible but not flammable under normal conditions. However, investigators who examined this accident began to consider that even innocuous food goods and road pavement materials could become flammable when heated by fuels and other flammables, causing them to emit dangerous chemicals when burned in a contained space.

Gotthard Tunnel Fires, Smoke Caused Fatalities

Road tunnels all around the world have inherent danger and a disturbing history of fatalities. A tunnel full of vehicles contains an average of 15 gallons of gas per vehicle. Add to that, some trucks and busses have larger 150-gallon tanks with potentially flammable cargo and plastic that becomes flammable when heated. One accident can cause a chain reaction of explosions to all of those tanks. In 2001, the 10-mile St. Gotthard Tunnel in Göschenen Switzerland had a blazing inferno that killed 11 people. The accident was a collision between a truck and an empty minibus that caused gasoline to pour onto the floor of the tunnel. The result was a blaze so hot that it melted the vehicles causing them to be fused together. It was determined that the fatalities were caused by smoke and gas inhalation and that the ventilation system had not been working properly or was not adequate for such conditions. This tunnel suffered three major accidents in three years.

Caldecott Tunnel, Gasoline Fire

The Caldecott Tunnel as previously mentioned, had a fire in 1982 that caused 7 deaths. A gasoline tanker crashed into a stopped car and gas spilled into the gutter and ignited. Smoke travelled uphill, choking the victims who didn't have a chance to get out the emergency exits. The ventilation system was not even on at the time although it would have been totally inadequate under these circumstances. The same tunnel in 2010, had to close during an intense rainstorm due to flooding. A drainage pipe had filled with debris from runoff and storm water backed up in the tunnel.

Big Dig Tunnel, Shoddy Construction

Sometimes the danger in a tunnel comes from an unexpected cause. The Central Artery Tunnel in Boston, the Big Dig, was damaged when ceiling tiles cascaded to the ground below because an inadequate glue was used to secure the 4,600-pound panels. One woman lost her life when a tile fell directly on her while riding as a passenger in a vehicle, also injuring the driver, her husband. The project manager, Bechtel/Parsons Brinckerhoff as well as others, were accused of cutting corners and doing shoddy work. There was also a great deal of discussion on whether the glue manufacturer or the glue installer were to blame for the tiles falling. The tunnel fully reopened 11 months later.

Flood Water Hazards, Diversion of Traffic

Flooding is a concern for Los Angeles area residents as it is common throughout the rainy season. At a public outreach meeting conducted by Caltrans during the Geotechnical Study, a question was asked about how flood waters would be managed in heavy downpours in and around the tunnel. Earlier in the week, television news coverage showed that the southern end of the 710 was evacuated due to rising waters. The response by Doug Failing, Executive Director of Highway Programs at Metro, was that the 710 freeway is supposed to flood to keep water out of the area neighborhoods. He stated that it was designed that way. However, one might argue that building a tunnel at the end of a freeway that is designed to flood, could create an inescapable hazard. There are no exits in a tunnel. In addition, unlike the average freeway, when an entire tunnel section does close down for weather, maintenance or accidents, the resulting overspill of cars and heavy cargo trucks into the local communities is devastating.

Soft Target for Terrorists

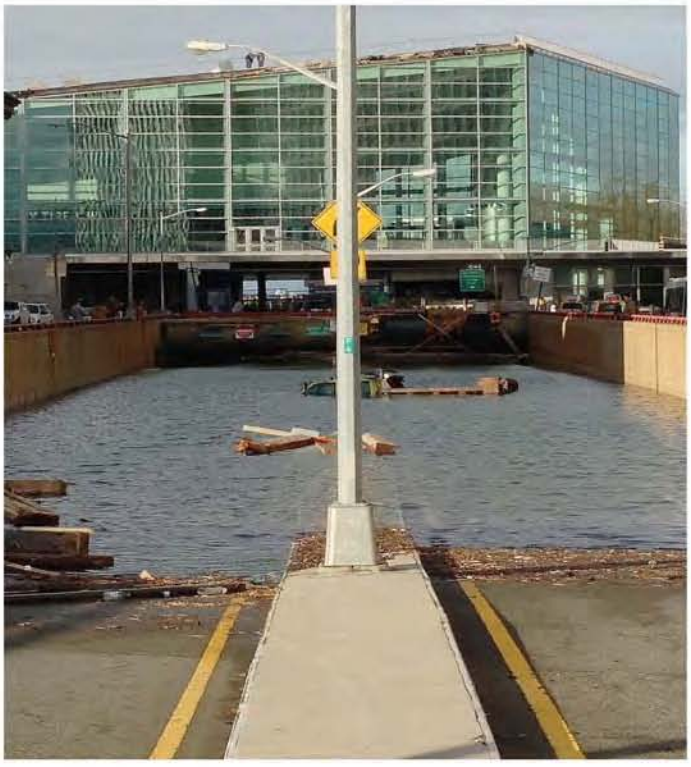
As we look to Los Angeles in the future, we must consider that a large tunnel could become the ultimate target for terrorists, as was the case in London in 2005. In a road tunnel, since tolls are collected electronically and there are no stops for inspection, it would be easy to trigger an explosion with just a flare and a can of gasoline. An act such as this would yield catastrophic loss of life and property. Let's be sure that the supposed benefits of this project far surpass the tremendous risks.

What Could Possibly Happen in a Tunnel?

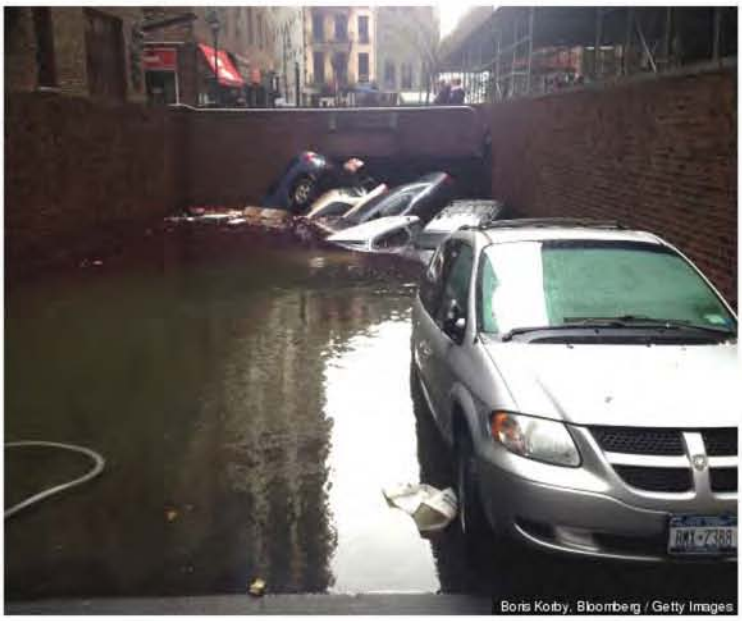
Sasago Chuo Expressway Tunnel Collapse, Koshu City, Japan 2012, 9 Dead

Kyodo News / Associated Press Photos via latimes.com

Brooklyn Battery Tunnel Entrance After Hurricane Sandy, New York City NY 2012



Getty Images



What Could Possibly Happen in a Tunnel?

Big Rig Pile Up in I-5 Freeway Tunnel, Santa Clarita, CA 2007, 3 Dead

redorbit.com

Terrorist Bombing, Tube System Shutdown, London England 2005, 31 Dead

guardian.co.uk

dailymail.co.uk

What Could Possibly Happen in a Tunnel?

St Gotthard Tunnel Fire, Switzerland 2001
11 Dead

news.bbc.co.uk

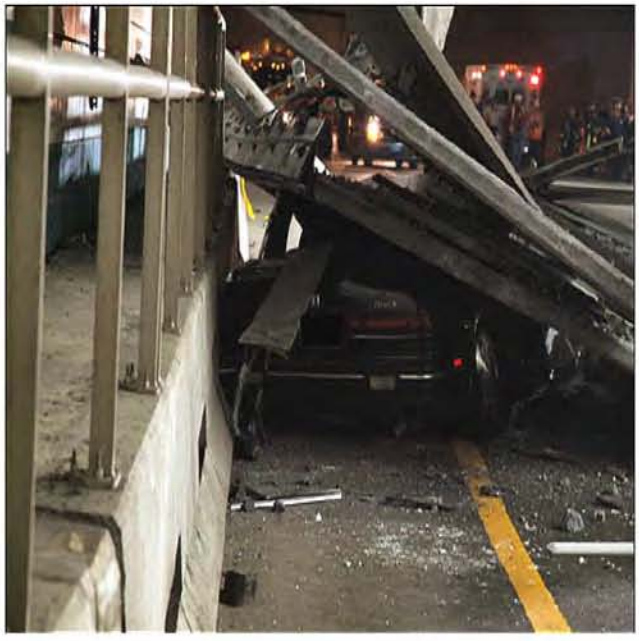
Caldecott Tunnel Fire, Oakland CA 1982
7 Dead

jalopnik.com

Mont Blanc Tunnel Fire, France/Italy 1999
39 Dead

landroverclub.net

Central Artery Tunnel (Big Dig) Collapse, Boston MA 2006
1 Dead



boston.com

What Could Possibly Happen in a Tunnel?

Salang Tunnel Explosion 1982, Multiple Avalanches and Collapses, Kabul Afghanistan
World's Deadliest Road Tunnel, Upward of 3,000 Dead Since Opening in 1964
Tunnel Remains Unfinished with No Working Ventilation System, Hazardous Road Conditions and Narrow Passage. US & Allied Troops Use the Tunnel as a Supply Route.

news.bbc.co.uk

Metro Station Terrorist Attack,
Minsk Belarus 2011
15 Dead

wikipedia.org

TUNNEL BORING MACHINE

The Tunnel Boring Machine (TBM) necessary to dig the 710 North Extension tunnel would be about 10 feet wider than this one. The TBM would have the ability to bore two 60-ft wide tunnels for about 4 miles at 100-150 feet underground. The TBM does not dig the portals of 5,000+ feet at the south and 8-10,000 feet at the north. They require a starter shaft of about 300-ft wide x 500 to 750-ft long at each end which later becomes part of the portal (usually the vent shafts for both construction and operations).

HEALTH & POLLUTION

Doug Failing, CalTrans CEO District 7: **"That cancer and emphysema rates are higher near tunnels is absolutely a true statement."** San Marino Tribune, 6/04/09

Pollution will be in the tunnel as well as spew from 4 vents (each 100 feet or 10 stories high) and at each end portal.

- Researcher from Children's Hospital Los Angeles and USC finds proximity to freeway is associated with Autism. Case-Control Study demonstrates connection between Autism and traffic pollution. http://eon.businesswire.com/news/eon/20101215006967/en/autism/pollution

- Tunnels concentrate air pollution by 1000 times. A toxic cocktail of ultra fine particles is lurking inside road tunnels in concentration levels so high they have the potential to harm drivers and passengers, a new study has found. Australia. http://x-journals.com/2009/tunnels-concentrate-air-pollution-by-up-to-1000-times/

- Air pollutants from freeways extend further than previously thought. Air pollutants from Interstate 10 in Santa Monica extend as far as 2,500 meters, more than 1.5 miles downwind, based on recent measurements from a research team from UCLA. School of Public Health. "UCLA Newsroom", August 23, 2009

- Childhood Asthma Linked to Freeway Pollution
  By studying air pollution levels in ten Southern California cities, USC investigators show that proximity to freeways poses a respiratory risk. "Cars and trucks traveling on freeways and other large roads may be a bigger source of pollutants that matter for asthma than traffic on smaller roads. Keck School of Medicine, USC, "USC News" 9-21-05

- Ultra fine particles pass the blood Brain Barrier. L. Calderón-Garcidueñas et al. Toxicol Pathol February 2008 vol. 36 no. 2 289-310. "Long-Term Air Pollution Exposure is Associated with Neuroinflammation, an Altered Innate Immune Response, Disruption of the Blood-Brain Barrier, Ultrafine Particulate Deposition, and Accumulation of Amyloid B-42 and A-Synuclein in Children and Young Adults". http://tpx.sagepub.com/content/36/2/289

- American Lung Association – Los Angeles

High Ozone Days Grade F	Particle Pollution Grade F
Weight Average 96.5	Weight Average 28.7
Orange days 185	Orange days 77
Red days 55	Red days 6
Purple days 11	Purple days 0

- People Near Freeways Are Exposed to 30 Tmes the Concentration of Dangerous Particles. People who live, work or travel within 165 feet downwind of a major freeway or busy intersection are exposed to potentially hazardous particle concentrations up to 30 times greater than normal background concentrations found at a greater distance, according to two recently published UCLA studies published in the Journal of the Air and Waste Management Association and in Atmospheric Environment. "Science Daily" October 21, 2002

- The Southern California Particle Center and Supersite seeks to explore health and exposure issues related to mobile source pollution. California State Legislation enacted a law that new schools must be built at least 500 feet from busy roadways due to health risks. Southern

California Particle Center and Supersite (SCPSC)
(But there is no law that new highways must be built farther away from schools)

- Study on the lower 710 freeway was selected because more than 25% of the vehicles are heavy-duty diesel trucks. Average traffic flow during the sampling periods was 12,180 vehicles/h. "Study of ultrafine particles near a major highway with heavy-duty diesel traffic," Yifang Zhu, William C. Hinds Link: linkinghub.elsevier.com/retrieve/pii/S1352231002003540

- **Inhaling a heart attack - Los Angeles Times**
  June 23**,** 2009**.** Research links smog to devastating effects not just on lungs but on hearts, brains and fetal development. By Greg Critser articles.latimes.com/2009/jun/23/opinion/oe-critser23

- The ports of Los Angeles/Long Beach combined contribute more than 20% of Southern California's diesel particulate pollution and are the single largest source of pollution in So Cal, according to SCAQMD. The California Air Resources Board (CARB), in its 2006 *Emission Reduction Plan for Ports and Goods Movement*, calculated that in California alone there are 2,400 premature heart-related deaths related to port and goods movement pollution, 62,000 cases of asthma symptoms, and more than 1 million respiratory-related school absences every year. Dr. Andrea Hriko, *Global Trade Comes Home: Community Impacts of Goods Movement*, 116 ENVIRONMENTAL HEALTH PERSPECTIVES No. 2 (Feb 2008) See next 3 entries.

- A study by investigators at USC published 17 February 2007 in *The Lancet*, showed that children living near freeway traffic had substantial deficits in lung function development between the ages of 10 and 18 years, says lead author W. James Gauderman, "an individual with a deficit at this time will probably continue to have less than healthy lung function for the remainder of his or her life." Ibid.

- Other studies linked traffic exposure to increased risk for low birth weight and premature birth. Feb. 2003 & Sept. 2005 *EHP.* Ibid.

- A study published 6 December 2007 in the *New England Journal of Medicine* showed that adults with asthma who spent just 2 hours walking on a street with heavy diesel traffic suffered acute transient effects on their lung function along with an increase in biomarkers that indicate lung and airway inflammation. Ibid.

- "There are claims that the 710 freeway extension would have positive air quality benefits and therefore is critical for demonstrating transportation conformity in the South Coast Air Basin. There are also claims that if the 710 extension is *not* built, transportation conformity could not be met thus resulting in the loss of federal transportation dollars. **These claims are not true.** Moreover, any claims of air quality benefits of the 710 project are **questionable** because the proponents have not adequately considered long term impacts." Felicia Marcus, Regional Administrator, United States EPA, 8/22/00

- The investigators found that annual progression of artery wall thickness among those living within 100 meters of a highway was accelerated by 5.5 micrometers a year, more than twice the average progression of people who lived farther away. http://uscnews.usc.edu/health/air_pollution_linked_to_progression_of_atherosclerosis.html

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105-3901

OFFICE OF THE
REGIONAL ADMINISTRATOR

August 22, 2000

The Honorable Adam B. Schiff
California State Senate
PO Box 942848
Sacramento, CA 94248-0001

Dear Senator Schiff:

Thank you for your letter concerning the proposed 710 freeway extension. You raise important questions about the project and statements being made about it. We will attempt to clarify the situation as you request.

As we understand it, there are claims that the 710 freeway extension would have positive air quality benefits and therefore is critical for demonstrating transportation conformity in the South Coast Air Basin. There are also claims that if the 710 extension is not built, transportation conformity could not be met thus resulting in the loss of federal transportation dollars. These claims are not true.

The main question is whether not building the 710 hurts Southern California Association of Governments' (SCAG) ability to demonstrate that the Region's Transportation Improvement Plan conforms with the South Coast Air Quality Plan (i.e. conformity). Our view is that it does not affect conformity. The conformity regulations require that the emissions analysis for a region include all the projects and policies being proposed (see, e.g. 40 CFR 93.122(a)). Only by analyzing the entire set of proposed projects and policies in the context of the overall transportation system can regional air quality impacts be determined. In SCAG's case, there are huge numbers of projects and a vast transportation system to consider. Therefore, a single project is very unlikely to help meet the emissions budgets in order to show conformity. Moreover, any claims of air quality benefits of the 710 project are questionable because the proponents have not adequately considered long term impacts.

We hope that this information answers your questions. We have discussed this issue with the Federal Highway Administration. If you have any further questions or we can assist you in any other way, please contact Mark Brucker of my staff at (415)744-1231.

Yours,

Felicia Marcus
Regional Administrator

cc: SCAG, Charles Keynejad
FHWA, Jean Mazur
Caltrans, Sharon Sherzinger

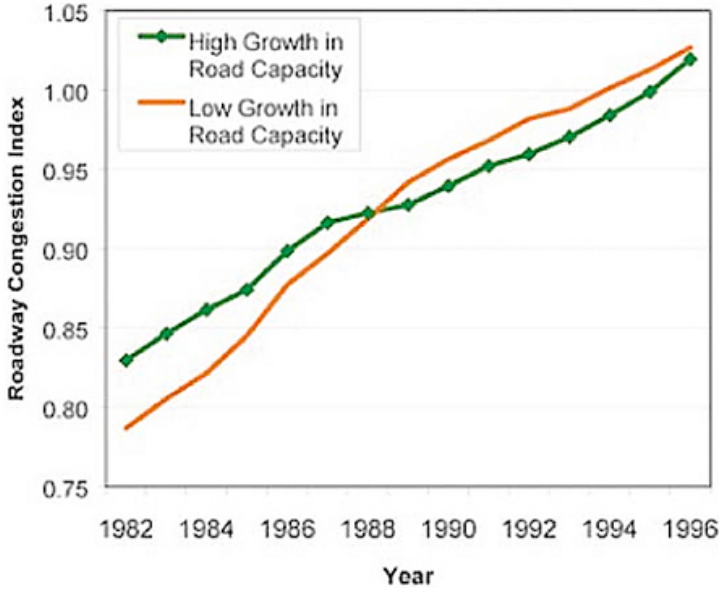
Highway Expansion Relieves Congestion – It's a Myth!

Roadway construction remains the most common traffic congestion management strategy. But, does this strategy work? Not according to the Surface Transportation Policy Project.

Reason dictates that if adding roadways relieves congestion, cities that invest heavily in building new roads, or expanding the capacity of existing ones, should benefit from less congestion, and lower costs associated with congestion, compared to cities that spend less on constructing additional capacity. In its 1998 report, the Surface Transportation Policy Project (STPP) sought to test this hypothesis by analyzing 15 years (1982 – 1996) of data from the Texas Transportation Institute's (TTI) study of congestion in 70 U.S. metropolitan areas from 35 states. These 70 metropolitan areas were first ranked based on their growth in lane capacity and then divided into half – a "high growth" group in which the metro areas increased lane capacity by an average of 47%, and a "low-growth" group in which average growth was only 22%.

Four conventional transportation indicators were calculated from the data: congestion cost per capita, excess fuel used per capita, delay per capita and roadway congestion index. The two groups showed **no significant difference** in congestion cost per capita, **no difference** in excess fuel per capita and delay per capita **did not differ** between the two groups.

The two groups showed **no significant difference** in the mean roadway congestion index, a commonly-used parameter calculated from an area's daily volume of travel per lane of freeways and major streets. The "high growth" group spent $22 billion more than the "low growth" group and the bottom line is **the "high growth" metropolitan areas did not achieve more congestion relief than the "low growth" areas** (See figure at right).



The STPP study did not control for factors such as changes in population, shifting demographics, economic activity or changes in land use. However, the large size of the data set (70 metropolitan areas) , geographic range (35 states from every region of the U.S.) and the long study period (15 years) make it likely that the relationships that emerged from the analysis are real and not biased by any of these factors.

The results of the STPP analysis were not surprising in 1998, and are not surprising today. A large body of research documents the phenomenon of "induced traffic" (Noland, 1999). When road capacity is expanded near congested routes, drivers who did not use that route previously are attracted to the new route to save time, resulting in an increase in the traffic volume in the new route. An analysis of 17 years of data from 30 urban California counties by U.C. Berkeley researchers (Hansen and Huang, 1997) found that every 1% increase in new lane-miles generated a 0.9% increase in traffic in less than 5 years, effectively neutralizing the transient increase in capacity.

It is time for transportation officials to stop throwing good money after bad by repeating the same, expensive, one-size-fits-all approach to congestion relief – building more roads. This study demonstrates conclusively that highway construction is not the answer to providing congestion relief.

References:

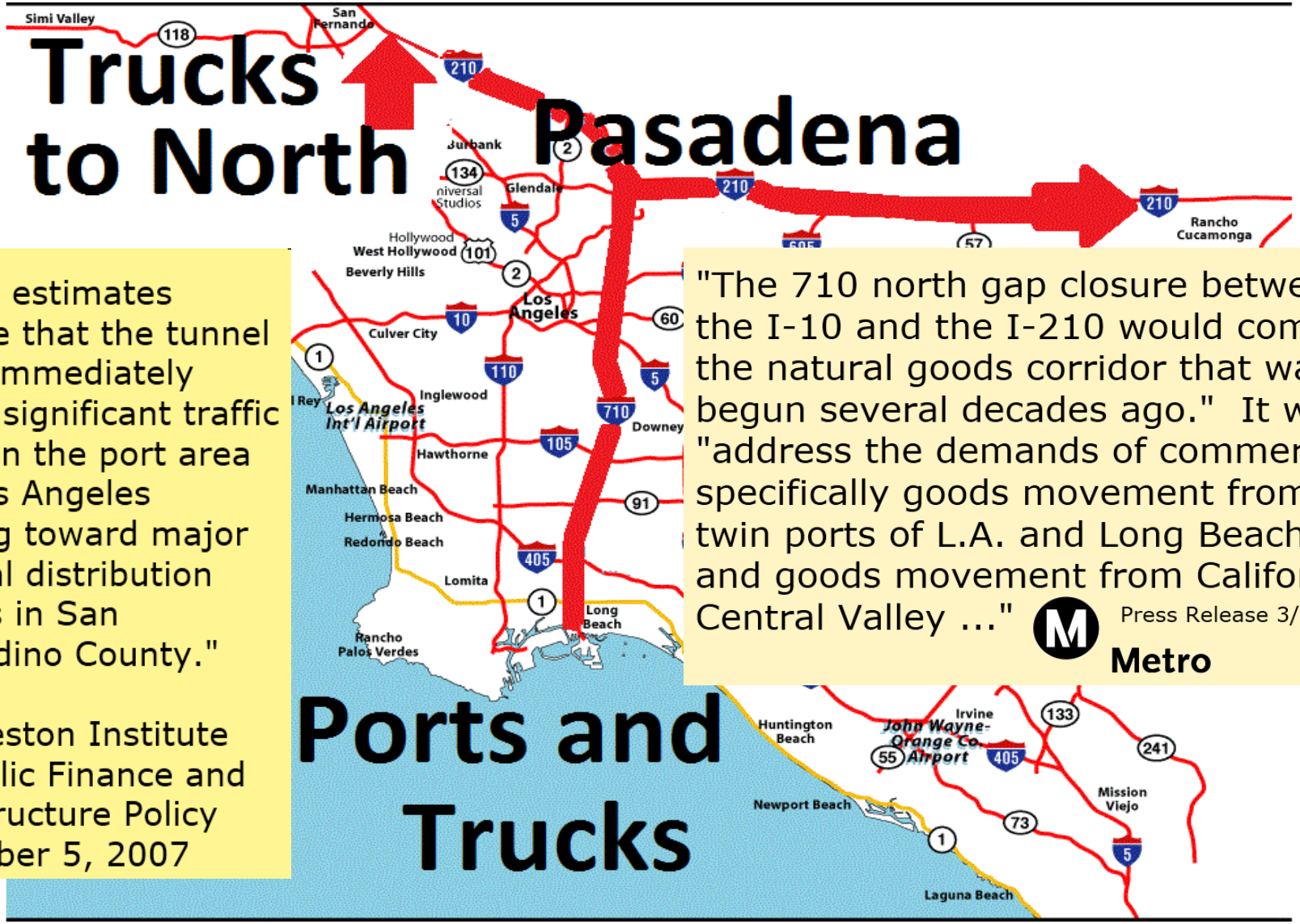
Hansen, M., and Huang, Y., (1997): "Road Supply and Traffic in California Urban Areas**".** *Transportation Research A*, vol.31, no.3, pp. 205-218.

Surface Transportation Policy Project, (1998): "An Analysis of the Relationship Between Highway Expansion and Congestion in Metropolitan Areas". 12 pp.

Noland, R.B., (1999): "Relationships between Highway Capacity and Induced Vehicle Travel". *Transportation Research Board 78th Annual Meeting, January, 1999.*

Compiled by J. SooHoo, La Canada resident & member of No 710 Action Committee, Sept. 2010

710 Would Funnel More Trucks And Traffic Through Pasadena



"Traffic estimates indicate that the tunnel would immediately attract significant traffic between the port area and Los Angeles heading toward major national distribution centers in San Bernardino County."

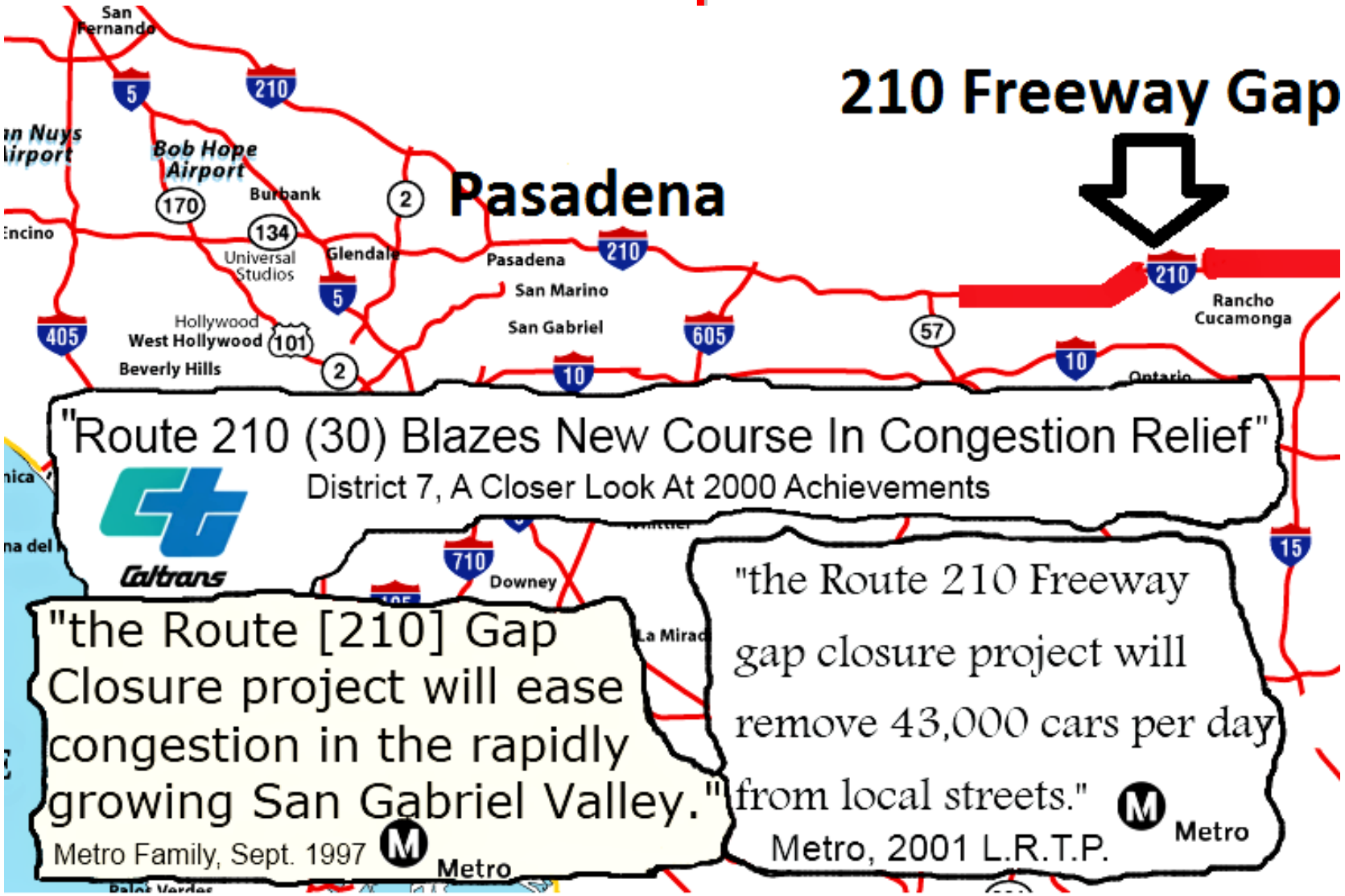
USC Keston Institute for Public Finance and Infrastructure Policy December 5, 2007

"The 710 north gap closure between the I-10 and the I-210 would complete the natural goods corridor that was begun several decades ago." It would "address the demands of commerce -- specifically goods movement from the twin ports of L.A. and Long Beach ... and goods movement from California's Central Valley ..."

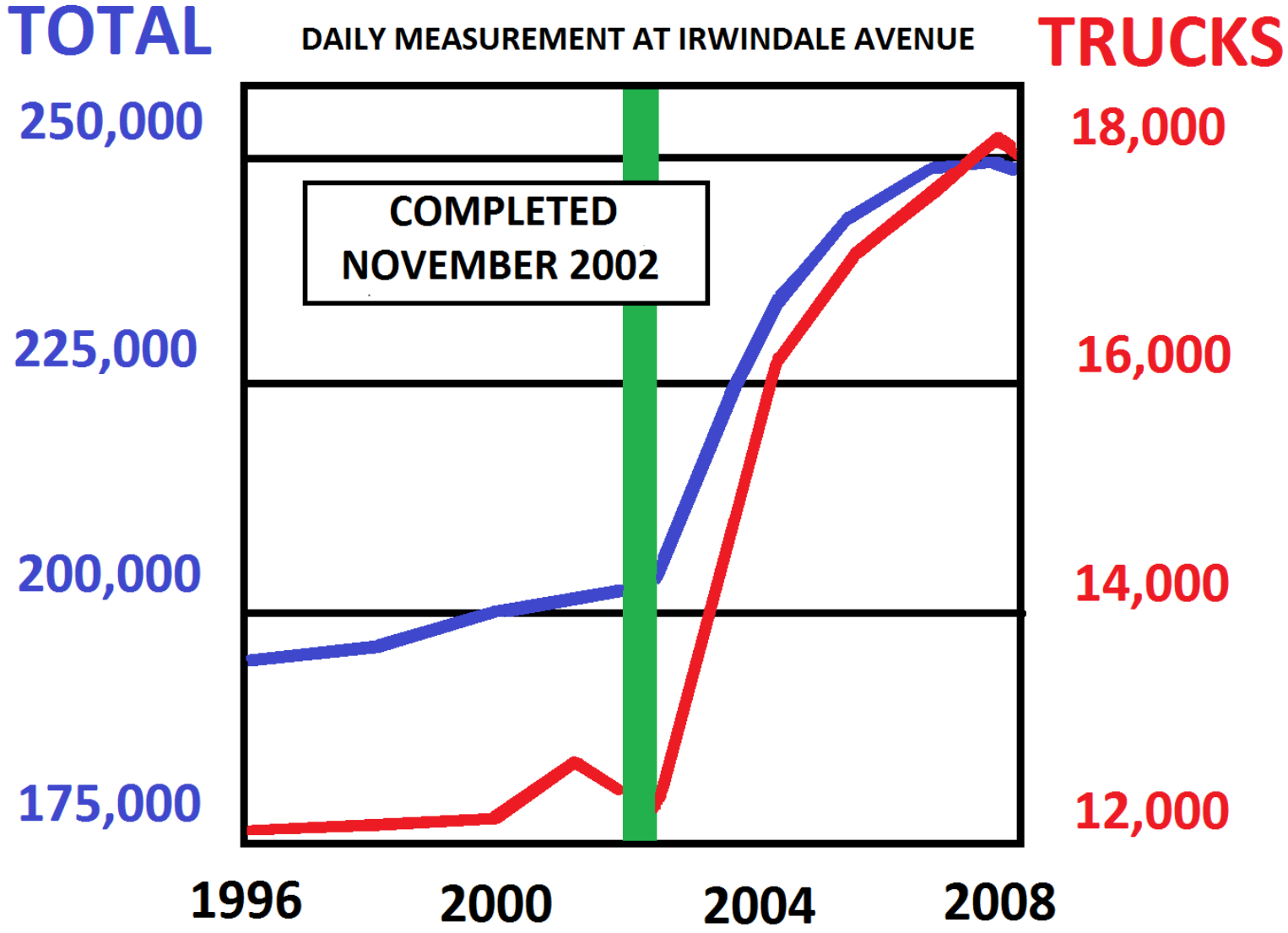
Press Release 3/21/11

Metro

Remember What They Said The Last Time A "Gap" Was Closed

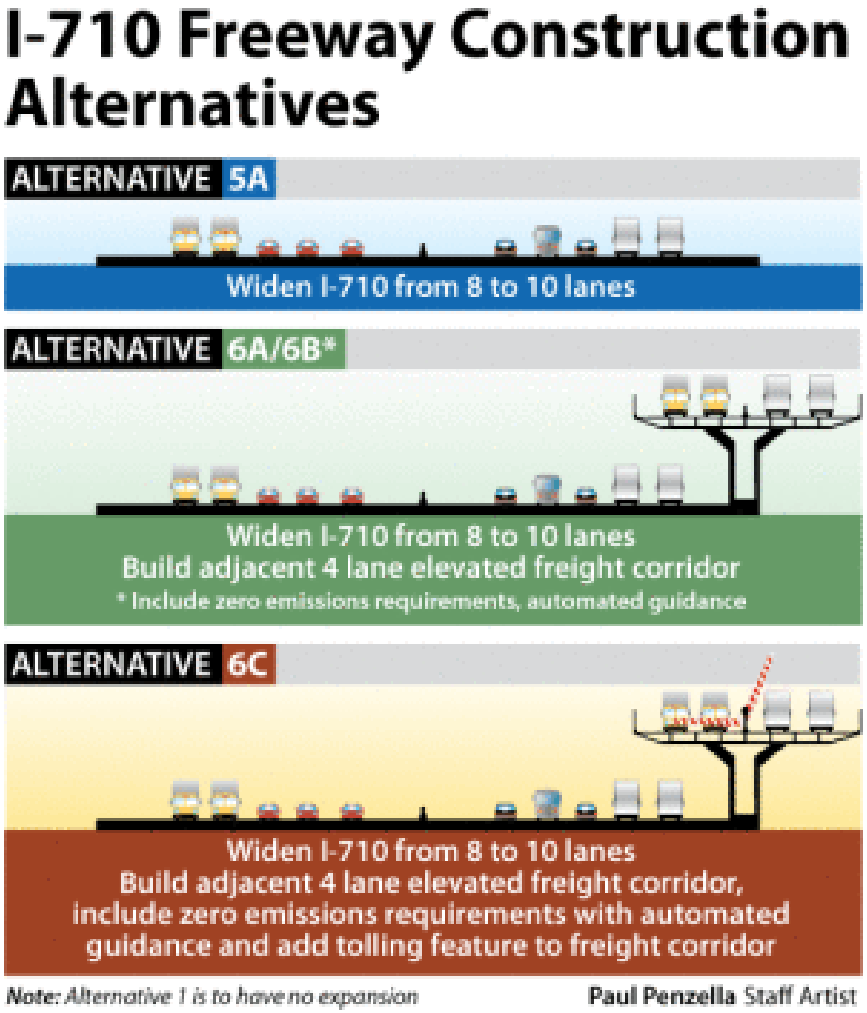


210 TRAFFIC INCREASES AFTER EASTERN EXTENSION

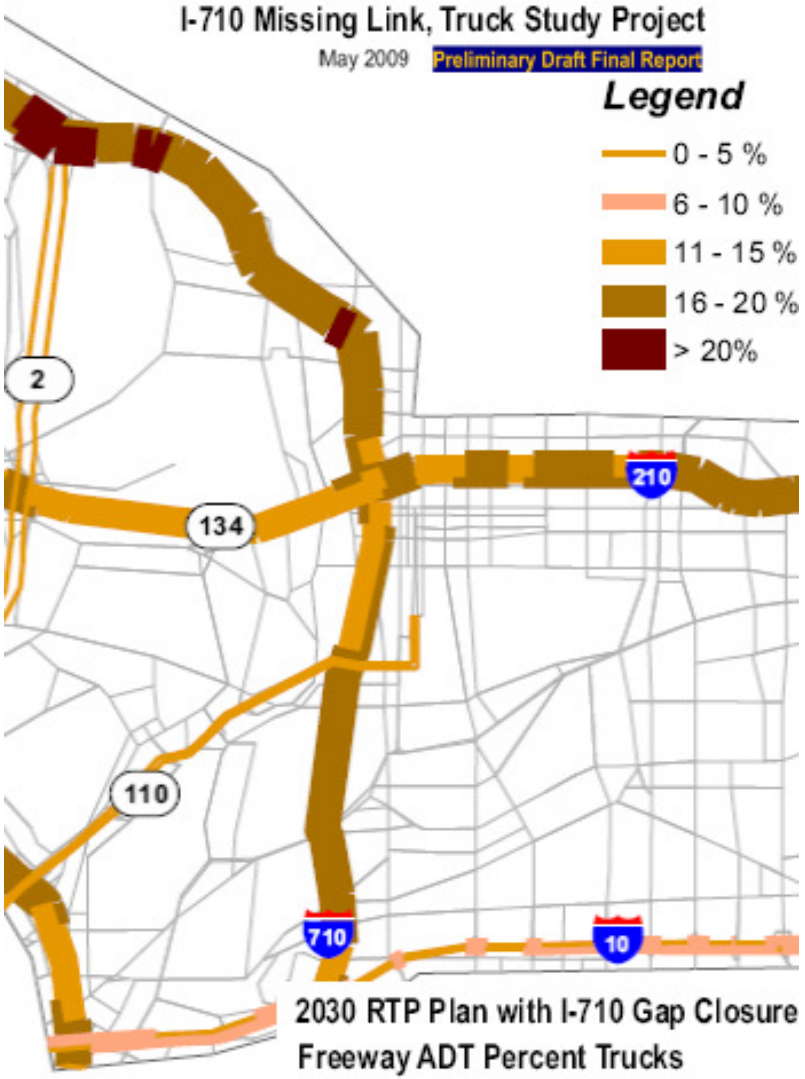


Even More 710 Traffic And Trucks May Be Coming

- Metro Has Released Draft EIR For “710 South” From Long Beach To SR 60.
- Up To 14 Lanes Pointed Directly Toward Pasadena.
- No Freight-By-Rail Alternative Has Been Considered.
- Final EIR Expected In 2013.

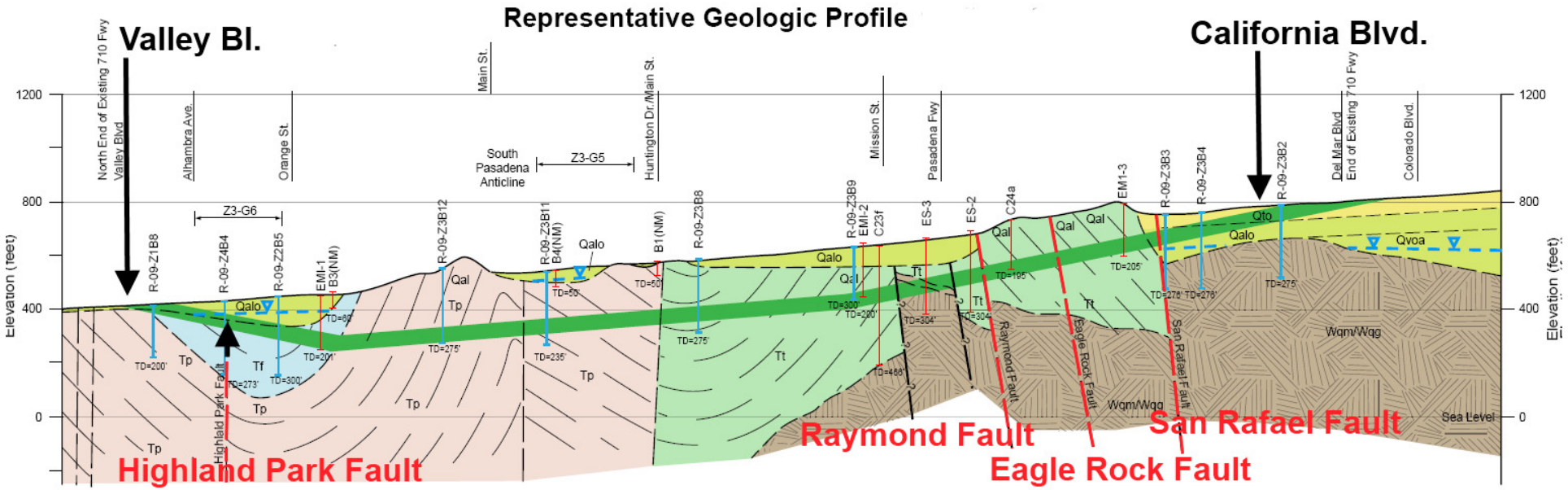


16% To 20% Of All Tunnel Traffic May Be Trucks

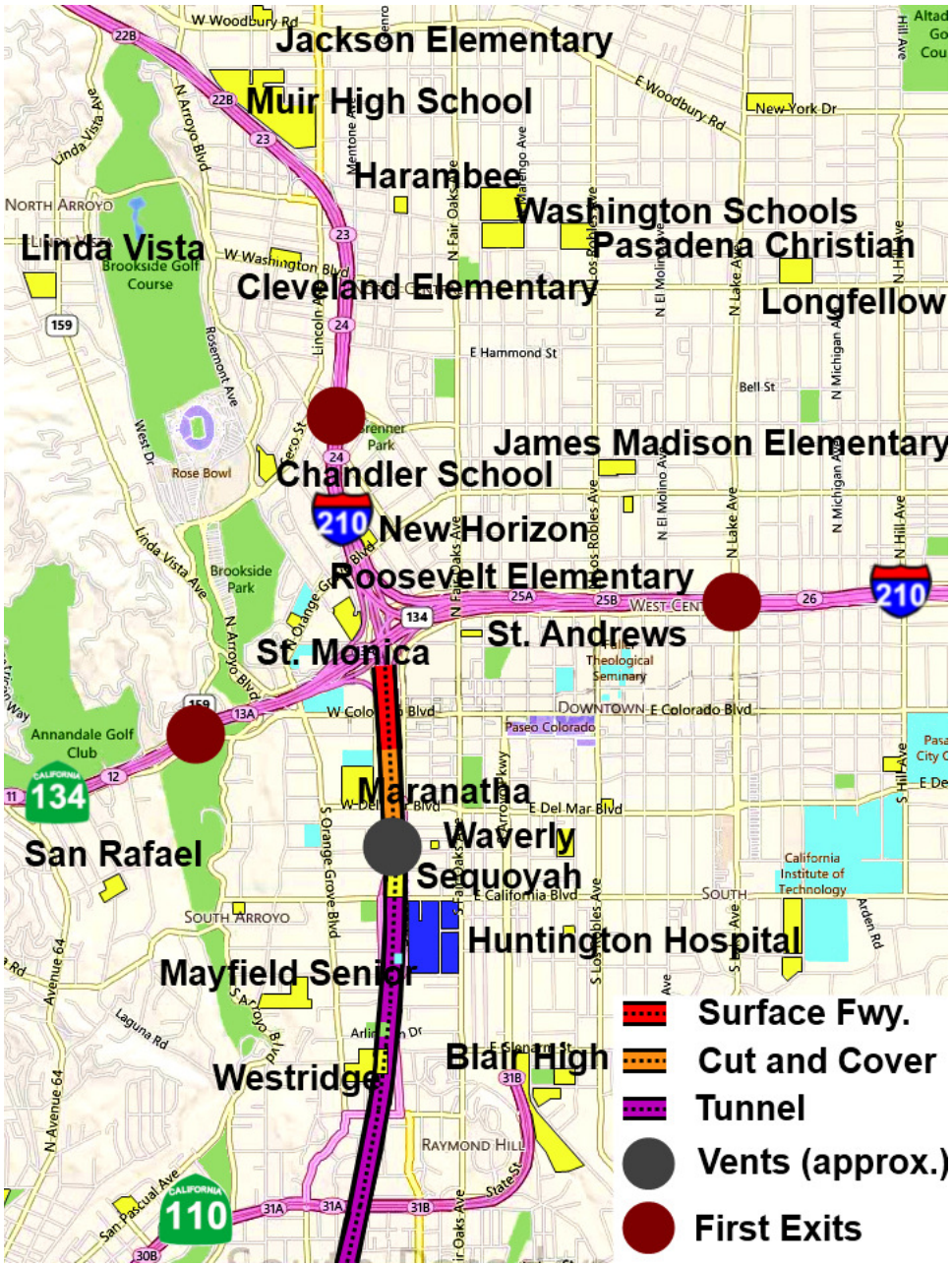


710 Tunnel Hazards

- Tunnel Crosses Four Named Earthquake Faults.
- Tunnel Punches Through Two Aquifers.
- Cars And Trucks Will Have To Navigate A Nearly 4% Grade For Two Miles.



The Tunnel In Pasadena



- Tunnel Portal Near Huntington Hospital.
- 100 To 200 Foot Exhaust Ventilation Towers Between Huntington And Maranatha H.S.
- All Tunnel Traffic To And From Central Pasadena Must Enter Or Exit At Lake Or Mountain Avenues.

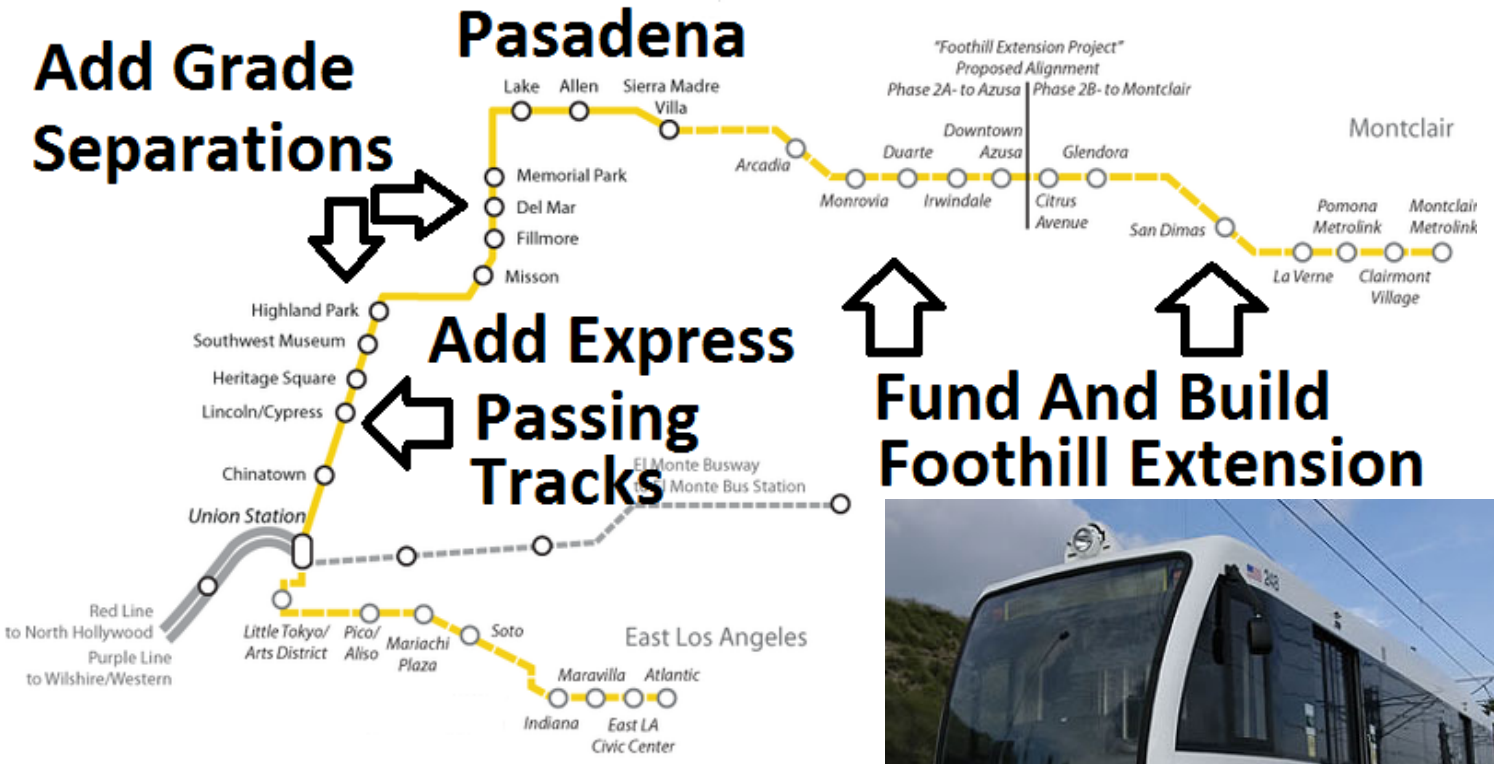
How Will The Tunnel Be Built?

At Least 200 Million Cubic Feet Of Dirt Removed.

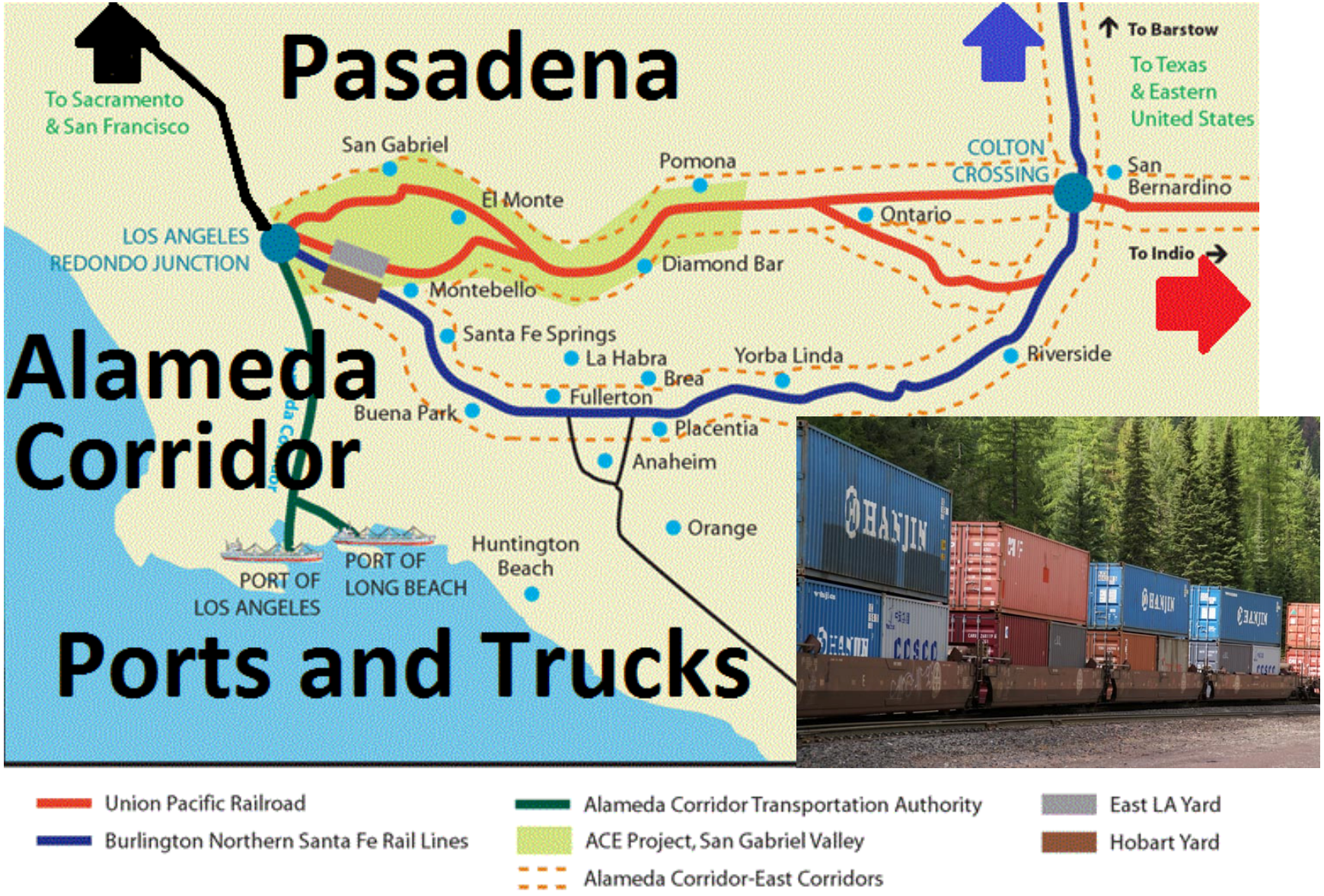
450,000 Truckloads Of Dirt.

Steel, Gravel, Cement, And Other Building Supplies Trucked To Pasadena Every Day.

Metro Has Not Considered Gold Line Improvements



Metro Has Not Considered Rail Improvements



PORT GROWTH

The I-710 freeway was originally designed as a route for the ports, beginning at the Long Beach/San Pedro complex and ending at the SR-134 and I-210 interchange. This route was intended to be a bypass for the downtown Los Angeles area.[1] Over time, the addition of other freeways surrounding Downtown, soon fulfilled this role, and the completed portion of I-710 was used as a connector to those freeways. The unfinished "gap", became no longer necessary.

Today, the motivation behind the expansion and extension of the 710 freeway comes directly from the Ports of Los Angeles and Long Beach. These two ports have grown significantly since the 1940s and are now responsible for 40% of all import shipments to the United States. The rest of the containers come through other ports on the east and west coasts but this will likely change in the future. However, it is estimated that 70% of the shipments that do arrive in Los Angeles are primarily transported by truck to destinations outside of the city.[2] These trucks are crowding our freeways and clogging our surface streets, and it will only get worse.

By the year 2030, the Ports are expected to increase their daily cargo container shipments to over 92,000, a triple increase from 2005 figures.[3] As a result, shipping interests have applied enormous pressure[4] to widen the southern end of the I-710 and to extend the freeway northward to serve their needs as a major goods-movement corridor. In 2007, a Financial Planning Charrette by the USC Keston Institute reported, _Traffic estimates indicate that the tunnel would immediately attract significant traffic between the port area and Los Angeles heading toward major national distribution centers in San Bernardino County._[5]

The plans put forth by the Metropolitan Transit Authority (Metro) and California Department of Transportation (Caltrans) to handle the expected port growth in the next few decades, still relies on goods movement by truck and diesel trains. The first stage involves widening the southern portion of the 710 to fourteen lanes. The second step is to add the five-mile tunnel, likely along the Meridian route, and narrow the lanes down to six. Both of these plans are in the environmental stages and are fully supported by the Ports themselves and by some city jurisdictions not directly impacted by the increased traffic the 710 will carry. The growing concern by area residents has now turned to outrage as Metro and Caltrans continue to move toward a solution that is irresponsible and cruel. The high level of air pollution that is currently being produced by diesel fuels, tires on pavement and brake systems[6] will only worsen through increased truck traffic in the area. Per a government report, cargo trucks cause more road damage than cars. "Road damage from one 18-wheeler is equivalent to 9,600 cars."[7]

There is a direct connection between the health of people in the surrounding communities and port operation pollution. In 2007, the California Air Resources Board (CARB) released a Health Risk Assessment[8] that showed that "the residents of the Ayers-Leonis and nearby Bandini neighborhoods (near the BNSF Hobart rail yard in the city of Commerce) face a cancer risk that is 70 percent to 140 percent greater than normal." This was tied directly to the statement that "trucks going into the yards, locomotives, and cargo-handling equipment are the major sources."[9]

In addition, the Los Angeles Times recently reported that 40 Wilmington schools will be outfitted with air filters due to a 2008 settlement negotiated by the National Resources Defense Council and the City of Los Angeles. The action was a result of state and federal studies, linking port pollution to an increase in asthma rates in children. "In five communities around the ports, 21.9% of children suffer from asthma, compared with 15.6% in the Los Angeles region and 14.2% nationally."[10] Environmental groups supported the installation of the filters but noted that the move did not protect children on the playground or when they are not at school. It is critical that pollution be addressed at its source.

Pressure on our freeway systems needs to be relieved, not intensified. To paraphrase Albert Einstein: "The significant problems we face cannot be solved at the same level of thinking we were at when we created them."[11] More polluting cargo trucks are not the answer. We need to design an intelligent infrastructure comprised of multiple solutions that as a whole speeds up not only cargo movement but also frees up the existing freeway systems for cars.

One aspect of a Multi-Mode solution that addresses the cargo movement problem includes a better sorting system located directly at the ports and a zero emission grade separated transportation system to get the cargo out to an "inland" port, also known as an intermodal logistics complex. An example of such an intelligent system to sort and store containers has been proposed by SkyStorage Systems, a company who also has plans for a grade separated electric rail as well as concepts to green the entire urban landscape. Another company, CargoWay, has an efficient and pollution-free grade separated cargo moving tram system that can move freely around the ports on compressed natural gas (CNG) and then speed out to the inland port on a raised guideway. Both of these systems can make use of the already existing Alameda Corridor and improve its ability to handle the flow of cargo from the ports.

The ultimate goal to streamline transportation and reduce pollution will be to remove sorting yards located in the inner city and make use of intermodal facilities located elsewhere, possibly in the Antelope Valley, Victorville or San Bernardino/Devore areas. There the cargo can be transferred to its final destination by other modes of transportation. Combining the use of better sorting and moving technology will not only go a long way to solve the ports problems but will also lessen the impacts that cargo transportation currently inflicts on the communities it travels through.

Compiled by Residents of South Pasadena and La Canada. Updated 2-27-11

References

[1] Wikipedia, *Freeway and expressway revolts* http://en.wikipedia.org/wiki/Freeway_and_expressway_revolts (Retrieved January 8, 2011 4:10 PM)

[2] Annie Nam, Manager of Transportation Finance & Goods Movement SCAG, *Freight Planning and Investment Strategies in Southern California*, 2008, Chart pg 4

[3] Annie Nam, Manager of Transportation Finance & Goods Movement SCAG, *Freight Planning and Investment Strategies in Southern California*, 2008, Chart pg 8, source: Gill V. Hicks Associates

[4] Nancy Pfeffer, Senior Regional Planner, author of SCAG Memo to: Plans and Programs Technical Advisory Committee, February 17, 2005, Re: Goods Movement White Paper for Secretary of Business, Transportation and Housing

[5] Financial Planning Charrette *710/210 Tunnel Connection: Moving Forward with a Critical Connection*, pg 4, source: Robert Huddy SCAG http://www.usc.edu/schools/sppd/keston/research/documents/710FinancingCharretteFinalReport_128-07_.pdf

[6] Wolfgang F. Rogge, Lynn M. Hildemann, Monica A. Mazurek, Glen R. Cass, Bernd R. T. Simoneit, *Sources of fine organic aerosol. 3. Road dust, tire debris, and organometallic brake lining dust: roads as sources and sinks*, *Environ. Sci. Technol.*, 1993, *27* (9), pp 1892–1904 DOI: 10.1021/es00046a019 Publication Date: September 1993 http://pubs.acs.org/doi/abs/10.1021/es00046a019 AND Allen L. Robinson*, Eric M. Lipsky, Natalie Pekney, Leonard Lucas, David Wynne Carnegie Mellon University, Pittsburgh, PA, Wolfgang F. Rogge, Anna Bernado-Bricker, Orhan Sevimoglu Florida International University, Miami, FL, *Fine Particle Emission Profile For Road Dust In Pittsburgh, Pennsylvania,* Presented at AAAR Specialty Conference:Particulate Matter, Supersites Program & Related Studies February 7-11, 2005, Atlanta GA. http://www.netl.doe.gov/technologies/coalpower/ewr/pubs/AAAR/robinson.road.dust.aaar.ss.poster.pdf

[7] Comptroller General's (U.S. GAO) report to the congress, *Excessive Truck Weight: An Expensive Burden We Can No Longer Afford*, (p.23 of study, p.36 of PDF) http://archive.gao.gov/f0302/109884.pdf

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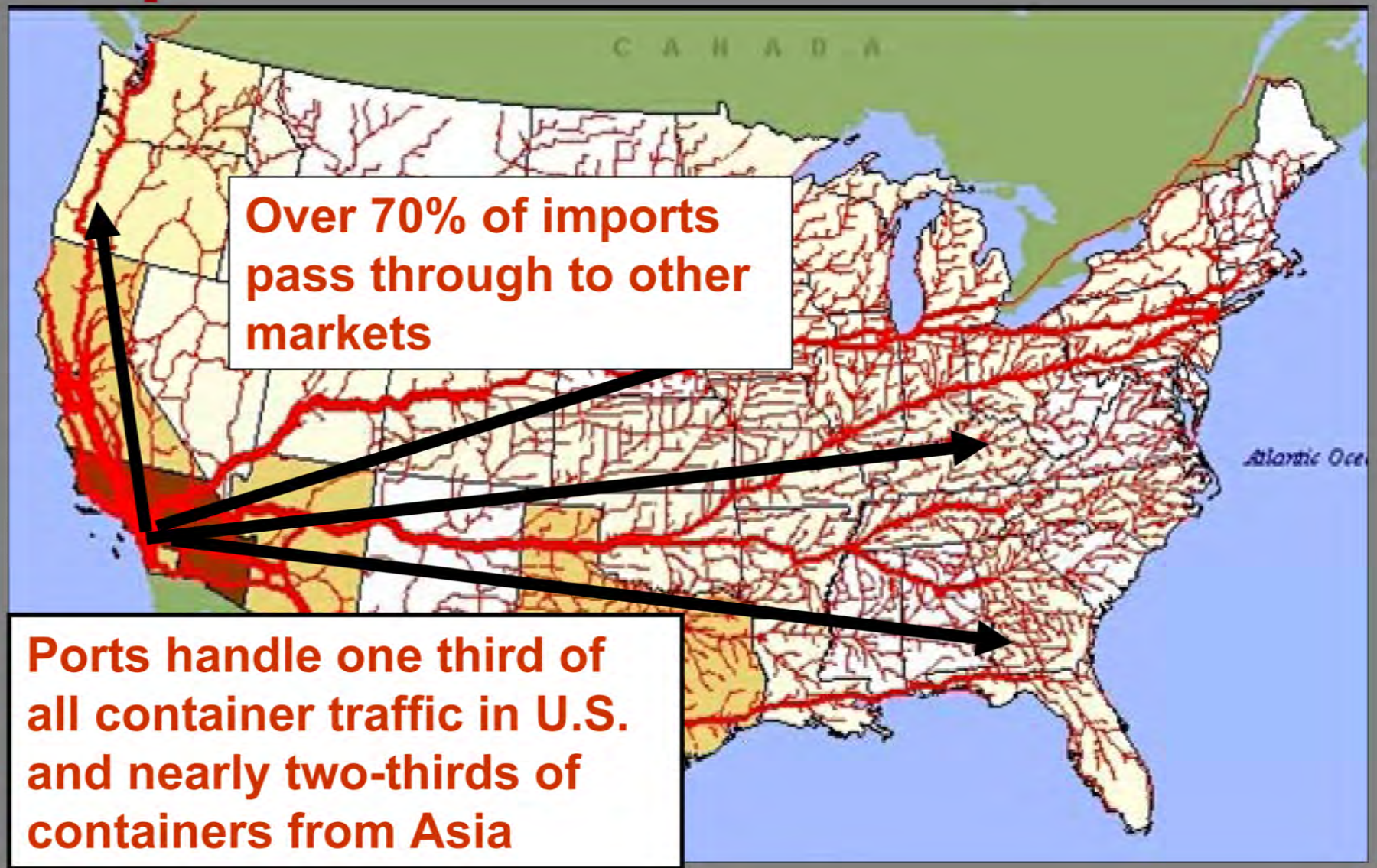
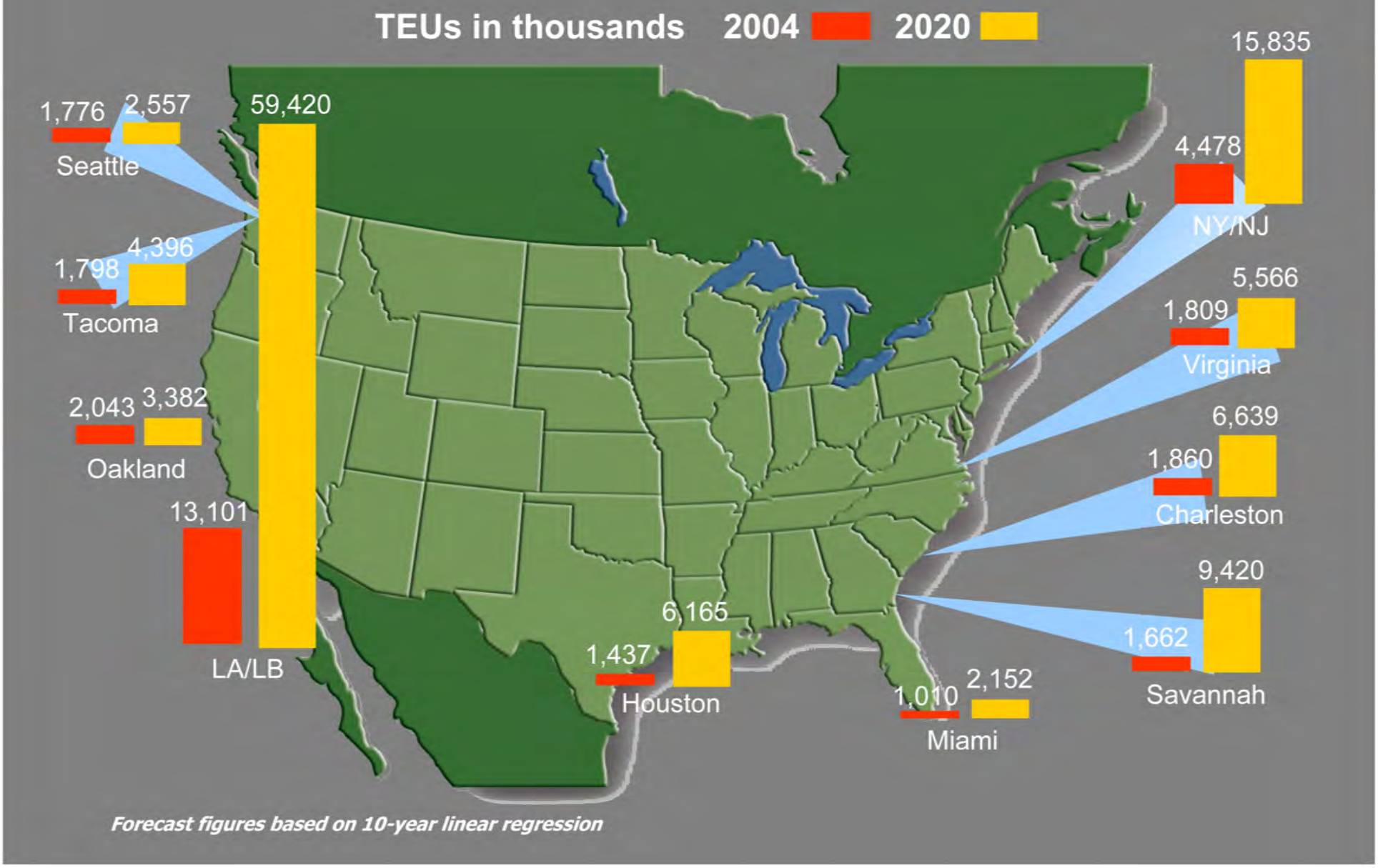
Imported Container Movement



Dramatic Increase in U.S. Maritime Trade



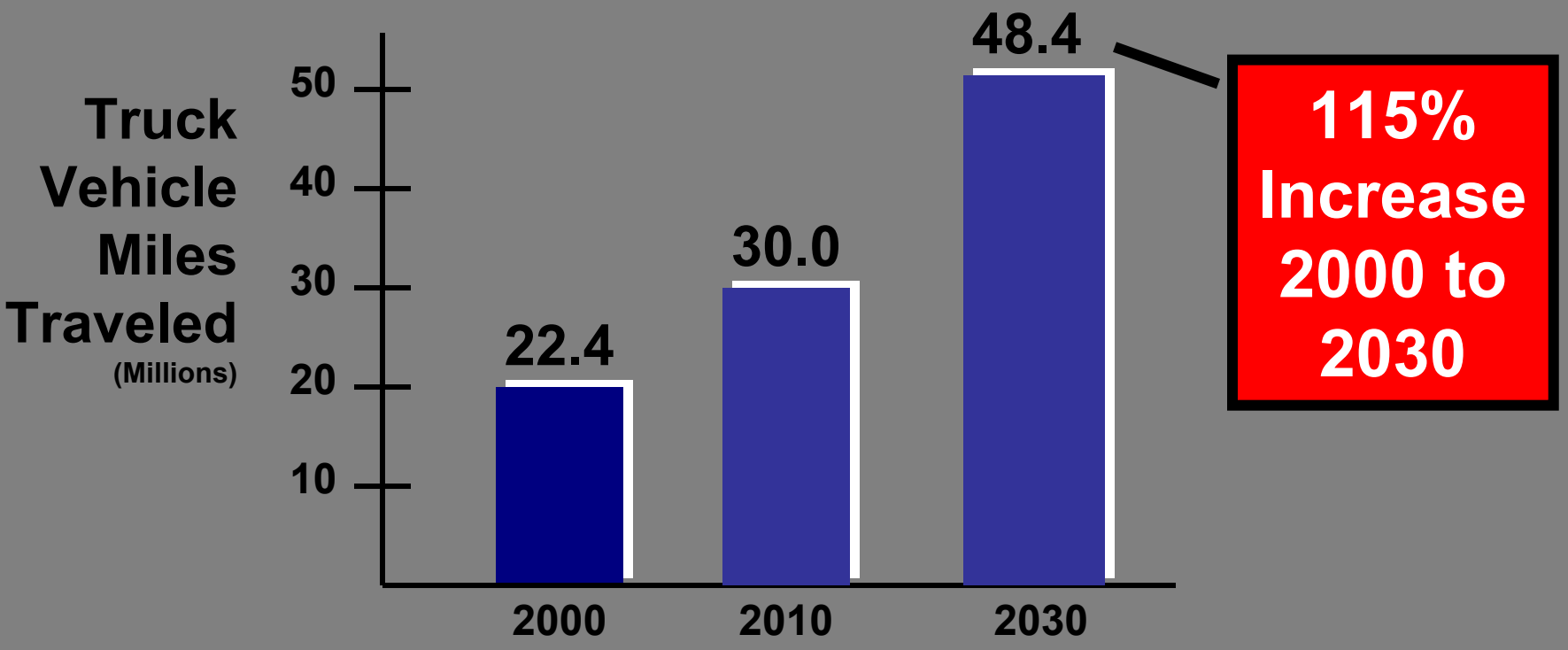
Projected Container Growth for LA/Long Beach

Expected to Triple

Daily Truck Traffic to/from LA/LB Ports Will Grow Dramatically

Source: Gill V. Hicks Associates

Truck Travel on Southern California Highways



Los Angeles County Metropolitan Transportation Authority

Metro's Highway Program Shifts into High Gear with 18 New Projects Worth Nearly $1.4 billion Set to Break Ground in 2011

Monday March 21, 2011

While public attention remains fixed on the dozen bus and rail projects mandated by L.A. County voters with the passage of Measure R, the half cent sales tax for transportation, Metro is working feverishly on a parallel track to accelerate its highway program.

This year that work will pay off as the agency launches an astonishing 18 new projects worth nearly $1.4 billion.

The goals are lofty but realistic, said Doug Failing, executive director of highway programs who joined Metro in 2009 following 30 years at Caltrans, most of the last decade as L.A./Ventura district director.

"If you look at the rate of congestion over the last 10 years or so, you'll see that in most major cities in the United States there's been a large increase. But here in Los Angeles we've had a very small increase in the rate of congestion. That's because we've made strategic investments in transportation. It's not one specific project. It's money spent on city streets, ramp metering, signal synchronization. It's all of these things combined, plus the way we're growing our transit service," Failing said.

"What we can do with these projects is to actually reduce the rate of congestion. We would be the very first county in the United States of America to do so."

Among the tools in Failing's arsenal are a vast system of HOV lanes -- 500 miles of them -- the largest freeway carpool network in the nation. Added to the mix is a signal synchronization system that monitors traffic and alters light timing to keep traffic moving. Freeway on-ramp meters regulate vehicle entrance and tone down snarls. Also in abundance are carpools, vanpools and coming soon, ExpressLanes, Metro's first congestion reduction pricing demonstration project, which will offer a system of toll lanes to attract drivers willing to pay to move faster than the flow of traffic on the I-10 and I-110 freeways. The movement of those drivers will likewise increase the speed of traffic in regular unpaid lanes. ExpressLanes is part of the transit plan to make better use of the highways and roads already in place, since there's not much space for building more.

For a transit agency to plan and fund highway construction seems to go against common logic. But Failing said Metro's 18 highway projects will actually enhance the ability of mass transit to do its job well.

"A significant number of the projects we're building this year are HOV lanes or HOV connected. We find that a number of transit providers -- from the Antelope Valley to Los Angeles; from Orange County to Los Angeles -- use HOV lanes for long-distance commutes. HOV lanes increase the efficiency of the buses that travel on them. That's important to both overall traffic and to rubber tire transit."

When a bus filled with commuters moves to HOV lanes, dozens of cars are removed from the freeways. Fewer cars mean improved freeway speeds, which in turn attracts more commuters to transit and loosens up city streets

where Metro buses are stalled in traffic. The emphasis on these projects is not to be taken as a sign that Metro is building highways to encourage driving.

"That's not what we're doing," Failing said. "We're an exceedingly built up environment because of development that has already happened. The investments we're making now are to balance our system and to support those homes that have already been built."

The challenge, as always, is money. And so last spring, at the direction of the Metro Board of Directors, Metro staff began to explore the use of innovative public-private partnerships to accelerate delivery of highway projects that were not fully financed through traditional sources, such as Measure R.

Public-private partnerships are more and more viewed as attractive funding tools for cash-short transit projects. In one common scenario the design of a project is handled by an outside construction company rather than the funding agency. This can speed up the process and, accordingly, reduce costs. Also attractive is the fact that certain project development and implementation risks are transferred to private sector partners who have a vested interest in

making the building process efficient. And if there's potential future maintenance income--as with toll roads or lanes -- there is built-in incentive to complete projects that will be low maintenance down the road.

On the Metro roster for this year are projects designed to enhance an aging highway infrastructure at the same time they expand the capability of existing roadways and better coordinate them with L.A. County's growing network of buses and trains.

The projects include those funded by Measure R, as well as a handful in Metro's Long Range Transportation Plan. Many are sound walls designed to shield surrounding neighborhoods from the buzz of traffic at locations near the I-405, SR-134 and SR-138.

As soon as the end of April or perhaps early May, there could be a ground breaking for an HOV lane on the I-5 near Glendale/Burbank, between SR-134 and Magnolia Boulevard. Also along the heavily congested I-5 Freeway south between L.A. and Orange County, a series of six project segments are planned. The first of the six, the I-5/Carmenita Road Interchange, will start construction this July. (Three additional I-5 projects will begin within 24 months -- one at the end of this year and two midyear in 2012. The last two projects have a scheduled 2013 start date with all projects scheduled for completion by the end of 2016.)

Among other major projects set to break ground this year are a grade separation along the Alameda Corridor east at Baldwin Avenue and the San Gabriel Trench at the Alameda corridor east. As anyone who has traveled these areas knows, they are not just prone to gridlock; they are known for it.

In addition to the 18 projects set to go this year, there are four others that will likely change the face of Los Angeles County mobility in a significant way.

Already under construction and continuing this year is the Sepulveda Pass Improvements project northbound HOV lane on the I-405 between the I-10 and Highway 101. The 405 widening also involves reconstruction of on-ramps, as well as three bridges. It's an essential project, Failing said, because it's the only major corridor between the San Fernando Valley and the Westside, two major hubs for housing and jobs.

While this year's 18 projects and the I-405 are designed primarily to give people a better commute, three other high-profile projects in various planning stages but not yet scheduled, address the demands of commerce -- specifically goods movement from the twin ports of L.A. and Long Beach, the two busiest ports in the country, and goods movement from California's Central Valley, America's bread basket.

The I-710 south from the Pomona Freeway (SR-60) to the Ports of Los Angeles and Long Beach will involve a freeway widening and possibly a separate freight corridor that could be tolled.

The 710 north gap closure between the I-10 and the I-210 would complete the natural goods corridor that was begun several decades ago. Metro has been holding a series of conversations and outreach with the community, in an effort to collect ideas on best options.

A third, the High Desert Corridor, will be a brand new 63-mile east-west freeway between SR-14 in Los Angeles County and SR-18 in San Bernardino County. It would create a shortcut for goods movement from the Central Valley to the rest of the United States and trim back goods congestion through the L.A. basin.

Like infrastructure investment, goods movement investment is an investment in our future, Failing said.

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- Metro Media Relations

Metro's Freeway Projects Mean Better Transportation For Everyone

2011-03-24 · By Editor

While public attention remains fixed on the dozen bus and rail projects mandated by L.A. County voters with the passage of Measure R, the half cent sales tax for transportation, Metro is working feverishly on a parallel track to accelerate its highway program.

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Better Freeways, Better Transportation for All

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Transportation Projects 2011

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Transportation from The Ports

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Trucks in the 710 Tunnel
Disinformation from Metro, Caltrans, SCAG, and their Official Representatives

Official statements where Metro and its allies admit the tunnel is being built for freight trucks:

1. **Everything Long Beach, March 24 2011, "Metro's Freeway Projects Mean Better Transportation For Everyone" by Editor**
   http://www.everythinglongbeach.com/metro-transportation-projects-2011/
   Note - In this article, Doug Failing from Metro gave information to the reporter making the exact same statement from the Metro News Release of March 21, 2011 (below)

2. **Metro News Release, March 21, 2011, "Metro's Highway Program Shifts into High Gear with 18 New Projects Worth Nearly $1.4 billion Set to Break Ground in 2011"**
   http://m.metro.net/news/simple_pr/metros-highway-program-shifts-high-gear-18-new-pro/
   While this year's 18 projects and the I-405 are designed primarily to give people a better commute, three other high-profile projects in various planning stages but not yet scheduled, address the **demands of commerce** -- **specifically goods movement from the twin ports of L.A. and Long Beach**, the two busiest ports in the country, and goods movement from California's Central Valley, America's bread basket.
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   Like infrastructure investment, goods movement investment is an investment in our future, **Failing** said.

3. **Mobility 21, September 6, 2011, 10th Annual Southern California Transportation Summit, Transportation NEXT: New Era, New Vision, New Realities**
   http://www.ocbc.org/wp-content/uploads/11summit_regform_flier_web.pdf
   Mind the Gap: What Gap Closures Mean for the Effectiveness of Southern California's Goods Movement System

4. **"I-710 Missing Link Truck Study" Comments**
   The City of La Cañada Flintridge reviewed the Draft Final Report for the I-710 Missing Link Truck Study prepared by Iteris dated May 2009.
   http://www.lacanadaflintridge.com/docfiles/city/cc_na_mis_090721_092848.pdf
   This Study was commissioned by the Southern California Association of Governments (SCAG) to further examine the potential vehicle and t**ruck impacts** on the surrounding freeway and roadway network if a tunnel was constructed between the existing northerly terminus of the SR-710 Freeway in Alhambra and the I-210/SR-134 freeway interchange in Pasadena. SCAG has

emphasized that this study is technical and comparative in nature and is not meant as a recommendation either for or against a freeway tunnel.
Full study - This is a large document that takes time to download.
"I-710 Missing Link Truck Study" Traffic Analysis for the Arroyo Verdugo Subregion With and Without the I-710 Gap Closure Preliminary Draft Final Report, July 21, 2009: Submitted by Iteris In Association with the KOA Corporation, May 2009, Submitted to Southern California Association of Governments
http://www.burbankusa.com/Modules/ShowDocument.aspx?documentid=3034
Note - Study was done to look at the effect the I-710 "gap closure" would have on the roadway system of the communities surrounding the project. In it, it states that the "gap closure" Truck lanes would allow trucks to bypass the downtown area for trips "to and from the Central Valley and Northern California areas" and increase traffic to the area. Truck traffic would also increase east of the 710 through Pasadena, the study found. The study was never "finalized" by SCAG.

5. **SR-710 Tunnel Financial Feasibility Assessment SCAG RTP 2008, Final Finance Report, Appendix F**
http://rtpscs.scag.ca.gov/Documents/2008/fFinance_AppF_02_SR710.pdf
PDF pg 4
...In the opening year, the "average" user would pay $5.64 to use the tunnel. Trucks would pay an average of $15.23. The flat rate is assumed to be $7.00. See tables 1, 2, and 3 of Exhibit 1 Traffic & Revenue.
PDF pg 5 please see section 2.7: Passenger and Commercial Tolling
It has been assumed that all vehicles, both passenger and commercial, will be tolled without restrictions. Trucks would be permitted to use the tunnel, except for those carrying hazardous materials, at all times. A correction factor for vehicles carrying hazardous materials has been taken into consideration in this report.
Due to the importance of truck traffic on the SR-710 and to provide another east-bound connection for freight, it is critical to allow truck traffic in the tunnel.

6. **Goods Movement Task Force of the Southern California Association of Governments, Wednesday, May 21, 2008, 9:30 a.m. – 11:30 a.m., February 20, 2008, Minutes**
http://www.scag.ca.gov/goodsmove/pdf/2008/gmtf052108fullagn.pdf
PDF pg 9 (Pg 6 of the Doc) Update on 5.2 "Missing Link Truck Study"
Mr. Viggen Davidian, Iteris, Inc., began by giving an update on the progress of the project, noting it was 50% complete and on-schedule to be finished by the June 30, 2008. Mr. Davidian began by describing the I-710 gap and the potential for the construction of a tunnel to close the gap between the I-710 freeway and the I-210 freeway based on previous study. He emphasized that the purpose of the study was to evaluate the full effects of the connection and its various options, specifically in relation to **truck impacts**.

7. **Los Angeles Times, February 13, 2007, "State's future may be paved with fees", Evan Halper**
http://articles.latimes.com/2007/feb/13/local/me-roads13
Under pressure from Gov. Arnold Schwarzenegger, who has been pushing for the state to start shifting the cost -- and some control -- of road building to the private sector, lawmakers last May authorized government agencies to build four demonstration projects in partnership with investment banks, shipping companies and other businesses.…
Moving goods
The Legislature has yet to sign off on what roads would be built under the arrangement, but has stipulated that they must serve the movement of goods. The California Department of Transportation is already suggesting a toll road for trucks that would go from the Port of Long

Beach to the Inland Empire, and a toll road for cars and trucks at the Mexican border near San Diego that would have its own border crossing...State and local transportation planners have joined with the governor's office to lobby lawmakers for authority to broker more deals with private companies. "This should only be a beginning," Mark Pisano, executive director of the Southern California Assn. of Governments, said of the projects approved in May. At a recent legislative hearing, Pisano told lawmakers that his organization wants to work with private companies to **build a controversial 8-mile tunnel that would link the 710 Freeway to Pasadena**, a project estimated to cost at least $2 billion. Federal transportation officials are cheering these planners on.

8. **USC Financial Charrette, USC Keston Institute for Public Finance and Infrastructure Policy, Financial Planning Charrette 710/210 Tunnel Connection, December 5, 2007, The University Club University of Southern California, Meeting Summary**
http://www.usc.edu/schools/price/keston/research/documents/710FinancingCharretteFinalReport_1-28-07_.pdf
PDF pg 1-2
The importance of the 710/210 tunnel connector is recognized by federal, state and regional transportation traffic engineers and planners, and it is a priority project for the California Department of Transportation (Caltrans), the Southern California Association of Governments (SCAG) and the Los Angeles County Metropolitan Transportation Authority (MTA). The tunnel would serve to connect two major interstate freeways, closing a critical 4.5 mile gap in the regional highway system. Interstate 710 or the "Long Beach Freeway" is a major goods-movement corridor and an important north-south route extending from the City of Long Beach area in the South, through Los Angeles, and ending just north of Interstate 10 in Alhambra. The tunnel would continue the route as originally provided for in California Freeway and Expressway System plans dating back to the 1950s. It would descend in Alhambra, continue underground beneath the city of South Pasadena, and emerge in Pasadena to connect to Interstate 210, …
PURPOSE
...Local opposition to the construction of this segment of freeway delayed the project for approximately four decades, with protests and lawsuits by community groups and property owners in Alhambra, San Marino, Pasadena and La Canada/Flintridge, but the most vocal and aggressive opposition from activists and officials located in the City of South Pasadena…
PDF pg 3-4
...In addition, this critical segment of highway would dramatically reduce travel times and distances for one of the most important regional goods-movement corridors, and the value of its added efficiency means that it would generate reliable traffic and toll revenue… A major collaborative effort to move the project forward was spearheaded and funded by the MTA… The planning charrette opened with overviews from public officials of the history of the project and the status of engineering plans and cost estimates. It also featured the assessments and estimates of several leading legal firms, contractors, and financiers that have direct experience with similar projects around the world…The afternoon featured a lengthy informal discussion of the pragmatic steps still required to bring this project to fruition, including the role of private sector parties, the projected costs and variations on financial agreements, the relevant political circumstances in California, and the legislative and legal steps that are necessary to getting construction underway. The meeting opened with introductions, and a statement from California State Assemblyman Mike Eng, representing District 49 including much of the San Gabriel Valley including Alhambra and San Marino. Assemblyman Eng offered his support for legislative action. Tracy Arnold, Director for Jobs and Economic Growth of the Office of the Governor, expressed support for the project and stressed Governor Schwarzenegger's commitment to leveraging public money through private sector partnerships. Dan Farkas, representing California State Senator Gil Cedillo, confirmed their interest in seeing construction underway, and Senator Cedillo's willingness to sponsor needed legislation. Senator Cedillo represents Senate District 22, including much of Los Angeles as well

as South Pasadena, Alhambra, and San Marino. ...Robert Huddy of the Southern California Association of Governments began discussion with an overview of the history of the project. Mr. Huddy is a senior transportation manager who has been involved with the 710 connector project as a representative of SCAG for nearly two decades...The historical overview presented by Mr. Huddy was followed with data on current traffic estimates and cost estimates. **Traffic estimates indicate that the tunnel would immediately attract significant traffic between the port area and Los Angeles heading toward major national distribution centers in San Bernardino County.** It would alleviate traffic congestion for commuters and trucks on surrounding freeways, in particular Interstate 5, Interstate 10, and Highway 101 and also eliminate the current bottleneck where I-710 currently ends in South Pasadena. The MTA was represented at the meeting by Linda Hui, Transportation Planning Manager of the San Gabriel Valley Area Team, and Caltrans District 7 was represented by senior engineer Abdi Saghafi, route 710 corridor manager, both of whom contributed informal assessments of current prospects and progress. ...Michael Liikala, representing ACS-Dragados, followed with a detailed presentation on major engineering aspects of the tunnel project.

PDF pg 5

James Martling of Sperry Capital then discussed his firm's experience with public/private partnerships and emphasized the need for quick action to ensure financial feasibility. He also recommended that government agencies take responsibility for the environmental review process, which is considered too unpredictable for the private sector to take on that risk....The final presentation of the day was made by Paul J. Ryan and Nick Moller of the Infrastructure Advisory Group of JP Morgan Securities. They presented a detailed spread sheet with financial data and assumptions for the tunnel project. They were able to adjust variables including the potential overall budget of the project (currently estimated at approximately $6 billion), traffic diversion, toll rates, the amount of government contributions, and the timeframe of concession agreements as well as other significant elements. ...Mark Pisano, executive director of the Southern California Association of Governments, led a general discussion following the presentation. Mr. Pisano emphasized the importance of pragmatic action and the development of a workable legislative strategy.

9. **SCAG Memo, February 17, 2005**
To: Plans & Programs Technical Advisory Committee, From: Nancy Pfeffer, Senior Regional Planner, RE: Goods Movement White Paper for Secretary of Business, Transportation & Housing
http://no710.com/_critical-issues-links/_goods-movement/scag-memo-schwarzenegger.pdf
During Governor Schwarzenegger's Fall 2004 visit to Japan, he was criticized by government and business leaders for allowing congestion at the San Pedro Bay Ports to impede the flow of goods from Asia to U.S. markets. On his return, the Governor tasked BT&H Secretary, Sunne Wright McPeak with developing a strategy on this issue.

10. **Southern California Association of Governments Regional Transportation Plan, Technical Appendix E Goods Movement, May 2001**
http://www.scag.ca.gov/rtp2004/pdfs/techappendix/appendix_E.pdf
Freight Issues, Implications and Options in the Moving Forward Document
(Doc E-28-E-29/PDF pg 30-31)
f) The I-710 Gap Closure
Issue: Environmental and construction impacts on the City of South Pasadena are at the core of an on-going debate on whether to close the gap in Interstate 710. Even if the gap is closed, trucks are banned from using it.
Implications and Options: The 710 Freeway gap closure project as presently conceived would divert commuter traffic moving from the I-10, SR-60, I-5, and I-710 freeways to Pasadena, which

would provide some alleviation of congestion impacting truck traffic using the 5 Freeway on the segment between the 710 Freeway and the 110 Pasadena Freeway. However, it would not permit trucks to directly access the 210 Freeway from the 710 Freeway.
A potential solution is to modify the Interstate 710 gap closure project with the construction of four bored tunnels under South Pasadena to avoid neighborhood disruption/ damage. Trucks would be allowed to use the I-710 project thus modified, so that direct 710-210 truck movements are possible, permitting trucks to bypass downtown Los Angeles and reducing the load on the 5 Freeway and others**.** A toll on cars and trucks would be used to pay for the additional cost of the bored tunnels above and beyond the expenditures for the cut-and-cover underground roadway through South Pasadena that Caltrans has indicated it can fund.
In discussion in the Committee, it was noted that this solution would require further study, as questions of underground fault lines, the water table, etc. would need to be investigated before the feasibility and costs of bored tunnels in this location could be determined. If truck lanes are implemented on the 710 Freeway from the San Pedro Bay Ports to downtown Los Angeles, such truck lanes would logically be extended northward to use any such bored tunnels as might be incorporated into the gap closure project--allowing easy access from the 710 Freeway to the 210 Freeway. It was further noted that diversion of commuter traffic to a 710 bored tunnel gap closure project would also have some benefits for truck traffic using the 5 Freeway.
Finally, it was suggested that other freeway gap closure projects, such as the 30 Freeway between the San Gabriel Valley and San Bernardino, would also provide major goods movement benefits, and may also warrant endorsement by the Goods Movement Committee.

Official statements from Metro and its allies contradicting their previously presented statements and studies above:

1. **Pasadena Star News, "Alhambra hosts 710 forum to get the correct information out there'" By Lauren Gold, SGVN Updated: November 23, 2012 09:16:31 PM PST**
   http://www.pasadenastarnews.com/alhambra/ci_22056690/alhambra-hosts-710-forum-get-correct-information-out
   Alhambra Mayor Barbara Messina said she asked **Ikhrata** and **Failing** to come to the meeting to dispel what she says are rumors and misinformation surrounding the project.
   Freeway fighters have expressed concern that Metro is not seriously considering options other than the freeway tunnel, which they fear will be a source of **truck congestion** and air pollution in the cities that line the route.
   "My whole purpose was to get correct information out there, everything that I've been hearing like `oh, we are going to have all this pollution' ... but that's not true. ... And the cost, its not going to be as high as $20 billion as people say," Messina said. "I just think they don't want to hear the truth, they talk amongst themselves and this is what they tell other people ... so it's time to get the correct information out there now."

2. **Letter from Doug Failing, November 19, 2012**
   http://no710.com/_critical-issues-links/_goods-movement/ltr-from-doug-failing11-19-12.pdf
   Dear ___
   Thank you for your recent letter addressed to my attention regarding the State Route 710 Study currently underway. Your interest in this important regional transportation issue is appreciated and I welcome this opportunity to provide you with Metro's perspective on this matter.

Your primary concern is in regards to statements that may have been attributed to me, presented in an article that ran in the publication "Everything Long Beach", asserting that the State Route 710 freeway tunnel option is being planned as a goods movement corridor for trucks. Please be advised that, while this may be the interpretation of the author of the article, that statement should not be attributed to me as **the State Route 710 is not a goods movement corridor.**

The objective of the State Route 710 Study is to examine a range of alternative concepts in order to find solutions to traffic congestion in the West San Gabriel Valley area and to promote a more efficient operation of our regional freeway system. The voters of Los Angeles County passed Measure R in November 2008 by a two-thirds majority to approve a half-cent sales tax increase to fund transportation improvement projects in our county. Measure R specifically allocates $780 million to the State Route 710 corridor. In June 2010. the Metro Board of Directors authorized staff to pursue a robust public Outreach effort in pursuit of multi-modal solutions to congestion in the State Route 710 Corridor, leading to the preparation of a Draft Environmental Impact Report I Environmental Impact Statement (DEIR/DEIS).

Five alternatives will be carried forward for more detailed analysis in the DEIS/DEIR. These alternatives are:

1. No-Build
2. Transportation System Management f Transportation Demand Management
3. Bus Rapid Transit with refinements
4. Light Rail Transit with refinements
5. Freeway Tunnel with refinements

Page 2

None of these alternatives are being developed as a goods movement alternative. At this time, we are just beginning the environmental process and no decision has been made on a preferred alternative.

Sincerely,
Douglas R Failing, P.E.
Executive Director, Highway Program
cc:
All Metro Board Members
Hasan Ikhrata, Executive Director, SCAG

3. **Pasadena Star News, "SCAG official says 710 tunnel will be hard to beat"**
By Lauren Gold, SGVN Updated: November 15, 2012 09:27:02 PM PST
http://www.pasadenastarnews.com/ci_22007346/scag-official-says-710-tunnel-will-be-hard

At the meeting, which was attended by the group of city officials asked to provide guidance throughout the study, Metro officials also discussed how goods movement plays into the freeway extension.

Freeway fighters have expressed concern that the tunnel would become a goods movement route for trucks from the ports, spewing added diesel pollution into the San Gabriel Valley.

Consultant Steve Greene said that a freeway tunnel would not likely be a popular route for trucks out of the ports, as those trucks would continue to take the **710** to the 10 or the 60 Freeway.

"We are not saying trucks will never use this tunnel, but the point we're making is that that facility is not on the path that port trucks in particular are taking," Greene said.

Consultant Loren Bloomberg said trucks going to the local grocery stores or shopping malls would use the tunnel instead of taking the local streets.

Given this data on truck movements, Bloomberg stressed that the 710 extension is focused on moving people, not trucks.

"Goods movement from the ports is not a driver for our study need, we are not seeing an influence there, we've been saying this consistently," Bloomberg said.

4. **KPCC interview with Doug Failing, Metro's Executive Director, Highway Programs, August 7, 2012.** *Audio of the show is archived on the KPCC link above - listed on the left side of the website page.*
   http://www.scpr.org/programs/airtalk/2012/08/07/27762/what-happened-710-freeway-extension-project-los-an/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed:+kpccAirTalk+
   (7:23 min)...**Doug Failing: "I've never to my knowledge ever said that this 710, this gap, would have anything to do with with truck traffic, fact is I've always, ah, said that, ah, I, most of the traffic come out of the ports LA Long Beach are either headed towards the East West corridors so they're out on the 60 they're out on the 10 and I've never seen 710 as as a freight corridor, and I've said that quite often."...**
   Note - The above quote by Doug Failing contradicts what was reported in the Everything Long Beach article "Metro's Freeway Projects Mean Better Transportation For Everyone" by Editor March 24, 2011, and also the Metro News release March 21, 2011, "Metro's Highway Program Shifts into High Gear with 18 New Projects Worth Nearly $1.4 billion Set to Break Ground in 2011"

5. **SR-710 Tunnel Technical Study, La Cañada Flintridge Community Meeting Summary, May 26, 2009**
   http://www.dot.ca.gov/dist07/710study/pdfs/LCF%20Community%20Meeting%20Summary%20FINAL%20DRAFT%20062509.pdf
   pg 4
   Comment from Metro: You are going to have to be able to radiate movement of goods into your community. Distribution of goods will involve at least one truck movement. We actually looked at the possibility of not including trucks in the tunnel. I can't say that we will say there will be no trucks. Perhaps we may exclude trucks over a certain size. I think some of us may be confused about the number of trucks that will be using the route.

6. **Pasadena Sun, December 11, 2012 6:27 am, "Pasadena hammers 710 tunnel, stops short of opposing it" by Joe Piasecki joe.piasecki@latimes.com**
   http://www.pasadenasun.com/the626now/tn-pas-pasadena-hammers-710-plan,0,1252333.story
   Note - Bob Huddy, a representative of SCAG who has been involved with the 710 connector project for nearly two decades contradicts himself regarding traffic and air pollution:
   "...**Bob Huddy**, a former senior planner with the Southern California Association of Governments who once also headed the Pasadena Transportation Advisory Commission, **said the tunnel would decrease air pollution caused by existing commuter traffic on city streets**. Huddy accused opponents of cherry-picking data to support their own views."
   However, in 2007 in the Financial Charrette listed as # 8 in the first section above. Huddy claimed "Traffic estimates indicate that **the tunnel would immediately attract significant traffic between the port area and Los Angeles heading toward major national distribution centers in San Bernardino County."**
   These quotes show Huddy is clearly the "cherry picker" of "data". It is this very data from studies about trucks, added congestion and pollution, which Huddy was a part of gathering, that he is now in the process of denying.

Compiled by No 710 Action Committee 1-12-13 ck

BETTER SOLUTIONS

Scoping Letter from UEPI
Multi-Mode, Low Build
I-710 South Expansion
Freight Finds Its Niche
CargoWay by MegaRail
GRID Freight Pipeline

The No 710 Action Committee does not endorse any one alternative to the expansion of the lower 710 freeway or to the extension of the 710 northward. We encourage open discussion and consideration of all transportation solutions to relieve traffic congestion at the Ports, on area freeways and on our local city streets.

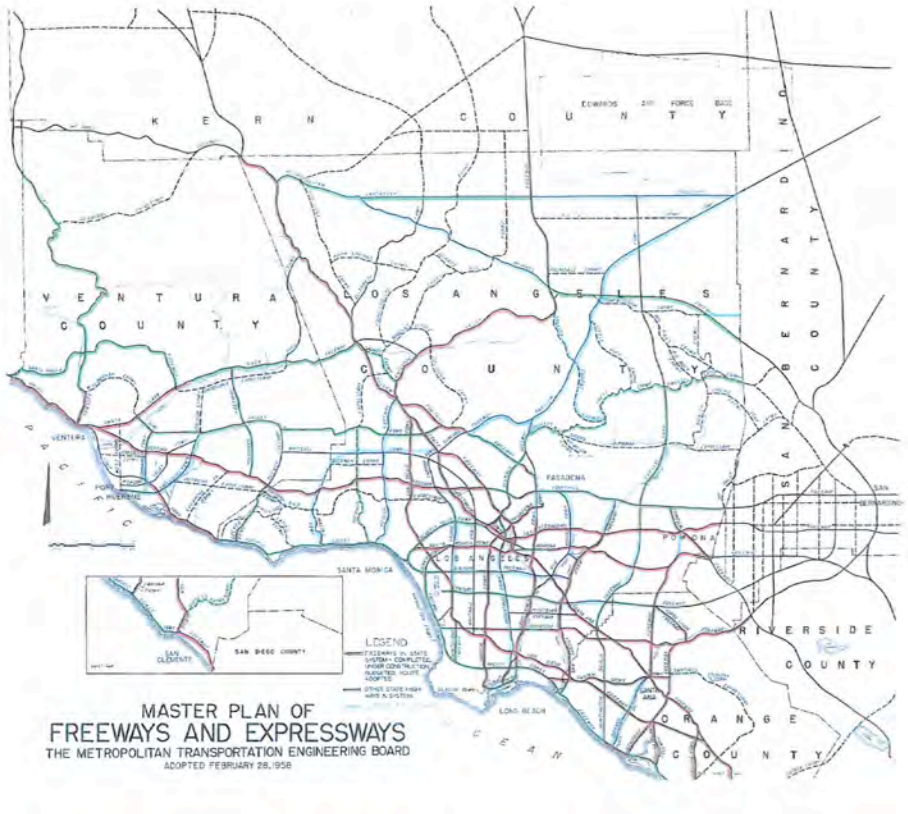
Scoping comments on SR-710 'gap closure' project April 11, 2011

Urban & Environmental Policy Institute
Occidental College
1600 Campus Road MS M-1
Los Angeles, CA 90041
(contact: Mark Vallianatos, Policy Director, mvalli@oxy.edu)

The west San Gabriel Valley, Northeast Los Angeles, Pasadena, Glendale, and other cities and communities along the Arroyo Seco corridor are among the most diverse in California. The area has a rich cultural history and important natural and ecological sites. The opening of the Metro Gold Line has provided a new sense of connection between these communities and opportunities for transit-oriented development and more sustainable land use in the region.

The region is divided and surrounded by numerous freeways: the 710, 10, 210, 110, 134, 5, 2, 101, 60, and 605. These freeways bring deadly particulate pollution and noise. They promote car-centric land use and mobility, which have contributed to epidemics of obesity and diet-related illness. The construction of these freeways disrupted communities, especially low income communities of color.

Metro and Caltrans have a choice to make in investing billions of dollars to address mobility and congestion in this area. They can look to the past, to early-mid 20th century freeway plans, by extending SR-710 to the 210 via a surface or tunnel route. This backwards-looking approach (see 1958 map of the massive and thankfully never fully implemented freeway and expressway system), would further pollute and divide communities. These plans are from an era when the car was supposed to solve all mobility challenges. They are outdated relics from a period before scientists understood the health risks of particulate pollution and the threat of climate change; and before planners and health officials fully understood that a freeway and car-based transportation system would lead to sprawl, sedentary lifestyles, and inefficient land use patterns.



Or the agencies can adopt 21st century transportation solutions to move people and products in a way that improves the environment and surrounding communities. In these scoping comments, we suggest four priority transportation improvements for the project area under review. We also urge the agencies to conduct Health Impact Assessments of the freeway option and alternatives to accompany environmental review.

1. Remove the SR-710 freeway between the 10 freeway and Valley blvd by transforming it into a surface street and/ or a linear park.
2. Expand transit to reduce car traffic and pollution and spur transit-oriented development
3. Create complete, living and green streets that promote safe walking and cycling and create vibrant public spaces.
4. Reduce freight truck traffic and pollution by expanding on dock rail at the Ports of Los Angeles and Long Beach.
5. Conduct a health impact assessment of all alternatives.

1. Remove the SR-710 freeway between the 10 freeway and Valley blvd by transforming it into a surface street and/ or a linear park.

Smart metropolitan regions are beginning to undue some of the damage done by the urban freeway frenzy of the 1950s-1970s. Cities such as San Francisco, Soeul, Korea, and Portland have achieved gains in quality of life, economic development, and mobility by transforming sections of freeways into boulevards, open space, and parks. (http://www.preservenet.com/freeways/index.html ; http://www.cnu.org/highways ; http://www.grist.org/infrastructure/2011-04-04-seoul-korea-tears-down-an-urban-highway-life-goes-on ; http://www.infrastructurist.com/2009/08/04/7-urban-freeways-to-tear-down-today-and-what-tomorrow-might-look-like-if-we-do/ ; http://www.seattle.gov/transportation/docs/ump/06%20SEATTLE%20Case%20studies%20in%20urban%20freeway%20removal.pdf ; http://www.streetfilms.org/lessons-from-san-francisco/ ; http://www.streetfilms.org/mba-highway-removal/)

(Cheonggye stream in Seoul, formerly covered by a freeway. Image by flickr user elzed)

(Embarcadero before and after freeway removal. Flickr user vision63)

The approximately mile-long stub of SR-710 that extends north of the 10 freeway to Valley blvd is a promising candidate for removal and transformation.

- ⇒ Caltrans and Metro should decommission this section of SR-710 and transform it into a non-grade-separated, complete, living and green street as discussed above and/or into a park and open space.
- ⇒ The agencies should conduct a community planning exercise involving residents, municipalities, and California State University Los Angeles to determine how to best transform the removed section freeway. To limit exposure to freeway pollution, the lower 1500-2000 feet of the new boulevard/ park could be a buffer zone/ ecological remediation zone with more active uses in the northern two-thirds of the site.
- ⇒ The agencies should ensure that this closure does not worsen pollution in adjacent communities. This can be accomplished by increasing transit, reducing truck freight trips, and conducting a health impact assessment.

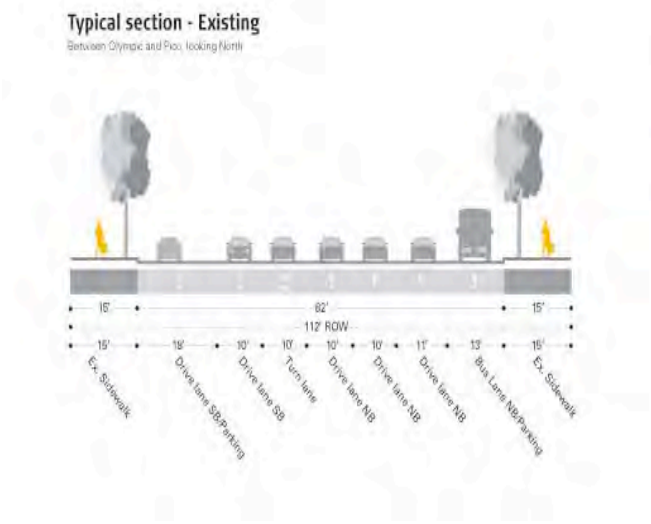
2. Expand transit to reduce car traffic and pollution and spur transit-oriented development

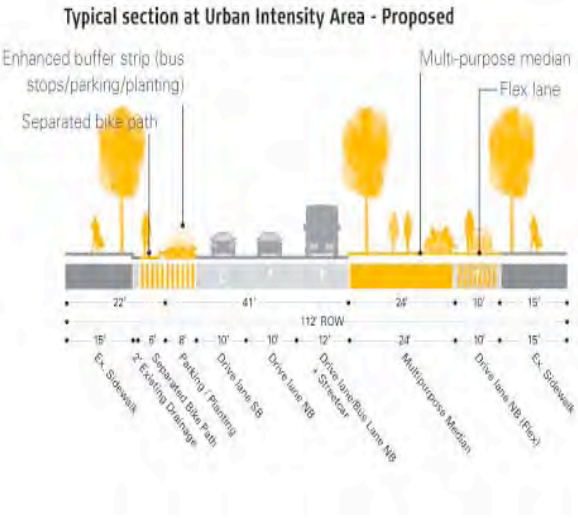
Rapidly expanding the transit network in the area under review is the best way to reduce passenger car traffic and improve denser, walkable land uses. There are significant gaps in transit in the area under review, especially north-south between the northern and southern sections of the San Gabriel Valley and between Northeast Los Angeles and Glendale and the San Fernando Valley. Glendale is in fact the most populous city in Los Angeles County without a light rail connection.

- ⇒ Extend metrorail northwest from one of the Pasadena Gold Line stations through Eagle Rock, Glendale and Burbank to the Burbank airport then south to connect to the terminus of the Red Line in North Hollywood. This would create a valuable northern loop between the Gold and Red lines that would expand links between the San Gabriel Valley and the San Fernando Valley and better connect the population and job centers of Glendale and Burbank to the region's light rail system.
- ⇒ Accelerate extending the Gold Line eastwards as planned in the Foothill extension and Eastside extension.
- ⇒ Create metrorail, metroliner or dedicated busway north-south corridors between the two arms of the Goldline. This could follow Atlantic and Huntington to connect the East L.A. civic center station to the planned Gold Line foothill extension station in Arcadia. As the foothill extension and eastside extensions of the Gold Line continues, Metro should consider further North-South Spurs every 3-5 miles similar to the East Valley north south corridors being studied in the San Fernando Valley. http://www.metro.net/projects_studies/north_sorth/images/ns_corridor_study.pdf These types of dedicated rail or bus routes would expand the transit grid and improve north south alternatives to car transportation.

3. Create complete, living, and green streets that promote safe walking and cycling and create vibrant public spaces.

Streets let people move between places. Streets are also important public space in themselves. Throughout much of the 20th century, traffic engineers designed wide streets with wide lanes and high speed limits in an effort to maximize the flow of cars per hour at peak traffic times. These design standards created streets that are dangerous to walk or bike on and near. Streets designed as 'sewers for cars' also harm the places they are supposed to connect by making it unpleasant to be outside due to the speed and noise and sterile visual environment of streets. Fortunately, some cities are reinventing streets for the 21st century. These streets are **complete** in that they dedicate space for all modes of transportation with wide sidewalks, bike lanes (including protected or separated bike lanes), bus only lanes, flex lanes, modern streetcars, etc. They are **living and vibrant** because they calm traffic, create more and safer pedestrian crossings, more public plazas and seating, and welcome walkers and bikers who bring life to sidewalks and streets and customers to local business. They are **green** because they are designed with more shade trees, less blacktop, and with landscaping and permeable surfaces to capture and filter rainwater. For example, the My Figueroa project examining street improvements for South Figueroa St. in Los Angeles is demonstrating best practices for 21st century streets. http://myfigueroa.com/wp-content/uploads/2011/02/2011-02_Fig_Public-Meeting-Boards.pdf





The Los Angeles County Department of Public Health is funding development of a model streets manual that incorporates similar goals of living, safe, and complete streets. (http://la.streetsblog.org/2011/03/16/model-streets-manual-on-its-way-move-over-old-traffic-handbook/) The project area for the SR-710 'gap closure' project has a number of major streets that are too wide, unpleasant, and unsafe. These could greatly benefit from being made more complete, living, and green.

⇒ As part of an alternative to freeway extension, Metro and Caltrans should launch planning efforts like the My Figueroa project for twelve streets and implement cutting edge improvements on these streets of the type that will be contained in the Los Angeles County funded street manual.

- Huntington drive
- Valley blvd
- Mission blvd

- Main st/ Las Tunas dr
- Fremont ave
- Atlantic blvd
- Rosemead blvd
- San Gabriel blvd
- San Fernando Rd
- Eagle Rock blvd
- Colorado Blvd
- Figueroa St

⇒ Metro should work with municipalities and the County to ensure that a network of bike lanes, protected bike lanes, bike paths and bike infrastructure is rapidly implemented in the project area, with a goal of increasing cycling's mode share of trips to at least 10 percent. Bike lane projects promote clean, healthy transportation and also create more jobs per dollar invested than road projects. (http://www.bikeleague.org/resources/reports/pdfs/baltimore_Dec20.pdf ; http://issuu.com/bikeleague/docs/economic_benefits_bicycle_infrastructure_report)

4. Reduce freight truck traffic and pollution by expanding on dock rail at the Ports of Los Angeles and Long Beach.

One of the perceived needs for extension of SR-710 is high levels of truck traffic on the existing route and expectations of continuing increases in freight imports and truck traffic. The solution to this challenge isn't expanding or extending freeways. It is reducing truck traffic by shifting freight movement to less polluting modes of goods movement and reassessing the desirability of endless growth in the logistics industry. A recent report by the U.S. Government Accountability Office found that externalities from truck freight transport were approximately six times more per unit carried than for freight rail. "According to our synthesis of EPA's latest national emissions inventory data (2002), freight trucks produced over six times more fine particulate matter and over four times more nitrogen oxide on a ton-mile basis than freight locomotives, and over 10 and six times more of each type of emission, respectively, on a ton-mile basis than inland waterway vessels. And, according to our analysis of EPA data on greenhouse gases, trucks emitted the highest levels of greenhouse gas (CO2 equivalents) among the freight modes—about eight times more per unit of freight than freight rail, and thirteen times more than waterways freight." (GAO. SURFACE FREIGHT TRANSPORTATION: A Comparison of the Costs of Road, Rail, and Waterways Freight Shipments That Are Not Passed on to Consumers. January, 2011. http://www.gao.gov/new.items/d11134.pdf)

⇒ Caltrans and Metro should work with the Ports of Los Angeles and Long Beach to expand capacity for on-dock rail so that imports can be loaded directly onto freight trains, reducing the need for trucks to transport containers to warehouses, inland rail yards, and transloading facilities.

⇒ Caltrans and Metro should work with the ports to set a target and plan for reduced truck traffic on SR-710.

⇒ The agencies should work with the ports, railroad companies and regulators to accelerate adoption of electrified and cleaner locomotive technologies and to ensure that increased train facilities and trips do not increase negative health impacts.

5. Conduct a health impact assessment of all alternatives.

Freeways are sources of dangerous air pollution, especially from diesel exhaust. Children living near freeways face higher risks of asthma, worse asthma, and reduced lung growth. (McConnell, R, T Islam, K Shankardass, M Jerrett, F Lurmann, J Gauderman, E Avol, N Kuenzli, L Yao, J Peters and K

Berhane. 2010. Childhood incident asthma and traffic-related air pollution at home and school. Environmental Health Perspectives http://dx.doi.org/10.1289/ehp.0901232; McConnell, R., et al. (2006). “Traffic, Susceptibility, and Childhood Asthma.” Environ Health Perspect 114(5): 766–772; Gauderman, W. J., E. Avol, et al. (2005). "Childhood asthma and exposure to traffic and nitrogen dioxide." Epidemiology 16(6): 737-43; Gauderman, W.J. et al. (2007) “Effect of exposure to traffic on lung development from 10 to 18 years of age: a cohort study.” Lancet 369(9561):571-7.) Exposure to traffic-related air pollution is also associated with higher rates of heart disease and cancer in adults. (Kramer et al. 2010. Traffic-related air pollution and incident type 2 diabetes: Results from the SALIA cohort study. Environmental Health Perspectives http://dx.doi.org/10.1289/ehp.0901689; Beelen, et al. “Long-Term Exposure to Traffic-Related Air Pollution and Lung Cancer Risk.” Epidemiology 19 (5): 702-710 (2008); Kan et al, “Traffic exposure and lung function in adults: the Atherosclerosis Risk in Communities study.” Thorax 2007 62: 873-879 (2007).

- ⇒ In addition to EIR/EIS, Caltrans and Metro should conduct a health impact assessment of all project alternatives, including the surface freeway, tunnel and other alternatives.
- ⇒ The agencies should learn from the ongoing Health Impact Assessment of the SR-710 expansion project being performed by Human Impact Partners and ICF International with input from Los Angeles County Department of Public Health. (http://healthimpactassessment.blogspot.com/2010/08/hia-update-from-human-impact-partners.html; http://eycej.org/sites/default/files/PB_HIA%20&%20710_v2.pdf http://www.metro.net/projects_studies/I710/images/Health-Impact-Assessment-Presented-to-Project-Committee-October-2009.pdf)

MULTI-MODE LOW BUILD ALTERNATIVE

Residents within the cities of South Pasadena, Pasadena, Alhambra, and El Sereno in Los Angeles claim the Multi-Mode Low Build Alternative is a better strategy to move people and goods in the L.A. Basin than the proposed 710 Freeway North Extension. This preferred plan will create locals jobs, keep neighborhoods intact, and cost considerably less..

What is the Multi-Mode Low Build Alternative?
It is a system of transportation improvements that upgrades city surface streets, enhances existing freeways, and encourages coordinated linkage between different travel modes: automobiles, light railway, buses, shuttles, and bicycles. It is designed to improve mobility within South Pasadena, Pasadena, Alhambra, and El Sereno by targeting the areas that are of the most concern..

Projects within the Corridor

- Extend 710 freeway to Mission Road (Connector Road), reducing East-West (E-W) traffic on Valley Boulevard and Fremont Avenue congestion. Design would be such that it would provide additional E-W diffusion, but not additional North-South (N-S) diffusion through neighborhoods.
- Add a 710 off-ramp at Cal State L.A.; add a right-hook on ramp to the 110 freeway in South Pasadena at Fair Oaks Avenue and State Street; widen Fair Oaks off-ramp.
- Build bridges over depressed rail road tracks in Alhambra, reconnecting N-S streets to relieve congestion on Fremont Avenue.
- Upgrade Figueroa Street to create a parallel corridor to the 110 between downtown L.A. and Pasadena.
- Create on-ramp to the 110 freeway at Glenarm Street and Raymond Avenue in Pasadena. (*Completed)*
- Synchronize traffic signals on Arroyo Drive, Fair Oaks Avenue, and Fremont Avenue for smoother traffic flow.
- Improve intersections by providing more left-hand turn lanes and medians.
- Implement traffic “calming” techniques to protect residential neighborhoods from traffic intrusion.
- Reconfigure North Orange Grove Avenue in South Pasadena and signalize the 110 freeway intersection. (*Completed)*
- Coordinate light railway, bus and shuttle schedules.
- Complete the Gold Line from L.A. to Pasadena. (*Completed)*

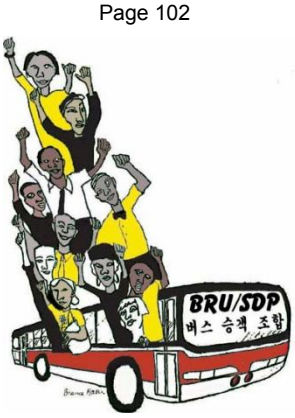
Projects outside the Corridor

- Complete the Gold Line into eastern San Gabriel Valley. (In-process)
- Complete Alameda Corridor East (ACE) projects, allowing N-S arterials to cross the railroad unimpeded. (*In-process)*
- Create overpass at Valley Boulevard, Marianna Avenue, and Alhambra Drive. (*Completed)*
- Launch METRO transit projects imbedded in Measure R funding. (e.g., L.A.’s 30/10 Plan)
- Convert port loading and unloading to rail technology.
- Establish modal centers outside the City to streamline cargo distribution by rail.

Multi-Mode Low Build will

- Save taxpayers an enormous amount of money
- Prevent increases in air and noise pollution
- Create jobs now
- Address the region's transportation problems now rather than later.

Written by Harry Knapp, South Pasadena Resident



CBE

East Yard Communities For Environmental Justice

PSR LA
Physicians for Social Responsibility
Los Angeles

December 1, 2011

Mayor Antonio R. Villaraigosa
Chair of the Board of Directors
Los Angeles County Metropolitan Transportation Authority
200 North Spring Street, #303
Los Angeles, CA 9012

Dear Mayor Villaraigosa:

With the United Nations Summit on Climate Change kicking off this week in Durban, South Africa, we are writing to urge you, as the Mayor of second largest city in the US, Chair of the MTA Board, and President of US Conference of Mayors, to exercise leadership in addressing our region's contribution to the climate crisis. We are writing as part of a national and international mobilization associated with the Grassroots Global Justice Network and La Via Campesina calling for *local and justice-based solutions* to climate change. LA can and should lead by example with policies that address our region's racial and economic disparities while substantially reducing our carbon footprint.

We are specifically concerned about two policies being pursued by the Los Angeles County Metropolitan Transportation Authority that represent major steps backward for our region: 1) *941,000 bus service hours slashed in the last four years, including dozens of bus lines canceled, truncated, or losing mid-day, weekend, or night service; and 2) an irresponsible multi-billion dollar expansion of Interstate 710.* These policies will worsen our region's contribution to climate change and they will also harm the health and well-being of the people in our region, especially low income communities of color who depend on public transportation and neighbor the existing freeway. *We urge you and the other members of the MTA Board to reverse this trend by restoring and expanding bus service and stopping the proposed 710 expansion.*

The global climate crisis and LA's response

As the devastating super-charged storms of 2011 and the global scientific consensus clearly demonstrate, there is simply no time to wait to take bold steps to address the climate crisis. The health and well-being of our own region and billions of people around the world are at stake. As Mayor of Los Angeles, you have stated publicly your desire to make Los Angeles a model green city for the 21st century. Last year, you were among 138 mayors from cities around the globe to sign the Mexico City Pact in advance of the UN Climate Summit, committing to develop and implement local climate-change action plans that are *measurable, reportable and verifiable*. While some elements of your plan for reducing LA's carbon emissions are commendable, the above-mentioned policies fly in the face of the commitment you made on behalf of our region on a world stage.

Halt the Irresponsible Expansion of I-710

Community members along the I-710 corridor and everybody in the region concerned about pollution and climate change will reject any Metro-Caltrans proposal that does not incorporate the following key community demands into the project:

- **Assessment of Who Pays:** The I-710 communities in our coalition are opposed to the continued subsidization of the freight industry through our health; accordingly, the project proponents need to reexamine the often overlooked assumption that the community and public funds should continue to pay for this multi-billion dollar project, which is designed primarily as a boon to the freight movement industry. Additionally, project proponents should explore and assess various equitable pricing mechanisms to manage I-710 corridor travel demand while keeping equity concerns central for choosing the best alternative.
- **Zero-Emissions Technology:** Any project that moves forward must include an enforceable commitment to use zero-emission technologies immediately upon completion.
- **Public/Alternative Transportation:** Any project must include aggressive strategies to improve public transportation along the I-710 corridor. The project proponents must engage with interested parties to prioritize implementation of an effective and comprehensive public transportation element in the design of this project. Additionally, any corridor enhancement to the I-710 must ensure adequate and safe bicycling and pedestrian infrastructure for the residents in this corridor.
- **Health Impact Assessment (HIA):** Metro-Caltrans need to incorporate all the HIA results into the EIR/EIS to maintain transparency. Public health advocates and the environmental community reject the agencies' resistance to including the full assessment of health impacts as part of the Draft and Final EIR/EIS for this project.
- **Mitigation Measures:** The final project must include adequate mitigation to protect the surrounding communities. Additionally the I-710 project should not adversely impact the LA River, and should be designed to augment and protect this vital community resource.

In addition to being significant sources of greenhouse gas emissions, freeways--particularly those that carry a high level of diesel truck traffic--pose a serious threat to public health. Recent studies have associated serious health outcomes with living close to freeways. These health risks include more premature and low birth weight babies, increased death from heart attacks and stroke, thicker arteries, and higher rates of lung cancer. Additionally, research has established that children living near freeway traffic have lowered lung function and higher rates of asthma. The Long Beach freeway (I-710) averages about 1,100 diesel trucks per hour with peaks as high as 2,600 heavy-duty diesel trucks per hour. There is a strong and urgent public health need to reduce existing dangerous conditions for the overburdened communities along the I-710 corridor. Metro cannot look the other way while Caltrans pushes through another freeway expansion project, which will be a significant health threat to the region's residents.

Expand MTA Bus Service, Lower Fares

Expanding bus service and lowering transit fares are cost-efficient ways to attract Angelenos out of their single-passenger automobiles and benefit transit-dependent low income people of color, who are the majority of the system's current users. We appreciate your efforts earlier this year to stop bus service cuts; we need even stronger leadership now to reverse the MTA's recent trends.

- **LA's poor transportation system and carbon footprint from cars.** LA County has 7 million cars for 11 million people. Automobiles are the leading source of carbon emissions in Los Angeles. Los Angeles suffers among the worst from air pollution of any major metropolitan area in the US. Low income communities of color, who are more often using public transit and not automobiles, suffer disproportionately from the health impacts of air pollution, especially given that freeways are frequently routed through our neighborhoods.
- **LA missing opportunity created by economic crisis to increase transit ridership.** The economic crisis has been largely responsible for skyrocketing demand for use of mass transit nationally. Yet this has been a missed opportunity for LA Metro, as service cuts and transit fares increases have made mass transit a much less attractive option for those considering a mode shift from cars, and have been associated in recent years with a sharp decline in ridership.

- **Service reductions and transit fare increases devastate transit-dependent low-income communities of color.** The Federal Transit Administration's review of MTA is examining possible discriminatory impacts on these communities of the agency's policies. Higher fares--40% total over the last four years, plus canceled or truncated lines, longer wait times, and more transfers –impose a major burden on these communities and create barriers to participate in LA's already slow economic recovery.
- **A plan for bus service expansion and fare reduction plan can be a cornerstone of LA's transition to a just and robust low-emissions economy.** Bus expansion is much more cost-efficient than other forms of transit infrastructure investment. MTA faces no major financial crunch; funds are already available to purchase and run low or zero-emissions buses and lower fares today, not in 10 or 20 or 30 years. These policies will create thousands of green jobs and provide an economic stimulus for hundreds of thousands of people in LA.

Addiction to an auto- and freeway-based transportation system and the entrenched influence of corporate lobbyists are power obstacles standing in the way of real climate progress for our region. In that context, a coalition of environmental and economic justice and civil rights organizations can play a lead role – working with elected officials willing to take bold stands – to push forward real solutions. We look forward to working with you on this endeavor.

Sincerely,

Darryl Molina-Sarmiento
Communities for a Better Environment

Isella Ramirez
East Yard Communities for Environmental Justice

Martha Dina Arguello
Physicians for Social Responsibility – Los Angeles

Sunyoung Yang
Bus Riders Union

Freight Finds Its Niche

For the railroads, logistics centers are really hot items.

By Jeffrey Spivak

The Thunderbirds and the Blue Angels — the crack military precision flying teams — once wowed spectators at annual air shows held at the Richards-Gebaur Air Force Base at the southern edge of Kansas City, Missouri. It's also the place where antitank attack planes once practiced maneuvers and trained for war.

Today, the main runway is gone, replaced by tracks used by the Kansas City Southern Railway since 2007. Mile-long freight trains park there as giant overhead cranes unload containers filled with auto parts from Mexico and electronics from China. On an adjoining track, drivers zip Mazdas from Japan down train-car ramps for delivery to U.S. dealerships. Nearby sits developable land where the railroad and its real estate partner hope to build warehouses for these consumer goods.

Welcome to the new era in freight rail, the creation of giant intermodal-distribution logistics centers. This summer, the Union Pacific Railroad will open what will be the largest such hub in the Midwest, a 3,900-acre complex in Joliet, just outside Chicago. Smaller complexes have opened or are planned around Dallas, San Antonio, Memphis, Columbus, Ohio, and several other metro areas, mostly inland from the coasts.

They are the latest sign of the railroad renaissance taking place across the U.S. After decades of disinvestment, freight railroads are investing in new mega-facilities, inspired by their expanding role in international trade. "Imagine the horse and buggy coming back into vogue," says Anthony Hatch, an independent Wall Street railroad analyst. The intermodal revival is the contemporary equivalent.

Those new developments, often encompassing hundreds of acres on the outskirts of major metropolitan areas, are often partnerships between railroads and commercial real estate companies. The complexes are designed to handle goods brought by rail from coastal ports and then to transfer them by truck to on-site warehouses operated by retail chains, manufacturers, and industrial suppliers. The cargo is stored and eventually transported — again by truck — to retail outlets and manufacturing plants all over the country.

This synergistic combination of intermodal transportation and warehouse distribution can save high-volume retailers and manufacturers millions of dollars, according to the railroads and the logistics industry.

"The rail carriers believe there's a long-term future in handling more and more international trade and intermodal business, and that's what they're building for now," says John Gray, senior vice president of policy and economics for the American Association of Railroads in Washington, D.C. "It's led to the largest wave of investment in a half-century, if not longer."

The new inland ports

At the dawn of this decade, there were just two of these combination intermodal logistics complexes in the U.S. More than a dozen have either opened in the last few years or are in the planning stage. Sometimes called "integrated logistics centers" or "freight villages," they're hot commodities, and they're becoming a new planning priority for some metropolitan areas.

Union Pacific's new Chicago-area hub will be its largest. In recent years, it has opened similar facilities in the Salt Lake City and San Antonio metro areas. The Burlington Northern Santa Fe also has a logistics park outside Chicago — the largest in the Midwest until UP came along. Now BNSF is partnering with real estate developers to build new complexes in Dallas and suburban Kansas City. The Norfolk Southern railroad has opened a center in Columbus, and Kansas City Southern has added a facility outside Houston, in addition to its conversion of the former Air Force base in Kansas City.

All of these projects are designed to act as inland ports in the transportation supply chain, transferring inbound freight to a final outbound destination. They share several features: a minimum of 500 acres of flat land, on-site warehouses, spurs for loading and

unloading, high shipping volumes, and easy access to highways. They also offer U.S. Customs clearance services on-site and have been officially designated foreign trade zones, which can mean a break on customs duties on freight that is stored within the zone.

"This is the model that's been emerging and what we'll be seeing going forward," says Anne Strauss-Wieder, principal of a freight transportation and economic development consulting firm in Westfield, New Jersey. "It's been used in Europe for years, but it's a newer concept in the U.S."

But developing these behemoth industrial complexes is itself complex. Public-private partnerships can be tricky to arrange. The requisite large swaths of land are often difficult to assemble. Building new roads is expensive. And community opposition to additional traffic is predictable. The recent economic recession has slowed this prolonged process even more.

Still, major metropolitan areas in the central U.S. have been vying to attract these freight villages the same way they used to go after auto manufacturing plants. They see in them the potential to create thousands of jobs, from on-site crane operators to off-site suppliers.

"It's a hugely significant development," says Vincent Papsidero, AICP, planning administrator for the city of Columbus, Ohio, referring to the 1,600-acre Rickenbacker Global Logistics Park, home to both an air terminal and Norfolk Southern's two-year-old intermodal terminal. The logistics park, on the site of another former Air Force base, could hold up to 28 million square feet of building space. "This is one of our major new centers for economic activity," he says.

Rough road

A generation ago, the major freight-hauling railroads in the U.S. were broke.

Railroads once dominated the American economy, running everywhere and hauling virtually everything the nation produced and consumed. But beginning as far back as the 1920s, they steadily lost their passenger and freight market share to automobiles and trucks. That led to abandoned tracks, a shrunken workforce, and slashed capital expenditures. For decades, railroad operating revenues steadily declined (after adjusting for inflation). By the mid-1970s, several major lines were bankrupt.

The industry was constrained financially by antiquated regulations that required the railroads to seek federal approval to set rates and to cancel unprofitable routes. Some relief came in 1980 with the passage of the Staggers Rail Act, which deregulated the industry.

The law also launched a new focus on efficiency, including the consolidation of more than 40 large, Class I companies into seven. The railroads shed or spun off low-volume routes and moved toward operating longer trains for longer distances. Between 1980 and 1995, the mileage of an average rail freight trip jumped almost 40 percent. By then, the North American Free Trade Agreement had removed most barriers to foreign markets and to investment in the Americas, instantly boosting trade.

Within the past decade, China, with its low-cost manufacturing, has emerged as the U.S.'s top importing partner, taking advantage of the more efficient containerization of freight shipments. Finished consumer goods, from electronics to tires, packed in 20-foot or 40-foot containers, now can be stacked high on oceangoing vessels and loaded onto railroad flatcars for movement inland. From there they can simply be lifted onto semitrailer trucks for local distribution, rather than being unloaded one box at a time. Meanwhile, the combination of rising fuel prices and increasing highway congestion makes it too costly and too time-consuming for big box retailers to haul most imported containers cross-country on trucks.

Among the Class I railroads — the seven largest railroads operating in the U.S., representing 90 percent of railroad employment — intermodal container traffic almost doubled in the decade between 1998 and 2008. The railroad's market share of freight transportation, measured by ton-miles, jumped from 26 percent in 1993 to 37 percent in 2007, according to federal statistics. Along the way, intermodal freight surpassed coal for the first time ever as the industry's leading revenue source — a symbolic milestone in the railroads' shift from hauling raw materials to transporting consumer goods.

"Domestic [rail] intermodal has continued to gain market share from over-the-road truckloads as fuel prices, scale efficiencies, and better rail service remain key drivers of conversion," according to a report issued by Wall Street analyst Robert W. Baird & Co., the

huge internanational financial services firm, earlier this year. "The railroad renaissance is here," declared Tony Hatch, the Wall Street railroad analyst cited earlier, in a recent industry presentation.

A case in point

Some 50 miles from Chicago's Loop, in a fast-growing exurban county, is an example of what National Real Estate Investor magazine characterizes as "the new frontier" of industrial development. It's the four-square-mile CenterPoint Intermodal Center and BNSF Logistics Park in the tiny town of Elwood, a joint project of the railroad and CenterPoint Properties.

On a typical day in Elwood (as described by an official at the logistics park), a mile-long train stands on one of the BNSF's seven spur tracks off its main line between metro Los Angeles, home of the nation's two largest ports, and metro Chicago, America's top rail hub. A line of trucks waits alongside. An overhead crane straddling the train slowly lifts a 40-foot metal container off a double-stacked well-car and drops it with a gentle thud onto a flatbed trailer. Lift and load, lift and load. The air fills with the din of grinding gears, revving engines, and the high-pitched warning beeps of the moving crane.

As far as the eye can see, almost every available space is filled with red, blue, gray, orange, and white containers. Some are stacked along the tracks. Others are neatly lined up in separate "container yards." Most are headed to one of the nearby warehouses, whose tenants include paper products company Georgia Pacific and electronics manufacturer Sanyo. With 3.4 million square feet, the twin warehouses occupied by giant retailer Wal-Mart are as large as some suburban office parks. Most days, more than 2,500 trucks come and go through the complex, picking up or dropping off containers holding televisions, appliances, clothes, and other consumer products, most from China or elsewhere in Asia.

"We are at the heart of the future of the economy," says Vann Cunningham, BNSF's assistant vice president of economic development. "The U.S. has shifted to a consumer society, and rail has shifted along with it."

CenterPoint Properties and local governments were the source of most of the $1 billion that went into the Elwood complex. BNSF spent an estimated $100 million — an unheard-of building investment for a railroad in the early 2000s. Today, that figure doesn't seem so surprising. The CSX Corporation intends to invest $100 million in a proposed integrated logistics center in Winter Haven, Florida. Norfolk Southern plans to spend $130 million outside Memphis. Union Pacific put $90 million into its San Antonio facility, which opened last year, and anticipates spending a record $370 million on its newest intermodal center at the Joliet, Illinois, logistics hub, now under construction.

Such investments have become worthwhile for the railroads because these facilities are now magnets for shippers of consumer goods, reflecting the evolution of the nation's retail supply chain.

In the past, the largest single cost of manufacturing goods was labor. So retailers set up an intricate supply chain that relied on low-volume shipments to state and local distribution centers and then to stores. Now, with so much production having shifted to Asia and Mexico, the largest single cost is transportation, according to the logistics industry, and rail is far more fuel-efficient per mile than trucks. Larger, regional distribution centers, supplied by trains that are often more than a mile long, mean huge savings in fuel costs.

Katherine Lugar, executive vice president of the Retail Industry Leaders Association, which represents giant retailers, recently lobbied the federal government to support rail intermodal projects. In a letter to U.S. Secretary of Transportation Ray LaHood, Lugar wrote that "the concept of distribution, warehousing, and light manufacturing near intermodal facilities has been shown to reduce transportation costs, make supply chains much more efficient, and create substantial numbers of new jobs and economic benefits for the communities that host these sites."

Railroads continue to build or expand stand-alone, rail-to-truck intermodal transfer terminals, but those facilities tend to be small, and containers must still be trucked many miles from the train to a storage warehouse. The intermodal-logistics centers combine both the transfer and the storage operations on one site. The larger facilities can handle many more "lifts" (container loadings and unloadings) per year.

The key advantage of these new combination intermodal-logistics complexes is "drayage" — the term for trucking a container from a rail yard to a warehouse. The longer the distance, the higher the cost, because more time, fuel, and drivers are needed. Having a short drive to a warehouse within a mile of a rail stop can add up to a significant savings.

According to the National Real Estate Investor, Wal-Mart executives decided to build their huge warehouse in Elwood after the developer showed them that they could save $12 million to $16 million a year by hauling containers to an on-site distribution center rather than to a less-expensive but more distant site. Another major industrial developer, the Allen Group, estimates that a big box retailer handling 5,000 containers a year in metropolitan Dallas would save $450,000 annually with a 500,000-square-foot warehouse at the firm's new intermodal logistics hub in south Dallas rather than at a far-flung suburban location.

"The light bulb of realization about these benefits has gone on just in the past five years or so," says Richard Allen, the Allen Group's chief executive officer.

Love 'em and hate 'em

City officials, particularly in the Midwest, have seen that light, too. "Everyone wants one of these intermodals," says Chris Gutierrez, president of Kansas City SmartPort, a public-private economic development agency that specializes in transportation logistics. "But not everyone will get one."

To snare BNSF's Elwood complex, village leaders worked with federal officials to create a special authority that allowed a land transfer from a former U.S. arsenal. State and federal agencies then collaborated on road improvements. For Kansas City's new center, the quasi-governmental Kansas City Port Authority sold parts of the former Air Force base to the developer, and the state government rebuilt highway interchanges. And for the Union Pacific's soon-to-open Joliet hub, CenterPoint Properties negotiated with the Army to allow the railroad to cross a training base, and the city and the developer worked together to create a special zoning district allowing container storage yards.

"None of this would have happened without a supportive public sector," says John Greuling, president of the economic development agency in Will County, where both Elwood and Joliet are located.

But not everyone is so supportive. Citizen opposition often pops up during the long approval process for a new transportation hub. In suburban Kansas City, BNSF has been battling for four years to overcome residents' concerns about the 2,000 truck trips a day expected at its proposed 1,200-acre intermodal center and logistics park. After the park was first announced and approved by the suburb of Gardner, Kansas, opponents of the project won seats on the city council, which then rescinded its approval. This year, after BNSF began negotiating with an adjacent suburb, some of the Gardner opponents were ousted in a recall election, giving the railroad new options.

"They [BNSF] know railroad operations, but in terms of community relations, it's been a difficult situation," says Fred Sherman, AICP, Gardner's director of planning and community development.

Nevertheless, the ultimate payoff for these deals can be huge for communities. About 1,000 workers are employed at BNSF's intermodal center in Elwood, with a couple thousand more in the 8.5 million square feet of warehouses. In Fort Worth, AllianceTexas, the first and — at 11,600 acres — the largest of the new integrated logistics parks, has attracted more than 140 companies, ranging from General Mills and Nestle to LG Electronics and Nokia. The complex has become such a jobs magnet that subdivisions were developed around it.

With these projects as models, other complexes in the development pipeline have high hopes. The Rickenbacker complex in Columbus is projected to create 9,500 on-site jobs and 10,900 more off-site during the next three decades. An economic study for CSX's center in Winter Haven, Florida, predicts the eventual creation of 8,500 jobs, $10 billion in additional economic activity, and hundreds of millions of dollars in new tax revenues.

There's no doubt that the current real estate slump has slowed the development pace. At Rickenbacker, a 900,000-square-foot warehouse has been empty for two years, waiting for a tenant. In Dallas, the developers of a planned logistics park filed for bankruptcy earlier this year. And at the former Air Force base in Kansas City, CenterPoint Properties spent $30 million to demolish military buildings, grade the land, add utilities, and build roads to serve the Kansas City Southern's new intermodal facility, but the development has yet to attract any distribution tenants.

Still, Kansas City Southern and its real estate partners are hopeful that rail access to ocean ports in Mexico is the key to driving more container shipments through Kansas City. "What we're doing still makes sense," says Mark Long, senior vice president of Zimmer Real Estate Services, the leasing agent. "It requires some patience. This isn't going to happen overnight."

Signs of an upswing

Despite a drop in rail freight traffic in 2009 as consumer demand waned, the outlook for railroads and their intermodal growth remains good. The U.S. Department of Transportation expects overall freight rail service to jump 75 percent by 2035, and other federal forecasts call for rail intermodal shipments to grow faster than long-haul trucking.

To prepare for growth, major freight railroads have gone on an infrastructure spending spree beyond new facilities. Total capital expenditures among Class 1 carriers nearly doubled from the last recession, in 2001, to a 2008 industry record of $10.2 billion, according to the Association of American Railroads. Railroads have added miles of track and rebuilt bridges to accommodate longer trains of double-stacked container flatcars.

Norfolk Southern is rebuilding track and tunnels along the Heartland and Crescent corridors between Virginia and Chicago and between New Jersey and Louisiana, respectively. CSX Transportation is doing the same between Ohio and North Carolina. Meanwhile, several railroads have pooled resources in a billion-dollar Chicago initiative to replace dozens of road-rail crossings with new overpasses they hope will ease freight delays that sometimes last two days — or as long as a train takes to go from Los Angeles Chicago.

All these track projects received federal grants this year, signaling a larger commitment by the federal government to "help get freight off America's highways and onto rail," according to the DOT.

Perhaps the most significant sign of optimism in the future of railroads is Berkshire Hathaway's purchase last fall of BNSF, the second-largest Class 1 railroad and the largest intermodal hauler in the industry. Company owner Warren Buffett described the investment as an "all-in wager" on the nation's economic future. "Our country's future prosperity depends on having an efficient and well-maintained rail system," he said in a statement announcing the purchase.

And intermodal development is essential to that efficiency. "Intermodal is the key to our growth," says Pat Ottensmeyer, executive vice president of Kansas City Southern. "We have a network now that's a lot more attractive to drive more traffic to the railroads."

Jeffrey Spivak is a senior research analyst at the HNTB Corporation, a transportation design and engineering firm that is based in Kansas City and that works with freight railroads.

Resources

Images: Top — Thousands of shipping containers fill the terminal at New Jersey's Port Elizabeth. Photo Albert E. Theberge; America's Coastline Collection. Middle — Train meets crane at the Port of Los Angeles. Courtesy Union Pacific, Dave Lustig. Bottom — One of the giant terminals that signal the new era in freight rail: the Union Pacific intermodal yard in Lancaster, Texas. Photo Mike Bates.

CargoWay

(Previously known as CargoRail)

If there is a better, less expensive, near zero emission solution to accommodate cargo from the ports rather than double-decking the lower I-710 or the construction of the SR-710 tunnel extension, shouldn't we all be hearing about it?

The Southern California region needs a cost effective, ecologically sound, 21st century solution to the cargo overload on our freeways coming from the ports of Long Beach and Los Angeles. Expansion of existing freeways with either massive overhead cargo lanes or widening to add special truck lanes, which would be at capacity when completed, while creating ever more pollution and congestion, is not the answer. Nor is a hugely expensive tunnel that also compounds pollution and congestion.

The I-710 cargo lanes and the SR-710 tunnel are planned as toll routes. In combination with existing tolls at the ports, it is reasonable to ask at what point will more tolls drive business to other ports? How many new tolls can the economy reasonably support? It has been made clear in the Orange County toll road bankruptcy that there is a limit; see San Diego Union-Tribune article, Steve Schmidt 3/23/10.

CargoWay's dualmode Heavy Duty CargoTrams™ can be loaded at the sorting yards and then driven as CNG-powered hybrid (clean burning compressed natural gas & batteries), tandem trucks directly onto elevated, electrified SuperWays™ for pollution-free cargo movement at 75 miles an hour and driven directly out to the planned “inland port”. The trams can seamlessly run from CargoWay™ SuperWays like a train, to a "street" or highway surface like a truck and move around the ports. None of the other rail options have this capability. This critical fact, which allowed the "superways to end at the boundary to the ports", was *totally overlooked* in the URS “Alternative Goods Movement Technology Analysis” commissioned by the METRO and the ports. *(All other proposed guideway-based systems had to run elevated guideways into the ports and have special container loading and unloading stations that required significant areas of land within the ports! This was the reason cited to rule out use of any "fixed guideway" systems. CargoWay was incorrectly lumped into this "unacceptable" category in this analysis.)*

CargoTrams can handle grades to 10% while trucks are limited to 2-4%, with no diesel pollution. They can carry more TEUs (Twenty foot Equivalent Unit) than a trailer truck, at one tenth of the cost and with far less noise. Furthermore, because this system can be ELEVATED (grade separated) along the existing freeways and rail right of ways, it would not displace any houses or freeway lanes, and it simultaneously provides relief from congestion caused by heavy cargo traffic on our freeways and roads. CargoWay could also be set into an “Alameda Corridor style” trench with light rail transit running above or elevated SuperWays can easily be installed over the existent Alameda Corridor without any impact on existent freeways, roads, or the Alameda Corridor rail lines .

An Alameda Corridor installation would also contribute much needed added revenue to the Alameda Corridor Transportation Authority and eliminate need for any costly upgrades to I-710. Any future need for CargoWay extensions beyond the Los Angeles metro area could be made either over railway or freeway right of way.

No houses would be razed if this system were implemented. No new cancer pathways would be created. No SR-710 tunnel would need to be built at a potential cost in excess of $12 billion.

CargoWay tires run on smooth stainless steel traction surfaces, which allows for far less wear than truck tires on cement, and generate very little noise. The tires are enclosed within the enclosed wheelways of the system, keeping rubber particulate matter from getting into the air. A vacuum

system cleans the insides of the enclosed wheelway tubes and keeps PM from being an issue. The hardened stainless steel CargoWay SuperWay is essentially maintenance free, and there would be no need for freeway widening or tunnel construction.

CargoWay can handle earthquakes. Stainless steel upright supports are designed with the same concept as high-rise office buildings to allow the lightweight, stainless steel superway to flex and sway but not come down. It is much less dangerous than an elevated, massive concrete freeway during an earthquake. (CargoWay superways are far less massive than conventional, concrete elevated freeways because no single fifty-ft long section supports more than about 75,000-lbs.)

CargoWay construction cost is less than 10% of the proposed cost of a tunnel or an elevated truck freeway (CargoWay cost is in millions and the tunnel or freeway options are projected in billions). The IRR (internal rate of return) to private investors for CargoWay is very high, 7 to 11.9%; an excellent investment, that should pay for itself within about 9 years.

CargoWay shipping costs between ports and rail yards work out to be about $25 per two TEU (40-ft cargo container) as compared to about $200 per 40-ft container on trucks.

CargoWay can easily handle the projected increase in cargo (92,000 trucks in the region per day) and can handle the equivalent of 120,000 trucks per day. Note that its vehicle based switching permits multiple entry and exit ramps to and from the main superways in the same manner as multiple entry and exit ramps are provided for freeways thereby enabling the superways to be loaded with traffic up their to maximum capabilities.

In brief:

• CargoWay vehicles are entirely powered by electricity for superway travel. On the superway they are emission free.

• The CargoWay dualmode CNG-powered hybrid CargoTrams are able to enter and leave the superway and be driven in the same manner as trucks on ordinary pavement for port, rail yard, street or highway operation.

• CargoTrams can be configured in lengths best adapted for needed off-superway operations. For example, short CargoTrams would be used for public street or highway uses in order to comply with truck length limitations.

• All CargoTram vehicles are propelled by on-board electric motors rather than having all but the first vehicle towed as is the case with tandem trucks of any type.

• A patent-pending computer controlled steering system enables all wheels of a CargoTram to follow in essentially the same path as the front wheels for shorter turn radius than trailer trucks.

• CargoWay vehicle wheels run inside enclosed stainless steel wheelways to enable operation under all weather conditions and run with essentially no noise to persons on the ground near the superways.

• CargoWay superways are open in the center space between the two side wheelway beams to enable sunlight to penetrate to avoid wide dark shadows on the ground.

• From structural and visual standpoints, CargoWay superways resemble typical steel railroad trestles, except for being smaller in size and of rust-free stainless steel.

• Tapered stainless steel support uprights are mounted to reinforced concrete columns that have a matching taper so that no bolting is required in order to provide high attachment strength for the uprights in the presence of high winds or earthquakes. This is the same technique now being used in mounting many high-tension power transmission line tapered steel towers to their concrete base piers.

• CargoWay superway may be banked in curves in the same manner as highways and railroads and use increased size and strength steel upright supports and piers as needed to carry necessary loads.

A system like CargoWay is an option that should be carefully considered for the enormous and growing problem that affects all southland communities. It will give relief to many communities currently drowning in pollution, which a massive concrete truck overpass or tunnel will only exacerbate.

The arguments above for clean, cost effective cargo transport, and the opportunity it offers of freeway congestion reduction are why we want to make this type of cargo system known to you and to other concerned parties. We are a grass roots organization that is looking for the best ideas to improve the future of our region. We are not associated with MegaRail® and have no financial interest; we just think it is an environmentally sound solution that meets the criteria for efficient goods movement.

We invite you to read more at http://megarail.com/CargoRail_Heavy_Cargo/ and we suspect that you will be astounded at the good sense demonstrated by this goods-moving method.

Compiled by Sharon Lilly, Highland Park Resident, Updated 2-27-11

MEGARAIL®
TRANSPORTATION SYSTEMS, Inc.

CargoWay™ Heavy Duty CargoTram™ SuperWay™ Cargo Transport

The Green PPP Option

Near-term & Low-cost Solution for Ports of LB & LA Cargo Container Freeway Truck Problem

Dockside, road & street CNG-hybrid operation

Elevated *SuperWay* electric operation

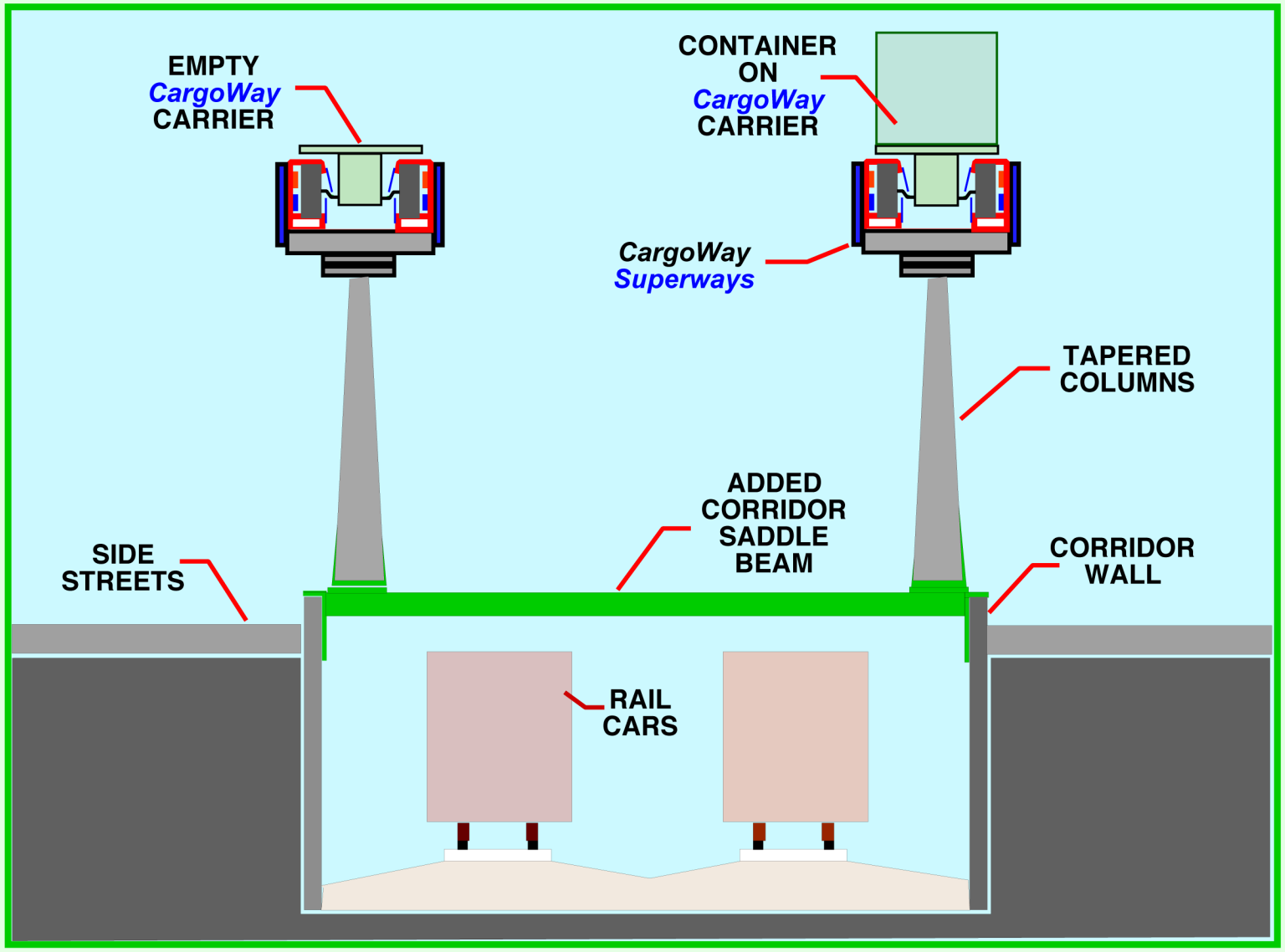
MegaRail® Transportation Systems, Inc.
Fort Worth, Texas

Reduced Trucks & Air Pollution at Affordable Cost

MEGARAIL®
21st Century Transport

Sit-on-Top Alameda Corridor Installation

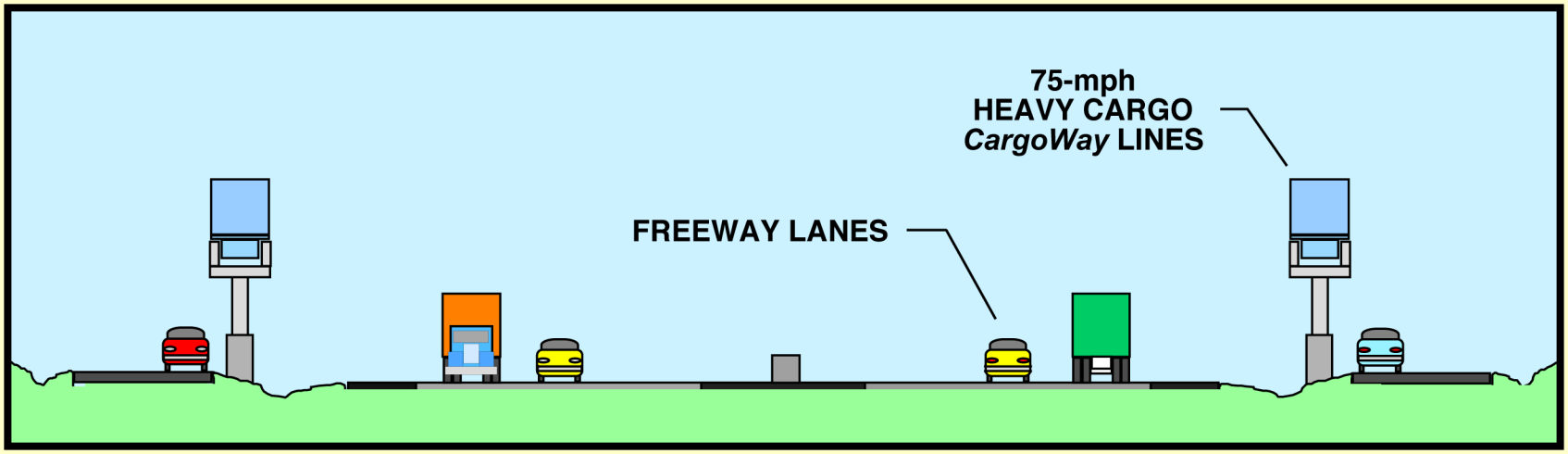
No impact on Alameda Corridor rail line or Street Traffic



LBLA-SW-CRGO-2

Installation along freeway

Heavy cargo *CargoWay* lines



- Can use current highway right of way
- Minimum traffic disruption for installation
  - Rapid installation of factory-built parts
  - Concrete piers - only on-site construction

MEGARAIL®
21st Century Transport

I-710 Container Truck Solution

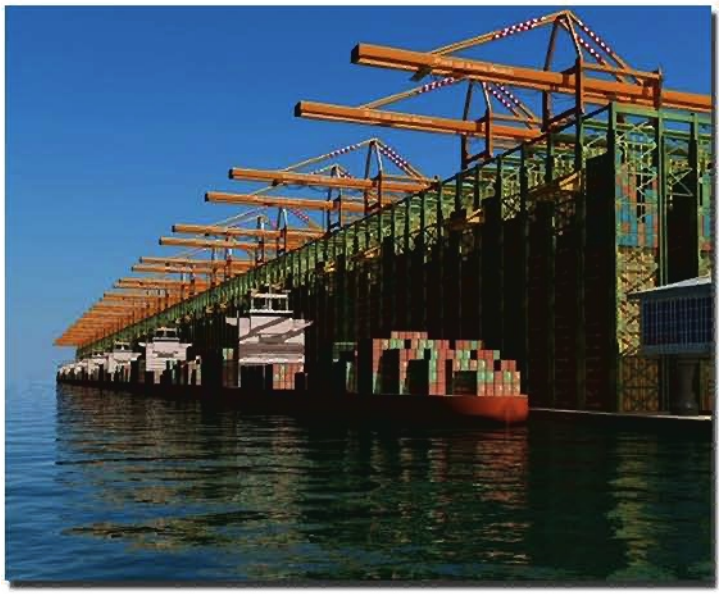
No impact on Alameda Corridor rail line or I-710

GRID - Green Rail Intelligent Development

Introduction - In 1991, the container shipping industry moved 100 million container units (Twenty-Foot Equivalent Units, or TEUs) through its global supply chain networks. This industry has experienced an over 500% increase during the past 20 years and is expected to surpass one billion TEUs globally by the year 2030. Consistently, the combined Ports of Los Angeles (POLA) and Long Beach (POLB) have held over a 4% market share of the Global Container Supply Chain network, making the Southern California conjoined twin ports the 5th largest trade gateway on Earth. Today, these North America ports are constantly pressured to support continuing growth in container shipments to and from Asian seaboards.

The Problem - Despite the self funding capabilities of the ports and the strong demand from shipping industries that POLA and POLB continue to expand their container throughput capacity, local community opposition to continued conventional growth of container terminals and rail yard facilities has been stifling. The central theme directed to the industry coming from the environmental organizations is to use new green technology to move containers through the supply chain. Unfortunately, the traditional plans for growth in this 50-year-old container supply chain are simply changing its scale, resulting in more pollution by way of unintended consequences to other areas within the supply chain. The Alameda Corridor rail route and the 710 Long Beach/Pasadena freeway for trucks serve as the two main arterial rights of way supporting many millions of containers flowing each year. Current proposals for Port capacity increases include: 1) building new rail facilities closer to the ports; and 2) widening the 710 freeway, requiring significant eminent domain destruction of hundreds of homes and businesses. Environmental justice groups and communities continue to resist and oppose.

The Solution - Design, Build, Own & Operate a New Container Supply Chain using Electrified Platforms. While in development, this supply chain will be 100% benign to the existing supply chain operations. Once operational it will centrally support the totality of the port complexes while increasing container volume throughput. The New Container Supply Chain will have three major components, as follows.



The Empty/loaded Container Storage and Transfer Center ("ECSTC") consolidates all ship/train loading for both Ports at one "super-dock."

1.) The SuperDock – labeled the Empty/loaded Container Storage and Transfer Center (ECSTC). ECSTC is a 1.5 mile-long container terminal with ship-to-rail interface providing:

- A high plurality of ship-to-shore cranes moving containers to and from ships.
- A combination of manually operated and automated cranes within the ECSTC superstructure that constantly inspects, processes, stores, and transfers containers.

- A dual rail platform serving: 1) a conventional rail facility with optimized train operations; and 2) an underground freight pipeline system, a new critical and valuable 3rd right of way supply chain asset.
- Consolidation of all rail-designated container traffic bound to and from class I railroad companies (UP and BNSF) to streamline movement of 44% of all container units transferred through the ports of LA and Long Beach today.

2.) The Freight Pipeline – A new, Genuine Zero Emissions "right of way" for shuttling containers cleanly, quietly, and automatically between the Ports and warehouse distribution centers in Los Angeles and the Inland Empire, thereby eliminating hundreds of millions of diesel truck miles from area freeways annually.

- Installation involves 15-ft diameter water-tight pipelines housing an electrified rail guide way, with rail drone trains to traverse the journey to the inland regions.
- The project installation will be nearly identical to that of a large water pipeline project, primarily using a technique called "cut and cover": dig a trench, lay pipe, cover pipe.
- Ameron International, a subsidiary of National Oilwell Varco, Inc., has expertise in this industry. The President of Ameron's Water Transmission Group is actively involved in developing this project.
- Unmanned trains will travel through the pipe, allowing greatly reduced costs for ventilation, lighting, and access when compared to mass transit tunnels.

3.) Electrified Container Transfer Facilities–Inland high-speed transloading structures similar to ECSTC (nicknamed "Mini-Me Terminals") to move containers to/from the Frieght Pipeline and local delivery trucks.

- Vehicle miles required by truck delivery to the Inland Empire will be reduced by 85% according to a METRANS USC/CSULB Report, making electrified truck fleets a viable alternative for completing the container supply chain since the truck/freeway component of the delivery supply chain has been eliminated.

The Impact

a.) A single truck will deliver 4 times more containers in each zone due to shorter truck delivery distance.
b.) Electrified trucks become viable because the daily travel distance will no longer include the 120-mile round trip between the Inland Empire and the Ports.
c.) The reduction of volumes of trucks in each region combined with electrified drayage provides a high likelihood of community support for the system.

Container throughput capacity increase could be achieved without the need to create significantly more land. This solves the fundamental problem as to why the ports cannot grow with conventional port expansion. Consolidation of container transfers through the ECSTC will also eliminate the need for thousands of Port acres currently needed for container storage, yielding those acres for other Port applications, businesses, and jobs.

JUST VOTE “NO!”

Who Opposes?
Letters from our Representatives
& No 710 Letters
Green Scissors Report 2011
Freeway & Expressway Revolts
End of the Road for the 710?
More Letters
2007 USC Financial Charrette

Winston Churchill said it this way…

"This is the lesson: never give in, never give in, never give in, never,never,never...in matters small, large or petty.. never give in except to convictions of honor and good sense."

Don Justin Jones, Retired Attorney
Evicted Meridian Route Resident

WHO OPPOSES THE SR-710 NORTH EXTENSION?

Resolutions and Statements Against

City of Glendale
City of La Cañada Flintridge
City of Los Angeles
City of Pasadena (Western Routes)
City of Sierra Madre
City of South Pasadena
Crescenta Valley Town Council
Congressman Adam Schiff
State Senator Carol Liu
Assemblymember Mike Gatto
Assemblymember Anthony J. Portantino
Assemblymember Cameron Smyth

Arroyo Seco Neighborhood Council
Eagle Rock Neighborhood Council
El Sereno Neighborhood Council
Glassell Park Neighborhood Council
Greater Cypress Park Neighborhood Council
Historic Highland Park Neighborhood Council
Lincoln Heights Neighborhood Council
Sunland-Tujunga Neighborhood Council
Far North Glendale Homeowners Association
Glassell Park Improvements Association, Land Use Committee
Glendale Homeowners Coordinating Council
Mount Washington Homeowners Alliance
San Rafael Neighborhoods Association
West Pasadena Residents Association

Caltrans Tenants Association
LA RED, El Sereno
The Eagle Rock Association (TERA)
Highland Park Heritage Trust
La Canada Unified School District
Pasadena-Foothills Association of Realtors
Sequoya School
Friends of the Earth, Taxpayers for Common Sense, the Heartland Institute, Environment America and Public Citizen in their Green Scissors Reports of 2010 and 2011

California Public Interest Research Group
Environment Defense Fund
Natural Resources Defense Council
Trust for Public Land

Plaintiffs Listed on Lawsuit Resulting in Federal Injunction Against the Project
City of South Pasadena
Sierra Club
National Trust for Historic Preservation
South Pasadena Unified School District
South Pasadena Preservation Foundation
Pasadena Heritage
Los Angeles Conservancy
California Preservation Foundation

South Pasadena Review

HIGHLIGHTS FROM JUNE 30, 2010

HOME OPINION ALL AROUND TOWN SCHOOL & SPORTS CLASSIFIEDS CONTACT ADVERTISE SUBSCRIBE

Guest Commentary by Four Area Mayors

Metro is Missing a Huge Opportunity

By Ara Najarian, Donald Voss, Bill Bogaard and Richard Schneider

The directors of the Metropolitan Transportation Authority ("Metro") recently missed a golden opportunity to take a major step forward in the 50-year old controversy over how to relieve traffic congestion in the western San Gabriel Valley, particularly around the terminus of the 710 Freeway in Alhambra.

The occasion was the receipt by the directors of a geotechnical study, recently completed by Caltrans, to evaluate the potential of addressing the problem by extending the 710 Freeway northward by way of one of five potential tunnel routes.

Metro missed its opportunity by not committing to a process of evaluation and cost-benefit analysis of all viable transportation options for relieving traffic congestion. Instead, Metro offered only a vague plan to launch a new round of studies on how traffic could be improved in the area. Our concern is that this may simply be a thinly masked effort to continue focus on only one option, the northward tunnel extension of the 710 freeway.

After the Federal Highway Administration in 2003 withdrew its support of an extension of the 710 Freeway at the surface, the idea of extending the freeway below the surface, in a deep tunnel, has been advocated. During this period, however, scant if any consideration has been given to modern alternatives to freeways. As Congressman Adam Schiff recently stated, "I believe the next logical step should be to consider a broad range of transportation options that might provide the same congestion-relief and improvement in the quality of life for residents of the region at a cost equal to or lower than the amount Metro estimates it would take to build one of the five tunnel alternatives."

As mayors of cities that are major stakeholders in the region, we believe Metro failed to consider three critical issues: first, what solution or solutions can improve regional traffic circulation and quality of life; second, what is the cost of the various alternatives, and which alternatives are the most cost beneficial; and third, what can be done to achieve what has been missing for over 50 years, a political consensus in support of the solution.

The fact is that there are several options that could be effective in tackling the traffic congestion. Recent Metro efforts to promote mobility in Southern California have included an expansion of bus and rail transit services, and investment into signal synchronization and transportation demand programs to provide a more balanced, multi-modal system throughout Los Angeles County. According to a recent Metro report, the next step needs to recognize current transportation planning requirements, as well as new and emerging environmental challenges, such as reducing greenhouse gas emissions.

The last estimate of tunnel construction was $5.6 billion, which is considerably higher than was estimated when the tunnel was first proposed. The actual cost is likely to be much higher. With this significant investment of taxpayer funds, other substantial projects for traffic mitigation become fiscally competitive. We owe it to taxpayers and residents to study all viable options in a project-neutral manner, to understand their costs, and to conduct proper cost benefit analyses.

Finally, as underscored by the long history of the 710 controversy, outreach and consensus building are now critical components in transportation planning. Many stakeholders feel that no alternative to freeway construction has been seriously entertained. The goal must be to achieve regional accord on the transportation solution that best reduces congestion while maintaining the quality of life in our neighborhoods.

At its board meeting last month, Metro directors delayed consideration of motions that will shape the contours of the 710 study. At this month's meeting, the directors, when considering the options, should seize the opportunity to conduct a project-neutral study of all viable transportation options to address traffic congestion. A detailed study that includes an analysis of costs and benefits, as well as identified sources of funding for each transportation option, must be available before a final environmental evaluation is conducted. The studies should also incorporate extensive community feedback – obtained through monthly outreach meetings throughout affected communities in the region and from stakeholder advisory committees – on all the options considered in the study.

Achieving regional consensus will be possible only if all options are considered seriously, fairly and objectively – otherwise the stalemate will only continue. We pledge our support of a genuinely responsible process, and are ready to participate fully in any way that might be helpful.

The authors are the Mayors of Glendale, La Cañada Flintridge, Pasadena, and South Pasadena, respectively.

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SUBCOMMITTEE ON COMMERCE, JUSTICE, SCIENCE AND RELATED AGENCIES
SUBCOMMITTEE ON FINANCIAL SERVICES
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PERMANENT SELECT COMMITTEE ON INTELLIGENCE
SUBCOMMITTEE ON TERRORISM, HUMAN INTELLIGENCE, ANALYSIS AND COUNTERINTELLIGENCE
SUBCOMMITTEE ON OVERSIGHT AND INVESTIGATIONS

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E-MAIL VIA WEB ADDRESS AT
www.house.gov/schiff

April 20, 2010

The Hon. Ara J. Najarian
Chair
Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Dear Chairman Najarian and Board Members:

As you know, some years ago I secured $2.4 million to fund a route neutral analysis of the technological feasibility of a tunnel in any potentially viable corridors. It was my belief then, as it is now, that this study needed to be objective and thorough so that policy leaders and the public could make well-informed decisions about the next steps to improve traffic flow and reduce congestion in our region. I considered this to be the first stage of a rational process to end the decades-long debate about how to better move people in our traffic congested communities.

The recently released Final State Route 710 Tunnel Geotechnical Study showed that a tunnel was technically feasible in all five zones studied in the report. This was an important conclusion, because it informs us that we now have a new and serious option to be considered in determining the best way forward for our region.

As I indicated in my meeting of March 1st with Metro Director of Highway Programs Doug Failing, Caltrans Director Randell Iwasaki, and Caltrans District Director Michael Miles, I believe that the next logical step -- or second stage of the process -- should be to consider a broad range of transportation options that might provide the same congestion relief and improvement in the quality of life for residents of the region at a cost equal to or lower than the amount Metro estimates it would take to build one of the five tunnel alternatives. As the cost of building the tunnel is considerably higher than first estimated (when proposed only a few years ago, it was suggested the tunnel could be completed at not much more than the at-grade proposal, or for around $1.3 billion, and I understand that it is currently estimated to cost approximately $5 billion), this makes other substantial transportation projects now fiscally competitive. The tunnel may prove to be the best solution, and I continue to reserve judgment, but we owe it to the taxpayers and residents to consider any cost-effective solution.

Stakeholders in all parts of the region should be consulted about which options should be part of this second stage analysis. All viable options that can compete with the cost of the tunnel should be given the same neutral and objective consideration that characterized the tunnel study just concluded, in a process which invites substantial input from all the affected communities. Ultimately, every community should feel that its input on the matter is thoroughly considered and analyzed and all concerns are addressed fairly. Just as the tunnel study was conducted in a route neutral manner, so should this next-step analysis consider transportation alternatives in a project neutral manner -- neither presuming nor precluding any viable cost-effective solution.

It is my understanding that a motion to recommend moving forward with the environmental stage of the 710 study, and only looking at one of the zones in the technical feasibility study --

Zone 3 -- will be introduced at the upcoming Metro Board meeting on April 22, 2010. I believe this would be premature. The latest Caltrans study determined tunnel feasibility, but did not ascertain the best transportation solution to alleviate congestion and poor air quality in the affected communities. The study did not include a cost-benefit analysis as to why any potential tunnel route should be the focus of an environmental document to the exclusion of any of the others, and more significantly, did not consider the wide range of other options that might be undertaken for the same cost or less. This is not a criticism of the tunnel feasibility study, which was a strong, credible analysis, but it was simply beyond the scope of anything the study considered or was intended to consider.

I'm concerned that arbitrarily choosing to do an environmental study primarily focusing on Zone 3 -- for so long the preferred approach of Metro and Caltrans -- would color the outcome of the study and would lack credibility with the public. In all likelihood, it would result in the same levels of community disagreement that Caltrans's 1992 EIS on the issue generated. The EIS completed by Caltrans in 1992 referred to a proposed project consisting of "the construction of a freeway-transitway along the Meridian Variation alignment between Route 10 and Route 210." This EIS considered a total of 24 alternatives, but 22 of them were minor variations to the traditional Meridian alignment of a surface completion of the freeway, and only the remaining two considered a substantive alternative. The document failed to achieve any level of community consensus, as many stakeholders felt that no alternative to freeway completion was seriously entertained. The goal here should be to arrive at a regional accord if possible on the transportation solution which best reduces congestion while maintaining the quality of life in our neighborhoods.

Once we have identified and agreed upon the best transportation solution for our region, then we should move on to the third stage of the process -- the EIR/EIS of that solution.

During the March meeting, Director Failing indicated that some of the $2.4 million I secured for the feasibility study had not been fully used. Language that I inserted in the SAFETEA-LU Technical Corrections Act of 2008 required that none of these federal funds "be used for preliminary engineering or environmental review except to the extent necessary to determine feasibility." As such, they could not be used for an environmental study beyond the scope of feasibility, but I would be pleased to work with the House Transportation and Infrastructure Committee to try to reprogram these remaining funds for the second stage analysis of viable transportation options in our region.

I look forward to continuing our work on this vital issue, and appreciate your consideration of my thoughts on the way forward.

Sincerely,

ADAM B. SCHIFF
Member of Congress

cc:
Michael Miles, Caltrans District 7, District Director
Senator Carol Liu
Senator Gill Cedillo
Senator Gloria Romero
Assemblymember Anthony Portantino
Assemblymember Michael Eng
Mayor Bill Bogaard, City of Pasadena
Mayor Richard Schneider, City of South Pasadena
Mayor Anthony Wong, City of Monterey Park

Excerpt from:

710 tunnel could devastate the region

By Assemblyman Anthony J. Portantino

September 29, 2010 | 2:19 p.m.

Today, the city of La Cañada Flintridge is under the direct threat of increased traffic congestion and air pollution from the proposed completion of the 710 Freeway. Caltrans and MTA are proposing to move forward with the scoping and environmental study of a tunnel as an alternative to a surface-routed 710.

Despite ardent calls from the La Cañada Flintridge City Council and my office to slow this process, freeway proponents plan to charge ahead, potentially before even January. It is imperative that we continue to advocate for a valid cost-benefit analysis before hundreds of millions of taxpayer dollars are wasted on a tunnel project that will be a financial disaster and devastate Northeast Los Angeles, South Pasadena, Pasadena, La Crescenta, Glendale and La Cañada Flintridge. Residents interested in helping to stop the 710 can sign up on Facebook (NO 710 Freeway Tunnel), or contact Jan Soohoo at jan@soohoos.org or (818) 952-4103. Additional information can be garnered from Julianne from my office and Ann Wilson at LCF City Hall. Get involved now before it's too late to stop this train wreck.

How did we get here, and what has La Cañada Flintridge been doing about it?

During the 1998 special election for a seat on our city council, former Los Angeles Fire Chief Don Manning was the first to highlight the 710 as a serious issue to be addressed. Upon being elected to the city council a year later, I requested we take a formal position to support an alternative to extending the 710 freeway. Today, the La Cañada Flintridge City Council continues to be a strong opponent of both the surface route and the tunnel extensions.

The 710 Freeway is a 50-year old transportation policy that fails to consider how the economy, workforce habits and transportation needs have all dramatically changed. In 2005, the Federal Highway Administration decertified the environmental impact report for the surface route and rescinded the record of decision, essentially deleting the freeway from the federal highway program. South Pasadena, Pasadena and La Cañada were all approached by the MTA, Caltrans and the Southern California Association of Governments and asked to entertain a tunnel option. South Pasadena and Pasadena took no formal position on the tunnel and voted not to oppose sound research of a tunnel option.

Some of the information that was shared with La Cañada contradicted the information shared with South Pasadena and Pasadena. Our city council was additionally asked to comment on documents that we were forbidden to read. The conclusion I drew from this request was that proponents wanted to publicly say that we were consulted, without actually sharing any information with us or garnering any meaningful input.

It became clear that project proponents were embarking on a severely flawed process of evaluating the feasibility of a tunnel as an option to a surface freeway. I have personally been misled on numerous occasions by proponents of the tunnel. The long-promised comprehensive feasibility study has never been completed and each faulty study has been followed by promises that the community's questions will be answered in the next study. To date, no one can tell you how much the project will cost and how many cars and trucks will use it. An average citizen would not choose to build an addition to his home without first knowing how many square feet he was building and how much it would cost. Yet, MTA and Caltrans are determined to march toward the tunnel without the answer to these two basic questions.

I have lost any trust that the pro-tunnel machine will be objective, or willing to provide appropriate answers to appropriate questions in the tunnel debate. There have been several efforts to utilize Sacramento in order to usurp the local process, most recently through a senate bill that sought to declare the tunnel as the preferred alternative to the gap closure. I strongly opposed this bill and worked to get the governor's office to veto it. I have joined with the city of La Cañada Flintridge as a vocal critic of the latest geotechnical study — not for its understanding of soils and subsurface conditions, but because it contains no comparative analysis or financial feasibility. Yet again, the proponents are preparing to move forward to the next study.

Recently, I brought my questions to the state transportation commission and, for the first time, felt that my concerns were considered. Our current city council has been doing an excellent job of collaborating with other freeway opponents and our mayors have attended many regional meetings, asking tough questions that search for answers. Many of those questions remain unanswered by tunnel proponents. There is also a renewed sense of urgency by our residents who have joined activists from surrounding communities in strong opposition to the 710. These efforts do make a difference. Writing to Chair James Earp of the California Transportation Commission, Chair Don Knabe of the MTA or Director Cindy McKim of Caltrans to share your views would be very helpful in our efforts to stop the 710.

There are some who believe that we should embrace the tunnel and trade a formal deletion of the surface route in exchange. The thinking seems to be that the tunnel will sink under its own financial weight and never get built. I disagree with this theory. I believe the tunnel proponents are serious in their desire to complete the tunnel, and that anything that we do to help it along will make increased traffic on the 210 much more likely. A freeway tunnel in today's Los Angeles County is outdated and unnecessary. Modern transportation planners are reintroducing mass transit and alternative methods of moving goods. The cost of a tunnel option will be astronomical and since no traffic analysis has been undertaken in consideration of today's traffic patterns, there is no guarantee that a tunnel will provide the congestion and air-quality relief that would justify such an amount of money. Meanwhile, there are a number of other contemporary transportation projects that can be completed for a fraction of the tunnel's cost.

Residents in the corridor must work together and resist efforts to be split off, or splintered, by the pitting of one proposed route against others. This project will be devastating for our entire region. It is not an upstream or downstream, east or west issue. This is an outmoded, shortsighted plan on its way to becoming a train wreck. Decades of construction and billions of dollars must not be wasted on a project that does not solve a transportation problem and is unnecessary in our region. I am honored to stand with those who continue to issue a clarion call for modern 21st-century solutions that address our congestion and air-quality issues, developed in a transparent and open process, that truly considers the input and well-being of all stakeholders throughout our communities.

ANTHONY J. PORTANTINO (D-La Cañada Flintridge) represents the 44th District in the California State Assembly. His office phone number is (626) 577-9944.

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October 8, 2010

Doug Failing
Executive Director, Highway Programs
One Gateway Plaza
Mail Stop 99-25-1
Los Angeles, CA 90012-2952

Dear Mr. Failing:

The purpose of this letter is to reiterate the position of the City of Glendale vis-a-vis the SR710 gap closure project. The City of Glendale remains consistent with Resolution No. 09-111 as approved by the Glendale City Council on July 28, 2009, which addresses the tunnel feasibility specifically and the general subject of "gap closure" alternatives for the SR 710 freeway from I-10 to SR 134/I-210. On behalf of my colleagues and the citizens of Glendale I want to reiterate our opposition to the SR 710 tunnel alternative or any "gap closure" alternative that has or could be developed. I would like to express our opposition as well to the continued effort and expenditure of tax payer monies in exploring, studying or developing any type of "gap closure" project. We do not believe that any type of "gap closure" alternative is in the best interest of the City or the region. We would like to express our belief and desire to instead look at other alternatives to addressing the concerns of mobility, congestion and the movement of freight from our ports. These alternatives would include the expansion of mass transit systems, upgrades and improvements to existing infrastructure and limiting the long distance movement of cargo/freight from our ports to only rail.

Again, the position of the City of Glendale is clear in this matter and we remain opposed to any other gap closure alternatives.

Sincerely,

Ara Najarian

Ara Najarian
Mayor

Doug Failing
Executive Director, Highway Programs
Los Angeles County Metropolitan Transit Authority
One Gateway Plaza
Mail Stop 99-25-1
Los Angeles, CA 90012-2952

Oct. 24, 2010

Dear Mr. Failing:

The purpose of this letter is to express our dissatisfaction with the public participation component of the 710 Tunnel Geotechnical Feasibility project. In addition, we are writing to urge MTA to cooperate with the No 710 Action Committee in formulating a new public participation program for the upcoming scoping and environmental impact studies.

The volunteers on the No 710 Action Committee come from diverse backgrounds and communities. These highly-qualified and dedicated individuals – community organizers and activists, engineers, elected officials, scientists, economists, physicians and other health care professionals, public relations and media experts – many of whom hold advanced degrees – have years of experience in their respective areas of expertise. Collectively they represent decades of involvement in 710-related issues and have exhaustively researched multiple aspects of our region's transportation issues including pollution and health concerns, contemporary advances in freight movement, mass transit, traffic calming strategies and more. Through their decades-long involvement, they have forged solid relationships and are well-connected with government agencies on local, state and even national levels.

At the May 27, 2010 meeting of the MTA Board of Directors, it was proposed that the public participation component of the scoping and environmental study phase be modeled after the Steering and Technical Advisory Committees formed for the Geotechnical Feasibility Study. Those committees were comprised primarily of elected officials from various communities, and did not include the stakeholders with the most at risk -- members of the general public. Having read the minutes of many meetings of those committees and attended the final meeting of the Steering and the Technical Advisory Committees, I was surprised at how few committee members actively participated with meaningful input. In truth, I was appalled at the lack of participation by most of them.

A series of meetings was organized and conducted by a public relations firm under contract to Caltrans to first inform communities about the Geotechnical Feasibility Study and later to present the results of that study. Those meetings left most of the public who attended frustrated and annoyed. The public was patronized during that process, and quite frankly, those meetings proved to be a public relations nightmare for Caltrans and MTA. At those meetings, intelligent suggestions for tunnel alternatives were offered and penetrating questions were asked by members of the public. However, these inquiries and suggestions were met with the same pat answers at meeting after meeting in community after community – either "This study did not address that issue.", or "That will be addressed during the Environmental Impact Study process." One has only to read the summaries of those meetings to substantiate these facts.

In fact, it was the dissatisfaction with the process that caused members of multiple communities to unite to form the No 710 Action Committee. Communities represented by this committee include Glendale, La Crescenta, Sunland-Tujunga, Pasadena, Montrose, South Pasadena, La Cañada Flintridge and Los Angeles (Highland Park, Eagle Rock, Glassell Park, Mount Washington, and El Sereno).

The inability of MTA and Caltrans to provide substantive answers to the public's questions as well as the public's dissatisfaction with the flawed process was not lost on elected officials. The failure of MTA to address the same issues and concerns prior to initiating the environmental impact process has been raised by Congressman Adam Schiff in his letter of July 16, 2009 to MTA and to Caltrans on April 20, 2010; Assemblyman Anthony Portantino in his letter of April 22, 2010 to MTA; as well as four mayors of

affected cities -- La Cañada Mayor Donald Voss, South Pasadena Mayor Richard Schneider, Pasadena Mayor Bill Bogaard and Glendale Mayor Ara Najarian in their joint commentary in the Pasadena Star News on June 17, 2010. Additionally, Portantino summarized his frustrations with the process and loss of trust in MTA in his commentaries of Sept. 1, 2010 in the South Pasadena Review and Sept. 29, 2010 in the Valley Sun.

It should be noted that the public was given the opportunity to submit written comments for inclusion in the final version of the Geotechnical Feasibility Study. Believing that their concerns would be addressed in the final report, many members of the public put countless hours of careful thought and effort into the letters submitted, only to have their comments placed in the appendix of a more than one-thousand page report -- without a single response to any of the issues raised.

We urge you and the MTA Board of Directors to work with the No 710 Action Committee on behalf of your constituents to help formulate a plan for open, fair and direct public participation that is proactive rather than reactive -- a plan that gives all stakeholders a voice beginning with the scoping process and, if it continues past scoping, throughout the environmental review process. A transparent process in which all stakeholders are actively involved can only result in a better outcome for this complex, controversial and costly project. We look forward to your response.

Sincerely,

Jan SooHoo
No 710 Action Committee

Cc: The Honorable Don Knabe
MTA Board Members
Lynda Bybee
Michelle Smith
Congressman Adam Schiff
Assemblyman Anthony Portantino
Mayor Bill Bogaard and the City Council of Pasadena
Mayor Ara Najarian and the City Council of Glendale
Mayor Richard Schneider and the City Council of South Pasadena
Mayor Don Voss and the City Council of La Cañada Flintridge

green scissors

Cutting Wasteful and Environmentally Harmful Spending

2011

Friends of the Earth

PUBLIC CITIZEN

TAXPAYERS FOR COMMON SENSE
MAKING GOVERNMENT WORK

THE HEARTLAND INSTITUTE
IDEAS THAT EMPOWER PEOPLE

INTRODUCTION

Green Scissors strives to make environmental and fiscal responsibility a priority in Washington. For more than 16 years, Green Scissors has exposed subsidies and programs that both harm the environment and waste taxpayer dollars. The campaign has built a strong case that the federal government can protect our natural resources, reduce the growth of government spending, and make a significant dent in the national debt. Building on last year's detailed cut lists, *Green Scissors 2011* identifies more than $380 billion in wasteful government subsidies that are damaging to the environment and harming taxpayers.

Wasteful government spending comes in many different forms. The most obvious are direct spending on discretionary programs and mandatory programs such as commodity crop payments. Slightly less transparent are tax expenditures, privileges written into the tax code, or below market giveaways of government resources like timber and hardrock minerals. Even more opaque is preferential government financing for harmful projects through bonding loans, long term contracting authority and loan guarantees, and risk reduction through government insurance and liability caps.

Some subsidies are difficult to calculate but have enormous costs to taxpayers. For example, the Oil Pollution Act of 1990 caps industry liability for offshore drilling accidents at a paltry $75 million, but they can cost taxpayers billions of dollars. The cleanup of the Deepwater Horizon spill has already topped $6.8 billion.[1] Another example is the cost of lost oil and gas revenues due to

1 http://edition.cnn.com/2011/BUSINESS/07/26/bp.profits.dudley/index.html

low royalty rates and industry underreporting. Despite the difficulty in determining the exact loss or calculating the final price tag, these types of subsidies need to be eliminated as well.

With the federal government facing a $1.65 trillion deficit and $14.6 trillion debt, Green Scissors' agenda is more critical than ever. The nation's deficit and debt have not gone unnoticed by the president, Congress or the public, many of whom have called for fiscal restraint in Washington. In fact, members of both parties are looking for ways to solve our nation's budget crisis. Often programs targeted at conserving our natural resources are the first on the chopping block, but Green Scissors shows us a way to help the environment by spending less.

This year's Green Scissors report offers lawmakers and the public a starting place for spending reductions, including cuts to discretionary, mandatory and tax spending that also increase environmental protection. Perhaps even more importantly, *Green Scissors 2011* offers a roadmap for how Congress can bridge the gap between ideologically diverse perspectives to begin moving towards deficit reduction in a productive fashion. *Green Scissors 2011* represents the interests of four varied groups: Friends of the Earth, Public Citizen, Taxpayers for Common Sense and The Heartland Institute. While all four groups have different missions, histories, goals and ideas about the role of government, we all agree that we can begin to overcome our nation's budgetary and environmental woes by tackling spending that is not only wasteful, but environmentally harmful.

To get our nation's spending in check we will need to end wasteful programs and policies. They not only cost us up front, but also create additional financial liabilities down the road and threaten our nation's fragile land, air and water. In addition, we need to ensure that we receive a fair return on government assets. From the more than a century old 1872 Mining Law that gives away precious metals — like gold and copper — on federal lands for free, to $53 billion in lost oil and gas revenues from royalty free leases in federal waters granted in the late 1990s, to the $6 billion per year ethanol tax credit, there are dozens of reforms that can return hundreds of billions to taxpayers while helping to address our nation's top environmental priorities.

The list of cuts is long, and tackling them will require taking on rich, powerful corporations and special interest groups. The president and Congress must get tough with the special interests that are raiding our treasury and jeopardizing our valuable natural resources. Reform will also require cutting through traditional dogmas and working with non-traditional partners. We know it is not going to be easy. America needs real leadership.

Green Scissors 2011 builds on our previous reports but also offers new and expanded cuts. As with past reports, unless otherwise noted, the data is compiled from government sources.

A green roadmap for trimming the budget

Green Scissors 2011 tackles environmentally harmful spending in four major areas: energy, agriculture, transportation, and land and water. In each section, we provide an overview of the topic, a summary chart of the spending cuts, and more detailed information on selected cuts. While billions of additional savings that could be achieved by cutting environmentally harmful spending have not been included in this report, *Green Scissors 2011* offers important steps toward reforming our nation's budgetary ills while also protecting our environment.

The nation's transportation program faces significant challenges. Authorizing legislation funding our roads, rails and airways has long been expired and the relevant agencies have operated for years under short-term extensions. Proposals to reauthorize the surface transportation program appear unlikely to move in the near future, and the Federal Aviation Administration reauthorization is blocked by policy and funding disagreements between the House of Representatives and Senate. The Federal Aviation Administration recently furloughed 4,000 workers, put hundreds of construction projects on hold and stopped collecting aviation taxes because Congress failed to pass a short-term extension of the program.

Transportation funding is lagging. The Highway Trust Fund — the account into which our gas taxes are deposited — is collecting far less than current spending levels, which has required Congress to transfer millions of dollars into the Highway Trust Fund to keep it solvent. Meanwhile we have an ever increasing backlog of maintenance. It is imperative, then, that we do the most with every transportation dollar. To do more with less means some programs and projects need to be eliminated while others should be reduced in scope.

Essential Air Service

The Essential Air Service was created in response to the Airline Deregulation Act of 1978 due to concern that airlines, now free to choose which routes they would fly, might stop servicing smaller airports. The Essential Air Service provides a subsidy to airlines that operate flights from non-hub airports that are 90 miles or more from the nearest large or medium hub airport.

The Essential Air Service is a policy relic, created in the aftermath of airline deregulation and prior to trillion dollar budget deficits. Subsidizing flights for a handful of passengers at a cost to taxpayers of hundreds of dollars per flight makes no sense for taxpayers or the environment. For example, the 50 minute flight from Lebanon, New Hampshire to Boston receives a subsidy of $287 per passenger when it's only a little over an hour drive to another large airport, Manchester-Boston Regional Airport.[17] Some routes cost taxpayers thousands of dollars per passenger. Recent reforms would have changed

17 Per passenger subsidy rates based on 2010 contract subsidy amounts and number of enplanements per Essential Air Service airport provided from the Congressional Research Service and the Federal Aviation Administration.

Selected transportation programs and projects	Potential cuts 2012-2016 ($)
General Revenue Transfers to Highway Trust Fund	72,000,000,000
I-710 Tunnel Project (California)	11,800,000,000
Airport Improvement Program Grants to General Aviation-Dominated Airports	10,900,000,000
Columbia River Crossing	3,600,000,000
I-73 Project (South Carolina)	2,400,000,000
Outer Bridge Portion of Ohio River Bridges Project (Indiana & Kentucky)	1,526,000,000
Knik Arm Crossing (Alaska)	1,500,000,000
Essential Air Service Program	815,000,000
Hartford-New Britain Busway (Connecticut)	573,000,000
Juneau Access Road (Alaska)	500,000,000
St. Croix River Crossing Project/Stillwater Bridge (Minnesota & Wisconsin)	407,000,000
Gravina Island Access (Alaska)	304,000,000
Charlottesville Bypass (Virginia)	197,000,000
Total	**106,522,000,000**

the eligibility to exclude airports within 90 miles of a hub (up from 70 miles), but the Secretary of Transportation used a "hardship" waiver to keep the subsidies flowing to ten airports that would have been effected by the change. The reforms did eliminate subsidies to three airports, however, because the subsidy per passenger is now capped at $1,000. These subsidies encourage air travel on inefficient smaller planes as well the continued operation of commercial airports in places where the market does not support them. Exceptions may be acceptable in Alaska, where roads are scarce and distances great, but that is the only place where the Essential Air Service should remain in effect.

Hybrid tax credit

In many ways hybrid cars are an environmental success story. Now prevalent on the streets of America, such cars, which mate conventional internal combustion engines to battery power, produce less air pollution than conventionally powered cars, reduce oil usage, and have generated significant profits for the companies that produce them. When hybrids first came to market more than a decade ago, all buyers received special tax credits that were intended to overcome the initially high cost differential between hybrid vehicles and conventional cars and trucks. Although the credit officially lapsed on January 1, 2011, some in Congress want to put it back into place.

This is a misguided idea. The structure of the hybrid tax credit over the past few years has incentivized the sale of inefficient hybrids at the expense of the most fuel efficient models. The hybrid car tax credit applied to only the first 60,000 cars sold by any automaker. The first companies to come to market with practical, fuel efficient, desirable hybrids — Toyota, Honda and Ford — all exhausted the credit well before it officially expired, leaving their cars no longer eligible for the credit. (Many cut their prices in response.) This left companies that were slow to develop this technology — like GM, Nissan and Chrysler — or that sold less attractive products, with a relative advantage because their products were still eligible for the tax credits. These late developers also happen to be producing less fuel efficient vehicles than their counterparts, creating a situation where taxpayers subsidize and incentivize the purchase of less efficient hybrid vehicles. Additionally, luxury car makers like BMW and Porsche, which sell fewer cars, benefit from the credit for a much longer time. Buyers of such rarefied automobiles are neither particularly price sensitive nor deserving of special government handouts. The result is that large numbers of the hybrid credits claimed on 2010 tax returns were for hybrid luxury cars and SUVs that, although more fuel efficient than their non-hybrid counterparts, are hardly paragons of efficiency.

FREEWAYS DO NOT NEED TO BE “FINISHED”

Freeway and expressway revolts

Excerpt from Wikipedia, http://en.wikipedia.org/wiki/Freeway_and_expressway_revolts

The freeway revolts (sometimes expressway revolts) were a phenomenon encountered in developed countries in the 1960s and 1970s, in which planned freeway construction in many cities was halted due to widespread public opposition; especially of those whose neighborhoods would be disrupted or displaced by the proposed freeways, and due to various other negative effects that freeways are considered to have.

Such "revolts" occurred mainly in American cities, such as Baltimore, Boston, Cleveland, Los Angeles, Memphis, Milwaukee, Minneapolis, New Orleans, New York, Philadelphia, Phoenix, Portland, San Francisco, Seattle, and Washington, D.C. In many cities, there remain unused highways, abruptly-terminating freeway alignments, and short stretches of freeway in the middle of nowhere, all of which are evidence of larger projects which were never completed.

In Canada, similar revolts occurred in Vancouver, Toronto, Halifax, and Montreal. Road protest in the United Kingdom occurred since the 1960s, and in Australia protests on a smaller scale occurred later in the 1970s.

Background

After World War II, there was a major drive to build a freeway network in the United States, including (but not limited to) the Interstate Highway System. Design and construction began in earnest in the 1950s, and many cities (as well as rural areas) were subjected to the bulldozer. However, many of the proposed freeway routes were drawn up without considering local interest; in many cases the construction of the freeway system was considered a regional (or national) issue which trumped local concerns.

Starting in 1956, in San Francisco, when many neighborhood activists became aware of the effect that freeway construction was having on local neighborhoods, effective city opposition to many freeway routes in many cities was raised; this led to the modification or cancellation of many proposed routes. The freeway revolts continued into the 1970s, further enhanced by concern over the energy crisis and rising fuel costs, as well as a growing environmentalist movement. Responding to massive anti-highway protests in Boston in 1970,[1] Governor Francis W. Sargent of Massachusetts ordered a halt to planning and construction of all planned expressways inside the Route 128 loop highway, with the exception of the remaining segments of the Central Artery. However, some proposals for controlled-access freeways have been debated and finalized as a compromise to build them as at-grade expressways.

Los Angeles

The Laurel Canyon Freeway (SR 170) would have been aligned through western Hollywood, the Mid-City West area, and western Inglewood en route to its terminus at the San Diego Freeway (I-405) near Los Angeles International Airport. It was scrapped in the face of community opposition from these districts and its namesake Laurel Canyon. Only the portion traversing the Baldwin Hills was finished, later being designated as La Cienega Boulevard.

The Beverly Hills Freeway (SR 2) would have run from the Hollywood Freeway (US 101) in southern Hollywood to the San Diego Freeway (I-405) in Westwood along the alignment of Melrose Avenue and Santa Monica Boulevard. It went through several proposed iterations‹including a cut-and-cover tunnel‹before its mid-1970s abandonment in the face of opposition from residents of Beverly Hills, the Fairfax District, and Hancock Park. Caltrans acquired and cleared the land needed for the freeway in the city of Beverly Hills; the right-of-way later became a long greenway.

The Slauson Freeway (SR 90), originally known as the Richard M. Nixon Freeway and intended to run across southern Los Angeles and northern Orange counties between the Pacific Coast Highway (SR 1) and Riverside (SR 91), was truncated as a result of opposition to its construction through South Central Los Angeles. The only portions completed to freeway level are the short Marina Freeway that runs between Marina del Rey and southern Culver City and the Richard M. Nixon Parkway in Yorba Linda.

The Glendale Freeway (SR 2) terminates roughly 1.5 miles (2.4 km) northeast of its intended terminus at the Hollywood Freeway (US 101), due to opposition from residents of Silver Lake.

The Pacific Coast Freeway (SR 1) would have upgraded the existing Pacific Coast Highway to freeway standards. Opposition by residents of Malibu, Santa Monica, and the coastal cities of the South Bay region led to the project's abandonment. One segment, between Oxnard and the Point Mugu Naval Air Station, was built in the 1960s before the project was abandoned.

The Redondo Beach Freeway (SR 91) would have linked the Pacific Coast Freeway in Redondo Beach or the San Diego Freeway (I-405) in Torrance to the Long Beach Freeway (I-710). Opposition by Redondo Beach and Torrance led to its truncation to its current terminus at the Harbor Freeway (I-110) in Gardena; the California legislature subsequently renamed it the Gardena Freeway.

The Century Freeway (I-105), itself the subject of an unsuccessful freeway revolt in Hawthorne, South Central Los Angeles, Lynwood, and Downey that lasted nearly two decades, was truncated at the San Gabriel River Freeway (I-605) instead of its intended terminus at the Santa Ana Freeway (I-5) due to opposition from the city of Norwalk. One of the compromises allowing the freeway to be built caused the inclusion of a mass transit line in the freeway median. This is the LACMTA Green Line, which opened with the freeway in 1995.

The Long Beach Freeway (I-710) was originally intended to go from the port complex all the way north to Pasadena, linking up with the Ventura and Foothill Freeways (SR 134 & I-210), completing a bypass of Downtown Los Angeles to the east. The freeway was completed to just past I-10 in Alhambra, and a half-mile stub was built in Pasadena (still unsigned, but officially SR 710). Opposition came from the small city of South Pasadena which would have been cut in half, impacting its small but lively downtown. A six mile (10 km) gap currently exists and Caltrans is still attempting to build some sort of link, the latest idea of which has been a pair of tunnels.

Opposition to the building of the 710 extension through South Pasadena has, for some 30 years, resulted in the suspension of plans to build an extension from the 210 freeway through West Pasadena and South Pasadena. The ramps exist and a stub is in place at California Avenue, but much of the land taken for the freeway has been resold by Caltrans to private parties. In 2006, the idea of completing the freeway by means of an underground tunnel was first proposed. This idea is currently under a funded study by the LACMTA.

A proposed rehabilitation and widening of the aged Long Beach Freeway (I-710) between the Pomona (SR 60) and San Diego (I-405) freeways, which would have removed over 2000 residences in five cities and one unincorporated area, generated such opposition that Caltrans and the Los Angeles County Metropolitan Transportation Authority (MTA) abandoned it within days of its unveiling in 2004. Caltrans and MTA have issued a new plan that would use MTA-owned utility right-of-way along the Los Angeles River and require the taking of fewer than ten residences.

During the 1980s, Caltrans proposed extending the Orange Freeway (SR 57) from its terminus at the "Orange Crush" interchange to the San Diego Freeway (I-405) by means of an elevated alignment along the bed of the Santa Ana River. Pressure from environmental groups led Caltrans and the Orange County Transportation Authority to abandon the plan.

The portion of the Foothill Freeway (I-210) running through the Crescenta Valley was not completed until the early 1980s, largely due to opposition by the wealthy city of La Cañada Flintridge. As part of the legal settlement allowing for the freeway's construction, it was built so far below grade that two creeks crossing its alignment traverse the freeway by means of aqueducts.

END OF THE ROAD FOR THE 710?

Excerpt from

Los Angeles Business Journal

By Richard Risemberg

Monday, August 9, 2010

As the Long Beach (710) Freeway project lurches forward to what will probably be yet another roadblock as it stumbles toward completion, now is the time to consider what would be a far better way to "improve" it. (Oh, what a dangerous verb when used by highway planners!)

Previously suggested improvements in the freeway's more than two-decade history include digging a massive tunnel, and steamrolling thousands of businesses and many thousands of homes in some of the few livable neighborhoods left in that part of Los Angeles.

If we really want to improve traffic flow between Long Beach and the San Gabriel Valley, we should tear down the entire 710, because it is inherently inadequate to the task.

Before you shout, "Unprecedented," let me point out that there is in fact considerable precedent for tearing down freeways:

• In 1974, Portland, Ore., not only dismantled a freeway, but canceled plans to build five more that would have effectively dissected the city. Instead, they put the money into an integrated bus, light-rail and streetcar system, and a reconfiguration of streets to facilitate bicycle transit. The result? Today's vigorous, lively downtown, diverse and pleasurable neighborhoods, a booming economy, and a rating as the most livable city in the United States.

• In 1989, San Francisco took the lemon presented by a massive earthquake that knocked down the Embarcadero Freeway, and instead of rebuilding it, made very sweet lemonade, indeed, carting away the rubble and demolishing what was left standing by the shaker. The revived Embarcadero is a centerpiece of San Francisco's civic life and economy.

• New York tore down a freeway in the 1970s and is preparing to tear down the Sheridan Expressway in the Bronx.

• Seattle and Cleveland are each planning to tear down freeways by 2012, and Milwaukee unburdened itself of one in 2002 – and, notes then-Mayor John Norquist, congestion didn't jump. Instead, traffic dispersed around city streets and business got better.

So it's not nearly so radical an idea as it seems. It's not even liberal: Freeways are highly subsidized and extremely inefficient, and induce people to drive even when driving drains government treasuries and suppresses commerce. To quote from the Citizens Advisory Committee Northern Virginia Coordination Council:

“The basic problem with urban/suburban freeways is that they take up so much space for the capacity they deliver. At 1,500 cars per lane per hour, a six-lane freeway’s maximum capacity is about 11,000 people per hour ... within a 300 foot right-of-way. Urban rail systems can deliver as much or more capacity in 100 foot or less of (right-of-way). ... Heavy-rail systems like the Washington Metrorail have five times the capacity of a six-lane freeway in about one-third the space and cost about the same per mile as the Century Freeway in Los Angeles.”

By contrast, freeway fanatic Wendell Cox’s plan for Atlanta would result in a kind of hell – to quote conservative analysts Paul M. Weyrich and William S. Lind:

“Cox believes it would be realistic to create a grid of arterial roads six to eight lanes wide, no more than one mile apart, throughout metro Atlanta. He also says there should be another grid of freeways crisscrossing the region. … He calls for building freeways underground in double-decked tunnels and double-decking other above-ground freeways. He advocates adding another deck exclusively for trucks. … In essence, Cox is suggesting that between now and 2025, we should raze Atlanta as we know it and replace it with Los Angeles – on steroids.”

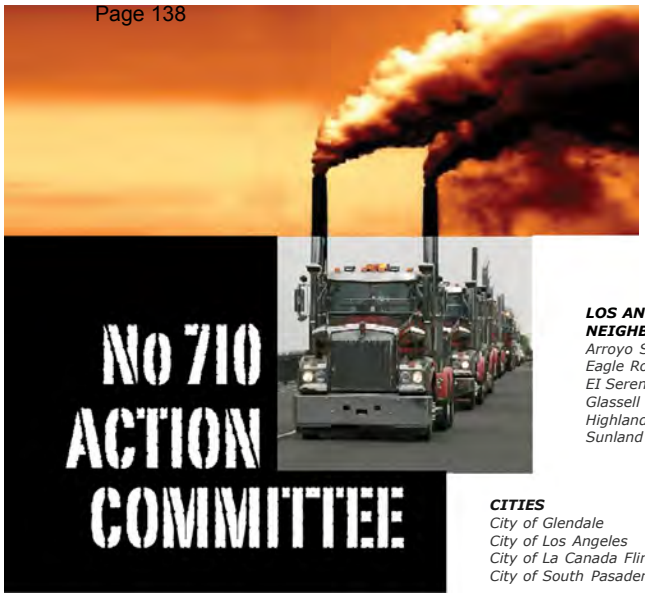
But what about freight, the real reason for the 710 (despite some proponents’ bland assertions that trucks would be banned from the extension)?

The solution is simple: heavy rail for freight to complement light rail for people. Build another Alameda Corridor trench along the 710’s route, run light rail on spans above the trench for passengers, add a bicycle freeway alongside and throw in a two-lane road for local travel. You could even electrify the freight route, lessening its impact even further, and run shuttle trains (operated by the city or a contractor) between the harbors and the big main freight yards in Colton.

Instead of crushing neighborhoods with noise, pollution and induced traffic on feeder roads, or walling them off with highways a quarter-mile wide, you would increase the freight and passenger capacity of the corridor, reduce pollution and noise, lessen congestion, and free up precious land for tax-paying homes and businesses, schools and civic facilities, and parks, and even urban farms.

Radical? Maybe. Sensible, responsible and profitable? You bet!

Richard Risemberg, a lifelong resident of Los Angeles, owns a small design company that makes clothes for cyclists and other active people, and edits urban sustainability



OPPOSITION GROUPS *(PARTIAL LIST)*
Caltrans Tenants of the 710 Corridor
Natural Resources Defense Council
East Yard Communities for Environmental Justice
Glassell Park Improvement Association
Far North Glendale Homeowners Association
Crescenta Valley Town Council
La Canada Unified School District
LA RED, EI Sereno

GREEN SCISSORS 2011 REPORT GROUPS
Friends of the Earth
Taxpayers for Common Sense
The Heartland Institute
Public Citizen

LOS ANGELES NEIGHBORHOOD COUNCILS
Arroyo Seco
Eagle Rock
EI Sereno
Glassell Park
Highland Park
Sunland - Tujunga

CITIES
City of Glendale
City of Los Angeles
City of La Canada Flintridge
City of South Pasadena

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
City of South Pasadena

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Telephone 626 799.0044

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January 25, 2012

Chris Cannon, Director of Environmental Management
Port of Los Angeles
425 South Palos Verdes Street
San Pedro, CA 90731

Re: Southern California International Gateway (SCIG) Project

Public Comment – Please include in the Final Environmental Impact Report

Dear Mr. Cannon:

The No 710 Action Committee is a grassroots organization with members from the northeast area of Los Angeles. Our group is comprised of residents as well as business and health professionals who are committed to improve transportation modes across and within the County. We support projects that are environmentally responsible and financially prudent, projects that will have benefit for the entire region, not just one segment. Likewise, when a project is shown to have detrimental impacts on a particular neighborhood or public space, we recommend more practical solutions and acknowledge that every project affects our livelihood and well-being. Issues of health and safety must be at the forefront of all transportation decisions. This is the reason we must weigh in on the Southern California International Gateway.

On the surface, this project proposed by BNSF appears to be a simple expansion of rail yards in preparation for the anticipated increase in foreign imports, due to the re-opening of the Panama Canal in 2014. However, the building of this new yard does not get to the heart of the problem which lies at the Port complexes themselves. The Ports of Los Angeles and Long Beach over time have developed a system of goods transfer from ships that relies on the high use of trucks to move cargo to points outside the City. This system is inefficient, outdated, and a contributes greatly to the poor air quality in the nearby cities. The continued commitment to trucks and this method of goods movement is evidenced by the push from the Ports, BNSF, SCAG and Caltrans/Metro to build the

SCIG and to expand/extend the 710 Freeway. The SCIG project is a mere bandaid and will not greatly improve efficiency of goods movement. It will, however, continue to depend on the obsolete method of container movement by truck.

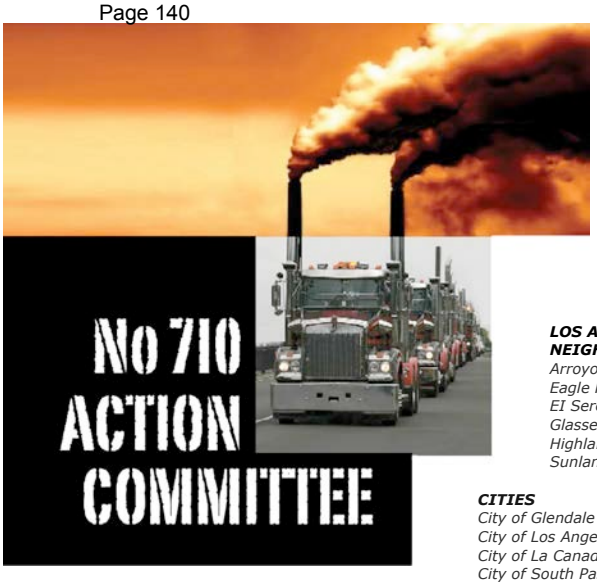
Although it has been stated that there is no room for an on-dock system within the existing stretch of land, the Ports **MUST** eliminate the practice of transfer by trucks to a nearby yard. This transfer process has been damaging to the communities surrounding the Ports. To increase efficiency and to remain competitive into the future, the Ports **MUST** completely overhaul the transfer at the docks and load directly from ship to rail. We **MUST** evolve into a 21st Century, zero emissions, on/off-dock system, with clean trucks playing a part in local deliveries. It is the right thing to do. It is the right time to do it.

In addition, the proposed SCIG site is located, **shockingly**, right next to two schools, a sports field, a community park, and homes. This is unacceptable. This community of children, seniors, and veterans deserves more consideration than this poorly chosen location. While the DEIR claims that truck traffic will actually be reduced and that trucks will be required to stay out of neighborhoods, it is anticipated that the noise level and particulate matter in this area will increase tremendously by the sheer redirection and backup of trucks at this location whether “clean” trucks or not. The friction of tires on pavement alone, releases particulate matter small enough to settle in the lungs of a small child. It won’t be long before the area schools will need to install air filters as those in Wilmington have done to protect their students. But what about the outdoor play and public gathering areas? They cannot be protected.

The No 710 Action Committee strongly urges reconsideration of this highly controversial and backward moving project. We need Port facilities with modern infrastructure that can handle the increase in shipment containers without huge health impacts on the communities throughout the region.

Sincerely,

Members of the
No 710 Action Committee
Post Office Box 51124
Pasadena CA 91115



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April 23, 2012

Congressman Adam Schiff
87 North Raymond Avenue, Suite 800
Pasadena, CA 91103

Dear Congressman Schiff,

Thank you for all of your past attention to the regional transportation issue we have here in northeast Los Angeles, the so called SR-710 “North Gap Closure.” We appreciate your commitment to a fair and balanced approach by supporting the route-neutral Geotechnical Feasibility study, requiring a full cost-benefit analysis of the project, and insisting that the agencies explore a broad range of transportation options to relieve congestion that have equal or lower costs than a tunnel. We had hoped that with your strong influence, the affected communities would be able to present our ideas about alternatives to Metro and Caltrans and be heard. Sadly, this is not the scenario for this project; not in the least. Metro, Caltrans, and the Ports are more determined than ever to complete this extremely expensive and damaging freeway project via the Meridian route, in order to expand the level of goods movement from the Ports of Los Angeles and Long Beach by truck.

In support of this effort, the Southern California Association of Governments recently adopted its 2012 Regional Transportation Plan that specifies the SR-710 North Extension in the Constrained Plan as a tunnel with a cost of $5.636 billion and includes revenue projections from tolls (See Highways and Arterials, PDF page 5, shown as page 3 and Executive Summary, PDF page 9, shown as page 7 at http://rtpscs.scag.ca.gov/Pages/2012-2035-RTP-SCS.aspx.) This inclusion of the tunnel in the Constrained Plan is highly inappropriate as the alternatives for study have not even been selected and there is no money appropriated for the project other than the Measure R money to study it. By placing the toll tunnel in the Constrained Plan, SCAG is attesting that funding for the SR-710 North Extension is "committed, available, or reasonably available"; however, this assertion is not supported by any evidence. No private partner has stepped forward with a written commitment to fund the tunnel, and no federal or state funds are available either. Once again, this proves that transportation officials throughout the County are not even considering viable options at the Ports like the SkyStorage GRID system for direct off-loading of ships to rail or MegaRail, a dual-mode CNG truck/electric rail system with trams that can go to inter-modal centers outside the city or leave the rails at any point to operate on streets like trucks.

Our group, the No 710 Action Committee, has been working right along side our elected officials and local leaders, promoting common sense solutions -- from small ideas to reduce congestion to grand ideas to revamp our shipping systems -- to fix all of our transportation problems. We see the congestion at the Ports and the future growth projections in commerce as the sole motivation behind the push to widen the 710 on the south and to extend the 710 on the north. These two projects coupled with the Southern California

International Gateway and High Desert Corridor further show a continued commitment by our transportation leaders to handle freight containers by truck rather than more efficiently with rail or other means.

The No 710 Action Committee is not a NIMBY group that does not want a tunnel in our own particular neighborhoods. We are a cross-jurisdictional collection of residents, business owners, healthcare professionals, tunnel experts, researchers, and community leaders representing most of the cities in the northeast. We are promoting fiscal responsibility and environmental forward-thinking to decision makers when they consider projects for the region. We are happy to work with Metro, Caltrans and their consultants to that end but they are not listening and frankly, are not playing fair.

We are particularly concerned that the agencies are downplaying the cost of the proposed tunnel, to gain more interest from PPP investors. When a contingent from our membership met with Metro and InfraConsult, the financial consultants on the project, we learned that their cost estimate of $3.25 billion was based solely on the Alaskan Way Tunnel (Seattle) project bid using a cost per linear mile ($840 million/mile) for boring only, without extras. The estimate was not based on a completed project with cost overruns. We all know that the Big Dig in Boston, at 3.5 miles long, was bid at $2.8 billion then came in over $20 billion at the end. The Meridian route is 4.5 miles which would make it the longest road tunnel ever built in the U.S and it is estimated by our professionals at well over InfraConsult's or SCAG's estimates.

See Metro's Planning & Programming Committee, PPP Program, Item 15, dated 4-18-12 at http://www.metro.net/board/Items/2012/04_April/20120418P&PItem15.pdf) that will likely be brought to the Board soon. Here you will see the plan outlining P3 funding/bundling strategies for the SR 710 Gap Closure Project, along with the I-710 Freight Corridor and the High Desert Corridor. You will note on PDF page 46 (shown as page 18, Infraconsult Exec Summary, Attachment B), that it states that the SR 710 North Tunnel will have $4.09 billion in total capital construction costs, a completion date of 2022, an annual average daily traffic volume of 190,000 vehicles (35% diversion rate) by 2030 and a $5 starting toll escalating by 3% per year.

This paragraph on PDF page 18 (shown as page 10, LACMTA PPP, Attachment A) is particularly noteworthy:

"The SR 710 Gap Closure Project will be a 5 mile connection between the 1-10 and the I-210 Freeway to the north. While the environmental and engineering studies currently underway by Metro will result in a final ROD and preferred alternative for the project, a nominal tunnel project has been assumed for undertaking the P3 business planning process. As a P3, this project would be recommended to be undertaken as a toll concession, with the concessionaire taking toll revenue risk, owing to the projected financial strength of the toll revenue stream. As a "gap closure" rather than a "greenfield" project, traffic volumes – and hence toll revenue – are projected to be extremely high from opening day forward. The Business Plan concludes that there is a strong likelihood the SR 710 Gap Closure Project will be successful in attracting a DBFOM consortium to implement and operate the project at a cost to Metro less than that allocated in the Measure R Program."

For the Alternatives Analysis portion of the EIR, three bodies have been formed to provide the EIR consultant (and tunnel builder), CH2MHill, with feedback and recommendations. A Technical Advisory Committee (TAC), comprised of city staffers and lobbyists, has been meeting since January and was initially presented with a list of 42 alternatives to consider. Metro's outreach team also formed a Stakeholder Outreach Advisory Committee (SOAC), comprised of planners, transportation and town council members. In addition, the general public and business owners are to be represented by Community Liaison Councils (CLC) from the communities in the study area. Notably absent from this committee structure is an opportunity for the elected officials of cities within the study area to participate. In fact, in a letter inviting cities to nominate members for the SOAC, Metro specifically excluded elected officials from participation.

At the most recent meeting of the TAC, the consultants proposed a narrowing of the alternatives to: one surface and three tunnel freeway options in Zone 2 and 3 (one option wasn't even included in the Geotechnical Feasibility Study), one tunnel rail alternative via the Meridian route in Zone 3, two bus rapid transit routes, and two arterial improvements. The SOAC and the CLCs have not even met yet, let alone had the opportunity to offer ideas, consider any proposals, collect community input, or provide feedback on the original list of 42 alternatives. This is unacceptable and extremely frustrating.

We are writing to you today to let you know about this situation, should you wish to send a representative to join the next TAC meeting to check up on the progress of the EIR. It will be held on:

Wednesday, May 9, 2012 at 1:00 pm
Metro, One Gateway Plaza, UCR Room, Los Angeles, CA 90012
- We can confirm the date and time that week in case there are changes.

If you would like to attend the Metro Board meeting this week, it will be held on:

Thursday, April 26 at 9:00 am
Metro, One Gateway Plaza, Board Room, Third Floor, Los Angeles, CA 90012
- The agenda is posted at http://www.metro.net/about/meetings/board/rbm-0426-2012/agenda/ and it does not appear that Item 15 will be presented.

We will also be happy to send additional support materials you need beforehand to bring you up to speed. We are attaching the list of alternatives as proposed by CH2MHill and the analysis recommending the narrowing of the choices. We also have a great deal of research at our fingertips including an interview last year with Doug Failing, Metro Executive Director by a Long Beach news outlet, http://www.everythinglongbeach.com/metro-transportation-projects-2011/ (see: Transportation from The Ports) in which Failing states that the two 710 freeway projects and the High Desert Corridor are for goods movement. The TAC is being told that the Purpose and Need discussion will only address commuter traffic without trucks because modeling shows that only 3% of trucks will choose to use the new route. This appears to be a complete deception, or at the very least, a distraction to the participants.

We appreciate all that you have done over the years on behalf of Los Angeles County and look forward to continuing your relationship with us in the future. This is your home too. If there is anything that our grassroots group can do to help you, please let us know. Representatives from our group would like to meet with you this week while you are in town. We would be happy to quickly pull together a meeting at your convenience to discuss this matter.

Sincerely,

No 710 Action Committee

The NO 710 Freeway Extension coalition comprises Highland Park residents, as well as community members from Eagle Rock, El Sereno, Garvanza, Glassell Park, Pasadena, South Pasadena, San Rafael, Mount Washington and the surrounding areas. Since its inception at the end of July, just three weeks ago, the group has grown to over 1000 supporters. The coalition opposes all 710 freeway extension options being considered for its community, including any underground tunnel option. The coalition supports a "No Build" position and believes a light rail alternative for commuters and rail solution for freight is the best option for the health and well-being of the region.

Gentlemen of the City of Los Angeles Transportation Committee,

First, we want to make it clear we are in SUPPORT of City Resolution 12-0002-S82 which was ITEM NO. (30) on the L.A. City Council agenda, Friday, August 24 ITEM NO.(30) that OPPOSES the extension of SR-71 0 (North) along alternatives H-2, H-6, F-2, F-5, and F-6 and any above ground highway or freeway that would cut through the City of Los Angeles as it recognizes and speaks to 710 Freeway Extension alternatives by surface route highway (H-2, H-6), surface freeway (F-6) or tunnels (F-2, F-5) and their negative impacts to our Los Angeles communities.

We can also assume Metro takes the same position on the two tunnel routes (F-2, F-5) as they are no longer viable for further analysis or consideration due to these being the highest cost alternatives and least effective for reducing congestion.

While the negative effects of surface routes are clear and Metro in their own statements have indicated these alternatives no longer warrant further analysis, we do believe it is important to emphasize that Metro is recommending that tunnel option (F-7) be further assessed in the EIR process.

We have the same concerns regarding the (F-7) option as we did for the other tunnel alternatives that were under consideration (F-2, F-5). Attached is a briefing document on this issue. We hope you take these points into consideration as you conduct your review of City Resolution 12-0002-S82.

Respectfully submitted to the administrative record,

-- No 710 Freeway Extension

Contact:Tom Pinkava Phone: 323-351-0463

SR 710 EXTENSION OVERVIEW AND ISSUES

TECHNICAL

1. "Tunnel" is defined by Metro as EITHER "cut and cover" or bored through the ground. Current Metro plans do not differentiate between "cut and cover" and bored" tunnels, which Metro treats as being the same thing.

*"Cut and cover" requires removal of all homes, businesses, and other surface structures, digging a trench, building the roadway, and then covering the roadway with a concrete lid and dirt.

*"Bored tunnel" is created by digging large access pits at either end of the tunnel and inserting large boring machines. Dirt is removed through the pits. Even with bored tunnels, "cut and cover" or trench segments may be needed to access the tunnel.

*Metro uses the phrase “tunnel portal” to describe the end of EITHER “cut and cover” or “bored” tunnels.

2.Bored sections will be “twin” tunnels, one northbound, and one southbound.

3.Each tunnel will be four lanes, doubled decked with two lanes over the other two lanes.

4. Each tunnel is 57 feet in diameter, between 4.5 and 6.5 miles long (longest road tunnel in the United States). There will be no way out of the tunnel, except at the ends, or by climbing 100 to 300 feet of stairs.

5.It is anticipated that trucks would be in the upper level due to grades, so cars and trucks would have to be separated.

6. Earlier plans called for tall ventilation multi-story buildings (smoke stacks) along the route. New plans may call for all exhaust to be vented at the ends into El Sereno (F-2, F-5), Eagle Rock (F-2), Pasadena (F-5) and the other proposed route not included in the L.A. City Council resolution (F-7) for El Sereno and Pasadena. The access shaft planned for El Sereno would call for extensive surface excavation, threatening structures where that is located.

7. El Sereno is the proposed site for the access shaft. All of the dirt that is excavated by the tunnel boring machine will be moved by conveyor belt to the access shaft, loaded on trucks and transported to another site (Irwindale as a possible location) 24/7, 365 days a year, for up to 10 years until construction is complete.

FISCAL CONCERNS

1. This project has the potential for massive cost increases and construction/litigation delays.

2. Cost estimates since 2004 for this project have run between $4.5 to $14 Billion dollars. This will likely be the single most expensive public works project in the history of Los Angeles. The high variability of the cost estimates by various governmental agencies demonstrates the substantial fiscal risk.

3. Costs of tunnel and its effects on surrounding communities threaten voter support for Measure J (the Measure R sales tax extension), and thus threaten funding for other important transit projects.

4. The final SR-710 Extension costs (including interest) have the potential to be nearly double California’s current State budget deficit of $19 Billion dollars.

5. Tunnel will likely have to be funded with private funds (a so-called PPP or Private, Public Partnership), requiring very high tolls and resulting in substantial profits for Wall Street and foreign financial interests.

6. Toll highways in Southern California have resulted in a string of financial failures and taxpayer bailouts, including the South Bay Expressway (SR 125) in San Diego County (bankruptcy, after costing nearly a half billion dollars more than projected, and requiring tolls to be extended an additional ten years), the Orange County Tollroads (which have had to lay off all toll collectors because they cannot afford to pay them), and the 91 Freeway Tollway (which failure cost the state more than $100 million in cash, and the tolls are currently the highest in the nation. Costs were estimated to be $57 million, but turned out to be $130 million).

TRAFFIC CONGESTION MITIGATION

1. The Tunnel Does Not Address Regional Commuter Needs. Metro’s own analysis to date shows that transit alternatives will better serve commuters than would the tunnel. The transit and/or TSM/TDM alternatives would reduce vehicle hours travelled by a significantly greater amount than would the Tunnels. The Tunnels would bring more traffic into Northeast Los Angeles and the San Fernando Valley. Actual experience from the extension of the 210 Freeway into Eastern Los Angeles County (circa 2002) contradicts the SR-710 Study findings and shows dramatic increases in traffic for miles west of the extension. Completion of the Tunnel would bring addition congestion onto the 210 and 134 Freeways, including into City of Los Angeles neighborhoods.

2. The Tunnel Does Not Address Regional Freight Needs. Metro admits that the purpose of its Study is to consider the movement of people, not goods. "No freight alternatives were included in the preliminary set of alternatives. Because the primary need indentified for the project is to accommodate regional North – South travel demands, and the primary demand for mobility in the study area is that of people not freight". August 23rd, 2012 SR-710 Study – Summary of Results of Alternatives Analysis. Accordingly, Metro's Study leaves a gaping question: where are all the trucks going to go? Metro should be asked to answer this question before proceeding further with the Study.

ENVIRONMENTAL ISSUES

1. Tunnel is inconsistent with City of Los Angeles' ongoing efforts to emphasize transit over the private automobile. Metro's emphasis should be on completing essential transit projects, including Crenshaw, Expo, and Regional Connector light rail lines, and the subway extension toward West Los Angeles.

2. Portals and ventilation stacks will cause exhaust output into the community, including El Sereno and Cal State Los Angeles areas. Additional exhaust will come from traffic on roadways leading to and from tunnels. Slow prevailing winds will lead to greatly reduce local air quality.

3. Based on the SCAG report there will be 3 venting stacks: El Sereno, South Pasadena, and Pasadena (Huntington Hospital). Newer plans may contemplate all exhaust being vented into El Sereno and Pasadena.

4. Truck traffic will incur a 4% grade in the tunnel and will be forced to lower their gears and speeds that will produce a higher PM, NOx levels.

5. Tunnels and their encouragement of automobile traffic will increase green house gas emissions PM, NOx and other high criteria pollutants.

PALEONTOLOGICAL/CULTURAL/GEOTECHNICAL ISSUES

1. Tunnel will pass through significant active earthquake fault lines.

2. Significant risk of encountering other adverse geotechnical conditions of concern (liquefiable zones), (natural gas) (aquifers).

3. All tunnels will pass through areas of significant paleontological (fossils), cultural, historic, and indigenous resources, especially in tunnel's South Portal area in El Sereno.

SAFETY CONCERNS

1. The tunnels will have limited escape shafts, requiring people to climb hundreds of feet, and would not be ADA compliant.

2. Unrestricted tunnel access represents a soft terrorist target.

3. Freeways are accident prone, and the tunnels will be no different (SR-60 Pomona Freeway, Tanker fuel truck caught on fire and destroyed the bridge). Past accidents and fires in tunnels have resulted in substantial loss of life, and create significant risk for both motorists and first responders.

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Assembly
California Legislature

ANTHONY J. PORTANTINO
ASSEMBLYMEMBER, FORTY-FOURTH DISTRICT

COMMITTEES
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SELECT COMMITTEES
CHAIR: PRESERVATION OF CALIFORNIA'S ENTERTAINMENT INDUSTRY
STATUS OF BOYS AND MEN OF COLOR IN CALIFORNIA

August 22, 2012

Mr. Joseph Tavaglione
Chair
California Transportation Commission
1120 N Street
Room 2221 (MS-52)
Sacramento, CA 95814

Malcolm Dougherty
Director
California Department of Transportation
P.O. Box 942873
Sacramento, CA 94273-0001

Gentleman:

I strongly urge you to cease all activity relating to the advancement of the SR 710 extension. The SR 710 Study process has been mired in controversy since its inception. I have personally witnessed actions and activities by proponents of a tunnel option, which have been questionable at best, but more accurately, would be portrayed as biased and tainted. Representatives of the California Department of Transportation (Caltrans) and the Metropolitan Transportation Authority (Metro) have routinely misrepresented important information while hiding the true cost and benefit of this project from the public. A 710 tunnel option would be a project of historic magnitude and tremendous cost to the taxpayers of California. There cannot be even a hint of impropriety or manipulation involved in such a project. Because local planners have ignored the direction of the federal government, their own state traffic protocols, and basic common sense, it is time for leaders to step in and make the bold decision put an end to this project.

In 2003, a letter issued to Caltrans by the Federal Highway Administration (FHWA), along with an accompanying Environmental Reevaluation, required a SEIS for the SR 710 project and suggested that the project should not move forward until other local and regional transportation improvements were completed. The FHWA indicated that, following the completion of these alternative projects, the need for a freeway project should be subsequently reevaluated. The FHWA has gone unheeded and this project continues to move forward even though the local and regional improvements were not completed and/or evaluated.

While serving as Mayor of La Cañada Flintridge, I was given information about a tunnel project which was inaccurate, inconsistent and ultimately was untrue. Prior to any study of a 710 tunnel

project, the La Cañada Flintridge City Council was given information that was opposite of the information given to other effected city councils. We were also promised a full feasibility study before any environmental document process was to commence. Caltrans commissioned a study by Parsons, which was to have been the promised feasibility study, but was in fact downgraded to a mere "fatal flaw analysis," which only looked to identify "silver bullet" conditions which would prohibit a tunnel from being constructed. Most local government officials were aghast, back in 2005, when Caltrans refused to release the details of the Parson's study RFP for public review. We later learned that it was because someone chose not to conduct the promised, comprehensive scope and instead substituted a request for a cursory report. It is notable that, even in this downgraded analysis, the study indicated that a tunnel project would open to a service level of F – below the minimum level required to construct a project under Caltrans' guidelines.

Sadly, the pattern of mistrust continued when I became the elected State Assemblymember, representing a significant portion of the effected region. Most notably, former Director Will Kempton assured me that the project would not move forward unless a true financial feasibility study was completed. In fact, Director Kempton endeavored to make good on his promise through the initiation of Task Order 5. Unfortunately, within a short time of Mr. Kempton's departure, Caltrans shelved his directive and permanently damaged the public's trust and the agency's credibility. Rather than complete a feasibility study of the project, a "subsurface geotechnical soils analysis" was completed instead.

As more information is revealed about the current Metro SR 710 Study, community after community is coming forward and speaking in a united and heated voice: "We don't want this extension." Never before has there been this much opposition from so many communities. The public backlash has been so strong that some policy makers are endeavoring to split the coalition of communities by suggesting that one route might be more preferable than another. This is planning at its worst.

On top of all of this, even more alarming information has been uncovered by the State Auditor as it relates to Caltrans' complete mismanagement of the 710 corridor. According to the Auditor, Caltrans has entered into financial arrangements without accountability or even contracts. Caltrans has expended millions of dollars on work without justification and frankly misled the taxpayer, completely losing the public's trust. One example has Caltrans paying $4.6 million a year to the Department of General Service without a contract or even a scope of work.

The overwhelming facts are clear, regardless of which route is chosen:

- This project would be one of the largest public works projects in California history at a time of limited resources and far greater priorities for our state.

- The impetus for this project is based on 1950's planning, not contemporary goods and people movement ideas of the 21st Century.

- Proponents of this project have repeatedly tried to circumvent local control by misusing the legislative process.

- Local transportation agencies are expending millions of dollars on a project of historic magnitude without even knowing how much the project will cost and how many cars will use it. Would you let a contractor begin an addition to your house without knowing how many square feet were going to be constructed or how much it would cost? Why are we spending millions of dollars to further a project without knowing how much it will cost?

- New Jersey was planning a similar tunnel from New Jersey to New York, though it was smaller in circumference and at least a mile shorter than the options that are being discussed for the 710. That tunnel came out with a budget estimate of $10 billion and New Jersey ended up cancelling the project.

- This project violates Caltrans own traffic standards, which prohibit construction of a project that would be operated at less than a Level of Service E. Caltrans own study has determined that this project would be a Level of Service F on its first day in operation.

- For decades, planners have made unsubstantiated statements about possible air quality benefits of this project without producing one study to bolster those claims. In fact, the instant gridlock of a completed tunnel would seem to bolster the opposite result.

- Independent studies have determined the significant harm freeways have on the lung capacity of young children who live or go to school nearby. Significantly increasing traffic on the 710 freeway and connecting freeways, which abut many schools, should alone be enough to put the brakes on this project. California law prohibits the acquisition of a school site within 500 feet of a busy roadway unless the air quality at the site does not pose a health risk to pupils or staff. This same legislation indicates that it is the intent of the Legislature to protect school children from the health risks posed by pollution from heavy freeway traffic and other non-stationary sources in the same way that they are protected from industrial pollution. Why then would a state agency continue to investigate a project that would significantly increase freeway traffic, and its accompanying pollution, along freeways and roadways that are known to be located within 500 feet of several school sites?

- This project has been suggested as a Public Private Partnership. How can such an option even be contemplated without knowing the cost, benefit and use? Frankly, it can't. The lack of such basic and significant information continues to point to the "build at all cost" mentality of those promoting the 710 tunnel.

- The public outreach component of the 710 Tunnel has been extremely controversial. It has been cursory, poorly conceived and poorly delivered to the public. Its lack of bi-lingual and bi-cultural outreach in minority, immigrant and low income communities has raised serious social and environmental justice implications. Its cursory nature and the appearance that the consultants are not incorporating the feedback and desires of the community in a manner that

impacts the study alternatives has enraged and frustrated the majority of citizens who have tried to participate in the process.

- The recently completed state audit of the 710 corridor should give every reasonable policy maker incentive to put the brakes on the 710 tunnel. We should be launching further investigations, not spending more dollars advancing an ill-conceived project.

Today you have the opportunity to stop a project that I and many others believe will negatively impact our region, does not solve a transportation problem, violates Caltrans own traffic protocols and is moving forward on missing information and a faulty process. It is a project of historic magnitude that will drain precious resources and scar California for decades.

For these reasons, I respectfully request that you stop any and all activity that furthers a project which extends the 710. Please, let's not read about "LA's Own Big Dig Disaster" a decade from now, when we have the opportunity to prevent it today.

Respectfully,

Anthony J. Portantino
Assemblymember, 44th Assembly District

AJP:jh
T3

cc: Hon. W. Bogaard, Mayor, City of Pasadena
Hon. M. Cacciotti, Mayor, City of South Pasadena
Hon. S. Del Guercio, Mayor, City of La Cañada Flintridge
Hon. F. Quintero, Mayor, City of Glendale
Hon. A. Villaraigosa, Mayor, City of Los Angeles
Hon. J. Huizar, Councilmember, City of Los Angeles
Hon. A. Najarian, Councilmember, City of Glendale
Hon. C. Davis, President, Crescenta Valley Town Council
Hon. C. Smith, Chair, Historic Highland Park Neighborhood Council

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September 20, 2012

Hon. Michael Antonovich
Chairman
Los Angeles Metro Board
1 Gateway Plaza
Los Angeles, CA 90012

Dear Chairman Antonovich and Metro Board Members,

As you know, last month Metro released the final five options it will consider throughout the environmental review process for the "710 North Gap Closure Project." After considering the strong community concerns expressed over the impact of a tunnel, and in light of the dramatically escalating and uncertain costs that would be incurred in its construction, I urge Metro to remove this option from consideration at the next appropriate stage in the review process.

Many years ago, when Metro first proposed that a tunnel may provide a solution to the decades long fight over the 710 freeway, I supported a technical study to determine whether a tunnel was feasible so that the community could explore the full range of options. Metro represented at that time that because of the advancement of tunneling technology, it may be possible to construct a tunnel at little more than the cost of building a freeway at-grade or for about one and a half billion dollars. Metro also believed that a strong community consensus would emerge to support such a concept, if it made the case to the public. Neither claim would prove to be correct.

Several years later, we know that although a tunnel is technologically feasible, it is cost prohibitive. Metro has refused to release an accurate figure on the cost of a tunnel, but it is safe to say that its original estimate is off by many billions of dollars. In any event, this is money we do not have and are not likely to obtain, and it would be a disservice to the community to invest substantial sums towards a project that may never be completed while forgoing more immediate traffic improvements that could do much to mitigate traffic and pollution now.

It is also plain that the community consensus, far from supporting a tunnel, is strongly opposed to it. One of the reasons the technical study of the tunnel was designed to be route neutral, was so that the most logical route would be examined -- not the route that may have made sense when the proposal was at-grade, and not through only poor communities -- but in the corridor that made the most sense from a transportation, mitigation and neighborhood impact point of view. The result was salutary and informative; in each of the five zones in which the tunnel could be

constructed, no community embraced the proposal. This was not a simple matter of each neighborhood simply wanting the tunnel elsewhere, but rather a recognition by each community that the price was too high, both fiscally and in terms of its impact on the quality of life, and not only for their own community, but for any community.

These concerns, which echoed throughout the public hearings on the matter, include Metro's intent to use tunnel boring machine (TBM) technology to construct the tunnel. The large and bulky TMB, which can be hundreds of feet long and tens of feet wide, will clog space in residential neighborhoods for years to come as the tunnel construction process can be quite lengthy. Moreover, once the TMB is underneath homes, the daily boring through rock and soil could cause severely disruptive vibrations. The quality of life in the communities surrounding the tunnel path will further be reduced as tens of noisy and polluting trucks will have to be used to remove the tons of rock and soil discharged from the machine.

While constructing the tunnel will create a series of problems for the surrounding communities, the negative effects associated with pursing a tunnel option are not constrained to the construction phase of the project. Once the tunnel is complete, trucks and other vehicles using the tunnel will discharge harmful emissions for the 4.5 mile length of the tunnel. These emissions, such as hazardous air pollutants, carbon monoxide and carbon dioxide, will have to be captured and removed from the tunnel through portals and ventilation stacks at select points along the tunnel. The emissions will then be pumped into surrounding neighborhoods, reducing local air quality and exposing nearby residents to pollutants that could cause a wide range of health problems. These health problems include, but are not limited to, asthma and certain types of cancer.

Additionally, tens of thousands of trucks will start using the tunnel on a daily basis when the tunnel is complete. These vehicles will begin passing through communities – Glendale and La Canada to the west and Arcadia and Monrovia to the east – that abut the 210. This will expose these communities to noisy vehicles that will interrupt peaceful neighborhoods, heavy trucks that will wear down the freeway and require that more taxpayer dollars be spent to maintain the freeway, and harmful emissions.

Unfortunately, these problems will only grow worse over time as studies now indicate that for each percentage increase in road capacity there is a corresponding increase in vehicle traffic. The tunnel will not reduce traffic congestion in the region; instead it appears that a tunnel will only expose surrounding communities to more disturbances and harmful pollutants.

Finally, the community has rightly expressed profound concerns over the cost of the project. While the project was originally estimated to cost approximately $1.5 billion, a 2011 study estimated it would cost $2.8 billion and now the Measure R extension expenditure plan believes it will cost $5.6 billion. How costly will it be in another year? Or two? Or ten?

Metro expects to fund half of the project through private financing and another $1.8 through federal funding and the rest through Measure R funds. But Metro has not provided any information to taxpayers indicating that those estimates of expected private funding sources are sound. I am deeply concerned that taxpayers could be left picking up the full tab, if the highly

speculative financing does not come through. These risks are magnified when you consider the likelihood that Metro's estimates are deeply inadequate. A 2003 study of global infrastructure projects determined that cost overruns occurred on nearly 90 percent of mega projects, such as a 710 tunnel, and that the average cost overrun for such tunnel projects was 34 percent.

The environmental review process Metro is engaged in has been excessively focused on the tunnel option. I have expressed my concern over Metro's apparent rush to judgment on a tunnel option many times, but without success. This has only confirmed what many in the community suspected, that Metro was once again starting with the conclusion it wished to reach and working backwards.

I urge Metro to give full and serious consideration as to how funds for a tunnel project could be better spent. I suspect that for less than the actual cost of a tunnel, Metro would have the funds necessary to undertake all of the remaining options under consideration -- combined. These options, transportation system management, bus rapid transit and light-rail would help move people in an environmentally friendly manner without disrupting our long-established neighborhoods.

We can and we must pursue better options than constructing a tunnel for meeting our future transportation needs. I look forward to continuing our work on this vital issue, and appreciate your consideration of my thoughts on the way forward.

Sincerely,

Adam B. Schiff
Member of Congress

September 24, 2012

The Honorable Antonio Villaraigosa
Mayor
City of Los Angeles
200 North Spring St.
Los Angeles, CA 90012

Re: SR-710 North Extension Project

Dear Mayor Villaraigosa:

It has been some time since we last communicated but I trust that you will recall that our shared experiences in regional transportation projects date back to the Redline project when you were on the LACTC Board and my law firm (Demetriou, Del Guercio, Springer & Francis) was performing the legal work for the acquisition of the Redline station sites. I salute you for your vision back then as well as your current vision for the accelerated improvement of our region's public transportation systems.

I am, however, writing to you today about a very different project – the so-called SR-710 tunnel extension project (which is now currently being referred to as the F-7 alternative). My city has participated in the various studies conducted by Metro and CalTrans, including the environmental process that is currently underway. From these studies it has become glaringly obvious that the tunnel project will cost undisclosed billions of dollars and will not result in any meaningful improvement in traffic congestion or quality of life. In fact, it has already been clearly demonstrated that the tunnel project will have serious adverse traffic and health impacts on many of the region's cities and communities, including both your city and my city. Simply stated, the tunnel project has too few benefits, too many detriments, and costs far too much.

From my personal experience in participating in the current environmental process representing my city, I can tell you categorically that this process has been a sham and is nothing more than a *post hoc* attempt to justify the ill-conceived tunnel project. As Congressmember Adam Schiff stated in his recent September 20, 2012 letter to the Metro Board:

> "The environmental review process Metro is engaged in has been excessively focused on the tunnel option….This has only confirmed what many in the community suspected, that Metro was once again starting with the conclusion it wished to reach and is working backwards."

Congressmember Schiff's letter to the Metro Board goes on to point out that it is now beyond dispute that the project will cost too much, the adverse environmental impacts will be too great, and the benefits, if any, will be too small. The overwhelming message from the region's elected

representatives and their constituents is that the time has come to put an end to this misguided effort.

I respectfully request that you employ your leadership on the Metro Board to stop the waste of taxpayer dollars being spent by Metro to further "study" the tunnel option and to redirect our precious funds to the implementation of worthy alternative transportation projects. We believe, along with Congressmember Schiff and the other cities that are opposed to the tunnel option, that there are promising alternatives that are both cost-effective and environmentally sound that can and should be explored.

Your consideration of this very important issue is greatly appreciated.

Sincerely,

Stephen A Del Guercio
Mayor

cc: Los Angeles County Metro Board of Directors
Honorable City Council Members, City of La Cañada Flintridge
Honorable Adam Schiff, Congressmember
Honorable Carol Liu, Senator
Honorable Anthony J. Portantino, Assembly Member
Honorable Mike Gatto, Assembly Member
Honorable Mayor and City Council Members, City of Glendale
Honorable City Council Members, City of Los Angeles
Honorable Mayor and City Council Members, City of Pasadena
Honorable Mayor and City Council Members, City of South Pasadena

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September 25, 2012

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

Dear Chairman Antonovich and Metro Board Members,

I urge you to eliminate the tunnel option identified as F7, from the alternatives being considered in the North State Route 710 Gap Closure Draft Environmental Impact Statement being prepared by Metro on behalf of California Transportation Department (Caltrans) as lead agency. My recent discussions with Caltrans suggest that the state would defer to Metro's decision on this issue. It is my understanding that your staff will soon present to you recommendations to reduce the number of alternatives being studied to five. I wholeheartedly agree with the staff recommendation as far as it goes and ask you to add F7, the tunnel option, to the list of alternatives to be eliminated.

When I first learned about the tunnel alternative to the then proposed cut and cover project, it was presented as costing the same as the cut and cover and likely to meet with greater public acceptance. Needless to say, neither is true today. Estimates of the cost currently range from $2.8 to $5.8 billion (figures I would expect to escalate by the time shovel was put to ground) as compared to the cut and cover cost of less than $2 billion. Further, the cities and communities I represent have made it clear in writing and at public meetings held by Metro and the cities, that they oppose the tunnel. The City of Los Angeles has adopted a resolution asking for elimination specified options including the F7 tunnel option. The City of South Pasadena has informed Metro that conducting a DEIR on the North SR 710 Gap Closure separately from the DEIR on the Southern SR 710 Project violates CEQA.

As plans to assess the tunnel option progressed, I made it clear that a tunnel project might be an appropriate alternative to the originally proposed cut and cover project if, and only if, no trucks were allowed to pass through it. However, my understanding is that the tunnel is being designed to accommodate trucks. This is but one more reason why I oppose the tunnel alternative. Further, with the North and South SR 710 project environmental impact analyses being conducted separately, the cumulative impacts of truck traffic are not being adequately considered.

Analyses of the tunnel to date indicate that it would open at Level of Service F, in violation of Caltrans policy not to construct projects that would open at less than Level of Service E. Clearly, the tunnel

alternative does not provide congestion relief and, especially if opened as a toll road, would likely cause more local traffic congestion as drivers opted to by-pass the tunnel and travel local streets to their destinations.

Other analyses of the tunnel reveal high levels of disruption to the communities where construction would take place. Residents would be asked to endure vibration, noise, dust, and emissions from construction equipment and activities and for no meaningful long term benefit to the community. Those who favor the project because it would create jobs don't understand that we are talking many years in the future before construction would begin. A DEIR that includes the tunnel option is not expected to be complete until sometime in 2014. My expectation is that a final decision to build a tunnel would encounter lawsuits and monumental delays just as the original project did in the last century. Other alternatives being considered, such as the low build multi-mode alternative, include many shovel-ready projects among them and promise a more immediate and steady stream of jobs.

To summarize, the tunnel option is not feasible, not now, not ever, for several reasons. It is too expensive, it is too disruptive, it does not solve the problem of growing truck traffic, it would open at an already congested and unacceptable operating level, and it would divert money from many more worthy transportation projects that have broad-based public support.

From a statewide perspective, spending $6 billion dollars or more to close a 4.5 mile stretch of highway is pure folly. In this era of budget limitations, we need to put our priorities in order. A 2009 report by the California Department of Finance estimates that the cost of needed transportation infrastructure repairs and improvements across the state tops $50 billion. It makes no sense to spend more than 10 percent of that figure on a project with no benefit.

I firmly believe eliminating the tunnel option will speed up and substantially lower the cost of preparing the North SR 710 Gap Closure DEIR. Coming to a publicly acceptable conclusion on the locally preferred alternative will speed implementation of the selected project(s) and the sale of the over 500 properties Caltrans owns in the 710 study area. Revenue from these sales can be used to fund the locally preferred alternative.

I sincerely hope you will consider my request as a win-win solution for all concerned. Please do not hesitate to contact me if you have any questions or concerns.

Sincerely,

Carol Liu

CAROL LIU
Senator
21st District

cc: All Metro Board Members; Art Leahy, Chief Executive Officer; Doug Failing, Executive Director, Highway Programs; Michael Turner, Director, Government Relations; Paul Taylor, Deputy Chief Executive Officer

Bill Bogaard

311 Congress Place Pasadena, California 91105

September 26, 2012

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

Dear Supervisor Antonovich and Board Members:

I am writing as an individual regarding the proposed tunnel ("alternate F-7") that Metro is expected to consider as part of the ongoing SR-710 Environmental Impact Report/Environmental Impact Statement (EIR/EIS).

First, I would like to thank Metro staff for the tour conducted yesterday for Senator Carol Liu, at her request, and a group of local officials she invited. It provided an opportunity to view the areas affected by the various EIR/EIS alternatives and to go over information about them, which I found to be very helpful.

Second, the City Council of Pasadena is continuing to explore the impact of Measure A, a ballot measure submitted to the voters in the year 2001 that determined that the policy of the City would be in favor of completing the 710 freeway extension. At this point in time, there is uncertainty about the Council's freedom under Measure A to take a position on alternate F-7, which is currently being examined and should be resolved in the near future. Meanwhile, individual Councilmembers are free to express positions on 710 matters, since personal statements do not represent official action by the City.

My experience with the 710 freeway project extends over more than 30 years as a resident of Pasadena and as a member of the City Council during two periods of time, first during the early 1980's and then during the recent 13 years, during which I have had the honor of serving as Mayor. The surface freeway, which now happily has been dropped from further consideration, had threatened the wellbeing of Pasadena and its quality of life for all of this time. At this point, after extensive review of all available information, I have reached the conclusion that the tunnel alternative, as opposed to the surface freeway, though different in certain respects, will be no less detrimental to Pasadena and the entire region.

I respectfully request that the tunnel, alternative F-7, be eliminated from the list of alternatives to be studied in the next phase of the EIR/EIS.

The operation of the tunnel will substantially increase the amount of traffic, noise and pollution and will impose on this area environmental burdens that are simply unacceptable.

Metro's analyses of the tunnel indicate that it would open at Level of Service F, in violation of Caltrans policy not to construct projects that would open at less than Level of Service E. The tunnel would serve as a collector of traffic from remote areas of Los Angeles County, and if opened as a toll road as planned, would likely cause more local traffic congestion as drivers opt to bypass the tunnel and use local streets to their destinations.

Metro represents that the project would have capacity for 180,000 vehicles per day and 51,000 vehicles including trucks during the four hour afternoon peak period. This traffic would enter and exit from the tunnel portal adjacent to Old Pasadena. It would flow through southwest Pasadena adjacent to the Huntington Memorial Hospital, a "sensitive receptor", as well as numerous schools in the area, which would all be subjected to the pollution associated with this heavy traffic.

The tunnel would cause significant detrimental traffic and truck impacts on the 210 and 134 freeways through Pasadena and the cities of Glendale, La Canada Flintridge, La Crescenta, Arcadia, and Monrovia. The increase in traffic on the 210 freeway going north would be particularly severe, including increased daily peak period traffic of 25,000 vehicles. The inclusion of trucks substantially increases the adverse environmental impacts in the region, and revokes the commitment Caltrans had made more than 10 years ago that the freeway, if ever constructed, would not permit truck traffic.

The construction of the project, which would extend over many years, would create high levels of disruption. Residents would be asked to endure vibration, noise, dust, and emissions from construction equipment and activities.

The cost of the tunnel, although not currently known with certainty, is beyond any reasonable expenditure for the traffic and transit benefits that can be expected. Initially, Metro represented the cost of the tunnel as less than the cost of the surface freeway, but estimates have increased with time and currently are in the range of $6 billion, funding which is not available and which should be used for alternative traffic and transit improvements. I would request Metro to turn attention to how funds for the tunnel project could be better spent.

The public opposition to the tunnel is tremendous and is growing as more persons become aware of the proposal. In addition to calling for the protection of Pasadena's quality of life, members of the public are asking for 21st century transit projects which will improve mobility and decrease the noise and pollution associated with automobile travel.

In the end, the tunnel option deserves no further consideration. It is too expensive, it is disruptive during construction and subsequent operation, it would open at an already congested traffic level, it does not solve the problem of truck traffic, and it would divert funding from many more worthy transportation projects that have broad based public support.

Other than the tunnel, the alternatives on Metro's list for study during the EIR/EIS process deserve further consideration and I look forward to being a part of the effort to develop traffic mitigation steps in this region that are affordable and effective. If there is any way I can be helpful on this matter, I hope you will not hesitate to call upon me.

Sincerely,

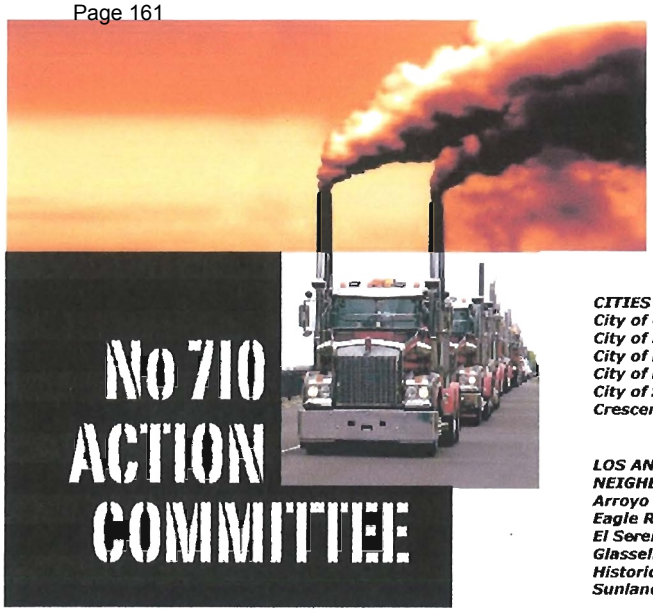
Bill Bogaard

BILL BOGAARD

cc: Arthur T. Leahy, CEO
Doug Failing, Executive Director, Highway Programs
Frank Quon, Executive Officer, Highway Programs
Michelle Smith, SR 710 Study Project Manager
Lynda Bybee, Deputy Executive Officer, Community Relations
Michael Beck, Pasadena City Manager
Frederick C. Dock, Pasadena Director of Transportation
Bahman Janka, Pasadena Transportation Administrator

Proof that the I-710 South Expansion and the SR-710 North Extension are inextricably linked and that the sole motivation behind the completion of these projects is for goods movement.

For further information and references, go to no710.com or contact us at no710extension@aol.com.



***OPPOSITION GROUPS** (PARTIAL LIST)*
LA RED, El Sereno
Caltrans Tenants of the 710 Corridor
Glassell Park Improvement Association
Far North Glendale Homeowners Association
San Rafael Neighborhoods Association
West Pasadena Residents Association
Highland Park Heritage Trust
La Canada Unified School District
Glendale Homeowners Coordinating Council
East Yard Communities for Environ. Justice
National Resources Defense Council

CITIES
City of Glendale
City of La Canada Flintridge
City of Los Angeles
City of Pasadena, Western Routes
City of South Pasadena
Crescenta Valley Town Council

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

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

2010 & 2011 GREEN SCISSORS REPORTS
Environment America
Friends of the Earth
Taxpayers for Common Sense
The Heartland Institute
Public Citizen

Post Office Box 51124
Pasadena, CA 91115
Telephone 626-799-0044
no710extension@aol.com
no710.com

Ron Kosinski
CalTrans – District 7
Division of Environmental Planning
100 South Main Street, MS 164
Los Angeles, CA 90012

September 26, 2012

Dear Mr. Kosinski:

The California Environmental Quality Act (CEQA) requires that the cumulative impacts of projects be assessed together. "Cumulative impacts refer to two or more individual effects which when considered together, are considerable or which compound or increase other environmental impacts." (Title 14, Cal. Code Regs. (CEQA Guidelines) #15355). Below are several references from CalTrans, METRO and SCAG documents, as well as reports commissioned and participated in by staff members from these agencies, that will demonstrate the agencies' repeated statements that the lower I-710 Corridor Project with its trucks for goods movement relates to the SR 710 North tunnel project while denying to the public that there is any correlation and thus segmenting the project.

Below is an excerpt from the **Executive Summary of the I-710 Corridor EIR/EIS, 2012**, pgs. 1-1 and 1-8:

> *The California Department of Transportation (Caltrans), in cooperation with the Los Angeles County Metropolitan Transportation Authority (Metro), the Gateway Cities Council of Governments (GCCOG), the Southern California Association of Governments (SCAG), the Ports of Los Angeles (POLA) and Long Beach (POLB) (collectively referred to as the Ports), and the Interstate 5 Joint Powers Authority (I-5 JPA) (collectively referred to as the I-710 Funding Partners), proposes to improve Interstate 710 (I-710, also referred to as the Long Beach Freeway) in Los Angeles County between Ocean Blvd. and State Route 60 (SR-60). The*

proposed project is referred to as the I-710 Corridor Project. I-710 is a major north-south interstate freeway connecting the city of Long Beach to central Los Angeles and ***beyond.*** *Within the I-710 Corridor Project Study Area (Study Area), I-710 is a significant goods movement artery for the region and serves as the principal transportation connection for goods movement between POLA and POLB, located at the southern terminus of I-710, and the Burlington Northern Santa Fe (BNSF)/Union Pacific (UP) Railroad intermodal rail yards in the cities of Commerce and Vernon.*

The I-710 Corridor is a vital transportation artery not only for the communities along the corridor, but also ***because it links POLA and POLB to southern California and the rest*** *of* ***the nation via connections to other Interstate and State highways****. An essential component of the regional, statewide, and national transportation system, it serves both passenger and goods movement vehicles. As a result of population growth, growth in international cargo being shipped through the Ports, increasing traffic volumes, and aging infrastructure, the I-710 Corridor experiences serious congestion and safety issues.*

From the CalTrans District 7 in-house **I-710 Transportation Concept Report** (CalTrans 2000 p. IV-2 & XI-2: http://www.dot.ca.gov/hq/tpp/corridor-mobility/d7-page.html):

Route 710 is an **interstate, interregional commute corridor** that provides access *to the Los Angeles Central Business District (CBD) from Long Beach to the south and from Pasadena to the north. Consequently given that I-710 covers major ports and terminals it* ***serves a large volume of truck traffic****. To greater and lesser degrees, all of these facilities depend on truck traffic for their existence or prosperity.*

Any increase in capacity will produce improvement for I-710, the surrounding corridor and the region in general.

In analyzing the benefits of any capacity improving project on any facility in an urban area, the project will ***draw volume*** *from surrounding facilities,* ***with the net result being that while the improved facility may not operate better****, the corridor as whole will show definite improvement.*

The following question and answer were imbedded in the **I-710 Technical Advisory Committee (TAC)** minutes of March 14, 2001, p. 6:

- *Robert Quintero (Commerce):* ***How are you going to address bottlenecks (downstream) created by widening 1-710?***
- *Bill Pagett (Chair): We don't want to involve the City of Los Angeles. This project terminates at SR-60 because* ***we want to stay as far away from the I-710 project to the north (Pasadena) as possible.***

METRO commissioned the **Route 710 Tunnel Technical Feasibility Assessment Report** from Parsons Brinckerhoff, published on June 7, 2006. They subsequently re-named the report a "fatal flaw analysis". The truck, auto, toll and diversion tables (Table 10-4, 10-5) on p. 10-129 and 10-130 are attached with highlights below:

Estimated Weekday Total Traffic	*169,581*
Estimated Truck Volumes	*17,853*
Estimated Auto Diversion Rate	*30%*
Estimated Truck Diversion Rate	*35%*
Annualized Auto Traffic	*38,986,960*
Annualized Truck Traffic	*3,713,424*

On December 5, 2007 the USC Keston Institute for Public Finance and Infrastructure Police held a **Financial Planning Charrette for the 710/210 Tunnel Connection**.(www.**usc**.edu/schools/.../**keston**/.../710Financing**Charrette**FinalReport_001.pdf) Attendees included representatives of SCAG, CalTrans, METRO, USC, two Assemblymembers and/or aides, a Spanish tunneling company, and bankers. The following excerpts illustrate the cumulative impacts of both the I-710 South and SR-710 North:

> *Interstate 710 or the "Long Beach Freeway" is a **major goods-movement corridor** and an important north-south route extending from the City of Long Beach area in the South, through Los Angeles, and ending just north of Interstate 10 in Alhambra. The tunnel would continue the route as originally provided for in California Freeway and Expressway System plans dating back to the 1950s.*
>
> *In addition, this critical segment of highway would dramatically reduce travel times and distances for **one of the most important regional goods-movement corridors**, and the value of its added efficiency means that it would generate reliable traffic and **toll** revenue.*
>
> *Traffic estimates indicate that the **tunnel would immediately attract significant traffic between the port area and Los Angeles** heading toward major national distribution centers in San Bernardino County.*

Also in 2007, Hasan Ikhrata, director of planning and policy for the Southern California Assn. of Governments (SCAG) was interviewed for an article:
Needed by 2050: decked freeways, tunnels, tolls, trains By Rong-Gong Lin II and Jeffrey L. Rabin | Times Staff Writers
http://articles.latimes.com/2007/jul/11/local/me-roads11

> *Planning is just beginning for **a toll road system for trucks** that would cover the heavily traveled route from the ports of Los Angeles and Long Beach to warehouses and logistics facilities of the Inland Empire, from which cargo is distributed across the United States.*

And decades of opposition from South Pasadena has stalled CalTrans from completing the missing link of the 710 Freeway which would ***offer trucks on the Long Beach Freeway an alternate route*** *to the Central Valley or the Inland Empire.*

Rather than complete a promised feasibility study including cost-benefit analyses of the project, a geotechnical soils analysis for a tunnel was issued in the **SR-710 Tunnel Technical Study, October 2009** from a CalTrans contract with CH2M HILL:

...the study was to be guided by "route-neutral" principles for the extension of I-710. Route-neutral means that all routes receive equal attention and no route for the tunnel is favored over another. For purpose of this study, the invert (bottom) of the tunnel is assumed to be about 200 feet below ground surface (bgs) and the diameter of the tunnel to be about 50 feet ***(actually 57 feet to contain both 2 truck lanes above and 2 vehicles lanes below according to previous diagrams).***

In May, 2009 a report called the Iteris **I-710 Missing Link Truck Study**, Traffic Analysis for the Arroyo Verdugo Subregion, With and Without the I-710 Gap Closure Preliminary Draft Final Report, *Submitted to* Southern California Association of Governments was issued. The City of La Canada-Flintridge's traffic consultants summarized the contents on the attached fact sheet. The introduction lists the purpose of this study as follows:

*While the planned I-710 gap closure and truck lanes are intended to facilitate eastbound connections at the SR-91 and SR-60, south of the study area****, the I-710 gap closure would allow trucks to bypass the congested downtown Los Angeles area for trips to and from the Central Valley and Northern California areas.*** *These and other dynamics of the I-710 gap closure as it relates to effects on vehicular and* ***especially truck traffic volumes within the influence area of the I-710 gap*** *will be studied in greater detail in this project.*

The project team conducted an extensive research of trucking-related businesses within the study area*. Businesses include trucking companies, industries, manufacturing, warehouses and distribution centers within the study area. The list includes 89 trucking companies, 53 warehouse establishments, 35 industries, 87 manufacturing companies and 65 distribution centers. The project team contacted all the businesses identified for one-on-one telephone interviews. The objective of the interview is to obtain insight into travel patterns related to trucking within the study area.* ***Of 329 calls made, 18 businesses elected to voluntarily participate*** *in the interview. The* ***participation rate was a mere 5.5%.*** *If I-710 is connected to I-210 would this affect your trucking operations?: 50%* ***(9)*** *of the operators* ***would use*** *the I-710 if it connected to I-210, 44%* ***(8))*** *of the operators* ***would not use*** *the I-710 if it is connected to I-210 and 6%* ***(1))*** *of the responses* ***were not sure.***

The above report was not made public other than to the Arroyo Verdugo Subregion, of which La Canada-Flintridge is a member. And although the survey produced an **"insignificant" result of data** compared to normal data calculations, The **I-710 Missing Link Study** was used along with the **2006 MTA Feasibilty Assessment (re-named by CalTrans the "fatal flaw analysis")** and the **2009 CalTrans geotechnical study**, done instead of a true feasibility study, as the basis of the next CalTrans in-house **Public Private Partnership Program** report from **July 8, 2010,** Appendix E, SR 710 North Tunnel:

> *p. 1 The Interstate 710 (I-710) "Long Beach" freeway serves as a major north-south link in the Los Angeles County transportation network. The freeway is an extensively traveled facility and its level of service has deteriorated as congestion and demand grow within the corridor.* ***This facility currently extends from its southern terminus in the City of Long Beach to Valley Boulevard, just north of the Interstate 10 (I-10) "San Bernardino" freeway*** *near the boundary between Cities of Los Angeles and Alhambra. Beyond this northern terminus is a 4.5 mile gap in the Route 710 until the freeway resumes at Del Mar Boulevard, in the City of Pasadena, where it extends 0.6 miles to the north---to its junction with the Interstate 210 (I-210) "Foothill" freeway.*

Clearly METRO believes the corridor is one facility not two. In fact in the **April 18, 2012 PPP METRO report**, p. 5, the description is as follows:

> *The SR-710 Gap Project will be a five mile connection between the I-10 and the I-210 Freeway. As a PPP, this project would be recommended to be undertaken as a toll concession, with the concessionaire taking toll revenue risk, owing to the projected financial strength of the toll revenue stream. As a "gap closure" rather than a "greenfield" project****, traffic volumes – and hence toll revenue – are projected to be extremely high from opening day forward.***

One must assume that the expected traffic will come from the trucks facilitated by the expansion of the lower I-710 through the corridor to a new toll tunnel since there is not the through-traffic (only 20%) of commuters to generate such an inflated prediction.

During METRO community forums in 2011, a **Preliminary Statement of Purpose and Need for the SR 710 Gap Closure** was offered as a handout that indicated the project was to:

> *Improve regional mobility and accessibility for the movement of people,* ***goods and services***

This contradicts their oft-repeated statements to the contrary, that trucks will not be allowed, that they do not know if trucks will be allowed, that the trucks from the ports have nothing to do with this project, while they emphasize the need for commuter traffic.

Doug Failing, METRO's executive director of highway programs was a little more candid in an article from **Everything Long Beach, April 3, 2011** http://www.everythinglongbeach.com/metro-transportation-projects-2011:

> *While this year's 18 projects and the I-405 are designed primarily to give people a better commute, three other high –profile projects in various planning stages but not yet scheduled, address the* ***demands of commerce – specifically goods movement from the twin ports of L.A. and Long Beach****, the two busiest ports in the country, and goods movement from California's Central Valley, America's bread basket.*
>
> - *The* ***710 north gap closure*** *between the I-10 and the I-210* ***would complete the natural goods corridor that was begun several decades ago.*** ***"****It would address the demands of commerce—specifically goods movement from the twin ports of L.A. and Long Beach…and goods movement from California's Central Valley…" press release 3/21/11*

The **2008 Regional Transportation Plan, Making the Connections**, issued by SCAG said:

> *Due to the importance of truck traffic on the SR-710 and to provide another east-bound connection for freight,* ***it is critical to allow truck traffic in the tunnel.***
>
> *"SCAG recognizes the I-710 as the* ***first segment of*** *a comprehensive regional system of* ***truck-only freight corridors****. In the* ***2008 RTP****, SCAG recommended the inclusion of dedicated lanes for clean trucks on the I-710. In the* ***2012 RTP****, SCAG identifies an east-west corridor concept that would complement existing efforts to create a comprehensive, zero emission, truck-only freight corridor system."* (Source: p 18 in the 2012-2035 RTP GOODS MOVEMENT SECTION pdf)

Attached is an exhibit that depicts the I-210 freeway as a freight corridor candidate. It was assumed by SCAG that the I-710 would be somehow connected to the 210, otherwise WHY would it be an East/West freight corridor candidate?

Attached also is a corridor map from a Los Angeles Times article **Interstate 710: A chance to close an L.A. freeway gap**, May 23, 2010 http://www.**longshoreshippingnews**.com/.../**interstate-710-a-chance-to-close**-an-l-a-**freeway-gap/**. The caption says "This map of South Pasadena shows the 4-mile gap in a **critical north-south route for cargo coming to and from the ports of LA and Long Beach."** The article then proceeds, one can assume from an MTA press release, to discuss the METRO meeting on Thursday of that week. This is one more example of METRO revealing to the shipping industry the true nature of the SR-710 project while denying to the stakeholding public the same facts.

We believe that the evidence provided above leads to concrete assumptions that the EIR//EIS for the I-710 project has cumulative impacts that violate the mandates of CEQA to consider all subsequent project impacts.

The EIR must address and analyze all significant direct and indirect impacts caused by the Project, which include all reasonably foreseeable impacts. *See* CEQA Guidelines §§ 15126, 15358. As noted above, there are outstanding proposals to expand the I-710 and extend the SR-710 with a tunnel with the same objective: to increase throughput at the Ports.

Under CEQA, it is improper segmentation of this Project to examine only a discrete component of a much larger project. *See* CEQA Guidelines § 15130. The environmental effects of a potential future extension of the SR-710 with a tunnel must be considered where the extension "is a reasonably foreseeable consequence of the initial project; and the future extension . . . will be significant in that it will likely change the scope or nature of the project or its environmental effects." *Laurel Heights Improvement Ass'n of San Francisco, Inc. v. Regents of the Univ. of California*, 47 Cal.3d 376, 396 (1988). The potential expansion of the lower I-710 project and the SR-710 extension by tunnel meets these two requirements and must be addressed in the EIR. Furthermore, if expansion of the lower I-710 would entail increased capacity, the effects of such increased capacity must be taken into account.

CEQA requires that an EIR address growth-inducing effects of a proposed project. See CEQA Guidelines § 15358(a) (2). Here, the EIR makes clear that this project is intended to enable the Ports to accommodate anticipated growth in containerized cargo. Where a project will enable growth that itself implicates environmental impacts, those impacts must be considered in the EIR, even if such impacts will occur "later in time" such as with the SR-710 tunnel project. CEQA Guidelines §15358(a)(2). The proposed expansion is intended to facilitate the accommodation of growth up to 300 percent at the ports in the next two to three decades. Thus, the EIR must address environmental impacts of growth at the ports and related increased container movement. This increase will have effects on the physical environment to the cities north of the project, the cities within the SR-710 study area and even in the Inland Empire where there are regional goods distribution centers. This increase in throughput will lead to additional traffic on the I-710, I-405 and SR-710, as part of a significant increase in goods movement and thus air pollution and health impacts in the Southern California region.

We appreciate your attention to these concerns and look forward to your re-evaluating the cumulative impacts of both projects and the release of a truly comprehensive document.

Sincerely,

Clarice Knazz

No 710 Action Committee
(Signatures attached)
Attachments

Annual Net Revenue Estimate	$112,674,176	$147,842,720	$177,149,840	$200,595,536
Available for Bonding (Coverage Rate 1.5)	$75,116,117	$98,561,813	$118,099,893	$133,730,357
Issue Bonds (13 times Available for Bonding)	$976,509,525	$1,281,303,573	$1,535,298,613	$1,738,494,645
Percent of Total Project ($3 billion)	32.55%	42.71%	51.18%	57.95%
Additional Cost to Project (Interest on Bonds)	$1,095,142,893	$1,436,965,504	$1,721,817,679	$1,949,699,420

Source: Sharon Greene and Associates, May 2006.

Table 10-4:
Order of Magnitude Toll Revenue and Level of Bonding Estimate–Autos and Trucks
(2006 dollars)

Assumptions	Toll Revenue Scenario 1	Toll Revenue Scenario 2	Toll Revenue Scenario 3	Toll Revenue Scenario 4
Estimated Weekday Total Traffic	169,581	169,581	169,581	169,581
Estimated Truck Volumes	17,853	17,853	17,853	17,853
Estimated Auto Diversion Rate	20%	25%	30%	35%
Estimated Truck Diversion Rate	25%	30%	35%	40%
Annualization Factor	320	320	320	320
Toll Rate - Auto	$3.00	$4.00	$5.00	$6.00
Toll Rate - Trucks	$4.00	$5.00	$6.00	$7.00
O&M Cost	$33,000,000	$33,000,000	$33,000,000	$33,000,000
Debt Coverage Level	1.5	1.5	1.5	1.5
Estimated Annual Tunnel Traffic				
Annualized Auto Traffic	38,842,240	36,414,600	33,986,960	31,559,320
Annualized Truck Traffic	4,284,720	3,999,072	3,713,424	3,427,776
Estimated Tunnel Revenues				
Annual Auto Revenue	$116,526,720	$145,658,400	$169,934,800	$189,355,920
Annual Truck Revenue	$17,138,880	$19,995,360	$22,280,544	$23,994,432
Total Annual Revenue	$133,665,600	$165,653,760	$192,215,344	$213,350,352
Estimated O&M Costs				
Annual O&M Cost Estimate	$33,000,000	$33,000,000	$33,000,000	$33,000,000
Estimated Net Revenue				
Annual Net Revenue Estimate	$100,665,600	$132,653,760	$159,215,344	$180,350,352
Available for Bonding (Coverage Rate 1.5)	$67,110,400	$88,435,840	$106,143,563	$120,233,568
Issue Bonds (13 times Available for Bonding)	$872,435,200	$1,149,665,920	$1,379,866,315	$1,563,036,384
Percent of Total Project ($3 billion)	29.08%	38.32%	46.00%	52.10%
Additional Cost to Project (Interest on Bonds)	$411,789,479	$737,670,488	$1,019,444,979	$1,166,440,977

Source: Sharon Greene and Associates, May 2006.

Also Tables 10-5 (autos only use tunnel) and 10-6 (autos and trucks use tunnel) provide additional estimates of the potential percent of the total construction costs from toll revenue bond based on variations in the toll rate and the diversion rate.

Table 10-5:
Estimated Percent of Total Construction Cost Paid by Toll Revenue Bonds – Autos Only

Diversion Rate	$2 Toll	$3Toll	$4 Toll	$5Toll	$6 Toll	$7 Toll
15%	21%	35%	49%	64%	78%	93%
20%	19%	33%	46%	60%	73%	87%
25%	17%	30%	43%	55%	68%	81%
30%	16%	27%	39%	51%	63%	75%
35%	14%	25%	36%	47%	58%	69%
40%	12%	22%	33%	43%	53%	63%

=Maximum potential share of project funding considered reasonable

Source: Sharon Greene and Associates, May 2006.

Table 10-4:
Estimated Percent of Total Construction Cost Paid by Toll Revenue Bonds – Autos and Trucks

Diversion Rate *	$2 Auto / $3 Truck	$3 Auto / $4 Truck	$4 Auto/ $5 Truck	$5 Auto / $6 Truck	$6 Auto / $7 Truck	$7 Auto/ $8 Truck
15%A / 25%T	18%	31%	44%	58%	71%	84%
20%A / 30%T	16%	29%	41%	54%	66%	78%
25%A / 35%T	15%	26%	38%	50%	62%	73%
30%A / 40%T	13%	24%	35%	46%	56%	67%
35%A / 45%T	11%	21%	31%	42%	52%	62%
40%A / 50%T	10%	19%	28%	38%	47%	56%

* %of Autos / % of Trucks Diverted

=Maximum potential share of project funding considered reasonable

Source: Sharon Greene and Associates, May 2006.

Policy Considerations

In addition to the toll revenue generation and level of bonding potential associated with tolling, there are several risk factors that must be considered with respect to inclusion of tolling in the financial strategy for the project including model input risk, event/political risk, ramp-up risk, and construction risk. The Financial Report has described examples of recent toll projects and highlighted the types of risk experienced.

Based on those examples, it is anticipated that future projects will be required to provide more detailed analysis and justification of assumptions for the cost and revenue estimates that are submitted as part of their request for bond funding.

Bond funding will likely not be available until the construction is nearly completed or completed. Based on the project examples above, the bond market is much less likely to finance projects until the detailed construction costs and revenue estimates are available. This would include items like the final concrete and steel costs since these construction components costs can fluctuate greatly and there is no futures market for either component. Additionally, as a

I-710 TUNNEL PERFORMANCE INFORMATION

SCAG, Metro and USC Studies - Analysis

IF THE TUNNEL IS COMPLETED, 75% OF LOCAL SURFACE STREETS WOULD STILL BE GRIDLOCKED.

1. Of the 80+ study segments that are currently operating over capacity (Level of Service (LOS) "F" – the lowest rating Caltrans can give and the point at which gridlock occurs, over 60 (75%) of these segments will remain over capacity after a tunnel is built.
    a. Many believe that streets such as Fair Oaks Blvd., Fremont Avenue, Los Robles Avenue and Atlantic Boulevard would begin to improve once a tunnel was built. However, these streets will still operate over capacity with severe congestion.
    b. At least 12 arterial streets…will experience higher traffic volumes solely due to the tunnel.

THE TUNNEL WOULD CAUSE SIGNIFICANT DETRIMENTAL TRAFFIC AND TRUCK IMPACTS ON THE I-210 FREEWAY THROUGH THE CITIES OF GLENDALE, PASADENA, LA CAÑADA FLINTRIDGE AND THE COMMUNITY OF LA CRESCENTA.

1. If the tunnel is completed by 2030, the following is projected to occur:
    a. More than a 25% increase in daily traffic volumes on I-210;
    b. An additional 30,000 vehicles per day on I-210;
    c. An additional 2,500 trucks per day on I-210;
    d. 850 additional trucks in the PM peak hour on I-210;
    e. Truck percentage on I-210 will increase from 11% to over 20%; and
    f. Since portions of the I-210 will operate at Level of Service (LOS) "F," traffic will be forced onto local streets.

THE TUNNEL CONNECTION WOULD MAKE OVERALL DRIVING CONDITIONS WORSE REGIONALLY.

1. The overall number of vehicle miles traveled would increase in the peak hour, bringing many environmental impacts;
2. The overall number of vehicle hours would increase (more delay, gas consumption and air pollution);
3. The system-wide, regional benefit would only be an increase in overall speed of .6 miles per hour; and
4. Motorists would be driving farther and spending more time on the road if the tunnel is built.

The previous information is an analysis by of the City of La Cañada Flintridge's Traffic Engineer of the SCAG (So. Ca. Assn. Of Gov'ts.)"I-710 Missing Link Truck Study (Preliminary Draft Final Report),"conducted by Iteris, Inc., a consulting firm. This report studied traffic as it would be if the original tunnel route proposed by Caltrans/Metro was built (Route "3").

THE TUNNEL ITSELF WOULD BE GRIDLOCKED SOON AFTER COMPLETION.

1. "In the peak (northbound) direction, the gap closure is projected to operate at LOS F…"

The previous information is from the Metro "Route 710 Tunnel Technical Feasibility Assessment Report" (2006), p. 5-55 (this report also studied "Route 3").

DUE TO A LACK OF SUBSTANTIVE REDUCTION OF GRIDLOCK (SEE ABOVE), MOST OF THE RESIDENTS SOUTH OF THE TUNNEL WOULD CONTINUE TO BE IMPACTED BY RESPIRATORY PROBLEMS ASSOCIATED WITH POLLUTION, AND THE RESIDENTS ALONG THE I-210 FREEWAY WOULD HAVE INCREASED GRIDLOCK. THOSE RESIDENTS WOULD THEREFORE SEE AN INCREASE IN RESPIRATORY PROBLEMS, PARTICULARLY AFFECTING CHILDREN AND OTHER RESIDENTS ALONG THE FREEWAY.

1. "The increase in truck and automobile traffic on the I-210 freeway resulting from the proposed I-710 extension would increase the exposure of surrounding communities to vehicular pollutants that may cause asthma and other respiratory disease." Dr. Rob McConnell, USC Keck School of Medicine, Division of Environmental Health
2. There is "emerging scientific consensus that residential or school proximity to major traffic corridors is associated with respiratory impairment in children and in adults." USC California Children's Health Study
3. Residential proximity to freeways is associated with increased rates of asthma. A group of pollutants is associated with slower growth in lung function, which is a strong predictor of "debilitating lung disease and mortality in later life." USC California Children's Health Study

1. Project Description
Physical description of the P3 project as studied in this analysis
Twin 57' tunnel bores, per Alternative A1 along alignment A1, all as described in the Public Project Definition.
Description of the delivery method planned for the P3 project
Full concession, nominally 50 years, with revenue risk assumed by the concessionaire, to include pre-development agreement (PDA), design, build, finance, operate and maintain over the term of the concession. A toll structure is assumed at average realization of $5 in 2010 dollars, with trucks allowed, and an average annual tolled 2030 volume of 123,500 veh/day.
Discussion / Notes
The DBFOM P3 option is very similar to the public option except in schedule, engineering costs, schedule related costs, and public risks.
2. Capital costs
Total capital costs in 2010 $'s = $3.2B (Compared to $3.4B for public option). Total YOE $'s = $4.0B (Compared to $4.9B for public option and $4.1B for the DBFOM, non-PDA option).
3. Projected schedule for the P3 project
Construction start in 2015 with a completion date in 2021, compared to a construction start in 2018 and a completion date of 2026 in public option.
4. Identification of existing anticipated funding sources (Millions YOE Dollars)
A total of $1.049B in Measure R funds, the bulk of it ($0.749B) available in 2034 thru 2037, with critical funds of $170M for preconstruction activities in 2010-2018. Assuming a discount rate of 5%, Net Present Value (2010 $'s) of the Measure R funds is $0.396B. Net Present Value of the toll revenue under the assumptions listed above is $5.4B compared to$4.9B for the public option
5. Identification of issues associated with the P3 project
The primary issue is the public decision making process as this project has both vocal opposition and substantial support. Also, there is the technical challenge of constructing a 57' tunnel bore. While Tunnel Boring Machine (TBM) and associated lining technologies have made huge advances in the last decade and it is generally accepted that such a bore is now feasible, the fact is this is a 5' larger diameter than has been bored to date. The final key issue is the estimation of traffic demand, toll sensitivity and therefore toll revenue that can be relied upon for committing to this project. Under the assumptions of this study, this project is financially feasible, but specific traffic modeling studies are critical to the furtherance of this project. A full risk assessment has been completed for the DBFOM P3 project alternative.

SR-710 GAP CLOSURE PROJECT

PRELIMINARY STATEMENT OF PURPOSE AND NEED

Introduction

The following is intended to serve as a Preliminary Statement of the Need and Purpose for an SR-710 North Gap Closure Project. This Statement has been prepared solely for the purpose of initiating discussions during the scoping process for the Project, pursuant to the Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors' Motion of June 24, 2010. It should be understood that this Statement is preliminary in nature and will be subject to further substantiation and refinement as technical studies conducted for the Project proceed.

Proposed Purpose and Need Statement

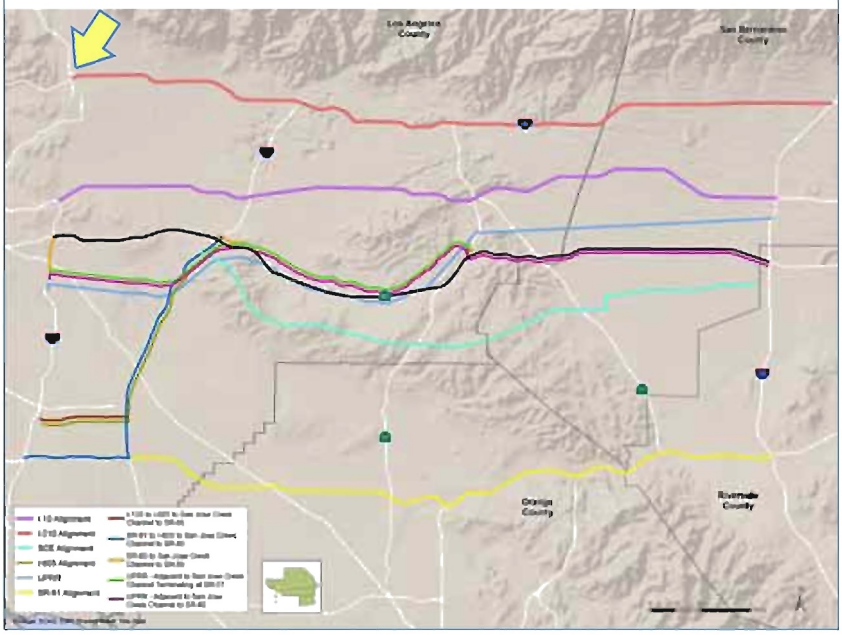
The following is a preliminary statement on the Purpose and Need for the Project. Further refinements to this Statement will occur pending the outcome Public Scoping and related technical studies.

The Purpose and Need for the Project is as follows:

- Improve regional mobility and accessibility for the movement of people, goods and services.
- Reduce circuitous out-of-direction travel on the network.
- Reduce congestion on north-south arterials and local streets currently adversely affected by diversion of freeway trips.
- Improve regional travel time savings and thereby reduce loss of productivity associated with congestion.
- Provide additional connectivity in the regional network for use by public transit.
- Improve regional and local mobile source air quality characteristics.
- Reduce greenhouse gas emissions from mobile sources.
- Provide a project that minimizes impacts in local communities to acceptable levels.

What is most disturbing about this graph is that it was not in the interactive website but is in the original 2012-2035 RTP PDF. It clearly shows a starting point connecting where the 210 and 134 freeways split and converge.
The only explanation is that at some time, SCAG envisioned the 710 freeway ultimately connecting with the 210 Freeway and identified this starting point for the 210 as a freeway that would actually become part of the 710 freeway (directly north of the 710's end at Valley Blvd)
SCAG itself is quoting that the I-710 is "the first SEGMENT" to a comprehensive regional system of freight corridors.

EXHIBIT 6 Initial East West Freight Corridor Alignments

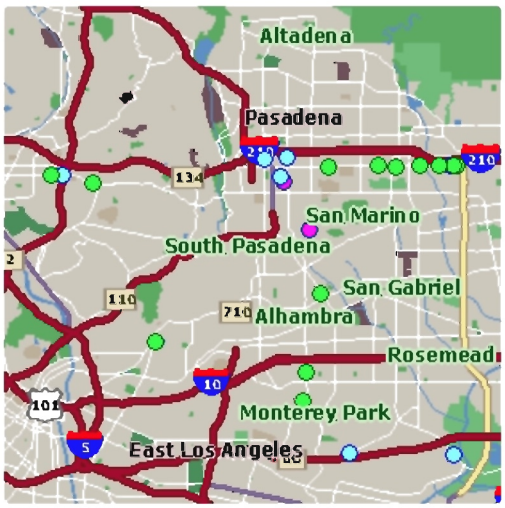


This Graph image (above) is nowhere to be found on the "new interactive" SCAG RTP web version and it appears difficult to find the original PDF of the 2012-2035 RTP. It is obviously a graph that SCAG does not want anyone to bring up as they continue to back off of the 210 as a potential freight corridor. IF THE 710 to 210 IS SUCCESSFULLY IMPLEMENTED FOR DEVELOPMENT, THE 210 WILL BE A VERY CRITICAL "BACK UP" ROUTE FOR THE E/W FREIGHT CORRIDOR because nothing will prohibit the route from being reconsidered as an alternate or even an additional (secondary) double decked truck route.

« Pilot Board OKs Incomes For Columbia River And Bar Pilots

Jacksonville partners with Panama, foresees 'profound transformation in US cargo patterns' »

Interstate 710: A chance to close an L.A. freeway gap



This map of South pasadena shows the 4-mile gap in a critical north-south route for cargo coming to and from the ports of LA and Long Beach.

On Thursday, the board of the Metropolitan Transportation Authority is to consider whether to approve a study that would examine different project alternatives and their environmental impacts [to close the gap in Interstate 710]. … A 2006 study showed it was feasible from a geological standpoint to close the 710 gap via a tunnel. If the MTA board opts to proceed, the agency would study a wide range of alternatives including tunnels, improvement of surface streets or the originally planned surface freeway.

From the Los Angeles Times, May 23, 2010

May 26th, 2010 | Tags: Interstate 710, Port of Long Beach, Port of Los Angeles | Category: Ports

Find other news on this topic by clicking on the tags and category key words above.

USC Keston Institute for Public Finance and Infrastructure Policy

Financial Planning Charrette
710/210 Tunnel Connection

December 5, 2007
The University Club
University of Southern California

Meeting Summary

Louise Nelson Dyble, Ph.D.
The Keston Institute for Public Finance and Infrastructure Policy
University of Southern California

The Keston Institute for Public Finance and Infrastructure Policy

The Keston Institute for Public Finance and Infrastructure Policy was established at USC in 2002 to address the economic, financial, demographic, and other policy issues affecting public infrastructure in California. Housed within the School of Policy, Planning and Development (SPPD), the Keston Institute seeks to transfer knowledge from the University's interdisciplinary educational resources to decision-makers in the public and private sectors. Within the context of public and private finance, the Keston Institute focuses on transportation, water, power, and related municipal public works. Central to the Keston Institute's purpose is the identification, research, and dissemination of the most imaginative financing strategies for the range of infrastructure challenges that California will face in the 21st century.

The mission of the USC Keston Institute for Public Finance and Infrastructure Policy is to identify, evaluate, and facilitate the deployment of improved models and methods for financing and delivering critical infrastructure. In support of its mission, the Keston Institute sponsors research, conducts studies, and convenes workshops, symposia, and a variety of information dissemination activities. Specifically, the Keston Institute compiles, evaluates, and disseminates data and research pertaining to California infrastructure trends, mechanisms and implications of investment spending, linkages between infrastructure investment and state and local economic activity, and related infrastructure issues. Keston Institute analyses and forums are intended to aid decision-makers in relevant policy formation, regulation, and legislation.

Staff

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710/210 Tunnel Connection:
Moving Forward with a Critical Connection

BACKGROUND

The future economic and environmental health of the Los Angeles metropolitan area is inextricably linked to efficacy and adequacy of its transportation infrastructure. The efficient movement of goods and people throughout the region is critical to maintaining its vitality and to securing a prosperous and healthy future for its residents. No transportation facility, structure, or mode functions independently—they are all part of integrated systems of complementary, interdependent elements. The complexity of the transportation system of Los Angeles is compounded by the extent and size of the metropolitan region that it serves. In particular, the region hosts large, global port facilities that generate major goods movement challenges--and that directly impact traffic patterns throughout Southern California. Though Los Angeles leaders have spearheaded initiatives to develop multi-modal solutions to mobility issues such as the construction of the Alameda corridor and major recent expansions in regional rapid transit, the highway system remains the mode around which all of the other elements are organized. Historically and for the foreseeable future, ensuring the efficient function of highways and maximizing their capacity is crucial to ensuring mobility in Los Angeles and minimizing problems such as congestion and air pollution and the costs associated with them.

The importance of the 710/210 tunnel connector is recognized by federal, state and regional transportation traffic engineers and planners, and it is a priority project for the California Department of Transportation (Caltrans), the Southern California Association of Governments (SCAG) and the Los Angeles County Metropolitan Transportation Authority (MTA). The tunnel would serve to connect two major interstate freeways, closing a critical 4.5 mile gap in the regional highway system. Interstate 710 or the "Long Beach Freeway" is a major goods-movement corridor and an important north-south route extending from the City of Long Beach area in the South, through Los Angeles, and ending just north of Interstate 10 in Alhambra. The tunnel would continue the route as originally provided for in California Freeway and Expressway System plans dating back to the 1950s. It would descend in Alhambra, continue underground beneath the city of South Pasadena, and emerge in Pasadena to connect to

Interstate 210, where already there is a significant stretch of freeway that merges with that route near the terminus of State Route 134. Both in terms of optimizing the highway and transportation system of greater Los Angeles as a whole, and in terms of getting the maximum benefit from public expenditures and resources without compromising other needed projects, the 710 tunnel project presents a major opportunity.

PURPOSE

The Keston Institute for Public Finance and Infrastructure Policy was established at the University of Southern California in 2002 to leverage USC's intellectual resources to help California and the nation address critical infrastructure issues. The Keston Institute supports the formulation of infrastructure policies and practices that will improve the livability of California communities, ensure the economic well-being of its citizens, and promote environmental sustainability. The goal of the Institute is to raise the awareness of the value of infrastructure so that it can take its place with other vital issues on the public agenda such as jobs, education, and housing. To realize this goal, we can take steps to facilitate communication between state, regional and local leaders, financiers, and planners. We can provide a forum for collaboration and for the development of strategic programs that engage a broad range of stakeholders, including practitioners, policy-makers, and researchers, with the end goal of developing legislative and outreach programs that serve the public interest. The Keston Institute convened this one-day intensive meeting, "Financial Planning Charrette for the 710/210 Tunnel Connection" on December 5, 2007 to discuss the current status of a critical missing link of Southern California transportation infrastructure, to identify the remaining obstacles to its construction, to determine the possibilities for its financing, and to develop a plan of action towards realizing its completion.

The current proposed tunnel plan as it exists today represents major advances in technology and financing from previous plans. In the past, local opposition has halted the construction of proposed surface routes, despite the critical importance of this segment to the region in terms of air quality benefits, congestion relief, and safety. Local opposition to the construction of this segment of freeway delayed the project for approximately four decades, with protests and lawsuits by community groups and property owners in Alhambra, San Marino, Pasadena and La Canada/Flintridge, but the most vocal and aggressive opposition from activists and officials located in the City of South Pasadena.

Tunneling technology has dramatically reduced the costs of construction in recent years, and current proposals to route the tunnel hundreds of feet below the surface ameliorate local concerns about air quality effects, noise, and community disruption. Cutting-edge subterranean technology employing tunnel boring machines (TBM) can be used, rather than more intrusive cut-and-cover techniques that have been standard in the past. In addition, this critical segment of highway would dramatically reduce travel times and distances for one of the most important regional goods-movement corridors, and the value of its added efficiency means that it would generate reliable traffic and toll revenue. This presents a valuable opportunity for financing a critical piece of infrastructure without diverting scarce transportation funds from other vital Southern California projects.

The most recent report on the project provides the context for discussion of appropriate next steps. A major collaborative effort to move the project forward was spearheaded and funded by the MTA. A working group composed of technical staff from Caltrans, SCAG, and the Cities of Alhambra, La Canada Flintridge, Los Angeles, Pasadena, San Marino and South Pasadena advised and provided technical input for the study. The results were published in a report by engineering firm Parsons Brinkerhoff, *Route 710 Tunnel Technical Feasibility Report* which was submitted on June 7, 2006. Since then, the California Department of Transportation has been taking the lead in developing specific engineering plans and negotiating an appropriate arrangement for its completion.

SUMMARY OF DISCUSSIONS

The planning charrette opened with overviews from public officials of the history of the project and the status of engineering plans and cost estimates. It also featured the assessments and estimates of several leading legal firms, contractors, and financiers that have direct experience with similar projects around the world. The afternoon featured a lengthy informal discussion of the pragmatic steps still required to bring this project to fruition, including the role of private sector parties, the projected costs and variations on financial agreements, the relevant political circumstances in California, and the legislative and legal steps that are necessary to getting construction underway.

The meeting opened with introductions, and a statement from California State Assemblyman Mike Eng, representing district 49 including much of the San Gabriel Valley including Alhambra and San Marino. Assemblyman Eng offered his support for legislative action. Tracy Arnold, Director for Jobs and Economic

Growth of the Office of the Governor, expressed support for the project and stressed Governor Schwarzenegger's commitment to leveraging public money through private sector partnerships. Dan Farkas, representing California State Senator Gil Cedillo, confirmed their interest in seeing construction underway, and Senator Cedillo's willingness to sponsor needed legislation. Senator Cedillo represents Senate District 22, including much of Los Angeles as well as South Pasadena, Alhambra, and San Marino.

Robert Huddy of the Southern California Association of Governments began discussion with an overview of the history of the project. Mr. Huddy is a senior transportation manager who has been involved with the 710 connector project as a representative of SCAG for nearly two decades. Mr. Huddy emphasized the on-going local opposition to the project. He described how the environmental review process has been a critical obstacle to progress, as legal challenges create long delays and result in significant cost increases. He expressed optimism that the new proposals for tunneling combined with greater awareness of the regional importance of the project, including for environmental quality and for congestion relief, would continue to alleviate concerns. He noted that the South Pasadena city council, in particular, has moderated their stance on the facility.

The historical overview presented by Mr. Huddy was followed with data on current traffic estimates and cost estimates. Traffic estimates indicate that the tunnel would immediately attract significant traffic between the port area and Los Angeles heading toward major national distribution centers in San Bernardino County. It would alleviate traffic congestion for commuters and trucks on surrounding freeways, in particular Interstate 5, Interstate 10, and Highway 101 and also eliminate the current bottleneck whereI-710 currently ends in South Pasadena. The MTA was represented at the meeting by Linda Hui, Transportation Planning Manager of the San Gabriel Valley Area Team, and Caltrans District 7 was represented by senior engineer Abdi Saghafi, route 710 corridor manager, both of whom contributed informal assessments of current prospects and progress.

Michael Liikala, representing ACS-Dragados, followed with a detailed presentation on major engineering aspects of the tunnel project. He emphasized the savings in costs and time that have been made possible by recent advancements in tunneling technology utilizing TBMs. He mentioned several construction projects currently underway in Europe, including subway expansion projects as well as the A-86 tunnel in Paris, France and the M30 motorway in Madrid, Spain. He also discussed the Port of Miami Tunnel at

length, which has some significant similarities with the proposed 710 tunnel. In particular, the Miami tunnel, which extends under some densely populated areas, demonstrates how unobtrusive and efficient new tunneling technology can make such a project. He also emphasized the importance of quick action, stressing the rapid escalation of costs as delays in construction continue.

James Martling of Sperry Capital then discussed his firm's experience with public/private partnerships and emphasized the need for quick action to ensure financial feasibility. He also recommended that government agencies take responsibility for the environmental review process, which is considered too unpredictable for the private sector to take on that risk.

The final presentation of the day was made by Paul J. Ryan and Nick Moller of the Infrastructure Advisory Group of JP Morgan Securities. They presented a detailed spread sheet with financial data and assumptions for the tunnel project. They were able to adjust variables including the potential overall budget of the project (currently estimated at approximately $6 billion), traffic diversion, toll rates, the amount of government contributions, and the timeframe of concession agreements as well as other significant elements. Overall, it was clear at this stage that currently available data would support a financially feasible project in which the private sector could augment public appropriations with significant capital investments through a public/private partnership (PPP). Such an arrangement would shift considerable risk to the private sector, facilitate more rapid construction, and reduce operational costs in the long-term.

Mark Pisano, executive director of the Southern California Association of Governments, led a general discussion following the presentation. Mr. Pisano emphasized the importance of pragmatic action and the development of a workable legislative strategy. He also emphasized the need to give local community groups and city officials a voice in the decision-making process.

Discussants agreed that the project appeared feasible as a PPP, and that because of its importance to improved air quality and mobility and the economy of the entire region, it should be prioritized and considered as a discrete project apart from more general efforts to authorize public/private partnerships and local toll facilities.

CONCLUSIONS

1. Though further geological studies are needed, improvements in tunneling technologies have made the 710/210 connector feasible and cost-efficient
2. Historically, local opposition to the connector has been a major obstacle to its completion, but the proposal to construct the facility deep underground addresses most of the identified concerns. Integrating local governments and community groups into the decision-making will facilitate progress.
3. Current traffic patterns suggest that there would be ample demand for a fairly significant toll ($5-10).
4. The environmental review process is a major and expensive element of the project, and will have to be undertaken by a public entity with significant financial and legal resources.
5. Investors should be willing to take on significant risk in exchange for a long-term toll concession, with only limited financial participation by the public sector, but will not take responsibility for environmental permitting or related legal costs
6. Politically, state leaders can be expected to approve the project if it is framed appropriately and its benefits are publicized with their constituents. Public education about the environmental and economic benefits of the project should be part of the effort to get it underway.

NEXT STEPS

While this project is a good candidate for a public private partnership, the specific administrative and political form that it will take is not yet clear. Legislation is needed both to authorize a revenue-supported project and permit private participation in its financing and operation. This is the first step in allowing the project to move forward. Although there is solid financial and engineering data available, the environmental aspects of the project remain to be examined. Funds must be appropriated to support the combined CEQA/NEPA process. In addition, the specific institutional mechanism for administering the project must be decided. For example, will the project be administered by Caltrans, a project-specific JPA, or through some other mechanism?

Overall, the 710/210 tunnel connection should offer environmental and mobility improvements and is an excellent candidate for California to leverage private capital. The estimated construction and operating costs can be supported by a toll structure that is in line with other revenue-supported facilities around the U.S. There is little likelihood that this much-needed project will be constructed solely with public funds.

APPENDIX A

Agenda

Financial Planning Charrette

710/210 Tunnel Connection

Welcome

Self-Introduction of Attendees

Overview and History of the Project

Current Status of Estimates (age and source)

- Traffic (by type and time)
- Cost (construction, O&M, etc.)

Project Revenue Sources

- ROW, federal, state, and local funds
- Toll structure to provide capital shortfall and on-going O&M and reserves

Alternative Financing Structures and Sensitivity Analysis

Existing Legislative Barriers and Needed Enabling Legislation

Preliminary Feasibility Determination

Next Steps

APPENDIX B

Attendees

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APPENDIX C

Fact Sheet, provided by Abdi Saghafi P.E., P.M.P, Corridor Manager - ROUTE 710 California Department of Transportation.

Fact Sheet For EA 18790

CONSTRUCT FREEWAY

LA -710-26.7/32.1T

Project Description:

- **Location and Limits:**

  IN ALHAMBRA TO PASADENA 0.2 MILE NORTH OF JUNCTION 10 TO DEL MAR BOULEVARD OVERCROSSING KP=43/51.7

- **Background:**

  Route 710 is a major north-south Interstate route used for inter-regional and intraregional commuting and shipping through an urbanized corridor, connecting the Ports of Long Beach and Los Angeles to the western San Gabriel Valley.

  - In 1964 the California Highway Commission adopted the "Meridian Route" for the 710 Extension through the Cities of Alhambra, Los Angeles, South Pasadena and Pasadena to close the 6.2-mile gap between Routes 10 and 210, in order to maintain the best possible levels of service.
  - In 1986 a third Draft Environmental Impact Statement (DEIS)-Supplement was prepared, to present the Meridian Variation Alternative, which was developed to reduce the project's impacts on historic properties.
  - On April 13, 1998, FHWA approved the Record Of Decision (ROD) with additional conditions. The construction cost for ROD selected alternative is $823 Million.
  - City of South Pasadena and its allies have filed several lawsuits against Caltrans, CTC and FHWA ever since the project started in 1973. The latest suit was filed on June 10, 1998 challenging the EIS.
  - Caltrans has programmed $9.7 million through the Interregional Transportation Improvement Program (ITIP) for Interim Traffic Improvement projects throughout the 710 corridor as mandated by FHWA in the Record of Decision (ROD).
  - Total estimate for Interim Traffic Improvement projects proposed by the Design Advisory Group (DAG) was $25.1 million. The cities of South Pasadena, Pasadena and the community of El Sereno have been able to secure an additional $46 million through Congressman Rogan, to fund additional improvement projects throughout the I-710 Corridor. The cities noted above are working with Caltrans' Office of Local Assistance to implement their respective projects.
  - FHWA rescinded the ROD in December 2003.
  - Metropolitan Transportation Authority (Metro) commissioned a Feasibility Assessment Study of the Tunnel Option in 2006. The Study concluded that the Tunnel Option is feasible.
  - Currently, Caltrans is emabarking on a series of "Route Neutral" Technical Studies , in order to determine the best alternative. These studies will last about two years and will further evaluate the Tunnel Option , as well as the other alternatives.

- **What The Work Involves:**

  Once the Route Neutral Technical Studies are completed, Caltrans will begin the Environmental studies and the Project Report on the preferred alternative.

- **Benefits:**

  - This project will provide a critical connecting link to the regional transportation highway system, allowing the system to operate more efficiently and effectively.
  - It will divert through traffic from local arterials, thereby relieving traffic congestion and better serving the existing and future local transportation needs of the area.
  - It will provide a critical link in a program wide High Occupancy Vehicle (HOV) lane system by connecting the HOV lanes on 4 major freeways.

- It will provide a crucial element in the regions' air quality management plan by reducing traffic congestion and promoting free flowing traffic.

Schedules:

Construction Phase Began: N/A
Construction Phase Ended: N/A

Total Programmed Project Costs: $ 3,060.000 Million

Project Contacts:

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