

Home Page Footnotes - Why the SR-710 (Tunnel) is a Bad Idea

¹ Metro news release, Doug Failing, March 21, 2011 http://www.metro.net/news/simple_pr/metros-highway-program-shifts-high-gear-18-new-pro/ (Retrieved 7-27-13)

*"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.** "*

Editor, "Metro's Freeway Projects Mean Better Transportation For Everyone". Everything Long Beach, 03-24-2011 <http://www.everythinglongbeach.com/metro-transportation-projects-2011/> (Retrieved 7-28-12) This is the same as the Metro news release listed above.

Financial Planning Charrette 710/210 Tunnel Connection: Moving Forward with a Critical Connection, pg 4, source:

Robert Huddy SCAG

http://www.usc.edu/schools/price/keston/research/documents/710FinancingCharretteFinalReport_1-28-07.pdf

In the Financial Planning Charrette - MTA, SCAG AND CALTRANS all state that the 710 tunnel's purpose is to function as a "major goods-movement corridor" connecting the 710 to the 210 freeway and acting as a bypass for the 5,10,101 freeways eliminating "the current bottleneck where I-710 currently ends in South Pasadena."

² 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 SCAG May 2009 http://www.no710.com/critical-issues-links/2-concerns/2-tunnel_info/3-710scag-missinglink-tr-st.pdf (This study shows they were designing the freeway for trucks/goods-movement and that it would actually create congestion)

City of La Canada Flintridge analysis

http://www.lacanadaflintridge.com/docfiles/city/cc_na_mis_090721_092848.pdf 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 by Iteris In Association with the KOA Corporation, May 2009, Submitted to Southern California Association of Governments

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.

³ http://en.wikipedia.org/wiki/Big_Dig Big Dig, From Wikipedia page as it appeared on 2 August 2012 at 02:33 GMT

*"The Big Dig was the most expensive highway project in the U.S. and was plagued by **escalating costs**, scheduling overruns, leaks, design flaws, charges of poor execution and use of substandard materials, criminal arrests,[2][3] and even four deaths.[4] The project was scheduled to be completed in 1998[5] at an estimated cost of \$2.8 billion (in 1982 dollars, US\$6.0 billion adjusted for inflation as of 2006).[6] The project was not completed, however, until December 2007, at a cost of over \$14.6 billion (\$8.08 billion in 1982 dollars)[6]as of 2006.[7] **The Boston Globe** estimated that the project will ultimately cost \$22 billion, including interest, and that it will not be paid off until 2038.[8] As a result of the deaths, leaks, and other design flaws, the consortium that oversaw the project agreed to pay \$407 million in restitution, and several smaller companies agreed to pay a combined sum of approximately \$51 million.[9]"*

and

True cost of Big Dig exceeds \$24 billion with interest, officials determine, By Eric Moskowitz, Globe Staff 07/10/2012 8:21 PM (Retrieved 9-7-12)

[http://www.bipartisanreport.com/post/124189-True-cost-of-Big-Dig-exceeds-\\$24-billion-with-interest,-officials-determine](http://www.bipartisanreport.com/post/124189-True-cost-of-Big-Dig-exceeds-$24-billion-with-interest,-officials-determine)

*"True cost of Big Dig exceeds \$24 billion with interest, officials determine" ...But even that figure does not quite cover it. **The state two decades ago agreed to a list of public transit improvements to offset the air pollution and other impacts of the additional traffic the Big Dig would generate and to comply with federal environmental law...***

⁴ InfraConsult, Public-Private Partnership Program Los Angeles County Metropolitan Transportation Authority, Public-Private Partnership Delivery Options: Initial Six Measure R Projects. Executive Summary, Attachment B, 7-8-2010 pg 18

http://media.metro.net/projects_studies/ppp/images/Delivery_Options_Initial_Six_Measure_R_Project_s.pdf (Retrieved 7-27-13) *"Using the forecast provided by InfraConsult, toll revenues would generate \$29.68 billion (YOE) over the 50-year period. This forecast is based on a 2030 base year traffic volume of 190,000 annual average daily traffic (AADT) to which a diversion rate of 35% has been applied. An annual growth rate of 2.0% has been applied to traffic volumes. The starting toll rate is \$5.00 (2010 dollars), with a price escalation of 3.0% per year."*

Same document from Metro different listing:

http://www.metro.net/projects_studies/ppp/images/Delivery_Options_Initial_Six_Measure_R_Projects.pdf

⁵ 1-710 Tunnel Financial Feasibility Assessment, RTP Draft Tunnel Financial Assessment 2008, pg 4

<http://www.ci.south-pasadena.ca.us/modules/showdocument.aspx?documentid=348>

(Retrieved 7-27-13) *"In the opening year, the "average" user would pay \$5.64 to use the tunnel. Trucks would pay an average of \$15.23."*

⁶ <http://www.washingtontimes.com/news/2010/mar/30/the-trouble-with-tolls/>

Editorial: The Trouble With Tolls, By THE WASHINGTON TIMES, Tuesday, March 30, 2010 A toll-road project in San Diego, once held up as a model of the "innovative" public-private partnerships, collapsed last week... The South Bay Expressway filed for Chapter 11 bankruptcy protection... this article mentions a study TxDOT did that admits toll roads are based on **FLAWED** traffic projections (that are kept secret until after the contracts are signed)

<http://blogs.reuters.com/muniland/2013/01/19/are-private-toll-roads-a-losing-idea/>

Reuters: Are private toll roads a losing idea?, Cate Long, January 19, 2013 (Retrieved 7/27/13)

This article lists the status of American failing private toll roads.

⁷ <http://www.theaustralian.com.au/news/nation/clem7-tunnel-losses-endanger-public-private-infrastructure/story-e6frg6nf-1225912550578>

Clem7 tunnel losses endanger public-private infrastructure

Annabel Hepworth and Jared Owens, *The Australian*, September 01, 2010 12:00AM

Governments face pressure to radically overhaul the way they structure public-private partnerships for critical infrastructure following the shock of Brisbane's first major road tunnel being written down by a massive \$1.56 billion. The operator of the Clem7 tunnel revealed yesterday that traffic volumes were still much lower than expected, despite tolls being slashed by 50 per cent on July 1 in a desperate bid to convince motorists to use the link. The tunnel company's woes bring to eight the toll-road PPPs that have caused losses to investors, lenders and taxpayers in the past five years. The tunnel projects have lost at least \$5.5bn, according to an analysis by *The Australian*, and there are fears the figure could rise. Australian Super head Ian Silk warned that if the private sector was to shoulder the risk that traffic volumes would fall short, this would "warrant a much higher return than is currently available in many infrastructure investments". Industry Funds Management chairman Garry Weaven said "somebody is going to lose money" if the private sector "bid too aggressively on the basis of inflated traffic forecasts". "It's the kind of engineering madness among those who think that if you build something, people will come."

⁸ Nussbaumer Cornelia Austrian Road Safety Board, COMPARATIVE ANALYSIS OF SAFETY IN TUNNELS, 2007

<http://www.ectri.org/YRS07/Papiers/Session-9/Nussbaumer.pdf> (Retrieved 7/29/12) ... "if an accident does happen in a tunnel, the severity of injuries sustained is significantly higher than on open stretches of motorways. In a tunnel the risk of being killed in a traffic accident is twice as high as on open stretches of motorways."

⁹ Video <http://www.youtube.com/watch?v=SXOd9z5jHfo> 1:30 min Evacuation in an Aging Society Taisei Engineering's research into evacuation of tunnels, comparing the survival rate of a group of elderly and a group of younger people. (Need to be able-bodied for this. While you watch – try to imagine how a possible fire with its accompanying smoke would cut down the numbers of those physically capable of escaping)

¹⁰ <http://www.sciencedaily.com/releases/2009/08/090827101241.htm> Tunnels Concentrate Air Pollution By Up To 1,000 Times

A toxic cocktail of ultrafine 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. *ScienceDaily*, materials provided by Queensland University of Technology, (Aug. 30, 2009)

<http://eprints.qut.edu.au/27536/> On-road ultrafine particle concentration in the M5 East road tunnel, Sydney, Australia

Knibbs, Luke D., deDear, Richard, Mengersen, Kerrie, & Morawska, Lidia (2009) On-road ultrafine particle

concentration in the M5 East road tunnel, Sydney, Australia. *Atmospheric Environment*, 43(22-23), pp. 3510-3519.

¹¹ <http://www.smh.com.au/articles/2004/07/02/1088488155807.html?from=storyrhs> Pollution pumped out of road tunnel instead of stack.

"Carbon monoxide has been regularly pumped out at ground level from Sydney's M5 East tunnel instead of its exhaust stack, internal Roads and Traffic Authority documents reveal... "The RTA regards this matter

most seriously and is currently examining whether [the company] have breached their relevant obligations under the project deed," an RTA letter, dated May 17, reads... "The concern that we have about the portal emissions is that because there is no dispersal at all for people who live near the portals, it is like concentrating two kilometres of roadway outside your house," he said. Mr Curran said Bexley North residents living near one of the tunnel's exits reported at a Department of Health meeting in November suffering health problems, including ear, nose and throat irritations. "We didn't have an explanation but now we know they were being exposed to high levels of pollution from the portal emissions."

<http://www.ncbi.nlm.nih.gov/pmc/articles/PMC4219369/>

Hu, S. et.al. "A wide area of air pollutant impact downwind of a freeway during pre-sunrise hours." Atmospheric Environment 2009; 43:2541-2549. " We have observed a wide area of air pollutant impact downwind of a freeway during pre-sunrise hours in both winter and summer seasons. In winter pre-sunrise hours, the peak ultrafine particle (UFP) concentration ($95\ 000\ \text{cm}^{-3}$) occurred immediately downwind of the freeway. However, **downwind UFP concentrations as high as $40\ 000\ \text{cm}^{-3}$ extended at least 1200 m (roughly 4,000 feet) from the freeway, and did not reach background levels ($15\ 000\ \text{cm}^{-3}$) until a distance of about 2600 m (8530 feet/1.6 miles). UFP concentrations were also elevated over background levels up to 600 m (roughly 2,000 feet) upwind of the freeway.** Although pre-sunrise traffic volumes on the freeway were much lower than daytime congestion peaks, downwind UFP concentrations were significantly higher during pre-sunrise hours than during the daytime. UFP and NO concentrations were also strongly correlated with traffic counts on the freeway. We associate these elevated pre-sunrise concentrations over a wide area with a nocturnal surface temperature inversion, low wind speeds, and high relative humidity. Observation of such wide air pollutant impact area downwind of a major roadway prior to sunrise has important exposure assessment implications since it demonstrates extensive roadway impacts on residential areas during pre-sunrise hours, when most people are at home."

http://psr-la.org/files/Cardiovascular_Pope.pdf

Lung Cancer, Cardiopulmonary Mortality, and Long-term Exposure to Fine Particulate Air Pollution
C. Arden Pope III; Richard T. Burnett; Michael J. Thun; et al., JAMA. 2002;287(9):1132-1141, (doi:10.1001/jama.287.9.1132)

<http://tpx.sagepub.com/content/36/2/289>

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-42 and -Synuclein in Children and Young Adults
Lilian Calderón-Garcidueñas, Anna C. Solt, Carlos Henríquez-Roldán, Ricardo Torres Jardón, Bryan Nuse, Lou Herritt, Rafael Villarreal-Calderón, Norma Osnaya, Ida Stone, Raquel García, Diane M. Brooks, Angelica González-Maciel, Rafael Reynoso-Robles, Ricardo Delgado-Chávez⁷ and William Reed, The Center for Structural and Functional Neurosciences, College of Health Professions and Biomedical Sciences, University of Montana, 32 Campus Drive, 289 Skaggs Bldg., Missoula, MT 59812

<http://www.sciencedaily.com/releases/2009/05/090517143218.htm>

Environmental Exposure To Particulates May Damage DNA In As Few As Three Days *ScienceDaily*, materials provided by American Thoracic Society, (May 18, 2009)

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