



**P.O. BOX 51124, PASADENA, CA 91115
NO710EXTENSION@AOL.COM**

April 13, 2011

Ron Kosinski
CALTRANS District 7
100 South Main Street, MS-16A
Los Angeles, CA 90012

Re: SR-710 North Gap Closure Project Scoping

Dear Mr. Kosinski:

Please enter the following information into the official scoping/EIR/EIS document for the tunnel extension project.

Respectfully,

The No 710 Action Committee

enclosures

SR-710 NORTH GAP CLOSURE RESOLUTIONS & STATEMENTS AGAINST

There is broad opposition to extending the 710 freeway in any form as shown in the countless letters, declarations, and resolutions against the project. The groups represented by the statements are comprised of a wide variety of Community Leaders, State Representatives, City Officials and Councils, Neighborhood Councils, School Boards, Hospitals, Homeowners Associations, Community Groups, Environmental Advocates, and Plaintiffs in the lawsuit against the project.

Therefore, the No 710 Action Committee **instructs** Caltrans and Metro to:

Register all statements against the SR-710 North Gap Closure, officially into the public record

Consider that fierce opposition by the groups over a period of sixty years is proof that no community support exists for this project and that it is an unacceptable alternative to address regional transportation problems

Appendix A

Resolutions and Statements Against the SR-710 North Gap Closure

Support Documents for Declarative Statements (Printed)

Who Opposes the SR-710 North Extension?

Four Mayors' Letter – South Pasadena Review Article, 6-30-10

Glendale Mayor Ara Najarian Letter to MTA, 10-8-10

Assemblymember Anthony J. Portantino Letter to MTA, 4-22-10

Assemblymember Anthony J. Portantino Letter – Valley Sun Article, 9-29-10

Los Angeles Councilmember Ed Reyes Letter to MTA, 8-5-09

Congressmember Adam Schiff Letter to MTA, 4-20-10

Los Angeles City Council Resolution (Against Zones 1 & 2), 6-08

Los Angeles City Council Resolution (Against Zones 1 & 2), 9-30-09

City of Glendale Resolution, 7-28-09

City of La Cañada Flintridge Resolution, 3-29-10

City of South Pasadena Resolution, 2-2-11

Crescenta Valley Town Council Resolution, 6-11-09 and 3-10-10

Arroyo Seco Neighborhood Council Statement, 10-26-09

Eagle Rock Neighborhood Council Resolution, 12-7-10

Glassell Park Neighborhood Council Resolution, 9-15-09

Highland Park Neighborhood Council Resolution, 11-18-10

Sunland-Tujunga Neighborhood Council Resolution, 3-25-11

Glassell Park Improvements Association, Land Use Committee Statement, 9-09

Far North Glendale Homeowners Association Resolution, 9-09

La Canada Unified School District Resolution, 6-22-10

Huntington Hospital Letter to Caltrans, 3-14-11

Friends of the Earth Letter, 12-8-10

Taxpayers for Common Sense Letter, 12-9-10

Green Scissors Report, 2010

The Sierra Club Position, 12-16-97

National Resources Defense Council Letter, 6-16-10

U.S. Environmental Protection Agency Letter to MTA, 8-22-00

WHO OPPOSES THE SR-710 NORTH EXTENSION?

Resolutions and Statements Against

Glendale Mayor Ara Najarian
La Canada Mayor Donald Voss
South Pasadena Mayor Richard Schneider, MD
Assemblymember Anthony J. Portantino

Los Angeles City Council (Against Zones 1 & 2)
City of Glendale
City of La Cañada Flintridge
City of South Pasadena
Crescenta Valley Town Council

Arroyo Seco Neighborhood Council
Eagle Rock Neighborhood Council
El Sereno Neighborhood Council
Glassell Park Neighborhood Council
Greater Cypress Park Neighborhood Council
Highland Park Neighborhood Council
Lincoln Heights Neighborhood Council
Sunland-Tujunga Neighborhood Council
Glassell Park Improvements Association, Land Use Committee
Far North Glendale Homeowners Association
Glendale Homeowners Coordinating Council

Caltrans Tenants Association
LA RED, El Sereno
The Eagle Rock Association (TERA)
La Canada Unified School District
Friends of the Earth, Taxpayers for Common Sense, Environment America
and Public Citizen in their Green Scissors 2010 Report

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

Plaintiffs in Lawsuit including 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.

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
Mayor

CAPITOL OFFICE
STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0044
(916) 319-2044
FAX (916) 319-2144

DISTRICT OFFICE
215 N MARENGO AVENUE
SUITE 115
PASADENA, CA 91101
(626) 577-9944
FAX (626) 577-2868

Assembly California Legislature



ANTHONY J. PORTANTINO
ASSEMBLYMEMBER, FORTY-FOURTH DISTRICT

STANDING COMMITTEES
CHAIR, HIGHER EDUCATION
GOVERNMENTAL ORGANIZATION
PUBLIC SAFETY
TRANSPORTATION

April 22, 2010

The Honorable 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:

Thank you for your leadership on the Metropolitan Transportation Authority (Metro) Board of Directors. As you are keenly aware, there is insufficient information available for Metro and other stakeholders to appropriately determine the viability and feasibility of a bored tunnel option for the completion of the 710 gap closure. This lack of information is in direct conflict with the promises made to the 710 corridor and regional interests over the past five years. I respectfully ask that the Metro Board deny any motion that prematurely moves forward with an EIR 710 Tunnel project.

As there has been no cost-benefit analysis done for this proposal, and given the exorbitant expense expected for a tunnel project, the prudent, fiscally responsible approach would be to identify alternative options available to address the transportation and air quality challenges in our region. I fully agree with Congressman Adam Schiff in calling for a broad range of transportation options to be considered which provide the most cost effective alternatives available to us in overcoming the challenges that are currently present and anticipated in the future.

Frankly, I am disappointed with Metro's insistence on moving this project forward when basic and simple questions remain unanswered and the public continues to be fed cursory and inconclusive information beyond basic soils and seismic conditions. Although promised, to date no one has shown interest in answering the following questions in order to properly evaluate the merit of a bored tunnel option:

- Is a tunnel option financially feasible to finance?
- How many trucks and cars will utilize this option?
- What is the cost of a route through each zone studied?

As a policy maker, it is incomprehensible that anyone would advocate moving forward on a project of this historic magnitude without the basic answers to the above three questions.

Representing Cities

Altadena, Arcadia, Duarte, East Pasadena, La Cañada Flintridge, Los Angeles, Mayflower Village, Monrovia, Pasadena, South Pasadena, and Temple City




As I have been saying since the beginning of this process, given the historical context of the 710 North particular attention must be paid to winning back the public's trust for any potential solution. Any move toward narrowing the route for a potential project is certainly premature and only serves to confirm the fears of impacted communities: that the 710 Tunnel Technical Study was structured merely to fulfill the terms of the restrictions placed on the study team by federal legislation and that Zone 3 was the only route that was seriously being considered. Within the 710 Tunnel Technical Study itself, there is no basis for a possible route to be narrowed down, as the report clearly states that it is geotechnically feasible to build a tunnel in any of the five zones. Finally, there is no financial data or traffic analysis on any of the five zones to evaluate their relative merit.

Given the current economic environment, it is critical that we, as policy makers, provide the hard working taxpayers of our State with the assurance that we are wisely utilizing transportation funds on projects that solve congestion and air quality problems in the most cost effective, comprehensive manner which takes into consideration current community conditions and the most advanced technologies available.

Let us not move forward simply for the sake of moving forward. Rather, let us join together to identify the best solutions that will serve our constituencies and communities in the manner in which they deserve.

Sincerely,



ANTHONY J. PORTANTINO
Assemblymember, 44th District

cc:

Mayor Don Voss, City of La Cañada Flintridge
Councilman Jose Huizar, City of Los Angeles
Mayor Bill Bogaard, City of Pasadena
Mayor Richard Schneider, City of South Pasadena

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.

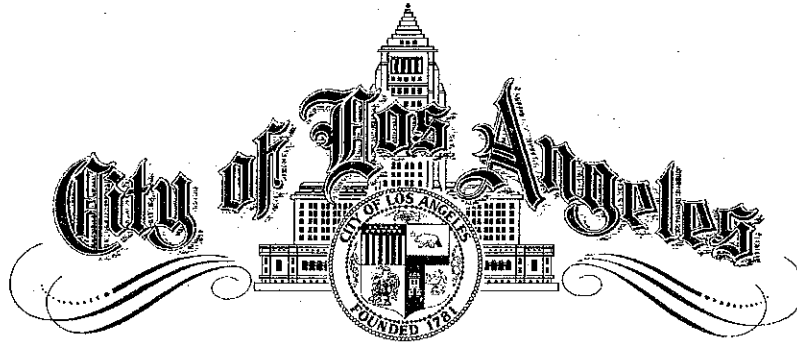
Recently, I brought my questions to the state transportation commission and, for the first time, felt that my concerns were considered. Our current city council has been doing an excellent job of collaborating with other freeway opponents and our mayors have attended many regional meetings, asking tough 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.

200 N. SPRING STREET
CITY HALL, ROOM 410,
LOS ANGELES, CA 90012
(213) 485-3451 PHONE
(213) 485-8907 FAX



DISTRICT OFFICE
163 S. AVE. 24
ROOM 202
LOS ANGELES, CA 90031
(213) 485-0763 PHONE
(213) 485-8908 FAX

ED P. REYES
Councilmember, First District

August 5, 2009

Mr. Douglas R. Failing, District Director
California Department of Transportation, District 7
100 S. Main Street
Los Angeles, CA 90012

Dear Mr. Failing:

I am writing to express my opposition to any tunnel or surface route of the SR 710 Freeway Expansion that would go through the First Council District, more specifically Study Zones 1 and 2.

The goal of the SR 710 expansion is to close the gap between the end of the 710 Freeway and the Interstate 210 Freeway. I understand that Caltrans has conducted a geo-technical route neutral study to determine the feasibility of the SR 710 tunnel. However, it seems that the most reasonable and practical route would be the most efficient route as determined by distance, cost, and environmental considerations. Although not all of the preceding information is yet available, proposing that the 710 expansion go through Zones 1 or 2 already seem to be impractical and not cost effective based on distance alone.

Another issue I have with the SR 710 Freeway Expansion Study is the addition of Task Order No. 5 to the scope of work. Analyzing environmental conditions such as Traffic Evaluations, Tunnel Configurations, Tunnel System Evaluations, Air Quality, Noise Studies, Portal Impacts, and Cost Considerations would be more appropriately addressed in an Environmental Impact Report. The additional cost associated with this study is wasteful, misleading to the public and provides an analysis that does not fully investigate the environmental impacts of any alternative. I urge you to reconsider spending additional public funds on Task Order No. 5.

In closing, the build out of State Route 710 will have great regional impact to the City and County of Los Angeles, I hope that the concerns raised by myself, the Steering Committee and the public will be wholeheartedly taken into account

throughout this process. Please feel free to contact Susan Wong of my staff should you have any questions at (213) 473-7001.

Sincerely,

A handwritten signature in black ink that reads "Ed P. Reyes". The signature is written in a cursive style with a large, stylized "E" and "R".

ED P. REYES
Councilmember, First District

Cc: Mayor Antonio Villaraigosa
Supervisor Gloria Molina, First District
Assemblymember Kevin de Leon, 45th Assembly District
Senator Gil Cedillo, 22nd Senatorial District
Arthur Leahy, CEO, Metropolitan Transportation Authority

APPROPRIATIONS COMMITTEE
SUBCOMMITTEE ON
STATE, FOREIGN OPERATIONS, AND RELATED
PROGRAMS
SUBCOMMITTEE ON
COMMERCE, JUSTICE, SCIENCE AND RELATED
AGENCIES
SUBCOMMITTEE ON FINANCIAL SERVICES
SELECT INTELLIGENCE OVERSIGHT PANEL
JUDICIARY COMMITTEE
SUBCOMMITTEE ON COURTS, THE INTERNET
AND INTELLECTUAL PROPERTY
PERMANENT SELECT
COMMITTEE ON INTELLIGENCE
SUBCOMMITTEE ON TERRORISM, HUMAN
INTELLIGENCE, ANALYSIS AND
COUNTERINTELLIGENCE
SUBCOMMITTEE ON
OVERSIGHT AND INVESTIGATIONS



ADAM B. SCHIFF
29TH DISTRICT, CALIFORNIA

WASHINGTON OFFICE:
326 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-4176
FAX: (202) 225-5828

DISTRICT OFFICE:
87 NORTH RAYMOND AVENUE
SUITE 800
PASADENA, CA 91103
(626) 304-2727
FAX: (626) 304-0572

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

Mayor Stephen Sham, City of Alhambra
Mayor Albert Huang, City of San Gabriel
Mayor Laura Olhasso, City of La Cañada Flintridge
Mayor Dennis Kneier, City of San Marino

RESOLUTION

WHEREAS, any official position of the City of Los Angeles with respect to legislation, rules, regulations or policies proposed to or pending before, a local, state or federal governmental body or agency must have first been adopted in the form of a Resolution by the City Council with the concurrence of the Mayor; and

WHEREAS, in June 2008, Caltrans and the Los Angeles County Metropolitan Transportation Authority (Metro) began the I-710 Tunnel Technical Study to examine the possibility of extending the I-710 using a tunnel; and

WHEREAS, information gathered throughout the Study, which is not an environmental assessment, will describe soil and sub-surface conditions and will determine the feasibility of building a tunnel to complete I-710; and

WHEREAS, the addition of Task Order No. 5 to analyze environmental conditions such as traffic, tunnel configurations, air quality, just to name a few, would be more appropriately addressed in an Environmental Impact Report; and

WHEREAS, all practicable means for extending the I-710 are being considered within the study area, which is currently divided into five (5) Zones; and

WHEREAS, even though not all the information is yet available, proposing that the I-710 be expanded through Zones 1 or 2 in the City of Los Angeles seems to be impractical and not cost-effective based on distance alone.

NOW, THEREFORE, BE IT RESOLVED, with the concurrence of the Mayor, that by the adoption of this Resolution, the City of Los Angeles hereby includes in its 2009-10 State Legislative Program OPPOSITION to the extension of 710 through Zones 1 and 2 as defined by Caltrans in their SR-710 Tunnel Technical Study.

BE IT FURTHER RESOLVED, in light of the recent passage of SB 545 by the California State Legislature, which fails to offer protection for the community of El Sereno if a freeway tunnel is constructed, the City also OPPOSES any freeway tunnel portal that does not begin south of Valley Boulevard.

PRESENTED BY: _____

ERIC GARCETTI
Councilmember
13th District

JOSE HUIZAR
Councilmember
14th District

ED P. REYES
Councilmember
1st District

SECONDED BY: _____

RESOLUTION

WHEREAS, any official position of the City of Los Angeles with respect to legislation, rules, regulations or policies proposed to or pending before, a local, state or federal governmental body or agency must have first been adopted in the form of a Resolution by the City Council with the concurrence of the Mayor; and

WHEREAS, in June 2008, Caltrans and the Los Angeles County Metropolitan Transportation Authority (Metro) began the I-710 Tunnel Technical Study to examine the possibility of extending the I-710 using a tunnel; and

WHEREAS, information gathered throughout the Study, which is not an environmental assessment, will describe soil and sub-surface conditions and will determine the feasibility of building a tunnel to complete I-710; and

WHEREAS, the addition of Task Order No. 5 to analyze environmental conditions such as traffic, tunnel configurations, air quality, just to name a few, would be more appropriately addressed in an Environmental Impact Report; and

WHEREAS, all practicable means for extending the I-710 are being considered within the study area, which is currently divided into five (5) Zones; and

WHEREAS, even though not all the information is yet available, proposing that the I-710 be expanded through Zones 1 or 2 in the City of Los Angeles seems to be impractical and not cost-effective based on distance alone;

NOW, THEREFORE, BE IT RESOLVED, with the concurrence of the Mayor, that by the adoption of this Resolution, the City of Los Angeles hereby includes in its 2009-10 State Legislative Program OPPOSITION to the extension of 710 through Zones 1 and 2 as defined by Caltrans in their SR-710 Tunnel Technical Study and SUPPORT for a study that explores a tunnel option to close the I-210/I-710 gap via Zone 3 where construction of any portal begins south of Valley Boulevard to eliminate disruption to the residential neighborhoods in the community of El Sereno.

PRESENTED BY: Eric Garcetti
ERIC GARCETTI
Councilmember 13th District

Jose Huizar
JOSE HUIZAR
Councilmember 14th District

Ed P. Reyes
ED P. REYES
Councilmember, 1st District

SECONDED BY: Bob R. Miller

ORIGINAL

Adopted
7/28/09
Drayman/Friedman
Noes: Weaver

RESOLUTION NO. 09-111

RESOLUTION OF THE COUNCIL OF THE CITY OF GLENDALE OPPOSING
ALTERNATIVES FOR THE PROPOSED "GAP" CLOSURE OF THE SR 710 FREEWAY
BETWEEN THE I-10 AND THE I-210/SR 134 FREEWAYS.

WHEREAS, as long as 40 years ago the State Department of Transportation proposed an extension of the SR 710 Freeway to "close a gap" between the Interstate 10 Freeway to the South and Interstate 210 and the SR 134 Freeways to the North to relieve circuitous travel and traffic congestion; and

WHEREAS, the impacts of said freeway extension have been debated at length; and

WHEREAS, in 2006, a Tunnel Feasibility Assessment Study (STUDY) concluded that an option to construct a tunnel to close the gap between the I-10 and the SR-134/I-210 (Tunnel Alternative) was feasible; and

WHEREAS, the California Department of Transportation is now expanding the STUDY to review possible tunnel route options, conducting geo-technical surveys and engaging in public outreach and education; and

WHEREAS, there has been much debate about the potential impacts on local roads and highways, in and around Glendale should a Tunnel or any other "gap closure" alternative be selected and constructed, including a projection that daily traffic would increase significantly as follows: over 30,000 vehicles per day on the I-210 North of the SR 134; about 2500 daily truck trips on I-210 between the SR-134 and SR-2; about 2500 daily truck trips on I-210 between the SR-2 and I-5; approximately 1000 vehicles per day

on Foothill Boulevard between the SR-134 and SR-118.

NOW THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF GLENDALE, CALIFORNIA:

SECTION 1. That the Council hereby expresses its OPPOSITION to the Tunnel or any other alternative for the proposed "gap closure" of the SR 710 Freeway between the I-10 and the I-210/SR 134 Freeways.

SECTION 2. The Council further authorizes the Mayor or the City Manager to take such other future action, including letters and/or other lobbying efforts, that they deem necessary to express OPPOSITION to any alternative proposing a "gap closure".

SECTION 3. The Council further expresses interest in the review, assessment and study of alternatives which do not include a "gap closure" proposal.

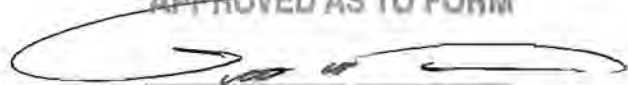
Adopted this 28th day of July, 2009.



Mayor

ATTEST: 

City Clerk

APPROVED AS TO FORM


CITY ATTORNEY
DATE 7-29-09

STATE OF CALIFORNIA)
) SS
COUNTY OF LOS ANGELES)


I, ARDASHES KASSAKHIAN, City Clerk of the City of Glendale, certify that the foregoing Resolution No. 09-111 was adopted by the Council of the City of Glendale, California, at a regular meeting held on the 28th day of July, 2009, and that same was adopted by the following vote:

Ayes: Drayman, Friedman, Najarian, Quintero

Noes: Weaver


Absent: None

Abstain: None



City Clerk



CM Review: 
 Fiscal Review: _____

CITY COUNCIL AGENDA REPORT

MEETING DATE: March 29, 2010

SUBJECT: Resolution opposing the tunnel alternative to the extension of the SR-710 freeway between the I-10 and the I-210 freeways and calling on Metro, Caltrans and SCAG to find new, effective alternatives to resolve congestion

PRESENTER: Ann Wilson, Senior Management Analyst

REQUESTED ACTION: Approve Resolution

FISCAL IMPACT: None

DESCRIPTION: Since 1959, the State of California has wanted to connect the SR-710 to the I-210, and pushed forward with a surface highway route through the City of South Pasadena and extending north to the I-210. This alternative, through many legal actions, was found to be environmentally unworkable and the state withdrew its Notice of Determination in 2004

In 2002, Caltrans, in consultation with the Federal Highway Administration, determined that the consideration of a tunnel was appropriate as an alternative to the surface highway route. By 2006, the Los Angeles County Metropolitan Transportation Authority (Metro) had conducted their "Route 710 Tunnel Technical Feasibility Assessment Report," which concluded that the tunnel was "feasible" and stating that any environmental considerations could be "minimized, eliminated or mitigated." The City of La Cañada Flintridge, its comments and objects submitted to Metro, argued, in part, that the study was not environmentally based, thus, did not adequately cover environmental issues, therefore, such a conclusion could not be reached.

The University of Southern California, Keck School of Medicine, Division of Environmental Health, Department of Preventative Medicine, independently reviewed the Metro study. Dr. Rob McConnell stated in his analysis that "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." In addition, the USC Children's Health Study stated that there is "emerging scientific consensus that residential or school proximity to major traffic corridors is associated with respiratory impairment in children and in adults." Additionally, this study indicated that residential proximity to freeways is associated with increased rates of asthma, and that a group a pollutants is associated with slower growth in lung function, which is a strong predictor of debilitating lung disease and mortality in later life." The City of La Cañada Flintridge has over 20 schools in close proximity to the freeway, as well as many homes.

In 2008, over the objections of the City of La Cañada Flintridge and the City of South Pasadena, as well as Assembly Member Portantino's office, both the Southern California Association of Governments (SCAG) and Metro had adopted the tunnel as a priority project in their Long Range Transportation Plans. These actions demonstrated that this project was the primary project both regional agencies considered to be the solution to the congestion problems for the area and the larger region.

Also in 2008, Caltrans and Metro began their "SR-710 Tunnel Technical Study." This study, in final draft form now, studied only the geotechnical aspects of the tunnel. The City of La Cañada Flintridge

submitted comments and objections to this study, finding in part that the study did not contain sufficient review of the information obtained.

Additionally in 2008, Metro passed an ordinance which proposed the placement of Measure R, a sales tax initiative, on the November ballot. The Measure contained \$780 million to go towards the tunnel. Since the proposed project had not undergone adequate review under the California Environmental Quality Act (CEQA), and, thus, should not be funded, the City of La Cañada Flintridge and the City of South Pasadena filed lawsuits to prevent this project from being funded. However, at this time, the tunnel will still receive this funding.

In 2009, the City of Glendale passed a Resolution opposing alternatives to the proposed "gap" closure of the SR-710 freeway between the I-10 and the I-210/SR134 freeways.

Also, in 2009, SCAG conducted a study entitled the "SR-710 Missing Link Truck Study (Preliminary Draft Final Report)" which was conducted for the Arroyo-Verdugo Subregion to predict truck and other traffic that might occur as a result of the completion of the SR-710 extension along its originally planned route through (or under) the City of South Pasadena. The City of La Cañada Flintridge Traffic Engineer, upon analysis of the information in the report, made the following important findings:

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

The SCAG and USC studies together indicate the following conclusions:

- If the tunnel is completed, 75% of local streets would still be gridlocked;
- 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;
- The tunnel connection would make overall driving conditions worse regionally;
- The tunnel itself would be gridlocked soon after completion;
- Due to a lack of substantive reduction of gridlock, 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.

These conclusions show the tunnel to be ineffective, and in fact, detrimental, not just for the City of La Cañada Flintridge, but for the region in general.

The attached resolution formalizes the long-held opposition of the City Council to both the surface highway route and the tunnel. It also calls upon Metro, Caltrans and SCAG to find effective alternatives to resolve the congestion problem.

- OPTIONS:
1. Approve the Resolution opposing the tunnel alternative to the extension of the SR-710 freeway between the I-10 and the I-210 freeways and calling on Metro, Caltrans and SCAG to find new, effective alternatives to resolve congestion.
 2. Do not approve the Resolution and provide staff with further direction.

RECOMMENDATION: Approve the Resolution opposing the tunnel alternative to the extension of the SR-710 freeway between the I-10 and the I-210 freeways and calling on Metro, Caltrans and SCAG to find new, effective alternatives to resolve congestion.

- ATTACHMENTS:
1. Resolution opposing the tunnel alternative to the extension of the SR-710 freeway between the I-10 and the I-210 freeways and calling on Metro, Caltrans and SCAG to find new, effective alternatives to resolve congestion.

RESOLUTION NO. 10-12

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LA CAÑADA FLINTRIDGE OPPOSING THE TUNNEL ALTERNATIVE TO THE EXTENSION OF THE SR-710 FREEWAY BETWEEN THE I-10 AND THE I-210 FREEWAYS AS WELL AS THE STATE-ADOPTED SURFACE ALTERNATIVE AND CALLING ON METRO, CALTRANS AND SCAG TO FIND NEW AND EFFECTIVE ALTERNATIVES TO RESOLVE CONGESTION

WHEREAS, the area between the I-10 and the I-210 suffers from congestion; and

WHEREAS, a viable regional solution for this congestion must be found; and

WHEREAS, in 1959, the State of California adopted the highway surface route extending north from the I-710 freeway to the I-210 freeway; and

WHEREAS, the City of South Pasadena, beginning in 1964, has filed many objections, injunctions and lawsuits in an ongoing dispute over the surface alternative; and

WHEREAS, in 2002, Caltrans and the FHWA determined that consideration of a tunnel as an alternative to the surface highway route was appropriate; and

WHEREAS, in 2006, Metro released its "Route 710 Tunnel Technical Feasibility Assessment Report," declaring the tunnel to be a "feasible" alternative and stating that environmental considerations could be "minimized, eliminated or mitigated;" and

WHEREAS, the City of La Cañada Flintridge submitted comments and objections to Metro, stating, in part, that there was insufficient evidence in the report to make such a finding, and the study, as well as its conclusion was flawed, since very little environmental study was conducted; and

WHEREAS, in 2007 and 2008, the Southern California Association of Governments (SCAG) and Metro individually included the tunnel as a priority project within their adopted Regional Transportation Plans, thereby demonstrating that the potential project had been chosen as the major as well as the most costly project to resolve the congestion problems which exist in the immediate region; and

WHEREAS, in 2008, Caltrans and Metro began their "SR-710 Tunnel Technical Study," a study which was to be "route-neutral" and which would study technical feasibility, particularly geotechnical feasibility; and

WHEREAS, the "SR-710 Tunnel Technical Study" final draft was completed in March 2009 with the City submitting comments and objections to Caltrans and Metro regarding this study, stating in part, that the study does not contain sufficient review of the information obtained; and

WHEREAS, in 2008, Metro passed an ordinance to place Measure R on the ballot, including \$780 million for the tunnel, despite that the proposed tunnel project had not undergone proper CEQA review, which was approved by voters by a narrow margin; and

WHEREAS, based upon the Southern California Association of Governments "SR-710 Missing Link Truck Study" (Preliminary Final Draft) (released in 2009); if the tunnel is completed: (1) 75% of local surface streets would still be gridlocked, operating over capacity with severe

congestion, with at least twelve arterial streets experiencing higher traffic volumes solely due to the tunnel (2) 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 (more than a 25% increase in daily volumes on I-210; an additional 30,000 vehicles per day on I-210; 850 additional trucks in the PM peak hour on I-210; truck percentage will increase from 11% to over 20%); and since portions of the I-210 will operate at Level of Service (LOS) F, traffic will be forced onto local streets; and (3) the tunnel connection would make overall driving conditions worse regionally (motorists would be driving farther and spending more time on the road); and

WHEREAS, based upon the Metro "Route 710 Tunnel Technical Feasibility Assessment Report" (2006), the tunnel is projected to be gridlocked soon after completion; and

WHEREAS, based upon a variety of University of Southern California (USC) studies, including the USC California Children's Health Study, due to a lack of substantive reduction of gridlock (as found by other studies), 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, with those residents seeing an increase in respiratory problems, particularly affecting the lungs of children and other residents along the freeway; and

WHEREAS, the projected cost to design and construct the tunnel are several billion dollars;

NOW, THEREFORE, BE IT RESOLVED, that the City of La Cañada Flintridge opposes any approval or expenditure of funds for the I-710 proposed tunnel project and the state-adopted surface highway route, neither of which have passed CEQA review, and finds that both alternatives are ineffective, 20th-century solutions for the existing regional congestion problems, which require 21st-century solutions.

Be it also resolved that the City of La Cañada Flintridge calls on Metro, Caltrans and SCAG to find other new, effective alternatives to these projects, including those alternatives using rail as the mode of transportation, which will truly solve the region's congestion problems.

PASSED, APPROVED and ADOPTED this 29th Day of March, 2010.

Laura Olhasso, Mayor

ATTEST:

Sylvia Baca, City Clerk

State of California)
County of Los Angeles) ss.
City of La Cañada Flintridge)

I, Sylvia Baca, City Clerk of the City of La Cañada Flintridge, California, do hereby certify that the foregoing Resolution No. 10-12 was duly adopted by the City Council of the City of La Cañada Flintridge at a Regular Meeting held on the 29th day of March 2010, by the following vote:

AYES: COUNCILMEMBERS:
NOES: COUNCILMEMBERS:
ABSENT: COUNCILMEMBERS:
ABSTAIN: COUNCILMEMBERS:

Dated:

Sylvia Baca, City Clerk

RESOLUTION NO.**A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF SOUTH PASADENA, CALIFORNIA,
RE-AFFIRMING THE CITY'S OFFICIAL POSITION
ON THE STATE ROUTE 710 FREEWAY EXTENSION,
SUPPORTING A MULTI-MODE ALTERNATIVE AND
RESCINDING RESOLUTIONS 6960 AND 7134**

WHEREAS, for nearly sixty years, Caltrans has proposed freeway routes that impose unacceptable impacts on and irreparable harm to the City of South Pasadena and other cities, and the South Pasadena City Council has consistently and vigorously opposed proposed State Route 710 (SR-710) North extensions; and

WHEREAS, the City of South Pasadena and the National Trust for Historic Preservation, the Sierra Club, Natural Resources Defense Council, the Trust for Public Land, the Environment Defense Fund, California Public Interest Research Group, Friends of the Earth, Taxpayers for Common Sense, and others are on record in favor of a multi-mode alternative, a thoughtful and much-needed conceptual regional transportation plan designed by a nationally-renowned transportation engineering firm, with the input of a broad based coalition of environmental, historic preservation, neighborhood, grass-roots organizations and citizens within South Pasadena and other cities, to improve travel within the region and to protect the environment and relieve traffic congestion, provide jobs, preserve affordable housing, and to save historic neighborhoods, and could now be updated and expanded to include measures beyond the immediate corridor that vitiate the need for any form of freeway extension; and

WHEREAS, the following public officials and reports have all declared that the surface route 710 extension will never be built because of its unacceptable environmental impacts: former Southern California Association of Governments (SCAG) executive director Mark Pisano while in office; former Department of Transportation (Caltrans) District 7 Director Doug Failing, who is now on Metropolitan Transportation Authority (Metro) staff; Alhambra city official Barbara Messina; Senator Gil Cedillo; Assembly Member Michael Eng, and legislative committee reports; and

WHEREAS, while SCAG removed the surface route 710 North Extension from the regional transportation plan, it wrongfully included as a constrained project a bored tunnel (tunnel) to extend the SR-710 freeway from its northern terminus at Valley Boulevard in the El Sereno community of the City of Los Angeles to the 210 freeway in the City of Pasadena, despite the failure of the tunnel to meet the federal criteria of a constrained project; and

RESOLUTION NO. 7147

Page 2

WHEREAS, despite South Pasadena's persistent requests, neither Caltrans nor the state administration will officially remove the SR-710 North surface extension from the Streets and Highways Code (even though the Legislature enrolled SB 545 to that effect), or otherwise stipulate in *South Pasadena v. Slater* in the United States District that the surface freeway will not be considered in future action; and

WHEREAS, despite the requirement from the Federal Highway Administration in its record of decision on the freeway that there be an analysis of the effectiveness of interim improvements in the freeway corridor before considering the freeway extension, no such analysis has been conducted; and

WHEREAS, the City's 2003 resolution reiterating its opposition to a freeway but stating that it did not oppose sound research evaluating a tunnel produced no cooperation from state and regional authorities to meet the city's need for removal of the surface route and release of Caltrans-owned properties whose surface estates are no longer needed; but has instead produced a series of unwarranted efforts to accelerate tunnel approval and funding in advance of the required sound research and environmental assessment, while tunnel proponents have misstated the City's position, producing unwarranted distrust of the City Council among South Pasadena citizens; and

WHEREAS, since the City's 2003 resolution, two reports have been presented, the latest of which proposes that a tunnel is geotechnically feasible in five possible corridors; neither of these reports, however, answered the basic questions of this alternative's benefits and costs, both social and fiscal; and

WHEREAS, Metro included \$780 million for an SR-710 tunnel in Measure R, the sales tax initiative that passed in November, 2008, and has since increased the amount to \$1.18 billion, although this would be only a small portion of the cost of the tunnel, which has been subject to cost estimates of up to \$11.8 billion; and

WHEREAS, there have been conflicting reports with regard to the use of, or the need for, the proposed tunnel alternative, with Caltrans emphasizing commuter and street congestion relief with no truck traffic diversion from Route 5, even though this was an early freeway objective, while the recent legislative efforts (SB 545) emphasized goods movement, and a SCAG draft study projected that completion of a 710 tunnel would greatly increase the number of trucks traveling up the 710 freeway and east on the 210 freeway; and

WHEREAS, tunnel proponents propose that a tunnel be constructed in a public/private partnership (PPP) and that the tunnel be operated as a toll facility that would primarily serve truck traffic emanating from the Ports of Los Angeles/Long Beach; and yet several privately-funded toll roads in Southern California have become insolvent or resulted in bankruptcy, requiring further public investment exceeding that originally envisioned for such projects; and

WHEREAS, public health studies show that persons living near freeways and tunnels are exposed to an increased risk of illness and death; in 1998 the former Regional Administrator of the United States Environmental Protection Agency questioned the air quality benefits of the proposed freeway extension; responsible studies show that new freeways actually induce traffic (including traffic on adjacent surface streets) in the long run; and safety concerns would likely require that the design of a tunnel include emergency exits; and

WHEREAS, Caltrans has not properly maintained the hundreds of houses that it owns in the previously adopted freeway corridor, and their continued ownership of these houses is contrary to the interests of the cities in which the houses are located and the residents of the houses alike; and

WHEREAS, Caltrans expresses a desire to be out of the landlord business, and the State is now putting many of its public properties up for sale, but the State refuses to release the surface estates in the more than 500 properties it has owned for more than 40 years in the now-abandoned 710 surface freeway project corridor; and

WHEREAS, many needed transit projects now in Los Angeles County serve the interests of the region better than a 710 tunnel, which if built, is currently projected not to be completed until 2030; and conducting environmental review of the proposed tunnel would cost an estimated \$30-40 million, which could better be spent elsewhere; and

WHEREAS, the cities of Glendale and La Cañada Flintridge oppose construction of a 710 tunnel project, and the City of Los Angeles opposes it within its jurisdiction.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SOUTH PASADENA, CALIFORNIA, DOES RESOLVE, DECLARE, DETERMINE AND ORDER AS FOLLOWS:

SECTION 1. The South Pasadena City Council does hereby rescind Resolutions 6960 and 7134 which contained the City's official position on the SR-710 North Extension.

SECTION 2. The South Pasadena City Council does hereby oppose any proposal, surface or subsurface, to extend the SR-710 freeway from Valley Boulevard in the City of Los Angeles to the 210 freeway in the City of Pasadena, and instead wholeheartedly supports further development of a fiscally and environmentally responsible alternative, that includes elements of a multi-mode transportation system.

SECTION 3. The South Pasadena City Council determines that any extension of the SR-710 North Extension is not worthy of further consideration for a number of reasons: any extension would not reduce congestion in the corridor; it would create significant adverse health impacts on, and possible community disruption to, South Pasadena residents; and the extension's costs would be disproportionately high and not justified in light of other competing transportation and social needs.

SECTION 4. The South Pasadena City Council reiterates its support for further development and implementation of elements of a multi-mode solution that includes but is not limited to an integrated comprehensive network of efficient light-rail, heavy-rail, bus and bicycle systems throughout the San Gabriel Valley. We direct staff to work with other jurisdictions to fund an update of this multi-mode alternative and to submit it to the Federal Highway Administration, Caltrans, and Metro. We further request that this alternative be pursued by the Governor, the California State Legislature, SCAG, Caltrans, Metro and others rather than an extension of the SR-710 North.

SECTION 5. Recognizing that Measure R specifies that \$780 million is to be allocated to a 710 tunnel, and that Metro staff will likely recommend that its governing board authorize an Environmental Impact Report on a tunnel, and recognizing that such a study would be extremely costly, the South Pasadena City Council requests Metro and Caltrans to instead contract with an independent research organization, agreed upon by stakeholders in the corridor of the proposed SR-710 North Extension, to conduct a comparative cost-benefit study of the tunnel versus an updated multi-mode alternative that would rely upon transit and mobility improvements.

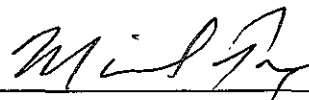
SECTION 6. The South Pasadena City Council requests that the Governor of California, the California State Legislature, SCAG, Metro, Caltrans, and others work with the City of South Pasadena, the City of Pasadena, and the El Sereno representatives of the City of Los Angeles, and others, to implement a plan for complete and final elimination of the surface freeway alternative, and sale of the surface estate in the corridor.

SECTION 7. Staff is directed to distribute this resolution to all interested parties and urge other cities, elected officials, regional agencies and organizations to support elements of a multi-mode transportation system.

SECTION 8. This resolution shall become effective immediately upon its adoption.

SECTION 9. The City Clerk shall certify to the passage and adoption of this resolution and enter it into the book of original resolutions.

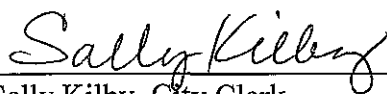
PASSED, APPROVED AND ADOPTED ON this 2nd day of February, 2011.



Mike Ten, Mayor

ATTEST:

APPROVED AS TO FORM:



Sally Kilby, City Clerk



Richard L. Adams II, City Attorney

I HEREBY CERTIFY the foregoing resolution was duly adopted by the City Council of the City of South Pasadena at a regular meeting held on the 2nd day of February, 2011, by the following vote:

AYES: Cacciotti, Putnam, Schneider, Sifuentes and Mayor Ten

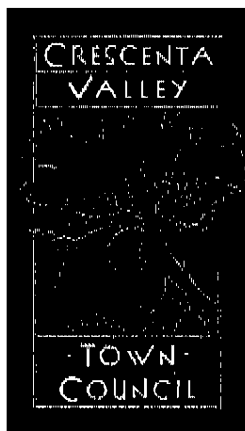
NOES: None

ABSENT: None

ABSTAINED: None



Sally Kilby, City Clerk



Crescenta Valley Town Council

www.crescentavalleytowncouncil.org

P.O. Box 8676

La Crescenta, CA 91224-0676

(818) 248-9387

contact@thevcouncil.com

March 10, 2010

Cheryl Davis
President

Steve Goldsworthy
Vice President

Danette Erickson
Recording Secretary

Dennis van Bremen
Treasurer

Robbyn Battles
Corresponding Secretary

COUNCIL MEMBERS

Frank Beyt

Robert Thomas

Todd Thornbury

Kim Mattersteig

Charles Beatty, alternate

Silvana Casalegno, alternate

Kevin Kroeker, alternate

State of California Department of Transportation
3412 North Eastern Avenue
Los Angeles, CA 90032

Re: SR-710 Tunnel Technical Study, 2010 Community Meetings

Dear Sirs,

The Crescenta Valley Town Council is resubmitting a correspondence submitted in June 2009 with regard to 710 Tunnel project.

Please include this correspondence and the attached as part of the final geotechnical report.

Respectfully,

Cheryl Davis
President

enc: Letter dated June 11, 2009

2 pages



Crescenta Valley Town Council

www.crescentavalleytowncouncil.org

P.O. Box 8676

La Crescenta, CA 91224-0676

(818) 248-9387

June 11, 2009

California Department of Transportation
District 7
100 S. Main Street
Los Angeles, CA 90012

Steve Pierce
President

Frank Beyt
Vice President

Cheryl Davis
Recording Secretary

Dennis van Bremen
Treasurer

Liz Arnold
Corresponding
Secretary

COUNCIL MEMBERS

Grace Andrus

Danette Erickson

Steve Goldsworthy

Robert Thomas

Charles Beatty, alternate

Robbyn Battles, alternate

Joyce Lauterback, alternate

Dear Sirs,

The Crescenta Valley Town Council is strongly opposed to the 710 Tunnel Project and the technical study which is underway.

While the first letter, sent May 17, 2007, has not had a response, let us be clear in this correspondence. As elected representatives of the unincorporated area in La Crescenta, we have recently held a public meeting in which there was strong opposition to the 710 Tunnel Project. We request that our opposition be acknowledged and filed along with other Foothill Communities.

It is estimated by experts that the 210 freeway thru the Crescenta Valley would bear the brunt of the traffic and congestion resulting from the completion of the 710 tunnel. This is not acceptable to us and we cannot see any type of mitigation that would ease this unequal burden that our community is asked to bear. Congestion, noise, and pollution from the additional traffic is unacceptable to our community.

Additionally, we are strongly opposed to the study in progress. Studying five zones, at an approximate cost of \$10 million, is wasteful and irresponsible, with funds that could be better used elsewhere in our state, especially during this time of budget crisis. More consideration should be given to the way taxpayer money is spent and the way taxpayer concerns are addressed. It appears that this project has been decided upon and the "study" is merely a way to waste our money on a project not supported by a majority of municipalities.

"The Community That Cares"



Crescenta Valley Town Council

www.crescentavalleytowncouncil.org

P.O. Box 8676

La Crescenta, CA 91224-0676

(818) 248-9387

We support the alternate plan, proposed by Supervisor Michael Antonovich more than ten years ago, which would move containers from LA Ports to an inland site in Lancaster via rail. This would alleviate traffic congestion from many parts of Los Angeles as well as our community.

Sincerely,

Steve Pierce
President

CC:

NEIGHBORING COUNCILS:

City of Glendale

City of La Canada-Flintridge

City of Los Angeles – Neighborhood Council

-Wendy Gruel, Councilwoman

COUNTY OFFICIAL:

Michael Antonovich, Los Angeles County Supervisor

STATE OFFICIALS:

Arnold Schwarzenegger, Governor

Bob Huff, Senator

Carol Liu, Senator

George Runner, Senator

Anthony Adams, Assemblyman

Cameron Smyth, Assemblyman

Paul Krekorian, Assemblyman

FEDERAL OFFICIALS:

Barbara Boxer, Senator

Dianne Feinstein, Senator

Adam Schiff, Congressman

David Dreier, Congressman

"The Community That Cares"

ARROYO SECO NEIGHBORHOOD COUNCIL
Adopted - OCTOBER 26, 2009

PROPOSED 710 STATEMENT

The Los Angeles city-certified **Arroyo Seco Neighborhood Council** (ASNC) represents the historic and unique Northeast communities of *Hermon, Monterey Hills, Mount Washington, Montecito Heights, and Sycamore Grove* in land use and other local governmental issues. The ASNC is opposed to any form of an extension to the 710 Freeway through the ASNC area if it will result in:

- The loss of homes, businesses, or any existing amenities ~~in our~~ communities;
- devastation or diminished use of any remaining open areas or green space enjoyed by ASNC stakeholders within our boundaries;
- any compromise of the geological stability of our area;
- further delays in the realization of improved public transportation options for ASNC stakeholders;
- increased traffic on our communities' primary feeder streets as a result of any such extension, whether after any proposed construction or for extended periods during construction;
- more congestion on existing freeways that serve our area's residents, workers, etc.;
- heightened noise levels related to re-configured traffic flows;
- placement of ventilation devices that deface the landscape or concentrate pollutants in any of our communities, negatively affecting constituent health;
- or, any other environmental or aesthetic degradation that cannot be mitigated successfully.

Further, the ASNC urges a consideration of alternatives to the 710 "gap closure" that address more precisely the current and future needs of our constituents as well as the rest of Southern California – reducing congestion, improving air quality, increasing connectivity for pedestrians, making our cities more livable – such as:

- Trip Reduction and Transportation Demand Management for autos;
- low-build options to facilitate traffic movement within "the gap";
- a more comprehensive transit network, providing seamless connectivity;
- heavy rail taking freight to more remote hubs for transfer to trucks.

The ASNC keeps its constituency informed through its website: <http://www.asnc.us/> as well as its group email: asncalert@yahoo.com. As the 710 issue evolves, the ASNC will host public forums to present all sides of the debate and offer a venue for all concerned constituents to become involved.



ARROYO SECO NEIGHBORHOOD COUNCIL
Post Office Box 42254, Los Angeles, Ca90042
Phone (866) LA-HELPS
www.asnc.us



EXECUTIVE OFFICERS

MICHAEL LARSEN
PRESIDENT

MICHAEL NOGUEIRA
VICE-PRESIDENT

BRIAN HECKMANN
TREASURER

ROBERT GUEVARA
SECRETARY

JARED HARDY
COMMUNICATIONS & GOVERNMENT
RELATIONS OFFICER

**CITY OF
LOS
ANGELES**
CALIFORNIA



ANTONIO
VILLARAIGOSA
MAYOR

**EAGLE ROCK
NEIGHBORHOOD COUNCIL**
P.O. Box 41652
LOS ANGELES, CA 90041

WEBSITE:
WWW.EAGLEROCKCOUNCIL.ORG

E-MAIL:
INFO@EAGLEROCKCOUNCIL.ORG

RESOLUTION OF THE EAGLE ROCK NEIGHBORHOOD COUNCIL

The Eagle Rock Neighborhood Council (ERNC) joins other Los Angeles Neighborhood Councils in opposing the building of an SR-710 toll tunnel (often referred to as the 710 North Extension). We oppose this project and any other freeway building measures through the Northeast Los Angeles area, as the building and presence of such a tunnel close to Eagle Rock would adversely affect our residents.

Our opposition arises out of concern for our citizenry's health, safety, quality of life, and the most certain destruction of, and disruption to, the cohesive, historic neighborhoods of Northeast Los Angeles.

We are convinced that building such a tunnel:

- 1) would decimate neighborhoods beyond recognition, dislocate many of our citizenry, and disrupt life for those remaining for over a decade;
- 2) is not intended to benefit the citizens of Eagle Rock but instead is intended to bring freight trucks through our area from the ports of Long Beach and Los Angeles;
- 3) would clog our existing freeways with around-the-clock freight truck traffic, making our freeways both dangerous and impassible;
- 4) would put the health of our citizenry, and especially our children, at risk from massively increased exposure to diesel fumes;
- 5) that the multi-billion-dollar cost for building and maintaining it would ultimately be passed back to California taxpayers.

We see no benefit to our neighborhood, and indeed our whole region, and we urge those promoting this project to implement alternative solutions to port freight problems, and a more integrated transport system for local traffic, which would be horrendously complicated by such a toll tunnel. Other solutions exist; we urge that they be utilized.

Passed and Approved Unanimously by Eagle Rock Neighborhood Council this 7th day of December, 2010.

Michael Larsen
President - Eagle Rock Neighborhood Council

**GLASSELL PARK
NEIGHBORHOOD COUNCIL OFFICERS**

CHAIRPERSON
Joseph Elkins

VICE CHAIRPERSON
BARDLEY

SECRETARY
Philip Igleuer

TREASURER
Maggie Daret-Quiroz

CALIFORNIA



**GLASSELL PARK
NEIGHBORHOOD COUNCIL**

3750 N. Verdugo Road
Los Angeles, CA 90065

TELEPHONE: 323-256-4782

Art Camarillo, Office Manager

www.glassellparknc.com

To Whom It May Concern:

At it's regular monthly stakeholder meeting of September 15, 2009, the Glassell Park Neighborhood Council Board unanimously voted to support the Glassell Park Improvement Association's position regarding the 710 Tunnel Extension as follows:

We the undersigned oppose the proposed 710 tunnel extension through Northeast L.A. A project of this magnitude should be approached with caution, considering the enormity of the impacts on the communities involved. While our opposition is directed to the tunnel extension through our neighborhoods, our concern is for an efficient transportation system for the entire region that includes a multi-modal low-build approach.

Sincerely,

Joseph D. Elkins

Chair

CITY OF LOS ANGELES

CALIFORNIA

HISTORIC HIGHLAND PARK NEIGHBORHOOD COUNCIL

POST OFFICE BOX 50791
LOS ANGELES, CA 90050
TELEPHONE: (323) 256-8921
<http://www.historichighlandpark.org>
Certified as NC #33 MAY 28, 2002

EXECUTIVE BOARD

Chris Smith PRESIDENT
Lisa Brewer FIRST VICE-PRESIDENT
Rick Marquez SECOND VICE PRESIDENT
Mark Reback TREASURER



C/O Department of Neighborhood Empowerment
305 E First Street, Los Angeles, CA 90012
Telephone: (213) 485-1360

ISSUE DIRECTORS

Andrei Anson, ARTS, CULTURE & ARCHITECTURE
Mauro Garcia, TRANSPORTATION & CITY SERVICES
Stanley Moore YOUTH DEVELOPMENT & EDUCATION
David Baird LAND USE
Terry Bonsell OUTREACH
David Kekone PUBLIC HEALTH & SAFETY
DIRECTORS AT LARGE
Miriam Escobar Ofelia Zuniga
Janet Dodson Trish Gosset Steve Crouch

To:

Mayor Antonio Villaraigosa
Los Angeles City Council Members
Los Angeles City Hall
200 N. Spring St.
L.A., CA 90012-4801
November 18, 2010

Resolution Against the SR-710 North Gap Closure The 710 Tunnel

The Historic Highland Park Neighborhood Council would like to express our strong objection to the building of any extension of the 710 freeway whether a surface or tunnel route. We have become familiar with this CalTrans and MTA project for several years through our Land Use Committee. The HHPNC Board discussed this matter, studied the current information, and voted to approve this Resolution.

We join the Cities of Glendale, South Pasadena, and La Canada Flintridge, the Neighborhood Councils of Arroyo Seco, Glassell Park, and Sunland Tujunga, as well as many other community groups, and government entities in urging the Los Angeles City Council to take a stronger stand against this destructive, ineffective project, currently estimated to cost in the range of \$14 billion.

A tunnel will increase, rather than decrease, congestion. Cars will remain on surface streets to avoid driving in a no-exit pollution filled 5-mile tunnel with trucks, through earthquake and flood zones, with an estimated toll of \$15.

Studies at USC and UCLA show the pollution will be concentrated at the entrance and exit of the massive tunnel. Drivers inside the tunnel will be subjected to lethal fine-particulate pollution, one thousand times more concentrated than in outside air. This poisonous tunnel pollution will be vented directly into our neighborhoods. Where pollution increases, so does disease.

Construction of similarly large tunnels has been plagued with failures and scandals. According to MTA, sinkholes and collapse are inevitable. Fires, collapse, and flooding are not uncommon in large tunnels such as in the notorious Big Dig in Boston

Page 2 HHPNC Resolution

The high-quality jobs to build this tunnel will go to foreign workers, and managers experienced with the gigantic machines able to dig tunnels this big, not to the construction workers, designers, and engineers of Los Angeles.

Spectacular cost, increased congestion, increased disease, years of disruption, few jobs for Los Angeles - what could we accomplish with a tenth of that funding put into proven street design, electric heavy rail for freight, and light rail for people, built in Los Angeles by the people who live here?

Help us implement the 21st Century solutions available now, technologies worthy of the modern, forward-thinking, innovative city Los Angeles claims to be. Let us not get trapped in old solutions.

We do not support this project.

Sincerely,

Chris Smith, President
Historic Highland Park Neighborhood Council

Sunland-Tujunga Neighborhood Council



March 25, 2011

IMPROVING THE QUALITY OF LIFE IN SUNLAND TUJUNGA

7747 Foothill Blvd., Tujunga, CA 91042 • www.stnc.org • 818-951-7411 • FAX 818-951-7412

VIA EMAIL: (ron_kosinski@dot.ca.gov)

Ron Kosinski
CALTRANS
100 South Main Street, MS-16A
Los Angeles, CA 90012

RE: SR-710 GAP CLOSURE PROJECT, SCOPING COMMENTS

Dear Mr. Kosinski,

The Sunland-Tujunga Neighborhood Council voted unanimously on June 8, 2010 to formally support our Foothill area neighbors in opposing the proposed extension of the SR710 Freeway expansion to the 210 Freeway. Our vote also included opposition to the possible destruction of 500 homes in the El Sereno community. We are also very much against the unjustified and unnecessary expense of the proposed tunnel which is just one of our many objections to the proposal.

Our community believes that our government's funds would be better spent investing in real rapid transit, such as a rail system, instead of the proposed freeway extension, which are only a band aide and not a solution to our growing transit problems, as cities will continue to grow. The proposed extension will only rapidly increase traffic through the foothill communities bound by the 210 freeway and not resolve the transit problem.

Sunland-Tujunga's goal is to protect our historical community, known for decade's world wide, for its' clean air that provides a safe haven from bad air quality for people around the world with respiratory diseases. The toxic air caused by the stop and go emissions from additional vehicles will create new health problems and will adversely affect persons who came here because of serious health issues. The freeway extension will destroy the environment that makes Sunland-Tujunga a health haven and will probably cause these people to move elsewhere in order to continue breathing freely.

From a safety point, Sunland-Tujunga's logistics leaves us with only two ingress and egress roads in and out of our community. In the event of a Natural Disaster such as an earthquake or fire, the Foothill Freeway is one of the only two routes in and out of our community. Today, when there is an accident on the 210, which happens quite often, Foothill Blvd, our only other throughway is used as an alternate route and becomes jammed and practically at a standstill for hours making it a difficult task for local First Responders, as well and causes them to lose precious minutes to handle emergencies in our community in a timely manner. This is dangerous for our community members.

We suggest that the Transportation Committee go back to the drawing board and come up with more sustainable solutions to resolve the traffic issue. A study of the following suggestions would be a good start.

- Using the rails to transport goods across the county to a central warehouse in the desert as suggested by Supervisor Antonovich
- Install a light rail system as a workforce connector to and from the harbor area to the foothills and give tax credits to companies or their employees who use the system. This would cut down on emissions from heavily increased vehicle traffic.

We look forward to working with you to come up with a proposal that our entire community will welcome and support.

Respectfully,

Sunland-Tujunga Neighborhood Council

Dan McManus
President

Cc: Paul Krekorian, Council District 2
Bill Rosendahl, Chair, LA City Transportation Committee
Council President, Eric Garcetti, City of Los Angeles
Los Angeles Department of Transportation
Will Kempton, Director, CALTRANS
Doug Failing, District 7 Director, CALTRANS
Federal Highway Administration, California Division, 980 N. Street, Suite 400, Sacramento, CA 95814-2724

The GPIA respectfully submits its opposition to the proposed Interstate 710 tunnel extension through Northeast Los Angeles. A project of this magnitude should be approached with caution, considering the enormity of the impacts on the communities involved. While our opposition is directed to the tunnel extension through our neighborhood, our concern is for an efficient transportation system for the greater Los Angeles area and throughout Southern California.

First, we feel that the greater good of this route necessitates a complete transportation study. Clearly, the primary intent of this gap closure is to further move goods from the ports of Los Angeles and Long Beach. We feel, however, that any plan for such movement of goods should take into account all possible modes of transportation, including rail and air. The information that has been gathered to date on this topic does not appear to be current.

Next, the use of a tunnel to extend the incomplete 710 freeway seems counter-intuitive in Los Angeles. We have already seen first-hand the dangers that even a much shorter tunnel have caused truck traffic along I-5 Southbound at the CA-14 interchange. The construction of the MTA Red Line tunnel also resulted in some destruction. Construction of a tunnel of this diameter and length raises safety concerns that would immediately affect the thousands of residences that would sit atop any such tunnel.

The current economic situation also provides for concern. Simply put, the billions of dollars needed for total completion of all phases of this project, including ongoing maintenance, do not seem to make for a worthwhile project, especially in the greater scope of the regional transportation scheme. Other routes already exist for the long-haul movement of goods via trucks throughout Los Angeles. It seems that perhaps providing a more economic means of moving commuters through this corridor may be necessary.

Finally, any northern portal for an Interstate 710 tunnel will likely cause the destruction of whatever community in which it emerges. This is especially true in Zones 1 and 2, in which either Cypress Park (Zone 1) or Glassell Park (Zone 2) could literally be wiped off the map with the construction of a tunnel portal and any connector ramps from one freeway to another.

As indicated, the Glassell Park Improvement Association has formally voted to oppose construction of an I-710 tunnel extension through our community. We encourage further study of all possible transportation solutions throughout the Southern California region in its place.

Resolution in Support of the Glendale City Council's position on the 710 Extension project

The 710 Freeway extension has been a controversial issue for the past 60 years. The current Cal Trans project to study five possible routes for a tunnel from the current terminus of State Route (SR) 710 in Alhambra to the 5, 2, 210 or 605 Freeways is of great concern to the residents of the Crescenta Valley.

When the 210 Freeway was built in the 1970s the character of the Crescenta Valley changed with the increased traffic. Each subsequent extension of the 210 has brought more noise and pollution yet has failed to ease the traffic burden. Much of the Southern California freeway grid proposed during the Eisenhower Administration was never built. Subsequent mass public transit projects and developments in shipping and rail transport of freight have made the highway plan obsolete.

The City of South Pasadena proposes several upgrades to existing streets and freeway on and off ramps, plus upgrades to bus and Metro Rail service as a cheaper, faster, and better alternative. The millions of dollars proposed for the 710 tunnel study and subsequent lengthy Environmental Impact studies would be better spent on these alternatives that lead to more sustainable transportation policies.

On July 28, 2009, after much discussion, the Glendale City Council voted to oppose any extension of SR 710, surface route or one of the five tunnel locations being studied.

The Far North Glendale Homeowners group of the Crescenta Valley Community Association supports the Glendale City Council in opposition to this project and requests the support of the Glendale Homeowners Coordinating Council on this issue critical to regional transportation.

RESOLUTION NO. 22-09-10

**A RESOLUTION OF THE LA CAÑADA UNIFIED SCHOOL DISTRICT
OPPOSING THE TUNNEL ALTERNATIVE TO THE EXTENSION OF THE SR-
710 FREEWAY BETWEEN THE I-10 AND THE I-210 FREEWAYS AS WELL
AS THE STATE-ADOPTED SURFACE ALTERNATIVE AND CALLING ON
METRO, CALTRANS AND SCAG TO FIND NEW AND EFFECTIVE
ALTERNATIVES TO RESOLVE CONGESTION**

WHEREAS, surface streets in Alhambra, South Pasadena and Pasadena between the I-10 and the I-210 suffer from significant congestion as do all southern California freeways; and

WHEREAS, a viable regional solution for this congestion must be found; and

WHEREAS, in 1959, the State of California adopted the highway surface route (the "surface alternative") extending north from the SR-710 freeway to the I-210 freeway; and

WHEREAS, the City of South Pasadena, has filed many objections, injunctions and lawsuits in an ongoing dispute over the surface alternative; and

WHEREAS, in 2002, the California Department of Transportation (Caltrans) and the Federal Highways Administration (FHWA) determined that consideration of a tunnel as an alternative to the surface alternative was appropriate; and

WHEREAS, in 2006, the Los Angeles County Metropolitan Transportation Authority (Metro) released its "Route 710 Tunnel Technical Feasibility Assessment Report," declaring the tunnel to be a "feasible" alternative and stating that environmental considerations could be "minimized, eliminated or mitigated;" and

WHEREAS, the City of La Cañada Flintridge submitted comments and objections to Metro, stating, in part, that there was insufficient evidence in the report to make such a finding, and the study, as well as its conclusion was flawed, since very little environmental study was conducted; and

WHEREAS, in 2007 and 2008, the Southern California Association of Governments (SCAG) and Metro individually included the tunnel as a priority project within their adopted Regional Transportation Plans, thereby demonstrating that the potential project had been chosen as the primary, as well as the most costly, project to resolve the congestion problems which exist in the subject region; and

WHEREAS, in 2008, Caltrans and Metro began their "SR-710 Tunnel Technical Study," a study which was to be "route-neutral" and which would study technical feasibility, particularly geotechnical feasibility; and

WHEREAS, the "SR-710 Tunnel Technical Study" final draft was completed in March 2009 with the City submitting comments and objections to Caltrans and Metro regarding this study, stating in part, that the study does not contain sufficient review of the information obtained; and

WHEREAS, in 2008, Metro passed an ordinance to place Measure R on the ballot, including a proposed allocation of \$780 million for the tunnel, even though the proposed tunnel project had not undergone proper California Environmental Quality Act (CEQA) review. The Measure was subsequently approved by the voters by a narrow margin; and

WHEREAS, based upon the SCAG "SR-710 Missing Link Truck Study" (Preliminary Final Draft) (released in 2009); if the tunnel is completed:

- (1) 75% of local surface streets would still be gridlocked, operating over capacity with severe congestion, with at least twelve arterial streets experiencing higher traffic volumes solely due to the tunnel
- (2) 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 (more than a 25% increase in daily volumes on I-210; an additional 30,000 vehicles per day on I-210; 850 additional trucks in the PM peak hour on I-210; truck percentage will increase from 11% to over 20%); and since portions of the I-210 will operate at Level of Service (LOS) F, traffic will be forced onto local streets; and
- (3) the tunnel connection would make overall driving conditions worse regionally (motorists would be driving farther and spending more time on the road); and

WHEREAS, based upon the Metro "Route 710 Tunnel Technical Feasibility Assessment Report" (2006), the tunnel is projected to be gridlocked soon after completion; and

WHEREAS, based upon a variety of University of Southern California (USC) studies, including the USC California Children's Health Study, due to a lack of substantive reduction of gridlock (as found by other studies), most of the residents south of the tunnel would continue to be impacted by respiratory problems associated with pollution. In addition, the residents along the I-210 freeway would have increased gridlock, and experience an increase in respiratory problems, particularly affecting the lungs of children and other residents along the freeway; and

WHEREAS, the La Cañada Unified School District (LCUSD) has multiple school sites located adjacent to the I-210 freeway; and

WHEREAS, additional truck traffic and increased pollutants on the I-210 freeway would add risk to the health of children attending schools near the I-210 freeway; and

WHEREAS, the projected cost to design and construct the tunnel is several billion dollars; and

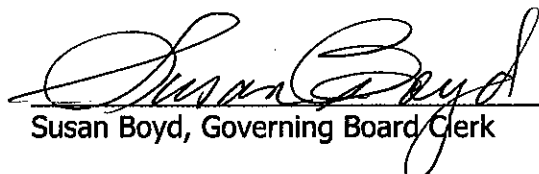
WHEREAS, this project is out of proportion and far exceeds the small or nonexistent public benefit that would be derived from this project;

NOW, THEREFORE, BE IT RESOLVED, that the LCUSD Governing Board opposes any approval or expenditure of funds related to the proposed SR-710 tunnel project and the state-adopted surface alternative, neither of which have passed CEQA review, and finds that both alternatives are ineffective, 20th-century solutions for the existing regional congestion problems, which require 21st-century solutions.

BE IT FURTHER RESOLVED that the LCUSD Governing Board calls on Metro, Caltrans and SCAG to find other new, effective alternatives to these projects, including those alternatives using rail as the mode of transportation, which will truly solve the region's congestion problems.

PASSED, APPROVED and ADOPTED this 22nd Day of June, 2010

AYES: 5
NOES: 0
ABSENT: 0


Susan Boyd, Governing Board Clerk

Huntington Memorial Hospital
100 W. California Boulevard
PO Box 7013
Pasadena, California 91109-7013
(626) 397-3333 FAX (626) 397-3995

Stephen A. Ralph
President
Chief Executive Officer

March 14, 2011

Mr. Ron Kosinski
Deputy District Director
Division of Environmental Planning / Caltrans, District 7
100 S. Main Street, MS 16A
Los Angeles, California 90012

RE: SR-710 Environmental Impact Report / Scoping Requests

Dear Mr. Kosinski:

On behalf of Huntington Memorial Hospital, I wish to formally request the following elements be included in the SR-710 Environmental Impact Report:

- Designate Huntington Hospital as a sensitive receptor
- Conduct a hot spot analysis of air quality at and around Huntington Hospital
- Conduct a health impact/health risk assessment at and around Huntington Hospital

These elements should be included in the scope of the EIR in order to appropriately assess the impact of gases and other particulates that will be exhausted from the ventilation towers to be located immediately west of the hospital's campus.

We are, of course, concerned about the safety of our patients, employees and visitors, and we believe this information will be important in determining the full effect of the proposed project on Huntington Hospital and its surrounding neighborhoods.

Thank you for your consideration.

Sincerely,



Stephen A. Ralph
President and Chief Executive Officer

cc: Bill Bogaard
Steve Madison
William Sherman, M.D.
Jane Haderlein

Ben Schreiber
Tax Analyst
Friends of the Earth
1100 15th Street NW
11th Floor
Washington, DC 20005

December 8th, 2010

Mayor Ara Najarian
500 N. Central Ave., #940
Glendale CA 91203

Dear Mayor Najarian,

On behalf of our activists and members we want to thank you for your leadership in opposition to the I-710 extension. We strongly support your call to conduct a financial cost analysis before moving forward with an environmental assessment of the I-710 expansion project. In these times of financial belt tightening taxpayers should know the full cost of this massive project before spending \$60 million or more conducting an environmental assessment. This is especially true for a flawed project such as this that is expensive, harmful to the environment and not a long term solution to congestion.

For well over a decade I-710 (or SR-710 as it was known originally) has been a poster child for wasteful spending that is harmful to the environment. The only thing that has changed in that time is the cost. Now estimated to cost \$11.8 billion, I-710 was again featured as a prime cut in the report *Green Scissors 2010* that I co-authored in July.

Cheaper and cleaner alternatives exist. Alternatives include multi-load/low build, increasing rail transit, bike lanes, installing clean electric rail systems for moving freight from the ports to inland distribution centers. Adding new road miles only worsens- California's, and the entire country's, fiscal crisis and exacerbates our climate crisis too.

Sincerely,

Ben Schreiber
Tax Analyst
Friends of the Earth



Chairman of the Board Don Knabe
Los Angeles County Metropolitan Transportation Authority
Los Angeles, CA 90012

Dear Chairman Don Knabe,

Taxpayers for Common Sense is an independent and non-partisan voice for taxpayers, and for this reason we support a thorough re-analysis of the estimated cost to build the 710 gap closure. The cost estimates related to this project have varied so widely over the years as to be almost useless; but with some estimates running as high as \$12 billion, the public has the right to know what it will cost to build in today's dollars before moving forward with any other aspect of the project.

Taxpayers for Common Sense has been watching the 710 project for many years, and included it in our *Road to Ruin* report of the most wasteful transportation projects in the nation in 2004. Now that the tunnel option has come to the forefront, our concerns have only increased, leading us to include it in our most recent *Green Scissors* report, released earlier this year in collaboration with a number of environmental and consumer groups, as a potentially wasteful project that will harm taxpayers and the environment. We remain deeply concerned that despite assurances that this project will be built with private dollars, it is federal taxpayers who will pick up the tab if decisions to proceed are based on a flawed financial analysis.

Over the years, our skepticism regarding this project has increased right alongside the projected cost. The potential magnitude of this project is unlike any tunnel project previously constructed in this country, making it absolutely necessary that all parties be protected by entering into any decisions with eyes wide open. At the basis of this will be a thorough and accurate cost estimate.

We strongly support the proposed resolution and urge its adoption by the Metro Board of Directors. Only then will decision-makers and the public have the information necessary to make further decisions about how to proceed.

Sincerely,

A handwritten signature in black ink, appearing to read "Erich Zimmermann", with a long horizontal line extending to the right.

Erich Zimmermann
Senior Policy Analyst
Taxpayers for Common Sense

GREEN SCISSORS 2010



**MORE THAN \$200 BILLION IN CUTS
TO WASTEFUL AND ENVIRONMENTALLY
HARMFUL SPENDING**



INTRODUCTION

SINCE ITS INCEPTION fifteen years ago, the Green Scissors Campaign has fought to make environmental and fiscal responsibility a priority in Washington. By eliminating subsidies and programs that both harm the environment and waste taxpayer dollars, the federal government can protect our natural resources while reducing the growth of government spending and making a significant dent in the national debt. *Green Scissors 2010* identifies more than \$200 billion in wasteful government subsidies that are damaging to the environment and harmful to consumers.

Now more than ever, this campaign is critical — the country faces deficits not seen since World War II. Spending levels continue to rise: from the stimulus to defense, from healthcare to energy. The Congressional Budget Office (CBO) has forecast a \$1.3 trillion deficit for fiscal year 2010. The deficit and \$13.1 trillion debt have not gone unnoticed by the President, Members of Congress, and the public, many of whom have called for fiscal restraint in Washington. In fact, the Administration has recently asked for agencies to identify their worst performing programs and called for a 5 percent reduction from every non-security governmental agency, and Republican leadership has started the *You Cut* program that lets taxpayers identify spending cuts that they would like to see.

To get our nation's spending in check, tough choices will need to be made in many areas, including energy and natural resources. The good news is there are plenty of cuts and reforms that will benefit both the environment and the country's bottom line. We need to eliminate wasteful programs and policies—they not only cost us upfront, but create additional financial liabilities down the road and threaten our nation's fragile land, air and water.

From the more than a century-old 1872 Mining Law that gives away federal land at \$5 an acre, to \$53 billion in lost oil and gas revenues from royalty-free leases given away in the late 1990s, to the \$5.4 billion per year ethanol tax credit; there are dozens of reforms that can bring in hundreds of billions in valuable taxpayer revenue while helping to address our nation's top environmental priorities.

The list of cuts is long, and tackling them will require taking on some of the world's richest and most powerful corporations. The President and Congress must get tough with the special interest groups that are raiding our treasury and jeopardizing our valuable natural resources. We know it is not going to be easy; we need real leadership now more than ever.

A Guide for Lawmakers

The Green Scissors 2010 report targets four major areas as places for prime cuts: Energy, Infrastructure, Agriculture and Biofuels, and Public Lands. Each section provides an overview, a summary of the spending cuts and a chart of recommended subsidy cuts. Undoubtedly there are more cuts that could and should be made, but this report is a first step to restoring fiscal sanity while also protecting our environment. We call on Congress to use this information to make the important cuts that will restore our nation's fiscal and environmental health.



INFRASTRUCTURE



Transportation

The nation's transportation program is broke. The gasoline tax that each of us pays at the pump falls far short of the amount needed to maintain the nation's road and transit systems. As a result, Congress has transferred billions of dollars in the past two years from the U.S. Treasury into the Highway Trust Fund so that states and local governments can continue to spend on transportation projects. There are a number of proposed cuts to transportation spending that would help cover this shortfall.

The President's fiscal year 2011 budget cuts the \$293 million Surface Transportation Priorities Program.¹¹ This program is funded entirely by Congressional earmarks and supersedes merit-based state and local decision making. There are House and Senate proposals to rescind unused transportation earmarks that passed at least 10 years ago, which would save as much as \$713 million immediately and more in the future.¹² A final area of possible transportation cuts is individual projects. The following chart contains transportation programs and a sampling of projects that should be eliminated to save taxpayers billions.

¹¹ "Terminations, Reductions, and Savings" in Budget of the U.S. Government: Fiscal Year 2011. Page 51.

¹² <http://feingold.senate.gov/record.cfm?id=322763> and <http://betsymarkey.house.gov/News/DocumentSingle.aspx?DocumentID=197995>

Selected Highway Projects	Potential Cuts (\$)
I-710 Tunnel Project	11,800,000,000
Knik Arm Crossing	1,500,000,000
Surface Transportation Priorities (over 5 years)	1,465,000,000
Rescind unused transportation earmarks	713,000,000
St. Croix River Crossing Project/Stillwater Bridge	668,000,000
Juneau Access Road	500,000,000
Outer bridge portion of Ohio River Bridges Project	378,000,000
Gravina Island Access	304,000,000
TOTAL	17,328,000,000

INFRASTRUCTURE

HIGHWAY TRUST FUND

Uncle Sam collects the federal gas tax and deposits the proceeds into an account called the Highway Trust Fund (HTF). This revenue pays for the construction and upkeep of the nation's transportation systems. Over-spending by Congress and the current structure of the fund have created a perfect storm that has the HTF on life-support.

When it became clear last year that the transportation program was in serious trouble, Congress responded by throwing billions of tax dollars at it to prop it up. In less than two years, Congress has approved the transfer of some \$34 billion in general tax revenues to the HTF to keep it solvent and reversed an \$8.7 billion rescission mandated at the expiration of the last highway bill. Yet all that spending does nothing to fix the fund's underlying problems. Without a massive increase, the gas tax

alone will still not be sufficient in the years ahead to maintain our transportation infrastructure at a safe and efficient level and feed the seemingly endless congressional appetite for highway pork.

General fund transfers to the HTF must stop. Congress should balance the amount coming into the fund with what is spent from the fund. This will require increasing revenues (options include allowing additional tolling, increasing the federal gasoline tax, or converting to an alternative taxing mechanism such as a vehicle miles traveled tax), decreasing spending (options include reducing funding for unneeded transportation projects, getting rid of the billions in transportation earmarks, changing the federal match for new construction projects) or some combination of both.





ANGELES CHAPTER · SIERRA CLUB

3345 WILSHIRE BOULEVARD · SUITE 508 · LOS ANGELES · CALIFORNIA 90010 · (213)387-4287 · FAX(213)387-51

For Immediate Release
December 16, 1997

Contact: Stanley Hart
(626) 791-9348

The Sierra Club Position on the 710 Freeway

Urban freeways are a costly, tragic failure.

Under construction for fifty years, Los Angeles freeways represent a public investment of \$125 billion -- \$250 million per mile, in today's dollars. In addition, the traveller must purchase and operate his own vehicle; parking must be provided. Despite this huge outlay, freeways are notorious for fostering congestion, air pollution, death and injury.

Not only have freeways failed to provide safe, convenient, inexpensive transportation, they have generated sprawl which has given Los Angeles a worldwide reputation for inefficiency. By destroying our rail transit networks, the freeways have created ghettos where poor and minorities, unable to purchase cars, are denied reasonable access to jobs, education.

The electorate has voted twice to tax itself to build essential mass transit infrastructure; it has never voted approval of freeway expenditures. Yet, the transit budget has been suspended and plans to build yet another freeway move forward. The establishment has turned the world on its head. The absurdity of the freeway system is perpetuated.

We have long known that increasing freeway capacity simply generates more trips by more drivers. New freeways do not reduce congestion; they increase congestion. They do not reduce air pollution; they add to it. We now have research and hard data which confirms these observations. Highway bureaucrats, however, have chosen to ignore this truth. Highway advocacy has, thus, been transformed into highway ideology. The bureaucrats, and the special interests which profit from their projects, continue to depend on the old myths. Denial permits continuation of careers. But bureaucratic denial is remarkably costly for Los Angeles. Freeway commuting absorbs 25% of Los Angeles incomes. It is costly in many other ways:

- 2,000 fatalities annually; hundreds of thousands of injured.
- air pollution, ozone depletion and generation of greenhouse gases.
- personal savings rates are inadequate to accumulate essential investment capital.
- 40% of land surface devoted to parking and operation of cars and trucks.

The Sierra Club opposes new expenditure of public funds for additional freeway capacity, including the 710 extension and all HOV lane projects, because they are not cost-effective and are detrimental to the community as well.



NATURAL RESOURCES DEFENSE COUNCIL

June 16, 2010

Via U.S. Mail

Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Re: Huizar and Katz Motions Regarding SR-710 North Environmental Review Process

Dear Chair Najarian and Metro Board Members:

On behalf of the Natural Resources Defense Council ("NRDC") and its tens of thousands of members who live and work in Southern California, we are writing to express our **support** for Director Huizar's motion, and our **conditional support** for Director Katz's motion, pertaining to the SR-710 North environmental review process.

A surface route for the SR-710 North would have significant adverse environmental impacts and would be extremely disruptive to the community. In 1999, a federal District Court found the environmental review of the surface route to be deficient for its failure to identify all adverse environmental impacts under NEPA. Relying on that decision, both the Federal Highway Administration and Caltrans withdrew their environmental approvals of a surface route. Because CEQA only requires an analysis of alternatives that *reduce* adverse impacts, the EIR process need not include a surface route alternative.

We understand that the Board's legal counsel is advising the Board that it will be legally vulnerable if the surface route is deleted at this time, but we are confident that is not the case. The existence of the prior environmental review shows that the surface route would *increase*, not decrease, impacts, and thus review of it would not further CEQA's purpose of reducing adverse impacts. We therefore support the Huizar motion, which would eliminate the surface route from the EIR process.

In addition, we believe that the provisions in the Katz motion would enhance the environmental review process and ensure a better overall outcome. The proposal would include affected communities and other stakeholders in studying a broad range of non-tunnel alternatives, while ensuring that the costs of each alternative are weighed against its benefits. However, the motion's focus on addressing the so-called "SR-710 north gap

Board of Directors, Metropolitan Transportation Authority

June 16, 2010

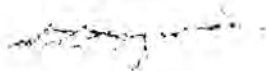
Page 2 of 2

closure" is too narrow. The alternatives analysis should focus more broadly on improving mobility across the entire San Gabriel Valley, rather than just the area around the SR-710 North connection. We recommend modifying the purpose and need description in Paragraph A of the Katz motion accordingly.

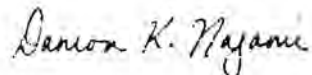
Finally, on a related note, we are disappointed that the CEQA lawsuit involving this project (*South Pasadena v. Metro*) has not yet settled. If settlement discussions ultimately fail, we may become involved in that litigation on appeal, either through intervention or as an *amicus*.

Thank you for your consideration of our views.

Very truly yours,



Joel Reynolds
Director, Urban Program



Damon Nagami
Staff Attorney



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION IX

75 Hawthorne Street
San Francisco, CA 94105-3801

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

THE SOUTH I-710 EXPANSION & THE NORTH SR-710 EXTENSION ARE ONE PROJECT

Caltrans and Metro continue to deny that the Expansion of the I-710 South is unrelated to the Extension of the SR-710 North. The segmenting of the two projects is a method by which the agencies will avoid studying the environmental impacts of the whole region and the detrimental increase of port truck traffic throughout. Also a consideration, is the necessity for the High Desert Corridor, a proposed highway project whereby trucks will be able to cut across the Antelope Valley more directly. This project re-confirms that Caltrans and Metro's preferred method of moving goods in the future, will continue to be truck container transport. It is also curious how the trucks are intended to get to this location.

Therefore, the No 710 Action Committee **insists** that Metro and Caltrans:

Admit that both the I-710 South Expansion and the SR-710 North Extension projects are connected and that the sole purpose for new construction is to create a truck route from the Ports of Los Angeles and Long Beach to regions north and east

Acknowledge that the push for the 710 Freeway completion is for regional goods movement as stated by leaders in transportation

Confess that Zone 3, the original Meridian Route, has already been chosen as the preferred route for completion of "the gap", as stated by Gloria Molina at the December 9, 2009 Metro Board meeting

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 pressure⁴ 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

In 2004, Governor Schwarzenegger was “criticized by government and business leaders in Asia for allowing congestion at the San Pedro Bay Ports to impede the flow of goods from Asia to U.S. markets. On his return he tasked BT&H Secretary, Sunne Wright McPeak with developing a strategy on this issue.”⁶

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 systems⁷ 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.”⁸

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 Assessment⁹ 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.”¹⁰

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.”¹¹ 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.”¹² 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.

See Appendix B – One Project & Port Growth

Appendix B

One Project & Port Growth

References for Narrative

- 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_1-28-07_.pdf
- ⁶ 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
- ⁷ 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>
- ⁸ 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>
- ⁹ Principal Authors Ambreen Mahmood and Chan Pham, *Health Risk Assessment For the Four Commerce Railyards*, California Environmental Protection Agency Air Resources Board (CARB), Stationary Source Division, November 30, 2007, http://www.arb.ca.gov/railyard/hra/4com_hra.pdf
- ¹⁰ John Guenther, *The Battle for "Greener" Railyards*, The Port Report: The State of L.A.'s Ports, <http://johnguenther.com/stories/railyards.html> (Retrieved January 16, 2011)
- ¹¹ Margot Roosevelt, *Wilmington-area schools to get air filters in bid to cut asthma*, Los Angeles Times, January 12, 2011
- ¹² Wikiquote, Albert Einstein http://en.wikiquote.org/wiki/Albert_Einstein (Retrieved January 16, 2011)

Support Documents for Declarative Statements (Printed)

La Canada Mayor Laura Olhasso to SCAG, I-710 Missing Link Truck Study, 2009
La Canada SR-710 Tunnel Performance Information, 2009
USC Keston Institute, Financial Planning Charrette, 710/210 Tunnel Connection, 2007
MegaRail Letter to Caltrans, 4-14-11
Coalition For A Safe Environment Letter, I-710 South, 2-25-09
Natural Resources Defense Council, et al, I-710 South, 2-25-09
South Coast Air Quality Management District, I-710 South, 2-17-09



CITY COUNCIL

Laura Olhasso, Mayor
Donald R. Voss, Mayor Pro Tem
Gregory C. Brown
Stephen A. Del Guercio
David A. Spence

Mr. Mike Jones
Regional Planner
Southern California Association of Governments
818 W. 7th Street, 12th Floor
Los Angeles, CA 90017-3435

SUBJECT: "I-710 Missing Link Truck Study" Comments

Dear Mr. Jones:

Background:

The City of La Cañada Flintridge has reviewed the Draft Final Report for the I-710 Missing Link Truck Study prepared by Iteris dated May 2009. In addition, City staff has participated in several meetings hosted by the Arroyo-Verdugo Subregion regarding this Study. This Study was commissioned by the Southern California Association of Governments (SCAG) to further examine the potential vehicle and truck 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.

City Comments:

The City's primary objections are the assumptions made in the preparation of the Study and unilateral recommendations of its conclusion. We question the usefulness and intent of the Study's findings, and are concerned about the myopic analysis made without consideration of the larger context of the alternatives and effects on regional traffic. **But, most importantly, the City also questions the usefulness of constructing the tunnel, since, based on the study's findings, if the tunnel is built, motorists would be driving farther and spending more time on the road.**

In response to SCAG's request for comments on the draft Final Report, the following detailed comments have been prepared after a review of the Study and listening to the technical consultant presentations.

1. The Study should explain its origin in more detail, and the reason why it was commissioned. The Study should clarify the purpose for this Study and under what guidelines it should or should not be used. The explanation should identify:
 - a. the responsible agencies involved in the prior studies;
 - b. the process used to define the scope of work;
 - c. why this Study was deemed necessary;
 - d. the exact scope as approved by SCAG; and

- e. what the anticipated uses are for this document.
2. The Study should clarify that the Study was not prepared for the Arroyo Verdugo Subregion as stated in the title.
3. The Study should NOT assume that the “Route 710 Tunnel Technical Feasibility Assessment Report,” conducted by Metro, conclusively demonstrated the environmental feasibility of the project, including the potential traffic impacts (Page 1). The Study even admits that the feasibility study did not extensively review the traffic effects on the roadway system.
4. The Study scope is very limited and uses outdated information and assumptions. Without updated and expanded analysis, this Study has NO validity. As such, it should not and can not form the basis for informed public participation and informed decision making. In Berkeley Keep Jets Over the Bay Committee v. Board of Port Com’rs (2001) 91 Cal.App.4th 1344, the Court concluded that an EIR that used “outdated information . . . was not a reasoned and good faith effort to inform decision makers and the public.” Id. at 1367. At a minimum, the Study should be updated with SCAG 2009 Regional Transportation Plan (RTP) assumptions and modeling, and its scope should be expanded to answer the comments raised by the Arroyo-Verdugo participating cities and detailed below.
5. The Study confirms that in every comparison, the tunnel project would cause SIGNIFICANT detrimental traffic and truck impacts on the segment of the I-210 Freeway through the cities of La Cañada Flintridge, Glendale, Pasadena, and the community of La Crescenta.
6. A comparison of 2030 values with and without the tunnel project concludes:
 - a. More than 25% increase in daily volume on I-210
 - b. Additional 30,000 vehicles per day on I-210
 - c. Additional 2,500 trucks per day on I-210
 - d. 850 additional trucks per PM PEAK HOUR on I-210
 - e. Truck percentages on I-210 increase from 11% to over 20%
 - f. Higher truck volumes on Foothill Boulevard (almost no current truck volumes)
 - g. Before-no freeway segments through City over capacity, after-most northbound segments over capacity
 - h. I-210 freeway segments through city will operate over capacity (Level-of-Service F) and consequently force traffic onto local streets
 - i. Foothill Boulevard will operate over capacity near Angeles Crest Highway
7. The Study repeatedly incorrectly identifies the tunnel segment as the “missing link” or “gap closure” when there is no mandate that it must be connected. The Study should explain the background and history of the 710 freeway connection, and that it is not universally assumed to be a “link” or “gap closure”, as well as more detail on the origins of the tunnel alternative.
8. The Study should have given the results of the AM peak hour analysis in addition to the PM peak hour. Different traffic patterns are prevalent in the AM commuting hours and the associated potential AM impacts should have been identified and examined for the decision makers’ review.

9. The Study should analyze the freeway interchange connections, transition lane capacities and arterial street intersections in determining Levels-of-Service and potential adverse impacts. It is universally recognized (see Highway Capacity Manual) that the “nodes” or intersections of roadways are the constraining features of a road network, not the segments in between.
10. The Study was made using outdated SCAG 2004 Regional Transportation Plan (RTP) regional traffic modeling for 2030 future traffic conditions with and without the freeway extension. After this study was initiated, the 2009 RTP with 2035 future traffic volumes and regional modeling was completed which included numerous updates to the RTP list of programmed projects. This Study should be expanded to compare traffic volumes on the roadway system using the updated 2035 forecasting.
11. If the Study does not use updated 2009 RTP forecasting model, then it is based on old, invalid data and must not be used in any subsequent study or analysis, particularly related to an EIR. At the very least, the Study shall include a disclaimer that it is based on outdated information and an updated analysis would be necessary for any future comparisons referencing this Study.
12. The Study should describe the assumptions made on the physical and operational characteristics of the tunnel, such as alignment, number of lanes, Level-of-Service, vertical grade, toll booths, access control, etc.
13. The Study only considered a connection between the SR-710 terminus and the I-210 Freeway. The Study should compare traffic and truck conditions for the different tunnel alignments as a way to determine if fewer adverse traffic impacts could be expected with a different scenario. This comparison would be consistent with the geological studies currently being conducted on a route-neutral basis with five possible alignments. For example, a tunnel alignment option that connects to the SR-2 freeway would mitigate the expected capacity deficiencies (and significant adverse impacts) along the I-210 freeway.
14. The Study was constrained to making findings about how truck and vehicle traffic would be redistributed with and without the tunnel. It should have compared alternate system-wide solutions to a tunnel scenario to help determine if there would be greater benefit or the cost would be better spent by making improvements to the existing roadway system with fewer environmental impacts than a tunnel.
15. The Study only analyzes a 4-lane tunnel scenario. The Study should compare the traffic conditions for a 3-lane tunnel as well, which was contemplated in the initial feasibility study.
16. The Study should also compare the future traffic conditions for a tunnel with NO trucks allowed, as discussed in the initial tunnel feasibility study.
17. The toll issue was not considered: full-access, free-flowing conditions were assumed. Any congestion from a toll booth would be handled by adding more toll booths and/or fastrak services. Toll booth congestion was not factored into drive time analyses. In addition, the

question of whether existing surface street congestion would be mitigated to any large extent because of traffic not using a tolled tunnel is not studied.

18. The study does not consider the vertical grade and its impacts on truck routing through or around the tunnel.
19. The Study identifies several freeway and arterial road segment impacts with expected adverse impacts and makes certain recommendations, but does not determine if these capacity enhancements would actually work or even mitigate the impact. The Study should be expanded to include a comparative analysis of the future roadway conditions if the recommendations/strategies were implemented.
20. The Study recommends adding a 5th travel lane to the segment of I-210 through the City (Section 5.1) as a way to address expected capacity deficiencies and increase in truck traffic. However, the Study does not identify the other related adverse impacts related to widening the freeway, nor does it consider other alternatives to widening. Therefore, the recommendations are premature and not thought out. The recommendations should be removed completely and replaced with a statement that these key issues would need to be addressed and/or mitigated.
21. If recommendations are to be included in the study, other capacity enhancing alternatives need to be considered, such as Demand Management, ITS, expanded rail freight transportation and exclusive truck corridors. If only freeway capacity enhancements are being considered, it should be clearly stated that there are numerous possible mitigation alternatives that have not been presented or analyzed, and the feasibility of any capacity enhancement has not been determined.
22. The recommendation to address expected impacts to Foothill Boulevard (Section 5.2) is incoherent and not understood. This recommendation needs to be clarified, and address all traffic, not just truck connections. It should be understood that SR-2 north of the I-210 Freeway is NOT a truck route and has truck restrictions. In addition, Foothill Boulevard is NOT a truck route, so non-local trucks are not allowed. Any reference to a truck route on Foothill Boulevard within the City should be removed.
23. While the Study graphically compares conditions with and without the tunnel, it is important that it quantify the magnitude of the operational improvement to the roadway system (or users) versus capacity degradations and overall delays to determine if the existing condition would be better to the road users than the proposed tunnel connection. A comparison parameter could be the miles of roadway that would decrease to LOS-F vs. the miles that would improve to LOS-E or better. Another comparison parameter would be vehicle hours of delay. This type of analysis would be limited to traffic benefits at this time, but should ultimately be evaluated on other environmental conditions as well.

It should be noted in the Study that a formal traffic impact study that is part of an EIR would have to address the same and more extensive traffic issues independently of this study and evaluate a full range of potential alternatives and mitigation measures.

The tunnel connection creates some new LOS-F conditions, particularly at the gap-closure connection points and along the I-210 freeway north of SR-134. The project should not create new problems where there were none before.

The Study does not identify the magnitude of impacts on roadways adjacent to sensitive land uses i.e. residences, schools, etc. as opposed to those roadways adjacent to sensitive uses that would experience improvements. Any further study of the I-710 freeway connection should evaluate the overall benefit versus the adverse environmental impacts on the roadway network. This includes the impacts on multiple schools and thousands of school children within 1,000 feet of the 210 Freeway through the City.

Amazingly, the Study's summary findings conclude that the tunnel connection would make overall driving conditions worse. The number of vehicle miles traveled would INCREASE in the peak hour with an I-710 connection, which would bring a host of unintended environmental impacts. Even more astounding is that the number of vehicle hours would INCREASE as well, which translates to more hours of delay, gas consumption and air pollution. The system-wide benefit would be a small increase in overall average speed of 0.6 miles per hour. Regionally, the substandard traffic conditions that exist would not be improved if the tunnel was built and additionally, those substandard conditions would be introduced into areas that would otherwise, without the tunnel, have standard or better conditions. So, simply stated, if the tunnel is built, motorists would be driving farther and spending more time on the road. This is exactly the OPPOSITE of the intended regional objective of the tunnel connection. Isn't this enough reason to stop pursuing this project?

In conclusion, the City of La Cañada Flintridge urges that SCAG deem this study incomplete, and table any further discussion on this Study until: (1) an updated Study is prepared where current data, information and assumptions are presented; and/or (2) the CEQA challenges of the I-710 Tunnel to Measure R have been fully and finally adjudicated.

Sincerely,



Laura Olhasso
Mayor

- c: City Council
Mark R. Alexander, City Manager
Honorable Assembly Member Anthony Portantino
Honorable Senator Carol Liu
Honorable Supervisor Michael Antonovich
Hasan Ikhata, Executive Director, SCAG
Douglas Failing, Director, Caltrans District 7
Arthur Leahy, Chief Executive Officer, Metro
Honorable City Council Members and City Manager, City of Glendale
Honorable City Council Members and City Manager, City of Pasadena
Honorable City Council and City Manager, City of South Pasadena
Erik Zandvliet, City Traffic Engineer
Ann Wilson, Senior Management Analyst

Appendix A

City of La Cañada Flintridge I-710 Missing Link Truck Study Review

TECHNICAL CORRECTIONS

1. Section 1 – The I-210 Freeway description is inaccurate and should be modified to include the connection east of the SR-57 freeway.
2. Section 2.3 – Please describe that no collision data was collected from certain cities, including the City of La Canada Flintridge
3. Section 2.5 and Figure 11 – Remove truck route from Foothill Boulevard in the City of La Canada Flintridge. Explain there are no truck routes in the City.
4. Change references to Gap Closure to “Tunnel” or “Connection”.
5. Table 11- Provide legend for color-coding of issues and color code all Plan + Gap Closure scenarios stating “Same as Baseline Conditions).



CITY COUNCIL

Laura Olhasso, Mayor
Donald R. Voss, Mayor Pro Tem
Gregory C. Brown
Stephen A. Del Guercio
David A. Spence

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



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

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 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. 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

Tracy Arnold
Director, Jobs and Economic Growth, Office
of the Governor
Phone: (916) 552-8606
Tracy.Arnold@gov.ca.gov

Brandon Davis, attorney
Nossaman, Gunther, Knox, Elliott, LLP
445 South Figueroa Street, 31st Floor
Los Angeles, CA 90071-1602
(213) 612-7894 Tel
(213) 612-7801 Fax
BDavis@Nossaman.com

Jeff Dunn
Government Affairs Analyst
SCAG
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017
(213) 236-1880
dunn@scag.ca.gov

Louise Nelson Dyble
Associate Director for Research
Keston Institute for Infrastructure
University of Southern California
Los Angeles CA 90089
(213)740-3489
dyble@usc.edu

Mike Eng
California State Assembly
Sacramento, CA 94249-0049
Tel: (916) 319-2049
Fax: (916) 319-2149
assemblymember.eng@assembly.ca.gov

Dan Farkas
Staff, Senator Gil Cedillo
Capitol Office
State Capitol, Room 5100
Sacramento, CA 95814
phone: 213-612-9566
fax: 213-612-9591
daniel.farkas@sen.ca.gov

Robert Huddy
Transportation Program Manager
Regional Transit and ITS Planning
Southern California Association of
Governments
213-236-1972
huddy@scag.ca.gov

Linda Hui
Transportation Planning Manager
San Gabriel Valley Area Team
Los Angeles County Metropolitan
Transportation Authority
(213) 922-3019
huil@metro.net

Michael Liikala
ACS-Dragados
michaelliikala@hotmail.com

Richard Little, AICP
Director
Keston Institute for Infrastructure
University of Southern California
Los Angeles CA 90089
(213)740-4120
(213)740-6170 - fax
rgliddle@usc.edu

James Martling
Sperry Capital
JMartling@SperryCapital.com

Nick Moller
Infrastructure Advisory Group
JP Morgan Securities Inc.
270 Park Avenue - 20th Floor
New York, NY 10172
W: +1-212-270-3415 (Ext. 63415)
M: +1-646-248-9789
F: +1-917-456-3515
nicholas.a.moller@jpmorgan.com

Mark Pisano
Executive Director (since retired), SCAG
Currently: Distinguished Fellow
Bedrosian Center, SPPD
University of Southern California
mpisano@usc.edu

Paul J. Ryan
Managing Director
Infrastructure Advisory Group
JP Morgan Securities Inc.
270 Park Avenue - 20th Floor
New York, NY 10172
Ph: 212 270 5619
M: 917 698 7248
Paul.J.Ryan@jpmorgan.com

Denise Raytis
O'Melveny & Myers LLP
400 South Hope Street
Los Angeles, CA 90071-2899
T: (213) 430-7450
F: (213) 430-6407
draytis@OMM.com

Abdi Saghafi P.E., P.M.P
Corridor Manager - ROUTE 710
Caltrans
(213) 897-9810
abdi.saghafi@dot.ca.gov
Abdi_Saghafi@dot.ca.gov

APPENDIX C

Fact Sheet, provided by Abdi Saghafi P.E., P.M.P, Corridor Manager - ROUTE 710
California Department of Transportation.

External Factsheet

Page 1 of 2

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 embarking 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.

<http://10.56.3.8/PIRS/FS/external.cfm?EA=18790>

1/18/2008

- 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:

Project Manager: Abdi Saghafi, 7-9810

Assistant Project Manager: Kin W. Kwan, 7-2793

Area Manager: I710

MEGARAIL[®] *21st CenturyTransport*
TRANSPORTATION SYSTEMS, Inc.

14 April 2011

Ron Kosinski, Deputy District Director
Caltrans District 7
100 S. Main St.
Los Angeles, CA 90012.

Subject: Demand Letter for Inclusion in EIR for I-710 Extension Project

This letter is to demand inclusion of our combination CargoWay™ and CargoTram™ systems for consideration for the I-710 EIR extension project.

This demand is made in view of previous incomplete and accurate reviews of this system by the LA METRO and ports that resulted in excluding this system upon the incorrect basis that it was a "fixed guideway" system and thus would not be acceptable because "fixed guideways" would be unacceptable inside ports and rail facilities. The reviewers obviously missed the fact that the CargoTrams are dual-mode, meaning that they can operate in exactly the same manner as tandem trucks within the ports and within the rail yards, but operate for most of their trips on the elevated, electrified CargoWays. CargoTram entry and exit ramps are provided at the port and rail yard boundaries. (The elevated CargoWay guideways **DO NOT** run over ports and railroad yards. CargoTrams operate from grid electric power supplied by the CargoWays during CargoWay transit. The lead car of each CargoTram supplies electric power to the entire tram from a combination of battery power and power generated by use of clean-burning CNG-driven generators.

The low cost CargoWays can easily be elevated over the Alameda Corridor railways as described in the enclosed document or over the space at the sides of any freeway, including I-710 or other freeways running into the central LA area. CargoWays can also be installed above existent railways.

The important bottom lines are that use of this system can (1) eliminate most of the air pollution now caused from cargo movement, (2) avoid the high cost and disruption of freeway expansion, provide non-stop transfer of cargo between ports, the LA rail yards, or the Inland Empire, or other destinations and accomplish this at far lower cost than any other approach.

We would appreciate your careful consideration of the systems described in the enclosed CargoTram Alameda Corridor Zero Emission Cargo Transport document. We would be pleased to provide additional information that you might find helpful.



J. K. Henderson, President

Coalition For A Safe Environment

P.O. Box 1918, Wilmington, California 90748
wilmingtoncoalition @ prodigy.net 310-834-1128

February 25, 2009

Sam A. Joumblat
Executive Director
Intermodal Container Transfer Facility
Joint Power Authority
P. O. Box 570
Long Beach, CA 90801-0570
info @ ictf-jpa.org

Re: ICTF Joint Powers Authority
CEQA Notice of Preparation & Initial Study
Intermodal Container Transfer Facility
Modernization Project

Su: Submission of Public Comments

Mr. Joumblat:

The Coalition For A Safe Environment is an Environmental Justice Community based non-profit organization with members in Wilmington, Long Beach, Carson and over 20 other cities in California.

Coalition For A Safe Environment (CFASE) Mission Statement is - To protect, promote, preserve and restore our Mother Earth's delicate ecology, environment, natural resources and wildlife. To attain Environmental Justice in international trade marine ports, goods movement transportation corridors, petroleum and energy industry communities.

On behalf of our members we submit the following public comments:

1. Proposed Project Goals

A. Reduce emissions at the ICTF by replacing diesel-powered equipment with electric-powered equipment.

Request the JPA, Ports and Union Pacific:

- a. Not limit reduction of emissions to only replacing diesel-powered equipment with electric-powered equipment.
- b. Replace all Harbor Line, Union Pacific and BNSF railroad diesel fuel and alternative petroleum fuel switching and line-long haul locomotive engine trains from the Ports to the ICTF with an all Electric Train or MagLev Train Technology System which eliminates all diesel fuel emissions.

- c. Up-grade the Alameda Corridor to be an Electric Train or MagLev Train Technology which eliminates all diesel fuel emissions.

B. Provide additional near-dock rail capacity and container throughput by increasing operation efficiencies consistent with the Ports' Rail Master Plan Study and minimize surface transportation congestion and/or delays.

Request the JPA, Ports and Union Pacific:

- a. Conduct an assessment of a 21st century MagLev Train Technology System that can be used by Ports to the ICTF facility and the Alameda Corridor which would eliminate the need for expanding the ICTF facility since a MagLev Train Technology System would be more cost effective, efficient, increases velocity and capacity by 3X to 5X.

We recommend the American Maglev Technology, Inc. - MagLev EMMI Cargo System. American Maglev Technology, Inc. has offered to build the demonstration project at no cost to the JPA, Ports and Union Pacific.

The EMMI Cargo System uses a proven magnetic levitation technology to transport containers and bulk cargo. Maglev technology passenger transportation systems are currently in use throughout the world. The EMMI MagLev System produces no air pollution, minimum noise, minimizes ground vibration, operates on a track and only requires a maximum of a twenty foot wide easement. The system can transport 4,000+ container loads per day. The MagLev train travels from "0" mph to 60mph at a cost of about \$10 per hour per 80kw.

- b. Conduct an assessment of an Electric Train or MagLev Train Technology System for use by Ports to the Alameda Corridor that can be used which would eliminate the need for expanding the ICTF facility since an Electric Train Technology System would be more cost effective, efficient, increases velocity and capacity by 2X to 3X.
- c. Prepare a new Rail Master Plan that would allow new terminals and the expansion of existing terminals to be integrated into a new modern 21st century Maglev Train Technology System or Electric Train Technology System vs the current 20th century Diesel fuel Locomotive Engine Transportation Technology.
- d. The existing Rail Master Plan Study is out dated 20th century technology and does not meet 21st and 22nd century environmentally green, public health safety and efficiency needs.

C. Provide enhanced cargo security through new technologies, including biometrics.

Request the JPA, Ports and Union Pacific:

- a. Require all enhanced cargo security equipment and biometrics be contained and performed on port property thereby eliminating increased equipment costs, personnel costs, inspection time and waste of public funds on off-port property duplicative cargo security equipment and inspection costs.

- b. Require all containers be inspected on port property prior to being transported off-port property thereby eliminating potential public impacts.
- c. Require all non-container cargo be inspected on port property prior to being transported off-port property thereby eliminating potential public impacts.
- d. Require all drayage trucks be inspected on port property prior to being transported off-port property thereby eliminating potential public impacts.

D. Continue to promote the direct transfer of cargo from port to rail with minimal surface transportation congestion and/or delays.

Request the JPA, Ports and Union Pacific:

- a. Ports build on-dock shipside rail lines to allow direct drop down from cranes unloading containers to awaiting rail cars to eliminate duplicative and increased trans-loading costs and the need for off-port property intermodal facilities such as the ICTF. On-dock shipside rail increases efficiency, velocity, capacity and decreased shipment time.
- b. Ports build on-dock shipside rail lines to allow direct drop down from cranes unloading cargo and bulk cargo to awaiting rail cars to eliminate duplicative and increased trans-loading costs and the need for of-port property intermodal facilities such as ICTF. On-dock shipside rail increases efficiency, velocity, capacity and decreased shipment time.
- c. Ports prepare a new Rail Master Plan that would allow new terminals and the expansion of existing terminals to be integrated into a new modern 21st century Maglev Train Technology System or Electric Train Technology System vs the current 20th century Diesel Fuel Locomotive Engine Transportation Technology System.
- d. Ports and tenants utilize real-time IT logistics software to identify containers and cargo for strategic placement on ships and for first-in, first-out efficient unloading for direct non-stop destination transportation.

E. Project goals will be further defined in the Draft EIR.

Request the JPA, Ports and Union Pacific:

- a. Require the ICTF NOP/IS identify all project goals for addressing the ICTF construction and operation so that the public is able to provide advance scrutiny, assessment, alternatives recommendations and public comment. This saves substantial project personnel time costs, government agency personnel time costs, public time and unnecessary waste of public funds held in trust.
- b. Require the ICTF NOP/IS identify all project goals for addressing the ICTF environmental impacts and mitigation during construction and operation so that the

public is able to provide advance scrutiny, assessment, alternatives recommendations and public comment. This saves substantial project personnel time costs, government agency personnel time costs, public time and unnecessary waste of public funds held in trust.

- c. Require the ICTF NOP/IS identify all project goals for addressing the ICTF public health impacts and environmental mitigation during construction and operation so that the public is able to provide advance scrutiny, assessment, alternatives recommendations and public comment. This saves substantial project personnel time costs, government agency personnel time costs, public time and unnecessary waste of public funds held in trust.

2. Increased Alameda Corridor Usage Alternative

Request the JPA, Ports and Union Pacific:

Require a mandatory increased usage of the Alameda Corridor by all Port tenants. The Alameda Corridor's current available capacity is 65%-70% for new container and cargo shipments. The increased usage of the Alameda Corridor would decrease the need to expand the ICTF facility.

3. Intermodal Rail Facility Location Alternatives

Request the JPA, Ports and Union Pacific:

- a. Require that the Port of Long Beach Toyota Logistics import car terminal be assessed as a potential near-dock intermodal rail facility. There is no reason that two or more multi-story car parking lot structures cannot be built that can free up to 80% of the parking lot area. The Toyota lease can be re-negotiated with new incentive offered and/or the lease re-negotiated when it expires. New import cars sales decreased last year 2008, will continue to decrease this year 2009 and are projected to decrease next year 2010. There is a higher priority need for a new intermodal facility.
- b. Require that the new Port of Long Beach Middle Harbor Redevelopment Project Terminal be assessed as a potential on-dock intermodal rail facility. Port of Long Beach container business decreased in 2008, will decrease in 2009 and projected to decrease in 2010. An on-dock intermodal facility is a higher priority need vs a near dock facility.

4. Drayage Trucks Alternatives.

Request the JPA, Ports and Union Pacific:

- a. Require that all diesel fuel and alternative petroleum fuel drayage trucks servicing the ICTF facility be replaced with short haul Balqon Corproation. or equivalent Electric Drayage Trucks.

The Balqon Electric Truck is designed to be a short haul distance drayage truck. It is zero air polluting, has a maximum speed of 40mph, has a maximum range of 60 miles when empty unloaded and a maximum range of 30 miles fully loaded. It can transport a standard 65,000 lb. loaded container. It can be 60% charged in 1 hr and 100% charged in 3-4 hrs.

- b. Require that all diesel fuel drayage trucks that are 2005 and older servicing the ICTF facility that have a crankcase blow-by pipe be retrofitted with the Miracle Mile Solution, Inc. Vehicle Additive Technology Solution System and HAD Crankcase Recirculation System Technology.

The Vehicle Additive Technology Solution System (VATSS) is an innovative hybrid sequential fuel management system, which lowers fuel consumption and increases combustion efficiency. Exhaust stack pollution is significantly reduced as a result of improved combustion efficiency and lower fuel consumption.

The major benefits of VATSS are: Increased Miles per Gallon (MPG), Lower Fuel Expenses, Tail-Pipe Emissions that meet or exceed the 2007 EPA Emissions Standards and Reduced Greenhouse Gas pollutants from engines after its installation. This will not negatively affect the Factory OEM Horse Power Ratings.

The HAD Crankcase Recirculation System has a C.A.R.B. EO # D-650. This system eliminates all crankcase emissions known as blow-by and returns combustion VOC vapors from the crankcase into the air intake induction system as a reusable fuel source. In addition this technology system recycles residual oil and returns it to the crankcase.

This system also eliminates all the by-product VOC vapor gases and toxic PM fumes from the crankcase traditionally expelled from the blow-by tube, thus removing all the crankcase air pollutants from the atmosphere and the traditional oil leakage unto the ground, which occurs during idle and normal engine operating conditions that are toxic and contains carcinogens. This system does not have filters to change and also decreases oil consumption.

5. Intermodal Rail Yard Emissions Control Alternatives

Request the JPA, Ports and Union Pacific:

- a. Require the ICTF facility to use the Advanced Cleanup Technologies, Inc. - Advanced Locomotive Emissions Control Systems (ALECS) to capture locomotive engine emissions. The system reduces Sulfur Dioxide (SOX) by 97%, Particulate Matter (PM) by 92% and Oxides of Nitrogen (NOX) by 97%.

Advanced Cleanup Technologies, Inc. - Advanced Locomotive Emissions Control System (ALECS). A train locomotive idling engines exhaust is captured by an emissions capture system which consists of a bonnet that is placed over a smoke

stack to suck in the exhaust which is then transferred through a hose-like duct to an emissions treatment subsystem. The ALECS System can be configured to have multiple bonnets to connect a series of locomotive engines and can be mounted on an overhead rail system which can traverse back and forth over one or more idling locomotive engines. ALECS would typically be built on one side of the rail tracks.

- b. Require all fuel storage tanks to be built or retrofitted with a 100% closed-loop vapor recovery system that does not vent out VOC's into the ambient atmosphere.

6. Electric Utility Power Alternatives

Request the JPA, Ports and Union Pacific:

- a. Require that a 30 MW Solar Power System be built at the ICTF facility. The proposed project will have significant impact upon public LADWP electrical power utility to provide electrical power. The JPA, Ports and Union Pacific do not significantly financially contribute to the building of new electrical power facilities, their maintenance, repair or replacement. There is sufficient overhead space above buildings, rail yard area, railroad tracks, facility grounds and containers that is available.

We recommend the Pyron Solar, Inc. - Solar Energy Power Plant

Pyron Solar has developed a concentrating solar technology that is a revolutionary low-profile floating system with short-focal-length lenses which concentrate direct sunlight by 400% onto photovoltaic cells. These advanced multi-junction cell and arrays generate 800 times more electricity than conventional non-concentrating cells the same size. The National Renewable Energy Laboratory of the U.S. Department of Energy has confirmed a 37.3% efficiency of the cells. The system does require cooling potable water from any source. Using the same land surface area a Pyron Solar Power Plant generates 14.5 times more electricity that the world's largest solar power plant, SOLAR II, 8.6 times more electricity than the LUZ-solar power plant in Kramer Junction, CA and 190 times more electricity that the solar chimney plant in Manzanares, Spain.

- b. Require that a 60 MW Wind Energy Power System be built at the ICTF facility and along the railroad tracks. The proposed project will have significant impact upon public LADWP electrical power utility to provide electrical power. The JPA, Ports and Union Pacific do not significantly financially contribute to the building of new electrical power facilities, their maintenance, repair or replacement. There is sufficient overhead space above buildings, rail yard area, railroad tracks, facility grounds and containers that is available.

We recommend the Mariah Power Windspire and Quiet Revolution, LTD. Vertical Wind Turbine designs.

7. Health Impact Assessment (HIA) & Public Health Survey Study Alternatives

Request the JPA, Ports and Union Pacific:

- a. Conduct a Health Impact Assessment Study as part of the Environmental Impact Report and Health Risk Assessment (HRA). An HIA provides a more comprehensive assessment of the public health and economic impacts of a project. The Los Angeles County Health Department and the US EPA Region 9 both support the use of a HIA for Ports and goods movement construction and operation projects.
- b. Conduct a Public Health Survey (PHS's) in the identified public impacted sensitive receptor areas, which can be used to establish a Public Health Baseline (PHB). Health Risk Assessments are significantly inaccurate because they are based on a computer model and not an actual Public Health Baseline.
- c. Require the establishment of a Public Health Care Mitigation Fund that can mitigate public health impacts, support necessary HIA, PHB, PHS's research studies and provide financial assistance for immediate, short term and long term care such as:

Public health care & treatment, assistance to pay for health care at local clinics & county hospitals, assistance to pay for health insurance, assistance to pay for medical equipment, assistance to pay for medical supplies, assistance to pay for medical prescriptions, assistance for funeral expenses, assistance for short & long term convalescent care, assistance for rehabilitation, assistance for job retraining, assistance for lost income and assistance for special learning disability assistance.

8. Noise Mitigation Alternatives

Request the JPA, Ports and Union Pacific:

- a. Require the installation of Sound Proof Glass in all residential homes, public schools, senior care facilities etc. and sensitive receptors within 3 miles of the ICTF facility. Request that the Sound Proof Glass have a minimum STC Rating (Sound Transmission Class) of 56.
- b. Require the installation of Sound Proof Doors in all residential homes, public schools, senior care facilities etc. and sensitive receptors within 3 miles of the ICTF facility. Request that the Sound Proof Glass have a minimum STC Rating (Sound Transmission Class) of 60.
- c. Require the installation of Sound Proof Curtains in all residential home, public schools, senior care facilities etc. and sensitive receptors within 3 miles of the ICTF facility. Sound Proof Curtains can also be temporarily installed during any construction. Request that the Sound Proof Curtains have a minimum STC Rating (Sound Transmission Class) of 50.
- d. Require that no track be within 1500' of residential homes, public schools, senior care facilities etc. and sensitive receptors.

- e. Require that ICTF establish a plan to minimize usage of rail tracks near residential homes, public schools, senior care facilities etc. and sensitive receptors when not necessary.

9. Light Mitigation Alternatives

Request the JPA, Ports and Union Pacific:

- a. Require the installation of electrical energy saving LED lighting fixtures in lieu of its planned lighting fixtures.
- b. Require that the maximum height of a lighting fixture be 40' in height.
- c. Require that ICTF establish a plan to minimize light usage when parts of the facility are not being used.
- d. Require the installation of electrical energy saving LED lighting fixtures in lieu of its planned lighting fixtures.

10. Air Quality Mitigation Alternatives

Request the JPA, Ports and Union Pacific:

- a. Require that the ICTF stop locomotive engine and drayage truck operations on SCAQMD smog alert days.
- b. Require that the ICTF stop locomotive engine and drayage truck operations when a federal National Ambient Air Quality Standard (NAAQS) is exceeded.

11. Cumulative Impact Assessment

Request the JPA, Ports and Union Pacific:

- a. Require that the cumulative impact assessment study include all impacted Environmental Justice Communities regionally beginning with Port Communities, Transportation Corridor Communities, Rail Yard Communities and Distribution Center Communities to their final destinations in California and leaving California.
- b. Require that the locomotive train traffic and environmental impact assessment study include all impacted Environmental Justice Communities regionally beginning with Port Communities, Transportation Corridor Communities, Rail Yard Communities and Distribution Center Communities to their final destinations in California and leaving California.
- c. Require that the drayage truck traffic and environmental impact assessment study include all impacted Environmental Justice Communities regionally beginning with

Port Communities, Transportation Corridor Communities, Rail Yard Communities and Distribution Center Communities to their final destinations in California and leaving California.

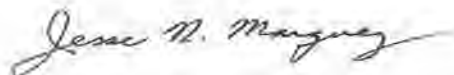
- d. Require that the Drayage Truck Traffic Study include an assessment of public transportation infrastructure maintenance, repair, replacement and new construction costs that are primarily supporting the private business industry and not the public. This includes local EJ Community arterial support surface streets and sidewalks that are damaged by truck traffic.
- e. Require that the air quality environmental impact assessment study include all impacted Environmental Justice Communities regionally beginning with Port Communities, Transportation Corridor Communities, Rail Yard Communities and Distribution Center Communities to their final destinations in California and leaving California.

12. Hazardous Material Transportation Assessment Study

Request the JPA, Ports and Union Pacific:

Require a Hazardous Material Transportation Assessment Study to assess public risk and emergency response due to an accidental or terrorist attack or train derailment causing a public road blockage, toxic spill, fire, explosion, release of radiation or other dangerous substance.

Respectfully Submitted,



Jesse N. Marquez
Executive Director
jnmarquez @ prodigy.net
310-704-1265

NATURAL RESOURCES DEFENSE COUNCIL
AMERICAN LUNG ASSOCIATION IN CALIFORNIA
COALITION FOR A SAFE ENVIRONMENT
COALITION FOR CLEAN AIR
COMMUNITIES FOR CLEAN PORTS
EAST YARD COMMUNITIES FOR ENVIRONMENTAL JUSTICE
HARBOR WATTS EDC
LONG BEACH ALLIANCE FOR CHILDREN WITH ASTHMA
SAN PEDRO AND PENINSULA HOMEOWNER'S COALITION

February 25, 2009

Via First Class Mail and Email

Sam A. Joumblat
Executive Director
Intermodal Container Transfer Facility Joint Powers Authority
P.O. Box 570
Long Beach, CA 90801-0570
info@ictf-jpa.org

Re: Notice of Preparation / Initial Study – ICTF Project

Dear Mr. Joumblat:

On behalf of The Natural Resources Defense Council (“NRDC”) and the undersigned, we hereby submit the following comments on the Notice of Preparation and Initial Study for the Intermodal Container Transfer Facility (“ICTF”) Project (the “Project”).

1. The EIR must not narrowly define project objectives.

We are concerned that the currently stated objectives of the Project may artificially limit the range of alternatives considered in the EIR. If the project objective is defined too narrowly, the subsequent analysis of alternatives in the EIR may be inadequate, for it is the project objective that guides the identification and consideration of alternatives. *See* CEQA Guidelines § 15124(b).

Here, one of the stated Project goals is to “continue to promote the direct transfer of cargo from port to rail with minimal surface transportation congestion and/or delays.” NOP at 3. However, the NOP appears to define “direct transfer” to exclude on-dock rail. For example, another Project goal is: “provide additional near-dock rail capacity and container throughput by increasing operation efficiencies consistent with the Ports’ Rail Master Plan Study and minimize surface transportation congestion and/or delays” NOP at 2.

A limitation on “direct transfer” to near-dock rail is not consistent with CEQA. As you know, CEQA requires that the EIR present reasonable alternatives “which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree attainment of the project objectives, or would be more costly.” CEQA Guidelines § 15126.6(b). We therefore expect that the EIR will incorporate a more accurate set of Project objectives that does not limit the range of alternatives to near-dock facilities, and which includes a reasonable range of alternatives, including but not limited to advanced container movement technologies.

2. The EIR must address a reasonable range of alternatives.

There are a number of alternatives which the EIR needs to evaluate. These include:

- Advanced technology container movement. The Port of Los Angeles is undertaking an RFP process for bids for advanced technology for containers, such as maglev. The EIR should take this into account.
- Electric drayage trucks. The Ports and the South Coast Air Quality Management District (the “District”) are working to develop electric drayage trucks. A prototype was rolled out last year at the Port of Los Angeles.
- On-dock rail. With sufficient new on-dock rail, expansion of ICTF may not be necessary.
- Use of the Port of Los Angeles Terminal Island Intermodal Facility and/or the Port of Long Beach Pier T Mole Expansion (also on Terminal Island) could adequately satisfy the ports’ rail infrastructure needs.
- Zero-emission fixed-guideway alternatives. See the February 17, 2009 letter from the District to the I-710 Technical Advisory Committee, a copy of which is enclosed with this letter for your reference.
- Alameda Corridor electrification. As you know, the Corridor was constructed with electrification in mind. Emissions from diesel locomotives leaving the ICTF facility could be reduced if the Corridor is electrified.
- SR 47 alternatives. The SR 47 truck freeway project is now in the EIR process. When considering the cumulative effects of the Project, the SR 47 projects and its alternatives should be considered. There are serious health risk issues posed by the routing and development of SR 47.
- The EIR should not be constrained by outmoded Ports Rail Master Plan Study.

3. The EIR must address all components of the Project, plus the cumulative impacts of the Project.

The EIR must provide a clear and accurate project description that addresses all of the project's components. *See County of Inyo v. City of Los Angeles*, 124 Cal.App.3d 1, 9 (1981) (“An accurate, stable, and finite project description is the *sine qua non* of an informative and legally sufficient EIR.”). Both the method of transportation of containers and the routes to be taken to move containers to the Project will have an effect on the physical environment and on the health of residents near the Project and associated roadways.

In addition, there will be environmental effects from the additional rail traffic contemplated in the NOP, and from the proposed new BNSF facility, if built (see NOP at 4). These impacts may be felt, for example, in communities near the Commerce railyards and in the Inland Empire that will see more train traffic due to the Project. These impacts must be analyzed in the EIR.

4. The EIR must present an accurate environmental baseline.

Under CEQA, the baseline conditions for determining “significant impacts” are those local and regional conditions that exist when the NOP is made available for review. *See* CEQA Guidelines, §15125(a) (an EIR must describe the “physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published . . . from both a local and regional perspective. This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant.”). Here, neither the local nor regional conditions in the vicinity of the Project area appear to have been adequately described in the NOP; see NOP at 3-4. .

For instance, the EIR must include a detailed analysis of the current levels of noise, air pollution, light pollution, vibration, as well as traffic conditions, and make a realistic comparison of the environmental impacts of the proposed Project versus the existing conditions. In addition, the EIR must contain documentation to support baseline numbers and sufficient analysis to explain and justify the estimated truck trips, yard activities, locomotive trips, and other activities that will be generated by the proposed Project. We have found, for example in the SR 47 project, that sloppy work in modeling can greatly complicate and delay a project.

In addition, the local and regional environmental conditions in the vicinity of the proposed Project site must be described and analyzed. Local schools, a shelter for veterans, churches, parks, and residential neighborhoods must be recognized and impacts on them analyzed and discussed.

5. The scope of analysis in the EIR must address local as well as regional effects.

Just as the environmental baseline must address the local as well as the regional context, CEQA requires that the EIR analyze the local and regional environmental impacts of a proposed project. “The EIR must demonstrate that the significant environmental impacts of the proposed project were adequately investigated and discussed and it must permit the significant effects of the project to be considered in the *full* environmental context.” CEQA Guidelines § 15125(c) (emphasis added). The Project may lead to an additional 1.5 million truck trips per year though the West

Long Beach and surrounding neighborhoods. There may also be effects on nearby freeways such as the I-405 and I-710. In addition, a substantial increase in rail traffic is proposed; this increase will have effects on the physical environment in the Inland Empire as well as locally.

Moreover, we are concerned that given the fact that the ports expect at least a tripling of cargo throughput over the next two to three decades, it is unrealistic to suggest that the proposed Project would replace truck traffic on the I-710 with rail transport. Rather, the more realistic view—and the one that should be reflected in the EIR—is that this increase in throughput (if it occurs) will lead to additional traffic on the I-710 and I-405, as part of a significant increase in goods movement and thus air pollution and health impacts in the Southern California region.

6. The EIR should address all feasible measures to mitigate the project's environmental impacts.

Under CEQA, all feasible mitigation measures must be considered and implemented to reduce environmental impacts to a level of insignificance. *See* CEQA Guidelines § 15126.4. To that end, the EIR for this project should adopt all applicable mitigation measures identified in the Ports' Clean Air Action Plan and the Ports' Clean Trucks Plans. Additionally, the EIR should address electrification of the Alameda Corridor and Alameda Corridor East, since maximizing use of the Alameda Corridor is both a goal and foreseeable result of this project.

One important issue to be considered and analyzed is the enforceability of proposed mitigation measures. The existing ICTF facility has not been well-maintained, and so attention should be given to whether and why the operators of ICTF can be trusted to carry out any proposed mitigation measures in the future.

7. The EIR must address all reasonably foreseeable future 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, SR-47, and to build a huge new intermodal facility for BNSF next to the ICTF site – all 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 expansion must be considered where, as here, the expansion “is a reasonably foreseeable consequence of the initial project; and the future expansion . . . 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 this Project and the SCIG project to create a super yard meets these two requirements, and must be addressed in the EIR. Furthermore, if expansion to create a super yard would entail increased capacity, the effects of such increased capacity must be taken into account.

Further, as you know, CEQA requires that an EIR address growth-inducing effects of a proposed project. *See* CEQA Guidelines § 15358(a)(2). Here, the NOP 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.” CEQA Guidelines § 15358(a)(2). The proposed ICTF 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.

8. The EIR must contain a comprehensive health risk assessment.

This proposed Project will generate a tremendous amount of diesel exhaust from trucks, yard equipment and locomotives. Recent health risk assessments for the existing ICTF facility and the SR-47 project, as well as the AQMD’s MATES III study, have shown dramatically the plight of people who live near the ICTF project. Given this, a formal health risk assessment should be completed that evaluates the health risk not only from activities at and near the Project site, but also from the trucks that would deliver containers to the Project and trains that will use the Project site. The HRA must also assess the cumulative risk from other sources in the region, including the cumulative risk posed from the growth at the Ports that this Project will enable.

9. Environmental justice impacts must be considered in the EIR.

The proposed Project Site is located near two low-income communities of color: west Long Beach and Wilmington. According to the 2000 census, Latinos, African-Americans, Asians, and other non-white ethnicities represent over 85% of the population in these communities. However, the NOP does not make clear that the EIR will assess and mitigate environmental justice impacts.

The California Air Resources Board recently observed that “[t]he Californians who live near ports, rail yards, and along high traffic corridors are subsidizing the goods movement sector with their health.” *See* CALIFORNIA AIR RESOURCES BOARD, DRAFT EMISSION REDUCTION PLAN FOR PORTS AND INTERNATIONAL GOODS MOVEMENT IN CALIFORNIA, Chapter 5, at1, (Dec. 1, 2005). Wilmington and west Long Beach are already burdened by all three of those pollution sources—including the Port of LA, Port of Long Beach, the 710 freeway, the Terminal Island Freeway, and the existing ICTF facility, addition to the nearby refineries. Of particular concern in this area are the adverse health effects of diesel emissions. The EIR must consider and implement mitigation measures to eliminate all environmental justice impacts implicated by the proposed Project, taking into account impacts introduced by the Project itself as well as cumulative impacts that arise from existing and foreseeable future sources of air, light, and noise pollution—including any growth at the port that this project will enable.

10. The EIR must consider the effects of climate change on the Project, and the effect of the Project on climate change.

As the California Attorney General and many others (including the most recent port-related DEIS/DEIRs from the Port of Los Angeles and the United States Army Corps of Engineers) have recognized, CEQA requires an analysis of the global warming impacts of a

project. California has long rejected the argument that environmental analysis can be ignored if the contributions of a project to a large scale problem are small. See, e.g., *Kings County Farm Bureau v. City of Hanford*, 221 Cal.App.3d 692 (1990); *LAUSD v. City of Los Angeles*, 58 Cal.App.4th 1019, 1025 (1997); *Communities for a Better Environment v. Cal Resources Agency*, 103 Cal.App.4th 98, 120 (2002); and *Massachusetts v. EPA*, 127 S.Ct. 1438, 1457 (2007).

Here, with proper modeling, the additional CO2 emissions caused by the proposed increase of truck and train traffic associated with the Project can be estimated. Moreover, the potential effects of global warming such as an increase in sea levels and an increase in temperature may have an effect on the Project can and should be considered. At minimum, the EIS should analyze the effect of the Project on compliance with AB32, California Executive Order S-3-05 (which requires all State agencies to “consider and implement strategies to reduce their greenhouse gas emissions”), and the global warming / climate change action plan prepared by the Villaraigosa administration in May, 2007.

11. The EIR should contain a discussion of whether the Project makes economic sense in view of current and projected economic conditions.

Cargo throughput at the ports of Los Angeles and Long Beach has declined significantly, calling into question whether the proposed project is necessary. A February 23, 2009 article in the Journal of Commerce states: “Los Angeles, the nation's largest container port, reported a 6 percent drop in volume in 2008 and neighboring Long Beach, the second-largest port, was down 11.2 percent. The bleeding is expected to get worse this year, with Long Beach's volume down 23 percent in January and Los Angeles down 10 percent for the month.” Accordingly, the EIR should assess the need for a project of this magnitude in light of the current economic downturn.

Moreover, the Ports’ joint Rail Study Update (December 2006) calls into question whether any additional rail projects are needed at this time. The Study concluded that additional rail infrastructure on Terminal Island or near dock rail facilities like SCIG or the UP Expansion are needed because the ports’ rail infrastructure will reach capacity between 2010 and 2015. But this conclusion was based on the faulty assumption of near exponential growth at the ports (the Rail Study Update assumed a nearly 500% increase in TEU throughput between 2000 and 2030).

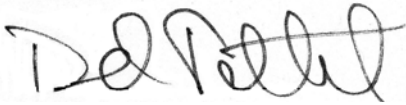
Further, as noted above, even if additional rail infrastructure is needed to accommodate increased trade after the current economic downturn, the EIR should consider whether the Port of Los Angeles Terminal Island Intermodal Facility or the Port of Long Beach Pier T Mole Expansion (also on Terminal Island) could adequately satisfy the ports’ rail infrastructure needs. Given that both of these projects are located on port property and further in distance from sensitive receptors than the current project, either of these Terminal Island projects would likely be preferable from an environmental and public health standpoint to the currently proposed project. Moreover, the Rail Study Update determined that one of these two rail projects could accommodate the ports’ rail infrastructure needs through 2020. Given that this determination was based on faulty growth assumptions, either of the Terminal Island projects could very well accommodate any future growth at the ports well past 2020—making the proposed UP Expansion unnecessary. And given

the ports' stated commitment to increasing on-dock rail, the Terminal Island projects would be a preferable alternative.

The EIR must reassess whether there is a pressing need for the proposed project and if so, whether there are other less environmentally damaging alternatives. The ports' own Rail Study Update clearly indicates that such alternatives exist.

Thank you for your consideration of these comments.

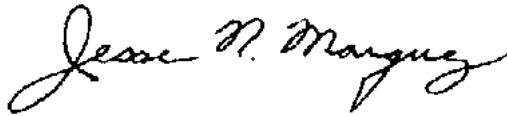
Sincerely,



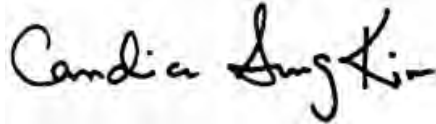
David Pettit
Senior Attorney
Natural Resources Defense Council



Colleen Callahan
Manager of Air Quality Policy and Advocacy
American Lung Association in California



Jesse N. Marquez
Executive Director
Coalition For A Safe Environment



Candice Sung Kim
Senior Campaign Associate
Coalition for Clean Air



Ryan Wiggins
Campaign Associate
Communities for Clean Ports



Angelo Logan
Executive Director
East Yard Communities for Environmental
Justice



Frank O'Brien
Executive Director
Harbor Watts EDC



Elina Green, MPH
Consultant
Long Beach Alliance for Children with Asthma



Kathleen Woodfield
Vice President
San Pedro and Peninsula Homeowner's Coalition

Sam A. Joumblat
February 25, 2009
Page 8 of 8

Attachment

cc: Dr. Geraldine Knatz
Tom Russell
Councilwoman Janice Hahn
Richard Steinke
Dominic Holzhaus
Barry Wallerstein
Susan Nakamura
Andrea Hricko

April 29, 1996

The Honorable William J. Clinton
The White House
1600 Pennsylvania Ave., NW
Washington, DC 20500

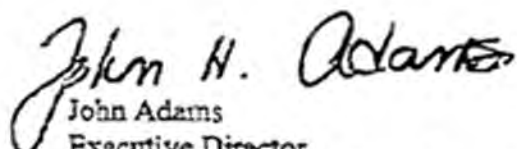
Dear President Clinton:

As members of the Green Group, an association of leading national environmental organizations, we are writing to ask that the Department of Transportation disapprove federal funding for the 710 Freeway in southern California.

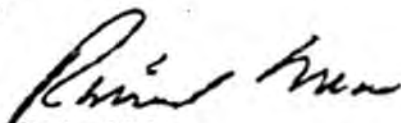
... By any standard -- cost, transportation efficiency, environmental effects, impact on communities and historic neighborhoods, and the existence of viable, less costly alternatives -- the Department of Transportation should not approve the 710 Freeway. Equally important, controversy over the 710 Freeway has continued now for thirty years. Residents of Pasadena, South Pasadena, and El Sereno have lived with the constant threat and uncertainty of the freeway devastating their communities.

Accordingly, we respectfully request that the Administration resolve the fate of the 710 Freeway and protect the adjacent neighborhoods by disapproving federal funding for the project. We would be delighted to provide any additional information that would be helpful to you. We thank you for your leadership in defending our natural and cultural heritage.

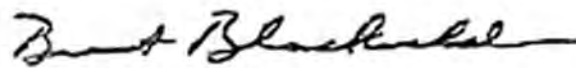
Sincerely,



John Adams
Executive Director
Natural Resources Defense Council



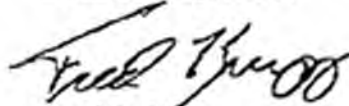
Richard Moe
President
National Trust for Historic Preservation



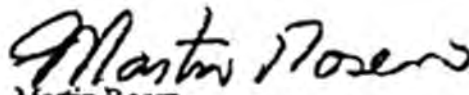
Brent Blackwelder
President
Friends of the Earth



Carl Pope
Executive Director
Sierra Club



Fred D. Krupp
Executive Director
Environmental Defense Fund



Martin Rosen
President
The Trust for Public Land



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 • www.aqmd.gov

*Office of the Executive Officer
Barry R. Wallerstein, D.Env.
909.396.2100, fax 909.396.3340*

February 17, 2009

To: I-710 Technical Advisory Committee

Re: I-710 Project EIR Alternatives

We are writing to provide comments of the South Coast Air Quality Management District (AQMD) staff regarding project alternatives to be considered in the I-710 project EIR. We intend these comments to assist the lead agency in developing an EIR and achieving a project approval that will address the region's serious environmental and congestion challenges, and receive the broad public and governmental support needed for successful implementation. In brief, our comments recommend that the EIR include and evaluate three zero-emission transport technology alternatives. These technologies are (1) electrified rail, (2) a fixed-guideway advanced technology such as maglev, and (3) electric trucks. The optimal project may include a combination of these technologies and highway lanes. Thoroughly evaluating all of these alternatives in the EIR will allow the lead agency to identify and adopt such an optimal combination.

Background

AQMD staff views the I-710 project as a critical element of Southern California's efforts to ensure mobility and enhance public health. The project is located in the primary international goods movement corridor in Southern California – a corridor near the marine terminus of rail and highway transport facilities that traverse the region and carry over 40% of the nation's containerized imports. The corridor is heavily impacted by pollution and congestion. The choices of transportation technologies for this corridor will impact millions of persons, locally and regionwide. Moreover, due to its location, the project presents a *singular opportunity* to begin deployment of beneficial technologies regionwide. Properly designed, the project can reduce dangerous emissions, as well as achieve co-benefits in furthering state and federal goals of mobility, energy efficiency, reduced petroleum dependence, and greenhouse gas emissions reduction.

AQMD's primary concern is air quality impacts. The following are key facts about the project's air quality setting:

- *Mobile Sources Contribute to Serious Health Impacts.* Mobile sources such as trucks, locomotives and automobiles create the vast majority of air pollution in the South Coast Air Basin. One type of pollutant, fine particulates, is estimated to cause 6,200 premature deaths in the Basin *every year*.¹ The average reduction in life span for such persons is estimated by the California Air Resources Board and the U.S. Environmental Protection Agency to be 14 years.
- *Health Risks Near Transportation Facilities.* The California Air Resources Board identified diesel particulate matter as a toxic air contaminant in 1998, due to carcinogenic risk. The AQMD *Multiple Air Toxics Exposure Study (MATES III)* shows that diesel particulate matter is the overwhelming contributor to regional cancer risks from air pollution which average 1,200 in a million.² This is hundreds of times higher than risk levels allowed for stationary sources under AQMD rules (between and 1 and 25 in a million). The highest risks from air pollution are found near highways and other transportation facilities such as the I-710, because of heavy reliance on diesel-powered mobile sources. Persons in highly polluted portions of the basin, and persons near transportation facilities anywhere, also suffer greater risks of reduced lung function and many other serious health effects.
- *Federally-Required Emission Reductions & "Black Box."* To attain national air quality standards as required by federal law, this region must reduce nitrogen oxides emissions by approximately two-thirds *beyond the levels that will result from all the stringent rules adopted to date by federal, state and local agencies*. SCAQMD, CARB and SCAG have not been able to identify sufficient specific measures to meet this need, and the region's Air Quality Management Plan thus includes a large "black box" federal Clean Air Act commitment of needed but unidentified control measures. The black box includes over 200 tons of NOx reductions, an amount that exceeds the region's entire federal ozone standard "carrying capacity."³ Under federal law, the black box will need to be replaced by specific emission control strategies. Emissions from trucks and locomotives will comprise a substantial portion of total emissions in 2024, the year federal law requires attainment of the ozone standard. The region's Air Quality Management Plan thus identifies non-combustion zero-emission transport technologies as a potential means to fill the black box.

In sum, this region needs every possible emission reduction from goods movement and other mobile sources. This must include zero-emission technologies wherever possible.

¹ California Air Resources Board, 2008 (mean estimate).

² SCAQMD Mates III analysis, 2008

³ I.e. the maximum level of emissions that can occur if the region is to meet the federal standard

Comments on Alternative Technology Alternatives

For the above reasons, AQMD staff urges that the I-710 project EIR provide decisionmakers with thorough information regarding the feasibility and impacts of employing zero-emission technologies. Our specific comments are provided below:

- ***A sufficient variety of alternatives involving transport powered by electricity should be included in the EIR to maximize the potential for inclusion of such technologies as part of the project.*** “Alternative” technology transportation systems powered by electricity would provide substantial air quality benefits due to the lack of any diesel particulate emissions (which cause significant local cancer risks), and the greatly reduced criteria pollutant emissions – particularly since emissions from electric generating plants in this region are well-controlled through use of selective catalytic reduction NOx controls and natural gas fuel. Electrification would also create substantial co-benefits in reducing carbon emissions, which would assist the state and region in implementing AB 32 and SB 375. *We thus strongly urge that a sufficient variety of zero-emission alternatives be included in the EIR, as discussed below, to maximize the potential for identification of a system that could successfully be incorporated into the final approved project.*
- ***At least two zero-emission fixed-guideway alternatives – an advanced technology such as maglev and electrified rail – should be evaluated in the EIR.*** The types of fixed-guideway systems to be thoroughly evaluated as EIR alternatives should, at a minimum, include (1) a broadly-proven technology, electrified rail, and (2) an advanced technology such as maglev that may provide additional benefits or be more suited to regional needs. Evaluating both types of fixed-guideway technologies will maximize the possibility of identifying a configuration that can be successfully implemented. The two types of technologies would likely pose differing advantages and disadvantages, e.g. cost, ability to incorporate into existing transport routes, and ability to implement through an elevated guideway if that is determined necessary. The two types of technologies also may have differing potential for phased expansion to the rest of the region. *We strongly urge that potential for expansion be a key criterion for the ultimate technology decision* since a regionwide zero-emission system may be the only way to achieve long-term pollution, energy, congestion and climate needs. Consistent with these needs, the Regional Transportation Plan proposes a regional transport system that would be electrified.

Alameda Corridor Electrification. One configuration that should be evaluated, at least as a partial solution, is electrification of the Alameda Corridor. The Corridor was constructed so as to accommodate electrification. We recognize that the Corridor is used by trains bound to and from points outside of the region, and that much of the I-710 traffic serves points within the region. But such additional use for the Corridor should at least be evaluated since this would be an obvious (and

possibly less expensive) means of electrifying a significant portion of cargo transport.

Zero Emission Technologies Are Available Today. Finally we wish to note that, while some zero emission technologies have yet to be commercialized (e.g. electric trucks), technological advances are occurring quickly. In addition, some zero-emission technologies, notably electrified rail, have been widely deployed for decades. To illustrate the point, we have attached photos of electrified freight transport systems in England, France, Russia, Italy, Slovakia, Russia, Australia and Japan (there are examples in many more countries). These systems carry many types of freight, including cargo containers, and in some cases cross mountainous terrain. We found examples of electrified freight rail systems that were constructed as long ago as 1922. Electric locomotives have similar or lower cost and are easier to maintain than diesel locomotives. We have also attached photos of “dual mode” locomotives in operation in U.S. passenger service that operate solely on electricity in New York City stations and tunnels due to restrictions on diesel exhaust in those facilities. New Jersey has ordered similar equipment. Such locomotives “seamlessly” transfer to diesel power when operated elsewhere. This technology can be used to phase-in electrification of current infrastructure since electrified track can be shared by diesel locomotives. The attachment also includes an image of the passenger maglev system currently in operation in Shanghai. *Clearly, electric transport technologies are available today and should be thoroughly evaluated in the I-710 EIR.*

- ***Electric trucks should be one alternative evaluated in the EIR.*** The AQMD supports development and deployment of electric trucks. We currently are engaged in projects, co-funded by the ports and AQMD, to develop electric drayage trucks and yard hostlers. Such technology has the potential to move cargo where fixed rails cannot and would avoid local and regional emissions impacts. The category of heavy-duty trucks is currently the largest source of NO_x emissions in the Basin. Unless cleaner technologies such as electrification are employed, trucks will still be among the top three source categories for NO_x in 2024 (the federal ozone attainment deadline) despite years of implementation of stringent new-vehicle emissions standards and truck replacement/retrofit rules. Zero-emissions technologies thus should be deployed to the extent feasible for this large emissions category.

While we support deployment of electric trucks, we view electric truck technology as a supplement to, not a replacement for, fixed-guideway systems. Our reasons are threefold:

- First, there will always be a need to move substantial cargo from the ports to locations beyond the economic range of trucks.

- Second, the region should remove as many trucks as possible from the roads, both to reduce traffic congestion, and to cut energy use and associated emissions; *this should be a key design goal of the project.*
- Third, maximizing transport of cargo (and, if possible, passengers) by fixed guideway could reduce the need to construct additional highway lanes; this, in turn could free up space and funds to construct zero-emissions fixed guideway transport systems
- ***The EIR Should Fully and Concurrently Evaluate all Alternatives Described Above.*** Finally, we wish to caution against any unnecessary “phasing” of the evaluation of zero-emission alternatives which could result in other portions of the I-710 project (i.e. lane expansion) proceeding to project-level analysis, possible approval, and construction, prior to full evaluation and potential decision regarding the zero-emission alternative. Highway lanes and alternative transport systems are highly interrelated. The capacity of one could affect the usage of the other, and environmental impacts from expansion of the highway capacity could be mitigated or otherwise altered by deployment of alternative technology systems.

Thank you for your consideration of these comments. We look forward to working with the Committee to fashion an environmental document, and a project decision, which successfully meets the needs of this region.

Please contact Susan Nakamura, Planning and Rules Manager, at (909) 396-3105 or Peter Greenwald, Sr. Policy Advisor, at (909) 396-2100 if you have any questions or comments.

Sincerely,



Barry R. Wallerstein, D.Env.
Executive Officer

BRW/PG

Attachment

ATTACHMENT

Electrified Freight Rail Examples

Italy



http://www.interportopd.it/scripts/interportopd.asp?cat=intermodalita&tipo=Ferroviario&tab=intermodalita&sezione=Traffico_Ferroviario

Channel Tunnel - Britain/France



<http://www.skyscrapercity.com/showthread.php?t=576900&page=2>

Japan



http://picasaweb.google.com/lh/photo/Y_edNCKULEYQwyv3-FzyFw

Germany



<http://en.wikipedia.org/wiki/File:Db-152073-00.jpg>
<http://creativecommons.org/licenses/by-sa/2.5/>
http://commons.wikimedia.org/wiki/Commons:GNU_Free_Documentation_License

Switzerland (constructed in 1922)



http://en.wikipedia.org/wiki/File:Biaschina_Intermodal.jpg

Russia



<http://www.skyscrapercity.com/showthread.php?t=576900&page=2>



Slovakia



<http://www.skyscrapercity.com/showthread.php?p=31901680>



Austria

(Note trucks being carried)



<http://www.skyscrapercity.com/showthread.php?t=576900&page=2>

Britain



http://en.wikipedia.org/wiki/British_Rail_Class_92

France



http://www.rail-be.net/Accessoires/Webs_Files/Alan.htm

Australia

Siemens press release:

Electric locomotives



Feb 10, 2006

Siemens makes the transport of coal more efficient by modernized electric locomotives. A new traction technology offers more power, more effort and more profitability to the fifth continent. In the past five locomotives hauled a train with a length of five kilometers and a weight of more than 13.000 tons. In the future three modernized locomotives will do the work of five former locomotives. The new locomotives which will have an economic lifetime of 20 additional years will do their work at Goonyella in eastern Australia where coal is conveyed by surface mining.

Reference Number: sots200603-02

[http://w1.siemens.com/press/en/pp_ts/2006/sots200603_02_\(innovationnews\)_1352530.htm](http://w1.siemens.com/press/en/pp_ts/2006/sots200603_02_(innovationnews)_1352530.htm)

Note: Siemens states the locomotives pull five-kilometer long coal trains to the coast where cargo is loaded onto ships, a trip of 200 to 300 kilometers.

Dual - Mode Locomotives: Third Rail Power

(Full-electric operation only when in New York City tunnels & stations *due to diesel exhaust restrictions*)



General Electric P32AC-DM operated by Amtrak. In New York City, where diesel emissions in tunnels approaching Penn Station and Grand Central Terminal are not permitted, operates on “third rail” electric power. Elsewhere, operates as a diesel-electric locomotive. Seamlessly transitions while underway. Rated at 3,200 hp (2,390 kW) and can obtain a maximum speed of 110 mph.

http://tripatlas.com/GE_Genesis#P32AC-DM

Dual - Mode Locomotives: Overhead Catenary Power



http://en.wikipedia.org/wiki/SNCF_Class_B_82500

Bombardier B 81500: dual-mode variant, capable of running on both diesel (by means of a diesel-electric engine) and 1.5 kV DC (by means of a pantograph). It has been in operation since

2005 on passenger lines in France. In July 2008, New Jersey Transit approved the purchase of 26 Bombardier dual-mode locomotives to replace its aging diesel fleet.

Shanghai Passenger Maglev System



http://www.drives.co.uk/news/worldnews/news_worldnews208.htm

Additional Support Documents for Declarative Statements (Links)

710 tunnel is about Goods Movement, Freight Trucks

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

In 2004, Governor Schwarzenegger was "criticized by government and business leaders in Asia for allowing congestion at the San Pedro Bay Ports to impede the flow of goods from Asia to U.S. markets. On his return he tasked BT&H Secretary, Sunne Wright McPeak with developing a strategy on this issue."

<http://articles.latimes.com/2007/feb/13/local/me-roads13>

State's future may be paved with fees

Evan Halper, February 13, 2007, LA Times

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....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**

http://www.scag.ca.gov/rtp2008/pdfs/finalrtp/reports/fFinance_AppF_02_SR710.pdf

SR-710 Tunnel Financial Feasibility Assessment SCAG RTP 2008

PDF pg 5 please see section 2.7, especially the second paragraph: "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.**"

http://www.scag.ca.gov/rtp2004/pdfs/techappendix/appendix_E.pdf

Appendix E Goods Movement 2001 RTP Technical Appendix, Southern California Association of Governments May 2001

Freight Issues, Implications and Options in the Moving Forward Document Starts on PDF pg 28-31 (doc E-26 E-29)

A potential solution is to modify the Interstate 710 gap closure project with the construction of four bored tunnels under South Pasadena... 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... 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... **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.**

http://www.metro.net/images/lrtp_techappendix.pdf

2001 Long Range Transportation Plan For Los Angeles County

Technical Document, Los Angeles County Metropolitan Transportation Authority

6-6 2001 Long Range Transportation Plan For Los Angeles County

(PDF pg 132) Of the goods coming through the ports of Long Beach and Los Angeles, approximately 80% of those goods pass through the Gateway Cities either by train or truck. Port-related truck traffic is the leading cause of congestion on all of the major freeways within the sub-region but especially the I-5, I-710 & I-605 corridors regardless of time of day. Currently, trucks account for 45 to 60 percent of freeway capacity, and this traffic is expected to grow substantially due to expansion of the Ports, interstate freight movement, weekday commute traffic and weekend recreational traffic.

<http://www.scag.ca.gov/goodsmove/pdf/2008/gmtf052108fullagn.pdf>

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

Pg 9PDF (Pg 6 of the Doc)

Missing Link Truck Study

Mr. Vigen 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.

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

Financial Planning Charrette 710/210 Tunnel Connection

USC Keston Institute for Public Finance and Infrastructure Policy, Louise Nelson Dyble, Ph.D., December 5, 2007 The University Club University of Southern California, Meeting Summary, The Keston Institute for Public Finance and Infrastructure Policy, University of Southern California

PG 2-5 PDF (Pg 1-4 doc) 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... The tunnel would continue the route... descend in Alhambra, continue underground beneath the city of South Pasadena, and emerge in Pasadena to connect to Interstate 210,... The historical overview presented by Mr. Huddy (SCAG) 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... 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.

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.

<http://www.everythinglongbeach.com/metro-transportation-projects-2011/>

Metro's Freeway Projects Mean Better Transportation For Everyone

By Editor 2011-03-24

"Transportation from The Ports -...710 north gap closure between the I-10 and the I-210 would complete the natural goods corridor that was begun several decades ago"... 'designed primarily to address the demands of commerce' "specifically goods movement from the twin ports of L.A. and Long Beach"

"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..."

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."

Note - IN FACT here they state it is not about the "commute", which this year's highway projects are designed to address, but that the 710 is about "commerce"

http://narc.org/uploads/Annie_Nam_Financing.pdf

Freight Planning and Investment Strategies in Southern California

Annie Nam, Manager of Transportation Finance & Goods Movement, 2008, SCAG

Pg 4 - Over 70% of imports pass through to other markets. Ports handle one third of all container traffic in U.S. and nearly two-thirds of containers from Asia. Pg 5 - Dramatic Increase in U.S. Maritime Trade. Pg 6 - Projected Container Growth Expected to Triple for LA/Long Beach - 42.5 In Million TEUs by 2030 - Source: POLA, POLB. Pg 7-8 - Goods Movement Congestion - Daily Truck Traffic to/from LA/LB Ports Will Grow Dramatically 92,000 by year 2020 Source: Gill V. Hicks Associates. Pg 9 - Truck Travel on Southern California Highways - 115% Increase 2000 to 2030. Pg 13 - **Moving Freight Faster via East-West Corridor and I-15 Strategic RTP**. Pg 22 - Potential Funding Sources - User Fees: Tolls, TEU Fees, Railroad Contribution. Public Funding & Financing: Existing Sources (Federal and State Contributions, County Transportation Commissions), Financing Provisions in SAFETEA-LU (Private Activity Bonds). Pg 23 - **LA/LB (Ports) At what point would fees used to finance infrastructure divert business elsewhere?**

http://www.metro.net/projects_studies/710_final_report/images/appendix_p.pdf

APPENDIX P I-710 Major Corridor Study "Hybrid" Alternative (Locally Preferred Strategy) Technical Report Gateway Cities Council of Governments, Metro, April 2004, Final Report, March 2005

PDF Page 7 Doc pg 1 Section A Introduction, Background And History Introduction

The I-710 Freeway is a vital transportation artery, linking the Ports of Long Beach and Los Angeles to the Los Angeles region and beyond.

[http://www.wsdot.wa.gov/NR/rdonlyres/5A019EA4-50EF-4286-96F9-](http://www.wsdot.wa.gov/NR/rdonlyres/5A019EA4-50EF-4286-96F9-05398B52608A/0/DR1_WCCC_TradeandTransportationStudy_COMPLETEweb.pdf)

[05398B52608A/0/ DR1_WCCC TradeandTransportationStudy COMPLETEweb.pdf](http://www.wsdot.wa.gov/NR/rdonlyres/5A019EA4-50EF-4286-96F9-05398B52608A/0/DR1_WCCC_TradeandTransportationStudy_COMPLETEweb.pdf)

http://www.scag.ca.gov/goodsmove/pdf/Summary_GM_Priorities.pdf

West Coast Corridor Coalition Trade and Transportation Study final report

prepared for West Coast Corridor Coalition, prepared by Cambridge Systematics, Inc, April 2008

Southern California Consensus Priority Goods Movement Projects (May 2005)

Southern California Association of Governments

Lists 5 rail projects (\$2.425 Billion), 5 highway projects (\$1.321 Billion) and ITS Enhancements (Cost TBD) total cost: (w/o ITS) + \$3.75 B. This one-page summary document also notes that the Multi-County **Goods Movement Action Plan will study an east-west truck way linking proposed I-710 truck lanes with potential truck lanes on I-15.**

<http://www.longshoreshippingnews.com/2010/04/battle-looms-over-tunnel-to-finish-la-area-freeway/>

Longshore & Shipping News Covered the article from the From the Associated Press, April 21, 2010 titled

<http://www.businessweek.com/ap/financialnews/D9F867800.htm> "Battle looms over tunnel to finish LA-area freeway" Advocates and opponents are gearing up for battle over a plan to dig a tunnel to complete a Southern California freeway...what we need are smart solutions and sustainable modes of transit."

Note - Article is the Longshore & Shipping News because they know it would be a shipping route

Goods Movement Facts

http://ops.fhwa.dot.gov/freight/freight_analysis/nat_freight_stats/docs/05factsfigures/pdf/fff2005.pdf

Freight Facts and Figures 2005

U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations

Snapshot of the volume and value of freight flows in the United States, the physical network over which freight moves, the economic conditions that generate freight movements, the industry that carries freight, and the safety, energy, and environmental consequences of freight transportation.

Route Neutral Assessment is a Sham

Zone 3, the original Meridian Route, has already been chosen as the preferred route for completion of "the gap", as stated by Gloria Molina at the December 9, 2009 Metro Board meeting. Metro tapes of the meeting, when later requested, were reported to have been "lost" - but a recording of the comment was made.

<http://www.710gap.com/>

Well-paid pro-Freeway tunnel lobbyist Nat Read has given the visuals for the predetermined route on his website. Nat Read's "Gap Map" screen shot recorded 2011-3-20 at 8.45.58 PM.png

http://www.metro.net/projects_studies/route_710/feasibility_assessment.htm

Google Cache Feb 2, 2010 12:24:35 GMT – saved PDF

Route 710 Tunnel Technical Feasibility Assessment

Metro has completed the feasibility assessment of a tunnel alternative to extend the 710 Freeway from its current terminus at Valley Boulevard in the City of Los Angeles to 1-210 in the City of Pasadena. (Note - Location not neutral in this statement; they were claiming one of the Zone 2 connections would be to the 2 freeway!) Over the past year, Metro staff, in coordination with its consultant team, has been conducting a preliminary feasibility assessment of a bored or mined tunnel to extend the Route 710.... The technical feasibility assessment considered a myriad of tunnel alternatives with construction costs ranging from approximately \$1.3 billion to \$3.6 billion (2006 dollars).

Impact of Trucks

http://www.dot.ca.gov/hq/tpp/offices/ogm/products_files/GGDP_Final_Report.pdf

Global Gateways Development Program State of California Business, Transportation & Housing Agency
California Department of Transportation Division of Transportation Planning Office of Goods Movement
January 2002 As requested by Resolution Chapter 158, Statutes of 2000 (SCR 96, Karnette)

PDF pg 6 (doc pg 2) Goods Movement Challenge

Port container traffic and air cargo volumes are expected to triple by 2020, while overall goods movement volume is projected to jump 56 percent, between 1996 and 2016.

PDF pg 20 (doc pg 16)

The San Pedro Bay Ports (Los Angeles and Long Beach) rely heavily on the Long Beach Freeway (I-710) for truck access. Half of all trucks serving the San Pedro Bay Ports use I-710 which contributes to the 710 corridor having the highest truck accident rate in the State and second highest in truck volumes. These two ports combined generate about 34,000 truck trips per day.

This number of daily truck trips could exceed 50,000 by 2010 and reach almost 92,000 by 2020.

<http://www.sfmex.org/support/mts/webdocs/Needs%20Report.pdf>

California Marine Transportation System Infrastructure Needs

March 11, 2003 Prepared By: California Marine and Intermodal Transportation System Advisory Council, Northern California Marine Transportation System Advisory Council, Southern California Marine, Transportation System Advisory Council

PDF pg 18 (doc pg 10) Currently, approximately 34,000 truck trips/day move to/from the Ports via the I-710 Corridor (which includes the I-710 freeway and adjacent arterial streets and freeways). The total number of daily truck trips is forecast to increase to about 92,000 by 2020.

PDF pg 19-20 (doc pg 11-12) 2002 Ports Lockout Impact - For ten days, beginning at the end of September 2002 and extending through the first week of October, a waterfront labor dispute shut down West Coast ports ...Roadways around west coast ports, such as the I-710 serving the Ports of Long Beach/Los Angeles, experienced severe congestion after the ports reopened.

Note - This is written by the Port's "Advisory" councils - it states that the ports rely on the 710 as a cargo route. It is a lobbying effort on behalf of the Ports to get the Federal Government to invest tax dollars towards improving their (710) freeway cargo route. When cargo trucks are taken off of our local freeway systems - commuter issues become obsolete for the 710-freeway area. (See pictures I-710 Under Normal Conditions & I-710 During Ports Shutdown)



I-710 Under Normal Conditions



I-710 During Ports Shutdown

ROAD TUNNELS AROUND THE WORLD ARE PROVEN TO HAVE INHERENT DANGER FROM FIRE, FLOOD, EARTHQUAKE & TERRORISM

Caltrans and Metro have assured the public during the Geotechnical Study outreach meetings that modern road tunnels are safe from hazards and that all contingencies will be planned for. Confidence is not high on this count as a recent release of the Cost Estimate for the proposed tunnel does not even include escape exits.

Therefore, the No 710 Action Committee **demands** that Caltrans and Metro:

Conduct comparative safety studies of a minimum of 10 similarly sized road tunnels, constructed in the same manner as the proposed SR-710 tunnel

Compile a comprehensive emergency plan outlining roles for first responders from the private operations/maintenance company and on-site fire station plus all other affected jurisdictional fire, police, and public works departments. The plan must include all actions that will be taken in emergencies due to fire, flood, earthquake, terror, or any other tragedy. The plan must also factor in costs for handling such emergencies and the amount that will be reimbursed back to the cities for manpower and equipment. Additional preventative costs include screening vehicles for flammable liquids and monitoring suspicious activity at the tunnel portals. Systems must also be in place for clearing vehicular traffic when the tunnel is shut down for maintenance or other issues

TUNNEL DANGERS

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?

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.

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.

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 and training of first responders.

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.

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.

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 volatilized and fed the fire that burned at about 1800^oF 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.

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.

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.

This type of situation is a concern for Los Angeles area residents as flooding 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 heavy cargo trucks into the local communities is devastating.

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 and 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.

As we look to Los Angeles in the future, we must consider that a large tunnel could become the ultimate soft 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.

Appendix C

Tunnel Dangers

References for Narrative (Links)

http://en.wikipedia.org/wiki/Big_Dig
http://en.wikipedia.org/wiki/Caldecott_Tunnel_fire
http://en.wikipedia.org/wiki/Salang_tunnel
<http://www.guardian.co.uk/world/2001/oct/26/jonhenley1>
<http://www.landoverclub.net/Club/HTML/MontBlanc.htm>
<http://www.youtube.com/watch?v=VeZjMTzqNQ8>
<http://www.worldshipny.com/walking.shtml> under "Hudson River Park"
<http://www.flickr.com/photos/bencouldrey/1016957975/in/photostream/>
<http://www.ourbrisbane.com/transport/2370803.clem7-tunnel-ventilation-outlet-2-woolloongabba>
http://www.hbi.ch/fileadmin/media/pdf/publikationen/Paper_lfg_HBI_Gijon_2005_english.pdf

Support Documents for Declarative Statements (Links)

Tunnel Disasters

<http://www.nytimes.com/1994/04/25/news/25iht-safe.html?pagewanted=1>

Terrorist Attacks and Fires Present the Greatest Risks : Taking the Time To Ensure Safety
Barry James, Published: April 25, 1994

The Channel Tunnel, one of Europe's biggest construction projects, is also its biggest security headache... Because the tunnel has a single entry and exit, Mr. Clutterbuck said, there is more incentive for terrorists to "to grab the headlines by blocking it, by a terrorist act, by sabotage or by a hoax call." As in any complex underground system, the biggest danger is from fire and toxic fumes... Some chemicals, nuclear material and other potentially dangerous materials will be banned from the tunnel... If an explosion occurs, the blast would follow the path of least resistance - the tunnel itself... Every coal miner knows that the likeliest cause of death underground is not flame but toxic fumes, such as odorless carbon monoxide, which can race through a tunnel faster than a man can run. Other risks being considered include: Flooding Earthquakes.

http://en.wikipedia.org/wiki/Channel_Tunnel

Channel Tunnel

From Wikipedia, the free encyclopedia page was last modified on 8 May 2010 at 07:37

There have been three fires in the Channel Tunnel that were significant enough to close the tunnel—all on the heavy goods vehicle (HGV) shuttles—and other more minor incidents.

During an "invitation only" testing phase on 9 December 1994 a fire broke out in a Ford Escort car whilst its owner had been loading it on to the upper deck of a tourist shuttle. The fire started at approximately 10:00 with the shuttle train stationary in the Folkestone terminal and was extinguished around 40 minutes later with no passenger injuries. On 18 November 1996 a fire broke out on a heavy goods vehicle shuttle wagon in the tunnel but nobody was seriously hurt. The exact cause is unknown... although it was not a Eurotunnel equipment or rolling stock problem; it may have been due to arson of a heavy goods vehicle. It is estimated that the heart of the fire reached 1,000 °C (1,800 °F), with the tunnel severely damaged over 46 metres (151 ft), with some 500 metres (1,640 ft) affected to some extent. Full operation recommenced six months after the fire... 11 September 2008 a fire occurred in the Channel Tunnel at 13:57 GMT. The incident started on a freight-carrying vehicle train traveling towards France... The event occurred 11 kilometres (6.8 mi) from the French entrance to the tunnel. No one was killed but several people were taken to hospitals suffering from smoke inhalation, and minor cuts and bruises. The tunnel was closed to all traffic, with the undamaged South Tunnel reopening for limited services two days later. Full service resumed on 9 February 2009... after repairs costing €60 million... Home Office statistics indicating that car fires had doubled in ten years... Eurotunnel has banned a wide range of hazardous goods from travelling in the tunnel. Two STTS vehicles with firefighting pods are on duty at all times, with a maximum delay of 10 minutes before they reach a burning train.

http://en.wikipedia.org/wiki/Gotthard_Road_Tunnel#History

Gotthard Road Tunnel

From Wikipedia, the free encyclopedia page was last modified on 14 April 2010 at 13:51

Owing to the enclosed space of a tunnel, fires can have very serious effects on users. The main dangers are gas and smoke production, with low concentrations of carbon monoxide being highly toxic. Fires killed 11 people in the Gotthard tunnel fire of 2001 for example, all of the victims succumbing to smoke and gas inhalation.

<http://www.guardian.co.uk/world/2001/oct/26/jonhenley1>

Vehicles found fused together in molten mass after tunnel inferno

European transport network left paralyzed after Swiss disaster, and key questions are raised on future policy

Jon Henley in Paris, The Guardian, Friday 26 October 2001 12.36 BST

Up to 128 people were reported to be still missing yesterday more than 24 hours after a fierce fire broke out in Switzerland's Gotthard tunnel, throwing road freight traffic in the heart of Europe into chaos. The blaze, which followed the collision of two trucks about a mile from the tunnel's southern entrance, prompted renewed demands from transporters, environmentalists and safety campaigners for an EU-wide shift from road to rail transport... Mounting fears about tunnel safety were fanned by a second crash yesterday morning just outside the 6km-long St Bernhard tunnel, the closest alternative to the Gotthard, although it is not used by heavy goods vehicles. A lorry crashed into a car and a minibus after it left the tunnel, killing the minibus driver and prompting authorities to close the St Bernhard for several hours. This effectively cut off all Italy's main road links to the north, adding to the misery of thousands of stranded lorry drivers and tourists... The Gotthard tunnel disaster, Switzerland's worst ever, will hit European freight traffic - and Italy's entire economy - hard. The third major accident in a transalpine tunnel in as many years, it leaves two of the four main road freight routes linking Germany, Switzerland, France and Italy out of operation. Italian Transport Federation (Confetra) chief Piero Luzzati told Reuters: "This is the nightmare scenario."... France's Mont Blanc tunnel, shut since a fire in March 1999 that killed 39 people, was due to reopen before the end of the year. But it is now likely to remain closed for longer, pending stricter safety regulations in the wake of the Swiss blaze. Unmanageable. The Gotthard tunnel, used by 1.2m lorries a year and millions more motorists, is likely to be closed for weeks if not months. Swiss railways yesterday increased capacity to ease the congestion, but road freight organisations warned the situation could quickly become unmanageable. The tunnel is also fitted with a state-of-the-art fire detection system and a ventilation system that allows air in the tunnel to be refreshed, and fumes evacuated, within 15 minutes of an accident. None of that was enough to prevent the tragedy. "This accident shows us, sadly, that it is simply impossible to guarantee anyone's safety in a two-directional, mono-bore tunnel," said Louis Verdier, deputy mayor of Chamonix, at one end of the Mont Blanc tunnel. "This disaster must pose major questions about the reopening of Mont Blanc."... Survivors and rescue workers described how litres of petrol from the crumpled trucks then washed over the tunnel floor, causing a huge explosion to rip through the structure and starting a fire which blazed throughout the night.... "Knowing the layout of the tunnel I quickly walked towards an emergency exit. Of course, I couldn't see anything. It was like someone had turned the lights out. But even with loudspeakers giving directions some people simply became distraught and several cars were trying to reverse. It was chaotic."... Another rescue worker Benno Beuhmann, in charge of Uri canton's chemical accident unit, described how workers found four corpses in cars and six people who had suffocated in the emergency tunnel, tantalisingly close to exits which would have saved their lives.

http://www.google.com/images?hl=en&q=Mont+Blanc+tunnel+fire&um=1&ie=UTF-8&source=univ&ei=SbfpS7LeJo6qsgP9pInMBw&sa=X&oi=image_result_group&ct=title&resnum=4&ved=0CDUQsAQwAw

Images of Mont Blanc tunnel fire Memorials

<http://www.thefreelibrary.com/Threat+of+terrorism,+accidents+turns+attention+to+tunnel+safety....-a091203782>

http://goliath.ecnext.com/coms2/gi_0199-2157363/Threat-of-terrorism-accidents-turns.html

Threat of terrorism, accidents turns attention to tunnel safety. Property/Casualty: Loss/Risk Management Notes. Fire more likely in roadway tunnels than in railroad tunnels; Mont Blanc tunnel fire examined; Interview with Bill Kennedy, Brief Article

Loss/Risk Management Notes is compiled by Senior Associate Editor Lynna Goch.

Best's Review, Publication Date: 01-SEP-02

The Mont Blanc tunnel fire of 1999, which occurred on the border of France and Italy, burned for two days and killed 39 people.... The tunnels in New York--including the Lincoln and the Holland--have about one or

two car fires a year, and they are considered routine incidents... The thing that's a horse of a different color is either if you have a deliberately caused incident or, in the interest of saving time and money, a driver tries to sneak illegal cargo through the tunnel... The 1999 Mont Blanc tunnel fire was caused by foodstuffs... **a tanker full of margarine** ... It was not looked at as a risky cargo at all prior to that incident. Between the time of the Mont Blanc fire and the Channel Tunnel fire, I don't think the French and Italians had caught on to the fact that they had a serious risk... The attitude of complacency, in my opinion, raises the likelihood that an event will occur.

<http://www.landroverclub.net/Club/HTML/MontBlanc.htm>

The Mont Blanc Disaster

41 deaths (correction 39), 52 hours burning and reached temperatures of 1000 °C (1830 °F)

Of the 41 people who died after fire swept through the Mont Blanc tunnel on 24 March, all but 7 had stayed in their cars. They were poisoned by fumes from the fire. To understand what happened you must know that there are independent control rooms, ventilation and safety systems on both sides as half of the tunnel is French and the other half Italian territory. Only every second refuge area (unpair numbers) has a sheltered gastight room with fresh air supply giving protection **for 2 hours**.

This is a minute-by-minute report of the incident – it is a MUST READ, but have a box of Kleenex handy – devastating.

http://www.boston.com/news/traffic/bigdig/articles/2006/07/28/bostons_emergency_routes_to_be_revised_after_death/

Boston's emergency routes to be reviewed after death

By Raja Mishra, Globe Staff, July 28, 2006

http://en.wikipedia.org/wiki/Salang_tunnel_fire

Salang tunnel fire

From Wikipedia, the free encyclopedia page as it appeared on 5/11/10 12:28 PM

The Salang tunnel fire occurred on 3 November 1982 in one of Afghanistan's road tunnels - the Salang tunnel - during the Soviet occupation of Afghanistan. Details are unclear, but the incident may have been one of the deadliest fires of modern times.... Initial reports detailed fuel and ordnance explosions, and the death toll was speculated as high as 2,700. The death toll was subsequently revised downwards many times...FROM SOVIET MILITARY DATABASE: On 3 November 1982 two military convoys (2211 and 2212) collided in the Salang tunnel causing a traffic jam. There were no fire or explosions. 64 Soviet soldiers and 112 Afghan people were killed by carbon monoxide emitted by idling engines.

http://en.wikipedia.org/wiki/Big_Dig

Fatal ceiling collapse

From Wikipedia, the free encyclopedia page as it appeared on 5/11/10 12:54 PM

A fatal accident raised safety questions and closed part of the project for most of the summer of 2006. On July 10, 2006, a concrete ceiling panel weighing 3 tons (2722 kg) and measuring 20 by 40 ft (6.1 by 12.2 m) fell on a car traveling on the two-lane ramp connecting northbound I-93 to eastbound I-90 in South Boston, killing Milena Del Valle, who was a passenger, and injuring her husband, Angel Del Valle, who was driving...On September 1, 2006, one eastbound lane of the connector tunnel was re-opened to traffic...The project has incurred criminal arrests, escalating costs, death, leaks, and charges of poor execution and use of substandard materials...

http://www.boston.com/news/traffic/bigdig/articles/2008/03/14/no_big_dig_copycats/

No Big Dig copycats By Noah Bierman, Globe Staff / March 14, 2008

By Noah Bierman, Globe Staff / March 14, 2008

As other cities consider removing elevated highways, activists cite Boston as a reason not to go underground...If all had gone as planned, the mayor of Seattle would don a hard hat next year and break ground on a multibillion-dollar project to replace the city's downtown overpass with a tunnel. (Boston Globe, 3/14/08)

http://en.wikipedia.org/wiki/Caldecott_Tunnel_fire

Caldecott Tunnel fire

From Wikipedia, the free encyclopedia last modified on 15 February 2011 at 22:07.

The Caldecott Tunnel fire killed seven people in the north tube of the Caldecott Tunnel, on State Route 24 between Oakland and Orinda in the US state of California just after midnight on 7 April 1982. It is one of

the few major tunnel fires involving a cargo normally considered to be highly flammable, namely gasoline...- overcome by smoke - ventilation system was not switched on at the time of the accident

<http://abclocal.go.com/kgo/story?section=resources/traffic&id=7227809>

Crews hope to reopen Caldecott Tunnel

Alan Wang, 1/19/10, ABC Local KGO-TV/DT

Crews dealt with major flooding issues in the Caldecott Tunnel on Tuesday and it is a problem they are hoping to resolve before Wednesday morning's commute and the next big storm.

<http://www.allbusiness.com/operations/disaster-preparedness-disaster-insurance/518361-1.html>

MTA failed to test before tunnel realignment.

By Rackham, Anne, Date: Monday, July 3 1995

Despite the sinkage along Hollywood Boulevard in the summer of 1994, which the Metropolitan Transportation Authority blamed on soil conditions brought on by the Northridge earthquake, the MTA did no soil tests before it set about realigning the subway tunnel in the Vermont Avenue area - now the site of a house-size sinkhole....A few hours later, a 70-foot-wide chunk of Hollywood Boulevard collapsed into a huge hole in the street...The MTA has blamed a broken city water pipe for the problem, but an engineer with the Department of Water & Power said the water main broke because of the sinkhole collapse. Any earlier water in the soil was likely groundwater that fell into the tunnel because of the construction work, said Bob Simmons of the DWP..."The fact that the water went down, instead of shooting up, proves that the cavern was already there," said Simmons. "Yes, there have been changes in the soil since the earthquake. But even the smallest leak (in a DWP main) would have shown on the surface. ... It clearly wasn't our hole. They (the MTA) may have just misestimated something."... "The (MTA) geologist said that, in hindsight, testing would have been a good idea," admitted Chesser..."The DWP has been doing business in this town the same way for years. It just doesn't make sense that all of a sudden, and only around MTA sites, their pipes would start popping," said Schneiderman. "The MTA's whole approach is they want to speed things up. They had already decided not to take precautionary measures."

<http://www.allbusiness.com/north-america/united-states-california-metro-areas/481388-1.html>

Hollywood business people find damage growing; subway work is suspended but cracking, sinkage go on.

By Rackham, Anne, Los Angeles Business Journal Date: Monday, December 12 1994

Hollywood Boulevard business people have been astonished to find that their buildings have continued to shift, crack and break away from the sidewalk in recent weeks, even though Metro Rail subway tunneling has been on hold for the past four months. Business and property owners say that, especially since it rained over Thanksgiving weekend, the ground under Hollywood Boulevard has been shifting, causing their buildings to move, sink and crack. Business traffic along the boulevard is dismal, and some business owners are concerned that if tunneling resumes this month on schedule, irreparable damage will follow. "Hollywood community activist Robert Nudelman speculated ...that underground rivers, fueled by the recent rain, have shifted additional soil under the boulevard. He blames unstable soil conditions and "bogus" soil studies for the problems caused by tunneling -- rather than inadequate construction materials. "Nobody in his right mind would build a subway there," said Nudelman.... The owners of the 64-unit Hillview Apartments, at the corner of Hollywood Boulevard and Hudson Avenue, claim that subway tunneling-caused damage has rendered the building a total loss, and that the structure must be demolished... The MTA last August paid to house displaced tenants of the apartment building at the nearby Holiday Inn after Metro Rail crews ruptured utility lines. MTA spokesman Steve Chesser said the MTA spent \$200,000 to upgrade gas lines so the apartment residents could re-enter the property... However, the MTA has denied responsibility for what the building owners claim is permanent, irreparable structural damage... Subway tunneling in August caused "cracking, pulling apart, separation, subsidence, settling, loss of use, loss of value, and other damage to the subject property," the suit alleges. The contractors named in the suit are Shea-Kiewit-Kenny, which has the contract to dig and build the Hollywood tunnel section, and construction management firm Parsons-Dillingham.

<http://www.scientific.net/AMR.150-151.719>

Research on Earthquake Resistant Materials in Mountain Tunnels Crossing Fault

Jinglong Bu, Zhengyi Jiang and Sihai Jiao, October, 2010, Advanced Materials Research (Volumes 150 - 151)

<http://www.springerlink.com/content/y523412634024424/>

Seismic response of deep tunnels in near-fault conditions

Mirko Corigliano, April 2007, Research Doctorate in Geotechnical Engineering XIX Cycle, Politecnico di Torino

2.4. Damage Due To Fault Displacement 22, 2.5. Miscellaneous Aspects Related To Dynamic Motion 23
Even a low level of damage may affect the serviceability of a wide network. Seismic analysis of tunnels close to seismogenic faults is a complex problem, which is often neglected at the design stage for the lack of specific codes or guidelines for the design of underground structures in seismic conditions

<http://www.fhwa.dot.gov/bridge/tunnel/pubs/nhi09010/13.cfm>

United States Department of Transportation - Federal Highway Administration, Updated: 4/05/2011

The greatest incidence of severe damage has been associated with large ground displacements due to ground failure, i.e., fault rupture through a tunnel, landsliding (especially at tunnel portals), and soil liquefaction. Ground shaking in the absence of ground failure has produced a lower incidence and degree of damage in general, but has resulted in moderate to major damage to some tunnels in recent earthquakes... Near-surface rectangular cut-and-cover tunnels and immersed tube tunnels in soil have also been vulnerable to transient seismic lateral ground displacements, which tend to cause racking of a tunnel over its height and increased lateral pressures on the tunnel walls. Their seismic performance could be vital, particularly when they comprise important components of a critical transportation system (e.g., a transit system) to which little redundancy exists.

Adequate design and construction of seismic resistant tunnel structures, however, should never be overlooked, as moderate to major damage has been experienced by many tunnels during earthquakes, as summarized by Dowding and Rozen (1978), Owen and Scholl (1981), Sharma and Judd (1991), and Power et al. (1998), among others. The greatest incidence of severe damage has been associated with large ground displacements due to ground failure, i.e., fault rupture through a tunnel, landsliding (especially at tunnel portals), and soil liquefaction. Ground shaking in the absence of ground failure has produced a lower incidence and degree of damage in general, but has resulted in moderate to major damage to some tunnels in recent earthquakes. The most recent reminder of seismic risk to underground structures under the ground shaking effect is the damage and near collapse at the Daikai and Nagata subway stations (Kobe Rapid Transit Railway) during the 1995 Kobe Earthquake in Japan . Near-surface rectangular cut-and-cover tunnels and immersed tube tunnels in soil have also been vulnerable to transient seismic lateral ground displacements, which tend to cause racking of a tunnel over its height and increased lateral pressures on the tunnel walls. Their seismic performance could be vital, particularly when they comprise important components of a critical transportation system (e.g., a transit system) to which little redundancy exists.

http://naosite.lb.nagasaki-u.ac.jp/dspace/bitstream/10069/22249/1/NatHaz_Jiang.pdf 3.2.1 Cracking of lining

Damage assessment of tunnels caused by the 2004 Mid Niigata Prefecture Earthquake using Hayashi's quantification theory

Jiang, Yujing; Wang, Chunxiang; Zhao, Xiaodong, Natural Hazards, 53(3), pp.425-441; 2010

From Table 1, we can see that almost all of the damaged tunnels suffered cracking of the concrete lining. The types of the lining cracks are longitudinal cracks, transverse cracks and inclined cracks in the arch, sidewall and roadbed. The extent of cracks is various. Slight cracks have little influence on the function of the concrete lining. But opening of cracks and buckling of the lining, inflicted spalling or collapse of the lining and consequently water leakage happened.

3.2.2 Spalling of lining

Spalling of concrete lining is the severe damage pattern in this disaster. There are three causes for spalling: space over the arch crown; imperfection of the contact between the concrete material and the rock surrounding of the tunnel; and the aged concrete lining. The seismic shaking force is the initiation factor.

http://books.google.com/books?id=CPJC9K9unvMC&pg=PA413&lpg=PA413&dq=frequency+of+tunnel+accidents&source=bl&ots=4rt5e8Ustv&sig=Tm7mN1XqZKV-2VaPkOsOYYh3Kq8&hl=en&ei=IXFtTc-qK40ksQOq2tHGBQ&sa=X&oi=book_result&ct=result&resnum=2&ved=0CB8Q6AEwATgK#v=onepage&q=frequency%20of%20tunnel%20accidents&f=false

The handbook of tunnel fire safety, Thomas Telford, 2005 - Technology & Engineering - 514 pages

By Alan Beard, Richard Carvel

PG 90 ...the public becomes sensitized to tunnel fires due to repeated major accidents....

http://books.google.com/books?id=JuTAZmIseeAC&pg=PA282&lpg=PA282&dq=frequency+of+tunnel+accidents&source=bl&ots=RvcNNwoV2V&sig=XW-P8qzuAsX91ieWUJiz700pa5M&hl=en&ei=s2RtTamHE5LQsAOG_NytBQ&sa=X&oi=book_result&ct=result&resnum=10&ved=0CFIQ6AEwCQ#v=onepage&q=frequency%20of%20tunnel%20accidents&f=false
The Handbook of Road Safety Measures

By Rune Elvik, Alena Hoyer, Truls Vaa, Michael Sorensen, Emerald Group Publishing, 2009 -Health & Fitness, 1124 pages

Factors which can make tunnels less safe than roads above-ground include: Traffic space is limited, opportunities for evasive maneuvers are small; there is no daylight, and light conditions often change dramatically when driving in and out of a tunnel; access to fresh air is reduced and steam, mist or exhaust gases can reduce visibility; in the event of accidents or fires, the escape route may be blocked and rescue work may be more difficult than on roads above ground.

<http://www.nytimes.com/qwire/2011/01/20/20greenwire-200-year-flood-in-calif-more-devastating-than-80143.html>

200-Year Flood in Calif. More Devastating Than Major Quake, USGS Says

By COLIN SULLIVAN of Greenwire, Published: January 20, 2011

A massive California rain event -- one expected to occur once every 200 years -- would far surpass destruction caused by a "Big One" earthquake, causing more than \$700 billion in damage and hobbling the state's economy for decades, federal scientists are warning....U.S. Geological Survey scientists ran an extreme hypothetical, called "ARkStorm," through simulation models and determined that a deluge not seen in California since 1862 could potentially cause three times more damage than a large earthquake on the San Andreas Fault.

http://bpa.odu.edu/forecasting/sor/2009/2009_sor_ch7.pdf

The Tunnels that Connect Hampton Roads, bpa.odu.edu, 2009

Tunnel accident stats, Final Reflection: Accidents and Terrorism

Videos

Truck and Car Accidents in Tunnels

Envision cars and trucks stuck inside a long tunnel after an accident and the impending ventilation issues and fire possibilities with smoke traveling up the grade (acting like a chimney) in the proposed 710 tunnel. Also imagine the detours necessary through the surrounding neighborhood for those who have not yet entered the tunnel. Makes you wonder how often accidents will happen in such a tunnel. Take a look.

<http://www.youtube.com/watch?v=VeZjMTzqNQ8>

Seconds From Disaster - S01E02 - Tunnel Inferno _46:24 minutes

On 24 March 1999, 39 people died when a Belgian transport truck carrying flour and margarine caught fire in the tunnel. After several km, the driver realized something was wrong as cars coming in the opposite direction flashed their headlights at him; a glance in his mirrors showed white smoke coming out from under his cab. This was not yet a fire emergency; there had been 16 other truck fires in the tunnel over the previous 35 years, always extinguished on the spot by the drivers.

http://www.youtube.com/watch?v=99vKkFo_IKI

Need to be able-bodied for this: Qingdao Undersea Tunnel Evacuation (EXODUS) 1:30 min

Simulation of the undersea tunnel in Qingdao, China, visualizing an accident in the tunnel and showing how evacuees can escape the tunnel. Simulation by UC-win/Road, a FORUM8 software program, Analysis by FSEG's EXODUS.

<http://www.youtube.com/watch?v=w3DA36sXT3A>

CityLink Collision - Tunnel Nightmare 3:31 min

News footage, CityLink collision, Melbourne 23/03/2007

<http://www.youtube.com/watch?v=AxVxGMQYeN0>

<http://jaimejeparage.blogspot.com/20...> En Corée du Sud, un bus arrive à vive allure dans un tunnel et s'encastre dans des voitures à l'arrêt.

Accident De Bus Dans Un Tunnel!!!! : 31 min

The same tunnel In South Korea, a bus arrives at high speed in a tunnel and smashes into stopped cars.

<http://www.youtube.com/watch?v=42C-Pw2HXg8>

Tunnel on fire, 1:55 min, 20/1/2010, Predor Trojane, Slovenia.

3 trucks were involved in the accident, which caused fire, 5 people were taken to the hospital.

I had to take the camera off, because I had 200 grams of marijuana in the back seat and was scared of Mr. Police.

<http://www.youtube.com/watch?v=weBwRewEYa4&feature=fvsvr>

euronews: www.euronews.net/nocomment/

Slovenia tunnel fire_:53 min

<http://www.youtube.com/watch?v=58VoduuPWFk>

Huge Multi-Car Pileup in French tunnel_:39 min

Dozens of cars pile up in a tunnel in France.

<http://www.youtube.com/watch?v=8yJSh2B5-YU>

BIKE ACCIDENT IN TUNEL_2:53 min

<http://www.youtube.com/watch?v=uVZ4RxYznp4>

Accident in a tunnel: Sanyo expressway, Okayama prefecture, 3:31 min

on Feb. 15, 2010, a truck slammed into the back of a patrol car near the exit of Musa tunnel on a part of the Sanyo expressway in Okayama prefecture. the accident caused the tunnel to be blocked and inaccessible. at first, there were a couple explosions rocking the tunnel, which then made everyone abandon their vehicles and escape towards the entrance of the tunnel due to smoke rapidly filling the tunnel. about an hour and a half later, everyone was taken to a highway patrol office and waited there until we could go back and retrieve their vehicles. about 4 hours later after the accident, we went back to the tunnel, reeking of burned chemicals and plastic, also leaving a dark layer of soot on everyone's car. breathing became difficult, but everyone drove out of the tunnel the same way we all came in.

<http://www.youtube.com/watch?v=RvpupKheJr0&NR=1>

Truck fire on PA Turnpike 6-20-08_1:01 min

4 cell phone video of truck fire at the entrance of the Allegheny Mountain Tunnel Westbound. Taken by Thatcher

<http://www.youtube.com/watch?v=0FBMWE9BfqE&NR=1>

[Accident] Crash in a tunnel .._:54 min

Caused by over-speed...unfortunately the driver died

http://www.youtube.com/watch?v=_yWQTbN945I&NR=1

Tunnel car truck crash_:46 min

<http://www.youtube.com/watch?v=V1LM8TtSLZ0&feature=related>

Melbourne Domain Tunnel truck and car crash_:50 min

This was a story on A Current Affair which was about dangerous driving. By coincidence the car that was fitted with cameras to demonstrate this was directly in front of an accident inside the Domain tunnel, so it was captured on video.

Watch the Mercedes move into the centre lane, out of view of the truck's mirrors as he indicates to change into the same lane. Once the truck moves left a collision is inevitable.

Higher quality capture available here: <http://media.sensationcontent.com/row...>

<http://www.youtube.com/watch?v=21kBlAvWz0&NR=1>

Dubai Tunnel Accidents Video_2:03 min

Get to know the what driving in Dubai is like. Scenes inside the Rashidiya tunnel captured on video.

<http://www.youtube.com/watch?v=KQkb8uMQPIY>

Truck accident in tunnel_:53 min

Truck driver fall a sleep in tunnel

http://www.youtube.com/watch?v=9KUUeF8_AzQ&NR=1

Inversioni di marcia ed altro in galleria highway tunnel accident 1:39 min

Italian, the unthinkable at the end when a truck crushes three cars still in the tunnel taken from the watchful eye of big brother

<http://www.youtube.com/watch?v=5wO2sApvTXc&NR=1>

Russian Tunnel. Crash(es). 1:24 min

This tunnel in Russia is the longest in-city tunnel of Europe. (3,150m long Lefortovo tunnel in Russia is the longest in-city tunnel in the world. It is nicknamed 'The Tunnel of Death'). There is a river running over it and water leaks at some points. When the temperature reaches -38 degrees outside the tunnel like it did this winter, the water on the tunnel road freezes and the result is the attached video taken during a single day with the tunnel camera.

http://www.scatnow.com/index_files/Page679.htm (Explanation)

<http://www.youtube.com/watch?v=GW-8g40oLbc&NR=1>

Ledenik tunnel crash, 1:10 min

The accident took place on July 28, 2006.

Miljenko Striak (age 26, the one who caused the accident) said that he was sending a text message when he was entering the Ledenik Tunnel. He also said that the sunlight was blinding him and he couldn't see the traffic signs.

Additionally, he violated the speed limit (60kph / 35mph) by driving at 100kph / 60mph. And? he didn't even touch the brake pedal when he was approaching the traffic jam. In September 2008, he was sentenced to 8.5 years in prison.

Minsk metro blast leaves several dead

A blast tore through a metro station near Belarus President Alexander Lukashenko's main office in the capital Minsk on Monday, killing at least five and wounding several commuters, according to reports.



People help a commuter injured in the blast Photo: REUTERS

5:25PM BST 11 Apr 2011

It was not immediately clear what caused the explosion, which hit the Oktyabrskaya metro station in the city centre.

The exit to the metro leads directly to both Mr Lukashenko's main working office and his residence. Ambulances and fire engines were seen racing to the scene.

Witnesses told AFP that dark plumes of smoke rose from the station tunnel, with dozens of people walking out in a daze, covered in pieces plaster and their clothing tattered.

At least one person had both legs maimed by the blast, a witness said.

[Belarus \(http://www.telegraph.co.uk/news/worldnews/europe/belarus/\)](http://www.telegraph.co.uk/news/worldnews/europe/belarus/) ' state news agency Belta said several people had been killed in the blast, without giving further details.

[Belarus strongman brutally suppresses post-election uprising \(http://www.telegraph.co.uk/news/worldnews/europe/belarus/8214670/Belarus-strongman-brutally-suppresses-post-election-uprising.html\)](http://www.telegraph.co.uk/news/worldnews/europe/belarus/8214670/Belarus-strongman-brutally-suppresses-post-election-uprising.html)

[Lukashenko: "Europe's last dictator"](http://www.telegraph.co.uk/news/worldnews/europe/belarus/8214397/Alexander-Lukashenko-Europes-last-dictator.html)

(<http://www.telegraph.co.uk/news/worldnews/europe/belarus/8214397/Alexander-Lukashenko-Europes-last-dictator.html>)

The Interfax news agency separately said that at least 30 people were carried out on stretchers from the station.

The RIA Novosti news agency reported that at least 10 people were hurt in the blast, adding that the ceiling of the underground station may be in danger of collapse.

The explosion comes amid growing political tensions inside Belarus linked to the trials of opposition members who rallied against Mr Lukashenko's controversial re-election on December 19.

Tens of thousands of people demonstrated through central Minsk on election night after Mr Lukashenko's overwhelming victory was announced, with police wielding truncheons moving in against the protesters and arresting hundreds.

Several presidential candidates remain in KGB jails, facing prison terms of up to 15 years for organising riots and mass disorders.

Dozens of other opposition leaders face shorter jail terms in trials that began this year.

The arrests have added to the Lukashenko regime's growing international isolation, with both the European Union and the United States announcing travel bans and economic sanctions against some Belarussian state companies.

However despite the political unrest, Belarus is normally considered a safe country and has never been touched by large-scale militant attacks such as those carried out by Islamist militants in Moscow.

On March 29, 2010, 40 people were killed and dozens wounded by two female suicide bombers during the morning rush hour on the Moscow metro.

In January this year, 37 people were killed in a suicide blast at Moscow's Domodedovo airport.

The man who claimed those attacks, Russia's most wanted Islamist rebel Doku Umarov, whom the Russian authorities hoped to have killed in an air strike last month, is alive and preparing reprisals, according to an audiotape.

A man purporting to be Umarov telephoned the North Caucasus service of Radio Free Europe, saying that he was "absolutely healthy" in a message in the Chechen language, the radio said on its website last week.

LARGE TRANSPORTATION PROJECTS ARE PLAGUED WITH PROBLEMS

Due to difficulty in acquiring funding for transportation projects, state and local governments have had to get creative in order to get their projects completed. Many have turned to the Public Private Partnership (PPP) in order to do this. However, these toll road experiments have not achieved the high profits as promised. Far too often, the result is bankruptcy for the private company and the financial burden is pushed back to the taxpayers.

In addition, due to the multi-jurisdictional nature of large projects and poor coordination between the parties, many are plagued with cost overruns, shoddy workmanship, and widespread corruption.

Therefore, the No 710 Action Committee **expects** that Caltrans and Metro **must**:

Do a full Cost Benefit Analysis of the SR-710 North Gap Closure tunnel project immediately during the initial EIR/EIS stage. If the PPP option is chosen, all contractual and financial considerations must be outlined in detail. Required figures to include the estimated daily toll ranges based on the number of expected vehicles during peak and non-peak hours and how adjustments will be made if usage is lower or higher than expected. Include a specific financial backup plan indicating the source of money to be used, other than public funds, if the PPP should fail. DO NOT allow 99-year agreements and/or “non-compete” clauses.

Conduct a thorough examination of current traffic patterns on the I-710 from the I-405 connector to its terminus at Valley Blvd and both the I-210 from the SR-118 connector and the I-210 from the SR-57 connector to the terminus at California Blvd and the SR-134. Calculate accurate projections of the number of vehicles and trucks that will choose to use the tunnel and those that will choose to use an alternate route to avoid paying tolls. State the freeways and local streets that will likely be used as alternative routes in all nearby jurisdictions and the expected impact on them. List the actions that will be taken to mitigate the damage due to increased traffic.

Conduct thorough investigations of all companies who submit Request For Proposal documents and eliminate any and all that have a history of fraudulent behavior, criminal misconduct, irresponsible business practices, or work that results in injury or death

See Appendix D – Construction Problems

Appendix D

Construction Problems

Support Documents for Declarative Statements

Taxpayers Fund "Private" Cargo Industry

http://www.boston.com/news/traffic/bigdig/articles/2008/07/17/big_digs_red_ink_engulfs_state/
By Sean P. Murphy, Globe Staff / July 17, 2008

Big Dig's red ink engulfs state

Contrary to the belief that the project was heavily subsidized by the federal government, **73 percent of costs were paid by Mass. drivers and taxpayers.** (Boston Globe, 7/17/08)

http://www.dot.ca.gov/hq/tpp/offices/ogm/products_files/GGDP_Final_Report.pdf

Global Gateways Development Program State of California Business, Transportation & Housing Agency
California Department of Transportation Division of Transportation Planning Office of Goods Movement
January 2002 As requested by Resolution Chapter 158, Statutes of 2000 (SCR 96, Karnette)
PDF pg 6 (doc pg 2) Goods Movement Challenge

The State, RTPAs and other local agencies should take an aggressive role in planning, funding, developing, operating and maintaining critical public portions of the goods movement transportation system. In the proposed 2002 STIP, the Governor has nominated 23 projects totaling over \$225 million to improve goods movement in the State. RTPAs and other local agencies should also **financially support needed freight projects with regional and local funds.**

<http://www.sfmex.org/support/mts/webdocs/Needs%20Report.pdf>

California Marine Transportation System Infrastructure Needs

March 11, 2003 Prepared By: California Marine and Intermodal Transportation System Advisory Council, Northern California Marine Transportation System Advisory Council, Southern California Marine, Transportation System Advisory Council

Lobbying effort on behalf of the ports to get Federal Government country to invest tax dollars towards improving their (710) freeway cargo route.

PDF pg 22 (doc Pg14) - National Assets, National Recognition - 4th paragraph= "For 150 years, projects that promote or enhance rail freight have routinely been ruled ineligible to receive federal funds, primarily because federal policies that date back to the land grant programs DO NOT acknowledge that private rail carriers serve the public good. "

The Port's "Advisory" councils wrote this White paper - it states that the ports rely on the 710 as a cargo route. Essentially, in this document they stress the need to lobby the Federal Government (on the ports behalf) to convince the Govt. that it is in the best interest of the country to invest tax dollars towards improving their (710) freeway cargo route(s) (they include other freeways and train cargo routes in their discussion). They promote viewing/equating their private money making venture (shipping) as a "common good" issue (jobs/economy).

They push for the freeway route "improvements" because the train route is harder to achieve. Apparently there is a rule that keeps the Govt. from subsidizing freight rails (!) Apparently there is no such rule that keeps the Govt. from subsidizing a freeway built for Cargo! This "white paper" is corporate "spin" so the taxpayer's money and freeway systems can be used to help their shipping businesses.

<http://www.mxsocal.org/Authors/13/Manny-Aschemeyer.aspx>

California MTS Infrastructure Needs Report

by Manny Aschemeyer, Published 08/09/2005, Marine exchange of Southern California

In 2003, Congress will establish successor legislation to the Transportation Equity Act for the 21st Century (TEA-21). More than a simple reauthorization of existing funding programs, the new legislation (herein referred to as "TEA-3") is intended to be the federal government's definitive statement of national transportation policies, programs and projects that address the transportation needs of the United States... investments in transportation infrastructure that enhance freight movement have taken a back seat to commuter-oriented alternatives. An old adage in the freight industry notes that goods movement suffers from lack of attention because "Cargo doesn't vote". ... This year, advocates of goods movement are organizing to become actively engaged in the discussions about TEA-3... California State Senator Betty Karnette is working to establish the California Freight Advisory Commission (CALFAC), a group of ports,

shippers, transportation providers, and other interest groups as well as state agencies dedicated to improving freight transportation in the state... In January 2002, the California Business, Transportation and Housing Agency, and the California Department of Transportation (Caltrans) published the Global Gateways Development Program (GGDP), a reflection of stakeholder perspectives on the urgency and options to facilitate the movement of goods in California. (See Appendix 3.) Many of the recommendations outlined in the GGDP provide a foundation for MTS improvement efforts in California. Building upon the GGDP, the MTS program focuses on the ports and supporting inland transport systems in California. This white paper, entitled California Marine Transportation System Infrastructure Needs, is a collaborative effort of the Northern California Marine Transportation System Advisory Council (NORCAL-MTSAC), the Southern California Marine Transportation System Advisory Council (SOCAL-MTSAC), and the California Marine and Intermodal Transportation System Advisory Council (CALMITSAC). This report presents recommended policies, programs and projects for reinvesting in needed infrastructure to support the MTS system. Together with the GGDP, this report will serve as a framework for dialogue with state and federal agencies, the state Legislature and Congress, with the objective of establishing project funding for transportation infrastructure and security upon which we all so heavily depend... From a strategic viewpoint, California is ideally situated in the global trading network. It is blessed with a premier location for ports and international gateways to the entire American market.

Cost Under-Estimations

http://en.wikipedia.org/wiki/Channel_Tunnel

Channel Tunnel

From Wikipedia, the free encyclopedia page was last modified on 8 May 2010 at 07:37.

Private funding for such a complex infrastructure project was of unprecedented scale... **an 80% cost overrun. The cost overrun was partly due to enhanced safety, security, and environmental demands. Financing costs were 140% higher than forecast....** Delays and cost overruns led to the share price dropping... Eurotunnel suspended payment on its debt in September 1995 to avoid bankruptcy. In December 1997 the British and French governments extended Eurotunnel's operating concession by 34 years to 2086. Financial restructuring of Eurotunnel occurred in mid-1998, reducing debt and financial charges. Despite the restructuring The Economist reported in 1998 that to break even Eurotunnel would have to increase fares, traffic and market share for sustainability. A cost benefit analysis of the Channel Tunnel indicated that there were few impacts on the wider economy and few developments associated with the project, and that **the British economy would have been better off if the tunnel had not been constructed... The overall environmental impact is almost certainly negative...**

http://www.metro.net/board/Items/2011/02_February/20110224RBMIItem2.pdf

Planning And Programming Committee February 16,2011, Measure R Project Delivery Committee February 17,2011 Public-Private Partnership Program, Arthur T Leahy Chief Executive Officer
Page 7 PDF "**estimate**" for the SR-710 cargo tunnel of **2.81 billion from the METRO staff 2/11**

http://en.wikipedia.org/wiki/Big_Dig

Big Dig, From Wikipedia page as it appeared on 10 May 2010 at 15:18. GMT

Project...estimated... at \$2.8 Billion (1982 dollars) ... federal and state tax dollars ... the total a staggering \$22 billion... It will not be paid off until 2038... Bechtel/Parsons Brinckerhoff, the consortium that oversaw the projectThe project has incurred criminal arrests escalating costs, death, leaks, and charges of poor execution and use of substandard materials.

<http://www.infrastructurist.com/2009/12/16/the-4-highway-projects-that-would-be-the-biggest-waste-of-money/>

The 4 Highway Projects that Would Be the Biggest Waste of Money

by Yonah Freemark, Wednesday December 16th, The Infrastructurist

Some big infrastructure projects, it seems, will simply never be abandoned. One example is Los Angeles County's I-710 extension between Alhambra and Pasadena: In the works since 1947, it's still just a line on the state highway plans map... A study completed in 2006 pegged the cost of the road at \$2.3 to \$3.6 billion, but that number would likely be higher today... The huge cost is the biggest obstacle — though Caltrans still has a motivation to push forward because it would lose billions of potential federal dollars if it didn't, and it claims it could line up foreign investors to help pay for the road... But other arguments for the project hardly hold up. The Ports have invested billions of dollars in an improved Alameda Corridor to

allow the shipment of goods via rail. If more products were moved via train instead of truck, congestion would decrease significantly.

<http://la.streetsblog.org/2010/10/26/former-metro-board-chair-how-much-will-710-tunnel-cost/>

Former Metro Board Chair: How Much Will 710 Tunnel Cost?

by Damien Newton on October 26, 2010

given the potentially huge cost of the project, and the wildly different estimates given for the project over the years ([see chart](#) below); Najarian is arguing that Metro should have some hard fiscal figures before committing to spending nearly \$60 million on an environmental study.

<http://sierramadretattler.blogspot.com/2009/07/710-tunnel-is-feeling-california.html>

The 710 Tunnel Is Feeling Some California Legislative Love

Posted By The Moderator At 7:00 AM Thursday, JULY 9, 2009, Sierra Madre Tattler

if we were dealing with a real government here, perhaps the cost - which apparently is staggering - would be at least considered. The problem is that tunneling underground is so expensive that one wonders if the action by the Assembly's Transportation Committee was a serious gesture or, even, a maneuver intended to kill the project by making it too expensive to undertake". "... Knowing that these figures were prepared by SCAG makes me wonder if perhaps the real consequences (noise levels, air pollution, environmental impacts, traffic congestion) won't be far worse....

The California State Legislature looks to be in the process of making the 710 Tunnel a reality. People don't want it, we can't afford it, environmentalists shudder, and some engineers think it will shatter with the first decent earthquake to come along...

if we were dealing with a real government here, perhaps the cost - which apparently is staggering - would be at least considered. Particularly in the face of California's ballooning debt. But we are talking about Sacramento, so any consideration of the rational is probably inappropriate....

The problem is that tunneling underground is so expensive that one wonders if the action by the Assembly's Transportation Committee was a serious gesture or, even, a maneuver intended to kill the project by making it too expensive to undertake."... Knowing that these figures were prepared by SCAG makes me wonder if perhaps the real consequences (noise levels, air pollution, environmental impacts, traffic congestion) won't be far worse.... With CEQA review having been removed from redevelopment considerations in SB 375, and SB 1350 informing us that as far as the 710 Tunnel goes we can just butt out, it is becoming quite obvious that Sacramento has gotten a little tired of the democracy thing getting in the way of business... Bill Weisman also goes on to note that this bill is opposed by the Consulting Engineers and Land Surveyors of California (they think it might be unconstitutional), the cities of La Canada Flintridge, and South Pasadena, and the Planning and Conservation League. The only registered supporter? A paid lobbyist named Nat Read and his 710 Freeway Coalition. In case you are blissfully unaware, Nat is a former cop who became known for writing poetry about the rigors of life in law enforcement.

<http://www.lacanadaonline.com/news/tn-gnp-tunnel-20101022,0,2103822.story>

Najarian wants to know what tunnel would cost

By Bill Kisliuk, *October 22, 2010, La Canada Valley Sun*

Najarian, who serves on the MTA board of directors, said there is no credible figure for a project with an estimated price tag of \$3 billion to \$11.8 billion...."The ultimate question is whether we can ever afford that tunnel," he said.

http://en.wikipedia.org/wiki/Channel_Tunnel

Channel Tunnel, Wikipedia, 5/11/10 3:15 PM

Private funding for such a complex infrastructure project was of unprecedented scale. An initial equity of £45 million was raised by CTG/F-M, increased by £206 million private institutional placement, £770 million was raised in a public share offer that included press and television advertisements, a syndicated bank loan and letter of credit arranged £5 billion...Privately financed, the total investment costs at 1985 prices were £2600 million. At the 1994 completion actual costs were, in 1985 prices, £4650 million: **an 80% cost overrun... The cost overrun was partly due to enhanced safety, security, and environmental demands... Financing costs were 140% higher than forecast...** Tunneling commenced in 1988, and the tunnel began operating in 1994... In 1985 prices, the total construction cost was £4650 million (equivalent to £10501 million today), **an 80% cost overrun**. At the peak of construction 15,000 people were employed with daily expenditure over £3 million... Ten workers, eight of them British, were killed during construction between 1987 and 1993, most in the first few months of boring.

Economic performance

Shares in Eurotunnel were issued at £3.50 per share on 9 December 1987. By mid-1989 the price had risen to £11.00. **Delays and cost overruns led to the share price dropping;** during demonstration runs in October 1994 the share price reached an all-time low value. Eurotunnel suspended payment on its debt in September 1995 to avoid bankruptcy... In December 1997 the British and French governments extended Eurotunnel's operating concession by 34 years to 2086. Financial restructuring of Eurotunnel occurred in mid-1998, reducing debt and financial charges. **Despite the restructuring The Economist reported in 1998 that to break even Eurotunnel would have to increase fares, traffic and market share for sustainability...** A cost benefit analysis of the Channel Tunnel indicated that there were few impacts on the wider economy and few developments associated with the project, **and that the British economy would have been better off if the tunnel had not been constructed**

Toll Tunnels Not Viable

<http://sunroomdesk.com/2011/01/25/najarian-raises-710-tunnel-cost-question-at-one-community-forum-in-pasadena/>

Posted By: [Editor](#), Tuesday, January 25, 2011

The big problem I have is that **there is a 'tipping point' for the tunnel. If it gets to be greater than \$3 billion (I've heard inside the MTA), it will fail.** The PPP report says if this cost is higher than \$5 billion, it will fail. It doesn't make sense as a community to spend the millions of dollars on consultants, on the finance people, on the engineers, on the outreach people, who are eating their way through that money by the tens of millions of dollars as we speak, only to find years down the road that this is too expensive a project and isn't feasible."

http://ops.fhwa.dot.gov/freight/freight_analysis/reg_ind_studies/so_cal_study.htm

Southern California Regional Freight Study - Executive Summary

United States Department of Transportation - Federal Highway Administration, Last modified: May 27, 2010

Funding/Financing - But not all freight projects in Southern California will be able to rely on user fee financing. Initial evaluations of tolling options for truck lanes in Southern California show that they may not produce sufficient revenues to support project financing... In addition, user **fees may reduce the competitive position of regional freight facilities** as compared to ports and intermodal facilities elsewhere in the U.S.

http://www.scag.ca.gov/goodsmove/pdf/white_paper.pdf

The Southern California Association of Governments (SCAG) Goods Movement Program:

A survey of regional initiatives and a discussion of program objectives

A White Paper produced by the Southern California Association of Governments January 2002 appendices

Pg 33 Of PDF (Pg 1 Appendix 1). Framework For Understanding Regional Goods Movement

Pg 41 Of PDF (Pg 9 Appendix 4): Summary Of Outstanding Goods Movement Issues And Research Needs

Pg 53 Of PDF (Pg 21 Appendix 4): Issue 9: The propensity of trucks to use toll roads needs to be documented in preparation for SR-60 and other truck lane implementation.

It is uncertain whether truckers will be willing to pay tolls sufficient to pay for 30% or 40% of the costs of a new truck lane system which would include I-710, SR-60, I-15, eventually I-5, and perhaps others. Ability to generate user fees to fund construction will be crucial to actually implementing these truck lanes.

http://www.ycat.org.au/?page_id=62

Finances Cost-Benefit of the Road Tunnel

Yarra Campaign for Action on Transport

Community campaign against unsustainable road developments in Melbourne's inner northern suburbs and parks. Even Eddington's report showed that cost of the road tunnel exceeded its benefits, even when "wider economic benefits" are included. These wider benefits, like those used to justify the heavily subsidised Melbourne Grand Prix are never defined. Eddington's consultants used very low predictions for the price of oil, and carbon. A realistic assessment of these prices would lead to a reduction in revenue, as is occurring on toll ways around the world, including the newly opened EastLink.

<http://www.ycat.org.au/?p=66>

A Current Affairs Toll Challenge

On September 15th, 2008 ,

Current Affair tested out toll roads versus main roads to see which is quicker and how much money you'll actually save - one expert saying nearly \$1,000 a year.

ACA concluded toll roads were "a scam".

<http://www.road-scholar.org/peak-traffic.html>

Transportation triage at the end of the age of oil

by Mark Robinowitz, originally published May 10, 2006, From the Wilderness

An engaging discussion of the effects of Peak Oil on automobile traffic, Mark Robinowitz examines the ridiculousness of implementing "superhighway" plans while the nation faces an inevitable oil drop-off.

<http://www3.wsws.org/articles/2005/oct2005/tunn-o21.shtml>

The Road to Hypocrisy

November 15th, 2010

<http://www3.wsws.org/articles/2005/oct2005/tunn-o21.shtml>

Australia: Privatised road tunnel creates havoc in Sydney, By Rick Kelly, 21 October 2005

Wholesale privatisation by stealth

Under the guise of making Australia more internationally competitive, governments at both the federal and state levels have worked to introduce so-called free market and user-pays models throughout virtually every aspect of society... Independent research conducted by Sydney University's Dr. John Goldberg has demonstrated that without the ongoing support of massive levels of government funding, the toll road companies would be unviable.

So-called Public Private Partnerships (also variously known as Private Finance Initiatives or Privately Financed Projects) have spearheaded the privatisation drive over the past decade. First developed in Britain by the Tory government in the early 1990s, and then further promoted by Labour's Tony Blair as part of his right-wing "third way" program, Public Private Partnerships (PPPs) have been particularly utilised throughout Australia to sell off and contract out those sectors for which there is the most deep rooted hostility towards privatisation. In NSW, PPPs have been used to introduce the profit principle into areas such as school and hospital development, construction of public housing, prison upgrades, and waste disposal and recycling. Across Australia, the PPP market is expected to soon be worth \$20 billion to private companies. None of the arguments used by governments and supporters of PPPs hold water. Proponents variously claim that private contractors are more efficient, deliver higher quality service, and help governments avoid going into debt to fund expensive new infrastructure developments. The latter claim is especially bogus with regard to the operation of privately run roads and tunnels in Australia. Independent research conducted by Sydney University's Dr. John Goldberg has demonstrated that without the ongoing support of massive levels of government funding, the toll road companies would be unviable... Through an obscure and highly complex scheme known as the infrastructure offset borrowings tax offset scheme (IBTOS), the federal government effectively underwrites private loans to road infrastructure companies through tax concessions worth billions of dollars to the lenders. This ensures that the infrastructure companies have a guaranteed flow of government-backed money through their books—which is then paid to the companies' shareholders in the form of dividends, ensuring that these companies maintain their high rating on the stock market... The flow of money through private investors, the federal government, and the infrastructure companies increasingly resembles that of a pyramid scheme. As ABC Radio explained: "Toll roads cost a lot to build and generally don't make a profit for many years. So to make their stock attractive to investors, toll road companies borrow against future earnings, and pay that yet to be earned money out to shareholders in dividends today, often refinancing and upping the debt again and again. Of course those debts eventually have to be repaid. So to keep investors fed with dividends, toll road companies have to buy new assets and start the process all over again."

http://www.pe.com/localnews/stories/PE_News_Local_D_tunnel12.1def12e.html

Cost could shelve Corona-Irvine tunnel

By DUG BEGLEY, 10:10 PM PDT on Sunday, July 11, 2010 , The Press-Enterprise

A commuter tunnel below the Cleveland National Forest between Corona and Irvine might never see the light of day, officials and transportation planners say. At a cost of \$8.6 billion, it's simply too expensive, they said, especially since officials can't start collecting tolls until after they spend 10 years building it. Critics also have chided the tunnel's ever-rising price. Cost estimates have climbed from \$3 billion in 2003, to \$6 billion five years ago, to \$8.6 billion earlier this year. On average, the toll to use the tunnel would be \$14, according to a financial analysis of the project... To pay for the construction, the counties

and their private partner would need to borrow \$17.9 billion to guarantee payment of the debt, then wait 10 years for the tunnel to be built. But it appears that also is too costly to make good business sense, according a recent report prepared for the two-county commission. To pay for the construction, the counties and their private partner would need to borrow \$17.9 billion to guarantee payment of the debt, then wait 10 years for the tunnel to be built before they made a dime collecting tolls when commuters could finally use the tunnel. Rather than spend \$100,000 on a more detailed analysis of how much money tolls could raise and continue field studies in the forest, staff at both county transportation agencies recommend shelving the project.

http://corridornews.blogspot.com/2006_01_22_archive.html

Fork in road on toll plans? By TONY HARTZEL, January 24, 2006, The Dallas Morning News

Some discuss pullout if agency uses local funds for FW highway

Toll shortfall -The tollway authority's most recent estimates show that the approved policy would collect only enough tolls to initially pay about 45 percent of Southwest Parkway's construction, operating and debt costs. Although the policy calls for higher tolls on Southwest Parkway than on most other roads, the Fort Worth toll road is not expected to raise enough money to pay its costs, even after 30 years.

http://en.wikipedia.org/wiki/Channel_Tunnel

Channel Tunnel

From Wikipedia, the free encyclopedia page was last modified on 8 May 2010 at 07:37.

It has been postulated that the British economy would have actually been better off without the costs from the construction project, both Eurotunnel and Eurostar, companies heavily involved in the Channel Tunnel's construction and operation, have had to resort to large amounts of government aid to deal with debts amounted. Eurotunnel has been described as being in a serious situation.

Failed Toll Roads and Tunnels (PPP's) Socializing the Losses

<http://cdn.publicinterestnetwork.org/assets/H5QI0NcoPVeVJwymwlURRw/Private-Roads-Public-Costs.pdf>

Private Roads, Public Costs, U.S. PIRG Education Fund

Written by: Phineas Baxandall, Ph.D. U.S. PIRG Education Fund Kari Wohlschlegel and Tony Dutzik, Frontier Group Spring 2009

The Facts About Toll Road Privatization and How to Protect the Public

A listing of toll roads and how many of them failed and their troubles.

http://corridornews.blogspot.com/2006_01_22_archive.html

Pitfalls abound on private roads BY SYLVIA SMITH, January 24, 2006, Ft. Wayne Journal Gazette

Recent projects that faltered include:

Camino Colombia highway, a 22-mile stretch from Texas to Mexico's border that went bankrupt after three years. Projections that heavy truck traffic would pay \$16 per toll never materialized. The state bought the private toll road in 2004 for \$20 million, a fraction of its \$90 million cost, and Texas got a new road for 22 cents on the dollar, according to Texas officials.

<http://www.theage.com.au/business/drivers-desert-eastlink-as-rail-network-overflows-20080807-3rsn.html>

Drivers desert EastLink as rail network overflows

Mathew Murphy and Jason Dowling, August 8, 2008

THE future of private toll roads in Australia has been called into question after traffic on EastLink slumped dramatically in the first week of tolling...On the same day that EastLink's lacklustre traffic figures were released, a new report detailed massive overcrowding on Melbourne trains, with some carrying more than 1000 passengers - way over their official capacity of just under 800...The trends were seized on by a prominent tollway critic, who declared more people were choosing to use public transport...- Investors yesterday dumped shares in the tollway owner, ConnectEast..

[http://en.wikipedia.org/wiki/EastLink_\(Melbourne\)](http://en.wikipedia.org/wiki/EastLink_(Melbourne))

EastLink (Melbourne)

From Wikipedia, the free encyclopedia page as it appeared on Apr 9, 2011 04:10:21 GMT

In its first six months of operation, Eastlink made a loss of almost \$93 million. In 2010 the road had to be refinanced with its traffic forecasts rewritten due to lower than expected traffic volumes.

<http://www.youtube.com/watch?v=yDyE6o8iKhM>

This video from YouTube – it is a glimpse into “future” for the neighborhoods that border the planned 710 toll-tunnel. This video is just one of many reports about the killing effects of cargo transport pollution in Melbourne and Sydney Australia (also Brisbane and Victoria). The results of the toll tunnel are:

1. Trucks exit the tollway to avoid the tolls and use residential street as a bypass...
2. The pollution emitted from an “emission stack” from a 4 Km (2.4 miles) tunnel, which handles 90,000-100,000 cars daily makes the residents sick. “Polluted air is a contributing factor in the deaths of 1,400 people each year in Sydney alone”.

<http://satollparty.com/post/?p=1466>

San Diego privatized toll road goes bankrupt using taxpayer money, San Antonio Toll Party, By David Tanner, associate editor, Monday, April 5th, 2010

The South Bay Expressway foreign-owned toll road is the new poster child for the failed policy of road privatization...government sanctioned monopolies...the flaw in raising toll rates when traffic drops, which is the exact opposite of a free market response to fewer customers....taxpayer subsidized toll roads, often co-mingled with private money) find themselves consistently upside down on their debt despite the taxpayer bailouts that help front the construction costs. We’re creating an infrastructure bubble that will be deemed too big to fail that will require even greater taxpayer bailouts if we allow this tax raid to continue. I have yet to see any data that shows increasing the cost of transportation (toll taxes on top of high gas prices) helps the economy either.

<http://www.i69tour.org/failedtollrds.html>

examples of Failed Toll Roads

Count Us! County Under New Terrian I-69

<http://www.corridorwatch.org/ttc/cw-caminocolombia.htm>

Will History Repeat Itself? Corridor Watch.org

The Camino Colombia Toll Road failed and the bondholders foreclosed on their \$75 million note. On April 29, 2004 the Texas Transportation Commission issued a Minute Order authorizing the Executive Director or his designee to enter into necessary agreements to acquire the Camino Colombia toll road at a cost not to exceed \$20 million dollars.

<http://www.dailytelegraph.com.au/business/news/tunnel-broke-by-next-year/story-e6frez80-1111116289848>

Lane Cove Tunnel set to be second toll road failure

By Simon Benson and Rhys Haynes From: _The Daily Telegraph May 09, 2008 12:00AM

THE Lane Cove Tunnel could be broke by next year in a second spectacular billion-dollar toll road failure for the State Government in 18 months.

<http://www.visordown.com/motorcycle-news--general-news/m6-toll-road-branded-an-expensive-failure/13708.html>

M6 Toll Road branded "an expensive failure", Posted: 1 September 2010

by Visordown News, motorcycle news : general news

"Toll roads are not, and will never be, a solution to congestion on Britain's roads"...congestion around Birmingham is as bad, if not worse, than when the 27-mile stretch of toll-charge motorway was opened in 2003...Initially, drivers were charged just £2 to use the road; this figure has risen to £5 for cars and £9 for vans, with motorcyclists incurring a hefty £2.70 one-way weekday charge...In a bid to make the M6 flow more freely, proposals had been made to allow cars to use the hard shoulder - a move that would cost a claimed £300 to £500 million to undertake..."Toll roads are not, and will never be, a solution to congestion on Britain's roads, no matter how attractive they may appear to cash-strapped politicians desperate to deliver otherwise unaffordable road schemes," the report concludes.

Investors Back Away from Risky PPP's

<http://www.smh.com.au/business/shortterm-thinking-puts-brakes-on-infrastructure-20110304-1bi5y.html>

Short-term thinking puts brakes on infrastructure

Matt O'Sullivan and Philip Wen, March 5, 2011, The Sydney Morning Herald

The recent failures mean governments are under greater pressure to meet the huge shortfall in funding as investors run scared from piling equity into so-called "greenfield" infrastructure projects. Leighton has made clear its appetite for investing in such projects has been "very much reduced"... "The government does need to bear a big chunk of the responsibility for those failures," says Andrew Chambers, an infrastructure analyst at Austock. "After all, it was their tenders which created a model that attracted a lot of hot money.

"If the government was going to tender something like that today, the hot money wouldn't be there and sensible money was never there... the level of debt to equity has to be at more appropriate levels of 40-50 per cent - not the 80-90 per cent gearing that toll-road owners such as RiverCity Motorway and Connector Motorways (failed owner of the Lane Cove Tunnel) were saddled with.

Reasons for Failed Tollways

<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://www.tollroadsnews.com/node/2366>

Hungarian toll road fails

Posted on Wed, 1999-09-15 12:42, toll roads news

High tolls and exaggerated notions of traffic appear to lie behind the recent failure of the first toll road concession in Hungary.... Cars were charged \$6.50 for the trip on the 42km \$320m M1 toll road from Gyor to Austria, a rate of 16c/km. Heavy trucks were tolled at a rate of 55c/km.

<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 From The Australian September 01, 2010 12:00AM

..traffic volumes were still much lower than expected...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...."It's the kind of engineering madness among those who think that if you build something, people will come. " 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. "

<http://www.theage.com.au/articles/2003/04/15/1050172596490.html>

Lies, damned lies and the Bracks tollway

Kenneth Davidson April 16 2003

If a toll is put on the road, the traffic will be even less than shown in the EES, and the tolls would have to be astronomical to make it a paying proposition

But will a private toll or PPP road be attractive to private investors without massive subsidies from the taxpayer? A study commissioned by Peter Batchelor from the Department of Infrastructure in 1999 concluded motorists would have to pay \$8 per trip for the road to be economically viable. How many cars

are likely to use the proposed freeway? According to the environmental effects statement on the proposed freeway, providing it was toll free, there would be only 100,000 trips a day on parts of the freeway and virtually no trips covering the full distance between Frankston and Ringwood.

According to the panel report, "the EES has based all traffic modelling and evaluation on the assumption that a Scoresby freeway will be a 'free road' and will not be subject to tolls. The panel considers if consideration is given to making the freeway subject to tolls . . . the conclusions drawn in the modelling and economic evaluation sections in this report to be void and this and any other analysis undertaken in the EES would need to be repeated." If a toll is put on the road, the traffic will be even less than shown in the EES, and the tolls would have to be astronomical to make it a paying proposition. How to overcome this? There are three options. 1. Close off alternative routes such as Stud and Springvale Roads to through traffic, to force traffic on to the toll road. But as there isn't much through traffic in the first place, this won't help much. A cheaper way to relieve pressure on Stud and Springvale Roads would be to introduce a decent bus service, to get some cars off the roads. 2. Build the road as a public-private partnership in which the private partners put up all the initial capital in return for revenue guarantees down the track in the form of "shadow tolls", toll subsidies, or a subsidy like that given to the public transport franchisees. 3. Do what has been intended all along, irrespective of how the Scoresby freeway is to be financed: namely, extend the tollway to include the VicRoads long-term plan to complete the ring road by joining up the Mitcham end of the Scoresby freeway to the eastern end of the Metropolitan Ring Road. A private toll road along the Scoresby corridor doesn't even begin to make commercial sense unless it forms part of a larger ring road. But even then it doesn't make economic or environmental sense, when the cheaper and environmentally superior alternatives are taken into account.

http://corridornews.blogspot.com/2006_01_22_archive.html

Privately built roads often fail to keep promises

By Sylvia A. Smith, Jan. 23, 2006, Washington editor FortWayne.com

But in the first 10 years of its 40-year franchise, the Greenway never turned a profit, in part because traffic was much lower than projected. The toll road defaulted on its loans in 1996, refinanced, and last year sold a majority interest in it for \$533 million to an Australian investment firm that was part of the conglomerate that leased the Chicago Skyway....Elsewhere, overly rosy projections for how much traffic private toll roads would attract have limited their financial success. For instance, toll roads in Virginia and South Carolina have not lived up to their expected usage, so the income from tolls is below projections.

<http://www.thomaswhite.com/explore-the-world/BRIC-spotlight/2010/china-toll-roads-expressways.aspx>

Toll Roads in China: Speeding Up Growth

Thomas White International August 2010

Risks involved in road projects - *Operation risks*: These are the significant risks that arise once the road is operational and the tolls are collected in the form of incorrectly estimated traffic demand, toll levels and the toll collection technology.

<http://www.signonsandiego.com/news/2010/mar/23/south-bay-expressway-builders-file-chapter-11/>

Toll road operator files for Chapter 11

By Steve Schmidt Originally Published March 23, 2010 At 12:24 A.M., Updated March 24, 2010 At 12:05 A.M.

South Bay Expressway use below forecasts

the company is falling about \$16 million short each year in what it owes its direct lenders, according to court filings. When the deal was crafted in 1991, it was lauded as a novel way to finance public roads. "The idea was to see if the private sector could succeed in building highways,"... Motorists pay \$2.50 to \$4.50 per trip, depending on length.... But once the higher tolls kicked in, they stopped completely.

<http://opinion.latimes.com/opinionla/2008/10/road-toll-footh.html?cid=135353695>

For whom the road tolls, Observations And Provocations

From The Times' Opinion Staff October 17, 2008, 2:21 pm

Opinion L.A.The Transportation Corridor Agencies-- that would be the same group trying to build a toll road to nowhere through a favored state park -- is asking the government for a loan of more than \$1 billion. But what the federal government really needs to take into account is the reason for the request: The existing toll roads aren't doing well. Contrary to what toll-road officials love to predict, higher gas prices do not make commuters switch to (less crowded) toll roads, where they pay an extra \$4 to \$5 or so each way.The worst performer by far is the San Joaquin Hills Transportation Corridor, or Route 73, which has never met expectations. Ridership last year was half the predicted level, and the numbers are sliding

downward.

<http://bicycleaustin.info/rogerbaker/tollroad-failure.html>

The Failure of Toll Roads

By Roger Baker * June 20, 2003, Bicycle Austin.info

The major factors that are going to cause the toll road bonds to default are: 1. Declining regional growth in the suburbs of affluent folks... 2. The scale of the toll road network built with borrowed money... 3. The sudden realization that there is not enough gas has taken the marketplace by surprise,

<http://www.chart.state.md.us/video/video.asp?feed=2a012b0800ae0059004d06363d235daa>

No free ride: Traffic dips as ICC tolls start

ICC Maryland Transportation Authority tolls

By: Kytja Weir 03/08/11 1:19 Pm

Only about 8,500 vehicles traveled on the first 5.6-mile leg of the new highway that runs from Interstate 370 in Shady Grove to Georgia Avenue in Olney on Monday, according to Maryland Transportation Authority spokeswoman Kelly Melhem... well below the 21,000 car per day total that officials estimated for the leg. Empty Toll way in the State of Maryland – streaming video

99-Year Lease Agreement, Tolls Doubled, Non-Compete Clauses

http://en.wikipedia.org/wiki/Ontario_Highway_407

Ontario Highway 407, From Wikipedia page as it appeared on Apr 9, 2011 08:36:36 GMT

Highway 407 in Toronto, Ontario was leased to a consortium of investors under a 99-year lease in 1999.

Bad contracts: "About Highway 407 in Canada" "**99-year lease agreement, unlimited control of the highway and its tolls**, as well as a clause protecting the corporation from any competition, not the least of which includes a ban on construction of any nearby provincial highways that may reduce toll revenue."

http://corridornews.blogspot.com/2006_01_22_archive.html

When good toll-road ideas turn bad

By GORDON DICKSON, January 23, 2006, Fort Worth Star-Telegram

407 ETR, Toronto -- Residents and government officials have gone to court to try to stop Madrid-based operator Cintra and its partners from raising toll rates

http://corridornews.blogspot.com/2006_01_22_archive.html

Frisco drivers may face \$700 toll rise

By STEVE STOLER / WFAA-TV, Thursday, January 26, 2006 Dallas/Fort Worth

http://corridornews.blogspot.com/2006_01_22_archive.html

Privately built roads often fail to keep promises

By Sylvia A. Smith, Jan. 23, 2006, Washington editor FortWayne.com

Within a few years of the toll lanes' opening, the non-compete clause became a political nightmare because it blocked upgrades to the adjacent public highway. In 2003, the state purchased the toll lanes for \$207.5 million in bonds, which it expects to pay off with toll revenue.

http://en.wikipedia.org/wiki/91_Express_Lanes

91 Express Lanes, From Wikipedia page as it appeared on 13 September 2010 at 07:10 GMT

The deal included an 99-year lease agreement, unlimited control of the highway and its tolls. The government also may not build any nearby freeway which might potentially compete with 407.

The toll on the busiest hour on the tollway, 4:00 pm to 5:00 pm eastbound on Thursdays, is \$9.90, or approximately \$1.00 per mile, the highest toll for any toll road in the country...

The express lanes have been controversial because of a "**non-compete**" agreement that the state made with CPTC. **The clause, which was negotiated by Caltrans... to ensure profit for the express lanes. This includes restricting the state from widening the free lanes or building mass transit near the freeway.** CPTC filed a lawsuit against Caltrans over freeway widening related to the interchange with the Eastern Transportation Corridor interchange, which was dismissed once the purchase with OCTA was finalized.

<http://www.unbossed.com/index.php?itemid=276>

Toll Roads, Privatization, and Taxes – Connect the DOTs - Part II

by shirah at 01:43:00 Wednesday, July 20, 2005

The pro-private roads lobby has said that they cannot make a profit on roads unless they are given noncompete agreements... The poster child for noncompete agreements is California SR 91. The private contractor and the state agreed that public highways near SR 91 would not be maintained or improved until the year 2030. In other words, the state was to allow the state highway to crumble for decades, forcing the public onto the private toll road. But California found it could not leave the roads to deteriorate and endanger drivers' lives. When the state fixed the nearby roads, the private owner sued for breach of contract, and the public learned the true cost of the private road. The public was furious and turned against the project and the government that had agreed to it... California Attorney General Bill Lockyer described the Hwy. 91 as a "polite form of highway robbery." The problem is that when there is no "noncompete" provision, the private sector is not interested in funding toll roads.

The GAO found that 4 of the 5 tollways examined included noncompete clauses in their contracts "under which the public sector agrees to varying degrees not to build any new roads or improve any of the existing roads that may result in additional capacity within a predetermined distance of the newly constructed road for a certain period of time." Where these did not exist, there were "understandings" the state would not build a competing road... The SR 91 experience has forced privatization proponents to find creative ways to achieve the same end. One is to require the state to compensate the private owner for any revenues lost when improvements are made to nearby roads. California's State Route 125 includes a provision that allows the state to build a competing road but only if the state reimburses the private company for revenues lost to the new road. Calculating those lost revenues is, again, an enterprise filled with uncertainty and opportunities for overreaching... The private sector takes the position that "eliminating or limiting noncompete provisions is not a solution, because the private sector would be unwilling to invest in highway projects without adequate protection against future competition." Robert Poole said, in January 2005, "Nearly all new toll road projects, in order to sell bonds to investors, must offer some degree of protection from unlimited taxfunded competition from competing free highways."

<http://www.unbossed.com/index.php?itemid=274>

Part I - Toll Roads, Privatization, and Taxes – Connect the DOTs

by shirah, Tuesday, July 19, 2005

While the Bush DOT favors privatization, the **General Accountability Office** has carefully examined the history of private highway projects and found serious problems. In *Highways and Transit: Private Sector Sponsorship of and Investment in Major Projects Has Been Limited*, GAO-04-419, March 25, 2004, the GAO found that the "private sector encounters many challenges to becoming more actively involved in highway and transit projects because of limited opportunities and barriers to financial success." In plain English, the problem is that it is hard to make money in private roads . . . if you rely on the "magic" of the market.

<http://pwm.sagepub.com/content/5/4/259.abstract>

An Odyssey of Privatizing Highways

The Evolving Case of SR 91, Willard T. Price *Public Works Management & Policy*, April 2001; vol. 5, 4: pp. 259-269. University of the Pacific

California Private Transportation Corporation) soon filed suit against the public partner (the California State Transportation Department, or Caltrans) for violation of the "noncompete clause" of the original agreement... following questions are discussed: Can toll and free lanes compete for traffic or "business"? Is the public interest served by a profit-making private tollway? Would a public or nonprofit agency be a better steward of tollway assets?

<http://articles.latimes.com/2002/jul/07/local/me-toll7>

Dan Weikel July 07, 2002 Los Angeles Times - Los Angeles, Calif.

Pay-as-you-go highways have become a political nightmare. Orange County transportation authorities hope to buy the lanes, but still operate the tollway.... Political and financial problems have led many state leaders to conclude that California's nearly two-decade experiment with toll roads has failed, despite fervent hopes and vast investments... Largely because of noncompete clauses, members of the Assembly and Senate Transportation Committees say it is unlikely the Legislature will support more toll roads.

<http://www.smh.com.au/business/the-toll-roads-that-turn-into-money-pits-20100831-14flh.html>

The toll roads that turn into money pits, By Matt O'Sullivan, September 1, 2010

Rosy traffic forecasts have turned into red faces and red ink, writes Matt O'Sullivan.... As it has turned out, fewer than 28,000 vehicles are now using the Clem7 - less than a third of the original predictions - even after RiverCity Motorway, the operator and builder of the tunnel, halved tolls and introduced other incentives in a desperate bid to entice motorists... With those ambitious traffic forecasts now seemingly impossible to meet, the tunnel named after former Brisbane lord mayor Clem Jones is on the verge of following the lead of Sydney's failed Cross City and Lane Cove tunnels... Yesterday RiverCity revealed the extent of its predicament when it posted a \$1.67 billion annual loss. **So how did traffic forecasters, charging millions for their expert opinions, conclude that thousands more motorists would use the \$2.8 billion Clem7 than the Midtown Tunnel? Put simply, the traffic forecasts here were made to fit the financial models...** John Goldberg, an honorary associate of the University of Sydney and a leading critic of the toll-road model, says the predictions for the Clem7 and other projects such as BrisConnections' Airport Link are the result of a "work-back from the financial outcome promised to equity investors". **'They worked out what the investor was going to be happy with in terms of rates of return, and they worked back to a set of numbers which would produce that return for investors.** Such forecasts do not properly relate to the interaction of land use and transport, and it is not surprising that they are not fulfilled. Moreover, the forecasts usually correspond to congested conditions during the peak periods." Goldberg has brought his concerns to the attention of investors and politicians for nigh on a decade yet they largely fell on deaf ears - as RiverCity's latest woes show.

In the case of the Clem7, RiverCity's then boss, Peter Hicks, said in 2006 that the company had adopted a more conservative approach to traffic forecasting after the Cross City Tunnel debacle. "We have always had a very careful approach to traffic forecasting," Hicks told *The Australian* at the time. "If anything, the example in Sydney has led us to put more emphasis on traffic forecasts."

Fraud Scandals and Corruption

<http://www.freerepublic.com/focus/f-news/1189316/posts>

Highway tiff threatens Canada-EU trade deal Free Republic

JOHN IBBITSON Posted on August 11, 2004 5:21:24 AM PDT

OTTAWA -- The government of Spain has warned that it will veto a proposed trade agreement between Canada and the unless the Ontario government allows a Spanish company to raise tolls on the province's Highway 407.

<http://www.thenewspaper.com/news/09/936.asp>

2/3/2006 the News Paper.com

"Australia: Traffic Lights Modified to Funnel Traffic Into Toll Tunnel" Traffic lights in Sydney, Australia were modified to create gridlock forcing frustrated motorists into a controversial toll tunnel.

<http://www.youtube.com/watch?v=VeZjMTzqNQ8>

Seconds From Disaster - S01E02 - Tunnel Inferno _46:24 minutes

On 24 March 1999, 39 people died when a Belgian transport truck carrying flour and margarine caught fire in the tunnel. After several km, the driver realized something was wrong as cars coming in the opposite direction flashed their headlights at him; a glance in his mirrors showed white smoke coming out from under his cab. This was not yet a fire emergency; there had been 16 other truck fires in the tunnel over the previous 35 years, always extinguished on the spot by the drivers.

<http://www.ycat.org.au/?p=156> - more-156

The Road to Hypocrisy, November 15th, 2010

<http://www3.wsws.org/articles/2005/oct2005/tunn-o21.shtml>

Australia: Privatised road tunnel creates havoc in Sydney, By Rick Kelly, 21 October 2005

The Cross City Tunnel.. under the control of an international syndicate headed by Li Ka-Shing, Asia's wealthiest individual... based on the forecast that 90,000 vehicles would make daily use of the two-kilometre tunnel... Less than 25,000 cars presently use the tunnel each day, with other drivers taking alternative routes to avoid the exorbitant \$3.56 minimum toll... the government... has tried to dragoon motorists into the tunnel by shutting down and restricting a number of public roads in the area... the government admitted that the 30-year contract negotiated with the tunnel's owners compelled it to take such measures to ensure an adequate traffic flow on the road. Under the terms of the deal, within a five-kilometre radius of the tunnel, up to 500 roads in a dozen suburbs can be closed or restricted. (The contract euphemistically refers to such measures as "road calming")... The result has been traffic chaos

throughout many parts of eastern Sydney.... The government also promised to compensate the company if any improvements were made to the public transport system which affected the number of vehicles traveling through the tunnel. If the contract is broken—by any government in the next three decades—the company is entitled to an \$850 million payout...

The Cross City Tunnel, running under the centre of Sydney, opened last month under the control of an international syndicate headed by Li Ka-Shing, Asia's wealthiest individual. The group won the bid to operate the tunnel and collect the toll revenue for the next 30 years after paying the New South Wales (NSW) government \$105 million. This payment was based on the forecast that 90,000 vehicles would make daily use of the two-kilometre tunnel... Less than 25,000 cars presently use the tunnel each day, with other drivers taking alternative routes to avoid the exorbitant \$3.56 minimum toll for each trip on the private road... In an extraordinary measure befitting that of a police state, the government of Premier Morris Iemma has tried to dragoon motorists into the tunnel by shutting down and restricting a number of public roads in the area. When this predictably provoked public outrage, the government admitted that the 30-year contract negotiated with the tunnel's owners compelled it to take such measures to ensure an adequate traffic flow on the road. Under the terms of the deal, within a five-kilometre radius of the tunnel, up to 500 roads in a dozen suburbs can be closed or restricted. (The contract euphemistically refers to such measures as "road calming")... The result has been traffic chaos throughout many parts of eastern Sydney.... The government also promised to compensate the company if any improvements were made to the public transport system which affected the number of vehicles travelling through the tunnel. If the contract is broken—by any government in the next three decades—the company is entitled to an \$850 million payout...The Cross City Tunnel scandal largely overshadowed an announcement by the NSW government that it has agreed to pay more than \$100 million to the receivers of the private company that formerly operated the Sydney airport rail link. The company collapsed five years ago after lower than expected usage of the route.

http://www.boston.com/news/traffic/bigdig/articles/2008/06/24/accused_big_dig_firm_files_for_ch_11/
Accused Big Dig firm files for Ch. 11

By Sean P. Murphy and Jonathan Saltzman, Globe Staff / June 24, 2008

Modern Continental Corp., which earned \$3.2 billion as the largest contractor on the Big Dig and was charged criminally with hiding shoddy workmanship, sought the shelter of US Bankruptcy Court, claiming up to \$1 billion in debts. (Boston Globe, 6/24/08)

http://www.boston.com/news/traffic/bigdig/articles/2008/06/20/firms_ex_managers_agree_to_plead_guilty_in_big_dig_scandal/

By John M. Guilfoil, Globe Correspondent / June 20, 2008

Firm's ex-managers agree to plead guilty in Big Dig scandal

Two defendants agreed to plead guilty to highway project fraud in scheming the state out of more than \$300,000 for work done on the Interstate 93 tunnel. (Boston Globe, 6/20/08)

http://www.boston.com/news/traffic/bigdig/articles/2008/05/21/contractor_plads_guilty_in_big_dig_overbilling_case/

By Jef Feeley and Beverly Ford, Bloomberg News / May 21, 2008

Contractor pleads guilty in Big Dig overbilling case

A major contractor for the \$15 billion Big Dig project has pleaded guilty to defrauding the US government. (Boston Globe, 5/21/08)

http://www.boston.com/news/traffic/bigdig/articles/2008/04/05/big_dig_officials_firing_led_to_windfall/
Big Dig official's firing led to windfall

By Sean P. Murphy, Globe Staff / April 5, 2008

Michael P. Lewis didn't retire from his post as the head of the Big Dig, but was actually fired last year. The move allowed him to more than triple his state pension. (Boston Globe, 4/5/08)

http://www.boston.com/news/traffic/bigdig/articles/2008/03/01/big_dig_firm_manager_charged_with_conspiracy/

Big Dig firm, manager charged with conspiracy

By Jonathan Saltzman, Globe Staff / March 1, 2008

Federal prosecutors charged a major Big Dig contractor and one of its managers with scheming to overcharge the government more than \$300,000 for work done on the Interstate 93 tunnel. (Boston Globe, 3/1/08)

http://www.boston.com/news/local/breaking_news/2008/01/458m_big_dig_se.html

\$458m Big Dig settlement reached

By Globe Staff, January 23, 2008 02:47 PM

State and federal authorities announced a settlement of \$458.2 million with the firms that designed and managed the Big Dig. (Boston Globe, 1/23/08)

http://www.boston.com/news/traffic/bigdig/articles/2008/01/17/settlement_reportedly_near_in_i_90_tunnel_ceiling_collapse/

Settlement reportedly near in I-90 tunnel ceiling collapse

By Andrea Estes, Globe Staff / January 17, 2008

The attorney general's office is close to reaching a settlement with Bechtel/Parsons Brinckerhoff in exchange for not seeking criminal charges. (Boston Globe, 1/17/08)

http://www.boston.com/news/local/massachusetts/articles/2007/11/26/cost_of_probe_on_big_dig_nearly_1m/

By Andrea Estes

Globe Staff / November 26, 2007

Cost of probe on Big Dig nearly \$1m

The special prosecutor spearheading the investigation into the Big Dig tunnel ceiling collapse is billing the state almost \$30,000 a week. (Boston Globe, 11/27/07)

http://www.boston.com/news/traffic/bigdig/articles/2007/07/14/big_dig_deal_could_hit_1b/

Big Dig deal could hit \$1b

By Andrea Estes and Sean P. Murphy, Globe Staff / July 14, 2007

State and federal officials are demanding that Bechtel/Parsons Brinckerhoff pay as much as \$1 billion to settle claims for shoddy work on the Big Dig, in exchange for a guarantee that the consortium will not face criminal charges in last year's tunnel collapse. (Boston Globe, 7/14/07)

http://www.boston.com/news/local/massachusetts/articles/2007/07/11/wide_risk_wide_blame/

Wide risk, wide blame

By Sean P. Murphy and Andrea Estes, Globe Staff / July 11, 2007

Federal investigators blamed multiple Big Dig contractors and the Massachusetts Turnpike Authority yesterday for last summer's fatal tunnel collapse, concluding that the wrong kind of glue was used to hold up part of the concrete ceiling and that project oversight was inadequate to detect the problem. (Boston Globe, 7/11/07)

http://www.boston.com/news/traffic/bigdig/articles/2006/08/20/big_dig_officials_chose_not_to_retest/

Big Dig officials chose not to retest

By Scott Allen and Sean P. Murphy

Globe Staff / August 20, 2006

Several ceiling bolts came loose in the Interstate 90 connector tunnel while it was under construction in 1999, even after they passed a safety inspection. But project documents show that officials overseeing the Big Dig chose not to retest most of the bolts. (Boston Globe, 8/20/06)

http://www.boston.com/news/traffic/bigdig/articles/2006/07/24/probes_may_test_bechtels_clout/

Big Dig's design firm deflects blame

By Christopher Rowland, Globe Staff / July 24, 2006

Bechtel Corp., one of the world's largest construction and engineering firms, has few equals when it comes to wielding political power and fending off enemies. (Boston Globe, 7/24/06)

Parsons Brinckerhoff

<http://www.publicpurpose.com/ut-pblie.htm>

Taken for a Ride: Parsons Brinckerhoff Expose

By Tara Servatius, *The Public Purpose: One of National Journal's Top 4 Transport Internet Sites* (c) 2002

www.publicpurpose.com --- Wendell Cox Consultancy

http://www.nashtu.us/download/HR_2104_-_Disaster_Examples.pdf

HR 2104 "Safety, Efficiency and Accountability in Transportation Projects through Public Inspection Act"
(Filner) - Disaster Examples- Boston's Big Dig – Deadly Failures

http://en.wikipedia.org/wiki/Big_Dig

Big Dig From Wikipedia

The project has incurred criminal arrests escalating costs, death, leaks, and charges of poor execution and use of substandard materials. Former Massachusetts Attorney General Thomas Reilly demanded that contractors refund taxpayers \$108 million for "shoddy work". ... Bechtel/Parsons Brinckerhoff, the consortium that oversaw the project, would pay \$407 million in restitution for its poor oversight of subcontractors (some of whom committed outright fraud), as well as primary responsibility in the death of a motorist. However, despite admitting to poor oversight and negligence as part of the settlement, the firm is not barred from bidding for future government contracts. Several smaller companies agreed to pay a combined sum of approximately \$51 million.

<http://www.thestar.com/Business/article/296783>

Contractors to settle Boston Big Dig suit for \$450M

Denise Lavoie, Published On Wed Jan 23 2008, THE ASSOCIATED PRESS

"The citizens of Massachusetts entrusted Bechtel/Parsons Brinckerhoff to act as their eyes and ears on the Central Artery Project," Sullivan said. "They grossly failed to meet their obligations and responsibilities to the citizens of Massachusetts and the United States.".. Under the settlement, Bechtel/Parsons Brinckerhoff will not face criminal charges in the deadly Interstate 90 tunnel ceiling collapse in July 2006. Milena Del Valle, 39, of Boston, was crushed by about 23 tonnes of concrete as she and her husband drove to Logan International Airport. The deal also does not bar the consortium from receiving future government contracts. Bechtel/Parsons Brinckerhoff was paid more than \$2 billion to manage the project. State officials will be able to seek additional damages from Bechtel/Parsons Brinckerhoff only if there is a catastrophic event, defined as causing more than \$50 million in damages. Its liability will be capped at \$100 million.

Toll Roads Increase Commute Times

http://www.boston.com/news/traffic/bigdig/articles/2006/07/18/headaches_return_in_north_end_s_boston/

Residents, businesses feel effects of Big Dig reroutes

Headaches return in North End, S. Boston

By Donovan Slack and Emma G. Fitzsimmons

Globe Staff and Globe Correspondent / July 18, 2006

http://www.boston.com/news/local/articles/2008/11/16/big_dig_pushes_bottlenecks_outward/

Big Dig pushes bottlenecks outward

By Sean P. Murphy, Globe Staff / November 16, 2008

Longer on several major routes

"A Globe analysis of state highway data documents what many motorists have come to realize since the new Central Artery tunnels were completed: ... **the bottlenecks were only pushed outward**, as more drivers jockey for the limited space on the major commuting routes...Ultimately, many motorists going to and from the suburbs at peak rush hours are spending more time stuck in traffic, not less. The phenomenon is a result of a surge in drivers crowding onto highways – an ironic byproduct of the Big Dig's success in clearing away downtown traffic jams."

Spokker - *"Never mind how much the Big Dig cost. The biggest problem with it is that it didn't even work".*
It diverted traffic elsewhere.

THE SR-710 NORTH GAP CLOSURE USE OF THIS DESCRIPTION

Caltrans & Metro continue to use the term “SR-710 North Gap Closure” when referring to this project. This can only indicate to the people of Los Angeles and surrounding communities, that a specific project has been chosen and the specific route that it will take. This term further illustrates the unwillingness to seriously consider alternative solutions for improving traffic problems in the region.

Therefore, the No 710 Action Committee **stipulates** that Caltrans & Metro **must**:

Give equal weight to all alternatives and study them thoroughly. This includes **ALL** alternatives to improve traffic congestion, not just options to “close the gap.” Conduct Cost Benefit Analyses, Health Impact Assessments, and Traffic Pattern studies on each alternative.

Study all alternatives with the same robust enthusiasm as the Tunnel Alternative.

Utilize an unbiased, independent research team of professionals to do required studies, who will use scientific methodology and statistical analysis to obtain results. Do not work backward from the desired outcome.

Eliminate the surface freeway as a viable option in the earliest possible phase of scoping to reduce waste of taxpayer monies

Release the 500 houses that have been held captive by Caltrans for five decades. Vow not to claim any additional properties in El Sereno, Alhambra, South Pasadena, and Pasadena.

Ultimately choose the most fiscally and environmentally responsible alternative to solve our regional transportation problems in Los Angeles County

ALTERNATIVE SOLUTIONS

No new freeways shall be built to accommodate freight traffic. Zero emission alternative options must be used to move cargo containers at the Ports and to their destinations. Examples of this:

- _ Repurpose the lower 710 freeway and reconfigure the center section to accommodate electric freight and transit train lines that run down the middle
- _ Utilize short haul electric trains with an intermodal logistics complex or distribution port to remove freight trucks from the inner cities' freeways
- _ Electrified train transportation of freight with dockside loading like in the Grid System envisioned by SkyStorage systems onto railcars or CargoWay trams as envisioned by

MegaRail Corporation that load directly at the ports and are transported directly to an intermodal destination for redistribution

Smaller, less invasive transportation projects must be considered first to alleviate regional traffic problems. This plan will provide more local jobs at a fraction of the cost with much shorter timelines. Examples of these:

- _ Complete the Multi-mode, Low Build projects as defined by the City of South Pasadena and other cities

- _ Consider other multi-modal and intermodal projects to move people and goods including but not limited to signal synchronization, grade separation at rail crossings, upgrades and reconfigurations to surface roads and freeway ramps, increased or expanded bus and rail service, add bike paths and bike lanes, and promote walk-ability through complete street enhancements

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 local 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

Appendix E

Alternative Solutions

References for Narrative

Multi-Mode, Low Build Alternative (Printed)

Support Documents for Declarative Statements (Links)

Trucking is Toxic No Such Thing as Clean Diesel Trucks

<http://articles.latimes.com/2010/jul/08/opinion/la-oe-polakovic-20100708>

Breathing the filth

Hydrocarbons in the air are more toxic than oil in the gulf.

By Gary Polakovic, July 08, 2010, LA Times

<http://www.examiner.com/environmental-policy-in-national/correction-to-story-clean-diesel-arrives-and-exceeds-the-grade>

Correction to Story Clean Diesel Arrives and Exceeds the Grade

Jon Anderson, Environmental Policy Examiner, December 19th, 2010 11:17 am ET

... correction to the story Clean Diesel Arrives and Exceeds the Grade because nitrogen oxide has always been a problem for diesel in warm climates...NOx is a major problem from all diesel engines. ...

especially if you have lung or heart function problems, work outdoors, or have children or elderly

parents....A very deep divide over carbon control and traditional pollutants control exists at every level of government in the United States...Clean diesel is not clean (re© the same to pollutants it has always been a problem with, nitrogen oxides and particulate matter. Diesel may work in Europe where ground level ozone is not a major problem. But in the United States and the tropical cities of the world where most of the population of the planet lives, **diesel must be banned.**

<http://news.sciencemag.org/sciencenow/2010/03/clean-diesel-not-so-precious-aft.html>

Clean Diesel: Not So Precious After All, Tim Wogan on 26 March 2010, 11:27 AM, Science Now

Now scientists have produced a new type of catalytic converter...Chemical engineer Jan Stepanek of the Institute of Chemical Technology in Prague foresees another potential problem. "It is well known that, due to automotive catalyst decay, there are appreciable concentrations of precious metals near roads," he says....But the team's new design contains strontium, which is thought to stunt the growth of children. If this were released from an aging catalytic converter, says Stepanek, it might be more dangerous.

<http://buildaroo.com/news/article/new-catalytic-converters-diesel-engines-environmentally-friendly/>

New Catalytic Converters Can Make Diesel Engines Environmentally Friendly (Not)

BY TALI AARON : APRIL 1

A new catalytic converter...There are concerns about the environmental impact of this converter, however, and a chemical engineer at the Institute of Chemical Technology in Prague, Jan Stepanek, commented that "due to automotive catalyst decay, there are appreciable concentrations of precious metals near roads."...But the introduction of strontium to the design has raised concerns that aging catalytic converters could leak this potentially hazardous material into the water table. Also, the perovskite reacts to the sulfur content in the diesel, and can be deactivated if the converter reaches temperatures over 700 degrees Centigrade.



Roads Create Congestion, Not Solve It

<http://aca.ninemsn.com.au/article.aspx?id=631599>

[Aired Ch 9, 15th September, 2008]

Demonstrating that building major roads creates rather than solves congestion.

<http://www.fhwa.dot.gov/publications/publicroads/07july/06.cfm>

Perspective on Freight Congestion by Crystal Jones July/August 2007 · Vol. 71 · No. 1

"We have \$125,000 trucks and drivers going 4 miles [6 kilometers] an hour on congested highways."....

Freight bottlenecks are found on highways serving major international gateways such as the San Pedro Bay port complex, which includes the Los Angeles/Long Beach Port

Congestion reduction is a critical and national priority for the **U.S. Department of Transportation (USDOT)**.

USDOT's National Strategy to Reduce Congestion on America's Transportation Network, also known as the **Congestion Initiative**, includes a **six-point plan to reduce congestion** in the short term and build the foundation for success in the longer term. **The Congestion Initiative's activities** that relate most directly to freight movement

include targeting major freight bottlenecks, expanding freight policy outreach, incorporating private sector investment resources, and establishing USDOT's Corridors of the Future program. In 2006, USDOT proposed the **Framework for a National Freight Policy**, which works hand-in-glove with the Congestion Initiative to improve freight movement and decrease congestion. The Framework for a National Freight Policy **focuses on the first objective of the Congestion Initiative —**

reducing major freight bottlenecks and building an outreach component to bring together the public and private sectors to address seven key goals:

- **Maximize safety and security** of the freight transportation system — "job one" every day for USDOT
- **Improve the operation** of the existing freight transportation system, including changing how the public and private sectors use the freight system to improve throughput or capacity
- **Add physical capacity** to the freight transportation system wherever investment improves system throughput
- **Use pricing** to improve alignment of costs and benefits between freight system users and owners and to encourage deployment of productivity-enhancing technologies
- **Reduce or remove statutory, regulatory, and institutional barriers** to improved performance in freight transportation
- **Proactively identify and address emerging transportation needs**, including conducting research into freight movement, data, and modeling to improve investment choices and understanding of freight movement
- **Mitigate and better manage environmental, health, and community impacts** of freight transportation

...Allen Lund, a transportation third-party logistics provider based in La Cañada, CA, commented in a 2003 interview with *Logistics Today*, "We have \$125,000 trucks and drivers going 4 miles [6 kilometers] an hour on congested highways.".... Freight bottlenecks are found on highways serving major international gateways such as the San Pedro Bay port complex, which includes the Los Angeles/Long Beach Port,...

...Jack Kyser, chief economist for the Los Angeles County Economic Development Corporation, wrote in his white paper "Goods Movement in Southern California: How Can We Solve Problems and Generate New State Sales and Income Tax Revenues?": "As one of the Nation's premier global gateways, southern

California connects the region, the State, and the rest of the country with the dynamic economies of Asia. The volume of trade flowing through our ports has surged in recent years and is expected to at least triple over the next 20 years." Recognizing the importance of the California region and the necessity to ensure that transportation capacity is adequate to meet future demand, the **Congestion Initiative will transform USDOT's existing Gateway Team in southern California into a larger "Southern California freight congestion team."** The initiative charges the team to "convene the region's diverse freight stakeholder community to forge consensus on immediate and longer term transportation solutions." This partnership approach to addressing bottlenecks at or near international gateways then could be replicated at other locations throughout the Nation.

Unlocking key freight bottlenecks, such as in southern California, is a vital strategy to improve freight movement, but it is just one piece of the puzzle. Solving the full spectrum of freight movement constraints in the long and short terms will require coordinated collaborative action from public and private parties.

Roads are a Dead End

<http://www.road-scholar.org/peak-traffic.html>

Transportation triage at the end of the age of oil

by Mark Robinowitz, originally published May 10, 2006, From the Wilderness

An engaging discussion of **the effects of Peak Oil on automobile traffic, Mark Robinowitz examines the ridiculousness of implementing "superhighway" plans while the nation faces an inevitable oil drop-off.**

<http://www.energyandcapital.com/articles/wikileaks-saudi-oil-lies-exposed/1423>

WikiLeaks: Saudi Oil Lies Exposed, Turning Our Back on OPEC

By Keith Kohl, *Wednesday, February 9th, 2011*

The EIA projects U.S. crude production to fall by 50,000 bbls/d in 2011 and another 190,000 bbls/d in 2012...

Better Solutions to the Tunnel

<http://labusinessjournal.com/news/2010/aug/09/end-road-710/>

End of the Road for the 710?

OP-ED: Razing the freeway would be the best path to easing traffic between Long Beach and San Gabriel Valley. By Richard Risemberg, Monday, August 9, 2010

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.

"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."... 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!

<http://la.streetsblog.org/2011/04/13/editorial-don't-extend-the-710shrink-it-and-expand-alternatives/>

Editorial: Don't extend the 710; Shrink It and Expand Alternatives

by Mark Vallianatos on April 13, 2011

Others interested in this project are submitting comments focused on the proper scope of environmental review of a mega tunnel. So I'm focusing on how the agencies should study and fund alternative mobility projects in the project area and remove, rather than expand, a portion of SR-710.

1. Remove the SR-710 freeway between the 10 freeway and Valley blvd by transforming it into a boulevard 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.

I believe that investing in these alternatives would better meet the goals "to relieve congestion and improve mobility within the project area" than would a freeway tunnel.

<http://gcaptain.com/secretary-lahood-argues-case-transportation?23721>

[http://www.marad.dot.gov/documents/MTSNAC Kickoff \(July 23 2009\) - S1 Remarks.pdf](http://www.marad.dot.gov/documents/MTSNAC_Kickoff_(July_23_2009)_-S1_Remarks.pdf)

By gCaptain Staff, gCaptain, April 6th 2011

Secretary LaHood Argues Case of Better Transportation Use of America's Coasts, Waterways

U.S. Department of Transportation Secretary LaHood Remarks to: MTS Marine Transportation System National Advisory Council (MTSNAC) Meeting July 23, 2009

First, the administration is seeking advice on how to better integrate our waterways into our existing intermodal freight transportation system. We should take advantage of inherent environmental and energy benefits of marine transportation wherever possible – while reducing congestion on highways and rail lines.

Second, we're looking for advice on how to address the Congressional mandates of the Marine Highway Program. We must find ways to take better advantage of our existing waterways. This will help reduce land-based congestion and emissions, decrease our dependence on oil, and offer an alternative to building and maintaining costly new highway and rail systems.... As Congress and the Administration begin to debate the future of reauthorization for surface transportation, we will want advice on how the maritime industry can help us achieve integrated and environmentally sensitive transportation solutions.

<http://www.thestranger.com/seattle/stop-the-insanity/Content?oid=7200124>

Stop the Insanity, By [DOMINIC HOLDEN](#) March 15, 2011

The deep-bore tunnel is insane. Now is the time to stop it. There is a better option.

Freight by Rail is Better than Trucks Cheaper, Safer, Cleaner, Faster, Tunnel not High a Performing Project

<http://capntransit.blogspot.com/2011/04/moving-things-from-city-to-city.html>

Moving things from city to city, Cap'n Transit Sunday, April 3, 2011

if we can shift a freight load from truck to rail or boat at no extra cost, it will be cheaper and use less energy, and most likely pollute less. If there is an added cost to shifting the load from truck to rail, that cost should be compared with the cost of keeping it on trucks. Reducing highway and fuel subsidies is one way to make the cost of trucking more apparent. Rail infrastructure costs about the same as roads, and once it's built, some combination of rail and boat (by sea, lake, river or canal) costs less to maintain and operate than trucks on roads...The freight question reduces to chemistry and physics: steel on steel has less rolling resistance than rubber on asphalt....Beyond energy efficiency, steel rails are also more durable than asphalt and rubber...Trains are also more efficient in terms of operating labor: the tracks and signals make it easier to predict what will be in the train's path, and where the train cars will go, which allows huge amounts of cargo to be moved by a handful of people...Ships and lake boats are more efficient than cars...the Department of Energy estimated that airplanes use 32,000 BTU of energy to move a ton of freight one mile, while trucks consume 3,100, boats 418 and trains 305 BTU per ton-mile (PDF, table 2.16).

http://www.eia.doe.gov/emeu/efficiency/ee_ch5.htm

Transportation Sector

Stephanie Battles, October 17, 1999, Independent Statistics & Analysis U.S. Energy Information Administration

http://cta.ornl.gov/data/tedb29/Edition29_Chapter02.pdf

Chapter 2 Energy

Summary Statistics from Tables in this Chapter

Airplanes use 32,000 BTU of energy to move a ton of freight one mile, while trucks consume 3,100, boats 418 and trains 305 BTU per ton-mile (PDF, table 2.16).

http://www.fra.dot.gov/Downloads/Comparative_Evaluation_Rail_Truck_Fuel_Efficiency.pdf
Comparative Evaluation of Rail and Truck Fuel Efficiency on Competitive Corridors Final Report
Federal Railroad Administration, November 19, 2009

<http://www.gao.gov/new.items/d11134.pdf>
SURFACE FREIGHT TRANSPORTATION

GAO United States Government Accountability Office, January 2011, Report to the Subcommittee on Select Revenue Measures, Committee on Ways and Means, House of Representatives
A Comparison of the Costs of Road, Rail, and Waterways Freight Shipments That Are Not Passed on to Consumers - If government policy gives one mode a cost advantage over another, by, for example, not recouping all the costs of that mode's use of infrastructure, then shipping prices and customers' use of freight modes can be distorted, reducing the overall efficiency of the nation's economy.
GAO's analysis shows that on average, additional freight service provided by trucks generated significantly more costs that are not passed on to consumers of that service than the same amount of freight service provided by either rail or water. GAO estimates that freight trucking costs that were not passed on to consumers were at least 6 times greater than rail costs and at least 9 times greater than waterways costs per million ton miles of freight transport. Most of these costs were external costs imposed on society. Marginal public infrastructure costs were significant only for trucking. Given limitations in the highway, rail, and waterway economic, financial, technical, and environmental data available for the analysis, GAO presents conservative estimates.

<http://www.joc.com/government-regulation/mica-eyes-rail-get-more-trucks-cars-roadways>
Mica Eyes Rail to Get More Trucks, Cars Off Roadways

John D. Boyd | Jan 13, 2011 3:57PM GMT, The Journal of Commerce Online - News Story
Goal would be to reduce roadway damage, trust fund spending on pavement repair...The new chairman of the House Transportation and Infrastructure Committee, signaling domestic transport goals similar to those of the Obama administration, says he wants to advance several initiatives that shift commercial truck loads and automobiles off the nation's stressed highways.

<http://dc.streetsblog.org/2011/03/01/gao-trucking-the-least-efficient-mode-of-freight-shipping/>
GAO: Trucking the Least Efficient Mode of Freight Shipping
by Tanya Snyder on March 1, 2011

Freight transportation, which accounts for nearly a quarter of transportation-related greenhouse gas emissions, doesn't get as much attention as passenger transportation because most people don't feel it affects them as much. But more than 15 million trucks deliver 70 percent of the goods this country consumes – and the GAO says that's a mistake.
The Government Accountability Office published a study finding that the costs of freight trucking that are not passed on to the consumer are at least six times greater than the equivalent rail costs and at least nine times greater than the equivalent waterways costs. Many of those are externalized costs passed on to society – like congestion, pollution, and crashes – as well as public costs, like infrastructure maintenance.

The Grid

Efficiency in Cargo Handling and Distribution

<http://www.labusinessjournal.com/news/2010/aug/23/expanded-chinese-business-buoy-long-beach/>
Expanded Chinese Business to Buoy Long Beach

By David Haldane

Monday, August 23, 2010

TRADE & TRANSPORT: Oakland-based Matson could add 234,000 more container units.

"The problem was that the cargo wasn't being handled efficiently."

As a result, he said, many importers – reacting to what they perceived as insurmountable problems causing congestion and delays – began turning away from Southern California amid the boom in international trade in favor of ports such as Norfolk, Va.; Charleston, N.C.; and Savannah, Ga.

"The congestion was the poster child, but what was happening was that the importers were deciding, based on their experiences, not to put all their eggs in one basket," Bingham said.

<http://www.glendalenewspress.com/news/tn-gnp-tunnel-20110117,0,2928212.story>

A new wave against 710 tunnel

Former port worker presents plan to scrap the idea in favor of a high-tech cargo rail.

By Bill Kisliuk January 17, 2011 | 11:14 am LA Times

an alternative plan for improving traffic flow... Alba proposed a cargo rail pipeline running alongside the San Gabriel River and then out to the warehouses in Ontario, saving an estimated 2.5 million truck trips a year from the harbor along the 710 Freeway to the Inland Empire.

<http://aiapf.org/calendardisplayevent.cfm?event=335800&date=11-Feb-2011>

February First Friday Forum Grid: The (San) Gabriel River Infrastructure Development

The American Institute of Architects Pasadena & Foothill, 11 Feb 2011

The movement of cargo containers out of the Ports of Los Angeles and Long Beach is a major rationale for the completion of the 710 Freeway....The tunnel alternative lies in accordance with Caltrans' modus operandi, but there are other solutions unaffiliated with Caltrans that are more radical and potentially superior regarding environmental concerns. NEPA does require consideration in an EIR of all such alternatives. There are at least three outside alternatives, the Multi Mode Low Build Alternative, the Cargo Way, and The Pipeline, also known as the GRID, or (San) Gabriel River Infrastructure Development. Of these, the Cargo Way and the GRID focus on rapidly moving containers out of the ports, past the densely populated areas nearer the water, to the proposed "Inland Port" in Ontario. Both systems use non-polluting propulsion on dedicated transit ways, environmentally superior to trucks on freeways burning fossil fuels....The GRID ..."container conveyors" run in an underground pipeline, a large portion of which will be in the embankment of the San Gabriel River. Parallel pipelines for other purposes, such as power transmission and light rail can be installed as well. To facilitate the container conveyor movement, the proposal redirects pending investment for the ports into a computerized "Empty/Loaded Container Storage and Transfer Center," or ECSTC. This "feeds" the container conveyor in a highly efficient way, sending containers in an organized way to the Inland Port.

<http://sunroomdesk.com/2011/01/19/futuristic-realistic-alternative-to-the-710-tunnel-the-grid-project/>

Futuristic, Realistic Alternative to the 710 Tunnel: The GRID Project, Posted By: Editor

Development, Transportation Wednesday, January 19, 2011

Transforming the port of Long Beach into a fully electrified green facility, constructing a freight rail system underneath river channel levies to Inland Empire distribution centers, and reducing truck traffic through the densest parts of Southern California, are some of the great features of the Gabriel River Infrastructure Development (GRID) Project.

<http://content.yudu.com/Library/A1cbbe/WorldCargoNewsJune09/resources/20.htm>

Counting the cost of zero emissions

Cargo Handling, June 2009, World Cargo News

SkvStorage Systems vision is to create a "single stop" on-dock terminal that would eliminate the need for railroads to build inland hubs. The concept is for a longer, thinner terminal with much greater crane density, able to handle a 10,000ft train in under 30 min.

http://www.newcolonist.com/vox/archive/GRID_project_ovr_2pg.pdf

GRID – Gabriel River Infrastructure Development

David Alba, Project Systems Designer

The Panama Canal is being widened to allow passage of large container ships. Once the wider canal is open, container ships from the Far East will have passage to US ports on the east coast...Ports have planned \$1.5B upgrades, but these efficiency improvements are limited and the upgrades will not result in lower pollution levels...*Living Conditions Will Dramatically Decline for Citizens Living Along I-710*...Caltrans has proposed to widen the southern part of I-710.. also proposed to build a toll tunnel in the San Gabriel Valley to extend I-710 to I-210...Both of these projects will increase local pollution levels and are strongly opposed by environmental groups...GRID is a solution that merges economic imperatives with environmental concerns...*Streamline Ship-to-Rail Operations at the Ports* It's called the "Empty/Loaded Container Storage and Transfer Center", or ECSTC. This facility converts the space under shipping cranes into a computerized storage facility for empty and loaded containers. Containers are moved to and from ships directly into the ECSTC. Full-length trains drive under or adjacent to the ECSTC to be loaded or unloaded within the Port, so there is no intermediate shuffling of containers to off-site container transfer facilities to assemble trains for transport beyond Southern California. Use of the ECSTC could reduce

unloading...Use Underground Pipeline for Electric Cargo Trains.. Embed Power and Water Transmission in the Freight Pipeline...Create Urban Parkways Interspersed with Environmentally Sustainable Neighborhood Clusters...Together, These Projects are the "Gabriel River Infrastructure Development", or GRID.

CargoWay

Inexpensive, Quick to Implement, Near Zero Emission Congestion Relief

<http://aiapf.org/calendardisplayevent.cfm?print=true&date=01%20Apr%202011&event=335786>

April First Friday Forum - MMLB (Multi-Mode Low Build Alternative) & CargoWay

The American Institute of Architects Pasadena & Foothill, 01 Apr 2011

Overlooked by the Ports and Metro because the commissioned studies by URS/Cambridge Systematics were flawed. Studies: Alternative Goods Movement Technology Analysis Initial Feasibility Study Report and Alternative Container Transportation Technology Evaluation and Comparison.

The CargoWay is an integrated, dual-mode, near-zero-emissions system consisting of electric and CNG-hybrid-powered cargo trams operating on a rail system that connects the Port of Los Angeles to the Inland corridor. It will augment and extend the existing Alameda rail transportation system already in place. The system and its components are developed by engineers affiliated with MegaRail, who have contributed considerable thought to the dilemmas common to all major trade centers—such as the Port of Los Angeles and its surrounding economic region—posed by cargo transfer from port to distribution centers. The focus is on efficient, non-polluting, rapid, and cost-effective transfer of cargo and containers from the shipping source, where the volume and congestion are the greatest, to the diversified outlying hubs of distribution and transfer from which conventional truck and/or rail assume the most efficient means of further distribution to the end destinations.

http://www.megarail.com/CargoRail_Heavy_Cargo/

<http://www.megarail.com/pdf/CRPTOP-U.pdf>

<http://www.megarail.com/pdf/CRLBLA-7a.pdf>

<http://www.megarail.com/pdf/HCGEN5-1.pdf>

Multi-Mode, Low Build

<http://aiapf.org/calendardisplayevent.cfm?print=true&date=01%20Apr%202011&event=335786>

April First Friday Forum - MMLB (Multi-Mode Low Build Alternative) & CargoWay

The American Institute of Architects Pasadena & Foothill, 01 Apr 2011

- The MMLB proposes a series of lighter touches at various choke points along the corridor as it filters through the El Sereno, Alhambra, South Pasadena, and Pasadena communities. Some of these solutions are already in process, such as the ACE corridor extension and the Gold Line eastern extension, while others are already completed, such as the Glenarm/Raymond on-ramp to the 110 and the North Orange Grove reconfiguration with signalization at the 110 crossing. In conjunction a further series of improvements, such as extending the 710 to Mission Road and adding an off-ramp at Cal State LA, will relieve congestion at critical bottlenecks... provide a separate, efficient, high-capacity cargo transport system that will alleviate air pollution imposed on all communities along the 710 from the port to the interior.
- ...provide a series of sensible improvements and upgrades to existing surface roads, entrance ramps, and bridges over rail tracks that will re-link severed arteries in the existing road systems.
- ...enhance or complete existing and new transportation systems including light rail, Alameda Corridor East (ACE), buses, shuttles, and bicycle paths.
- ...provide a more fully-integrated solution to the regional cargo transport and passenger vehicle transportation systems at an equal or likely lesser cost than other proposals.
- ...decrease pollution and increase mobility on a system already choked to capacity with truck and passenger vehicles.
- ...restore and preserve the urban fabric and livability of all communities along this transportation system, which is vital to the region.

<http://www.acta.org/>

<http://www.theaceproject.org/>

Alameda Corridor Transportation Authority

ACE Trade Corridor/ ACE Project San Gabriel Valley

Capacity could be greatly increased if combined with CargoWay system

<http://www.thetransitcoalition.us/newspdf/wdn20100907a.pdf>

Trench Project for San Gabriel railroad crossings moves forward

By James Figueroa Staff Writer

<http://articles.latimes.com/2006/nov/28/local/me-maglev28>

Ports considering maglev trains to cut smog

Officials see magnetic levitation technology as a clean, high-speed way to move goods inland, ease traffic congestion and reduce pollution.

November 28, 2006|Dan Weikel | Times Staff Writer

Searching for ways to reduce air pollution and highway congestion, local harbor officials might resort to so-called maglev trains to haul cargo containers to and from the Los Angeles and Long Beach ports -- the first freight application of the technology anywhere in the world. Now under study at Cal State Long Beach are three maglev proposals to shuttle cargo to rail yards in Los Angeles and to inland distribution centers in Victorville and Beaumont. Maglev, or magnetic levitation, trains produce no air pollution along their routes and are powered by magnetic fields in guideways that pull them along at speeds up to 300 mph. So far, two systems have been built for commercial passenger service in China and Japan. Adapted for freight, researchers say, maglev trains could do the work of thousands of trucks and conventional locomotives, cutting harmful emissions in the port area and alleviating congestion on rail and highway corridors that serve the nation's largest harbor complex.

This would work if integrated into "the Grid" system

<http://www.healthimpactproject.org/resources/document/State-Route-520-Bridge.pdf>

SR 520 Health Impact Assessment Recommendations

A bridge to a healthier community

Tim Whelan, September 2008 Transit, Bicycling and Walking

PDF pg 11 (doc page 19) Increasing and improving transit service and providing bicycling and walking facilities in the corridor will provide multiple health benefits by reducing greenhouse gas emissions and other air pollutants through the use of alternatives to single-occupant vehicles, increased opportunities for physical activity, and improved social connections.

<http://articles.latimes.com/2010/may/13/business/la-fi-lazarus-20100514>

Fixes needed for L.A. public transit system

Among them: Adopt a regional approach, make transit more convenient and create more online resources.

David Lazarus, May 13, 2010, LA Times

<http://www.calpirg.org/issues/transit/la-public-transit>

Build L.A. Public Transit Now

California Public Interest Research Group

Environmental Justice

<http://www.newgeography.com/content/00467-city-planning-and-the-politics-pollution>

City Planning And The Politics Of Pollution

By Greg Critser, New Geography 12/11/2008

<http://egpnews.com/?p=16949>

Commerce Freeway Plan Could Displace Neighborhood

By Elizabeth Hsing-Huei Chou, EGP Staff Writer March 25, 2010

<http://juh.sagepub.com/content/30/5/729.abstract>

Matthew W. Roth

Whittier Boulevard, Sixth Street Bridge, and the Origins of Transportation Exploitation in East Los Angeles
Journal of Urban History July 2004 30: 729-748, doi:10.1177/0096144204265187

<http://www.techtransfer.berkeley.edu/newsletter/03-1/ej.php>

Environmental Justice Handbook Debuts

By Linda Howe-Steiger From [Tech Transfer Newsletter](#), Winter 2003

"Environmental Justice" -- or EJ -- is actually a long-standing principle of American governance combining civil rights with environmental protection.

The concept embraces environmental health, equity, and conservation issues and has been defined by US DOT as a way of identifying and addressing any "disproportionately high or adverse effects [of projects] on minority or low income populations."... and those interested in sustainable development and new urbanism. The phrase "environmental justice" was coined only about ten years ago as a rallying cry in opposition to what was dubbed "environmental racism." The terms refer to the intentional or unintentional creation of adverse environmental and health impacts on minority and low-income populations from a wide variety of public and private infrastructure and industry projects.... The legal basis for enforcement of environmental justice, however, derives from Title VI of the 1964 Civil Rights Act...and... the 1969 National Environmental Policy Act. NEPA... to ensure that all Americans are able to live in safe, healthy, productive, and pleasing surroundings and that public decision- makers consider and then mitigate significant adverse environmental impacts of a wide variety of public investments, including, transportation investments.

http://biodiversity.ca.gov/Meetings/archive/ej/ITS_EJhandbook.pdf

<http://www.ciatrans.net/ejhandbook.pdf>

Environmental Justice & Transportation

By Shannon Cairns, Jessica Greig And Martin Wachs, Published by the Institute of Transportation Studies at the, University of California Berkeley, Copyright © 2003 University of California Regents

The goals of environmental Justice - State and local transportation agencies have a legal obligation to Prevent discrimination and to protect the environment through their plans and programs.

The federal government has identified environmental justice as an important goal in transportation, and local and regional governments must incorporate environmental justice into transportation programs.

Some communities get the benefits of improved accessibility, faster trips, and congestion relief, while others experience fewer benefits...

Some communities suffer disproportionately from transportation programs' negative impacts, like air Pollution.

http://www.justice.gov/crt/grants_statutes/legalman.php

TITLE VI LEGAL MANUAL

An on-line version of Title Six (VI) Legal Manual from the Civil Rights Division of the US Department of Justice.

U.S. Department of Justice, Civil Rights Division, P.O. Box 65560, Washington, D.C. 20035-6560, September, 1998

www.epa.gov/region9/ej/ej-resource-guide.pdf

Environmental Justice

Resource Guide U.S. Environmental Protection Agency, Pacific Southwest/Region 9, EPA-909-R-09-

A Handbook for Communities and Decision-Makers Enforcement EPA's enforcement programs may use EJ-related demographic information to target its inspections in areas where EJ communities could be most heavily affected by pollution and toxics.

<http://timothyblee.com/2010/07/22/the-anti-urban-20th-century/>

Freeways and the Decline of St. Louis

Posted on July 22, 2010 by [Timothy B Lee](#)

Driving a freeway through the middle of a healthy urban neighborhood not only destroys thousands of homes, it rips apart tightly integrated neighborhoods. Pedestrians rarely walk across freeways, so businesses near a new freeway are immediately deprived of half their customers. Similarly, residents near a new freeway lose access to half the businesses near them. The area along the freeway becomes what Jacobs calls a "border vacuum" and goes into a kind of death spiral: because it contains little pedestrian traffic, businesses there don't succeed. And because there are no interesting businesses there, even fewer people go there, which hurts the sales of businesses further from the freeway. The harms from such a freeway extends for blocks on either side....Carving up St. Louis with freeways didn't just undermine

individual neighborhoods; it permanently changed the region's culture. By undermining walkable urban neighborhoods while simultaneously making it easier to commute in from the suburbs, planners effected a massive transfer of wealth from cities to suburbs.

<http://www.layouth.com/fighting-to-save-my-home/>

Fighting to save my home - A proposed freeway extension could demolish the houses in my neighborhood
By Audrey Salas The newspaper by and about teens LA youth October 2010 Issue
This wouldn't happen in a wealthier community. I overheard someone telling my mom that there were no freeways running through Beverly Hills or San Marino. That made me wonder: why is it that the poor have to deal with freeways? I think of it as an indirect form of oppression. The poor have to accept what they're given while the rich enjoy their untouched neighborhoods.

<http://www.hsp.org/node/2573>

Philadelphia's Chinatown: An Overview – Historical society of Pennsylvania
Activism and the "Save Chinatown" Movement Construction plans for Market East, the Vine Street Expressway, and the Convention Center literally boxed Chinatown in from all sides and entailed the demolition of many homes and institutions.

<http://www.no710.com/rod/comment5.pdf>

State Route 710 Freeway Extension (Route 10 To Route 210) Record Of Decision
Record Of Additional Comments Received On Environmental Justice, Historic Preservation, And Other Issues - Volume V, Prepared by: California Department of Transportation, Office of Environmental Planning, 120 South Spring Street, Los Angeles, CA 90012, April 8, 1998 - Prepared for: Federal Highway Administration, California Division, 980 Ninth Street, Suite 400, Sacramento, CA 95814-2724

<http://articles.latimes.com/2011/mar/17/opinion/la-ed-carpool-20110317/2>

If L.A. freeways aren't free

Los Angeles Times, March 17, 2011

Both Rep. Gary G. Miller (R-Diamond Bar) and Rep. Maxine Waters (D-Los Angeles) have said they will try to block the demonstration project even though it is in the late planning stages. Waters says it sets up "a traffic system of haves and have-nots."

Opponents of the plan see something fundamentally undemocratic and inequitable about such "congestion pricing." Freeways are a public benefit, traditionally available to all. Yet now, critics say, the roads would be operated under a two-tier system that would allow those with money to speed to their destinations while poor people would watch unhappily from the traffic-jammed sidelines. What's next? Wealthy people paying for faster ambulance service or buying their way out of jury duty? Both Rep. Gary G. Miller (R-Diamond Bar) and Rep. Maxine Waters (D-Los Angeles) have said they will try to block the demonstration project even though it is in the late planning stages. Waters says it sets up "a traffic system of haves and have-nots."

Value Capture

<http://cdn.publicinterestnetwork.org/assets/24d1f7a858b544c68fcf9eadfdf8a88a/ARRA-jobs-report.pdf>

The latest data on stimulus spending show that funds spent on public transportation were a more effective job creator than stimulus funds spent on highways.

<http://www.vtpi.org/smith.pdf>

Financing Transit Systems Through Value Capture

An Annotated Bibliography

This paper summarizes the findings of nearly 100 studies concerning the impacts of transit service on nearby property values, and the feasibility of capturing this additional value to finance transit improvements. The results indicate that proximity to transit often increases property values enough to offset some or all of transit system capital costs.

<http://www.transportationequity.org/images/downloads/MoreTransit=MoreJobs-final.pdf>

The Impact of Increasing Funding for Public Transit - More Transit = More Jobs

By Todd Swanstrom, Will Winter, and Laura Wiedlocher, Public Policy Research Center, University of Missouri–St. Louis, Transportation Equity Network, www.transportationequity.org

Miscellaneous

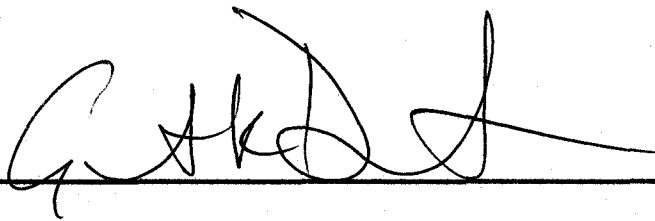
<http://www.wired.com/autopia/2010/01/jobs-for-main-street-act/>

To Create Jobs, Build Public Transit, Not Highways

By Keith Barry January 21, 2010, 9:20 am, Autopia

If we'd spent as much federal stimulus money on public transportation as we spent on highways, we would have created twice as much work and put a bigger dent in the unemployment rate. That's the analysis of stimulus spending by Smart Growth America, the Center for Neighborhood Technology and U.S. PIRG, the public-policy lobbying group. Smart Growth America found that every billion dollars spent on public transportation produced 16,419 job-months, while the same amount spent on highway infrastructure projects produced 8,781 job-months. Now it is warning that the Jobs for Main Street Act of 2010 (.pdf), the \$154 billion jobs bill the House of Representatives passed last month, could make the same mistake in funding the wrong priorities. The legislation, which the Senate is expected to take up early this year.. allocates \$27.1 billion for highways and other surface transportation and just \$8.4 billion for public transportation. That's a mistake. "When the Senate takes the bill up and it goes back to the House, they ought to take a look at their own data and readjust the proportions," William Schroeer, state policy director for Smart Growth America, told Wired.com. "Since it's a jobs bill, that seems to us to be something they ought to think very seriously about." By splitting public transportation and highway funding equally, Schroeer said, the bill could provide 71,415 more job-months of work than it would by favoring highway spending. That is enough work to give 6,000 more people full-time year-round employment. According to SGA, public transportation spending leads more directly to job growth than highway spending for several reasons. First, less money is spent acquiring land, which means more money is spent actually building something. Second, all those buses, trains and subways need people to operate them and maintain the infrastructure. And third, public transit requires a workforce with more diverse skills than highway construction. Even better, Schroeer said, public transit can help save jobs because it allows people to get to work — and those are jobs Smart Growth America didn't include in its analysis. When transit programs are cut or don't exist to begin with, "there's a negative impact on folks' mobility to get to work, to get to education," Schroeer said. "It's part of the fabric of communities, whether you use it or not." One reason public transit got short shrift in the stimulus package and some policymakers don't see the merit of such projects is the misconception that transit projects aren't "shovel-ready," and — as a result — job growth would lag. The report proves that myth wrong. "In today's environment, there are so many public transportation needs, and as a result there are so many public transportation projects that are ready to go, there's no difference in the spend rates between roads and public transportation," Schroeer said.... The bottom line is, investing heavily in public transportation puts more people to work while creating or improving infrastructure we need more of. It's a win-win.

SR-710 NORTH GAP CLOSURE PROJECT
SCOPING SUBMISSION BY THE NO 710 ACTION COMMITTEE

RECEIVED BY 

TITLE Senior Env Planner

DATE 4/14/11 TIME 14:15