

DID YOU KNOW?

A recent METRO hearing led to a vote to hire a consultant to do a robust “scoping” document, the precursor to an environmental study for the SR-710 North Extension. Glendale Mayor and METRO Chair Ara Najarian proposed that a comprehensive transportation program including alternatives other than a freeway extension and a cost/benefit analysis be performed before advancing any project to the EIR/EIS phase. Congressman Adam Schiff, Assemblymember Anthony Portantino and the Mayors of four cities concurred in the appeal. It was voted down in spite of the following testimony and facts:

- It's a fact children living within 984 feet of a freeway have decreased lung capacity and a higher incidence of asthma. These changes persist through to adulthood (McConnell/Peters USC). Dr. William Sherman, M.D.
- 33 schools are within 1000 feet of the 210 from Pasadena to Sylmar. With 10,500 students currently at risk from the pollution, an additional 30,000 vehicles and 2,500 more trucks daily will drive by these schools spewing exhaust and particulate matter onto the fields where they play and BREATHE. Jan Soohoo, La Cañada-Flintridge
- “That cancer and emphysema rates are higher near tunnels is absolutely a true statement.” Doug Failing, former CEO CalTrans, San Marino Tribune June 4, 2009. Clarice Knapp, South Pasadena
- It's a fact that nitrogen dioxide, carbon monoxide, acid vapors, and ozone cannot be cleansed from vented auto emissions. Dr. William Sherman, M.D.
- Tunnels concentrate air pollution by up to 1000 times and there is no technology that eliminates ultra fine particle pollution from the air which is harmful to drivers and passengers, causing an increased incidence of heart attacks. Queensland University & UCLA, Dr. William Sherman, M.D.
- The size of these tunnels is as large as anything that has been attempted anywhere on earth. These tunnels are enormous. This machine would be of unprecedented size. (60') It is an enormous machine. Dr. Gary Brierley, South Pasadena tunnel consultant
- Asked by Steering Committee member Steve DelGuercio of Caltrans on 3/10/10, “Has a highway tunnel ever been built in California through an active fault?” The answer by Caltrans was **NO**. Councilman Steve DelGuercio, La Cañada-Flintridge
- “Due to what we have witnessed in the Gulf of Mexico, it is hard to believe anything can ‘go wrong’ digging the world’s largest diameter tunnels, through three fault lines, under the second most heavily populated city in the U.S....We know that drill baby drill, led to spill baby spill!” Trisha Gossett, Historic Highland Park Neighborhood Council.
- “On 11/1/07 SCAG documented the cost of tunnels at \$11.8 billion for 4.5 miles. That's 1/10 of the national transportation budget of \$124.5 billion this year. That figure was unintentionally disclosed.” Harry Knapp, South Pasadena
- The 2006 Feasibility Report used a \$2.6-3.6 billion construction cost that did not include land acquisition, project design, community mitigations, electrostatic precipitators, construction management, toll facilities, or tunnel operations and maintenance, the “hidden costs” of building the biggest tunnels on the planet! Dr. Gary Brierley, South Pasadena tunnel consultant. Mary Ann Parada, South Pasadena
- Port trucks would be the only ones who could afford a \$20 toll for 4.5 miles, each way, and will pass it on to consumers. Susan Bolan, La Crescenta
- “Day after day, for 30-some odd days and continuing, we are seeing how badly things can go wrong with complicated projects build under the surface. It is a waste of public funds when there are so many critical needs in this state.” Elise Kalfayan, Glendale.
- “A thousand more busses, one less tunnel.” Bus Riders Union chant hearing the billions in cost of tunnels compared with bus rate increases of \$20 avg. per week.