

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