



Los Angeles County  
Metropolitan Transportation Authority

One Gateway Plaza  
Los Angeles, CA 90012-2952

213.922.2000 Tel  
metro.net

# Metro

November 19, 2012

Ms. [REDACTED]  
[REDACTED]  
[REDACTED]

Dear Ms. [REDACTED]

Thank you for your recent letter addressed to my attention regarding the State Route 710 Study currently underway. Your interest in this important regional transportation issue is appreciated and I welcome this opportunity to provide you with Metro's perspective on this matter.

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

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

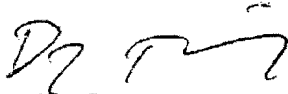
Five alternatives will be carried forward for more detailed analysis in the DEIS/DEIR. These alternatives are:

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

██████████  
November 19, 2012  
Page 2

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

Sincerely,



Douglas R Failing, P.E.  
Executive Director, Highway Program

CC:  
All Metro Board Members  
Hasan Ikhata, Executive Director, SCAG