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April 21, 2010

LACMTA Board  
One Gateway Plaza  
Los Angeles, CA 90012

Dear Chairman Najarian and Board Members:

I write in strong support of moving forward on an Environmental Impact Report (EIR) to advance the 710 gap closure project.

Following the recently-concluded geotechnical tunnel study which determined that tunneling is both safe and feasible, the next natural step for the Metro Board is to instruct Metro staff to prepare a robust scoping document, Alternatives Analysis and the appropriate environmental documents that will advance the project forward.

I do not believe that we should delay this step any further. Communities affected by the gap have waited for over 40 years for progress and we are closer than ever before to finding consensus and a truly effective solution. However, some of my colleagues and other elected officials have urged consideration of a broad range of transportation options that may provide the same congestion relief and a lower cost than a tunnel.

I agree that we must include a serious analysis of the transportation alternatives that solve the problem of the 710 gap, although ultimately I do not believe there will be another viable option that can provide the same congestion benefits as the underground proposal. In fact, it is a normal part of the environmental process to look at all viable alternatives in an EIR and give them consideration. This EIR should be no different and this is why we should move forward. I urge the Metro staff to include a robust analysis of alternatives that will address these questions and concerns.

From my very first days as a Councilmember and Mayor of Monterey Park, to my current post as Congressman for the 32<sup>nd</sup> Congressional District, I have been committed to closing the 710 gap between Interstate 10 and Interstate 210. It is because this gap has not only negatively affected my communities, but also the entire San Gabriel Valley. The impact of cars and trucks

leaving the highway network and using local roads to bridge this gap has devastated my communities with traffic congestion, pollution, economic degradation and safety problems.

The impact of the 710 gap has wide-reaching consequences throughout Los Angeles County, causing traffic congestion, pollution and lost economic productivity in the San Gabriel Valley, the Gateway Cities region and the City of Los Angeles. For these reasons the San Gabriel Valley cities, through their Council of Governments, has adopted the 710 gap closure as their top highway priority, and has approved a unanimous position of support for this motion that moves the project forward.

In November 2008 San Gabriel Valley residents came out in support of Measure R, a sales tax proposition that allocated the largest portion of San Gabriel Valley project funds to the 710 gap closure tunnel project. The funds available—\$780 Million—were made available to advance this project, complete a full review of the tunnel and potentially attract a public-private partnership or other funding mechanism to complete this highway project so central to the Los Angeles County highway network.

The Environmental Impact Report will advance this project, and reflects the overwhelming position of the San Gabriel Valley cities that recognize, as I do, that completing the 710 gap is the highest highway priority for the two million residents of this region. We simply cannot delay progress on this project.

Sincerely,

A handwritten signature in black ink that reads "Judy Chu". The signature is fluid and cursive, with the first letters of each name being capitalized and prominent.

JUDY CHU  
Member of Congress