



OPPOSITION GROUPS (PARTIAL LIST)

Caltrans Tenants of the 710 Corridor
 Natural Resources Defense Council
 East Yard Communities for Environ. Justice
 Glassell Park Improvement Association
 Far North Glendale Homeowners Association
 San Rafael Neighborhoods Association
 West Pasadena Residents Association
 Highland Park Heritage Trust
 Glendale Homeowners Coordinating Council
 Crescenta Valley Town Council
 La Canada Unified School District
 LA RED, El Sereno

INJUNCTION PLAINTIFFS

City of South Pasadena
 Sierra Club
 National Trust for Historic Preservation
 California Preservation Foundation
 Los Angeles Conservancy
 Pasadena Heritage
 South Pasadena Preservation Foundation
 South Pasadena Unified School District

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LOS ANGELES NEIGHBORHOOD COUNCILS

Arroyo Seco
 Cypress Park
 Eagle Rock
 El Sereno
 Glassell Park
 Highland Park
 Lincoln Heights
 Sunland -Tujunga

GREEN SCISSORS 2011 REPORT GROUPS

Friends of the Earth
 Taxpayers for Common Sense
 The Heartland Institute
 Public Citizen

CITIES

City of Glendale City of Sierra Madre
 City of Los Angeles City of South Pasadena
 City of La Canada Flintridge
 City of Pasadena

For Immediate Release

**Response to Los Angeles County Metropolitan Transportation Authority
 Decision on SR 710 Alternative**

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Los Angeles, CA – The No 710 Action Committee has spent more than seven years engaging in every aspect of the 710 North Study. Today we were represented by over 30 members at the meeting at which the Metro Board voted unanimously to eliminate the 710 tunnel alternative from funding in favor of the Transportation System Management/Transportation Demand Management alternative from the Draft Environmental Impact Report. Following the meeting the committee issued this statement:

“The No 710 Action Committee enthusiastically supports today’s unanimous landmark decision by the Metro Board of Directors for multiple reasons:

- It demonstrates that Metro is ready to move beyond the era of addressing congestion by adding more lane miles in favor of focusing on locally-supported, sensible transportation options that are feasible today, fiscally sound, reduce pollution, lower health risks, relieve congestion and serve the specific needs of the communities they serve.
- It confirms the ruling by a court of law in the State of California that inclusion of “(tunnel)” in Measure R has no force in effect—that is, it does not mandate the construction of the tunnel.
- It releases funds that have been locked away in the hope of a return to 1950s planning mindset that can now be spent on creating immediate and real 21st century solutions to traffic.
- It effectively removes the spectre of the 710 tunnel from consideration for the foreseeable future.

Our primary goal of eliminating the tunnel alternative has been achieved with today’s historic decision, but there is still much to do. Moving forward, our committee plans to support and participate in the process set forth by the Board for defining and implementing individualized solutions for mitigating traffic impacts in the communities named in the motion. In addition, we will focus on supporting our elected officials in their efforts to insure that neither the tunnel nor any freeway extension of the 710 to the 210 ever again presents a threat to future generations. Finally, we are committed to continue working to insure the fair treatment of the Caltrans tenants and to support the expeditious sale of Caltrans-owned houses in the corridor.

We congratulate the Directors on the consensus they were able to reach on what has long been a contentious issue, their focus on a new direction for 710 Corridor solutions, the respect the Directors showed to each other and the Board’s sensitivity to the concerns of everyone who spoke at today’s meeting. “