



**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

**CONTACT INFORMATION**

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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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May 25, 2017

**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 21<sup>st</sup> 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. “