



No 710 ACTION COMMITTEE

LOS ANGELES
NEIGHBORHOOD
COUNCILS
Arroyo Seco
Cypress Park
Eagle Rock
El Sereno
Glassell Park
Highland Park
Lincoln Heights
Sunland-Tujunga

CITIES
City of Glendale
City of Los Angeles
City of La Cañada Flintridge
City of South Pasadena

OPPOSITION GROUPS (PARTIAL LIST)
Caltrans Tenants of the 710 Corridor
Natural Resources Defense Council
East Yard Communities for Environmental Justice
Glassell Park Improvement Association, Land Use Committee
Far North Glendale Homeowners Association
San Rafael Neighborhoods Association
West Pasadena Residents' Association
Highland Park Heritage Trust
Glendale Home Owners Coordinating Council
Crescenta Valley Town Council
La Cañada Flintridge Unified School District
LA RED, El Sereno
Green Scissors 2011 Report Groups
Friends of the Earth
Taxpayers for Common Sense
Heartland Institute
Public Citizen

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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The No 710 Action Committee opposes the SR-710 North Extension in any form, **above or below ground.**

The I-710 Expansion and the SR-710 North Extension projects are being studied separately as two individual EIR/EIS processes. The California Environmental Quality Act (CEQA) requires that the cumulative impacts of projects be assessed together. A multitude of Metro, CalTrans and SCAG documentation exists to demonstrate that the lower I-710 Corridor Project with its trucks for goods movement is inextricably linked to the SR 710 North tunnel project. With the North and South SR 710 project environmental impact analyses being conducted separately, the cumulative impacts of truck traffic are not being adequately considered.

The cost estimates for the SR-710 Extension range from \$1 billion to \$14 billion. Metro's current estimate of \$2.8 billion is not based on specifics of the proposed SR-710 twin tunnels, but rather represents a cost-per-linear-foot extrapolation from the Alaskan Way Tunnel under construction in the Seattle at a cost of \$2 billion. That tunnel is a single bore and only 1.7 miles long. At these rates, \$2.8 billion is unrealistic for the SR-710 tunnel which is 4.2 miles long and consists of 2 bored tunnels.

Metro plans to fund the project through a public-private partnership (PPP) and Measure R (and potentially Measure J) funds. Many PPP's fail due to inaccurate traffic volume forecasts and construction cost projections. When PPPs fail, taxpayer dollars are needed to make up the difference or bail out the bankrupt private partner.

Tolls are projected to be as much as \$20 one-way, leading to an estimated diversion rate of 35%. Drivers seeking to avoid the toll will pour onto local streets in El Sereno, Alhambra, South Pasadena, and Pasadena, Altadena and La Cañada Flintridge.

Metro's InfraConsult financial report dated 7/8/2010, but received and filed in July 2012 quotes that "traffic volumes –and hence toll revenue–are projected to be extremely high from opening day forward."

SCAG's "SR-710 Missing Link Truck Study" concluded that if the tunnel is built the 210 Freeway would need to be widened by one lane in each direction to handle the increased traffic and that overall driving conditions would be worse, and the system-wide regional benefit would be an increase of only 0.6 mph in overall speed.

Supporters of both 710 projects point to emissions from idling traffic as a primary concern and claim that the projects will move traffic through the area more freely, reducing pollution. Research shows that emissions from the increased volume of vehicles expected to move through the region will more than make up for the reduction due to less idling, resulting in no net gain in pollution reduction.

Tunnels concentrate harmful particulate matter which cannot be completely purified by the planned electrostatic scrubbers before being release at the portals. One portal will be positioned adjacent to Huntington Memorial Hospital and multiple Pasadena schools.

The Ports of Los Angeles and Long Beach and the Southern California Association of Governments (SCAG) have projected that container volumes will triple by 2030. There must be a shift toward more effective, 21st century solutions for goods movement, rather than continued reliance on shipment by truck.

Many non-freeway solutions were suggested by the No 710 Action Committee during the Scoping process to address traffic and freight concerns. We are happy to work with transportation leaders to compile a comprehensive multi-mode plan – a plan that is good for the entire region.