

SR-710 NORTH GAP CLOSURE RESOLUTIONS & STATEMENTS AGAINST

There is broad opposition to extending the 710 freeway in any form as shown in the countless letters, declarations, and resolutions against the project. The groups represented by the statements are comprised of a wide variety of Community Leaders, State Representatives, City Officials and Councils, Neighborhood Councils, School Boards, Hospitals, Homeowners Associations, Community Groups, Environmental Advocates, and Plaintiffs in the lawsuit against the project.

Therefore, the No 710 Action Committee **instructs** Caltrans and Metro to:

Register all statements against the SR-710 North Gap Closure, officially into the public record

Consider that fierce opposition by the groups over a period of sixty years is proof that no community support exists for this project and that it is an unacceptable alternative to address regional transportation problems

Appendix A

Resolutions and Statements Against the SR-710 North Gap Closure

Support Documents for Declarative Statements (Printed)

Who Opposes the SR-710 North Extension?

Four Mayors' Letter – South Pasadena Review Article, 6-30-10

Glendale Mayor Ara Najarian Letter to MTA, 10-8-10

Assemblymember Anthony J. Portantino Letter to MTA, 4-22-10

Assemblymember Anthony J. Portantino Letter – Valley Sun Article, 9-29-10

Los Angeles Councilmember Ed Reyes Letter to MTA, 8-5-09

Congressmember Adam Schiff Letter to MTA, 4-20-10

Los Angeles City Council Resolution (Against Zones 1 & 2), 6-08

Los Angeles City Council Resolution (Against Zones 1 & 2), 9-30-09

City of Glendale Resolution, 7-28-09

City of La Cañada Flintridge Resolution, 3-29-10

City of South Pasadena Resolution, 2-2-11

Crescenta Valley Town Council Resolution, 6-11-09 and 3-10-10

Arroyo Seco Neighborhood Council Statement, 10-26-09

Eagle Rock Neighborhood Council Resolution, 12-7-10

Glassell Park Neighborhood Council Resolution, 9-15-09

Highland Park Neighborhood Council Resolution, 11-18-10

Sunland-Tujunga Neighborhood Council Resolution, 3-25-11

Glassell Park Improvements Association, Land Use Committee Statement, 9-09

Far North Glendale Homeowners Association Resolution, 9-09

La Canada Unified School District Resolution, 6-22-10

Huntington Hospital Letter to Caltrans, 3-14-11

Friends of the Earth Letter, 12-8-10

Taxpayers for Common Sense Letter, 12-9-10

Green Scissors Report, 2010

The Sierra Club Position, 12-16-97

National Resources Defense Council Letter, 6-16-10

U.S. Environmental Protection Agency Letter to MTA, 8-22-00

WHO OPPOSES THE SR-710 NORTH EXTENSION?

Resolutions and Statements Against

City of Glendale
City of La Cañada Flintridge
City of South Pasadena
Crescenta Valley Town Council
Assemblymember Anthony J. Portantino
Assemblymember Cameron Smyth
Los Angeles City Council (Against Zones 1 & 2)

Arroyo Seco Neighborhood Council
Eagle Rock Neighborhood Council
El Sereno Neighborhood Council
Glassell Park Neighborhood Council
Greater Cypress Park Neighborhood Council
Highland Park Neighborhood Council
Lincoln Heights Neighborhood Council
Sunland-Tujunga Neighborhood Council
Glassell Park Improvements Association, Land Use Committee
Far North Glendale Homeowners Association
Glendale Homeowners Coordinating Council
San Rafael Neighborhoods Association
West Pasadena Residents' Association

Caltrans Tenants Association
LA RED, El Sereno
The Eagle Rock Association (TERA)
Highland Park Heritage Trust
La Canada Unified School District
Friends of the Earth, Taxpayers for Common Sense, Environment America
and Public Citizen in their Green Scissors Report 2010 and 2011

California Public Interest Research Group
Environment Defense Fund
National Resources Defense Council
Trust for Public Land

Plaintiffs Listed on Lawsuit Resulting in Federal Injunction Against the Project

City of South Pasadena

Sierra Club

National Trust for Historic Preservation

South Pasadena Unified School District

South Pasadena Preservation Foundation

Pasadena Heritage

Los Angeles Conservancy

California Preservation Foundation

No 710 Action Committee - Information provided upon request at no710extension@aol.com - Revised 8-14-12

South Pasadena Review

HIGHLIGHTS FROM
JUNE 30, 2010

HOME OPINION ALL AROUND TOWN SCHOOL & SPORTS CLASSIFIEDS CONTACT ADVERTISE SUBSCRIBE

Guest Commentary by Four Area Mayors

Metro is Missing a Huge Opportunity

By Ara Najarian, Donald Voss, Bill Bogaard and Richard Schneider

The directors of the Metropolitan Transportation Authority (“Metro”) recently missed a golden opportunity to take a major step forward in the 50-year old controversy over how to relieve traffic congestion in the western San Gabriel Valley, particularly around the terminus of the 710 Freeway in Alhambra.

The occasion was the receipt by the directors of a geotechnical study, recently completed by Caltrans, to evaluate the potential of addressing the problem by extending the 710 Freeway northward by way of one of five potential tunnel routes.

Metro missed its opportunity by not committing to a process of evaluation and cost-benefit analysis of all viable transportation options for relieving traffic congestion.

Instead, Metro offered only a vague plan to launch a new round of studies on how traffic could be improved in the area. Our concern is that this may simply be a thinly masked effort to continue focus on only one option, the northward tunnel extension of the 710 freeway.

After the Federal Highway Administration in 2003 withdrew its support of an extension of the 710 Freeway at the surface, the idea of extending the freeway below the surface, in a deep tunnel, has been advocated. During this period, however, scant if any consideration has been given to modern alternatives to freeways. As Congressman Adam Schiff recently stated, “I believe the next logical step should be to consider a broad range of transportation options that might provide the same congestion-relief and improvement in the quality of life for residents of the region at a cost equal to or lower than the amount Metro estimates it would take to build one of the five tunnel alternatives.”

As mayors of cities that are major stakeholders in the region, we believe Metro failed to consider three critical issues: first, what solution or solutions can improve regional traffic circulation and quality of life; second, what is the cost of the various alternatives, and which alternatives are the most cost beneficial; and third, what can be done to achieve what has been missing for over 50 years, a political consensus in support of the solution.

The fact is that there are several options that could be effective in tackling the traffic congestion. Recent Metro efforts to

promote mobility in Southern California have included an expansion of bus and rail transit services, and investment into signal synchronization and transportation demand programs to provide a more balanced, multi-modal system throughout Los Angeles County. According to a recent Metro report, the next step needs to recognize current transportation planning requirements, as well as new and emerging environmental challenges, such as reducing greenhouse gas emissions.

The last estimate of tunnel construction was \$5.6 billion, which is considerably higher than was estimated when the tunnel was first proposed. The actual cost is likely to be much higher. With this significant investment of taxpayer funds, other substantial projects for traffic mitigation become fiscally competitive. We owe it to taxpayers and residents to study all viable options in a project-neutral manner, to understand their costs, and to conduct proper cost benefit analyses.

Finally, as underscored by the long history of the 710 controversy, outreach and consensus building are now critical components in transportation planning. Many stakeholders feel that no alternative to freeway construction has been seriously entertained. The goal must be to achieve regional accord on the transportation solution that best reduces congestion while maintaining the quality of life in our neighborhoods.

At its board meeting last month, Metro directors delayed consideration of motions that will shape the contours of the 710 study. At this month’s meeting, the directors, when considering the options, should seize the opportunity to conduct a project-neutral study of all viable transportation options to address traffic congestion. A detailed study that includes an analysis of costs and benefits, as well as identified sources of funding for each transportation option, must be available before a final environmental evaluation is conducted. The studies should also incorporate extensive community feedback – obtained through monthly outreach meetings throughout affected communities in the region and from stakeholder advisory committees – on all the options considered in the study.

Achieving regional consensus will be possible only if all options are considered seriously, fairly and objectively – otherwise the stalemate will only continue. We pledge our support of a genuinely responsible process, and are ready to participate fully in any way that might be helpful.

The authors are the Mayors of Glendale, La Cañada Flintridge, Pasadena, and South Pasadena, respectively.

October 8, 2010

Doug Failing
Executive Director, Highway Programs
One Gateway Plaza
Mail Stop 99-25-1
Los Angeles, CA 90012-2952

Dear Mr. Failing:

The purpose of this letter is to reiterate the position of the City of Glendale vis-a-vis the SR710 gap closure project. The City of Glendale remains consistent with Resolution No. 09-111 as approved by the Glendale City Council on July 28, 2009, which addresses the tunnel feasibility specifically and the general subject of "gap closure" alternatives for the SR 710 freeway from I-10 to SR 134/I-210. On behalf of my colleagues and the citizens of Glendale I want to reiterate our opposition to the SR 710 tunnel alternative or any "gap closure" alternative that has or could be developed. I would like to express our opposition as well to the continued effort and expenditure of tax payer monies in exploring, studying or developing any type of "gap closure" project. We do not believe that any type of "gap closure" alternative is in the best interest of the City or the region. We would like to express our belief and desire to instead look at other alternatives to addressing the concerns of mobility, congestion and the movement of freight from our ports. These alternatives would include the expansion of mass transit systems, upgrades and improvements to existing infrastructure and limiting the long distance movement of cargo/freight from our ports to only rail.

Again, the position of the City of Glendale is clear in this matter and we remain opposed to any other gap closure alternatives.

Sincerely,

Ara Najarian
Mayor

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Assembly California Legislature



ANTHONY J. PORTANTINO
ASSEMBLYMEMBER, FORTY-FOURTH DISTRICT

STANDING COMMITTEES
CHAIR, HIGHER EDUCATION
GOVERNMENTAL ORGANIZATION
PUBLIC SAFETY
TRANSPORTATION

April 22, 2010

The Honorable Ara J. Najarian
Chair
Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Dear Chairman Najarian and Board Members:

Thank you for your leadership on the Metropolitan Transportation Authority (Metro) Board of Directors. As you are keenly aware, there is insufficient information available for Metro and other stakeholders to appropriately determine the viability and feasibility of a bored tunnel option for the completion of the 710 gap closure. This lack of information is in direct conflict with the promises made to the 710 corridor and regional interests over the past five years. I respectfully ask that the Metro Board deny any motion that prematurely moves forward with an EIR 710 Tunnel project.

As there has been no cost-benefit analysis done for this proposal, and given the exorbitant expense expected for a tunnel project, the prudent, fiscally responsible approach would be to identify alternative options available to address the transportation and air quality challenges in our region. I fully agree with Congressman Adam Schiff in calling for a broad range of transportation options to be considered which provide the most cost effective alternatives available to us in overcoming the challenges that are currently present and anticipated in the future.

Frankly, I am disappointed with Metro's insistence on moving this project forward when basic and simple questions remain unanswered and the public continues to be fed cursory and inconclusive information beyond basic soils and seismic conditions. Although promised, to date no one has shown interest in answering the following questions in order to properly evaluate the merit of a bored tunnel option:

- Is a tunnel option financially feasible to finance?
- How many trucks and cars will utilize this option?
- What is the cost of a route through each zone studied?

As a policy maker, it is incomprehensible that anyone would advocate moving forward on a project of this historic magnitude without the basic answers to the above three questions.

Representing Cities

Altadena, Arcadia, Duarte, East Pasadena, La Cañada Flintridge, Los Angeles, Mayflower Village, Monrovia, Pasadena, South Pasadena, and Temple City



As I have been saying since the beginning of this process, given the historical context of the 710 North particular attention must be paid to winning back the public's trust for any potential solution. Any move toward narrowing the route for a potential project is certainly premature and only serves to confirm the fears of impacted communities: that the 710 Tunnel Technical Study was structured merely to fulfill the terms of the restrictions placed on the study team by federal legislation and that Zone 3 was the only route that was seriously being considered. Within the 710 Tunnel Technical Study itself, there is no basis for a possible route to be narrowed down, as the report clearly states that it is geotechnically feasible to build a tunnel in any of the five zones. Finally, there is no financial data or traffic analysis on any of the five zones to evaluate their relative merit.

Given the current economic environment, it is critical that we, as policy makers, provide the hard working taxpayers of our State with the assurance that we are wisely utilizing transportation funds on projects that solve congestion and air quality problems in the most cost effective, comprehensive manner which takes into consideration current community conditions and the most advanced technologies available.

Let us not move forward simply for the sake of moving forward. Rather, let us join together to identify the best solutions that will serve our constituencies and communities in the manner in which they deserve.

Sincerely,

A handwritten signature in black ink that reads "Anthony J. Portantino". The signature is written in a cursive, flowing style.

ANTHONY J. PORTANTINO
Assemblymember, 44th District

cc:

Mayor Don Voss, City of La Cañada Flintridge
Councilman Jose Huizar, City of Los Angeles
Mayor Bill Bogaard, City of Pasadena
Mayor Richard Schneider, City of South Pasadena

Excerpt from:



710 tunnel could devastate the region

By Assemblyman Anthony J. Portantino

September 29, 2010 | 2:19 p.m.

Today, the city of La Cañada Flintridge is under the direct threat of increased traffic congestion and air pollution from the proposed completion of the 710 Freeway. Caltrans and MTA are proposing to move forward with the scoping and environmental study of a tunnel as an alternative to a surface-routed 710.

Despite ardent calls from the La Cañada Flintridge City Council and my office to slow this process, freeway proponents plan to charge ahead, potentially before even January. It is imperative that we continue to advocate for a valid cost-benefit analysis before hundreds of millions of taxpayer dollars are wasted on a tunnel project that will be a financial disaster and devastate Northeast Los Angeles, South Pasadena, Pasadena, La Crescenta, Glendale and La Cañada Flintridge. Residents interested in helping to stop the 710 can sign up on Facebook (NO 710 Freeway Tunnel), or contact Jan Soohoo at jan@soohoos.org or (818) 952-4103. Additional information can be garnered from Julianne from my office and Ann Wilson at LCF City Hall. Get involved now before it's too late to stop this train wreck.

How did we get here, and what has La Cañada Flintridge been doing about it?

During the 1998 special election for a seat on our city council, former Los Angeles Fire Chief Don Manning was the first to highlight the 710 as a serious issue to be addressed. Upon being elected to the city council a year later, I requested we take a formal position to support an alternative to extending the 710 freeway. Today, the La Cañada Flintridge City Council continues to be a strong opponent of both the surface route and the tunnel extensions.

The 710 Freeway is a 50-year old transportation policy that fails to consider how the economy, workforce habits and transportation needs have all dramatically changed. In 2005, the Federal Highway Administration decertified the environmental impact report for the surface route and rescinded the record of decision, essentially deleting the freeway from the federal highway program. South Pasadena, Pasadena and La Cañada were all approached by the MTA, Caltrans and the Southern California Association of Governments and asked to entertain a tunnel option. South Pasadena and Pasadena took no formal position on the tunnel and voted not to oppose sound research of a tunnel option.

Some of the information that was shared with La Cañada contradicted the information shared with South Pasadena and Pasadena. Our city council was additionally asked to comment on documents that we were forbidden to read. The conclusion I drew from this request was that proponents wanted to publicly say that we were consulted, without actually sharing any information with us or garnering any meaningful input.

It became clear that project proponents were embarking on a severely flawed process of evaluating the feasibility of a tunnel as an option to a surface freeway. I have personally been misled on numerous occasions by proponents of the tunnel. The long-promised comprehensive feasibility study has never been completed and each faulty study has been followed by promises that the community's questions will be answered in the next study. To date, no one can tell you how much the project will cost and how many cars and trucks will use it. An average citizen would not choose to build an addition to his home without first knowing how many square feet he was building and how much it would cost. Yet, MTA and Caltrans are determined to march toward the tunnel without the answer to these two basic questions.

I have lost any trust that the pro-tunnel machine will be objective, or willing to provide appropriate answers to appropriate questions in the tunnel debate. There have been several efforts to utilize Sacramento in order to usurp the local process, most recently through a senate bill that sought to declare the tunnel as the preferred alternative to the gap closure. I strongly opposed this bill and worked to get the governor's office to veto it. I have joined with the city of La Cañada Flintridge as a vocal critic of the latest geotechnical study — not for its understanding of soils and subsurface conditions, but because it contains no comparative analysis or financial feasibility. Yet again, the proponents are preparing to move forward to the next study.

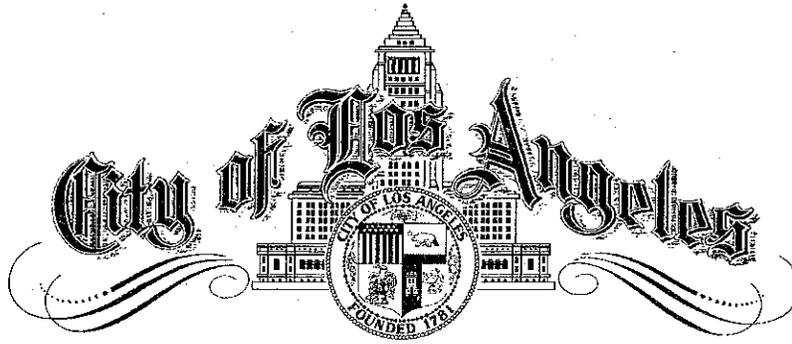
Recently, I brought my questions to the state transportation commission and, for the first time, felt that my concerns were considered. Our current city council has been doing an excellent job of collaborating with other freeway opponents and our mayors have attended many regional meetings, asking tough questions that search for answers. Many of those questions remain unanswered by tunnel proponents. There is also a renewed sense of urgency by our residents who have joined activists from surrounding communities in strong opposition to the 710. These efforts do make a difference. Writing to Chair James Earp of the California Transportation Commission, Chair Don Knabe of the MTA or Director Cindy McKim of Caltrans to share your views would be very helpful in our efforts to stop the 710.

There are some who believe that we should embrace the tunnel and trade a formal deletion of the surface route in exchange. The thinking seems to be that the tunnel will sink under its own financial weight and never get built. I disagree with this theory. I believe the tunnel proponents are serious in their desire to complete the tunnel, and that anything that we do to help it along will make increased traffic on the 210 much more likely. A freeway tunnel in today's Los Angeles County is outdated and unnecessary. Modern transportation planners are reintroducing mass transit and alternative methods of moving goods. The cost of a tunnel option will be astronomical and since no traffic analysis has been undertaken in consideration of today's traffic patterns, there is no guarantee that a tunnel will provide the congestion and air-quality relief that would justify such an amount of money. Meanwhile, there are a number of other contemporary transportation projects that can be completed for a fraction of the tunnel's cost.

Residents in the corridor must work together and resist efforts to be split off, or splintered, by the pitting of one proposed route against others. This project will be devastating for our entire region. It is not an upstream or downstream, east or west issue. This is an outmoded, shortsighted plan on its way to becoming a train wreck. Decades of construction and billions of dollars must not be wasted on a project that does not solve a transportation problem and is unnecessary in our region. I am honored to stand with those who continue to issue a clarion call for modern 21st-century solutions that address our congestion and air-quality issues, developed in a transparent and open process, that truly considers the input and well-being of all stakeholders throughout our communities.

ANTHONY J. PORTANTINO (D-La Cañada Flintridge) represents the 44th District in the California State Assembly. His office phone number is (626) 577-9944.

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ED P. REYES
Councilmember, First District

August 5, 2009

Mr. Douglas R. Failing, District Director
California Department of Transportation, District 7
100 S. Main Street
Los Angeles, CA 90012

Dear Mr. Failing:

I am writing to express my opposition to any tunnel or surface route of the SR 710 Freeway Expansion that would go through the First Council District, more specifically Study Zones 1 and 2.

The goal of the SR 710 expansion is to close the gap between the end of the 710 Freeway and the Interstate 210 Freeway. I understand that Caltrans has conducted a geo-technical route neutral study to determine the feasibility of the SR 710 tunnel. However, it seems that the most reasonable and practical route would be the most efficient route as determined by distance, cost, and environmental considerations. Although not all of the preceding information is yet available, proposing that the 710 expansion go through Zones 1 or 2 already seem to be impractical and not cost effective based on distance alone.

Another issue I have with the SR 710 Freeway Expansion Study is the addition of Task Order No. 5 to the scope of work. Analyzing environmental conditions such as Traffic Evaluations, Tunnel Configurations, Tunnel System Evaluations, Air Quality, Noise Studies, Portal Impacts, and Cost Considerations would be more appropriately addressed in an Environmental Impact Report. The additional cost associated with this study is wasteful, misleading to the public and provides an analysis that does not fully investigate the environmental impacts of any alternative. I urge you to reconsider spending additional public funds on Task Order No. 5.

In closing, the build out of State Route 710 will have great regional impact to the City and County of Los Angeles, I hope that the concerns raised by myself, the Steering Committee and the public will be wholeheartedly taken into account

throughout this process. Please feel free to contact Susan Wong of my staff should you have any questions at (213) 473-7001.

Sincerely,

A handwritten signature in black ink that reads "Ed P. Reyes". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

ED P. REYES
Councilmember, First District

Cc: Mayor Antonio Villaraigosa
Supervisor Gloria Molina, First District
Assemblymember Kevin de Leon, 45th Assembly District
Senator Gil Cedillo, 22nd Senatorial District
Arthur Leahy, CEO, Metropolitan Transportation Authority

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INTELLIGENCE, ANALYSIS AND
COUNTERINTELLIGENCE
SUBCOMMITTEE ON
OVERSIGHT AND INVESTIGATIONS



ADAM B. SCHIFF
29TH DISTRICT, CALIFORNIA

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E-MAIL VIA WEB ADDRESS AT:
www.house.gov/schiff

April 20, 2010

The Hon. Ara J. Najarian
Chair
Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Dear Chairman Najarian and Board Members:

As you know, some years ago I secured \$2.4 million to fund a route neutral analysis of the technological feasibility of a tunnel in any potentially viable corridors. It was my belief then, as it is now, that this study needed to be objective and thorough so that policy leaders and the public could make well-informed decisions about the next steps to improve traffic flow and reduce congestion in our region. I considered this to be the first stage of a rational process to end the decades-long debate about how to better move people in our traffic congested communities.

The recently released Final State Route 710 Tunnel Geotechnical Study showed that a tunnel was technically feasible in all five zones studied in the report. This was an important conclusion, because it informs us that we now have a new and serious option to be considered in determining the best way forward for our region.

As I indicated in my meeting of March 1st with Metro Director of Highway Programs Doug Failing, Caltrans Director Randell Iwasaki, and Caltrans District Director Michael Miles, I believe that the next logical step – or second stage of the process -- should be to consider a broad range of transportation options that might provide the same congestion relief and improvement in the quality of life for residents of the region at a cost equal to or lower than the amount Metro estimates it would take to build one of the five tunnel alternatives. As the cost of building the tunnel is considerably higher than first estimated (when proposed only a few years ago, it was suggested the tunnel could be completed at not much more than the at-grade proposal, or for around \$1.3 billion, and I understand that it is currently estimated to cost approximately \$5 billion), this makes other substantial transportation projects now fiscally competitive. The tunnel may prove to be the best solution, and I continue to reserve judgment, but we owe it to the taxpayers and residents to consider any cost-effective solution.

Stakeholders in all parts of the region should be consulted about which options should be part of this second stage analysis. All viable options that can compete with the cost of the tunnel should be given the same neutral and objective consideration that characterized the tunnel study just concluded, in a process which invites substantial input from all the affected communities. Ultimately, every community should feel that its input on the matter is thoroughly considered and analyzed and all concerns are addressed fairly. Just as the tunnel study was conducted in a route neutral manner, so should this next-step analysis consider transportation alternatives in a project neutral manner -- neither presuming nor precluding any viable cost-effective solution.

It is my understanding that a motion to recommend moving forward with the environmental stage of the 710 study, and only looking at one of the zones in the technical feasibility study --

Zone 3 -- will be introduced at the upcoming Metro Board meeting on April 22, 2010. I believe this would be premature. The latest Caltrans study determined tunnel feasibility, but did not ascertain the best transportation solution to alleviate congestion and poor air quality in the affected communities. The study did not include a cost-benefit analysis as to why any potential tunnel route should be the focus of an environmental document to the exclusion of any of the others, and more significantly, did not consider the wide range of other options that might be undertaken for the same cost or less. This is not a criticism of the tunnel feasibility study, which was a strong, credible analysis, but it was simply beyond the scope of anything the study considered or was intended to consider.

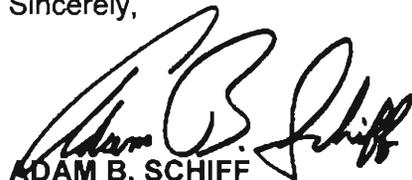
I'm concerned that arbitrarily choosing to do an environmental study primarily focusing on Zone 3 -- for so long the preferred approach of Metro and Caltrans -- would color the outcome of the study and would lack credibility with the public. In all likelihood, it would result in the same levels of community disagreement that Caltrans's 1992 EIS on the issue generated. The EIS completed by Caltrans in 1992 referred to a proposed project consisting of "the construction of a freeway-transitway along the Meridian Variation alignment between Route 10 and Route 210." This EIS considered a total of 24 alternatives, but 22 of them were minor variations to the traditional Meridian alignment of a surface completion of the freeway, and only the remaining two considered a substantive alternative. The document failed to achieve any level of community consensus, as many stakeholders felt that no alternative to freeway completion was seriously entertained. The goal here should be to arrive at a regional accord if possible on the transportation solution which best reduces congestion while maintaining the quality of life in our neighborhoods.

Once we have identified and agreed upon the best transportation solution for our region, then we should move on to the third stage of the process -- the EIR/EIS of that solution.

During the March meeting, Director Failing indicated that some of the \$2.4 million I secured for the feasibility study had not been fully used. Language that I inserted in the SAFETEA-LU Technical Corrections Act of 2008 required that none of these federal funds "be used for preliminary engineering or environmental review except to the extent necessary to determine feasibility." As such, they could not be used for an environmental study beyond the scope of feasibility, but I would be pleased to work with the House Transportation and Infrastructure Committee to try to reprogram these remaining funds for the second stage analysis of viable transportation options in our region.

I look forward to continuing our work on this vital issue, and appreciate your consideration of my thoughts on the way forward.

Sincerely,



ADAM B. SCHIFF
Member of Congress

cc:

Michael Miles, Caltrans District 7, District Director
Senator Carol Liu
Senator Gill Cedillo
Senator Gloria Romero
Assemblymember Anthony Portantino
Assemblymember Michael Eng
Mayor Bill Bogaard, City of Pasadena
Mayor Richard Schneider, City of South Pasadena
Mayor Anthony Wong, City of Monterey Park

Mayor Stephen Sham, City of Alhambra
Mayor Albert Huang, City of San Gabriel
Mayor Laura Olhasso, City of La Cañada Flintridge
Mayor Dennis Kneier, City of San Marino

RESOLUTION

WHEREAS, any official position of the City of Los Angeles with respect to legislation, rules, regulations or policies proposed to or pending before, a local, state or federal governmental body or agency must have first been adopted in the form of a Resolution by the City Council with the concurrence of the Mayor; and

WHEREAS, in June 2008, Caltrans and the Los Angeles County Metropolitan Transportation Authority (Metro) began the I-710 Tunnel Technical Study to examine the possibility of extending the I-710 using a tunnel; and

WHEREAS, information gathered throughout the Study, which is not an environmental assessment, will describe soil and sub-surface conditions and will determine the feasibility of building a tunnel to complete I-710; and

WHEREAS, the addition of Task Order No. 5 to analyze environmental conditions such as traffic, tunnel configurations, air quality, just to name a few, would be more appropriately addressed in an Environmental Impact Report; and

WHEREAS, all practicable means for extending the I-710 are being considered within the study area, which is currently divided into five (5) Zones; and

WHEREAS, even though not all the information is yet available, proposing that the I-710 be expanded through Zones 1 or 2 in the City of Los Angeles seems to be impractical and not cost-effective based on distance alone.

NOW, THEREFORE, BE IT RESOLVED, with the concurrence of the Mayor, that by the adoption of this Resolution, the City of Los Angeles hereby includes in its 2009-10 State Legislative Program OPPOSITION to the extension of 710 through Zones 1 and 2 as defined by Caltrans in their SR-710 Tunnel Technical Study.

BE IT FURTHER RESOLVED, in light of the recent passage of SB 545 by the California State Legislature, which fails to offer protection for the community of El Sereno if a freeway tunnel is constructed, the City also OPPOSES any freeway tunnel portal that does not begin south of Valley Boulevard.

PRESENTED BY: _____

ERIC GARCETTI
Councilmember
13th District

JOSE HUIZAR
Councilmember
14th District

ED P. REYES
Councilmember
1st District

SECONDED BY: _____

RESOLUTION

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WHEREAS, in June 2008, Caltrans and the Los Angeles County Metropolitan Transportation Authority (Metro) began the I-710 Tunnel Technical Study to examine the possibility of extending the I-710 using a tunnel; and

WHEREAS, information gathered throughout the Study, which is not an environmental assessment, will describe soil and sub-surface conditions and will determine the feasibility of building a tunnel to complete I-710; and

WHEREAS, the addition of Task Order No. 5 to analyze environmental conditions such as traffic, tunnel configurations, air quality, just to name a few, would be more appropriately addressed in an Environmental Impact Report; and

WHEREAS, all practicable means for extending the I-710 are being considered within the study area, which is currently divided into five (5) Zones; and

WHEREAS, even though not all the information is yet available, proposing that the I-710 be expanded through Zones 1 or 2 in the City of Los Angeles seems to be impractical and not cost-effective based on distance alone;

NOW, THEREFORE, BE IT RESOLVED, with the concurrence of the Mayor, that by the adoption of this Resolution, the City of Los Angeles hereby includes in its 2009-10 State Legislative Program OPPOSITION to the extension of 710 through Zones 1 and 2 as defined by Caltrans in their SR-710 Tunnel Technical Study and SUPPORT for a study that explores a tunnel option to close the I-210/I-710 gap via Zone 3 where construction of any portal begins south of Valley Boulevard to eliminate disruption to the residential neighborhoods in the community of El Sereno.

PRESENTED BY: Eric Garcetti
ERIC GARCETTI
Councilmember 13th District

Jose Huizar
JOSE HUIZAR
Councilmember 14th District

Ed P. Reyes
ED P. REYES
Councilmember, 1st District

SECONDED BY: Bob R. Miller

ORIGINAL

Adopted
7/28/09
Drayman/Friedman
Noes: Weaver

RESOLUTION NO. 09-111

**RESOLUTION OF THE COUNCIL OF THE CITY OF GLENDALE OPPOSING
ALTERNATIVES FOR THE PROPOSED "GAP" CLOSURE OF THE SR 710 FREEWAY
BETWEEN THE I-10 AND THE I-210/SR 134 FREEWAYS.**

WHEREAS, as long as 40 years ago the State Department of Transportation proposed an extension of the SR 710 Freeway to "close a gap" between the Interstate 10 Freeway to the South and Interstate 210 and the SR 134 Freeways to the North to relieve circuitous travel and traffic congestion; and

WHEREAS, the impacts of said freeway extension have been debated at length; and

WHEREAS, in 2006, a Tunnel Feasibility Assessment Study (STUDY) concluded that an option to construct a tunnel to close the gap between the I-10 and the SR-134/I-210 (Tunnel Alternative) was feasible; and

WHEREAS, the California Department of Transportation is now expanding the STUDY to review possible tunnel route options, conducting geo-technical surveys and engaging in public outreach and education; and

WHEREAS, there has been much debate about the potential impacts on local roads and highways, in and around Glendale should a Tunnel or any other "gap closure" alternative be selected and constructed, including a projection that daily traffic would increase significantly as follows: over 30,000 vehicles per day on the I-210 North of the SR 134; about 2500 daily truck trips on I-210 between the SR-134 and SR-2; about 2500 daily truck trips on I-210 between the SR-2 and I-5; approximately 1000 vehicles per day

on Foothill Boulevard between the SR-134 and SR-118.

NOW THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF GLENDALE, CALIFORNIA:

SECTION 1. That the Council hereby expresses its OPPOSITION to the Tunnel or any other alternative for the proposed "gap closure" of the SR 710 Freeway between the I-10 and the I-210/SR 134 Freeways.

SECTION 2. The Council further authorizes the Mayor or the City Manager to take such other future action, including letters and/or other lobbying efforts, that they deem necessary to express OPPOSITION to any alternative proposing a "gap closure".

SECTION 3. The Council further expresses interest in the review, assessment and study of alternatives which do not include a "gap closure" proposal.

Adopted this 28th day of July, 2009.

Mayor

ATTEST:

City Clerk

APPROVED AS TO FORM

CITY ATTORNEY
DATE 7-29-09

STATE OF CALIFORNIA)
) SS
COUNTY OF LOS ANGELES)

I, ARDASHES KASSAKHIAN, City Clerk of the City of Glendale, certify that the foregoing Resolution No. 09-111 was adopted by the Council of the City of Glendale, California, at a regular meeting held on the 28th day of July, 2009, and that same was adopted by the following vote:

Ayes: Drayman, Friedman, Najarian, Quintero

Noes: Weaver

Absent: None

Abstain: None



City Clerk



CM Review:
 Fiscal Review:

CITY COUNCIL AGENDA REPORT

MEETING DATE: March 29, 2010

SUBJECT: Resolution opposing the tunnel alternative to the extension of the SR-710 freeway between the I-10 and the I-210 freeways and calling on Metro, Caltrans and SCAG to find new, effective alternatives to resolve congestion

PRESENTER: Ann Wilson, Senior Management Analyst

REQUESTED ACTION: Approve Resolution

FISCAL IMPACT: None

DESCRIPTION: Since 1959, the State of California has wanted to connect the SR-710 to the I-210, and pushed forward with a surface highway route through the City of South Pasadena and extending north to the I-210. This alternative, through many legal actions, was found to be environmentally unworkable and the state withdrew its Notice of Determination in 2004

In 2002, Caltrans, in consultation with the Federal Highway Administration, determined that the consideration of a tunnel was appropriate as an alternative to the surface highway route. By 2006, the Los Angeles County Metropolitan Transportation Authority (Metro) had conducted their "Route 710 Tunnel Technical Feasibility Assessment Report," which concluded that the tunnel was "feasible" and stating that any environmental considerations could be "minimized, eliminated or mitigated." The City of La Cañada Flintridge, its comments and objects submitted to Metro, argued, in part, that the study was not environmentally based, thus, did not adequately cover environmental issues, therefore, such a conclusion could not be reached.

The University of Southern California, Keck School of Medicine, Division of Environmental Health, Department of Preventative Medicine, independently reviewed the Metro study. Dr. Rob McConnell stated in his analysis that "the increase in truck and automobile traffic on the I-210 freeway resulting from the proposed SR-710 extension would increase the exposure of surrounding communities to vehicular pollutants that may cause asthma and other respiratory disease." In addition, the USC Children's Health Study stated that there is "emerging scientific consensus that residential or school proximity to major traffic corridors is associated with respiratory impairment in children and in adults." Additionally, this study indicated that residential proximity to freeways is associated with increased rates of asthma, and that a group a pollutants is associated with slower growth in lung function, which is a strong predictor of debilitating lung disease and mortality in later life." The City of La Cañada Flintridge has over 20 schools in close proximity to the freeway, as well as many homes.

In 2008, over the objections of the City of La Cañada Flintridge and the City of South Pasadena, as well as Assembly Member Portantino's office, both the Southern California Association of Governments (SCAG) and Metro had adopted the tunnel as a priority project in their Long Range Transportation Plans. These actions demonstrated that this project was the primary project both regional agencies considered to be the solution to the congestion problems for the area and the larger region.

Also in 2008, Caltrans and Metro began their "SR-710 Tunnel Technical Study." This study, in final draft form now, studied only the geotechnical aspects of the tunnel. The City of La Cañada Flintridge

submitted comments and objections to this study, finding in part that the study did not contain sufficient review of the information obtained.

Additionally in 2008, Metro passed an ordinance which proposed the placement of Measure R, a sales tax initiative, on the November ballot. The Measure contained \$780 million to go towards the tunnel. Since the proposed project had not undergone adequate review under the California Environmental Quality Act (CEQA), and, thus, should not be funded, the City of La Cañada Flintridge and the City of South Pasadena filed lawsuits to prevent this project from being funded. However, at this time, the tunnel will still receive this funding.

In 2009, the City of Glendale passed a Resolution opposing alternatives to the proposed "gap" closure of the SR-710 freeway between the I-10 and the I-210/SR134 freeways.

Also, in 2009, SCAG conducted a study entitled the "SR-710 Missing Link Truck Study (Preliminary Draft Final Report)" which was conducted for the Arroyo-Verdugo Subregion to predict truck and other traffic that might occur as a result of the completion of the SR-710 extension along its originally planned route through (or under) the City of South Pasadena. The City of La Cañada Flintridge Traffic Engineer, upon analysis of the information in the report, made the following important findings:

1. Of the 80+ study segments that are currently operating over capacity (Level of Service (LOS) "F" – the lowest rating Caltrans can give and the point at which gridlock occurs, over 60 (75%) of these segments will remain over capacity after a tunnel is built.
 - a. Many believe that streets such as Fair Oaks Blvd., Fremont Avenue, Los Robles Avenue and Atlantic Boulevard would begin to improve once a tunnel was built. However, these streets will still operate over capacity with severe congestion.
 - b. At least 12 arterial streets...will experience higher traffic volumes solely due to the tunnel.
2. If the tunnel is completed by 2030, the following is projected to occur:
 - a. More than a 25% increase in daily traffic volumes on I-210;
 - b. An additional 30,000 vehicles per day on I-210;
 - c. An additional 2,500 trucks per day on I-210;
 - d. 850 additional trucks in the PM peak hour on I-210;
 - e. Truck percentage on I-210 will increase from 11% to over 20%; and
 - f. Since portions of the I-210 will operate at Level of Service (LOS) "F," traffic will be forced onto local streets.
3. The overall number of vehicle miles traveled would increase in the peak hour, bringing many environmental impacts.
4. The overall number of vehicle hours would increase (more delay, gas consumption and air pollution).
5. The system-wide, regional benefit would only be an increase in overall speed of .6 miles per hour.
6. Motorists would be driving farther and spending more time on the road if the tunnel is built.

The SCAG and USC studies together indicate the following conclusions:

- If the tunnel is completed, 75% of local streets would still be gridlocked;
- The tunnel would cause significant, detrimental traffic and truck impacts on the I-210 freeway through the cities of Glendale, Pasadena, La Cañada Flintridge, and the community of La Crescenta;
- The tunnel connection would make overall driving conditions worse regionally;
- The tunnel itself would be gridlocked soon after completion;
- Due to a lack of substantive reduction of gridlock, most of the residents south of the tunnel would continue to be impacted by respiratory problems associated with pollution and the residents along the I-210 freeway would have increased gridlock. Those residents would therefore see an increase in respiratory problems, particularly affecting children and other residents along the freeway.

These conclusions show the tunnel to be ineffective, and in fact, detrimental, not just for the City of La Cañada Flintridge, but for the region in general.

The attached resolution formalizes the long-held opposition of the City Council to both the surface highway route and the tunnel. It also calls upon Metro, Caltrans and SCAG to find effective alternatives to resolve the congestion problem.

- OPTIONS:
1. Approve the Resolution opposing the tunnel alternative to the extension of the SR-710 freeway between the I-10 and the I-210 freeways and calling on Metro, Caltrans and SCAG to find new, effective alternatives to resolve congestion.
 2. Do not approve the Resolution and provide staff with further direction.

RECOMMENDATION: Approve the Resolution opposing the tunnel alternative to the extension of the SR-710 freeway between the I-10 and the I-210 freeways and calling on Metro, Caltrans and SCAG to find new, effective alternatives to resolve congestion.

- ATTACHMENTS:
1. Resolution opposing the tunnel alternative to the extension of the SR-710 freeway between the I-10 and the I-210 freeways and calling on Metro, Caltrans and SCAG to find new, effective alternatives to resolve congestion.

RESOLUTION NO. 10-12

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LA CAÑADA FLINTRIDGE OPPOSING THE TUNNEL ALTERNATIVE TO THE EXTENSION OF THE SR-710 FREEWAY BETWEEN THE I-10 AND THE I-210 FREEWAYS AS WELL AS THE STATE-ADOPTED SURFACE ALTERNATIVE AND CALLING ON METRO, CALTRANS AND SCAG TO FIND NEW AND EFFECTIVE ALTERNATIVES TO RESOLVE CONGESTION

WHEREAS, the area between the I-10 and the I-210 suffers from congestion; and

WHEREAS, a viable regional solution for this congestion must be found; and

WHEREAS, in 1959, the State of California adopted the highway surface route extending north from the I-710 freeway to the I-210 freeway; and

WHEREAS, the City of South Pasadena, beginning in 1964, has filed many objections, injunctions and lawsuits in an ongoing dispute over the surface alternative; and

WHEREAS, in 2002, Caltrans and the FHWA determined that consideration of a tunnel as an alternative to the surface highway route was appropriate; and

WHEREAS, in 2006, Metro released its "Route 710 Tunnel Technical Feasibility Assessment Report," declaring the tunnel to be a "feasible" alternative and stating that environmental considerations could be "minimized, eliminated or mitigated;" and

WHEREAS, the City of La Cañada Flintridge submitted comments and objections to Metro, stating, in part, that there was insufficient evidence in the report to make such a finding, and the study, as well as its conclusion was flawed, since very little environmental study was conducted; and

WHEREAS, in 2007 and 2008, the Southern California Association of Governments (SCAG) and Metro individually included the tunnel as a priority project within their adopted Regional Transportation Plans, thereby demonstrating that the potential project had been chosen as the major as well as the most costly project to resolve the congestion problems which exist in the immediate region; and

WHEREAS, in 2008, Caltrans and Metro began their "SR-710 Tunnel Technical Study," a study which was to be "route-neutral" and which would study technical feasibility, particularly geotechnical feasibility; and

WHEREAS, the "SR-710 Tunnel Technical Study" final draft was completed in March 2009 with the City submitting comments and objections to Caltrans and Metro regarding this study, stating in part, that the study does not contain sufficient review of the information obtained; and

WHEREAS, in 2008, Metro passed an ordinance to place Measure R on the ballot, including \$780 million for the tunnel, despite that the proposed tunnel project had not undergone proper CEQA review, which was approved by voters by a narrow margin; and

WHEREAS, based upon the Southern California Association of Governments "SR-710 Missing Link Truck Study" (Preliminary Final Draft) (released in 2009); if the tunnel is completed: (1) 75% of local surface streets would still be gridlocked, operating over capacity with severe

congestion, with at least twelve arterial streets experiencing higher traffic volumes solely due to the tunnel (2) the tunnel would cause significant detrimental traffic and truck impacts on the I-210 freeway through the cities of Glendale, Pasadena, La Cañada Flintridge and the community of La Crescenta (more than a 25% increase in daily volumes on I-210; an additional 30,000 vehicles per day on I-210; 850 additional trucks in the PM peak hour on I-210; truck percentage will increase from 11% to over 20%); and since portions of the I-210 will operate at Level of Service (LOS) F, traffic will be forced onto local streets; and (3) the tunnel connection would make overall driving conditions worse regionally (motorists would be driving farther and spending more time on the road); and

WHEREAS, based upon the Metro "Route 710 Tunnel Technical Feasibility Assessment Report" (2006), the tunnel is projected to be gridlocked soon after completion; and

WHEREAS, based upon a variety of University of Southern California (USC) studies, including the USC California Children's Health Study, due to a lack of substantive reduction of gridlock (as found by other studies), most of the residents south of the tunnel would continue to be impacted by respiratory problems associated with pollution, and the residents along the I-210 freeway would have increased gridlock, with those residents seeing an increase in respiratory problems, particularly affecting the lungs of children and other residents along the freeway; and

WHEREAS, the projected cost to design and construct the tunnel are several billion dollars;

NOW, THEREFORE, BE IT RESOLVED, that the City of La Cañada Flintridge opposes any approval or expenditure of funds for the I-710 proposed tunnel project and the state-adopted surface highway route, neither of which have passed CEQA review, and finds that both alternatives are ineffective, 20th-century solutions for the existing regional congestion problems, which require 21st-century solutions.

Be it also resolved that the City of La Cañada Flintridge calls on Metro, Caltrans and SCAG to find other new, effective alternatives to these projects, including those alternatives using rail as the mode of transportation, which will truly solve the region's congestion problems.

PASSED, APPROVED and ADOPTED this 29th Day of March, 2010.

Laura Olhasso, Mayor

ATTEST:

Sylvia Baca, City Clerk

State of California)
County of Los Angeles) ss.
City of La Cañada Flintridge)

I, Sylvia Baca, City Clerk of the City of La Cañada Flintridge, California, do hereby certify that the foregoing Resolution No. 10-12 was duly adopted by the City Council of the City of La Cañada Flintridge at a Regular Meeting held on the 29th day of March 2010, by the following vote:

AYES: COUNCILMEMBERS:
NOES: COUNCILMEMBERS:
ABSENT: COUNCILMEMBERS:
ABSTAIN: COUNCILMEMBERS:

Dated:

Sylvia Baca, City Clerk

RESOLUTION NO.**A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF SOUTH PASADENA, CALIFORNIA,
RE-AFFIRMING THE CITY'S OFFICIAL POSITION
ON THE STATE ROUTE 710 FREEWAY EXTENSION,
SUPPORTING A MULTI-MODE ALTERNATIVE AND
RESCINDING RESOLUTIONS 6960 AND 7134**

WHEREAS, for nearly sixty years, Caltrans has proposed freeway routes that impose unacceptable impacts on and irreparable harm to the City of South Pasadena and other cities, and the South Pasadena City Council has consistently and vigorously opposed proposed State Route 710 (SR-710) North extensions; and

WHEREAS, the City of South Pasadena and the National Trust for Historic Preservation, the Sierra Club, Natural Resources Defense Council, the Trust for Public Land, the Environment Defense Fund, California Public Interest Research Group, Friends of the Earth, Taxpayers for Common Sense, and others are on record in favor of a multi-mode alternative, a thoughtful and much-needed conceptual regional transportation plan designed by a nationally-renowned transportation engineering firm, with the input of a broad based coalition of environmental, historic preservation, neighborhood, grass-roots organizations and citizens within South Pasadena and other cities, to improve travel within the region and to protect the environment and relieve traffic congestion, provide jobs, preserve affordable housing, and to save historic neighborhoods, and could now be updated and expanded to include measures beyond the immediate corridor that vitiate the need for any form of freeway extension; and

WHEREAS, the following public officials and reports have all declared that the surface route 710 extension will never be built because of its unacceptable environmental impacts: former Southern California Association of Governments (SCAG) executive director Mark Pisano while in office; former Department of Transportation (Caltrans) District 7 Director Doug Failing, who is now on Metropolitan Transportation Authority (Metro) staff; Alhambra city official Barbara Messina; Senator Gil Cedillo; Assembly Member Michael Eng, and legislative committee reports; and

WHEREAS, while SCAG removed the surface route 710 North Extension from the regional transportation plan, it wrongfully included as a constrained project a bored tunnel (tunnel) to extend the SR-710 freeway from its northern terminus at Valley Boulevard in the El Sereno community of the City of Los Angeles to the 210 freeway in the City of Pasadena, despite the failure of the tunnel to meet the federal criteria of a constrained project; and

RESOLUTION NO. 7147

Page 2

WHEREAS, despite South Pasadena's persistent requests, neither Caltrans nor the state administration will officially remove the SR-710 North surface extension from the Streets and Highways Code (even though the Legislature enrolled SB 545 to that effect), or otherwise stipulate in *South Pasadena v. Slater* in the United States District that the surface freeway will not be considered in future action; and

WHEREAS, despite the requirement from the Federal Highway Administration in its record of decision on the freeway that there be an analysis of the effectiveness of interim improvements in the freeway corridor before considering the freeway extension, no such analysis has been conducted; and

WHEREAS, the City's 2003 resolution reiterating its opposition to a freeway but stating that it did not oppose sound research evaluating a tunnel produced no cooperation from state and regional authorities to meet the city's need for removal of the surface route and release of Caltrans-owned properties whose surface estates are no longer needed; but has instead produced a series of unwarranted efforts to accelerate tunnel approval and funding in advance of the required sound research and environmental assessment, while tunnel proponents have misstated the City's position, producing unwarranted distrust of the City Council among South Pasadena citizens; and

WHEREAS, since the City's 2003 resolution, two reports have been presented, the latest of which proposes that a tunnel is geotechnically feasible in five possible corridors; neither of these reports, however, answered the basic questions of this alternative's benefits and costs, both social and fiscal; and

WHEREAS, Metro included \$780 million for an SR-710 tunnel in Measure R, the sales tax initiative that passed in November, 2008, and has since increased the amount to \$1.18 billion, although this would be only a small portion of the cost of the tunnel, which has been subject to cost estimates of up to \$11.8 billion; and

WHEREAS, there have been conflicting reports with regard to the use of, or the need for, the proposed tunnel alternative, with Caltrans emphasizing commuter and street congestion relief with no truck traffic diversion from Route 5, even though this was an early freeway objective, while the recent legislative efforts (SB 545) emphasized goods movement, and a SCAG draft study projected that completion of a 710 tunnel would greatly increase the number of trucks traveling up the 710 freeway and east on the 210 freeway; and

WHEREAS, tunnel proponents propose that a tunnel be constructed in a public/private partnership (PPP) and that the tunnel be operated as a toll facility that would primarily serve truck traffic emanating from the Ports of Los Angeles/Long Beach; and yet several privately-funded toll roads in Southern California have become insolvent or resulted in bankruptcy, requiring further public investment exceeding that originally envisioned for such projects; and

WHEREAS, public health studies show that persons living near freeways and tunnels are exposed to an increased risk of illness and death; in 1998 the former Regional Administrator of the United States Environmental Protection Agency questioned the air quality benefits of the proposed freeway extension; responsible studies show that new freeways actually induce traffic (including traffic on adjacent surface streets) in the long run; and safety concerns would likely require that the design of a tunnel include emergency exits; and

WHEREAS, Caltrans has not properly maintained the hundreds of houses that it owns in the previously adopted freeway corridor, and their continued ownership of these houses is contrary to the interests of the cities in which the houses are located and the residents of the houses alike; and

WHEREAS, Caltrans expresses a desire to be out of the landlord business, and the State is now putting many of its public properties up for sale, but the State refuses to release the surface estates in the more than 500 properties it has owned for more than 40 years in the now-abandoned 710 surface freeway project corridor; and

WHEREAS, many needed transit projects now in Los Angeles County serve the interests of the region better than a 710 tunnel, which if built, is currently projected not to be completed until 2030; and conducting environmental review of the proposed tunnel would cost an estimated \$30-40 million, which could better be spent elsewhere; and

WHEREAS, the cities of Glendale and La Cañada Flintridge oppose construction of a 710 tunnel project, and the City of Los Angeles opposes it within its jurisdiction.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SOUTH PASADENA, CALIFORNIA, DOES RESOLVE, DECLARE, DETERMINE AND ORDER AS FOLLOWS:

SECTION 1. The South Pasadena City Council does hereby rescind Resolutions 6960 and 7134 which contained the City's official position on the SR-710 North Extension.

SECTION 2. The South Pasadena City Council does hereby oppose any proposal, surface or subsurface, to extend the SR-710 freeway from Valley Boulevard in the City of Los Angeles to the 210 freeway in the City of Pasadena, and instead wholeheartedly supports further development of a fiscally and environmentally responsible alternative, that includes elements of a multi-mode transportation system.

RESOLUTION NO. 7147

Page 4

SECTION 3. The South Pasadena City Council determines that any extension of the SR-710 North Extension is not worthy of further consideration for a number of reasons: any extension would not reduce congestion in the corridor; it would create significant adverse health impacts on, and possible community disruption to, South Pasadena residents; and the extension's costs would be disproportionately high and not justified in light of other competing transportation and social needs.

SECTION 4. The South Pasadena City Council reiterates its support for further development and implementation of elements of a multi-mode solution that includes but is not limited to an integrated comprehensive network of efficient light-rail, heavy-rail, bus and bicycle systems throughout the San Gabriel Valley. We direct staff to work with other jurisdictions to fund an update of this multi-mode alternative and to submit it to the Federal Highway Administration, Caltrans, and Metro. We further request that this alternative be pursued by the Governor, the California State Legislature, SCAG, Caltrans, Metro and others rather than an extension of the SR-710 North.

SECTION 5. Recognizing that Measure R specifies that \$780 million is to be allocated to a 710 tunnel, and that Metro staff will likely recommend that its governing board authorize an Environmental Impact Report on a tunnel, and recognizing that such a study would be extremely costly, the South Pasadena City Council requests Metro and Caltrans to instead contract with an independent research organization, agreed upon by stakeholders in the corridor of the proposed SR-710 North Extension, to conduct a comparative cost-benefit study of the tunnel versus an updated multi-mode alternative that would rely upon transit and mobility improvements.

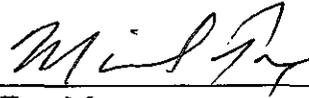
SECTION 6. The South Pasadena City Council requests that the Governor of California, the California State Legislature, SCAG, Metro, Caltrans, and others work with the City of South Pasadena, the City of Pasadena, and the El Sereno representatives of the City of Los Angeles, and others, to implement a plan for complete and final elimination of the surface freeway alternative, and sale of the surface estate in the corridor.

SECTION 7. Staff is directed to distribute this resolution to all interested parties and urge other cities, elected officials, regional agencies and organizations to support elements of a multi-mode transportation system.

SECTION 8. This resolution shall become effective immediately upon its adoption.

SECTION 9. The City Clerk shall certify to the passage and adoption of this resolution and enter it into the book of original resolutions.

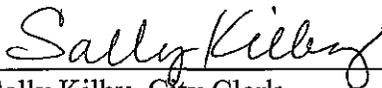
PASSED, APPROVED AND ADOPTED ON this 2nd day of February, 2011.



Mike Ten, Mayor

ATTEST:

APPROVED AS TO FORM:



Sally Kilby, City Clerk



Richard L. Adams II, City Attorney

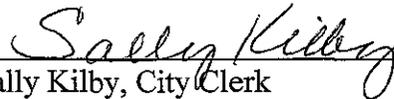
I HEREBY CERTIFY the foregoing resolution was duly adopted by the City Council of the City of South Pasadena at a regular meeting held on the 2nd day of February, 2011, by the following vote:

AYES: Cacciotti, Putnam, Schneider, Sifuentes and Mayor Ten

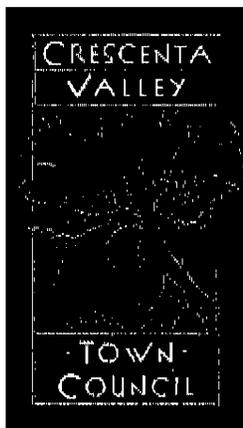
NOES: None

ABSENT: None

ABSTAINED: None



Sally Kilby, City Clerk



Crescenta Valley Town Council

www.crescentavalleytowncouncil.org

P.O. Box 8676

La Crescenta, CA 91224-0676

(818) 248-9387

contact@thevcouncil.com

March 10, 2010

Cheryl Davis
President

Steve Goldsworthy
Vice President

Danette Erickson
Recording Secretary

Dennis van Bremen
Treasurer

Robbyn Battles
Corresponding Secretary

COUNCIL MEMBERS

Frank Beyt

Robert Thomas

Todd Thornbury

Kim Mattersteig

Charles Beatty, alternate

Silvana Casalegno, alternate

Kevin Kroeker, alternate

State of California Department of Transportation
3412 North Eastern Avenue
Los Angeles, CA 90032

Re: SR-710 Tunnel Technical Study, 2010 Community Meetings

Dear Sirs,

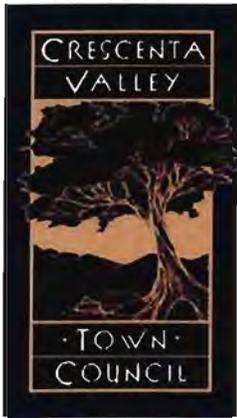
The Crescenta Valley Town Council is resubmitting a correspondence submitted in June 2009 with regard to 710 Tunnel project.

Please include this correspondence and the attached as part of the final geotechnical report.

Respectfully,

Cheryl Davis
President

enc: Letter dated June 11, 2009
2 pages



Crescenta Valley Town Council

www.crescentavalleytowncouncil.org
P.O. Box 8676
La Crescenta, CA 91224-0676
(818) 248-9387

June 11, 2009

California Department of Transportation
District 7
100 S. Main Street
Los Angeles, CA 90012

Steve Pierce
President

Frank Beyt
Vice President

Cheryl Davis
Recording Secretary

Dennis van Bremen
Treasurer

Liz Arnold
Corresponding
Secretary

COUNCIL MEMBERS

Grace Andrus

Danette Erickson

Steve Goldsworthy

Robert Thomas

Charles Beatty, alternate

Robbyn Battles, alternate

Joyce Lauterback, alternate

Dear Sirs,

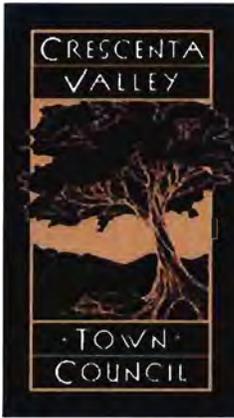
The Crescenta Valley Town Council is strongly opposed to the 710 Tunnel Project and the technical study which is underway.

While the first letter, sent May 17, 2007, has not had a response, let us be clear in this correspondence. As elected representatives of the unincorporated area in La Crescenta, we have recently held a public meeting in which there was strong opposition to the 710 Tunnel Project. We request that our opposition be acknowledged and filed along with other Foothill Communities.

It is estimated by experts that the 210 freeway thru the Crescenta Valley would bear the brunt of the traffic and congestion resulting from the completion of the 710 tunnel. This is not acceptable to us and we cannot see any type of mitigation that would ease this unequal burden that our community is asked to bear. Congestion, noise, and pollution from the additional traffic is unacceptable to our community.

Additionally, we are strongly opposed to the study in progress. Studying five zones, at an approximate cost of \$10 million, is wasteful and irresponsible, with funds that could be better used elsewhere in our state, especially during this time of budget crisis. More consideration should be given to the way taxpayer money is spent and the way taxpayer concerns are addressed. It appears that this project has been decided upon and the "study" is merely a way to waste our money on a project not supported by a majority of municipalities.

"The Community That Cares"



Crescenta Valley Town Council

www.crescentavalleytowncouncil.org

P.O. Box 8676

La Crescenta, CA 91224-0676

(818) 248-9387

We support the alternate plan, proposed by Supervisor Michael Antonovich more than ten years ago, which would move containers from LA Ports to an inland site in Lancaster via rail. This would alleviate traffic congestion from many parts of Los Angeles as well as our community.

Sincerely,

Steve Pierce
President

CC:

NEIGHBORING COUNCILS:

City of Glendale

City of La Canada-Flintridge

City of Los Angeles – Neighborhood Council

-Wendy Gruel, Councilwoman

COUNTY OFFICIAL:

Michael Antonovich, Los Angeles County Supervisor

STATE OFFICIALS:

Arnold Schwarzenegger, Governor

Bob Huff, Senator

Carol Liu, Senator

George Runner, Senator

Anthony Adams, Assemblyman

Cameron Smyth, Assemblyman

Paul Krekorian, Assemblyman

FEDERAL OFFICIALS:

Barbara Boxer, Senator

Dianne Feinstein, Senator

Adam Schiff, Congressman

David Dreier, Congressman

"The Community That Cares"

ARROYO SECO NEIGHBORHOOD COUNCIL
Adopted - OCTOBER 26, 2009

PROPOSED 710 STATEMENT

The Los Angeles city-certified **Arroyo Seco Neighborhood Council** (ASNC) represents the historic and unique Northeast communities of *Hermon, Monterey Hills, Mount Washington, Montecito Heights, and Sycamore Grove* in land use and other local governmental issues. The ASNC is opposed to any form of an extension to the 710 Freeway through the ASNC area if it will result in:

- The loss of homes, businesses, or any existing amenities ~~in our~~ communities;
- devastation or diminished use of any remaining open areas or green space enjoyed by ASNC stakeholders within our boundaries;
- any compromise of the geological stability of our area;
- further delays in the realization of improved public transportation options for ASNC stakeholders;
- increased traffic on our communities' primary feeder streets as a result of any such extension, whether after any proposed construction or for extended periods during construction;
- more congestion on existing freeways that serve our area's residents, workers, etc;
- heightened noise levels related to re-configured traffic flows;
- placement of ventilation devices that deface the landscape or concentrate pollutants in any of our communities, negatively affecting constituent health;
- or, any other environmental or aesthetic degradation that cannot be mitigated successfully.

Further, the ASNC urges a consideration of alternatives to the 710 "gap closure" that address more precisely the current and future needs of our constituents as well as the rest of Southern California – reducing congestion, improving air quality, increasing connectivity for pedestrians, making our cities more livable – such as:

- Trip Reduction and Transportation Demand Management for autos;
- low-build options to facilitate traffic movement within "the gap";
- a more comprehensive transit network, providing seamless connectivity;
- heavy rail taking freight to more remote hubs for transfer to trucks.

The ASNC keeps its constituency informed through its website: <http://www.asnc.us/> as well as its group email: asncalert@yahoo.com. As the 710 issue evolves, the ASNC will host public forums to present all sides of the debate and offer a venue for all concerned constituents to become involved.



ARROYO SECO NEIGHBORHOOD COUNCIL
Post Office Box 42254, Los Angeles, Ca90042
Phone (866) LA-HELPS
www.asnc.us



EXECUTIVE OFFICERS

MICHAEL LARSEN
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MICHAEL NOGUEIRA
VICE-PRESIDENT

BRIAN HECKMANN
TREASURER

ROBERT GUEVARA
SECRETARY

JARED HARDY
COMMUNICATIONS & GOVERNMENT
RELATIONS OFFICER

**CITY OF
LOS
ANGELES**
CALIFORNIA



ANTONIO
VILLARAIGOSA
MAYOR

**EAGLE ROCK
NEIGHBORHOOD COUNCIL**
P.O. Box 41652
LOS ANGELES, CA 90041

WEBSITE:
WWW.EAGLEROCKCOUNCIL.ORG

E-MAIL:
INFO@EAGLEROCKCOUNCIL.ORG

RESOLUTION OF THE EAGLE ROCK NEIGHBORHOOD COUNCIL

The Eagle Rock Neighborhood Council (ERNC) joins other Los Angeles Neighborhood Councils in opposing the building of an SR-710 toll tunnel (often referred to as the 710 North Extension). We oppose this project and any other freeway building measures through the Northeast Los Angeles area, as the building and presence of such a tunnel close to Eagle Rock would adversely affect our residents.

Our opposition arises out of concern for our citizenry's health, safety, quality of life, and the most certain destruction of, and disruption to, the cohesive, historic neighborhoods of Northeast Los Angeles.

We are convinced that building such a tunnel:

- 1) would decimate neighborhoods beyond recognition, dislocate many of our citizenry, and disrupt life for those remaining for over a decade;
- 2) is not intended to benefit the citizens of Eagle Rock but instead is intended to bring freight trucks through our area from the ports of Long Beach and Los Angeles;
- 3) would clog our existing freeways with around-the-clock freight truck traffic, making our freeways both dangerous and impassible;
- 4) would put the health of our citizenry, and especially our children, at risk from massively increased exposure to diesel fumes;
- 5) that the multi-billion-dollar cost for building and maintaining it would ultimately be passed back to California taxpayers.

We see no benefit to our neighborhood, and indeed our whole region, and we urge those promoting this project to implement alternative solutions to port freight problems, and a more integrated transport system for local traffic, which would be horrendously complicated by such a toll tunnel. Other solutions exist; we urge that they be utilized.

Passed and Approved Unanimously by Eagle Rock Neighborhood Council this 7th day of December, 2010.

Michael Larsen
President - Eagle Rock Neighborhood Council

**GLASSELL PARK
NEIGHBORHOOD COUNCIL OFFICERS**

CHAIRPERSON
Joseph Elkins

VICE CHAIRPERSON
BARDLEY

SECRETARY
Philip Iglaue

TREASURER
Maggie Daret-Quiroz

CALIFORNIA



**GLASSELL PARK
NEIGHBORHOOD COUNCIL**

3750 N. Verdugo Road
Los Angeles, CA 90065

TELEPHONE: 323-256-4762

Art Camarillo, Office Manager

www.glassellparknc.com

To Whom It May Concern:

At it's regular monthly stakeholder meeting of September 15, 2009, the Glassell Park Neighborhood Council Board unanimously voted to support the Glassell Park Improvement Association's position regarding the 710 Tunnel Extension as follows:

We the undersigned oppose the proposed 710 tunnel extension through Northeast L.A. A project of this magnitude should be approached with caution, considering the enormity of the impacts on the communities involved. While our opposition is directed to the tunnel extension through our neighborhoods, our concern is for an efficient transportation system for the entire region that includes a multi-modal low-build approach.

Sincerely,

Joseph D. Elkins

Chair

CITY OF LOS ANGELES

CALIFORNIA

HISTORIC HIGHLAND PARK NEIGHBORHOOD COUNCIL

POST OFFICE BOX 50791
LOS ANGELES, CA 90050
TELEPHONE: (323) 256-8921
<http://www.historichighlandpark.org>
Certified as NC #33 MAY 28, 2002

EXECUTIVE BOARD

Chris Smith PRESIDENT
Lisa Brewer FIRST VICE-PRESIDENT
Rick Marquez SECOND VICE PRESIDENT
Mark Reback TREASURER



C/O Department of Neighborhood Empowerment
305 E First Street, Los Angeles, CA 90012
Telephone: (213) 485-1360

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Mauro Garcia, TRANSPORTATION & CITY SERVICES
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DIRECTORS AT LARGE
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Janet Dodson Trish Gosset Steve Crouch

To:

Mayor Antonio Villaraigosa
Los Angeles City Council Members
Los Angeles City Hall
200 N. Spring St.
L.A., CA 90012-4801
November 18, 2010

Resolution Against the SR-710 North Gap Closure The 710 Tunnel

The Historic Highland Park Neighborhood Council would like to express our strong objection to the building of any extension of the 710 freeway whether a surface or tunnel route. We have become familiar with this CalTrans and MTA project for several years through our Land Use Committee. The HHPNC Board discussed this matter, studied the current information, and voted to approve this Resolution.

We join the Cities of Glendale, South Pasadena, and La Canada Flintridge, the Neighborhood Councils of Arroyo Seco, Glassell Park, and Sunland Tujunga, as well as many other community groups, and government entities in urging the Los Angeles City Council to take a stronger stand against this destructive, ineffective project, currently estimated to cost in the range of \$14 billion.

A tunnel will increase, rather than decrease, congestion. Cars will remain on surface streets to avoid driving in a no-exit pollution filled 5-mile tunnel with trucks, through earthquake and flood zones, with an estimated toll of \$15.

Studies at USC and UCLA show the pollution will be concentrated at the entrance and exit of the massive tunnel. Drivers inside the tunnel will be subjected to lethal fine-particulate pollution, one thousand times more concentrated than in outside air. This poisonous tunnel pollution will be vented directly into our neighborhoods. Where pollution increases, so does disease.

Construction of similarly large tunnels has been plagued with failures and scandals. According to MTA, sinkholes and collapse are inevitable. Fires, collapse, and flooding are not uncommon in large tunnels such as in the notorious Big Dig in Boston

Page 2 HHPNC Resolution

The high-quality jobs to build this tunnel will go to foreign workers, and managers experienced with the gigantic machines able to dig tunnels this big, not to the construction workers, designers, and engineers of Los Angeles.

Spectacular cost, increased congestion, increased disease, years of disruption, few jobs for Los Angeles - what could we accomplish with a tenth of that funding put into proven street design, electric heavy rail for freight, and light rail for people, built in Los Angeles by the people who live here?

Help us implement the 21st Century solutions available now, technologies worthy of the modern, forward-thinking, innovative city Los Angeles claims to be. Let us not get trapped in old solutions.

We do not support this project.

Sincerely,

Chris Smith, President
Historic Highland Park Neighborhood Council

Sunland-Tujunga Neighborhood Council

March 25, 2011

IMPROVING THE QUALITY OF LIFE IN SUNLAND TUJUNGA

7747 Foothill Blvd., Tujunga, CA 91042 • www.stnc.org • 818-951-7411 • FAX 818-951-7412

VIA EMAIL: (ron_kosinski@dot.ca.gov)

Ron Kosinski

CALTRANS

100 South Main Street, MS-16A

Los Angeles, CA 90012

RE: SR-710 GAP CLOSURE PROJECT, SCOPING COMMENTS

Dear Mr. Kosinski,

The Sunland-Tujunga Neighborhood Council voted unanimously on June 8, 2010 to formally support our Foothill area neighbors in opposing the proposed extension of the SR710 Freeway expansion to the 210 Freeway. Our vote also included opposition to the possible destruction of 500 homes in the El Sereno community. We are also very much against the unjustified and unnecessary expense of the proposed tunnel which is just one of our many objections to the proposal.

Our community believes that our government's funds would be better spent investing in real rapid transit, such as a rail system, instead of the proposed freeway extension, which are only a band aide and not a solution to our growing transit problems, as cities will continue to grow. The proposed extension will only rapidly increase traffic through the foothill communities bound by the 210 freeway and not resolve the transit problem.

Sunland-Tujunga's goal is to protect our historical community, known for decade's world wide, for its' clean air that provides a safe haven from bad air quality for people around the world with respiratory diseases. The toxic air caused by the stop and go emissions from additional vehicles will create new health problems and will adversely affect persons who came here because of serious health issues. The freeway extension will destroy the environment that makes Sunland-Tujunga a health haven and will probably cause these people to move elsewhere in order to continue breathing freely.

From a safety point, Sunland-Tujunga's logistics leaves us with only two ingress and egress roads in and out of our community. In the event of a Natural Disaster such as an earthquake or fire, the Foothill Freeway is one of the only two routes in and out of our community. Today, when there is an accident on the 210, which happens quite often, Foothill Blvd, our only other throughway is used as an alternate route and becomes jammed and practically at a standstill for hours making it a difficult task for local First Responders, as well and causes them to lose precious minutes to handle emergencies in our community in a timely manner. This is dangerous for our community members.

We suggest that the Transportation Committee go back to the drawing board and come up with more sustainable solutions to resolve the traffic issue. A study of the following suggestions would be a good start.

- Using the rails to transport goods across the county to a central warehouse in the desert as suggested by Supervisor Antonovich
- Install a light rail system as a workforce connector to and from the harbor area to the foothills and give tax credits to companies or their employees who use the system. This would cut down on emissions from heavily increased vehicle traffic.

We look forward to working with you to come up with a proposal that our entire community will welcome and support.

Respectfully,

Sunland-Tujunga Neighborhood Council



Dan McManus
President

Cc: Paul Krekorian, Council District 2
Bill Rosendahl, Chair, LA City Transportation Committee
Council President, Eric Garcetti, City of Los Angeles
Los Angeles Department of Transportation
Will Kempton, Director, CALTRANS
Doug Failing, District 7 Director, CALTRANS
Federal Highway Administration, California Division, 980 N. Street, Suite 400, Sacramento, CA 95814-2724

The GPIA respectfully submits its opposition to the proposed Interstate 710 tunnel extension through Northeast Los Angeles. A project of this magnitude should be approached with caution, considering the enormity of the impacts on the communities involved. While our opposition is directed to the tunnel extension through our neighborhood, our concern is for an efficient transportation system for the greater Los Angeles area and throughout Southern California.

First, we feel that the greater good of this route necessitates a complete transportation study. Clearly, the primary intent of this gap closure is to further move goods from the ports of Los Angeles and Long Beach. We feel, however, that any plan for such movement of goods should take into account all possible modes of transportation, including rail and air. The information that has been gathered to date on this topic does not appear to be current.

Next, the use of a tunnel to extend the incomplete 710 freeway seems counter-intuitive in Los Angeles. We have already seen first-hand the dangers that even a much shorter tunnel have caused truck traffic along I-5 Southbound at the CA-14 interchange. The construction of the MTA Red Line tunnel also resulted in some destruction. Construction of a tunnel of this diameter and length raises safety concerns that would immediately affect the thousands of residences that would sit atop any such tunnel.

The current economic situation also provides for concern. Simply put, the billions of dollars needed for total completion of all phases of this project, including ongoing maintenance, do not seem to make for a worthwhile project, especially in the greater scope of the regional transportation scheme. Other routes already exist for the long-haul movement of goods via trucks throughout Los Angeles. It seems that perhaps providing a more economic means of moving commuters through this corridor may be necessary.

Finally, any northern portal for an Interstate 710 tunnel will likely cause the destruction of whatever community in which it emerges. This is especially true in Zones 1 and 2, in which either Cypress Park (Zone 1) or Glassell Park (Zone 2) could literally be wiped off the map with the construction of a tunnel portal and any connector ramps from one freeway to another.

As indicated, the Glassell Park Improvement Association has formally voted to oppose construction of an I-710 tunnel extension through our community. We encourage further study of all possible transportation solutions throughout the Southern California region in its place.

Resolution in Support of the Glendale City Council's position on the 710 Extension project

The 710 Freeway extension has been a controversial issue for the past 60 years. The current Cal Trans project to study five possible routes for a tunnel from the current terminus of State Route (SR) 710 in Alhambra to the 5, 2, 210 or 605 Freeways is of great concern to the residents of the Crescenta Valley.

When the 210 Freeway was built in the 1970s the character of the Crescenta Valley changed with the increased traffic. Each subsequent extension of the 210 has brought more noise and pollution yet has failed to ease the traffic burden. Much of the Southern California freeway grid proposed during the Eisenhower Administration was never built. Subsequent mass public transit projects and developments in shipping and rail transport of freight have made the highway plan obsolete.

The City of South Pasadena proposes several upgrades to existing streets and freeway on and off ramps, plus upgrades to bus and Metro Rail service as a cheaper, faster, and better alternative. The millions of dollars proposed for the 710 tunnel study and subsequent lengthy Environmental Impact studies would be better spent on these alternatives that lead to more sustainable transportation policies.

On July 28, 2009, after much discussion, the Glendale City Council voted to oppose any extension of SR 710, surface route or one of the five tunnel locations being studied.

The Far North Glendale Homeowners group of the Crescenta Valley Community Association supports the Glendale City Council in opposition to this project and requests the support of the Glendale Homeowners Coordinating Council on this issue critical to regional transportation.

RESOLUTION NO. 22-09-10

**A RESOLUTION OF THE LA CAÑADA UNIFIED SCHOOL DISTRICT
OPPOSING THE TUNNEL ALTERNATIVE TO THE EXTENSION OF THE SR-
710 FREEWAY BETWEEN THE I-10 AND THE I-210 FREEWAYS AS WELL
AS THE STATE-ADOPTED SURFACE ALTERNATIVE AND CALLING ON
METRO, CALTRANS AND SCAG TO FIND NEW AND EFFECTIVE
ALTERNATIVES TO RESOLVE CONGESTION**

WHEREAS, surface streets in Alhambra, South Pasadena and Pasadena between the I-10 and the I-210 suffer from significant congestion as do all southern California freeways; and

WHEREAS, a viable regional solution for this congestion must be found; and

WHEREAS, in 1959, the State of California adopted the highway surface route (the "surface alternative") extending north from the SR-710 freeway to the I-210 freeway; and

WHEREAS, the City of South Pasadena, has filed many objections, injunctions and lawsuits in an ongoing dispute over the surface alternative; and

WHEREAS, in 2002, the California Department of Transportation (Caltrans) and the Federal Highways Administration (FHWA) determined that consideration of a tunnel as an alternative to the surface alternative was appropriate; and

WHEREAS, in 2006, the Los Angeles County Metropolitan Transportation Authority (Metro) released its "Route 710 Tunnel Technical Feasibility Assessment Report," declaring the tunnel to be a "feasible" alternative and stating that environmental considerations could be "minimized, eliminated or mitigated;" and

WHEREAS, the City of La Cañada Flintridge submitted comments and objections to Metro, stating, in part, that there was insufficient evidence in the report to make such a finding, and the study, as well as its conclusion was flawed, since very little environmental study was conducted; and

WHEREAS, in 2007 and 2008, the Southern California Association of Governments (SCAG) and Metro individually included the tunnel as a priority project within their adopted Regional Transportation Plans, thereby demonstrating that the potential project had been chosen as the primary, as well as the most costly, project to resolve the congestion problems which exist in the subject region; and

WHEREAS, in 2008, Caltrans and Metro began their "SR-710 Tunnel Technical Study," a study which was to be "route-neutral" and which would study technical feasibility, particularly geotechnical feasibility; and

WHEREAS, the "SR-710 Tunnel Technical Study" final draft was completed in March 2009 with the City submitting comments and objections to Caltrans and Metro regarding this study, stating in part, that the study does not contain sufficient review of the information obtained; and

WHEREAS, in 2008, Metro passed an ordinance to place Measure R on the ballot, including a proposed allocation of \$780 million for the tunnel, even though the proposed tunnel project had not undergone proper California Environmental Quality Act (CEQA) review. The Measure was subsequently approved by the voters by a narrow margin; and

WHEREAS, based upon the SCAG "SR-710 Missing Link Truck Study" (Preliminary Final Draft) (released in 2009); if the tunnel is completed:

- (1) 75% of local surface streets would still be gridlocked, operating over capacity with severe congestion, with at least twelve arterial streets experiencing higher traffic volumes solely due to the tunnel
- (2) the tunnel would cause significant detrimental traffic and truck impacts on the I-210 freeway through the cities of Glendale, Pasadena, La Cañada Flintridge and the community of La Crescenta (more than a 25% increase in daily volumes on I-210; an additional 30,000 vehicles per day on I-210; 850 additional trucks in the PM peak hour on I-210; truck percentage will increase from 11% to over 20%); and since portions of the I-210 will operate at Level of Service (LOS) F, traffic will be forced onto local streets; and
- (3) the tunnel connection would make overall driving conditions worse regionally (motorists would be driving farther and spending more time on the road); and

WHEREAS, based upon the Metro "Route 710 Tunnel Technical Feasibility Assessment Report" (2006), the tunnel is projected to be gridlocked soon after completion; and

WHEREAS, based upon a variety of University of Southern California (USC) studies, including the USC California Children's Health Study, due to a lack of substantive reduction of gridlock (as found by other studies), most of the residents south of the tunnel would continue to be impacted by respiratory problems associated with pollution. In addition, the residents along the I-210 freeway would have increased gridlock, and experience an increase in respiratory problems, particularly affecting the lungs of children and other residents along the freeway; and

WHEREAS, the La Cañada Unified School District (LCUSD) has multiple school sites located adjacent to the I-210 freeway; and

WHEREAS, additional truck traffic and increased pollutants on the I-210 freeway would add risk to the health of children attending schools near the I-210 freeway; and

WHEREAS, the projected cost to design and construct the tunnel is several billion dollars; and

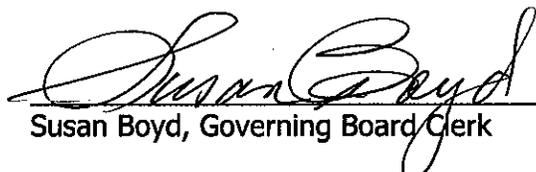
WHEREAS, this project is out of proportion and far exceeds the small or nonexistent public benefit that would be derived from this project;

NOW, THEREFORE, BE IT RESOLVED, that the LCUSD Governing Board opposes any approval or expenditure of funds related to the proposed SR-710 tunnel project and the state-adopted surface alternative, neither of which have passed CEQA review, and finds that both alternatives are ineffective, 20th-century solutions for the existing regional congestion problems, which require 21st-century solutions.

BE IT FURTHER RESOLVED that the LCUSD Governing Board calls on Metro, Caltrans and SCAG to find other new, effective alternatives to these projects, including those alternatives using rail as the mode of transportation, which will truly solve the region's congestion problems.

PASSED, APPROVED and ADOPTED this 22nd Day of June, 2010

AYES: 5
NOES: 0
ABSENT: 0


Susan Boyd, Governing Board Clerk

Huntington Memorial Hospital
100 W. California Boulevard
PO Box 7013
Pasadena, California 91109-7013
(626) 397-5555 FAX (626) 397-2995

Stephen A. Ralph
President
Chief Executive Officer

March 14, 2011

Mr. Ron Kosinski
Deputy District Director
Division of Environmental Planning / Caltrans, District 7
100 S. Main Street, MS 16A
Los Angeles, California 90012

RE: SR-710 Environmental Impact Report / Scoping Requests

Dear Mr. Kosinski:

On behalf of Huntington Memorial Hospital, I wish to formally request the following elements be included in the SR-710 Environmental Impact Report:

- Designate Huntington Hospital as a sensitive receptor
- Conduct a hot spot analysis of air quality at and around Huntington Hospital
- Conduct a health impact/health risk assessment at and around Huntington Hospital

These elements should be included in the scope of the EIR in order to appropriately assess the impact of gases and other particulates that will be exhausted from the ventilation towers to be located immediately west of the hospital's campus.

We are, of course, concerned about the safety of our patients, employees and visitors, and we believe this information will be important in determining the full effect of the proposed project on Huntington Hospital and its surrounding neighborhoods.

Thank you for your consideration.

Sincerely,



Stephen A. Ralph
President and Chief Executive Officer

cc: Bill Bogaard
Steve Madison
William Sherman, M.D.
Jane Haderlein

Ben Schreiber
Tax Analyst
Friends of the Earth
1100 15th Street NW
11th Floor
Washington, DC 20005

December 8th, 2010

Mayor Ara Najarian
500 N. Central Ave., #940
Glendale CA 91203

Dear Mayor Najarian,

On behalf of our activists and members we want to thank you for your leadership in opposition to the I-710 extension. We strongly support your call to conduct a financial cost analysis before moving forward with an environmental assessment of the I-710 expansion project. In these times of financial belt tightening taxpayers should know the full cost of this massive project before spending \$60 million or more conducting an environmental assessment. This is especially true for a flawed project such as this that is expensive, harmful to the environment and not a long term solution to congestion.

For well over a decade I-710 (or SR-710 as it was known originally) has been a poster child for wasteful spending that is harmful to the environment. The only thing that has changed in that time is the cost. Now estimated to cost \$11.8 billion, I-710 was again featured as a prime cut in the report *Green Scissors 2010* that I co-authored in July.

Cheaper and cleaner alternatives exist. Alternatives include multi-load/low build, increasing rail transit, bike lanes, installing clean electric rail systems for moving freight from the ports to inland distribution centers. Adding new road miles only worsens- California's, and the entire country's, fiscal crisis and exacerbates our climate crisis too.

Sincerely,

Ben Schreiber
Tax Analyst
Friends of the Earth



Chairman of the Board Don Knabe
Los Angeles County Metropolitan Transportation Authority
Los Angeles, CA 90012

Dear Chairman Don Knabe,

Taxpayers for Common Sense is an independent and non-partisan voice for taxpayers, and for this reason we support a thorough re-analysis of the estimated cost to build the 710 gap closure. The cost estimates related to this project have varied so widely over the years as to be almost useless; but with some estimates running as high as \$12 billion, the public has the right to know what it will cost to build in today's dollars before moving forward with any other aspect of the project.

Taxpayers for Common Sense has been watching the 710 project for many years, and included it in our *Road to Ruin* report of the most wasteful transportation projects in the nation in 2004. Now that the tunnel option has come to the forefront, our concerns have only increased, leading us to include it in our most recent *Green Scissors* report, released earlier this year in collaboration with a number of environmental and consumer groups, as a potentially wasteful project that will harm taxpayers and the environment. We remain deeply concerned that despite assurances that this project will be built with private dollars, it is federal taxpayers who will pick up the tab if decisions to proceed are based on a flawed financial analysis.

Over the years, our skepticism regarding this project has increased right alongside the projected cost. The potential magnitude of this project is unlike any tunnel project previously constructed in this country, making it absolutely necessary that all parties be protected by entering into any decisions with eyes wide open. At the basis of this will be a thorough and accurate cost estimate.

We strongly support the proposed resolution and urge its adoption by the Metro Board of Directors. Only then will decision-makers and the public have the information necessary to make further decisions about how to proceed.

Sincerely,

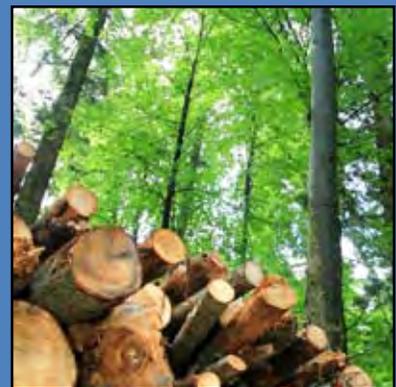
A handwritten signature in black ink, appearing to read 'Erich Zimmermann', with a long horizontal line extending to the right.

Erich Zimmermann
Senior Policy Analyst
Taxpayers for Common Sense

GREEN SCISSORS 2010



**MORE THAN \$200 BILLION IN CUTS
TO WASTEFUL AND ENVIRONMENTALLY
HARMFUL SPENDING**



INTRODUCTION

SINCE ITS INCEPTION fifteen years ago, the Green Scissors Campaign has fought to make environmental and fiscal responsibility a priority in Washington. By eliminating subsidies and programs that both harm the environment and waste taxpayer dollars, the federal government can protect our natural resources while reducing the growth of government spending and making a significant dent in the national debt. *Green Scissors 2010* identifies more than \$200 billion in wasteful government subsidies that are damaging to the environment and harmful to consumers.

Now more than ever, this campaign is critical — the country faces deficits not seen since World War II. Spending levels continue to rise: from the stimulus to defense, from healthcare to energy. The Congressional Budget Office (CBO) has forecast a \$1.3 trillion deficit for fiscal year 2010. The deficit and \$13.1 trillion debt have not gone unnoticed by the President, Members of Congress, and the public, many of whom have called for fiscal restraint in Washington. In fact, the Administration has recently asked for agencies to identify their worst performing programs and called for a 5 percent reduction from every non-security governmental agency, and Republican leadership has started the *You Cut* program that lets taxpayers identify spending cuts that they would like to see.

To get our nation's spending in check, tough choices will need to be made in many areas, including energy and natural resources. The good news is there are plenty of cuts and reforms that will benefit both the environment and the country's bottom line. We need to eliminate wasteful programs and policies—they not only cost us upfront, but create additional financial liabilities down the road and threaten our nation's fragile land, air and water.

From the more than a century-old 1872 Mining Law that gives away federal land at \$5 an acre, to \$53 billion in lost oil and gas revenues from royalty-free leases given away in the late 1990s, to the \$5.4 billion per year ethanol tax credit; there are dozens of reforms that can bring in hundreds of billions in valuable taxpayer revenue while helping to address our nation's top environmental priorities.

The list of cuts is long, and tackling them will require taking on some of the world's richest and most powerful corporations. The President and Congress must get tough with the special interest groups that are raiding our treasury and jeopardizing our valuable natural resources. We know it is not going to be easy; we need real leadership now more than ever.

A Guide for Lawmakers

The Green Scissors 2010 report targets four major areas as places for prime cuts: Energy, Infrastructure, Agriculture and Biofuels, and Public Lands. Each section provides an overview, a summary of the spending cuts and a chart of recommended subsidy cuts. Undoubtedly there are more cuts that could and should be made, but this report is a first step to restoring fiscal sanity while also protecting our environment. We call on Congress to use this information to make the important cuts that will restore our nation's fiscal and environmental health.



INFRASTRUCTURE



Transportation

The nation's transportation program is broke. The gasoline tax that each of us pays at the pump falls far short of the amount needed to maintain the nation's road and transit systems. As a result, Congress has transferred billions of dollars in the past two years from the U.S. Treasury into the Highway Trust Fund so that states and local governments can continue to spend on transportation projects. There are a number of proposed cuts to transportation spending that would help cover this shortfall.

The President's fiscal year 2011 budget cuts the \$293 million Surface Transportation Priorities Program.¹¹ This program is funded entirely by Congressional earmarks and supersedes merit-based state and local decision making. There are House and Senate proposals to rescind unused transportation earmarks that passed at least 10 years ago, which would save as much as \$713 million immediately and more in the future.¹² A final area of possible transportation cuts is individual projects. The following chart contains transportation programs and a sampling of projects that should be eliminated to save taxpayers billions.

¹¹ "Terminations, Reductions, and Savings" in Budget of the U.S. Government: Fiscal Year 2011. Page 51.

¹² <http://feingold.senate.gov/record.cfm?id=322763> and <http://betsymarkey.house.gov/News/DocumentSingle.aspx?DocumentID=197995>

Selected Highway Projects	Potential Cuts (\$)
I-710 Tunnel Project	11,800,000,000
Knik Arm Crossing	1,500,000,000
Surface Transportation Priorities (over 5 years)	1,465,000,000
Rescind unused transportation earmarks	713,000,000
St. Croix River Crossing Project/Stillwater Bridge	668,000,000
Juneau Access Road	500,000,000
Outer bridge portion of Ohio River Bridges Project	378,000,000
Gravina Island Access	304,000,000
TOTAL	17,328,000,000

INFRASTRUCTURE

HIGHWAY TRUST FUND

Uncle Sam collects the federal gas tax and deposits the proceeds into an account called the Highway Trust Fund (HTF). This revenue pays for the construction and upkeep of the nation's transportation systems. Over-spending by Congress and the current structure of the fund have created a perfect storm that has the HTF on life-support.

When it became clear last year that the transportation program was in serious trouble, Congress responded by throwing billions of tax dollars at it to prop it up. In less than two years, Congress has approved the transfer of some \$34 billion in general tax revenues to the HTF to keep it solvent and reversed an \$8.7 billion rescission mandated at the expiration of the last highway bill. Yet all that spending does nothing to fix the fund's underlying problems. Without a massive increase, the gas tax

alone will still not be sufficient in the years ahead to maintain our transportation infrastructure at a safe and efficient level and feed the seemingly endless congressional appetite for highway pork.

General fund transfers to the HTF must stop. Congress should balance the amount coming into the fund with what is spent from the fund. This will require increasing revenues (options include allowing additional tolling, increasing the federal gasoline tax, or converting to an alternative taxing mechanism such as a vehicle miles traveled tax), decreasing spending (options include reducing funding for unneeded transportation projects, getting rid of the billions in transportation earmarks, changing the federal match for new construction projects) or some combination of both.





ANGELES CHAPTER · SIERRA CLUB
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For Immediate Release
December 16, 1997

Contact: Stanley Hart
(626) 791-9348

The Sierra Club Position on the 710 Freeway

Urban freeways are a costly, tragic failure.

Under construction for fifty years, Los Angeles freeways represent a public investment of \$125 billion -- \$250 million per mile, in today's dollars. In addition, the traveller must purchase and operate his own vehicle; parking must be provided. Despite this huge outlay, freeways are notorious for fostering congestion, air pollution, death and injury.

Not only have freeways failed to provide safe, convenient, inexpensive transportation, they have generated sprawl which has given Los Angeles a worldwide reputation for inefficiency. By destroying our rail transit networks, the freeways have created ghettos where poor and minorities, unable to purchase cars, are denied reasonable access to jobs, education.

The electorate has voted twice to tax itself to build essential mass transit infrastructure; it has never voted approval of freeway expenditures. Yet, the transit budget has been suspended and plans to build yet another freeway move forward. The establishment has turned the world on its head. The absurdity of the freeway system is perpetuated.

We have long known that increasing freeway capacity simply generates more trips by more drivers. New freeways do not reduce congestion; they increase congestion. They do not reduce air pollution; they add to it. We now have research and hard data which confirms these observations. Highway bureaucrats, however, have chosen to ignore this truth. Highway advocacy has, thus, been transformed into highway ideology. The bureaucrats, and the special interests which profit from their projects, continue to depend on the old myths. Denial permits continuation of careers. But bureaucratic denial is remarkably costly for Los Angeles. Freeway commuting absorbs 25% of Los Angeles incomes. It is costly in many other ways:

- 2,000 fatalities annually; hundreds of thousands of injured.
- air pollution, ozone depletion and generation of greenhouse gases.
- personal savings rates are inadequate to accumulate essential investment capital.
- 40% of land surface devoted to parking and operation of cars and trucks.

The Sierra Club opposes new expenditure of public funds for additional freeway capacity, including the 710 extension and all HOV lane projects, because they are not cost-effective and are detrimental to the community as well.



NATURAL RESOURCES DEFENSE COUNCIL

June 16, 2010

Via U.S. Mail

Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Re: Huizar and Katz Motions Regarding SR-710 North Environmental Review Process

Dear Chair Najarian and Metro Board Members:

On behalf of the Natural Resources Defense Council (“NRDC”) and its tens of thousands of members who live and work in Southern California, we are writing to express our **support** for Director Huizar’s motion, and our **conditional support** for Director Katz’s motion, pertaining to the SR-710 North environmental review process.

A surface route for the SR-710 North would have significant adverse environmental impacts and would be extremely disruptive to the community. In 1999, a federal District Court found the environmental review of the surface route to be deficient for its failure to identify all adverse environmental impacts under NEPA. Relying on that decision, both the Federal Highway Administration and Caltrans withdrew their environmental approvals of a surface route. Because CEQA only requires an analysis of alternatives that *reduce* adverse impacts, the EIR process need not include a surface route alternative.

We understand that the Board’s legal counsel is advising the Board that it will be legally vulnerable if the surface route is deleted at this time, but we are confident that is not the case. The existence of the prior environmental review shows that the surface route would *increase*, not decrease, impacts, and thus review of it would not further CEQA’s purpose of reducing adverse impacts. We therefore support the Huizar motion, which would eliminate the surface route from the EIR process.

In addition, we believe that the provisions in the Katz motion would enhance the environmental review process and ensure a better overall outcome. The proposal would include affected communities and other stakeholders in studying a broad range of non-tunnel alternatives, while ensuring that the costs of each alternative are weighed against its benefits. However, the motion’s focus on addressing the so-called “SR-710 north gap

Board of Directors, Metropolitan Transportation Authority

June 16, 2010

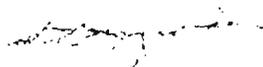
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closure" is too narrow. The alternatives analysis should focus more broadly on improving mobility across the entire San Gabriel Valley, rather than just the area around the SR-710 North connection. We recommend modifying the purpose and need description in Paragraph A of the Katz motion accordingly.

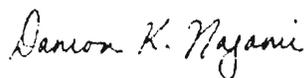
Finally, on a related note, we are disappointed that the CEQA lawsuit involving this project (*South Pasadena v. Metro*) has not yet settled. If settlement discussions ultimately fail, we may become involved in that litigation on appeal, either through intervention or as an *amicus*.

Thank you for your consideration of our views.

Very truly yours,



Joel Reynolds
Director, Urban Program



Damon Nagami
Staff Attorney



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION IX

75 Hawthorne Street
San Francisco, CA 94105-3801

OFFICE OF THE
REGIONAL ADMINISTRATOR

August 22, 2000

The Honorable Adam B. Schiff
California State Senate
PO Box 942848
Sacramento, CA 94248-0001

Dear Senator Schiff:

Thank you for your letter concerning the proposed 710 freeway extension. You raise important questions about the project and statements being made about it. We will attempt to clarify the situation as you request.

As we understand it, there are claims that the 710 freeway extension would have positive air quality benefits and therefore is critical for demonstrating transportation conformity in the South Coast Air Basin. There are also claims that if the 710 extension is not built, transportation conformity could not be met thus resulting in the loss of federal transportation dollars. These claims are not true.

The main question is whether not building the 710 hurts Southern California Association of Governments' (SCAG) ability to demonstrate that the Region's Transportation Improvement Plan conforms with the South Coast Air Quality Plan (i.e. conformity). Our view is that it does not affect conformity. The conformity regulations require that the emissions analysis for a region include all the projects and policies being proposed (see, e.g. 40 CFR 93.122(a)). Only by analyzing the entire set of proposed projects and policies in the context of the overall transportation system can regional air quality impacts be determined. In SCAG's case, there are huge numbers of projects and a vast transportation system to consider. Therefore, a single project is very unlikely to help meet the emissions budgets in order to show conformity. Moreover, any claims of air quality benefits of the 710 project are questionable because the proponents have not adequately considered long term impacts.

We hope that this information answers your questions. We have discussed this issue with the Federal Highway Administration. If you have any further questions or we can assist you in any other way, please contact Mark Brucker of my staff at (415)744-1231.

Yours,

Felicia Marcus
Regional Administrator

cc: SCAG, Charles Keynejad
FHWA, Jean Mazur
Caltrans, Sharon Sherzinger