

Jomsky, Mark

From: Bill Greene <billeegree@yahoo.com>
Sent: Monday, December 10, 2012 11:17 AM
To: Jomsky, Mark
Subject: 710 extension

Please add my voice to those who oppose the extension of the 710 Freeway.

William Greene
356 Georgian Rd.
La Canada, CA 9101

Jomsky, Mark

From: Marge Hanna <mhanna@margehanna.com>
Sent: Monday, December 10, 2012 11:57 AM
To: Jomsky, Mark
Subject: 710 extension

I am sending this e-mail to register my deep concern about facilitating a route to bring even more trucks into our area. Any extension route, surface or tunnel, is a grave mistake on the part of the politicians involved. Adding to the already impossible number of trucks on the 210 freeway and the smog and pollution already in existence would be an additional burden on the people in this area

Please join the group in opposition to this project and do your part to protect your constituents and fulfill your obligation as an official of the city of Pasadena.

Thank you,
Marge Hanna

Jomsky, Mark

From: Joanne Nuckols <joanneno710@aol.com>
Sent: Monday, December 10, 2012 11:40 AM
To: Jomsky, Mark
Subject: Freight Trucks and the Proposed 710 Toll Tunnels, 12/10/12 Agenda
Attachments: 710TrucksDisinformaion.doc

December 12, 2012

Mayor Bogaard and Pasadena City Council members:

As you are aware, the issue of freight trucks allowed in the proposed tunnels has been questioned and of great concern since 2003 to Pasadena residents and your body the city council current and past. The many questions and request for information has been less than forthcoming and/or, to be more blunt, less than truthful from Metro and SCAG.

Attached is a compilation of statements made at meetings and in the press that are contradictory at best to statements being made by the EIR/EIS consultants. I think it is necessary to document these statements that the 710 North is for freight movement, because the EIR/EIS consultants are saying it will NOT be used by trucks. x
Just as short a time ago as February of this year, Hassan Ikhata, SCAG Executive Director, stated at a Move LA Conference at Union Station, "the 710 North, the 710 South and the High Desert Corridor are special goods movement corridors," but is now saying he misspoke or doesn't remember making this statement. It is a little hard to make that claim when the statement was made in front of 400 people.

Additional evidence that should point to your distrust of the EIR/EIS process is the fact that Metro canceled a Freight Movement meeting scheduled for September in Pasadena that could have resolved this conflicting statements and publicly vetted the issue once and for all. You should ask that this meeting be reinstated ASAP in the new year so that you and the public have the information and can question the validity of the officials theoretical modeling.

The cities of Los Angeles, South Pasadena and Pasadena share three very positive things...the Arroyo Seco, the Arroyo Seco Parkway (110) and the Gold Line. Hopefully we don't have to share a very environmentally negative and fiscally irresponsible 710 toll tunnels. The \$780 million allocated in Measure R would be a much better value to our three cities to be used to extend the Gold Line to Claremont.

Joanne Nuckols
1531 Ramona Ave
South Pasadena, CA 91030
626 799-1014

Trucks in the 710 Tunnel

disinformation from Metro, Caltrans, SCAG, and official representatives involved

Official declarative Statements asserting the tunnel is being built for freight trucks:

<http://www.everythinglongbeach.com/metro-transportation-projects-2011/>

Metro's Freeway Projects Mean Better Transportation For Everyone By Editor 03-24-2011
In this article, **Doug Failing from Metro** gave information to the reporter making the **exact same statement** from the **Metro News release of 3-21-2011** (below)

http://m.metro.net/news/simple_pr/metros-highway-program-shifts-high-gear-18-new-pro/

Metro News release March 21, 2011, "Metro's Highway Program Shifts into High Gear with 18 New Projects Worth Nearly \$1.4 billion Set to Break Ground in 2011"

*While this year's 18 projects and the I-405 are designed primarily to give people a better commute, three other high-profile projects in various planning stages but not yet scheduled, address the **demands of commerce -- specifically goods movement from the twin ports of L.A. and Long Beach**, the two busiest ports in the country, and goods movement from California's Central Valley, America's bread basket.*

The I-710 south from the Pomona Freeway (SR-60) to the Ports of Los Angeles and Long Beach will involve a freeway widening and possibly a separate freight corridor that could be tolled.

***The 710 north gap closure between the I-10 and the I-210 would complete the natural goods corridor that was begun several decades ago.** Metro has been holding a series of conversations and outreach with the community, in an effort to collect ideas on best options.*

A third, the High Desert Corridor, will be a brand new 63-mile east-west freeway between SR-14 in Los Angeles County and SR-18 in San Bernardino County. It would create a shortcut for goods movement from the Central Valley to the rest of the United States and trim back goods congestion through the L.A. basin.

Like infrastructure investment, goods movement investment is an investment in our future, Failing said.

<http://mobility21.com/overview/>

Sept. 6, 2011 10TH ANNUAL SOUTHERN CALIFORNIA TRANSPORTATION SUMMIT

Mobility 21's Board of Directors is comprised of the leaders of Southern California's transportation agencies and business organizations. The Board meets monthly to tackle regional transportation issues facing Southern California and works together to develop solutions.

Hasan Ikhata Executive Director [Southern California Association of Governments](http://www.aialosangeles.org/event/mobility-21-summit-registration-now-open)

<http://www.aialosangeles.org/event/mobility-21-summit-registration-now-open>

(mobility-21 Tuesday, Sept. 6, 2011) - 10TH ANNUAL SOUTHERN CALIFORNIA TRANSPORTATION SUMMIT Transportation NEXT: New Era, New Vision, New Realities

*Mind the Gap: What **Gap Closures** Mean for the Effectiveness of Southern California's **Goods Movement System***

http://www.lacanadaflintridge.com/docfiles/city/cc_na_mis_090721_092848.pdf

7-21-09 I-710 Missing Link Truck Study Traffic Analysis for the Arroyo Verdugo Subregion With and Without the I-710 Gap Closure Preliminary Draft Final Report

Submitted by Iteris In Association with the KOA Corporation, May 2009, Submitted to Southern California Association of Governments

Note - Study was done to look at the effect the I-710 "gap closure" would have on the roadway system of the communities surrounding the project. In it, it states that the "gap closure" Truck lanes would allow trucks to bypass the downtown area for trips "to and from the Central Valley and Northern

California areas" and increase traffic to the area. **Truck** traffic would also increase east of the 710 through **Pasadena**, the study found. The study was never "finalized" by SCAG.

*This Study was commissioned by the Southern California Association of Governments (SCAG) to further examine the potential vehicle and **truck impacts** on the surrounding freeway and roadway network if a tunnel was constructed between the existing northerly terminus of the SR-710 Freeway in Alhambra and the I-210/SR-134 freeway interchange in Pasadena. SCAG has emphasized that this study is technical and comparative in nature and is not meant as a recommendation either for or against a freeway tunnel.*

http://rtpscs.scag.ca.gov/Documents/2008/fFinance_AppF_02_SR710.pdf

http://www.scag.ca.gov/rtp2008/pdfs/finalrtp/reports/fFinance_AppF_02_SR710.pdf (original - but now broken link)

SR-710 Tunnel Financial Feasibility Assessment SCAG RTP 2008 final RTP reports Finance AppF PDF pg4

...In the opening year, the "average" user would pay \$5.64 to use the tunnel. Trucks would pay an average of \$15.23. The flat rate is assumed to be \$7.00. See tables 1, 2, and 3 of Exhibit 1 Traffic & Revenue.

PDF pg 5 please see section 2.7.: *Passenger and Commercial Tolling*

It has been assumed that all vehicles, both passenger and commercial, will be tolled without restrictions. Trucks would be permitted to use the tunnel, except for those carrying hazardous materials, at all times. A correction factor for vehicles carrying hazardous materials has been taken into consideration in this report.

Due to the importance of truck traffic on the SR-710 and to provide another east-bound connection for freight, it is critical to allow truck traffic in the tunnel.

<http://www.scag.ca.gov/goodsmove/pdf/2008/gmtf052108fullagn.pdf>

Goods Movement Task Force Of The Southern California Association Of Governments, Wednesday, May 21, 2008 9:30 a.m. – 11:30 a.m., February 20, 2008 Minutes

Pg 9 PDF (Pg 6 of the Doc)

(Update on) 5.2 Missing Link Truck Study

*Mr. Vigen Davidian, Iteris, Inc., began by giving an update on the progress of the project, noting it was 50% complete and on-schedule to be finished by the June 30, 2008. Mr. Davidian began by describing the I-710 gap and the potential for the construction of a tunnel to close the gap between the I-710 freeway and the I-210 freeway based on previous study. He emphasized that the purpose of the study was to evaluate the full effects of the connection and its various options, specifically in relation to **truck impacts**.*

<http://articles.latimes.com/2007/feb/13/local/me-roads13>

State's future may be paved with fees Evan Halper, February 13, 2007, LA Times Under pressure from Gov. Arnold Schwarzenegger, who has been pushing for the state to start shifting the cost -- and some control -- of road building to the private sector, lawmakers last May authorized government agencies to build four demonstration projects in partnership with investment banks, shipping companies and other businesses....

Moving goods The Legislature has yet to sign off on what roads would be built under the arrangement, but has stipulated that they must serve the movement of goods. The California Department of Transportation is already suggesting a toll road for trucks that would go from the Port of Long Beach to the Inland Empire, and a toll road for cars and trucks at the Mexican border near San Diego that would have its own border crossing...State and local transportation planners have joined with the governor's office to lobby lawmakers for authority to broker more deals with private companies. "This should only be a beginning," Mark Pisano, executive director of the Southern California Assn. of Governments, said of the projects approved in May. At a recent legislative hearing, Pisano told lawmakers that his organization wants to work with private companies to **build a**

controversial 8-mile tunnel that would link the 710 Freeway to Pasadena, a project estimated to cost at least \$2 billion. Federal transportation officials are cheering these planners on.

http://www.usc.edu/schools/sppd/keston/research/documents/710FinancingCharretteFinalReport_1-28-07.pdf

1-28-07 USC Financial Charette (a.k.a., "SR-710 Missing Link Truck Study (Preliminary Draft Final Report)":

PDF Pg 1-2

The importance of the 710/210 tunnel connector is recognized by federal, state and regional transportation traffic engineers and planners, and it is a priority project for the California Department of Transportation (Caltrans), the Southern California Association of Governments (SCAG) and the Los Angeles County Metropolitan Transportation Authority (MTA). The tunnel would serve to connect two major interstate freeways, closing a critical 4.5 mile gap in the regional highway system. Interstate 710 or the "Long Beach Freeway" is a major goods movement corridor and an important north-south route extending from the City of Long Beach area in the South, through Los Angeles, and ending just north of Interstate 10 in Alhambra. The tunnel would continue the route as originally provided for in California Freeway and Expressway System plans dating back to the 1950s. It would descend in Alhambra, continue underground beneath the city of South Pasadena, and emerge in Pasadena to connect to Interstate 210, ...

PURPOSE

...Local opposition to the construction of this segment of freeway delayed the project for approximately four decades, with protests and lawsuits by community groups and property owners in Alhambra, San Marino, Pasadena and La Canada/Flintridge, but the most vocal and aggressive opposition from activists and officials located in the City of South Pasadena...

PDF Pg 3

...In addition, this critical segment of highway would dramatically reduce travel times and distances for one of the most important regional goods movement corridors, and the value of its added efficiency means that it would generate reliable traffic and toll revenue...A major collaborative effort to move the project forward was spearheaded and funded by the MTA... The planning charrette opened with overviews from public officials of the history of the project and the status of engineering plans and cost estimates. It also featured the assessments and estimates of several leading legal firms, contractors, and financiers that have direct experience with similar projects around the world...The afternoon featured a lengthy informal discussion of the pragmatic steps still required to bring this project to fruition, including the role of private sector parties, the projected costs and variations on financial agreements, the relevant political circumstances in California, and the legislative and legal steps that are necessary to getting construction underway. The meeting opened with introductions, and a statement from California State Assemblyman Mike Eng, representing district 49 including much of the San Gabriel Valley including Alhambra and San Marino. Assemblyman Eng offered his support for legislative action. Tracy Arnold, Director for Jobs and Economic

PDF pg 4

Growth of the Office of the Governor, expressed support for the project and stressed Governor Schwarzenegger's commitment to leveraging public money through private sector partnerships. Dan Farkas, representing California State Senator Gil Cedillo, confirmed their interest in seeing construction underway, and Senator Cedillo's willingness to sponsor needed legislation. Senator Cedillo

represents Senate District 22, including much of Los Angeles as well as South Pasadena, Alhambra, and San Marino. ...Robert Huddy of the Southern California Association of Governments began discussion with an overview of the history of the project. Mr. Huddy is a senior transportation manager who has been involved with the 710 connector project as a representative of SCAG for nearly two decades...The

historical overview presented by Mr. Huddy was followed with data on current traffic estimates and cost estimates. **Traffic estimates indicate that the tunnel would immediately attract significant traffic between the port area and Los Angeles heading toward major national distribution centers in San Bernardino County.** It would alleviate traffic congestion for commuters and trucks on surrounding freeways, in particular Interstate 5, Interstate 10, and Highway 101 and also eliminate the current bottleneck where I-710 currently ends in South Pasadena. The MTA was represented at the meeting by Linda Hui, Transportation Planning Manager of the San Gabriel Valley Area Team, and Caltrans District 7 was represented by senior engineer Abdi Saghafi, route 710 corridor manager, both of whom contributed informal assessments of current prospects and progress. ...Michael Liikala, representing ACS-Drage, followed with a detailed presentation on major engineering aspects of the tunnel project.

PDF pg 5

James Martling of Sperry Capital then discussed his firm's experience with public/private partnerships and emphasized the need for quick action to ensure financial feasibility. He also recommended that government agencies take responsibility for the environmental review process, which is considered too unpredictable for the private sector to take on that risk...The final presentation of the day was made by Paul J. Ryan and Nick Moller of the Infrastructure Advisory Group of JP Morgan Securities. They presented a detailed spread sheet with financial data and assumptions for the tunnel project. They were able to adjust variables including the potential overall budget of the project (currently estimated at approximately \$6 billion), traffic diversion, toll rates, the amount of government contributions, and the timeframe of concession agreements as well as other significant elements. ...Mark Pisano, executive director of the Southern California Association of Governments, led a general discussion following the presentation. Mr. Pisano emphasized the importance of pragmatic action and the development of a workable legislative strategy.

SCAG memo February 17, 2005

To: Plans & Programs Technical Advisory Committee, From: Nancy Pfeffer, Senior Regional Planner, RE: Goods Movement White Paper for Secretary of Business, Transportation & Housing In 2004,

Governor Schwarzenegger was "criticized by government and business leaders in Asia for allowing congestion at the San Pedro Bay Ports to impede the flow of goods from Asia to U.S. markets. On his return he tasked BT&H Secretary, Sunne Wright McPeak with developing a strategy on this issue."

http://www.scag.ca.gov/rtp2004/pdfs/techappendix/appendix_E.pdf

Appendix E Goods Movement 2001 RTP Technical Appendix, Southern California Association of Governments May 2001

Freight Issues, Implications and Options in the Moving Forward Document

(doc E-28-E-29/PDF pg 30-31)

f) The I-710 Gap Closure

Issue: Environmental and construction impacts on the City of South Pasadena are at the core of an on-going debate on whether to close the gap in Interstate 710. Even if the gap is closed, trucks are banned from using it.

Implications and Options: The 710 Freeway gap closure project as presently conceived would divert commuter traffic moving from the I-10, SR-60, I-5, and I-710 freeways to Pasadena, which would provide some alleviation of congestion impacting truck traffic using the 5 Freeway on the segment between the 710 Freeway and the 110 Pasadena Freeway. However, it would not permit trucks to directly access the 210 Freeway from the 710 Freeway.

A potential solution is to modify the Interstate 710 gap closure project with the construction of four bored tunnels under South Pasadena to avoid neighborhood disruption/damage. Trucks would be allowed to use the I-710 project thus modified, so that direct 710-210 truck movements are

possible, permitting trucks to bypass downtown Los Angeles and reducing the load on the 5 Freeway and others. A toll on cars and trucks would be used to pay for the additional cost of the bored tunnels above and beyond the expenditures for the cut-and-cover underground roadway through South Pasadena that Caltrans has indicated it can fund.

In discussion in the Committee, it was noted that this solution would require further study, as questions of underground fault lines, the water table, etc. would need to be investigated before the feasibility and costs of bored tunnels in this location could be determined. If truck lanes are implemented on the 710 Freeway from the San Pedro Bay Ports to downtown Los Angeles, such truck lanes would logically be extended northward to use any such bored tunnels as might be incorporated into the gap closure project--allowing easy access from the 710 Freeway to the 210 Freeway. It was further noted that diversion of commuter traffic to a 710 bored tunnel gap closure project would also have some benefits for truck traffic using the 5 Freeway.

Finally, it was suggested that other freeway gap closure projects, such as the 30 Freeway between the San Gabriel Valley and San Bernardino, would also provide major goods movement benefits, and may also warrant endorsement by the Goods Movement Committee.

Official Statements pretending the studies previously presented and statements above don't exist:

http://www.pasadenastarnews.com/alhambra/ci_22056690/alhambra-hosts-710-forum-get-correct-information-out

Alhambra hosts 710 forum to 'get the correct information out there'

By Lauren Gold, SGVN

Posted: 11/23/2012 08:28:21 PM PST

Updated: 11/23/2012 09:16:31 PM PST

Alhambra Mayor Barbara Messina said she asked **Ikhmeta** and **Failing** to come to the meeting to dispel what she says are rumors and misinformation surrounding the project.

Freeway fighters have expressed concern that Metro is **not** seriously considering options other than the freeway tunnel, which they fear will be a source of **truck congestion** and air pollution in the cities that line the route.

"My whole purpose was to get correct information out there, everything that I've been hearing like 'oh, we are going to have all this pollution' ... but that's **not** true. ... And the cost, its **not** going to be as high as \$20 billion as people say," Messina said. "I just think they don't want to hear the truth, they talk amongst themselves and this is what they tell other people ... so it's time to get the correct information out there now."

Letter from Doug Failing November 19, 2012

Dear_

Thank you for your recent letter addressed to my attention regarding the State Route 710 Study currently underway. Your interest in this important regional transportation issue is appreciated and I welcome this opportunity to provide you with Metro's perspective on this matter.

*Your primary concern is in regards to statements that may have been attributed to me, presented in an article that ran in the publication "Everything Long Beach", asserting that the State Route 710 freeway tunnel option is being planned as a goods movement corridor for trucks. Please be advised that, while this may be the interpretation of the author of the article, that statement should not be attributed to me **as the State Route 710 is not a goods movement corridor.***

The objective of the State Route 710 Study is to examine a range of alternative concepts in order to find solutions to traffic congestion in the West San Gabriel Valley area and to promote a more efficient operation of our regional freeway system. The voters of Los Angeles County passed Measure R in November 2008 by a two-thirds majority to approve a half-cent sales tax increase to fund transportation

improvement projects in our county. Measure R specifically allocates \$780 million to the State Route 710 corridor. In June 2010, the Metro Board of Directors authorized staff to pursue a robust public Outreach effort in pursuit of multi-modal solutions to congestion in the State Route 710 Corridor, leading to the preparation of a Draft Environmental Impact Report I Environmental Impact Statement (DEIR/DEIS).

Five alternatives will be carried forward for more detailed analysis in the DEIS/DEIR. These alternatives are:

1. No-Build
2. Transportation System Management f Transportation Demand Management
3. Bus Rapid Transit with refinements
4. Light Rail Transit with refinements
5. Freeway Tunnel with refinements

Page 2

None of these alternatives are being developed as a goods movement alternative. At this time, we are just beginning the environmental process and no decision has been made on a preferred alternative.

Sincerely,

Douglas R Failing, P.E.

Executive Director, Highway Program

cc:

All Metro Board Members

Hasan Ikhata, Executive Director, SCAG

http://www.pasadenastarnews.com/ci_22007346/scag-official-says-710-tunnel-will-be-hard

SCAG official says 710 tunnel will be hard to beat

By Lauren Gold, SGVN

Updated: 11/15/2012 09:27:02 PM PST

At the meeting, which was attended by the group of city officials asked to provide guidance throughout the study, Metro officials also discussed how goods movement plays into the freeway extension.

Freeway fighters have expressed concern that the tunnel would become a goods movement route for trucks from the ports, spewing added diesel pollution into the San Gabriel Valley.

Consultant Steve Greene said that a freeway tunnel would not likely be a popular route for trucks out of the ports, as those trucks would continue to take the **710** to the 10 or the 60 Freeway.

"We are not saying trucks will never use this tunnel, but the point we're making is that that facility is not on the path that port trucks in particular are taking," Greene said.

Consultant Loren Bloomberg said trucks going to the local grocery stores or shopping malls would use the tunnel instead of taking the local streets.

Given this data on **truck** movements, Bloomberg stressed that the **710** extension is focused on moving people, not trucks.

"Goods movement from the ports is not a driver for our study need, we are not seeing an influence there, we've been saying this consistently," Bloomberg said.

[http://www.scpr.org/programs/airtalk/2012/08/07/27762/what-happened-710-freeway-extension-project-los-](http://www.scpr.org/programs/airtalk/2012/08/07/27762/what-happened-710-freeway-extension-project-los-an/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed:+kpccAirTalk+)

[an/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed:+kpccAirTalk+](http://www.scpr.org/programs/airtalk/2012/08/07/27762/what-happened-710-freeway-extension-project-los-an/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed:+kpccAirTalk+)
August 7, 2012 KPCC - interview with Doug Failing (Metro's Executive Director, Highway Programs) :

Here is a transcribed quote of the interview that Doug Failing recently gave on the KPCC radio Air Talk show. It's an example of Metro's Reps blatant attempt to mislead the public. The show is archived on the KPCC link below and is listed on the left side of the website page:

.....Doug Failing: "I've never to my knowledge ever said that this 710, this gap, would have anything to do with truck traffic, fact is I've always ah said that ah I most of the traffic come out of the ports LA Long Beach are either headed towards the East West corridors so their out on the 60 their out on the 10 and I've never seen 710 as as a freight corridor, and I've said that quite often.".....

The above quote by Doug Failing appears to contradict what was reported not only in the *Everything Long Beach* article (Metro's Freeway Projects Mean Better Transportation For Everyone By Editor 03-24-2011), *but also the* Metro News release March 21, 2011, "Metro's Highway Program Shifts into High Gear with 18 New Projects Worth Nearly \$1.4 billion Set to Break Ground in 2011

<http://www.dot.ca.gov/dist07/710study/pdfs/LCF%20Community%20Meeting%20Summary%20FINAL%20DRAFT%20062509.pdf>

SR-710 Tunnel Technical Study La Cañada Flintridge Community Meeting Summary May 26, 2009 pg 4

Comment from Metro: You are going to have to be able to radiate movement of goods into your community. Distribution of goods will involve at least one truck movement. We actually looked at the possibility of not including trucks in the tunnel. I can't say that we will say there will be no trucks. Perhaps we may exclude trucks over a certain size. I think some of us may be confused about the number of trucks that will be using the route.

Jomsky, Mark

From: Adrienne <platy02@pacbell.net>
Sent: Monday, December 10, 2012 11:54 AM
To: Jomsky, Mark
Subject: No 710 extension

Mr. Jomsky,

Please, please.

Do not bring trucks and cars into Pasadena from the ports. We have a beautiful city, this 710 extension tunnel would divide the city, bring pollution and blight to it.

We want a "non-freeway" solution to the 710.

Adrienne Picchi

Jomsky, Mark

From: Jan SooHoo <jan@soohoos.org>
Sent: Monday, December 10, 2012 11:47 AM
To: Jomsky, Mark
Subject: 710 Comments for tonight's City Council Meeting
Attachments: myth.pdf; 710 Tunnel Performance Information 1-10.2pdf-1.pdf

Dear Council Members, (Please view attachments)

The purpose of this letter is to submit documents supporting my opposition to the 710 Tunnel project that you may not have been aware of or considered previously:

1. SR-710 Tunnel Performance Information: Summary of an analysis by the City of La Canada Flintridge of SCAG, Metro and USC studies. The analysis shows that if the tunnel is opened, 75% of local surface streets will still be gridlocked. It also shows that an additional 30,000 vehicles per day would use the I-210, and an additional 2,500 trucks per day would use this route. Further, this analysis shows that the tunnel itself would be gridlocked and would operate at level of service "F". I implore you to read the analysis and consider the consequences.
2. Summary of a study of 15 years of data from 70 U.S. municipalities from the Texas Transportation Institute that clearly demonstrates that adding lanes of highway does not relieve congestion, and that induced demand negates transient congestion improvements within 5 years. Ask yourselves -- Should we spend somewhere between 5 and 15 billion dollars for an unproven 5-year transient relief to congestion in this corridor?
3. An anecdotal report you may be interested in: I attended the most recent Technical Advisory Committee (TAC) for the SR-710 extension project. This question was asked of Metro staff and of the CH2MHill representatives (contractor conducting EIR/EIS) -- "Who is responsible for paying for and carrying out emergency response to accidents, fires, etc. in the tunnel?" The question was met with blank stares as though they had not given this issue one moment of thought. They had no definite answer and evaded responding to the question. The City of Pasadena should be aware that this issue has not been addressed and that the City might find itself responsible.

While the City may not be willing to formally oppose the project due to legal constraints, you certainly must consider the issues surrounding such a large-scale project and the huge cost to the City during construction and following completion.

You must do all you can to protect the citizens of Pasadena and the surrounding communities your promise that you will not permit this project to endanger the health and well being of all the communities impacted by this project.

Sincerely,

Jan SooHoo
Resident of La Canada Flintridge
LCF Representative to No 710 Action Committee

It's A Myth!

Highway Expansion Relieves Congestion

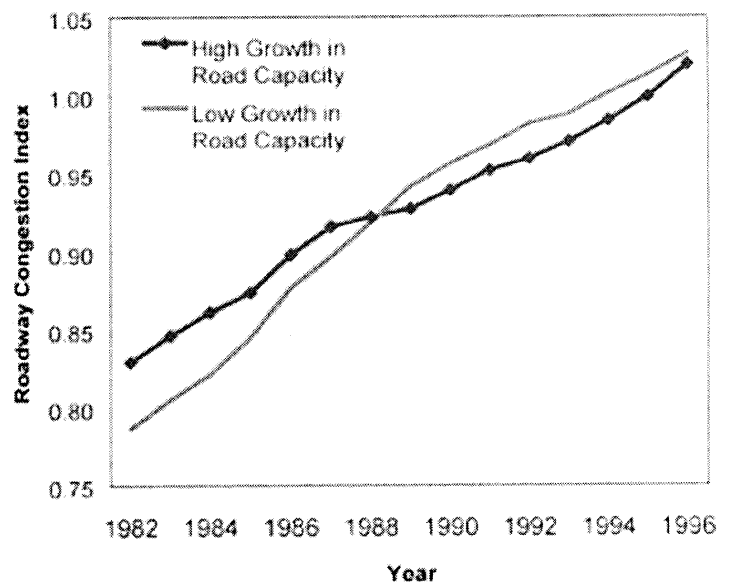
Roadway construction remains the most common traffic congestion management strategy. But, does this strategy work? Not according to the Surface Transportation Policy Project.

Reason dictates that if adding roadways relieves congestion, cities that invest heavily in building new roads, or expanding the capacity of existing ones, should benefit from less congestion, and lower costs associated with congestion, compared to cities that spend less on constructing additional capacity. In its 1998 report, the Surface Transportation Policy Project (STPP) sought to test this hypothesis by analyzing 15 years (1982 – 1996) of data from the Texas Transportation Institute's (TTI) study of congestion in 70 U.S. metropolitan areas from 35 states. These 70 metropolitan areas were first ranked based on their growth in lane capacity and then divided into half – a “high growth” group in which the metro areas increased lane capacity by an average of 47%, and a “low-growth” group in which average growth was only 22%.

Four conventional transportation indicators were calculated from the data: congestion cost per capita, excess fuel used per capita, delay per capita and roadway congestion index. The two groups showed **no significant difference** in congestion cost per capita, **no difference** in excess fuel per capita and delay per capita **did not differ** between the two groups.

The two groups showed **no significant difference** in the mean roadway congestion index, a commonly-used parameter calculated from an area's daily volume of travel per lane of freeways and major streets. The “high growth” group spent \$22 billion more than the “low growth” group and the bottom line is **the “high growth” metropolitan areas did not achieve more congestion relief than the “low growth” areas** (See figure at right).

The STPP study did not control for factors such as changes in population, shifting demographics, economic activity or changes in land use. However, the large size of the data set (70 metropolitan areas), geographic range (35 states from every region of the U.S.) and the long study period (15 years) make it likely that the relationships that emerged from the analysis are real and not biased by any of these factors.



The results of the STPP analysis were not surprising in 1998, and are not surprising today. A large body of research documents the phenomenon of “induced traffic” (Noland, 1999). When road capacity is expanded near congested routes, drivers who did not use that route previously are attracted to the new route to save time, resulting in an increase in the traffic volume in the new route. An analysis of 17 years of data from 30 urban California counties by U.C. Berkeley researchers (Hansen and Huang, 1997) found that every 1% increase in new lane-miles generated a 0.9% increase in traffic in less than 5 years, effectively neutralizing the transient increase in capacity.

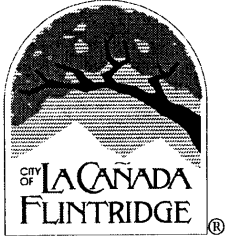
It is time for transportation officials to stop throwing good money after bad by repeating the same, expensive, one-size-fits-all approach to congestion relief – building more roads. This study demonstrates conclusively that highway construction is not the answer to providing congestion relief.

References:

Hansen, M., and Huang, Y., (1997): “Road Supply and Traffic in California Urban Areas”. *Transportation Research A*, vol.31, no.3, pp. 205-218.

Surface Transportation Policy Project, (1998): “An Analysis of the Relationship Between Highway Expansion and Congestion in Metropolitan Areas”. 12 pp.

Noland, R.B., (1999): “Relationships between Highway Capacity and Induced Vehicle Travel”. *Transportation Research Board 78th Annual Meeting, January, 1999*.



CITY COUNCIL

Laura Olhasso, Mayor
Donald R. Voss, Mayor Pro Tem
Gregory C. Brown
Stephen A. Del Guercio
David A. Spence

SR-710 TUNNEL PERFORMANCE INFORMATION
SCAG, Metro and USC Studies - Analysis

IF THE TUNNEL IS COMPLETED, 75% OF LOCAL SURFACE STREETS WOULD STILL BE GRIDLOCKED.

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.

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.

1. 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..

THE TUNNEL CONNECTION WOULD MAKE OVERALL DRIVING CONDITIONS WORSE REGIONALLY.

1. The overall number of vehicle miles traveled would increase in the peak hour, bringing many environmental impacts;
2. The overall number of vehicle hours would increase (more delay, gas consumption and air pollution);
3. The system-wide, regional benefit would only be an increase in overall speed of .6 miles per hour; and
4. Motorists would be driving farther and spending more time on the road if the tunnel is built.

The previous information is an analysis by of the City of La Cañada Flintridge's Traffic Engineer of the SCAG (So. Ca. Assn. Of Gov'ts.) "SR-710 Missing Link Truck Study (Preliminary Draft Final Report)," conducted by Iteris, Inc., a consulting firm. This report studied traffic as it would be if the original tunnel route proposed by Caltrans/Metro was built (Route "3").

THE TUNNEL ITSELF WOULD BE GRIDLOCKED SOON AFTER COMPLETION.

1. "In the peak (northbound) direction, the gap closure is projected to operate at LOS F..."

The previous information is from the Metro "Route 710 Tunnel Technical Feasibility Assessment Report" (2006), p. 5-55 (this report also studied "Route 3").

DUE TO A LACK OF SUBSTANTIVE REDUCTION OF GRIDLOCK (SEE ABOVE), 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.

1. "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." Dr. Rob McConnell, USC Keck School of Medicine, Division of Environmental Health
2. There is "emerging scientific consensus that residential or school proximity to major traffic corridors is associated with respiratory impairment in children and in adults." USC California Children's Health Study
3. Residential proximity to freeways is associated with increased rates of asthma. A group of pollutants is associated with slower growth in lung function, which is a strong predictor of "debilitating lung disease and mortality in later life." USC California Children's Health Study