

Remedios, Douglas@DOT

From: Sabrina Leon [mailto:changemail.org]  
 Sent: Thursday, December 05, 2013 6:34 AM  
 To: Remedios, Douglas@DOT  
 Subject: 25 more people signed: Jennifer Perugini, Elizabeth Mathis...

25 people recently add their names to No 710 Tunnel Concerned Citizens's petition "Do not fund or build an SR 710 tunnel or freeway". That means more than 500 people have signed on.

There are now 625 signatures on this petition. Read reasons why people are signing, and respond to No 710 Tunnel Concerned Citizens by clicking here:

<http://www.change.org/petitions/do-not-fund-or-build-an-sr-710-tunnel-or-freeway/responses/new?response=5ac36839ed14>

Dear Commission Members,

Please do not fund or build an SR-710 tunnel or freeway. A 710 freeway will not solve traffic problems in the San Gabriel Valley 1. Increased freeway capacity generates increased freeway usage. If we 'relieve' traffic in the entire region by bringing it to the San Gabriel Valley, we increase the traffic level here. Metro's own estimate is an additional volume of 190,000 annual daily traffic trips if this freeway extension is built. 2. There is no benefit to increased traffic volume. Increased traffic volume means increased air congestion, increased pollution, adverse health effects and decreased quality of life. Do you want our driving experience to be like it is on the westside? This tunnel would open at service level "F" from day one. 3. San Gabriel Valley resident will NOT benefit from the 710 completion. A toll to use a 710 tunnel is required because it is so expensive - \$5.6 to \$14 billion - to build. Most motorists will not pay the estimated \$5.64 to \$20 toll fees to drive 4.5 miles. Instead they will divert to local residential streets, crawling along at slow speeds and spewing higher levels of pollutants into the local corridor's air. 4. The better alternative is a comprehensive multi-modal plan - increased light rail service, increased bus rapid transit service, better connections and creating work opportunities closer to home, not further away. We deserve a cleaner, healthier, greener community. Our cities do not exist to enable urban freight transport or other people's commutes. 5. Get involved! Visit the No710freewayextension facebook page and the No 710 Action Committee website for fully referenced facts, the latest news, and how to get involved. Opposition groups and Injunction plaintiffs include (partial list): California Preservation Foundation City of Glendale City of La Cañada Flintridge City of Los Angeles City of South Pasadena Crescenta Valley Town Council East Yard Communities for Environmental Justice Friends of the Earth Glassell Park Improvement Association Glendale Home Owners Coordinating Council Heartland Institute Highland Park Heritage Trust La Cañada Flintridge Unified School District Caltrans Tenants of the 710 Corridor Land Use Committee Far North Glendale Homeowners Association Los Angeles Conservancy National Trust for Historic Preservation Natural Resources Defense Council Pasadena Heritage Public Citizen San Rafael Neighborhoods Association Sierra Club South Pasadena Preservation Foundation South Pasadena Unified School District Taxpayers for Common Sense West Pasadena Residents' Association

Sincerely,

- 600. Jennifer Perugini Folsom, California
- 601. Elizabeth Mathis Altadena, California
- 602. Mimi Smith Los Angeles , California
- 603. Mariana Baez Alhambra, California
- 604. kristy kessler los angeles, California

605. Michael Steele Morrice, Michigan
606. Marisa Davis Los Angeles, California
607. Hannah Freed Pasadena, California
608. joel gibbons los angeles, California
609. Concerned Citizen New City, New York
610. Carol LaBrie South Pasadena, California
611. angela alvarez los angeles, California
613. Kiem Tang Alhambra, California
614. Niles Pierce South Pasadena, California
615. Scott Van Dellen La Canada, California
616. Janice SooHoo La Canada, California
617. Susan Bolan La Crescenta, California
618. Stephanie Jenkins Los Angeles, California
619. Cristina Parker Sierra Madre, California
620. Nancy Schlaifer South Pasadena, California
621. Gretchen Knudsen Los Angeles, California
622. Constance Brines Pasadena, California
623. Michael Saldana Pasadena, California
624. Bianca Richards South Pasadena, California
625. Sabrina Leon Pasadena, California

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## Remedios, Douglas@DOT

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**From:** Carl Matthes [mailto:changemail.org]  
**Sent:** Sunday, December 08, 2013 7:42 AM  
**To:** Remedios, Douglas@DOT  
**Subject:** 100 new signers: Marchael Bayne, E. J. Hannan...

Another 100 people added their names to No 710 Action Committee's petition "[Remove the F7-X Tunnel Alternative from SR-710 North EIR/EIS in Favor of Better, more Fiscally and Environmentally Responsible Solutions!](#)" -- momentum is growing.

There are now 1100 signatures on this petition. Read reasons why people are signing, and respond to No 710 Action Committee by clicking here:

<http://www.change.org/petitions/remove-the-f7-x-tunnel-alternative-from-sr-710-north-eir-eis-in-favor-of-better-more-fiscally-and-environmentally-responsible-solutions/responses/new?response=f83ebd852443>

Dear All Commissioners,

I have reviewed the history, purpose and need for the State Route-710 North Corridor and support the development and implementation of a comprehensive 21st-century mobility and transportation alternative to the current limited and antiquated approach for the SR-710 North Extension. I recommend a multi-modal approach that may include implementation of Transportation System Management/Transportation Demand Management (TSM/TDM), Bus Rapid Transit and Light Rail individually or in combination, but DOES NOT INCLUDE a surface freeway or tunnel connecting the 710 and 210 Freeways. I oppose the connection of the 710 and 210 Freeways via surface freeway or tunnel for the following reasons: • Construction of additional roadway lanes has traditionally been the most common congestion relief strategy used by transportation authorities. However, decades of research has demonstrated that expanding highways does not relieve congestion. Every 1% increase in new lane-miles generates a 0.9% increase in traffic in less than 5 years, effectively neutralizing any increase in capacity ([http://www.no710.com/\\_better\\_solutions\\_ls/1-repurpose\\_the\\_710/highway-expansion-myth.pdf](http://www.no710.com/_better_solutions_ls/1-repurpose_the_710/highway-expansion-myth.pdf)). • The tolled tunnel will not relieve the congestion on surface streets in the study area. Metro's own data demonstrate that, after applying a projected toll-diversion rate of 35% (page 18 at <http://www.ci.south-pasadena.ca.us/modules/showdocument.aspx?documentid=346>) to the 24% of vehicles that constitute cut-through traffic wanting to reach the 210, the tolled tunnel would serve only 16% of the vehicles currently clogging the surface streets in the study area. Therefore, 84% of the vehicles currently using surface arterials will continue to do so (slide 30 at [http://media.metro.net/projects\\_studies/sr\\_710/images/SR710\\_tac\\_meeting\\_9\\_021313.pdf](http://media.metro.net/projects_studies/sr_710/images/SR710_tac_meeting_9_021313.pdf)). In fact, arterial traffic will actually increase due to the large number of vehicles exiting the freeway to avoid paying the toll (<http://www.ci.south-pasadena.ca.us/modules/showdocument.aspx?documentid=346>). • The tolled tunnel is projected to handle 180,000 vehicles a day, more than four times the current figure of 44,000 in the region ([http://media.metro.net/projects\\_studies/route\\_710/images/sr\\_710\\_fwy\\_tunnel\\_alt\\_fact\\_sheet\\_post\\_final\\_2012\\_1221.pdf](http://media.metro.net/projects_studies/route_710/images/sr_710_fwy_tunnel_alt_fact_sheet_post_final_2012_1221.pdf)). This increase in traffic will bring additional pollution to the communities and the many schools that are positioned directly adjacent to the 210 Freeway. The link between emissions from mobile sources to reduced lung capacity and major illnesses such as asthma, cancer, autism, more rapid progression of atherosclerosis and other health consequences is well-documented ([http://www.no710.com/\\_resources/4-links\\_to\\_research-health\\_&\\_pollution\\_and\\_other/health-pollution-r-t.pdf](http://www.no710.com/_resources/4-links_to_research-health_&_pollution_and_other/health-pollution-r-t.pdf)). • Roadway tunnels present inherent safety issues that cannot be mitigated ([http://www.no710.com/\\_critical-issues-links/2-concerns/2-tunnel\\_info/6-tunneldangers.doc.pdf](http://www.no710.com/_critical-issues-links/2-concerns/2-tunnel_info/6-tunneldangers.doc.pdf)). Accidents in roadway tunnels have resulted in catastrophic fires and loss of life ([http://www.no710.com/\\_critical-issues-links/2-concerns/2-tunnel\\_info/what-could-happen-sm.pdf](http://www.no710.com/_critical-issues-links/2-concerns/2-tunnel_info/what-could-happen-sm.pdf)). The SR-710 Tunnel would be 4.9 miles, the longest roadway tunnel in the United States and would pass through active seismic faults (page 8 at

<http://www.dot.ca.gov/dist07/resources/envdocs/docs/710study/docs/appendices/Appendix%20T%20Geotechnical%20Study%20Technical%20Memorandum.pdf>). • Cost estimates for the SR-710 Tunnel have been so wildly variable as to be unreliable. Over the past 20 years, estimates have ranged from \$1 -- \$14 Billion ([http://no710.com/\\_critical-issues-links/3-cost/tunnelcost-estimates.pdf](http://no710.com/_critical-issues-links/3-cost/tunnelcost-estimates.pdf)). The most recent estimate by Metro/Caltrans is \$5.425 Billion (page 167 at [http://www.dot.ca.gov/dist07/resources/envdocs/docs/710study/docs/Final\\_AA\\_report\\_2013-01-14\\_Low\\_Res.pdf](http://www.dot.ca.gov/dist07/resources/envdocs/docs/710study/docs/Final_AA_report_2013-01-14_Low_Res.pdf)). Because Metro has only \$740 Million available, construction of the tunnel necessitates a Public-Private Partnership (PPP), requiring that the tunnel will be a tolled facility. History has shown that if usage falls short of projections, taxpayers often must assume the balance of the construction and maintenance costs. • There is widespread vocal public opposition to a connection between the 710 and 210 Freeways. The cities of Glendale, La Cañada Flintridge, Los Angeles, Sierra Madre and South Pasadena have adopted formal resolutions opposing the connection. Additionally, over forty-five neighborhood councils, elected officials (including a US Congressman, State Senators and State Assemblymembers), school districts, chambers of commerce and other environmental and civic organizations have adopted resolutions or issued statements expressing their opposition to the extension (<http://www.no710.com/resources.html>). We urge Caltrans to remove themselves from the property management business and sell the more than 500 homes in the 710 Corridor. Its poor management of SR-710 Extension project properties costs the State millions of dollars annually. This bad relationship between tenants and landlord must end now (<http://www.bsa.ca.gov/reports/summary/2011-120>). The No 710 Action Committee is a fast-growing association of cities, organizations, professionals and citizens who realize that the SR-710 Tunnel is an unacceptable alternative to address regional transportation problems. Our mission is to promote solutions that are environmentally and fiscally sound, reduce pollution, lower health risks, relieve congestion, and eliminate public dependence on fossil fuels. The No 710 Action Committee demands that transportation authorities operate in an honest and transparent manner that is responsive to the concerns and interests of the impacted communities and the public at large (<http://www.no710.com/>).

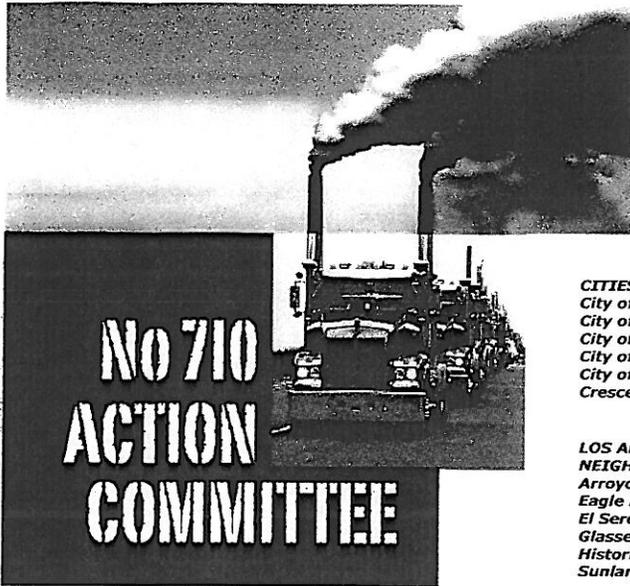
Sincerely,

1001. Marchael Bayne South Pasadena, California
1002. E. J. Hannan Pasadena, California
1003. Christine Willard South Pasadena, California
1004. Jamie Perigo Oak View, California
1005. Maura Rountree-Brown La Canada, California
1006. Ameer Foss Los Angeles, California
1007. greg wilkin la crescenta, California
1008. Craig Jennings Milford, Connecticut
1009. John Raymond South Pasadena, California
1010. Larisa Boiko los angeles, California
1011. Eric Goldreich Pasadena, California
1012. Leonda Spaugy Pasadena, California
1013. Kevin Raymond South Pasadena, California
1014. Phil Rowland South Pasadena, California
1015. Emily Rankin Orange, California
1016. Brian Raymond San Clemente, California
1017. William Weisman Glendale, California
1018. Randolph Heard Los Angeles, California
1019. Kay Onderdonk Pasadena, California
1020. Susan Bauman PASADENA,, California
1021. Julie Hinman South Pasadena, California
1022. Feliciano Gonzalez Los Angeles, California
1023. Bernard Gilpin Pasadena, California

1024. Jill Itagaki South San Gabriel, California
1025. Robert Itagaki South San Gabriel, California
1026. Riener Nielsen Pasadena, California
1027. Carrie Douangsitthi South Pasadena, California
1028. Tina Kistingner South Pasadena, California
1029. Zinda Lozano Chula Vista, California
1030. Priscilla Flynn Pasadena, California
1031. Peter Healey Los Angeles, California
1032. Jennifer Madden Pasadena, California
1033. Kristen Brakeman La Canada, California
1034. Mitzie Nielsen Pasadena, California
1035. Alan Ehrlich South Pasadena, California
1036. Elizabeth Cavanaugh South Pasadena, California
1037. daphna enzer south pasadena, California
1038. leslie Miller La Canada, California
1039. Christine Ginty Los Angeles, California
1040. karan Tarallo-Lizarazu Pasadena, California
1041. Leni Ferrero South Pasadena, California
1042. ann drummond la canada, California
1043. Dana Kitchens Pasadena, California
1044. Paul Carden Los Angeles, California
1045. Elizabeth Kerrigan Sierra Madre, California
1046. marilyn Smith pasadena, California
1047. James Kirby Pasadena, California
1048. Ann White Pasadena, California
1049. Mona Patel San Francisco, California
1050. Scott Brown Pasadena, California
1051. Jude Lausten Sierra Madre, California
1052. Margaret Stewart Pasadena, California
1053. Paulett Liewer La Canada, California
1054. John Price Pasadena, California
1055. Melissa Levandis South Pasadena, California
1056. Jan VanDiver Pasadena, California
1057. Morgan Fotoohi Pasadena, California
1058. Amy Onderdonk Pasadena, California
1059. Paul Andres Altadena, California
1060. Deborah Ross Sierra Madre, California
1061. John McClure Palm Springs, California
1062. Steve Elkins pasadena, California
1063. Jess Mullen-Carey South Pasadena, California
1064. Brian Moe South Beloit, Illinois
1065. Linda DeLaire Cathedral City, California
1066. DOROTHY WOODDELL LA CANADA, California
1067. Rhonda Dagher Pasadena, California
1068. Janis L Strout Bozeman, Montana
1069. Phinney Ahn Los Angeles, California
1069. Scott Thompson Studio City,, California
1070. Mary Gandsey Pasadena, California
1071. Patricia Nicholson La Crescenta, California
1072. Cyndi Newton Sherman Oaks, California
1073. Steve Sparkman Murrieta, California

1074. Sam Coleman Pasadena, California
1075. Yasmin Perez Somewhere in nature., California
1076. Peg Rogers Pasadena, California
1077. Adriana Alvarez Los Angeles, California
1078. Robert Galbraith South Pasadena, California
1079. evelyn gilmartiin pasadena, California
1080. Raquel Donchey Pasadena, California
1081. Timothy Searight South Pasadena, California
1082. Jacqueline Neufeldt Los Angeles, California
1083. Yvonne LeGrice Pasadena, California
1084. Betty Stanson Pasadena, California
1085. Joseph Stephens Pasadena, California
1086. Michele Clark South Pasadena, California
1087. Kim Chavarria Pasadena, California
1088. Angelita O'Brien Pasaadena, California
1089. Suzanne Gilman Pasadaena, California
1090. Brian Gilman Pasadena, California
1091. Jim Harnagel Pasadena, California
1092. Thambimuttu Jeyaranjan Pasadena, California
1093. Sally Rentschler Los Angeles, California
1094. monique leblanc los angeles, California
1095. Marida Torrey Portland, Oregon
1096. p groves philadelphia, Pennsylvania
1097. Mimi Wilhelm Los angels, California
1098. Ann Swanson Novato, California
1099. Irene Wong South Pasadena, California





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

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

**2010 & 2011 GREEN SCISSORS REPORTS**  
Environment America  
Friends of the Earth  
Taxpayers for Common Sense  
The Heartland Institute  
Public Citizen

**CITIES**  
City of Glendale  
City of La Canada Flintridge  
City of Los Angeles  
City of Sierra Madre  
City of South Pasadena  
Crescenta Valley Town Council

**LOS ANGELES  
NEIGHBORHOOD COUNCILS**  
Arroyo Seco  
Eagle Rock  
El Sereno  
Glassell Park  
Historic Highland Park  
Sunland - Tujunga

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no710extension@aol.com  
no710.com**

California Transportation Commission  
1120 N Street, Room 2221  
Sacramento, CA 95814

Re: Comment on LA Metro Update on Route 710 North Study

Honorable Members of the Commission:

The No on 710 Action Committee offers the following comment as the Commission receives its report today on the Route 710 North study.

The Committee first wishes to express its appreciation for the State Administration's support of Senator Liu's SB 416, which has been signed by the Governor and is now enacted as chapter 468 of the 2013 California Statutes. We value the cooperation and support by the Transportation Agency and Department of Transportation to secure this legislation that removes a surface freeway alternative from further consideration under state law as a route 710 extension project. We also value the commitment of Agency and Caltrans to early preparation of regulations that will lead to State disposition of properties acquired in anticipation of a surface freeway extension.

As the Commission receives a report on the Route 710 North Study, the Committee wishes to emphasize these points.

First, we agree with Caltrans that the Department, and only the Department, is lead agency for the EIR/EIS that may emerge from this process. The California Environmental Quality Act (CEQA) provides, in contrast to the National Environmental Policy Act (NEPA), that only one agency can serve as lead agency, and that because of its responsibility for state highway development, Caltrans is that single lead agency. Moreover, in order for California to serve as an appropriate delegate of the Federal Highway Administration (FHWA) for preparation of a NEPA environmental impact statement, the State itself must act as the NEPA lead agency, and cannot re-delegate that responsibility to a local or regional agency.

Second, the Los Angeles County Metropolitan Transportation Authority (LA Metro) is actually preparing the environmental assessment under contract with Caltrans as lead agency. This arrangement creates the inherent risk, present whenever a lead agency assigns EIR preparation to a project proponent, that the emerging draft and final EIS/EIR will reflect LA Metro's judgment, but not the legally-required independent judgment of Caltrans. As the study proceeds, therefore, the Department and ultimately this Commission will need to exercise vigilance to ensure a rigorous and disciplined analysis.

Third, the "Measure R - \$780M" secured funds listed in the staff fact sheet are not dedicated to a particular alternative, and in particular not to the "freeway tunnel" alternative. In response to the claim of La Cañada Flintridge and South Pasadena that including a freeway tunnel 710 extension in Measure R constituted premature commitment to that

project, LA Metro represented to the court of appeal that "Measure R does not, in itself, authorize implementation of specific projects," and that such funding will only apply to projects "found to be feasible and to meet other objectives, and considered and approved by the lead agency." Thus Caltrans and not LA Metro will make the ultimate decision if Measure R funds are to be applied to a state highway.

Fourth, the financial feasibility of the most costly alternative under study, a freeway tunnel, has never been established. Because one of the December 2003 FHWA specifications for consideration of future federal funding in the route 710 corridor requires assured financial feasibility, LA Metro this summer wisely declined to "accelerate" consideration of a freeway tunnel alternative. Unfortunately, LA Metro in response to tunnel proponents subsequently rescinded that action. This history further suggests that this Commission and Caltrans will need to assert discipline over the 710 North Study.

Finally, the Commission should take note that a freeway tunnel alternative is opposed by all cities directly in the path of that tunnel alternative, and others that would be adversely affected: Los Angeles, Pasadena, South Pasadena, Sierra Madre, Glendale, and La Cañada Flintridge. Such virtually universal community opposition does not lend itself to a conclusion that the freeway tunnel alternative can emerge as "feasible."

The Committee thanks the Commission for the consideration of these views.

  
Respectfully submitted,  
The No 710 Action Committee

MEETING  
HANDOUT