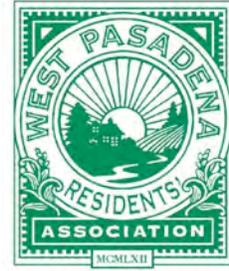


Appendix B
Resolutions, Statements and Important Letters Against
the SR-710 North Gap Closure 2012

WHO OPPOSES THE SR-710 NORTH EXTENSION?

**Support Documents for Declarative Statements Made in Scoping Letter(s)
Submitted by the No 710 Action Committee**

West Pasadena Residents Association 7-19-12
San Rafael Neighborhoods Association 7-27-12
Highland Park Heritage Trust 8-2-12
Sequoyah School 8-20-12
City of Pasadena 8-14-12
Assemblymember Anthony J. Portantino 8-22-12
City of Los Angeles 8-29-12
Mount Washington Homeowners Alliance 9-5-12
Congressman Adam Schiff 9-20-12
City of La Cañada Flintridge, Mayor Stephen A Del Guercio 9-24-12
State Senator Carol Liu 9-25-12
Pasadena Mayor, Bill Bogaard 9-26-12
No 710 Action Committee Press Kit Letter 9-27-12
Pasadena-Foothills Association of Realtors 10-1-12
Crescenta Valley Town Council 10-4-12
City of Sierra Madre 10-23-12
City of La Cañada Flintridge to MTA 11-29-12
Anthony Portantino to Business, Transportation & Housing Agency 11-29-12
State Senator Liu, Metro Board Member Najarian, Mayors to MTA 12-10-12



July 19, 2012

Via E-Mail & Hard Copy

Michael Miles
Director, Caltrans District 7
100 S. Main Street
Los Angeles, CA 90012

Frank Quon
SR-710 Study
One Gateway Plaza
Los Angeles, CA 90012

Arthur T. Leahy
Chief Executive Officer
Metro One Gateway Plaza
Los Angeles, CA 90012

Michelle Smith, Director SR-710 Study
One Gateway Plaza
Mail Stop: 99-22-9
Los Angeles, CA 90012

Re: **WPRA Concerns Regarding SR-710 Alternatives**

This letter is to inform you that the West Pasadena Residents' Association (WPRA) strongly opposes any consideration of the SR-710 alternatives routed through the San Rafael area of southwest Pasadena, whether they be surface or subsurface. In particular, Alternatives F-5, F-6, and H-2 in the current planning documents would devastate well-established and historically protected residential neighborhoods and landmarks. In addition, we have grave concerns about Alternative F-7, which is so vague that we cannot even evaluate it. As presented, the idea of a 4.5-mile tunnel with no portal along the entire length makes no sense. Finally, the serious flaws in the concepts and process that resulted in these unacceptable alternatives must be corrected before any decisions are made. Rest assured, the WPRA will use all of its political and economic resources to oppose each and every one of these alternatives, and anything else that negatively impacts our quality of life.

A. The Problems with Each Alternative.

As described in the Alternative Concepts document, Alternative F-5 is a new freeway running through San Rafael, roughly along the path of Avenue 64. In stating that this Alternative results in "different environmental and community impacts compared to the other alternative concepts," the document woefully understates the devastating impacts this Alternative will have on our pristine community.

Alternative H-2 further proposes converting Avenue 64 into a four-lane highway to handle significantly increased traffic with a widened footprint, as well as improved intersections, likely grade separations or overpasses, and additional traffic signals; all of which would require massively expensive property acquisition and destroy our community.

And, Alternatives F-6 and F-7 follow the same route that the affected communities have been contesting for 60 years. They suffer from the same faults as Alternatives F-5 and H-2 in disrupting and destroying established residential neighborhoods and historic landmarks. In fact, using Pasadena Avenue, or any other adjacent site, as the terminus for any northward extension of the SR710 will destroy the Singer Park and adjacent neighborhoods as has been argued and explained for years.

Indeed, the very location of Alternatives F-6, F-7 and H-2 is adjacent to South Orange Grove Boulevard, which has been named one of “The Forty Seven Great Boulevards of the World.” Any continuation of the excavated site as a freeway, therefore, will degrade South Orange Grove Boulevard and destroy a preeminent neighborhood in West Pasadena. We continue to contest these routes with the same vigor as we have in the past.

In short, all of these Alternatives would be catastrophic for West Pasadena and the San Rafael area in adding traffic, isolating portions of the neighborhood, removing homes and threatening historic structures and landmarks (including churches, schools, libraries and children’s homes). Alternatives F-5, F-6, F-7 and H-2, are thus unnecessarily provocative, threatening to our neighborhoods and community, and will substantially reduce the tax base. They deserve no further consideration and will be adamantly opposed by us every step of the way.

B. The Problems with The Process.

While some effort was made to educate our community, there obviously is a substantial lack of understanding of these Alternatives. For example, the public sessions in May were superficial in how they presented the effects on our neighborhoods. Attendees appreciated the limited information provided, but left with little understanding of the considerations or details of each Alternative, and with more questions than answers.

We also see substantial problems going forward. In particular:

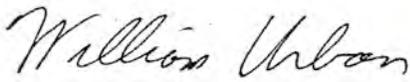
- ◆ The process lacks transparency. So far, the plans have lacked detailed information regarding routes, traffic requirements and impacts, intersections and interconnections, improvements and land requirements. Information regarding the criteria used to evaluate and select alternatives also has been very limited.
- ◆ Public participation has been inadequate. So far, opportunities for public participation have been limited, and the role of that participation is not understood. Further, according to

published plans, the reduction in alternatives from 12 to 5 will be made without public input, and there will be no scoping comments from the public and city officials after the five finalists are identified and before the EIR is started.

- ◆ Opportunities to review requirements, selection criteria and assumptions have been inadequate. Based on the information we have reviewed to date, there is a high likelihood that inappropriate or invalid study assumptions have been used in the development of these alternatives and in the evaluation of them. Going forward, the public and city officials must be able to review all of the information used in the analytical process, including an indication of confidence level in each alternative studied.
- ◆ Assumptions about truck traffic are inconsistent. Although minimal increases in truck traffic was stressed by Metro representatives during the earlier study sessions, trucking companies say they are anxious to have the SR-710 connection completed in order to significantly improve freight transportation from the San Pedro and Long Beach ports. As such, it is simply impossible to reconcile their statements with the MTA's representations.
- ◆ As for the likely increases in noise and pollution, they too have probably been underestimated because of the underestimated truck traffic, and overly optimistic projections on the proportion of new, more efficient vehicles (using optimistic vehicle replacement rates).
- ◆ As for the obvious negative environmental impacts on our established neighborhoods and businesses, the fact that these Alternatives made it to the final 12 indicates that the negative neighborhood impacts were seriously underweighted.

In summary, we find it beyond reason to have included any location in West Pasadena as an alternative site for a terminus of the SR-710. We trust you will agree. If not, then make no mistake, we intend to fight each and every one of these Alternatives. We will do whatever is necessary to protect our West Pasadena neighborhoods!

Sincerely



William Urban
WPRA President



Richard McDonald
WPRA Director



Marilyn Randolph
WPRA Director

DISTRIBUTION

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Vice Mayor Victor Gordo
Councilmember Jacque Robinson
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Councilmember Steve Haderlein
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SAN RAFAEL
NEIGHBORHOODS ASSOCIATION

July 27, 2012

Via E-Mail & First Class Mail

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**Re: San Rafael Neighborhoods Association Concerns Regarding
SR-710 Study And Proposed Alternatives**

The San Rafael Neighborhoods Association (SRNA) strongly opposes any SR-710 freeway and highway proposals that would result in the destruction of Pasadena homes, businesses, parks, schools, and open space. We join in the multitude of concerns raised by the West Pasadena Residents Association in their letter to you dated July 19, 2012, and we support the efforts of other organizations that are dedicated to protecting all of Pasadena's rich historical and cultural heritage from poorly conceived highway schemes. We also have very serious concerns about the wasteful expenditure of taxpayer money on projects that would cause needless harm to our community and to our neighboring communities.

The SRNA's mission is to represent the interests of Pasadena residents who live west of the Arroyo Seco and south of the 134/Ventura Freeway. Although we share many concerns with our neighboring communities, we wish to express our particular concerns with two proposals that would devastate our neighborhood – proposals H-2 and F-5.

The process used to include proposals H-2 and F-5 as Alternatives in the SR-710 Study was seriously flawed. While some effort was made to notify our community generally that the 710 was being "studied" through the Metro "open houses" in May, no notice was given that these open houses would unveil alternative routes into neighborhoods that, until now, had never been in the proposed path of the 710 Freeway. Moreover, the open houses were superficial in how they presented the effects on our neighborhoods.

Attendees left with little understanding of the details of each Alternative, and often with more questions than answers. Indeed, it was only through our independent review of hundreds of pages of highly technical documents (some of which were only made public a week ago) that anyone in our neighborhood had any idea that Metro was proposing the wholesale destruction of entire blocks of our homes.

By our estimates, more than 200 west Pasadena homes and businesses are threatened with destruction between the H-2 and F-5 proposals. Certainly, no one in our neighborhood was advised of that before or during any of Metro's "open houses." We have yet to find any "notice" that told residents of our neighborhood that their homes, businesses, parks, and school yards would be destroyed.

In any event, the H-2 and F-5 Alternatives simply make no sense. They would be built on land that the state does not own, and through neighborhoods that were never in the 710 Freeway route. Although the F-5 proposal is promoted as a "tunnel" alternative, it would require more than $\frac{3}{4}$ of a mile of "cut and cover" and above-ground construction through the middle of our neighborhood. The H-2 proposal would cut off neighborhood streets, isolating residents from their neighbors and essential public services. Both the H-2 and F-5 would expose our neighborhood to unacceptable levels of noise, pollution, and traffic.

The H-2 and F-5 Alternatives also would require very steep grades, cross known earthquake faults, and require bridging or tunneling under the environmentally sensitive Arroyo Seco. Both alternatives would interfere with natural streams and lakes and run through areas with significant groundwater.

Neither the H-2 nor F-5 Alternative would terminate at the existing 710/210/134 Interchange. Rather, both would require traffic to merge onto the existing 134 Freeway and then again onto the 210 Freeway. In addition to taxing the capacity of the 134 Freeway and interfering with the east-west movement of traffic, the routes would force drivers to make multiple transitions between freeways over a relatively short distance, increasing traffic congestion and raising serious safety concerns. No mention has been made as to how the existing 134 Freeway bridge over the Arroyo Seco and 710/210/134 interchange would handle this additional transitioning traffic.

The H-2 or F-5 Alternatives would cost billions of dollars, either in taxpayer money, or in tolls paid to private bondholders who we will all end up paying at least indirectly. There are many important transportation projects within Los Angeles County that both are in need of funding and have widespread community support. There is no justification for spending billions of scarce dollars to build highways of questionable utility through communities that do not want them.

In short, the H-2 and F-5 Alternatives are non-starters. They should be dropped from consideration immediately.

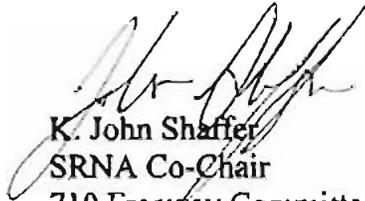
We further ask that the SR-710 Study process be extended by at least 90 days, so that interested parties can have more time to consider the proposed Alternatives and to provide input. As noted, we share the concerns of our neighboring communities that the entire SR-710 Study process is flawed. The negative consequences of these proposals have not been adequately shared with our community, or with the many other communities that may be affected.

The SRNA believes that it would be a tragic mistake for Metro to proceed to the draft Environmental Impact Study/Report (EIS/EIR) stage without further notice and consideration of the Alternatives that would be compared in the draft EIS/EIR. The inclusion of flawed Alternatives in the EIS/EIR will render the entire process a waste of time and taxpayer money, while subjecting thousands of citizens to stress, legal processes, and declining property values while their homes and businesses stand in the path of possible destruction. The exclusion of better Alternatives from the EIS/EIR process (including, for example, Gold Line improvements between Pasadena and Los Angeles, which have not even been considered by Metro) likewise will render the EIS/EIR a pointless, and wasteful, exercise.

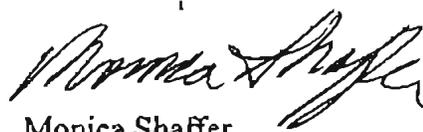
In summary, we find it wholly unreasonable for Metro to have included Alternatives F-5 and H-2 as potential routes for the SR-710 extension. We ask that you immediately remove them from consideration. If you do not, then be assured that we will fight these Alternatives and will do whatever is necessary to protect our San Rafael neighborhoods.



Ron Pater, M.D.
SRNA President



K. John Shaffer
SRNA Co-Chair
710 Freeway Committee



Monica Shaffer
SRNA Co-Chair
710 Freeway Committee

VIA FIRST CLASS MAIL

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Vice Mayor Margaret McAustin
Councilmember Victor Gordo
Councilmember Chris Holden
Councilmember Steve Madison
Councilmember Gene Masuda
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August 2, 2012

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Dear SR-710 Caltrans and Metro Officials,

The Highland Park Heritage Trust (HPHT) strongly opposes any SR-710 freeway, highway or tunnel proposal through Northeast Los Angeles and Pasadena. The historic urban fabric of our communities would be destroyed, the health of our community impaired with air quality concerns and tax payer money wasted on freeway proposals that are based on an out-moded 1970's urban renewal mindset. We urge Metro and Caltrans to embrace the 21st century and focus their energy on sustainable solutions to solve Los Angeles' congestion woes. We implore Metro and Caltrans to focus on Light Rail for commuters and Zero-Emission Freight to Rail options to ease truck congestion and abandon its freeway proposals.

The HPHT is celebrating its 30th Anniversary this year. Over these 30 years, HPHT has successfully worked to preserve and promote the cultural and historical significance of our communities. Today we stand arm in arm with many other Arroyo Seco community organizations in opposition to the SR-710 Freeway expansion. We ask for our specific concerns to be listened to and entered into the record for any and all studies being prepared by your agencies.

Disastrous effect on Historic Preservation Districts

The proposed H-2 and F-5 freeway expansion alternatives cut across the Highland Park-Garvanza Historic Preservation Overlay Zone (HPOZ) and threaten over a dozen LA Historic Cultural Monuments in their paths. The HPHT fought hard to create this wonderful, vibrant and now thriving District and it is in our community's utmost interest to maintain its stature and viability.

Negative Impact to Local Economy

The neighborhoods of Highland Park and Garvanza are experiencing a renaissance



after many years of high crime rates, gang violence and some of the lowest household incomes in the city of Los Angeles. A project like the SR-710 extension would gouge a deep wound across our community that would adversely impact new economic growth in our community, and drive away new home buyers and businesses.

Environmental and Health Concerns

It is a well documented fact that pollution from freeways cause respiratory problems in all ages and particularly children. Why do we continue to build them? The proposed SR-710 route alternatives comes close to over a dozen schools and parks in the communities of Highland Park and Garvanza, not to mention thousands of residences. Even if the freeway was tunnelized, massive ventilation shafts would bring the polluted air up to our playgrounds and city streets.

Wasting Money on Short Term Solutions and Ignoring Long Term Problems

The Proposed SR-710 extension alternatives are truly a gold-plated band-aid on our urban congestion problems. The long term solution is to take a holistic approach and invest smart money in modernizing the Port of Los Angeles to a Zero-Emission Freight to Rail system and build more light-rail lines to connect the San Gabriel Valley with Los Angeles and Pasadena. Creating a state-of-the-art Port is a win-win for all of Los Angeles and its region, reducing air pollution and increasing efficiency will boost revenue. More Light Rail means improved neighborhoods, improved business, better air quality as well as an affordable transportation solution, relative to the high cost of freeway construction, much less tunnel construction.

Our Call to Action:

Caltrans and Metro, be leaders in Sustainable Development; be part of California's legacy of innovation.

It is time we turned the momentum of the proposed SR-710 Freeway expansion around and focus it on solutions that will take Los Angeles into the 22nd Century with smart growth solutions. The days of enormous freeway construction are over, they have proved to be damaging to our environment, damaging to the strength of our communities and when gasoline clocks in at \$5 a gallon, and emissions cause green house gases and boosts the rate of global warming, we need to stop and consider what we are doing and what it means to our long term future. Caltrans and Metro, turn the momentum around and join the legions of California innovators that set the bar for growth, prosperity and innovation for the entire country and the world.

Sincerely,

A handwritten signature in black ink, appearing to read "Antonio Castillo", written over a circular scribble.

Antonio Castillo, President
Highland Park Heritage Trust

Cc: Highland Park Heritage Trust Board of Directors

Cc: (cont'd)

Metro Board: MICHAEL ANTONOVICH fifthdistrict@lacbos.org
(Via email) DIANE DUBOIS kheit@gatewaycog.org
RICHARD KATZ Katzr@scrra.net
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City of Los Angeles Council Members:

Ed Reyes, CD 1 (Highland Park)	councilmember.reyes@lacity.org
Jose Huizar, CD 14 (Eagle Rock)	councilmember.huizar@lacity.org
Joe Buscaino, CD 15 (Long Beach)	councilmember.buscaino@lacity.org



SEQUOYAH SCHOOL

A community of learners

Mark Jomsky
Office of the City Clerk, Pasadena
100 N Garfield Avenue, Room S228
Pasadena, CA 91005

Dear Mr. Jomsky:

August 11, 2012

On behalf of the Sequoyah School community, this letter is written as a response to the 12 alternatives proposed in the **SR 710 Study Alternative Concepts Overview: Initial Alternative Concepts** prepared by Metro. Given the conceptual and summary nature of materials presented by Caltrans and Metro to date, our response should be understood to be provisional until more detailed technical analysis is forthcoming in October.

After reviewing the range of alternatives presented, Sequoyah favors those scenarios described in the **No Build and Bus Rapid Transit and Light Rail Transit (5.5) alternatives. Sequoyah opposes any alternative that would rend the fabric of vital, established and historic neighborhoods.** Sequoyah favors further study of alternatives which are particularly strong in minimizing environmental impacts while providing transportation connectivity. Sequoyah notes that Metro's own **Alternative Concepts Overview** describes bus rapid transit routes and light rail scenarios as serving both those purposes.

Sequoyah School is located at 535 S. Pasadena Avenue. Sequoyah, along with other schools, churches, convalescent homes and medical centers, is one of many institutions situated in or adjacent to proposed alternatives that provide valuable and essential services to the citizens of Pasadena and surrounding regions.

Sequoyah's campus is located on the corner of Pasadena Avenue and California Boulevard in southwest Pasadena. The school has leased the property from Caltrans since 1972. The architecturally significant property, noted for its Craftsman and mid-century-modern buildings, was originally part of the Neighborhood Church, which first leased space to Sequoyah in 1958. In anticipation of the construction of the 710 freeway the original church was razed in 1974, leaving the parsonage, children's chapel and religious education buildings. Sequoyah's 2.35-acre campus incorporates these remaining buildings.

Immediately north of the complex is an unfinished portion of the Route 710 Freeway that connects to the Route 134 and the Route 210 freeways. Immediately to the south and west is the Markham Place Historic District, a collection of early 20th-century homes.

The Sequoyah campus complex consists of four buildings, a Craftsman former parsonage (1910), the mid-century modern Nursery School (1948), Children's Chapel (now known as the Library, 1954), Religious Education Building (known as the Milliken Building, 1956). Garrett Eckbo, an influential modernist

landscape architect who later became Dean of the Architecture school at UC Berkeley, designed the landscape scheme. Renowned architectural photographer Julius Shulman photographed the buildings and landscape. His photographs are archived at the Getty Center.

The State Historic Properties Office has designated the Nursery School Building, Children's Chapel and Religious Education Building as individually eligible for inclusion in the National Register. The former Parsonage remains a contributor to the Markham Place Historic District. Boundaries for the Markham Place Historic District have been expanded to include 535 S. Pasadena Ave.

The Sequoyah community advocates for transportation alternatives that result in the release of properties along the designated SR -710 route. Releasing the properties for sale would result in increasing private ownership, responsible preservation of historic properties, and revitalization of neglected housing stock, sidewalks and streets. Sequoyah will continue to follow developments in the State Route 710 Study.

Sincerely,

A handwritten signature in black ink that reads "Josh Brody". The signature is written in a cursive, slightly slanted style.

Josh Brody

Director, Sequoyah School

cc: Steve Madison, Pasadena City Council



OFFICE OF THE MAYOR

August 14, 2012

The Hon. Michael D. Antonovich and Board Members
Metro
One Gateway Plaza
Los Angeles, CA 90012-2952

Re: Pasadena City Council Position on Certain SR-710 Extension Alternatives

Dear Supervisor Antonovich and Board Members:

I am writing to you on behalf of the Pasadena City Council regarding the Council's position on a series of alternatives currently being considered by Metro as part of the ongoing SR-710 Study Environmental Impact Report/Environmental Impact Statement (EIR/EIS).

First, I would like to thank Metro staff for attending the Pasadena City Council meeting on August 13 to make a presentation regarding the current status of the SR-710 Study and to respond to Council's questions. Metro staff was engaged last evening in providing information that was interesting and helpful to the more than 750 persons in attendance.

As we have communicated to Metro in the past, Pasadena has played an active role over a long period regarding any freeway connection that traverses our community. The issue of construction of a freeway, albeit being a tunnel alternative as opposed to a surface project, or any major highway traversing our community, continues to be a controversial topic among our elected officials, neighborhood groups and City residents.

Although the City residents have been in general aware of pending 710 Freeway alignments, the various new freeway alternatives and highway/arterial expansion projects recently identified as potential alternatives to be considered in the EIR/EIS have created considerable anger and frustration by the residents and businesses that would be directly impacted if such proposals were to be implemented. This led to the large number of persons attending last night and the tense atmosphere that prevailed.

At the Council meeting, after receiving a presentation by Metro staff and receiving public input, the City Council concluded that several would result in significant negative impacts on traffic, air quality, noise, neighborhoods, and other quality of life issues in the City. Study of the

alternatives will continue and further Council action is possible. The City Council is not currently prepared to make any other recommendations, but has serious concerns regarding possible impacts of the Bus-Rapid-Transit alternatives to the historic Old Pasadena business district.

Last evening, the City Council voted to oppose, fully and finally, the following alternatives:

- Alternative H-2: An arterial road along the current Avenue 64
 - Detrimental impact to quiet residential neighborhoods from significant traffic, noise, air quality, and other environmental issues.
 - As currently planned, requires extensive expansion of existing right of way, including the obliteration of numerous single family residential homes, fire station, library, park, trees and other structures, destroying the fabric of the neighborhood.
 - Does not continue north of SR-134 and therefore does not accomplish project goals.
- Alternative H-6: A highway along Huntington Drive/Fair Oaks Ave/Pasadena Ave connecting I-10 to I-210
 - Detrimental impact to quiet residential neighborhood from significant traffic, noise, air quality, and other environmental issues.
 - The strong possibility for significantly increased traffic continuing along Fair Oaks as a bypass to the Pasadena Avenue alignment would be detrimental to the historic Old Pasadena business district and other assets along the corridor.
 - Although this surface route would connect the I-10 and I-210 freeway, it is not considered a “710 Freeway extension” and therefore opposing the alternative would not be in opposition to Measure A.
- Alternative F-5: A freeway tunnel connecting I-10 to SR-134 through the San Rafael neighborhood.
 - Detrimental impact to quiet residential neighborhoods from significant traffic, noise, air quality, and other environmental issues.
 - As currently planned, requires acquisition of numerous single family residential homes, park, and other structures.
 - Does not continue north of SR-134 and therefore does not accomplish project goals.
 - Tunnel alignment with the higher elevation of SR-134 would irreversibly change the visual landscape along the western Colorado Blvd. corridor and neighborhood streets east of Avenue 64 south of Colorado Blvd.

Hon. M. Antonovich and Board Members

August 14, 2012

Page 3

A copy of the Council's resolution is enclosed. We respectfully request that these alternatives be withdrawn from consideration as part of the alternatives analysis.

Please let us know if you have questions about the Council's action, and thank you for this opportunity to submit views on behalf of Pasadena.

Sincerely,



BILL BOGAARD
Mayor

BB: jls

enclosure

cc: Arthur T. Leahy, CEO

Doug Failing, Executive Director, Highway Programs

Frank Quon, Executive Officer, Highway Programs

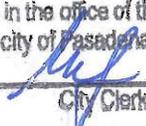
Michelle Smith, SR 710 Study Project Manager

Lynda Bybee, Deputy Executive Officer, Community Relations

Michael Beck, City Manager

Frederick C. Dock, Director of Transportation

Bahman Janka, Transportation Administrator

I hereby certify that the foregoing document is a full, true and correct copy of Resolution 9225 on file in the office of the City Clerk of the city of Pasadena, Calif.

City Clerk

RESOLUTION NO. 9225

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PASADENA OPPOSING THE FOLLOWING THREE SR-710 STUDY ALTERNATIVES CURRENTLY BEING CONSIDERED BY THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (METRO): H-2 (AN ARTERIAL ROAD ALONG THE CURRENT AVENUE 64); H-6 (A HIGHWAY ALONG HUNTINGTON DRIVE/FAIR OAKS AVENUE/PASADENA AVENUE CONNECTING THE I-10 TO I-210); AND F-5 (A FREEWAY TUNNEL CONNECTING I-10 TO SR-134)

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (“METRO”), in conjunction with the California Department of Transportation (“Caltrans”) is currently studying options and alternatives for the extension of the SR-710 freeway; and

WHEREAS, METRO/Caltrans are preparing an Environmental Impact Report/Environmental Impact Statement (“EIR/EIS”) and the study is currently in the Alternative Analysis stage, which involves updating the purpose and need for the project, refining the study area, and the development of an “Alternative Screening Document”; and

WHEREAS, at least three of the “Alternatives” being considered by METRO/Caltrans will involve the construction of freeways or highways within the City of Pasadena (Alternatives F-5, H-2, and H-6), which would have detrimental impacts on the City of Pasadena, its residents, historic residential neighborhoods, schools, businesses, families and children from significant traffic, noise, air quality, and other environmental issues, and would threaten homes, businesses, medical facilities, parks, schools, and other cultural, historical, and environmental resources.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Pasadena, as follows:

It is the position of the City of Pasadena that METRO/Caltrans should immediately remove from any further consideration whatsoever, including but not limited to any discussion, analysis or consideration, or inclusion in any EIR/EIS, the following alternatives:

Alternative F-5 (A tunnel connecting I-10 to SR-134);

Alternative H-2 (An arterial road along the current Avenue 64); and

Alternative H-6 (A Highway along Huntington Drive/Fair Oaks Avenue/Pasadena Avenue connecting the I-10 to I-210)

Adopted at the special meeting of the City Council on the 13th day of August, 2012, by the following vote:

AYES: Councilmembers Gordo, Holden, Madison, Masuda, Robinson, Tornek, Vice Mayor McAustin, Mayor Bogaard

NOES: None

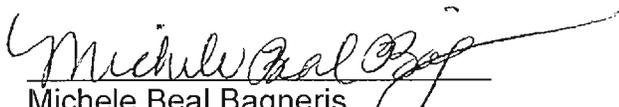
ABSENT: None

ABSTAIN: None



Mark Jomsky, CMC
City Clerk

APPROVED AS TO FORM:



Michele Beal Bagneris
City Attorney/City Prosecutor

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STATE CAPITOL
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FAX (916) 319-2144

DISTRICT OFFICE
215 N MARENGO AVENUE, SUITE 115
PASADENA, CA 91101
(626) 577-9944
FAX (626) 577-2868

Assembly California Legislature



ANTHONY J. PORTANTINO
ASSEMBLYMEMBER, FORTY-FOURTH DISTRICT

COMMITTEES
ACCOUNTABILITY AND
ADMINISTRATIVE REVIEW
HIGHER EDUCATION
HUMAN SERVICES
TRANSPORTATION

SELECT COMMITTEES
CHAIR: PRESERVATION OF CALIFORNIA'S
ENTERTAINMENT INDUSTRY
STATUS OF BOYS AND MEN OF COLOR
IN CALIFORNIA

August 22, 2012

Mr. Joseph Tavaglione
Chair
California Transportation Commission
1120 N Street
Room 2221 (MS-52)
Sacramento, CA 95814

Malcolm Dougherty
Director
California Department of Transportation
P.O. Box 942873
Sacramento, CA 94273-0001

Gentleman:

I strongly urge you to cease all activity relating to the advancement of the SR 710 extension. The SR 710 Study process has been mired in controversy since its inception. I have personally witnessed actions and activities by proponents of a tunnel option, which have been questionable at best, but more accurately, would be portrayed as biased and tainted. Representatives of the California Department of Transportation (Caltrans) and the Metropolitan Transportation Authority (Metro) have routinely misrepresented important information while hiding the true cost and benefit of this project from the public. A 710 tunnel option would be a project of historic magnitude and tremendous cost to the taxpayers of California. There cannot be even a hint of impropriety or manipulation involved in such a project. Because local planners have ignored the direction of the federal government, their own state traffic protocols, and basic common sense, it is time for leaders to step in and make the bold decision put an end to this project.

In 2003, a letter issued to Caltrans by the Federal Highway Administration (FHWA), along with an accompanying Environmental Reevaluation, required a SEIS for the SR 710 project and suggested that the project should not move forward until other local and regional transportation improvements were completed. The FHWA indicated that, following the completion of these alternative projects, the need for a freeway project should be subsequently reevaluated. The FHWA has gone unheeded and this project continues to move forward even though the local and regional improvements were not completed and/or evaluated.

While serving as Mayor of La Cañada Flintridge, I was given information about a tunnel project which was inaccurate, inconsistent and ultimately was untrue. Prior to any study of a 710 tunnel

Representing Cities

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



Printed on Recycled Paper

Assemblymember Anthony Portantino

August 20, 2012

Page 2 of 4

project, the La Cañada Flintridge City Council was given information that was opposite of the information given to other effected city councils. We were also promised a full feasibility study before any environmental document process was to commence. Caltrans commissioned a study by Parsons, which was to have been the promised feasibility study, but was in fact downgraded to a mere "fatal flaw analysis," which only looked to identify "silver bullet" conditions which would prohibit a tunnel from being constructed. Most local government officials were aghast, back in 2005, when Caltrans refused to release the details of the Parson's study RFP for public review. We later learned that it was because someone chose not to conduct the promised, comprehensive scope and instead substituted a request for a cursory report. It is notable that, even in this downgraded analysis, the study indicated that a tunnel project would open to a service level of 1' – below the minimum level required to construct a project under Caltrans' guidelines.

Sadly, the pattern of mistrust continued when I became the elected State Assemblymember, representing a significant portion of the effected region. Most notably, former Director Will Kempton assured me that the project would not move forward unless a true financial feasibility study was completed. In fact, Director Kempton endeavored to make good on his promise through the initiation of Task Order 5. Unfortunately, within a short time of Mr. Kempton's departure, Caltrans shelved his directive and permanently damaged the public's trust and the agency's credibility. Rather than complete a feasibility study of the project, a "subsurface geotechnical soils analysis" was completed instead.

As more information is revealed about the current Metro SR 710 Study, community after community is coming forward and speaking in a united and heated voice: "We don't want this extension." Never before has there been this much opposition from so many communities. The public backlash has been so strong that some policy makers are endeavoring to split the coalition of communities by suggesting that one route might be more preferable than another. This is planning at its worst.

On top of all of this, even more alarming information has been uncovered by the State Auditor as it relates to Caltrans' complete mismanagement of the 710 corridor. According to the Auditor, Caltrans has entered into financial arrangements without accountability or even contracts. Caltrans has expended millions of dollars on work without justification and frankly misled the taxpayer, completely losing the public's trust. One example has Caltrans paying \$4.6 million a year to the Department of General Service without a contract or even a scope of work.

The overwhelming facts are clear, regardless of which route is chosen:

- This project would be one of the largest public works projects in California history at a time of limited resources and far greater priorities for our state.
- The impetus for this project is based on 1950's planning, not contemporary goods and people movement ideas of the 21st Century.

- Proponents of this project have repeatedly tried to circumvent local control by misusing the legislative process.
- Local transportation agencies are expending millions of dollars on a project of historic magnitude without even knowing how much the project will cost and how many cars will use it. Would you let a contractor begin an addition to your house without knowing how many square feet were going to be constructed or how much it would cost? Why are we spending millions of dollars to further a project without knowing how much it will cost?
- New Jersey was planning a similar tunnel from New Jersey to New York, though it was smaller in circumference and at least a mile shorter than the options that are being discussed for the 710. That tunnel came out with a budget estimate of \$10 billion and New Jersey ended up cancelling the project.
- This project violates Caltrans own traffic standards, which prohibit construction of a project that would be operated at less than a Level of Service E. Caltrans own study has determined that this project would be a Level of Service F on its first day in operation.
- For decades, planners have made unsubstantiated statements about possible air quality benefits of this project without producing one study to bolster those claims. In fact, the instant gridlock of a completed tunnel would seem to bolster the opposite result.
- Independent studies have determined the significant harm freeways have on the lung capacity of young children who live or go to school nearby. Significantly increasing traffic on the 710 freeway and connecting freeways, which abut many schools, should alone be enough to put the brakes on this project. California law prohibits the acquisition of a school site within 500 feet of a busy roadway unless the air quality at the site does not pose a health risk to pupils or staff. This same legislation indicates that it is the intent of the Legislature to protect school children from the health risks posed by pollution from heavy freeway traffic and other non-stationary sources in the same way that they are protected from industrial pollution. Why then would a state agency continue to investigate a project that would significantly increase freeway traffic, and its accompanying pollution, along freeways and roadways that are known to be located within 500 feet of several school sites?
- This project has been suggested as a Public Private Partnership. How can such an option even be contemplated without knowing the cost, benefit and use? Frankly, it can't. The lack of such basic and significant information continues to point to the "build at all cost" mentality of those promoting the 710 tunnel.
- The public outreach component of the 710 Tunnel has been extremely controversial. It has been cursory, poorly conceived and poorly delivered to the public. Its lack of bi-lingual and bi-cultural outreach in minority, immigrant and low income communities has raised serious social and environmental justice implications. Its cursory nature and the appearance that the consultants are not incorporating the feedback and desires of the community in a manner that

Assemblymember Anthony Portantino
August 20, 2012
Page 4 of 4

impacts the study alternatives has enraged and frustrated the majority of citizens who have tried to participate in the process.

- The recently completed state audit of the 710 corridor should give every reasonable policy maker incentive to put the brakes on the 710 tunnel. We should be launching further investigations, not spending more dollars advancing an ill-conceived project.

Today you have the opportunity to stop a project that I and many others believe will negatively impact our region, does not solve a transportation problem, violates Caltrans own traffic protocols and is moving forward on missing information and a faulty process. It is a project of historic magnitude that will drain precious resources and scar California for decades.

For these reasons, I respectfully request that you stop any and all activity that furthers a project which extends the 710. Please, let's not read about "LA's Own Big Dig Disaster" a decade from now, when we have the opportunity to prevent it today.

Respectfully,



Anthony J. Portantino
Assemblymember, 44th Assembly District

AJP:jh
T3

cc: Hon. W. Bogaard, Mayor, City of Pasadena
Hon. M. Cacciotti, Mayor, City of South Pasadena
Hon. S. Del Guercio, Mayor, City of La Cañada Flintridge
Hon. F. Quintero, Mayor, City of Glendale
Hon. A. Villaraigosa, Mayor, City of Los Angeles
Hon. J. Huizar, Councilmember, City of Los Angeles
Hon. A. Najarian, Councilmember, City of Glendale
Hon. C. Davis, President, Crescenta Valley Town Council
Hon. C. Smith, Chair, Historic Highland Park Neighborhood Council

CITY OF LOS ANGELES

CALIFORNIA



ANTONIO R. VILLARAIGOSA
MAYOR

JUNE LAGMAY
City Clerk

HOLLY L. WOLCOTT
Executive Officer

When making inquiries relative to
this matter, please refer to the
Council File No.

Office of the
CITY CLERK

Council and Public Services
Room 395, City Hall
Los Angeles, CA 90012
General Information - (213) 978-1133
Fax: (213) 978-1040

SHANNON HOPPE
Council and Public Services
Division

www.cityclerk.lacity.org

August 29, 2012

To All Interested Parties:

Chief Legislative Analyst

I HEREBY CERTIFY that the City Council adopted the action(s), as attached, under
Council File No. 12-0002-S82, at its meeting held August 28, 2012.

City Clerk
vm

cc: 8 Certified copies sent to Sacramento Representatives

Mayor's Time Stamp
OFFICE OF THE MAYOR
RECEIVED
2012 AUG 28 PM 2:38
CITY OF LOS ANGELES

City Clerk's Time Stamp
BY _____
CITY CLERK
DEPUTY
2012 AUG 28 PM 2:35
CITY CLERK

FORTHWITH

SUBJECT TO THE MAYOR'S APPROVAL

COUNCIL FILE NO. 12-0002-S82

COUNCIL DISTRICT _____

COUNCIL APPROVAL DATE August 28, 2012

RE: CITY'S POSITION IN CONNECTION WITH THE EXTENSION OF SR-710 (NORTH) ALONG ALTERNATIVES H-2, H-6, F-2, F-5, AND F-6 AND ANY ABOVE GROUND HIGHWAY OR FREEWAY THAT WOULD CUT THROUGH THE CITY OF LOS ANGELES

LAST DAY FOR MAYOR TO ACT SEP 07 2012
[10 Day Charter requirement as per Charter Section 231(h)]

DO NOT WRITE BELOW THIS LINE - FOR MAYOR USE ONLY

APPROVED
✓

*DISAPPROVED

*Transmit objections in writing pursuant to Charter Section 231 (h)

DATE OF MAYOR APPROVAL OR DISAPPROVAL AUG 31 2012

Herb J. Kern

MAYOR

ACTING

kw

BY _____
CITY CLERK
DEPUTY
2012 AUG 31 PM 4:40
CITY CLERK

48
TO THE COUNCIL OF THE
CITY OF LOS ANGELES

File No. 12-0002-S82

Your

TRANSPORTATION

Committee

reports as follows:

TRANSPORTATION COMMITTEE REPORT and RESOLUTION relative to the City's position to oppose the extension of the North Long Beach 710 Freeway along alternatives H-2, H-6, F-2, F-5, F-6, and F-7, and any above ground highway or freeway that would cut through the city of Los Angeles.

Recommendation for Council action, pursuant to Resolution (Huizar – Reyes – Garcetti), SUBJECT TO THE CONCURRENCE OF THE MAYOR:

ADOPT the accompanying RESOLUTION, as amended, to OPPOSE the extension of the North Long Beach 710 Freeway along alternatives H-2, H-6, F-2, F-5, F-6, and F-7, and any above ground highway or freeway that would cut through the city of Los Angeles.

Fiscal Impact Statement: None submitted by the Chief Legislative Analyst. The City Administrative Officer has not completed a financial analysis of this report.

Community Impact Statement: None submitted.

SUMMARY

At its meeting held August 17, 2012, Council considered Resolution (Huizar – Reyes – Garcetti) relative to opposing a proposed extension of the North Long Beach 710 Freeway and any above ground highway or freeway that would cut through the city of Los Angeles. Resolution states that Metro Board directed staff to proceed with an environmental review process for a set of multi-modal options for the 710 North study. Resolution makers believe that an above-ground extension of the 710 North would do irreparable damage to the communities of El Sereno, Eagle Rock, Garvanza, Mt. Washington, Highland Park, Hermon, and Glassell Park. Council referred Resolution to the Transportation Committee for consideration.

At its special meeting held August 27, 2012, the Transportation Committee discussed this matter with representatives of the Department of Transportation and Metro. An extensive public hearing was conducted. Committee recommended that Council adopt the accompany Resolution to oppose the extension of the North Long Beach 710 Freeway along alternatives H-2, H-6, F-2, F-5, and F-6, and any above ground highway or freeway that would cut through the city of Los Angeles, as amended to include opposition to alternative F-7.

Respectfully submitted,

TRANSPORTATION COMMITTEE



MEMBER	VOTE
ROSENDAHL:	ABSENT
KORETZ:	YES
PARKS:	ABSENT
LABONGE:	YES
HUIZAR:	YES

JAW
12-0002-s82_rpt_tran_8-28-2012

ADOPTED

AUG 28 2012

LOS ANGELES CITY COUNCIL

488

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 2009, the City of Los Angeles adopted a Resolution (CF-09-0002-S189) to protect Northeast Los Angeles communities from any undue burden from a proposed extension of the North Long Beach 710 Freeway; The Resolution, which was sponsored by Councilmembers Huizar, Garcetti and Reyes, asked the City to officially oppose the extension of the freeway through Zones 1 and 2, which would run through a significant portion of Northeast Los Angeles; the City also opposed any tunnel option through El Sereno whose entry portal did not begin and end south of Valley Boulevard; and

WHEREAS, in May 2010 the Metro Board directed staff to proceed with an environmental review process for a set of multi-modal options for the SR-710 (North) study; and

WHEREAS, the Metro Board selected 42 alternatives during the Scoping Sessions and Initial Evaluation that included freeways, highways, Transportation System Management, Bus Rapid Transit, and Light Rail Transit as possible options for the SR-710 (North Extension); and

WHEREAS, in 2010 the City of Los Angeles created the Highland Park-Garvanza Historic Preservation Overlay Zone to protect the historical and cultural resources of Northeast Los Angeles; and

WHEREAS, an above-ground extension of the SR-710 (North) would do irreparable damage to the communities of El Sereno, Eagle Rock, Garvanza, Mt. Washington, Highland Park, Hermon and Glassell Park;

NOW, THEREFORE, BE IT RESOLVED, with the concurrence of the Mayor, that by the adoption of this Resolution, the City of Los Angeles includes in its 2011 and 2012 State Legislative program OPPOSITION to the extension of SR-710 (North) along alternatives H-2, H-6, F-2, F-5, F-6 and F7, and any above ground highway or freeway that would cut through the City of Los Angeles.

WHEREAS THE FOREGOING RESOLUTION WAS ADOPTED BY THE COUNCIL OF THE CITY OF LOS ANGELES AT ITS MEETING OF AUG 28 2012 BY A MAJORITY OF ALL ITS MEMBERS.



JUNE LAGMAY
CITY CLERK

BY [Signature]
DEPUTY

MOUNT WASHINGTON HOMEOWNERS ALLIANCE



Board of Directors

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dmarlos@roadrunner.com
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christohoward@gmail.com
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stan.sosa@gmail.com

Mayor Antonio Villaraigosa
200 North Spring Street, Room 303
Los Angeles, CA 90012
(213) 978-0600
mayor@lacity.org

RE: Opposition to 710 extension in Northeast Los Angeles

Dear Honorable Mayor Antonio Villaraigosa,

I am writing to you on behalf of the Mount Washington Homeowners Alliance, an organization with approximately 500 voting members who live in Northeast Los Angeles. We are an active organization and we reach out to other community members who do not belong to our organization through our newsletter and website. For the past few years, both our board members and our general membership have been keeping track of the developments and plans of Caltrans and the MTA with regards to the proposed 710 extension through our neighborhood. We have attended community outreach meetings and had presentations at our own general meetings in an effort to be fully informed of the ramifications of a 710 extension through our neighborhood. At our August 2012 board meeting, our board of directors unanimously voted to approve the following resolution.

“Let it be resolved:

The Mount Washington Homeowners Alliance Board of Directors expresses its opposition to the proposed 710 tunnel and freeway/highway surface route alternatives **anywhere** in the densely settled, historic NE Los Angeles region. Mt. Washington joins many other NE Los Angeles area neighborhoods in their opposition to the proposed 710 north projects. The Board requests that Metro and Caltrans cease and desist in this outdated quest for a massive, costly infrastructure project and prioritize supporting sustainable community development consistent with SB 375. We demand that Caltrans and Metro use transportation funds responsibly in ways that will fundamentally and scientifically help achieve improved air quality, reduce global warming, improve public transit options, improve active transportation infrastructure, and preserve the quality of life in our communities, rights that all citizens should enjoy.

Carefully planned and integrated multimodal alternatives should be the focus of any future infrastructure projects in the region. Such an approach will position the region for the future. There are conflicting reports with regard to the use of the tunnel and proposed alternatives. We are particularly concerned about any transportation projects that will increase truck traffic through this region and negatively impact the health of our communities, particularly our children, and cause further inequities in health effects. The use of a very costly toll tunnel as a solution for local "congestion," as Cal Trans/Metro have been stating, does not seem believable, would not be effective for relief of local congestion, and is not a responsible use of taxpayer funds. In addition, a tunnel represents additional risks for car and truck traffic, especially with limited access over 4-5 miles, with respect to accidents and fires. Upkeep of the infrastructure of a tunnel and ventilation is expensive and associated with concentrated pollution factors that cannot be clearly mitigated. Building a tunnel through critical water tables and earthquake faults is not justified.

We want our elected officials to **actively** oppose this 710 tunnel and alternatives and make the **voice of the citizens** heard at Metro and Caltrans. These proposed massive and costly infrastructure projects would inevitably result in irreversible destructive effects in the construction phase and throughout completion and use. Community health and cohesion and integrity of communities would be sacrificed and this is unacceptable. As taxpayers, we do not want to take on this financial burden, estimated to be in the range of \$14 billion dollars, with cost overruns frequent for these massive projects, especially when critical functions such as schools and public safety are being cut back."

We are reaching out to our elected officials to let them know how strongly we feel regarding this matter.

Thank you for your attention to our concerns.

Sincerely,

A handwritten signature in black ink, appearing to read "D. Marlos". The signature is stylized and cursive.

Daniel Marlos, President Mount Washington Homeowners Alliance (MWAH)

CC: County Supervisor Gloria Molina, Senator Kevin de León, Assemblymember Anthony Portantino, Councilmember Ed Reyes CD1, Councilmember José Huizar CD14.

APPROPRIATIONS COMMITTEE
SUBCOMMITTEE ON
STATE, FOREIGN OPERATIONS, AND RELATED
PROGRAMS
SUBCOMMITTEE ON
COMMERCE, JUSTICE, SCIENCE AND RELATED
AGENCIES

PERMANENT SELECT
COMMITTEE ON INTELLIGENCE
RANKING MEMBER, SUBCOMMITTEE ON
TECHNICAL AND TACTICAL INTELLIGENCE



ADAM B. SCHIFF
29TH DISTRICT, CALIFORNIA

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FAX: (626) 304-0572

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

FACEBOOK:
www.facebook.com/congressmanschiff

September 20, 2012

Hon. Michael Antonovich
Chairman
Los Angeles Metro Board
1 Gateway Plaza
Los Angeles, CA 90012

Dear Chairman Antonovich and Metro Board Members,

As you know, last month Metro released the final five options it will consider throughout the environmental review process for the "710 North Gap Closure Project." After considering the strong community concerns expressed over the impact of a tunnel, and in light of the dramatically escalating and uncertain costs that would be incurred in its construction, I urge Metro to remove this option from consideration at the next appropriate stage in the review process.

Many years ago, when Metro first proposed that a tunnel may provide a solution to the decades long fight over the 710 freeway, I supported a technical study to determine whether a tunnel was feasible so that the community could explore the full range of options. Metro represented at that time that because of the advancement of tunneling technology, it may be possible to construct a tunnel at little more than the cost of building a freeway at-grade or for about one and a half billion dollars. Metro also believed that a strong community consensus would emerge to support such a concept, if it made the case to the public. Neither claim would prove to be correct.

Several years later, we know that although a tunnel is technologically feasible, it is cost prohibitive. Metro has refused to release an accurate figure on the cost of a tunnel, but it is safe to say that its original estimate is off by many billions of dollars. In any event, this is money we do not have and are not likely to obtain, and it would be a disservice to the community to invest substantial sums towards a project that may never be completed while forgoing more immediate traffic improvements that could do much to mitigate traffic and pollution now.

It is also plain that the community consensus, far from supporting a tunnel, is strongly opposed to it. One of the reasons the technical study of the tunnel was designed to be route neutral, was so that the most logical route would be examined -- not the route that may have made sense when the proposal was at-grade, and not through only poor communities -- but in the corridor that made the most sense from a transportation, mitigation and neighborhood impact point of view. The result was salutary and informative; in each of the five zones in which the tunnel could be

constructed, no community embraced the proposal. This was not a simple matter of each neighborhood simply wanting the tunnel elsewhere, but rather a recognition by each community that the price was too high, both fiscally and in terms of its impact on the quality of life, and not only for their own community, but for any community.

These concerns, which echoed throughout the public hearings on the matter, include Metro's intent to use tunnel boring machine (TBM) technology to construct the tunnel. The large and bulky TMB, which can be hundreds of feet long and tens of feet wide, will clog space in residential neighborhoods for years to come as the tunnel construction process can be quite lengthy. Moreover, once the TMB is underneath homes, the daily boring through rock and soil could cause severely disruptive vibrations. The quality of life in the communities surrounding the tunnel path will further be reduced as tens of noisy and polluting trucks will have to be used to remove the tons of rock and soil discharged from the machine.

While constructing the tunnel will create a series of problems for the surrounding communities, the negative effects associated with pursuing a tunnel option are not constrained to the construction phase of the project. Once the tunnel is complete, trucks and other vehicles using the tunnel will discharge harmful emissions for the 4.5 mile length of the tunnel. These emissions, such as hazardous air pollutants, carbon monoxide and carbon dioxide, will have to be captured and removed from the tunnel through portals and ventilation stacks at select points along the tunnel. The emissions will then be pumped into surrounding neighborhoods, reducing local air quality and exposing nearby residents to pollutants that could cause a wide range of health problems. These health problems include, but are not limited to, asthma and certain types of cancer.

Additionally, tens of thousands of trucks will start using the tunnel on a daily basis when the tunnel is complete. These vehicles will begin passing through communities – Glendale and La Canada to the west and Arcadia and Monrovia to the east – that abut the 210. This will expose these communities to noisy vehicles that will interrupt peaceful neighborhoods, heavy trucks that will wear down the freeway and require that more taxpayer dollars be spent to maintain the freeway, and harmful emissions.

Unfortunately, these problems will only grow worse over time as studies now indicate that for each percentage increase in road capacity there is a corresponding increase in vehicle traffic. The tunnel will not reduce traffic congestion in the region; instead it appears that a tunnel will only expose surrounding communities to more disturbances and harmful pollutants.

Finally, the community has rightly expressed profound concerns over the cost of the project.

While the project was originally estimated to cost approximately \$1.5 billion, a 2011 study estimated it would cost \$2.8 billion and now the Measure R extension expenditure plan believes it will cost \$5.6 billion. How costly will it be in another year? Or two? Or ten?

Metro expects to fund half of the project through private financing and another \$1.8 through federal funding and the rest through Measure R funds. But Metro has not provided any information to taxpayers indicating that those estimates of expected private funding sources are sound. I am deeply concerned that taxpayers could be left picking up the full tab, if the highly

speculative financing does not come through. These risks are magnified when you consider the likelihood that Metro's estimates are deeply inadequate. A 2003 study of global infrastructure projects determined that cost overruns occurred on nearly 90 percent of mega projects, such as a 710 tunnel, and that the average cost overrun for such tunnel projects was 34 percent.

The environmental review process Metro is engaged in has been excessively focused on the tunnel option. I have expressed my concern over Metro's apparent rush to judgment on a tunnel option many times, but without success. This has only confirmed what many in the community suspected, that Metro was once again starting with the conclusion it wished to reach and working backwards.

I urge Metro to give full and serious consideration as to how funds for a tunnel project could be better spent. I suspect that for less than the actual cost of a tunnel, Metro would have the funds necessary to undertake all of the remaining options under consideration -- combined. These options, transportation system management, bus rapid transit and light-rail would help move people in an environmentally friendly manner without disrupting our long-established neighborhoods.

We can and we must pursue better options than constructing a tunnel for meeting our future transportation needs. 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



CITY COUNCIL

Stephen A. Del Guercio, Mayor
Laura Olhasso, Mayor Pro Tem
Michael T. Davitt
David A. Spence
Donald R. Voss

September 24, 2012

The Honorable Antonio Villaraigosa
Mayor
City of Los Angeles
200 North Spring St.
Los Angeles, CA 90012

Re: SR-710 North Extension Project

Dear Mayor Villaraigosa:

It has been some time since we last communicated but I trust that you will recall that our shared experiences in regional transportation projects date back to the Redline project when you were on the LACTC Board and my law firm (Demetriou, Del Guercio, Springer & Francis) was performing the legal work for the acquisition of the Redline station sites. I salute you for your vision back then as well as your current vision for the accelerated improvement of our region's public transportation systems.

I am, however, writing to you today about a very different project – the so-called SR-710 tunnel extension project (which is now currently being referred to as the F-7 alternative). My city has participated in the various studies conducted by Metro and CalTrans, including the environmental process that is currently underway. From these studies it has become glaringly obvious that the tunnel project will cost undisclosed billions of dollars and will not result in any meaningful improvement in traffic congestion or quality of life. In fact, it has already been clearly demonstrated that the tunnel project will have serious adverse traffic and health impacts on many of the region's cities and communities, including both your city and my city. Simply stated, the tunnel project has too few benefits, too many detriments, and costs far too much.

From my personal experience in participating in the current environmental process representing my city, I can tell you categorically that this process has been a sham and is nothing more than a *post hoc* attempt to justify the ill-conceived tunnel project. As Congressman Adam Schiff stated in his recent September 20, 2012 letter to the Metro Board:

“The environmental review process Metro is engaged in has been excessively focused on the tunnel option....This has only confirmed what many in the community suspected, that Metro was once again starting with the conclusion it wished to reach and is working backwards.”

Congressman Schiff's letter to the Metro Board goes on to point out that it is now beyond dispute that the project will cost too much, the adverse environmental impacts will be too great, and the benefits, if any, will be too small. The overwhelming message from the region's elected

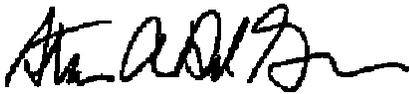
Honorable Antonio Villaraigosa
September 24, 2012
Page 2

representatives and their constituents is that the time has come to put an end to this misguided effort.

I respectfully request that you employ your leadership on the Metro Board to stop the waste of taxpayer dollars being spent by Metro to further "study" the tunnel option and to redirect our precious funds to the implementation of worthy alternative transportation projects. We believe, along with Congressman Schiff and the other cities that are opposed to the tunnel option, that there are promising alternatives that are both cost-effective and environmentally sound that can and should be explored.

Your consideration of this very important issue is greatly appreciated.

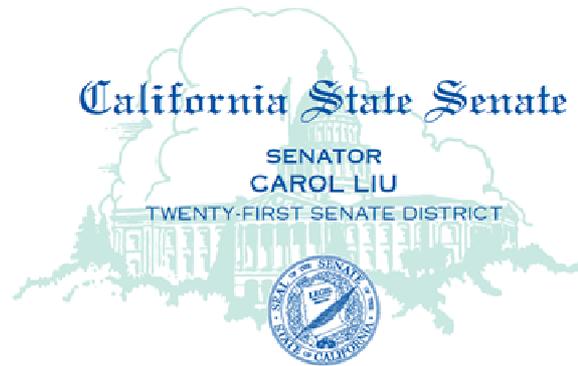
Sincerely,



Stephen A Del Guercio
Mayor

cc: Los Angeles County Metro Board of Directors
Honorable City Council Members, City of La Cañada Flintridge
Honorable Adam Schiff, Congressman
Honorable Carol Liu, Senator
Honorable Anthony J. Portantino, Assembly Member
Honorable Mike Gatto, Assembly Member
Honorable Mayor and City Council Members, City of Glendale
Honorable City Council Members, City of Los Angeles
Honorable Mayor and City Council Members, City of Pasadena
Honorable Mayor and City Council Members, City of South Pasadena

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DISTRICT OFFICE
501 N. CENTRAL AVENUE
GLENDALE, CA 91203
TEL (818) 409-0400
FAX (818) 409-1256

September 25, 2012

Metro Board Members
One Gateway Plaza
Los Angeles, CA 90012-2952

Dear Chairman Antonovich and Metro Board Members,

I urge you to eliminate the tunnel option identified as F7, from the alternatives being considered in the North State Route 710 Gap Closure Draft Environmental Impact Statement being prepared by Metro on behalf of California Transportation Department (Caltrans) as lead agency. My recent discussions with Caltrans suggest that the state would defer to Metro's decision on this issue. It is my understanding that your staff will soon present to you recommendations to reduce the number of alternatives being studied to five. I wholeheartedly agree with the staff recommendation as far as it goes and ask you to add F7, the tunnel option, to the list of alternatives to be eliminated.

When I first learned about the tunnel alternative to the then proposed cut and cover project, it was presented as costing the same as the cut and cover and likely to meet with greater public acceptance. Needless to say, neither is true today. Estimates of the cost currently range from \$2.8 to \$5.8 billion (figures I would expect to escalate by the time shovel was put to ground) as compared to the cut and cover cost of less than \$2 billion. Further, the cities and communities I represent have made it clear in writing and at public meetings held by Metro and the cities, that they oppose the tunnel. The City of Los Angeles has adopted a resolution asking for elimination specified options including the F7 tunnel option. The City of South Pasadena has informed Metro that conducting a DEIR on the North SR 710 Gap Closure separately from the DEIR on the Southern SR 710 Project violates CEQA.

As plans to assess the tunnel option progressed, I made it clear that a tunnel project might be an appropriate alternative to the originally proposed cut and cover project if, and only if, no trucks were allowed to pass through it. However, my understanding is that the tunnel is being designed to accommodate trucks. This is but one more reason why I oppose the tunnel alternative. Further, with the North and South SR 710 project environmental impact analyses being conducted separately, the cumulative impacts of truck traffic are not being adequately considered.

Analyses of the tunnel to date indicate that it would open at Level of Service F, in violation of Caltrans policy not to construct projects that would open at less than Level of Service E. Clearly, the tunnel

Sen. Liu SR 710 Letter to METRO Board (09.25.12)

Page 2 of 2

alternative does not provide congestion relief and, especially if opened as a toll road, would likely cause more local traffic congestion as drivers opted to by-pass the tunnel and travel local streets to their destinations.

Other analyses of the tunnel reveal high levels of disruption to the communities where construction would take place. Residents would be asked to endure vibration, noise, dust, and emissions from construction equipment and activities and for no meaningful long term benefit to the community. Those who favor the project because it would create jobs don't understand that we are talking many years in the future before construction would begin. A DEIR that includes the tunnel option is not expected to be complete until sometime in 2014. My expectation is that a final decision to build a tunnel would encounter lawsuits and monumental delays just as the original project did in the last century. Other alternatives being considered, such as the low build multi-mode alternative, include many shovel-ready projects among them and promise a more immediate and steady stream of jobs.

To summarize, the tunnel option is not feasible, not now, not ever, for several reasons. It is too expensive, it is too disruptive, it does not solve the problem of growing truck traffic, it would open at an already congested and unacceptable operating level, and it would divert money from many more worthy transportation projects that have broad-based public support.

From a statewide perspective, spending \$6 billion dollars or more to close a 4.5 mile stretch of highway is pure folly. In this era of budget limitations, we need to put our priorities in order. A 2009 report by the California Department of Finance estimates that the cost of needed transportation infrastructure repairs and improvements across the state tops \$50 billion. It makes no sense to spend more than 10 percent of that figure on a project with no benefit.

I firmly believe eliminating the tunnel option will speed up and substantially lower the cost of preparing the North SR 710 Gap Closure DEIR. Coming to a publicly acceptable conclusion on the locally preferred alternative will speed implementation of the selected project(s) and the sale of the over 500 properties Caltrans owns in the 710 study area. Revenue from these sales can be used to fund the locally preferred alternative.

I sincerely hope you will consider my request as a win-win solution for all concerned. Please do not hesitate to contact me if you have any questions or concerns.

Sincerely,



CAROL LIU
Senator
21st District

cc: All Metro Board Members; Art Leahy, Chief Executive Officer; Doug Failing, Executive Director, Highway Programs; Michael Turner, Director, Government Relations; Paul Taylor, Deputy Chief Executive Officer

Bill Bogaard

311 Congress Place Pasadena, California 91105

September 26, 2012

The Hon. Michael D. Antonovich and Board Members
Metro
One Gateway Plaza
Los Angeles, CA 90012-2952

Dear Supervisor Antonovich and Board Members:

I am writing as an individual regarding the proposed tunnel ("alternate F-7") that Metro is expected to consider as part of the ongoing SR-710 Environmental Impact Report/Environmental Impact Statement (EIR/EIS).

First, I would like to thank Metro staff for the tour conducted yesterday for Senator Carol Liu, at her request, and a group of local officials she invited. It provided an opportunity to view the areas affected by the various EIR/EIS alternatives and to go over information about them, which I found to be very helpful.

Second, the City Council of Pasadena is continuing to explore the impact of Measure A, a ballot measure submitted to the voters in the year 2001 that determined that the policy of the City would be in favor of completing the 710 freeway extension. At this point in time, there is uncertainty about the Council's freedom under Measure A to take a position on alternate F-7, which is currently being examined and should be resolved in the near future. Meanwhile, individual Councilmembers are free to express positions on 710 matters, since personal statements do not represent official action by the City.

My experience with the 710 freeway project extends over more than 30 years as a resident of Pasadena and as a member of the City Council during two periods of time, first during the early 1980's and then during the recent 13 years, during which I have had the honor of serving as Mayor. The surface freeway, which now happily has been dropped from further consideration, had threatened the wellbeing of Pasadena and its quality of life for all of this time. At this point, after extensive review of all available information, I have reached the conclusion that the tunnel alternative, as opposed to the surface freeway, though different in certain respects, will be no less detrimental to Pasadena and the entire region.

I respectfully request that the tunnel, alternative F-7, be eliminated from the list of alternatives to be studied in the next phase of the EIR/EIS.

The operation of the tunnel will substantially increase the amount of traffic, noise and pollution and will impose on this area environmental burdens that are simply unacceptable.

Metro's analyses of the tunnel indicate that it would open at Level of Service F, in violation of Caltrans policy not to construct projects that would open at less than Level of Service E. The tunnel would serve as a collector of traffic from remote areas of Los Angeles County, and if opened as a toll road as planned, would likely cause more local traffic congestion as drivers opt to bypass the tunnel and use local streets to their destinations.

Metro represents that the project would have capacity for 180,000 vehicles per day and 51,000 vehicles including trucks during the four hour afternoon peak period. This traffic would enter and exit from the tunnel portal adjacent to Old Pasadena. It would flow through southwest Pasadena adjacent to the Huntington Memorial Hospital, a "sensitive receptor", as well as numerous schools in the area, which would all be subjected to the pollution associated with this heavy traffic.

The tunnel would cause significant detrimental traffic and truck impacts on the 210 and 134 freeways through Pasadena and the cities of Glendale, La Canada Flintridge, La Crescenta, Arcadia, and Monrovia. The increase in traffic on the 210 freeway going north would be particularly severe, including increased daily peak period traffic of 25,000 vehicles. The inclusion of trucks substantially increases the adverse environmental impacts in the region, and revokes the commitment Caltrans had made more than 10 years ago that the freeway, if ever constructed, would not permit truck traffic.

The construction of the project, which would extend over many years, would create high levels of disruption. Residents would be asked to endure vibration, noise, dust, and emissions from construction equipment and activities.

The cost of the tunnel, although not currently known with certainty, is beyond any reasonable expenditure for the traffic and transit benefits that can be expected. Initially, Metro represented the cost of the tunnel as less than the cost of the surface freeway, but estimates have increased with time and currently are in the range of \$6 billion, funding which is not available and which should be used for alternative traffic and transit improvements. I would request Metro to turn attention to how funds for the tunnel project could be better spent.

The public opposition to the tunnel is tremendous and is growing as more persons become aware of the proposal. In addition to calling for the protection of Pasadena's quality of life, members of the public are asking for 21st century transit projects which will improve mobility and decrease the noise and pollution associated with automobile travel.

In the end, the tunnel option deserves no further consideration. It is too expensive, it is disruptive during construction and subsequent operation, it would open at an already congested traffic level, it does not solve the problem of truck traffic, and it would divert funding from many more worthy transportation projects that have broad based public support.

Hon. M. Antonovich and Board Members

September 26, 2012

Page 3

Other than the tunnel, the alternatives on Metro's list for study during the EIR/EIS process deserve further consideration and I look forward to being a part of the effort to develop traffic mitigation steps in this region that are affordable and effective. If there is any way I can be helpful on this matter, I hope you will not hesitate to call upon me.

Sincerely,



BILL BOGAARD

cc: Arthur T. Leahy, CEO

Doug Failing, Executive Director, Highway Programs

Frank Quon, Executive Officer, Highway Programs

Michelle Smith, SR 710 Study Project Manager

Lynda Bybee, Deputy Executive Officer, Community Relations

Michael Beck, Pasadena City Manager

Frederick C. Dock, Pasadena Director of Transportation

Bahman Janka, Pasadena Transportation Administrator



No 710 ACTION COMMITTEE

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

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

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

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

Post Office Box 51124

Pasadena, California 91115

Telephone 626 799.0044

no710extension@aol.com

www.no710.com

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

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

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

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

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

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

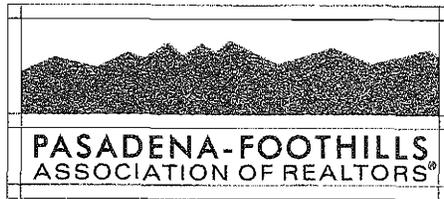
SCAG's "SR-710 Missing Link Truck Study" concluded that if the tunnel is built the 210 Freeway would need to be widened by one lane in each direction to handle the increased traffic and that overall driving conditions would be worse, and the system-wide regional benefit would be an increase of only 0.6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

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

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

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

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



Proudly serving our members and communities since 1907

OFFICE OF THE MAYOR
RECEIVED

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September 27, 2012

Mayor Bill Bogaard and Members of the City Council
Pasadena City Hall
100 N. Garfield Ave.
Pasadena, CA

Dear Mayor Bogaard and Members of the City Council: ✓

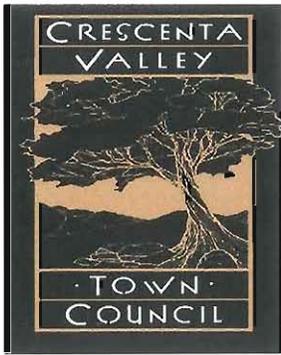
The Pasadena-Foothills Association of REALTORS® has joined the fight against the proposed 710 tunnel now under environmental review. Citing major concerns with impacts on residential neighborhoods from increased air and noise pollution as well as untenable cost estimates, the Board of Directors voted to add its voice to the hundreds of residents and community leaders who oppose the tunnel.

Our members represent homeowners in Pasadena, Altadena, South Pasadena and La Canada Flintridge who will see a huge detrimental impact on their property values should the tunnel be approved. We are joining with so many others to ask METRO to drop the F7 tunnel from further consideration and concentrate on more worthy transportation alternatives with less adverse environmental impacts and more cost effectiveness.

We urge you to put the City of Pasadena on record as opposing the tunnel alternative as well. This bad idea needs to be stopped right now before more hundreds of thousands of taxpayer dollars are wasted. Please join your residents in calling for METRO to take this alternative out of consideration.

Sincerely,

RUTH S. McNEVIN
President



Crescenta Valley Town Council Resolution Opposition to 710 Tunnel Technical Feasibility Assessment

WHEREAS, the Crescenta Valley Town Council opposes any above ground or tunnel route connecting the 710 Freeway with the SR 210 freeway.

WHEREAS, the California Department of Transportation's I-710 Corridor Project EIR/EIS states that:

"Long-term losses resulting from the I-710 Corridor Project would include:

- Permanent impacts to wetlands and natural communities;
- Permanent increase in air pollutant concentrations near the I-710 Corridor;
- Permanent impacts to residents and visitors in some locations as a result of increased noise levels, increased nighttime light, and altered viewsheds;
- Permanent increase in noise levels near the I-710 Corridor"

WHEREAS, notwithstanding the MTA's and the DOT's own findings concerning the long-term losses to our community, both agencies are making another attempt to attain a valid Environmental Impact Report for their plans to extend Interstate-710 beyond its northern terminus in Alhambra and connect it to the SR-210 in Pasadena. The Council strongly recommends the suspension of any further study of the 710-210 connector.

WHEREAS, it is beyond question that connecting the 710 Freeway with the SR 210 freeway will do irreparable damage to our community and our residents' quality of life.

NOW, THEREFORE, BE IT RESOLVED that the Crescenta Valley Town Council:

1. Strongly opposes any further work or study of any above ground or tunnel route connecting the 710 Freeway with the SR 210 freeway and,
2. Supports all efforts to focus on other, non-freeway connector options set out in its report including developing heavy rail from the Port of Los Angeles to a new highway route through the desert connecting with Interstate 5 north of Los Angeles.

SIGNED AND APPROVED this 4th day of October, 2012

Cheryl Davis, President
Crescenta Valley Town Council

I HEREBY CERTIFY that the above and foregoing resolution was duly passed and adopted by the Crescenta Valley Town Council at its regular meeting held on the 20th day of September, 2012

Todd Thornbury, Recording Secretary

**RESOLUTION NO. 12-84
RESOLUTION OF THE CITY OF SIERRA MADRE
OPPOSING THE TUNNEL ALTERNATIVE TO THE
EXTENSION OF SR-710 BETWEEN THE I-10 AND I-210
FREEWAYS**

WHEREAS, the Los Angeles County Metropolitan Transportation Authority ("METRO"), in conjunction with the California Department of Transportation ("Caltrans") is currently studying options and alternatives for the extension of the SR-710 freeway; and

WHEREAS, METRO/Caltrans are preparing an Environmental Impact Report/Environmental Impact Statement ("EIR/EIS") that currently includes five alternatives, one of which includes constructing a tunnel between the I-10 and I-210 freeways, and

WHEREAS, the tunnel alternative would have detrimental impacts on the City of Sierra Madre and the San Gabriel Region, its residents, historic residential neighborhoods, schools, businesses, families and children from significant traffic, noise, air pollution, and other economic and environmental issues.

NOW, THEREFORE BE IT RESOLVED that the City Council of the City of Sierra Madre, California as follows:

Section 1. That the Council hereby expresses its **OPPOSITION** to the tunnel for the proposed "gap closure" of the SR 710 Freeway between the I-10 and the I-210 freeways.

Section 2. That the Council further authorizes the Mayor or the City Manager to take such future action, including letters and/or submission of comments that are deemed necessary to express **OPPOSITION** to any tunnel consideration.

Section 3. The Council further expresses interest in the review, assessment and study of alternatives and specifically requests to be notified of any further developments that may be considered by METRO/Caltrans in the future.

PASSED AND ADOPTED by the City Council of the City of Sierra Madre, State of California on October 23, 2012 by the following vote:

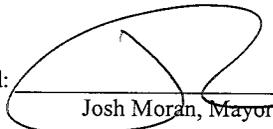
AYES: Mayor, Josh Moran, Mayor Pro Tem, Nancy Walsh, Council Members, John Capoccia, John Harabedian and Chris Koerber

NOES: None

ABSENT: None

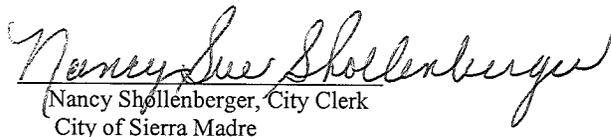
ABSTAIN: None

Signed:


Josh Moran, Mayor

Date: 10/23/2012

ATTEST:


Nancy Shollenberger, City Clerk
City of Sierra Madre



City Council

Stephen A. Del Guercio, Mayor
Laura Olhasso, Mayor Pro Tem
Michael T. Davitt
David A. Spence
Donald R. Voss

November 29, 2012

Mr. Art Leahy
Executive Director
Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Re: Route 710 "All Communities Convening" Meetings

Dear Mr. Leahy:

It has come to our attention that Metro has scheduled a series of "All Communities Convening" meetings. However, inexplicably, none have been scheduled in La Cañada Flintridge or the adjacent foothill communities. Obviously, we in La Cañada Flintridge are very disappointed by this decision. Since this area would likely be among the most significantly impacted should the 710 freeway be extended northward, it seems somewhat suspicious that no such meetings have been scheduled here.

As you are aware, all of the public Metro meetings concerning the topic of the 710 have been extremely well attended by our residents. This includes the Scoping Meeting (which we also had to request to be held in the City). In addition, we understand that our CLC group is the largest one Metro has. Our CLC group is very adamant in its request that one of these meetings be held here.

Due to the potential significant environmental impacts on the community, we believe it is crucial that the input of our residents be heard. Therefore, we urgently request that you schedule one of the January 2013 "All Communities Convening" meetings in our City.

To assist in coordinating a meeting in La Cañada Flintridge, please contact Ann Wilson of my staff at 818-790-8880 or email her at awilson@lcf.ca.gov. We look forward to hearing from you in the very near future so that such a meeting may be scheduled thus allowing our residents a voice in this critical environmental phase of the project.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark R. Alexander", is written over a light blue horizontal line.

Mark R. Alexander
City Manager

c: City Council
Jan Soohoo

CAPITOL OFFICE
STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0044
(916) 319-2044
FAX (916) 319-2144

DISTRICT OFFICE
215 N MARENGO AVENUE
SUITE 115
PASADENA, CA 91101
(626) 577-9944
FAX (626) 577-2868

Assembly California Legislature



ANTHONY J. PORTANTINO
ASSEMBLYMEMBER, FORTY-FOURTH DISTRICT

STANDING COMMITTEES
CHAIR, HIGHER EDUCATION
GOVERNMENTAL ORGANIZATION
PUBLIC SAFETY
TRANSPORTATION

November 29, 2012

Mr. Brian P. Kelly
Acting Secretary
Business, Transportation and Housing Agency
980 9th Street, Suite 2450
Sacramento, CA 95814-2742

Dear Secretary Kelly:

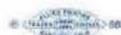
Thank you for coming to the 44th Assembly District to discuss local concerns over the 710 tunnel/F7 option under current consideration by the MTA. I believe that residents, tenants, effected neighbors and elected officials have raised legitimate concerns about the viability of the 710 tunnel and its potential negative impact on the San Gabriel Valley, in particular the increased pollution and arterial gridlock it will assuredly bring to the communities in the immediate vicinity. In addition, there continues to be no serious attempt to put any accurate financial data with the true anticipated costs of this enormous public works project on the table or made available for public review. The following is a list of just some of the concerns being raised that should cause alarm in Sacramento:

- Although there have been assurances made about the process, there continues to be serious legal, ethical and planning concerns about the current process shepherded by the MTA and the apparent predetermined outcome that most of us anticipate.
- At the same time that the MTA Board deleted several options, without one iota of data to support these actions, one MTA Board Member stated in a recent meeting at Los Angeles City Hall that the MTA could not do what it had already done. This caused me to nearly jump out of my chair in response.
- In spite of the mounting concerns and observations over the inadequacy of the public outreach component of the MTA process, MTA cancelled the last two public outreach meetings. In addition, MTA staff cut short a briefing before the MTA Board and continues to foster the appearance that F7 is the preordained alternative.
- Recently, SCAG declared the F7 option the best option for the region. Once again, these conclusions came out of nowhere, were based on no new or verifiable information, and injected another politically motivated public relations stunt into an already corrupt process.

Additionally, a member of the California Transportation Commission recently declared that California is \$300 billion dollars short of what it needs to complete current infrastructure projects over the next decade. If one takes this pronouncement as true, how can our state contemplate moving forward on F7? We are short \$300 billion right now, with no plan to address this

Representing Cities

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



Printed on Recycled Paper

Secretary Brian Kelly

November 29, 2012

Page 2

enormous funding shortfall; we are contemplating spending billions of dollars on a project that will potentially hurt local arterial circulation, increases local pollution, opens up on its first day at a Level of Service F and on its best day will increase commute times by a mere 3 minutes. Certainly, there are priority projects in California that actually solve problems, which warrant investigation and construction, rather than the folly behind the F7 tunnel. I respectfully ask you to pursue them rather than continue with the F7 Tunnel.

The current path to the tunnel conclusion will take precious resources away from desperately needed projects around our region and negatively impact Los Angeles County. I strongly encourage you to bring some independent judgment to this process and once and for all put an end to the F7 option so that residents, municipalities and transportation agencies can begin to focus on solving the local transportation concerns of the affected cities and neighborhoods.

Warmly,

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

Anthony J. Portantino
44th Assembly District

AJP:jh

CAPITOL OFFICE
STATE CAPITOL, ROOM 5061
SACRAMENTO CA 95814
TEL (916) 651-4021
FAX (916) 324-7543



DISTRICT OFFICE
501 N. CENTRAL AVENUE
GLENDALE, CA 91203
TEL (818) 409-0400
FAX (818) 409-1256

December 10, 2012

Arthur T. Leahy, LACMTA CEO
One Gateway Plaza
Mail Stop: 99-25-1
Los Angeles, CA 90012

Malcolm Dougherty, Caltrans Director
1120 N Street MS 49
Sacramento, CA 95814

Dear Sirs:

As you know, we have diligently been following, participating in, and seeking to understand the SR-710 DEIR/EIS study process. Our common positions are opposition to the proposed F7 tunnel alternative, which we believe is too costly, infeasible, and will exacerbate - not relieve - regional traffic congestion; and accelerating the sale of properties SR-710 Study Area long held by Caltrans.

Over the course of several meetings with various State and MTA officials and MTA Board Members, some questions we have about the SR-710 study process have been answered but new ones have arisen. We ask you to bring clarity to the issues so that the cloud of uncertainty can be raised from what is intended to be a transparent process.

In general, we are confused by the division of authority and responsibility between Caltrans and MTA and would appreciate receiving a copy of the MOU that sets forth this agreement. Our specific questions are:

1. What are the process and the point in DEIR/EIS by which Caltrans will determine whether MTA has appropriately selected viable alternatives to be examined in the DEIR/EIS? When will the MTA Board approve the decision to reduce the alternatives from 12 to five? Who in Caltrans will make, and what criteria will be applied to, that decision?
2. Caltrans and MTA appear to disagree, by virtue of MTA's sponsorship of SB 204 (Liu) expediting their sale and Caltrans recommendation for a veto, when houses in the SR-710 study area can be sold. We ask Caltrans to explain the basis for maintaining ownership of homes that are outside the footprint of any alternative being considered in the SR-710 DEIR/EIS. We also request the legal basis upon which MTA determined it was appropriate for properties to be sold when an alternative was eliminated or the DEIR/EIS "locally preferred alternative" was selected.

3. The process by which the state can declare properties surplus must be well documented as set forth in **CHAPTER 26 – Disposal of Rights of Way for Public or Private Road Connections** and involves compliance with terms and conditions established by the California Transportation Commission. What is the process by which such a determination can be reversed as we are told has been done with respect to properties in South Pasadena that were declared excess in 1997.

We sincerely appreciate all the information you can provide to clarify these issues and processes. If you have any questions or comments, please do not hesitate to contact Suzanne Reed, Chief of Staff to Senator Carol Liu at 916-651-4025.

Sincerely,



CAROL LIU
California State Senator
25th District



BILL BOGARD
Mayor
City of Pasadena



MICHAEL CACCIOTTI
Mayor
South Pasadena



STEVEN DEL GUERCIO
Mayor
City of La Cañada Flintridge



ARA NAJARIAN
Council Member, City of Glendale
Board Member
LACMTA



FRANK QUINTERO
Mayor
City of Glendale

cc: Brian Kelly, Acting Secretary, Department of Business, Transportation and Housing