

# Trucks in the 710 Tunnel

## Disinformation from Metro, Caltrans, SCAG, and their Official Representatives

**Official statements where Metro and its allies admit the tunnel is being built for freight trucks:**

1. [Everything Long Beach](http://www.everythinglongbeach.com/metro-transportation-projects-2011/), March 24 2011, "Metro's Freeway Projects Mean Better Transportation For Everyone" by Editor  
<http://www.everythinglongbeach.com/metro-transportation-projects-2011/>  
*Note - In this article, Doug Failing from Metro gave information to the reporter making the exact same statement from the Metro News Release of March 21, 2011 (below)*
2. [Metro News Release](http://m.metro.net/news/simple_pr/metros-highway-program-shifts-high-gear-18-new-pro/), March 21, 2011, "Metro's Highway Program Shifts into High Gear with 18 New Projects Worth Nearly \$1.4 billion Set to Break Ground in 2011"  
[http://m.metro.net/news/simple\\_pr/metros-highway-program-shifts-high-gear-18-new-pro/](http://m.metro.net/news/simple_pr/metros-highway-program-shifts-high-gear-18-new-pro/)  
While this year's 18 projects and the I-405 are designed primarily to give people a better commute, **three other high-profile projects in various planning stages but not yet scheduled, address the demands of commerce -- specifically goods movement from the twin ports of L.A. and Long Beach**, the two busiest ports in the country, and goods movement from California's Central Valley, America's bread basket.  
The **I-710 south** from the Pomona Freeway (SR-60) to the Ports of Los Angeles and Long Beach will involve a freeway widening and possibly a separate **freight corridor** that could be tolled.  
The **710 north gap closure** between the I-10 and the I-210 **would complete the natural goods corridor that was begun several decades ago**. Metro has been holding a series of conversations and outreach with the community, in an effort to collect ideas on best options.  
A third, the **High Desert Corridor**, will be a brand new 63-mile east-west freeway between SR-14 in Los Angeles County and SR-18 in San Bernardino County. It would create a **shortcut for goods movement** from the Central Valley to the rest of the United States and trim back goods congestion through the L.A. basin.  
Like infrastructure investment, goods movement investment is an investment in our future, **Failing** said.
3. [Mobility 21](http://www.ocbc.org/wp-content/uploads/11summit_regform_flier_web.pdf), September 6, 2011, 10<sup>th</sup> Annual Southern California Transportation Summit, Transportation NEXT: New Era, New Vision, New Realities  
[http://www.ocbc.org/wp-content/uploads/11summit\\_regform\\_flier\\_web.pdf](http://www.ocbc.org/wp-content/uploads/11summit_regform_flier_web.pdf)  
Mind the Gap: **What Gap Closures Mean for the Effectiveness of Southern California's Goods Movement System**
4. ["I-710 Missing Link Truck Study" Comments](http://www.lacanadaflintridge.com/docfiles/city/cc_na_mis_090721_092848.pdf)  
The City of La Cañada Flintridge reviewed the Draft Final Report for the I-710 Missing Link Truck Study prepared by Iteris dated May 2009.  
[http://www.lacanadaflintridge.com/docfiles/city/cc\\_na\\_mis\\_090721\\_092848.pdf](http://www.lacanadaflintridge.com/docfiles/city/cc_na_mis_090721_092848.pdf)  
This **Study was commissioned by the Southern California Association of Governments (SCAG) to further examine the potential vehicle and truck impacts on the surrounding freeway and roadway network if a tunnel was constructed between the existing northerly terminus of the SR-710 Freeway in Alhambra and the I-210/SR-134 freeway interchange in Pasadena. SCAG has**

emphasized that this study is technical and comparative in nature and is not meant as a recommendation either for or against a freeway tunnel.

*Full study - This is a large document that takes time to download.*

**"I-710 Missing Link Truck Study" Traffic Analysis for the Arroyo Verdugo Subregion With and Without the I-710 Gap Closure Preliminary Draft Final Report, July 21, 2009: Submitted by Iteris In Association with the KOA Corporation, May 2009, Submitted to Southern California Association of Governments**

<http://www.burbankusa.com/Modules/ShowDocument.aspx?documentid=3034>

*Note - Study was done to look at the effect the I-710 "gap closure" would have on the roadway system of the communities surrounding the project. In it, it states that the "gap closure" Truck lanes would allow trucks to bypass the downtown area for trips "to and from the Central Valley and Northern California areas" and increase traffic to the area. Truck traffic would also increase east of the 710 through Pasadena, the study found. The study was never "finalized" by SCAG.*

5. **SR-710 Tunnel Financial Feasibility Assessment SCAG RTP 2008, Final Finance Report, Appendix F**

[http://rtpscs.scag.ca.gov/Documents/2008/fFinance\\_AppF\\_02\\_SR710.pdf](http://rtpscs.scag.ca.gov/Documents/2008/fFinance_AppF_02_SR710.pdf)

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

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

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

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

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

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

*PDF pg 9 (Pg 6 of the Doc) Update on 5.2 "Missing Link Truck Study"*

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

7. **Los Angeles Times, February 13, 2007, "State's future may be paved with fees", Evan Halper**

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

Under pressure from Gov. Arnold Schwarzenegger, who has been pushing for the state to start shifting the cost -- and some control -- of road building to the private sector, lawmakers last May authorized government agencies to build four demonstration projects in partnership with investment banks, shipping companies and other businesses....

**Moving goods**

The Legislature has yet to sign off on what roads would be built under the arrangement, but has stipulated that they must serve the movement of goods. The California Department of Transportation is already suggesting a toll road for trucks that would go from the Port of Long

Beach to the Inland Empire, and a toll road for cars and trucks at the Mexican border near San Diego that would have its own border crossing...State and local transportation planners have joined with the governor's office to lobby lawmakers for authority to broker more deals with private companies. "This should only be a beginning," Mark Pisano, executive director of the Southern California Assn. of Governments, said of the projects approved in May. At a recent legislative hearing, Pisano told lawmakers that his organization wants to work with private companies to build a controversial 8-mile tunnel that would link the 710 Freeway to Pasadena, a project estimated to cost at least \$2 billion. Federal transportation officials are cheering these planners on.

8. **USC Financial Charrette, USC Keston Institute for Public Finance and Infrastructure Policy, Financial Planning Charrette 710/210 Tunnel Connection, December 5, 2007, The University Club University of Southern California, Meeting Summary**

[http://www.usc.edu/schools/price/keston/research/documents/710FinancingCharretteFinalReport\\_1-28-07\\_.pdf](http://www.usc.edu/schools/price/keston/research/documents/710FinancingCharretteFinalReport_1-28-07_.pdf)

*PDF pg 1-2*

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

PURPOSE

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

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...In addition, this critical segment of highway would dramatically reduce travel times and distances for one of the most important regional goods-movement corridors, and the value of its added efficiency means that it would generate reliable traffic and toll revenue... A major collaborative effort to move the project forward was spearheaded and funded by the MTA... The planning charrette opened with overviews from public officials of the history of the project and the status of engineering plans and cost estimates. It also featured the assessments and estimates of several leading legal firms, contractors, and financiers that have direct experience with similar projects around the world...The afternoon featured a lengthy informal discussion of the pragmatic steps still required to bring this project to fruition, including the role of private sector parties, the projected costs and variations on financial agreements, the relevant political circumstances in California, and the legislative and legal steps that are necessary to getting construction underway. The meeting opened with introductions, and a statement from California State Assemblyman Mike Eng, representing District 49 including much of the San Gabriel Valley including Alhambra and San Marino. Assemblyman Eng offered his support for legislative action. Tracy Arnold, Director for Jobs and Economic Growth of the Office of the Governor, expressed support for the project and stressed Governor Schwarzenegger's commitment to leveraging public money through private sector partnerships. Dan Farkas, representing California State Senator Gil Cedillo, confirmed their interest in seeing construction underway, and Senator Cedillo's willingness to sponsor needed legislation. Senator Cedillo represents Senate District 22, including much of Los Angeles as well

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

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

9. **SCAG Memo, February 17, 2005**

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

[http://no710.com/\\_critical-issues-links/\\_goods-movement/scag-memo-schwarzenegger.pdf](http://no710.com/_critical-issues-links/_goods-movement/scag-memo-schwarzenegger.pdf)

During **Governor Schwarzenegger's** Fall 2004 visit to Japan, he was **criticized** by government and business leaders **for allowing congestion at the San Pedro Bay Ports to impede the flow of goods from Asia to U.S. markets.** On his return, the Governor **tasked BT&H Secretary, Sunne Wright McPeak with developing a strategy** on this issue.

10. **Southern California Association of Governments Regional Transportation Plan, Technical Appendix E Goods Movement, May 2001**

[http://www.scag.ca.gov/rtp2004/pdfs/techappendix/appendix\\_E.pdf](http://www.scag.ca.gov/rtp2004/pdfs/techappendix/appendix_E.pdf)

Freight Issues, Implications and Options in the Moving Forward Document

*(Doc E-28-E-29/PDF pg 30-31)*

f) The I-710 **Gap Closure**

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

Implications and Options: The 710 Freeway gap closure project as presently conceived would divert commuter traffic moving from the I-10, SR-60, I-5, and I-710 freeways to Pasadena, which

would provide some alleviation of congestion impacting truck traffic using the 5 Freeway on the segment between the 710 Freeway and the 110 Pasadena Freeway. However, it would not permit trucks to directly access the 210 Freeway from the 710 Freeway.

**A potential solution is to modify the Interstate 710 gap closure project with the construction of four bored tunnels** under South Pasadena to avoid neighborhood disruption/damage. Trucks would be allowed to use the I-710 project thus modified, so that direct 710-210 truck movements are possible, permitting trucks to bypass downtown Los Angeles and reducing the load on the 5 Freeway and others. A toll on cars and trucks would be used to pay for the additional cost of the bored tunnels above and beyond the expenditures for the cut-and-cover underground roadway through South Pasadena that Caltrans has indicated it can fund.

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

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

## Official statements from Metro and its allies contradicting their previously presented statements and studies above:

1. [Pasadena Star News](http://www.pasadenastarnews.com/alhambra/ci_22056690/alhambra-hosts-710-forum-get-correct-information-out), "Alhambra hosts 710 forum to get the correct information out there"  
By Lauren Gold, SGVN Updated: November 23, 2012 09:16:31 PM PST  
[http://www.pasadenastarnews.com/alhambra/ci\\_22056690/alhambra-hosts-710-forum-get-correct-information-out](http://www.pasadenastarnews.com/alhambra/ci_22056690/alhambra-hosts-710-forum-get-correct-information-out)

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

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

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

2. [Letter from Doug Failing](http://no710.com/_critical-issues-links/_goods-movement/ltr-from-doug-failing11-19-12.pdf), November 19, 2012  
[http://no710.com/\\_critical-issues-links/\\_goods-movement/ltr-from-doug-failing11-19-12.pdf](http://no710.com/_critical-issues-links/_goods-movement/ltr-from-doug-failing11-19-12.pdf)

Dear \_\_\_\_

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



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

The objective of the State Route 710 Study is to examine a range of alternative concepts in order to find solutions to traffic congestion in the West San Gabriel Valley area and to promote a more efficient operation of our regional freeway system. The voters of Los Angeles County passed Measure R in November 2008 by a two-thirds majority to approve a half-cent sales tax increase to fund transportation improvement projects in our county. Measure R specifically allocates \$780 million to the State Route 710 corridor. In June 2010, the Metro Board of Directors authorized staff to pursue a robust public Outreach effort in pursuit of multi-modal solutions to congestion in the State Route 710 Corridor, leading to the preparation of a Draft Environmental Impact Report I Environmental Impact Statement (DEIR/DEIS).

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

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

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

Sincerely,

Douglas R Failing, P.E.

Executive Director, Highway Program

cc:

All Metro Board Members

Hasan Ikhata, Executive Director, SCAG

3. **Pasadena Star News, "SCAG official says 710 tunnel will be hard to beat"**

**By Lauren Gold, SGVN Updated: November 15, 2012 09:27:02 PM PST**

[http://www.pasadenastarnews.com/ci\\_22007346/scag-official-says-710-tunnel-will-be-hard](http://www.pasadenastarnews.com/ci_22007346/scag-official-says-710-tunnel-will-be-hard)

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

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

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

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

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

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

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

4. **KPCC interview with Doug Failing**, Metro's Executive Director, Highway Programs, August 7, 2012. Audio of the show is archived on the KPCC link above - listed on the left side of the website page.  
[http://www.scpr.org/programs/airtalk/2012/08/07/27762/what-happened-710-freeway-extension-project-los-an/?utm\\_source=feedburner&utm\\_medium=feed&utm\\_campaign=Feed:+kpccAirTalk+\(7:23 min\)...](http://www.scpr.org/programs/airtalk/2012/08/07/27762/what-happened-710-freeway-extension-project-los-an/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed:+kpccAirTalk+(7:23+min)...)**Doug Failing: "I've never to my knowledge ever said that this 710, this gap, would have anything to do with with truck traffic, fact is I've always, ah, said that, ah, I, most of the traffic come out of the ports LA Long Beach are either headed towards the East West corridors so they're out on the 60 they're out on the 10 and I've never seen 710 as as a freight corridor, and I've said that quite often."**...  
*Note - The above quote by Doug Failing contradicts what was reported in the Everything Long Beach article "Metro's Freeway Projects Mean Better Transportation For Everyone" by Editor March 24, 2011, and also the Metro News release March 21, 2011, "Metro's Highway Program Shifts into High Gear with 18 New Projects Worth Nearly \$1.4 billion Set to Break Ground in 2011"*
5. **SR-710 Tunnel Technical Study. La Cañada Flintridge Community Meeting Summary**, May 26, 2009  
<http://www.dot.ca.gov/dist07/710study/pdfs/LCF%20Community%20Meeting%20Summary%20FINAL%20DRAFT%20062509.pdf>  
pg 4  
Comment from Metro: **You are going to have to be able to radiate movement of goods into your community.** Distribution of goods will involve at least one truck movement. We actually looked at the possibility of not including trucks in the tunnel. I can't say that we will say there will be no trucks. Perhaps we may exclude trucks over a certain size. I think some of us may be confused about the number of trucks that will be using the route.
6. **Pasadena Sun**, December 11, 2012 6:27 am, "Pasadena hammers 710 tunnel, stops short of opposing it" by Joe Piasecki [joe.piasecki@latimes.com](mailto:joe.piasecki@latimes.com)  
<http://www.pasadenasun.com/the626now/tn-pas-pasadena-hammers-710-plan.0.1252333.story>  
*Note - Bob Huddy, a representative of SCAG who has been involved with the 710 connector project for nearly two decades contradicts himself regarding traffic and air pollution:*  
**"...Bob Huddy, a former senior planner with the Southern California Association of Governments who once also headed the Pasadena Transportation Advisory Commission, said the tunnel would decrease air pollution caused by existing commuter traffic on city streets.** Huddy accused opponents of cherry-picking data to support their own views."  
However, in 2007 in the Financial Charrette listed as # 8 in the first section above. Huddy claimed **"Traffic estimates indicate that the tunnel would immediately attract significant traffic between the port area and Los Angeles heading toward major national distribution centers in San Bernardino County."**  
These quotes show Huddy is clearly the "cherry picker" of "data". It is this very data from studies about trucks, added congestion and pollution, which Huddy was a part of gathering, that he is now in the process of denying.