

Did you know?...

Separating Fact from Fiction

The 710 tunnel will not relieve the congestion on the crowded surface streets of Alhambra, South Pasadena and adjacent cities.

Metro's origin and destination traffic studies show that 84% of vehicles exiting the 710 in Alhambra will not use the tunnel for one of two reasons: their destinations are local and there are no exits planned for the tunnel between Valley Blvd. and the City of Pasadena; *OR* they want to avoid paying the congestion pricing-based toll (toll diversion rates are projected to be 35%). This traffic will continue to clog the surface streets of Alhambra, South Pasadena and adjacent cities. The tunnel will do nothing to solve problems on Fremont, Atlantic, Garfield, New, Huntington, Valley, Mission or Commonwealth. Metro reports that there are currently 44,000 vehicles a day on the 710 north of the 10, but they project a five-fold increase to 180,000 per day after the tunnel is built.

Sources:

SR 710 North Study. Technical Advisory Committee Meeting No. 9 — February 13, 2013. PowerPoint Presentation. http://www.metro.net/projects_studies/sr_710/images/SR710_tac_meeting_9_021313.pdf

Los Angeles County Metropolitan Transportation Authority Public Private Partnership Program. PPP Delivery Systems. Initial 6 Measure R Projects. Prepared by InfraConsult, July 8, 2010. http://www.no710.com/critical-issues-links/financial-reports-&-investor_presentations/20120418-p&p-Item15.pdf

SR 710 North Study. Technical Advisory Committee Meeting No. 8 — November 14, 2012. PowerPoint Presentation. http://media.metro.net/projects_studies/sr_710/images/SR710_tac_meeting_8_111412.pdf



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Metro plans to control tunnel capacity with tolls.

Metro has proposed the possibility of a single-bore tunnel, reducing lanes in each direction from 4 to 2. Tunnel capacity would be halved, and yet Metro plans to widen the 710 leading to the tunnel, exacerbating the "tunnel funnel". When asked about the reduction in capacity, they responded, "We will control tunnel capacity with tolling." Measure R funds are insufficient to build the tunnel. It can only be built through a Public-Private Partnership, and this necessitates that it will be tolled. Tolls high enough to control capacity mean more vehicles will avoid the tunnel. Alhambra and adjacent cities will suffer the consequences -- idling cars & trucks on the 710 as it narrows to 2 northbound lanes; idling cars & trucks as off-ramps are congested with drivers avoiding tolls; slow-moving and idling cars & trucks STILL using surface streets -- all spewing harmful emissions into the local atmosphere.

Source:

SR 710 North Study. Technical Advisory Committee Meeting No. 10 — April 24, 2013. Metro PowerPoint Presentation.

http://media.metro.net/projects_studies/sr_710/images/SR710_tac_meeting_10_032513.pdf



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Air quality impacts are underestimated since data are based on Los Angeles County as a whole, not tunnel-adjacent cities like Alhambra and Pasadena.

The assertion in the Around Alhambra article (07/13, p. 19B) that "...preliminary analysis indicates there would be better air quality" is not consistent with results of Metro's own Alternatives Analysis. Their report shows that three major categories of pollutants won't decrease, but instead, would actually increase county-wide by anywhere from 0.01 – 0.35% relative to no build. Localized conditions can be expected to be much worse. Pollution from the tunnel will be vented only through the ends — not intermediate stacks. Concentrated exhaust from miles of tunnel would be expelled into Alhambra and Pasadena from the portals and will result in elevated levels of toxic pollutants.

Sources:

Around Alhambra, Alhambra's Community Newspaper. 'Research suggests a tunnel is the best option to close 710-210 Gap' Page 19B, July, 2013, p. 19B. <http://www.alhambrachamber.org/AroundAlhambra.aspx>

Los Angeles Metropolitan Transportation Authority SR-710 Alternatives Analysis Report. Appendix O, Air Quality Technical Memorandum. December, 2012. <http://www.dot.ca.gov/dist07/resources/envdocs/docs/710study/docs/appendices/Appendix%20%20Air%20Quality%20Technical%20Memorandum.pdf>

Los Angeles Metropolitan Transportation Authority SR-710 Alternatives Analysis Report. Pages 147—151. December, 2012. http://www.dot.ca.gov/dist07/resources/envdocs/docs/710study/docs/Final_AA_report_2013-01-14_Low_Res.pdf



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Over 294,000 truckloads of dirt and rock will be removed from each end during construction.

Metro reports that 5 million cubic yards of dirt and rock must be removed from both the south portal, which will be constructed in Alhambra and Los Angeles — not south of Valley Boulevard, and the north portal in Pasadena. That is 10 million cubic yards in all — 588,00 truck loads! Metro has stated that the haul destination will likely be Irwindale. Both the 710 and the 210 will be used as haul routes during construction. During the 9 -12 years it will take for construction, Metro plans to store a significant portion of the dirt on site to use for the “cover” of the “cut and cover” portal construction. No details have been specified for minimizing impacts due to windblown dirt or muddy runoff during rain storms.

Source:

SR 710 North Study. Technical Advisory Committee Meeting No. 10 — April 24, 2013. PowerPoint Presentation, Slide 70.

http://media.metro.net/projects_studies/sr_710/images/SR710_tac_meeting_10_032513.pdf

SR-710 North Study. Technical Advisory Committee Meeting No. 11 — July 10, 2013. (PowerPoint Presentation, Slide 24.

http://media.metro.net/projects_studies/sr_710/images/sr_710_north_study_tac_and_soac_meeting_presentation_071013.pdf



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It's not about South Pasadena any more! Public opposition to connecting the 710 to the 210 has grown explosively.

Contrary to assertions by pro-710 paid strategists and a press release from the City of Alhambra that "...public support for the completion of (closing) the gap has grown significantly" — just the opposite is true! After analyzing impacts and costs of this project, over 30 cities, neighborhood associations, healthcare organizations, school districts and other agencies have officially opposed the connection. Among these are: City of Los Angeles, La Cañada Flintridge, Glendale, Sierra Madre, La Crescenta, South Pasadena, Eagle Rock, Glassell Park, Lincoln Heights, Mt. Washington, Highland Park, El Sereno and others. Elected officials including Congressman Adam Schiff, State Senator Carol Liu, Assemblymembers Mike Gatto, Cameron Smyth, Jimmy Gomez and Anthony Portantino (former) as well as the new Mayor of Los Angeles, Eric Garcetti, all oppose the extension. (See Sources for complete list.)

Sources:

Around Alhambra, Alhambra's Community Newspaper. 710 Day: a celebration about 'Closing the Gap'. July, 2013. p. 1. <http://www.ahambrachamber.org/AroundAlhambra.aspx>

No 710 Action Committee website. Resources tab. "Resolutions and Statements Against the SR-710 North Extension" <http://www.no710.com/resources.html>



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Cost estimates for the tunnel have varied so widely that they cannot be regarded as credible.

Since a tunnel was first presented as an option, cost estimates by government agencies have ranged from \$1—\$14 Billion. A recent article in Around Alhambra states, “Studies indicate that the tunnel project can be built through a Public-Private Partnership, with approximately \$1.29 billion in public funding that would help attract over \$2.53 billion in private capital, with ongoing maintenance collected through tolls”, inferring a total cost of \$3.82 Billion. However Metro’s own Alternative Analysis released in December, 2012 cites a cost of \$5.46 Billion. This estimate is only one-half of Metro’s \$10 Billion estimate for a tunnel of the same diameter and total length for the Sepulveda Pass Corridor project. Currently under construction in Seattle is a tunnel of the same diameter but only one-fifth the length of the 710 tunnel at a cost of \$3.1 Billion. You do the math and then ask yourself how a tunnel 5 times as long can cost the same as Seattle’s or why a tunnel with the same dimensions as the tunnel proposed for the Sepulveda Pass Corridor should cost one-half as much?

Sources:

Around Alhambra, Alhambra’s Community Newspaper. ‘Research suggests a tunnel is the best option to close 710-210 Gap’ July, 2013, p. 19B. <http://www.alhambrachamber.org/AroundAlhambra.aspx>

Los Angeles Metropolitan Transportation Authority SR-710 Alternatives Analysis Report. December, 2012. http://www.dot.ca.gov/dist07/resources/envdocs/docs/710study/docs/Final_AA_report_2013-01-14_Low_Res.pdf

LA County Metropolitan Transportation Authority Sepulveda Pass Corridor Systems Planning Study, November, 2012. Preliminary Cost Report. www.metro.net/projects_studies/sfv-405/images/final_compendium_report/6.0_Preliminary_Cost_Report.pdf

Washington State Department of Transportation project website: <http://www.wsdot.wa.gov/Projects/Viaduct/Schedule/Budget>

SR 710 Fwy— Tunnel Alternative Fact Sheet. www.metro.net/projects_studies/route_710/images/sr_710_fwy_tunnel_alt_fact_sheet_post_final_2012_1221.pdf



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