

TAB #21

To: CTC

Mary Ann Parada
1710 Ramona Ave.
South Pasadena, CA 91030-4426

Ron Kosinski, Deputy District Director
Division of Environmental Planning
Caltrans, District 7
100 South Main Street, MS 16A
Los Angeles, CA 90012

April 12, 2011

Via E-mail and U. S. Mail (ron_kosinski@dot.ca.gov)

RE: Comments on SR-710 Notice of Preparation and Notice of Intent

Dear Mr. Kosinski:

In the Route 710 Tunnel Technical Feasibility Assessment Report –Metro – November 15, 2006, Chapter 10.0 Potential Funding (page 10-124) it states: "... Since the initial order of magnitude construction cost estimate for the tunnel is \$3 billion (2006 dollars), the project would fall under the FHWA Mega Project classification which requires the development of a comprehensive financial plan , with annual updates on actual cost and revenue performance in comparison to initial estimates as well as updated estimates of future year obligations and expenditures, cost and revenue trends, current and potential funding shortfalls and the financial adjustments necessary to assure completion of the project. "

However, in the same Report on page 10-133, the cost estimates of the project keep escalating: "... Depending on which construction scenario is chosen and when construction begins, the \$3 billion (2006 dollar) order of magnitude construction cost estimate is projected to be in the range of \$4.3 to \$5.5 billion year of expenditure dollars. "

Wow, in only 9 pages, the cost of the project almost doubles!!

The Report failed its own criteria outlined on page 3 of the Executive Summary by considering only construction costs. What is excluded in the Report is:

1. No cost to address environmental or community impact requirements.
2. No cost of electrostatic precipitators.
3. No cost for land acquisition.
4. No cost for project design.
5. No cost for construction management.
6. An allowance for only a 15 percent design contingency. This number is low for a Mega Project. Allowances of 30 percent to 50 percent would not be unreasonable for design contingency, according to Dr. Gary S. Brierley, South Pasadena's tunnel consultant.

Caltrans must include these in the Draft EIR/EIS.

Which agency – Caltrans or Metro- assumes the cost of \$33,000,000 a year for perpetual operations and maintenance?

Caltrans must produce a detailed analysis of all costs before a final decision could be made concerning the financial feasibility of such a Mega Project.

Sincerely,


Mary Ann Parada

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MEETING
HANDOUT

Tab 21

MEMORANDUM

TO: Honorable Chair Frommer and Members of the California Transportation Commission

FROM: Leland C. Dolley, General Counsel 
710 Freeway Advocates/Supporters of the 710 Gap Closure

DATE: May 11, 2011

SUBJECT: CTC Agenda Item 21: Update on the SR-710 Gap Closure Project

We are pleased to see this item on the Commission's agenda and applaud your diligence in closely following one of the most important, eagerly awaited transportation infrastructure projects in the State. Closing the 710 Gap is the final link in connecting our freeways and creating a more efficient transportation system in Southern California. Closing the Gap has significant mobility improvements, significant reductions in air pollution and resultant air quality improvement benefits, improved quality of life benefits, statewide economic benefits and many other regional benefits; all of which have been demonstrated at various levels of study over many years.

The environmental documentation (just begun) for the Gap Closure project will be the final, definitive statement of the projects' environmental and social benefits. The work will show the way to the best technology, best route and best mix of transportation modes so the Gap can be completed. The leadership shown in the partnership of CalTrans and Metro gives everyone confidence that the results will be fair, unbiased and exhaustive.

The Commission should be aware there is much support for the gap closure locally, regionally and statewide. The support comes from a wide cross section including elected representatives at the federal, state and local levels, multijurisdictional agencies such as the Southern California Association of Governments (SCAG, Independent Cities Association (ICA) and the San Gabriel Valley Council of Governments (SGVCOG) as well as Labor, Trades and Business organizations.

Individual voters support the project as evidenced by the passage of Measure "R" with the 710Gap Closure (possibly a Tunnel) included as a major highway project and the results of a special election in Pasadena several years ago supporting gap closure. In addition, many individual residents in the recent environmental scoping sessions called for the closing of the Gap immediately and various blogs and social media outlets have people weighing in in support. Many people express the opinion that it defies common sense and good planning that a few well funded entities can deprive the public at large of the benefits of such an important transportation infrastructure project

As progress continues on closing the 710 Gap, you will hear from the multitude of supporters identified above and many more in writing and in public testimony, all calling for the completion of the 710 in a timely manner.

Thank you for this opportunity to participate in your meeting.

Respectfully Submitted,

Leland C. Dolley

STATE ROUTE 710 GAP BRIEFING

DOUGLAS R. FAILING, P.E.
EXECUTIVE DIRECTOR, HIGHWAY PROGRAM

CALIFORNIA TRANSPORTATION COMMISSION
MEETING
MAY 11, 2011



THE SITUATION

- **SR- 710 GAP CONTRIBUTES TO GROWING CONGESTION ON NEARBY FREEWAYS & ARTERIALS**
- **MEASURE R - 2/3^{RDS} OF LA COUNTY VOTERS APPROVE \$\$ FOR SOLUTION TO DECADES OLD DEBATE**
- **METRO BOARD ADOPTS MOTIONS TO MOVE FORWARD WITH THE ENVIRONMENTAL PHASE OF PROJECT**
- **ROBUST SCOPING 1ST STEP IN PROCESS COMPLETED**



SCOPING

WHY?

- **INITIATE THE ENVIRONMENTAL REVIEW PHASE**
- **SOLICIT PUBLIC INPUT ON THE PURPOSE AND NEED FOR A SOLUTION, AND UPCOMING STUDIES**

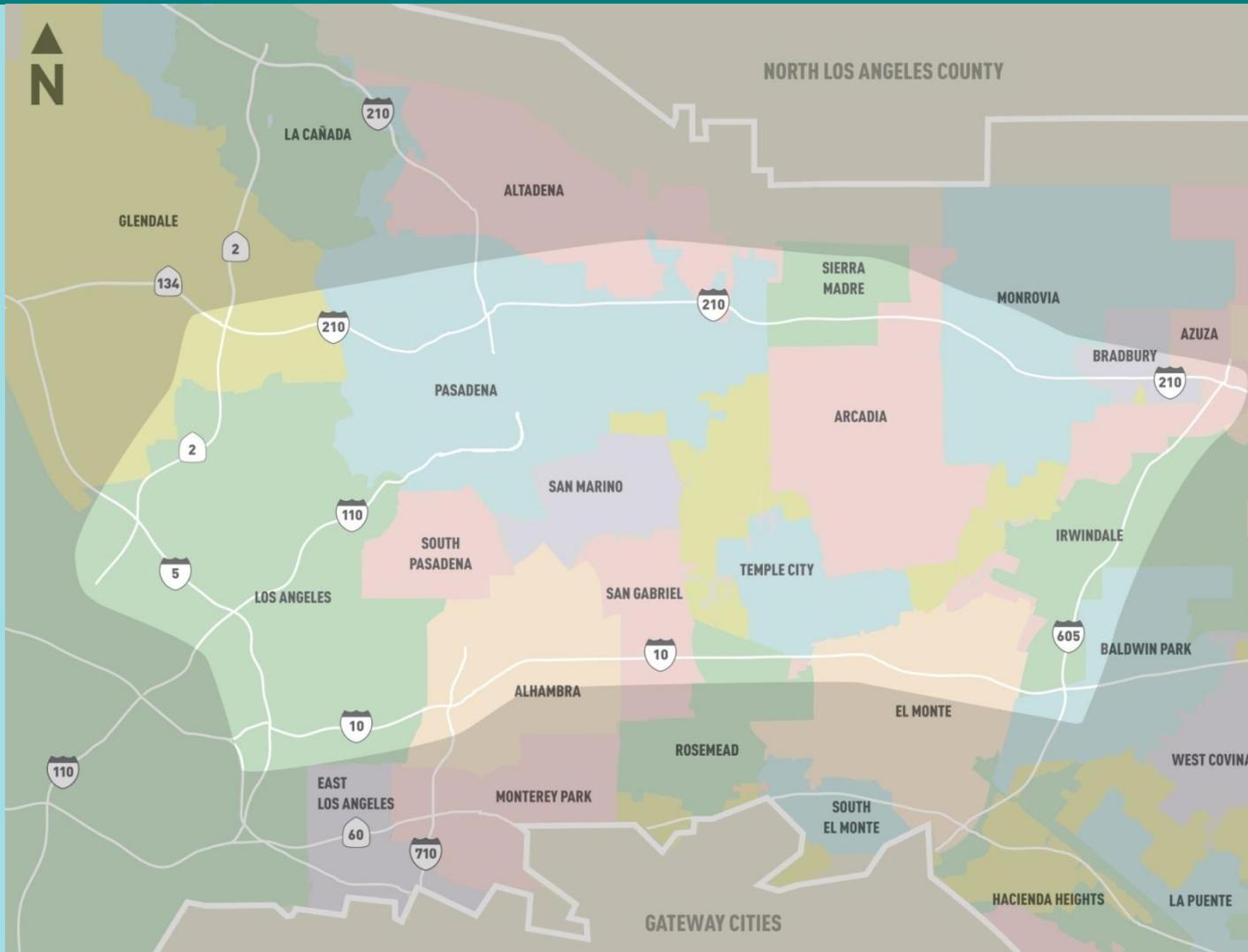
HOW?

- **CONVENED A SERIES OF 21 PUBLIC MEETINGS (INCLUDES 8 SCOPING MEETINGS & 1 ONLINE VIRTUAL SCOPING MEETING)**
- **PROVIDED ENGAGING AND INSTRUCTIONAL DIALOGUE**



- **MAINTAINED AN OPEN AND TRANSPARENT PROCESS**

INITIAL STUDY AREA



SR-710 COMMUNITY MEETING SERIES

- **SERIES 1: TRANSPORTATION**
(WHERE HAVE WE BEEN? WHERE ARE WE GOING?)

SIX MEETINGS HELD IN FEBRUARY 2011

- **SERIES 2: PROTECTING COMMUNITIES**

(CEQA/NEPA ENVIRONMENTAL PROCESS)

SIX MEETINGS HELD IN FEBRUARY/MARCH 2011

- **SERIES 3: SCOPING**
(GOING ON THE RECORD)



Metro

NINE MEETINGS HELD IN MARCH/APRIL 2011

STATE ROUTE 710 GAP SCOPING

MEETINGS

TUESDAY, MARCH 15, 6-8 PM
JEFFERSON MIDDLE SCHOOL
CAFETERIA/AUDITORIUM
1372 E. LAS TUNAS DRIVE
SAN GABRIEL, CA 91776

WEDNESDAY, MARCH 16, 6-8 PM
ALHAMBRA CIVIC CENTER
LIBRARY
RUTH C. REESE HALL
101 S. FIRST ST.
ALHAMBRA, CA 91801

TUESDAY, MARCH 22, 6-8 PM
GLENDALE COMMUNITY COLLEGE
ROOM SC-212
1500 N. VERDUGO RD.
GLENDALE, CA 91208

TUESDAY, APRIL 5, 2011, 6-8 PM
LA CANADA HIGH SCHOOL-
CAFETERIA

4463 OAK GROVE DRIVE
ONLINE VIRTUAL MEETING - MARCH 21, 2011 AT 6 PM LIVE AND ON DEMAND
THROUGH APRIL 14, 2011

WEDNESDAY, MARCH 23, 6-8 PM
SOUTH PASADENA HIGH SCHOOL
AUDITORIUM
1401 FREMONT AVENUE
SOUTH PASADENA, CA 91030

TUESDAY, MARCH 29, 6-8 PM
LOS ANGELES CHRISTIAN PRESBYTERIAN
CHURCH
GYMNASIUM
2241 N. EASTERN AVENUE
LOS ANGELES, CA 90032

WEDNESDAY, MARCH 30, 6-8 PM
LAKE AVENUE CHURCH
SKYROOM
393 NORTH LAKE AVENUE
PASADENA, CA 91101

WEDNESDAY, APRIL 6, 2011, 6-8 PM
RAMONA HALL COMMUNITY CENTER
4580 NORTH FIGUEROA STREET
LOS ANGELES, CA 90066



NEXT STEPS

- **RELEASE RFP FOR SR 710 GAP EIS/EIR SOLICITATIONS IN MAY 2011**
- **DOCUMENT FEEDBACK OBTAINED DURING SCOPING AND PREPARE FINAL REPORT IN MAY/JUNE 2011**
- **OBTAIN METRO BOARD APPROVAL OF SR 710 GAP EIS/EIR CONTRACT (THAT IS SUPPORTED BY ALTERNATIVE ANALYSES**

