

SR-710 History

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SR-710 History

- Surface Route Extension
 - 1959 – California Master Plan of Freeways and Expressways adopted; included Route 7 (now known as SR-710 and I-710).
 - 1964 – California Highway Commission adopted the “Meridian Route” for the freeway alignment.
 - 1969 – Passage of the National Environmental Protection Act (NEPA) and (1970) California Environmental Quality Act (CEQA).
 - 1973 – South Pasadena and others file NEPA/CEQA challenge; injunction by stipulation.
 - 1974-1998 – Federal Highway Administration (FHWA) and Caltrans prepared four rounds of EIR/EISs on different 710 surface routes.
 - FHWA and State agreed on approval of Meridian Variation with Berkshire Shift (Record of Decision [ROD] April 13, 1998).



SR-710 History

- 1999 – United States District Court Judge Pregerson issued an injunction against the 710 Freeway.
 - Based on 1998 violations of NEPA, NHPA, and CAA (52 F. Supp.2d 1106).
- 2003 – FHWA rescinded the 1998 ROD.
 - Specifying that future projects will not be approved without curing errors determined by Judge Pregerson, and without proof of financial feasibility. Caltrans rescinded state approval in June 2004.
- 2011 - Ch. 439 (AB 751) repealed Martinez Bill (S&H Code 100.4), restoring city's right to "freeway agreement."
- 2013 – Ch. 468 (SB 416) removed surface 710 from further consideration in state environmental review.





SR-710 History

- Tunnel Alternative
 - 2002 – Caltrans decided to move forward with a tunnel alternative.
 - 2006 – Metro released the “Route 710 Tunnel Technical Feasibility Assessment Report”.
 - 2008 – Measure R was passed to provide a half-cent sales tax.
 - 2012 – Metro released the “Route 710 Study: Alternative Analysis Report”.



HISTORIC TRANSPORTATION | TIMELINE



1902

The Red Cars, from Pasadena to Long Beach, opens (would operate until 1951).



1940

Pasadena Freeway first segment opens.

1958

State Route 2 first segment opens.



1963

The Division of Highways (former name for Caltrans) begins acquiring properties for future freeway construction.

1964

I-605 from I-405 to I-10 opens.



1966

I-210, Flintridge to Pasadena, opens.



1970

The California Environmental Quality Act (CEQA) is signed into law.

1971

I-210 extension from SR-134 to SR-57 opens.

1973

Caltrans releases a Draft EIS/EIR for SR-7 from I-10 to Huntington Drive.

1992

FHWA and Caltrans release Final EIS/EIR for SR-710 from I-10 to Huntington Drive.

2004

FHWA prepares an environmental reevaluation for the SR-710 N. Gap Closure which rescinds the Record of Decision for the Meridian Variation Alternative (the surface alternative). This action introduces subsurface (tunnel) options.

2006

Metro releases Route 710 Tunnel Technical Feasibility Assessment Report.

2010

Metro Board approves advancing of SR-710 N. Gap environmental process.

2010

Caltrans completes Final Geotechnical Summary Report, SR-710 Tunnel Technical Study for Los Angeles County; five zones evaluated.

1902



2011

1933

Legislative Route (LR) 167 designates to run from Long Beach to Monterey Park.

1949

LR 167 designated to extend to South Pasadena (becomes LR 7).

1959

Master Plan of Freeways and Expressways extends LR 7 (becomes SR-7) to I-210.

1964

I-10 freeway opens.



1965

SR-710 opens between Route 10 and Valley Blvd.

1969

The National Environmental Policy Act (NEPA) is signed into law.

1971

I-605 extension from I-10 to I-210 completed.

1971

Entire I-5 opens.



1973

First HOV Lanes, El Monte Busway, open on I-10.

2003

Metro Pasadena Gold Line opens.



2005

The first Alameda Corridor East grade separation project, Nogales Street (Alhambra Subdivision), opens.

2008

Measure R passes; \$780 million identified for SR-710 N. Gap Closure.



2010

High Desert Corridor environmental process begins.

2011

SR-710 Conversations commence.



Metro

