

APPENDIX T

***Recommendations for Consideration in
Adoption of I-710 Locally Preferred
Strategy, I-170 Technical Advisory
Committee, September 2004***

TO: I-710 Oversight Policy Committee

FROM: William C. Pagett, Chair
I-710 Technical Advisory Committee

SUBJECT: Recommendations for Consideration in Adoption of I-710 Locally Preferred Strategy

The I-710 Technical Advisory Committee (TAC) was created to provide advice to the Oversight Policy Committee (OPC) in the conduct of the Major Corridor Study and Development of a Locally Preferred Strategy. The TAC consists of staff professionals from 14 cities, the County of Los Angeles, the Ports of Long Beach and Los Angeles, the South Coast Air Quality Management District (AQMD), the California Highway Patrol, Caltrans, the Federal Highway Administration (FHWA), the Los Angeles Metropolitan Transportation Authority (MTA) and the Southern California Association of Governments (SCAG). The Automobile Club also sits as an ex officio member.

In May, 2003 the OPC charged the TAC with bringing a freeway improvement alternative that incorporates elements of transportation system management, transportation demand management and construction of transportation improvements. The OPC requested that "These elements...be acceptable to each affected city with the purpose of minimizing right-of-way acquisitions and the objective of preserving existing housing stock, yet work together as an integrated strategy consistent with adopted guiding principles."

I am pleased to report that the TAC has completed its review of the design concepts developed through the community based design process the OPC established. The committee has also heard reports from the COG's engineer and comments from TAC members, some of whom worked closely with the Tier 1 Committees in their respective communities and others who reviewed the results of those Committee deliberations. Upon review, the TAC believes that the hybrid design concepts do accomplish the goals the OPC set forth. In particular right-of-way impacts are significantly reduced.

The TAC recommends the following components be included in the OPC's Locally Preferred Strategy:

- The hybrid design concept, which consists of 4 truck lanes, 10 mixed flow lanes, and specified interchange improvements, between Ocean Boulevard and the inter-modal rail yards in Vernon/Commerce.
 - The TAC acknowledges that the portion of the I-710 Corridor from Atlantic-Bandini to SR-60 is still under study and that findings from the mini-study will be integrated with the hybrid design concept prior to initiating environmental studies.

- Issues, such as the proposed truck lane ingress/egress ramps at I-710/ Miller Way, will be revisited during the follow-on environmental studies.
- Alternative A No Build
- Alternative B Transportation System Management/Transportation Demand Management
- Improvement of arterial highways within the I-710 Corridor
- Construction of truck inspection facilities to be integrated with the selected overall design concept

In addition, the TAC wishes to communicate to the OPC its support for the broad concepts in the Tier 2 Final Report *Major Opportunity/Strategy Recommendations and Conditions* while acknowledging that some of the recommendations would require legislative and/or regulatory changes.

Attached for your review are: an illustration of the hybrid design concept, a summary of anticipated right-of-way impacts and a technical report describing the design concepts in greater detail.

The members of the TAC appreciate the opportunity to work on this important project and look forward to continuing to work with you as the project enters the environmental analysis phase.

Attachments:

- Hybrid Design Concept Map
- Hybrid Design Concept Table and
- Hybrid Mainline Alternative of Locally Preferred Strategy Technical Report

